

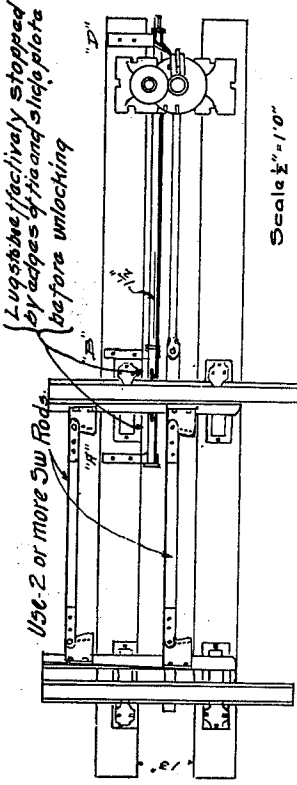
Locking to remain in a effective position regardless of movement in this quadrant or if the stand be knocked or down by a facing train movement.

Use this to lock or unlock the knob.

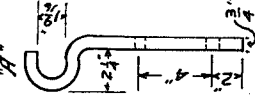
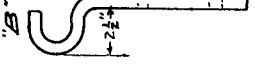
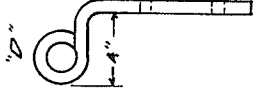
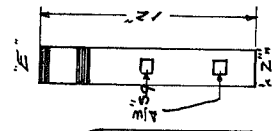
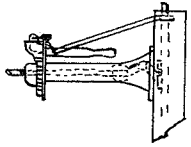
Typical Safety Clamp  
for  
Main Line Switches.

Method of complying with Sec 192.26 of W.S. Statutes as satisfactory in W.R.C. Order of March 28, 1927. R. 3312.

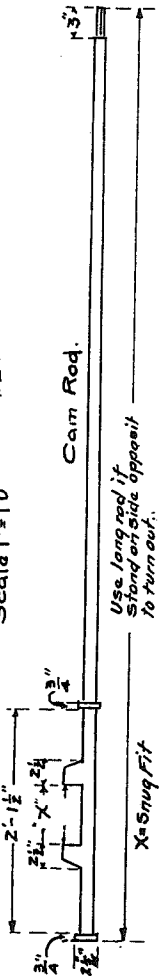
Engineering Dept.  
Railroad Commission  
of  
Wisconsin 3-23-27.



Scale 1/2" = 1'0"



Scale 1" = 1'0"



Use long rod if stand on side opposite to turn out.

Xo Snug Fit

## Chapter PSC 89

## OPERATION OF ELECTRIC RAILWAYS

PSC 89.01	Application of rules	PSC 89.05	Targets
PSC 89.02	Company to file rules	PSC 89.06	Operation
PSC 89.03	Timetables	PSC 89.07	Marker
PSC 89.04	Pilots, fenders, life guards	PSC 89.08	Car specifications
		PSC 89.09	"One-man cars"

**PSC 89.01 Application of rules.** The following rules are reasonable for all electric railways operating in the state of Wisconsin. If, however, rigid adherence to the rules herein prescribed, should result in hardship to the company without commensurate betterment in safety and service, application should be made to the commission for a modification, giving the reasons therefor.

**PSC 89.02 Company to file rules.** Each electric railway company operating in the state of Wisconsin shall file with this commission its book of rules governing operation of cars or trains, together with a copy of all orders, bulletins or notices now in force modifying or supplementing said book of rules, and shall hereafter file with the commission a copy of changes, modifications and supplements within 5 days after such changes, modifications and supplements are issued. Before a new rule book is put in force it shall be submitted to the commission for approval.

*Note:* It is not intended that such approval by the commission shall cover all the rules usually found in such rule books. The commission will examine the rules to ascertain if they are comprehensive enough and otherwise satisfactory on points relating to the safety and adequacy of service. It is expected that the rules submitted by each company will cover operation under train orders, or by other means if train orders are not used, flagging of cars or trains over railroad crossings, protection of passengers in cars or trains stalled on railroad crossings, use of signals and such other points as the commission may determine.

**PSC 89.03 Timetables.** Each electric railway company operating interurban service shall file with the commission a copy of each interurban official trainmen's time-table and each time-table issued for the use of the public within 5 days of the date such time-table takes effect.

**PSC 89.04 Pilots, fenders, life guards.** Each electric railway company shall submit to the commission for approval plans and specifications (and photographs if required) for such pilots, fenders or life guards as it may desire to install on any car or class of cars together with a full description of the class and kind of service generally rendered by said car or class of cars. After January 1, 1918, no motor car or locomotive (snow plow and sweeper excepted) shall be operated in regular or special service unless equipped with fenders, pilots, or life guards which have been approved by the commission.

*Note:* It is intended that plans and specifications shall show location of said pilots, fenders or life guards with respect to the car body and trucks and the height above the rail when mounted ready for service.

**PSC 89.05 Targets.** Each electric railway company operating interurban service shall equip all its main line switches on interurban track with targets for day indication and, in addition, lights for night indication on or before January 1, 1918.

**PSC 89.06 Operation.** All cars or locomotives in operation over city, suburban or interurban track shall be under full control at reduced speed prepared to stop on approaching all facing spring point switches.

**PSC 89.07 Marker.** All cars operating on interurban track shall carry at least one marker independent of power from the trolley wire showing red to the rear when in service between sunset and sunrise.

**PSC 89.08 Car specifications.** Plans and specifications for all new cars to be built or purchased and plans for the remodeling of all old cars shall be submitted to the commission for approval. Plans and specifications shall show the following: principal dimensions and weight of car body and trucks; height of main floor and platforms above the rail with a notation or table showing floor and platform height of all other cars that may be operating on the same railway system; height and dimensions of all steps; location and dimensions of all doors and passageways; method of operation of all doors; location and dimensions of all grab handles and similar devices; location and dimensions and spacing of seats; type, number and location of heaters, air ducts, steam or water pipes, and ventilators; type, location, dimensions and complete description of pilots, fenders or life guards; type, location and dimensions, and description of any devices designed to prevent telescoping of cars in collisions; description of braking equipment including compressors, governors, valves, brake cylinders and reservoirs, location of motorman's valves and the ratio of braking power to weight of car, loaded and light; and such other features as the commission may require.

**PSC 89.09 "One-man cars."** Before the operation of any "one-man cars" each company desiring to institute such operation shall submit to the commission the plan of operation of the proposed "one-man cars" showing the route over which such cars are to be used, the number of railroad tracks to be crossed and the characteristics of each crossing, method of operation of doors and emergency exits and such other details as the commission may require. The commission's approval shall be required before "one-man cars" may be placed in regular service.