

ADIRONDACK LIVE STEAMERS, INC.

Engineer's Operating Rules—April 2004

The rules are for everyone's safety, to protect ALS facilities from damage, and to encourage a smooth flow of traffic. Those in violation may be asked to remove engine from service.

Serious violation of these rules while carrying passengers is cause for immediate suspension of running privileges. Anyone who is not mindful of the safety of others may be asked to leave the ALS grounds.

SAFETY FIRST is Rule 1 in live steam.

GENERAL RULES ...

- A. The rules must be read and understood by all those who operate a locomotive at ALS. Engineers must meet the ALS Loco Engineers Qualifications.
 - B. Keep your hands and children away from lifts, transfer table, turntable and stone tipple. Do not attempt to assist others in their use, unless you are asked, and stand clear when they are in operation. Only individuals trained in their safe use may operate these devices.
 - C. ALL ENGINEERS must be accompanied on the first trip by a pilot (a person familiar with the track) who will be designated by ALS.
 - D. ENGINE OWNERS must accompany and instruct persons they permit to run their engine before allowing solo use of the engine by that person.
 - E. *No one is obligated to give rides.* If you do, a Conductor/flagger must ride the rear seat of any train with two or more cars to monitor passengers and protect the train in the event of a stop. The Conductor is responsible for the loading of their train in a safe and weight distributed manner. The Conductor is also responsible for restricting and or removing those passengers from boarding as they see acting in an unsafe manner. The Conductor is also responsible for giving their passengers a safety briefing prior to the trains departure. Novice engineers may NOT haul passengers without on-board supervision by an ALS qualified engineer. By day, flaggers must have a flag, whistle and working radio set to the club road channel. At night, they must also have a light.
 - F. *Engineers are encouraged to remove or restrict from boarding anyone they feel is acting in an unsafe manner, or who, for any other reason, they feel cannot safely ride.*
 - G. Alcoholic beverages may not be consumed on the grounds at ALS during train operations.**
 - H. REVERSE MOVEMENTS may only be made when the conductor has determined that it is safe to do so, and a Conductor/flagger is protecting the reverse movement.
 - I. Locomotives must have adequate brakes and whistle. At night, locomotives must have headlight and the rear of the train must have a red/orange rear end marker light visible for 75 feet. Steam locomotives, at night, must also have a lighted water level sight glass.
 - J. ALL STEAM ENGINES MUST HAVE ASHPANS! Ashpans must be emptied over ash pits or steaming bays only. DO NOT STROKE FIRES OVER TRESTLES OR BRIDGES! All internal combustion locomotives are required to carry a fire extinguisher.
 - K. Engineers must comply with and use basic hand signals as follows:
PROCEED—hand or object raised and lowered vertically.
STOP—hand or object swung horizontally across track.
BACK—hand or object swung vertically in circle across track
 - L. Engineers must use basic whistle signals (where "o" is a short sound and "-" is a long sound):
 - Apply brakes, stop
 - oo Release brakes, and proceed.
 - ooo When standing, back up.
 - - o - Grade crossings marked with whistle post.
- A succession of short sounds: is an alarm to persons on or near the track.

M. ALL MOVEMENTS must be made at RESTRICTED SPEED, that is, prepared to stop in less than one half the range of vision, short of any misaligned switch points, broken rails, other equipment fouling their track, or other items that might obstruct the safe passage of their train.

N. PERMANENT SPEED RESTRICTIONS

MAXIMUM (or track) speed is 5 MPH (40 scale MPH) *when hauling passengers at any time*, at meets, and when running in both directions. (12 seconds between "mile posts" is 5 mph).

SLOW speed is 2 MPH (a slow walk) in Yard Limits, over facing point switches, on all bridges, through tunnels, and where "slow" signs are displayed (30 seconds between "mile posts").

ALS SPEED CHART is posted in the depot.

Enforcement: excess speed over bridges and/or through tunnels is cause for immediate suspension of running privileges.

O. Keep at least 50' between moving trains, except when closing up at stations or yards.

P. Trains approaching a stopped train must make a SAFETY STOP 25' to the rear of the stopped train, and may then proceed slowly, with caution.

Q. Avoid stopping trains, for red signals or to operate switch, on bridges or in tunnels except in emergencies.

R. Trains must come to a full stop before operating any air or electric-powered switches. Switches must be returned to the routing that they were originally found in.

S. Safety chains, or equivalent, between all cars are required. Solid drawbars will be considered the same as safety chains. Drawbar and coupler pins should be oriented so gravity keeps them in place.

T. Unsafe operations or other rules violations should be reported to a club officer.

U. Temporary Speed Restrictions – A location where mainline track speed is temporarily reduced to 2 MPH - The start of a Temporary Speed Restriction is indicated by a small diamond shaped sign with a yellow background and a black **S** on it. This is a SLOW sign. At the end of the Temporary Speed Restriction will be found a small square sign with a green background and a white **R** on it. This is a RESUME sign.

TRACK USAGE

1. Yard limits extend from Dittmann's Gulch to Deer Run. Proceed at slow speed, prepared to stop for pedestrians, stopped trains, signals or switches.

2. RATEAU RUNNING TRACKS are numbered from turntable toward station as follows: (1) Service Track, (2) Main Line, (3) Station Track. ALL prolonged service, fuel, and water stops MUST be done on the SERVICE TRACK. Main Line is for NON-STOP movements ONLY. Passenger loading and unloading is permitted on the STATION TRACK ONLY.

3. All switches are spring switches unless otherwise noted. Engineers must be sure switch points fit correctly and are not gapping before proceeding. Trailing point moves may be made without throwing switch, but reverse moves must NOT be made until the last car clears, or a derailment WILL occur.

4. A FLAGMAN must protect against following trains for any movements using sidings or spurs.

5. REVERSE LOOPS and WYES may NOT be used until ALL trains are stopped, fully protected, or otherwise accounted for. An ALS member must assume full responsibility for the safety of all trains until the move is complete. This applies to any time trains run in "REVERSE" direction.

PASSENGER LOADING

9. Riders should face forward; must NOT lean out of cars or stand up, reach for branches, etc.; must stay seated and keep feet and hands inside cars. Children must

sit in their own seat and be accompanied by an adult who is responsible for them. Carrying babies or small children in your arms aboard trains is dangerous and not permitted. Rides are not suitable for everyone—especially small children who cannot or will not sit still or follow direction; some elderly people; persons with balance problems, recent surgery, injury, or illness.

10. Distribute weight evenly between car trucks. The car must not be overloaded. No more than two adults may ride cars under 6' long. Maximum capacity over 6' will be one adult per 2' of length. If any one passenger weighs over 250 pounds, that person must be the only person on that car.

Cars with excessive side bearing clearance or other suspension defects may not be used to haul passengers.

ADDITIONAL RULES FOR MEETS

11. Running direction is NORMAL (Westbound or milepost ascending): right to left as viewed from the turntable. The opposite direction is REVERSE (Eastbound or milepost descending).

12. ALL visiting engineers running must fill out a registration form, read and understand the Engineer's Operating Rules, and pass a rules quiz before operating an engine at ALS. The quiz will be valid for the current operating season.

13. ALS Conductor will direct passenger loading.

ALS SIGNAL SYSTEM—GENERAL

18. Trackside signs and lighted signals govern the safe movement of trains. Engineers must know their meaning and obey them.

19. SIGNAL ASPECTS: color and appearance.

GREEN—Clear: proceed at permitted speed. YELLOW—Approach: proceed prepared to stop. RED—Stop.

DARK—Equivalent to yellow/approach at ALS.

SEMAPHORES—vertical position corresponds to a green lamp; horizontal to a red lamp.

PERMANENT SPEED restriction signs include "SLOW" signs, BRIDGE and TUNNEL speed signs, and YARD LIMIT signs.

TEMPORARY SLOW speed signs indicate the beginning of temporary speed restrictions. They are yellow with a black "S".

RESUME SPEED signs (green with a white "R") indicate the end of a temporary speed restriction.

WHISTLE POST—A sign with a black "W."

ALS SIGNALS—OPERATION

For the current season, ALS will only have ABS type lighted signals.

20. ABS—Automatic Block Signal system. This type of signal system only conveys information about train(s) in blocks ahead. These signals will have number boards on them. The mainline signals at ALS only protect traffic in the Normal direction and not the Reverse direction.

21. ABS signals do not convey permission to proceed or provide absolute protection. Vigilance of the engineer is still required.

22. If a dark signal is encountered, the engineer must assume that it is RED and stop for it. After waiting 30 seconds, the engineer may proceed at RESTRICTED SPEED to the next signal.

23. RED signal – Stop, wait 30 seconds, and Proceed at RESTRICTED SPEED to the next signal.

30. YELLOW Signal – Immediately reduce speed to SLOW speed (2 MPH) and approach the next signal prepared to STOP.

31. GREEN Signal – Proceed at MAXIMUM Speed (5 MPH)

fire barrels are located. When a fire is noticed, immediately assign a person to return to the station and seek assistance. The train crew should make a radio call back to the station, and those remaining should fight the fire.

SAFETY

40. ALS is known for it's wooded forest setting. Forests are full of combustible material laying on the ground. We must all be vigilant for fires, and know where our fire barrels are located. When a fire is noticed, immediately assign a person to return to the station and seek assistance. The train crew should make a radio call back to the station, and those remaining should fight the fire.

41. Safety on club property is important to the survival of the club. We must all be vigilant while riding on and walking around equipment. Should some be injured. immediately assign a person to return to the station and seek assistance. The train crew should make a radio call back to the station, and those remaining should attempt to comfort the injured person. Calling 911 should be the choice of the injured person or the EMT on staff that day.