

SOUTHERN OREGON LIVE STEAMERS RAILROAD



TIME TABLE NO.5

EFFECTIVE 12:01 A.M., PACIFIC STANDARD TIME

SUNDAY April 10, 2016

**FOR THE GOVERNMENT AND INFORMATION OF
VOLUNTEERS ONLY**

RULES OF SAFETY AND OPERATIONS MANUAL

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President

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SAFETY ALWAYS
Make this Railroad the safest

Name

.....

Address

.....

.....

.....

Phone

Number.....

Revision Date 2016-04-10

**The material contained in this
manual is subject to change**

SOLS Radio Channels

Engineer..... Channel 04
Conductor..... Channel 04
Stationmaster..... Channel 04

Medford Railroad Park

Emergency Channel TBA

Maximum Speed Permitted

Station1 MPH
Yard2 MPH
Mainline7 MPH
Mainline (Public Run)6 MPH
Approach to Yard.....4 MPH
Approach to Public Crossings
4 MPH
Spring Switch (against)1 MPH
Track Maintenance2 MPH

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INTRODUCTION

Rules of Operation and Safety

The purpose of this manual is to set forth rules of operation and safety to insure enjoyment of the hobby for members, guests, and the public. While most of the rules are directed towards the operation of trains hauling the public, both private and Club-owned equipment, all members share in the responsibility of displaying and maintaining a SAFE operation of both the Club's facility and equipment. Your Board of Directors thanks you for your cooperation.

1. GENERAL

- 1.1. Locomotives and equipment shall be unloaded and loaded only at the transfer table. All vehicles shall be removed from the loading area as soon as possible after unloading or loading.
- 1.2. All Club-owned material and equipment is for the use of members and guests at the Club facility ONLY, and shall not be removed from the Club facility without specific permission from the Board of Directors. This includes fuel, cars, locomotives, tools, materials, etc.
- 1.3. Non-Club approval use of a Club locomotive is prohibited, except as listed in **Rules 1-4** and **1-5**.
- 1.4. Club locomotives may be used to pull steam locomotives to and from the car barns, to and from the steaming bays and fueling spurs, and used to pull a work train. Other uses will be evaluated on a case-by-case basis.
- 1.5. Any Club member may request the use of a Club locomotive for a special family birthday or picnic.
- 1.6. Any person who is determined to have caused damage to Club locomotives or property through willful negligence will be responsible for necessary repairs.
- 1.7. Keys to a specific car barn will be issued only to Club members who have equipment stored in that specific car barn, and to active members who have a specific duty that requires access to car barns.
- 1.8. For insurance coverage, Non-Club members shall not to operate any Club equipment including lawn mowers, tractors, or Club locomotives.
- 1.9. All operating personnel, while on duty, shall have a copy of these rules in their possession.
- 1.10. Visiting Engineers, Conductors, and their guests are to abide by these rules. Copies of these rules shall be made available to visiting Engineers and Conductors while they are operating on SOLS's tracks. Visitors may have copies of these rules to keep.
- 1.11. The Board of Directors may restrict or suspend from duty any operating personnel who consistently violate safety rules.

- 1.12.** Any person found to be consuming alcoholic beverages of any kind or any illegal substances shall be required to leave the Railroad Park immediately.
- 1.13.** The use of tobacco products is prohibited in the Medford Railroad Park. No dogs or other pets shall be allowed to run free within the Park. All pets shall be confined on a leash not over six (6) feet in length. The owner of such pets shall be responsible for the immediate clean up of any manure or any other mess caused by such pet.

2. OPERATIONS

- 2.1. It is requested that the engine numbers (“i.e. 256 or 4448 etc.”) be used rather than the Engineer’s name.
- 2.2. No locomotive shall be operated at an excessive speed, and shall not be operated at a speed greater than posted and/or any speed from which the locomotive and its train can not be slowed and stopped within a reasonable distance, depending on traffic, track condition, visibility and weight of train, etc.
 - 2.2.1. Current speed posting is 7 mph on mainline, 2 mph within yard limits, and 1 mph at station and 6 mph maximum speed during public run days. **(see Rule 3-9)**
 - 2.2.2. The train speed approaching the public crossing on the outer loop shall be 4 mph. Once the locomotive enters the crossing the engineer can resume normal track speed.
- 2.3. Any engine about to back up must give the correct whistle/horn signal to the Conductor and Brakeman. **(see Appendix – Whistle & Horn Signals)** All engines backing up shall run at reduce speed.
- 2.4. All engines must run at reduced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.
- 2.5. Any engine following another train must keep back seventy-five (75) feet from behind the train ahead or be controlled by block signals.
- 2.6. An engine approaching a stopped train on the same track must come to a complete stop, no closer than fifty (50) feet from stopped train, than may approach slowly with caution.
- 2.7. Except in an emergency, no train shall stop on any bridge, crossing, switch, or mainline track, except in a station where such mainline tracks are part of the station track.
- 2.8. Any train that is stopped on the mainline must notify the Station Master by radio of his reason for stopping and must call out a Conductor or flagman to protect the rear of the train with a red flag or light that can be clearly seen by a following engine for a distance of at least one-hundred fifty (150) feet. The Conductor can be relieved (to assist Engineer) by the next train stopping and implementing **Rule 2-7**.

- 2.9.** No train shall be left unattended (i.e. parked) on mainline track, station track, yard leads, bypass track, reverse loop or transfer table lead except for momentary pit stops.
- 2.10.** Engineers, Conductors, and Brakemen are equally responsible for the proper alignment of switches (turnouts). All mainline switches must be returned to normal position (mainline through-traffic) as soon as the train has cleared, except for the mainline switches for the station tracks, which may be left in either through-traffic position.
- 2.11.** Trains shall be stopped immediately when a hazard to the passengers and equipment is detected, and the Station Master must be notified by radio of the reason for stopping.
- 2.12.** When visibility is limited, and after sunset, all trains shall have a lighted (white) headlight showing to the front on the engine and a marker on the last car showing red to the rear of the train.
- 2.13.** All color signals, flags, and railroad signage will be obeyed. [\(see Appendix - Light Signals and Railroad Signage\)](#)
- 2.14.** All night run operations are to cease at 10:00 pm (operations are defined as any and all train operations, use of the air compressors, engine blow downs, etc.)
- 2.15.** Stepping over rolling stock and locomotives is prohibited
- 2.16.** The use of electronic equipment (i.e., mobile phone, camera and camcorder) by the train crew, while the train is in motion is prohibited. The exception is a functioning radio used for communication. **(see Rule 5.25 and 6.21)**
- 2.17.** Eating, drinking, or using tobacco products **(see Rule 1-13)** by the train crew, while the train is in motion is prohibited.
- 2.18.** No one under the influence of alcohol or drugs shall operate any equipment within the Railroad Park; such a person may not be part of crew operating said equipment.
- 2.19. Track repair and maintenance**
- 2.19.1. As soon as possible, any SOLS member working on main line track that is in use, will erect “slow” sign, red flag or other warning device no less than 100 feet from where work is underway.

- 2.19.2. When train(s) approach location where a SOLS member is working on or close to track a train is on, Engineer will slow down his train to half track speed and be prepared to stop short of worker no closer than 50 feet. **(see Rule 2-5)**
- 2.19.3. If track worker has not acknowledged approaching train, Engineer shall sound horn or whistle within 100 feet of track worker. Once track worker has acknowledged approaching train visually or by radio, train will continue at reduced speed unless instructed otherwise by track worker.
- 2.19.4. If track worker determines a track defect is serious enough to stop traffic for more than 10 minutes, he is to notify Station Master and train crews an alternate route, or stop all traffic.
- 2.19.5. If an alternate route is chosen, all trains using alternate route will slow to half-track speed when approaching switch aligned to alternate route. Trains will continue running at half speed until last car in train is back on regular route.

3. CARRYING THE PUBLIC

- 3.1.** Any train carrying the public shall be required to have a Conductor.
- 3.2.** For insurance purposes, Engineers and Conductors on trains hauling the public **MUST** be qualified members of SOLS.
- 3.3.** Engineer must have a valid Driver's License in order to operate a train hauling the public.
- 3.4.** Engineer, Conductor, and Station Master must have radio communication with each other at all times when hauling the public.
- 3.5.** Public passengers shall be carried only on equipment approved by the Board of Directors.
- 3.6.** Any visitor's locomotive that has been approved by the Board of Directors to pull the public, shall have a qualified Club Engineer and Conductor to operate the train when pulling the public.
- 3.7.** On Public Run Days, all trains hauling the public regardless of the number of cars pulled, **MUST** carry a red flag.
- 3.8.** No train hauling the public shall haul more than six (6) cars capable of carrying passengers in its consist of cars.
- 3.9.** During public run days mainline track speed is 6 mph.
- 3.10.** The Club does not recommend to double-head locomotives when pulling the general public.
- 3.11.** No one shall stand or walk within five (5) feet of the track, unless his /her duties require him/her to do so. It shall be the duty of any and all Club members to help keep the public at a safe distance from the tracks. Responsible photographers may obtain permission to get closer to moving trains under certain conditions.
- 3.12.** Trains shall not be operated with a child seated on the Engineer or Conductor's lap when pulling the public or using Club equipment.
(see Rule 3.13.13)

3.13. PASSENGERS SAFETY RULES

- 3.13.1. Public passengers will be loaded and unloaded only at the station unless special circumstances dictate otherwise. The exceptions are emergencies and loading/unloading of the wheel chair car.
- 3.13.2. Public passengers' weight should be evenly distributed between the trucks of each car.
(see **Appendix Car Seating Chart**)
- 3.13.3. Passengers shall not take food, drink or other refreshments aboard any train.
- 3.13.4. Passengers shall not carry backpacks or packages while riding train. Women with purses will position purse in between themselves and passenger in front of them.
- 3.13.5. Passengers while riding the train will not be permitted to carry: Such as umbrellas, canes, crutches, etc.
- 3.13.6. Passengers wearing long scarves, long dresses, coats and/or capes should be informed of the dangers of clothing getting caught in the wheels and trucks of the car and should appropriately be protected.
- 3.13.7. All passengers are required to wear shoes; however sandals may be allowed, skates are not allowed.
- 3.13.8. Passengers are to remain seated facing forward at all times while the train is in motion.
- 3.13.9. Passengers are to remain seated on the train until it returns to the station and comes to a complete stop.
- 3.13.10. Passengers shall not lean out, nor reach for anything along the right-of-way while the train is in motion.
- 3.13.11. Passengers shall keep hands and feet inside the car at all times while the train is in motion.
- 3.13.12. Passengers shall not throw anything from the train.
- 3.13.13. No one under one (1) years old can ride the train.

3.13.14. No pets can ride the train.

3.13.15. Infants/children cannot ride on laps. All passengers must be seated on seats.

3.13.16. Person disobeying these rules may be put off the train and/or asked to leave the facility.

4. PERSONNEL

- 4.1.** The chief concern of all operating personnel shall be the safety of the public, guests and members of the Club.
- 4.2.** All members share equal privileges in the Club and use of the Club facilities. All members also have equal responsibility for the safety and maintenance of the Club facility, Club equipment, and the observance and enforcement of these rules. Every member is responsible to, and for, every other member.
- 4.3.** All Engineers, Conductors, Station Masters, Yard Masters, and Brakemen, must be able to demonstrate thorough knowledge of the basic rules of safe operation to the satisfaction of the Board of Directors or their designated alternate.

5. ENGINEER

5.1. Qualifications:

- 5.1.1. Any member of SOLS, who demonstrates that he/she has the knowledge, judgment, and ability to operate a locomotive, can be qualified to operate as an Engineer on the type of locomotive for which he/she has applied (steam, electric, etc.)
- 5.1.2. No one under the age of sixteen (16) years of age or without a valid Driver's License will act as an Engineer pulling the public.
(see Rule 3-3) If qualified they may use Club locomotives to make up trains.
- 5.1.3. Persons between the ages of 12 to 15 years of age may operate as an Engineer of a locomotive only with the permission of the owner. They must have demonstrated proficiency and will not carry passengers, public or private, except for a qualified Conductor.
- 5.1.4. Children under twelve (12) years of age may operate locomotives only while accompanied by an adult (the owner or another adult who is familiar with and qualified to operate said locomotive). The adult must sit directly behind the child and have full access to and can easily reach the controls in case of emergency.
- 5.1.5. Children under 12 years of age may operate trains in the previous mentioned manner with passengers who are live steam club members or family members.

5.1.6. Engineers under age 16 years may be restricted from operating during periods of heavy traffic such as on public run days, birthday party runs, major holidays, etc.

5.2. Responsibilities:

5.2.1. The Engineer is responsible for and is the final authority on the safe handling of the train and the cars at all times.

5.2.2. The Engineer is the final authority as to who may or may not ride on his/her train, including the train crew.

5.2.3. The Engineer shall assist in loading and/or unloading of passengers.

5.2.4. The Engineers shall enforce all passenger safety rules, while the train is in motion. **(see Rule 3.13)**

5.2.5. All Engineers shall have and use a functioning radio with headset when pulling the public.

5.2.6. It is not required that the Engineer reply to the Conductor by radio. A hand signal will be sufficient.

5.2.7. All relief Engineers shall be thoroughly briefed on the engine they are to operate.

5.2.8. The Engineer may use Engine whistle signals whenever practical to give, ask for, or acknowledge information about train movement. **(see Appendix – Whistle & Horn Signals)**

5.2.9. Inexperienced Club members may operate Club locomotives only when accompanied by an experienced Club Engineer.

5.2.10. All Engineers must be in close cooperation with all other operating personnel, observing all rules, signals (whistles, hand, flag or light) and railroad signage. **(see Appendix - Hand Signals, Whistle & Horn Signals, Light Signals and Railroad Signage)**

5.2.11. The Engineer must see that any Club equipment used by him/her is returned to its proper storage place at the end of his run unless another Engineer takes over that responsibility.

6. CONDUCTOR

To act as a Conductor it is felt that a standard set of instructions for communications between the Conductor and the Engineer of the Train are required to avoid confusion during train operations.

6.1. Qualifications:

6.1.1. Any member of SOLS, who demonstrates that he/she has the knowledge, judgment, and ability to supervise passengers and scale railroad equipment competently and safely, will be qualified as a Conductor.

6.1.2. The Conductor must be acceptable to the Engineer for whom he/she is to operate.

6.2. Responsibilities:

6.2.1. Each Conductor shall have a functioning radio and a red flag in his/her possession at all times while acting as Conductor.

6.2.2. The Conductor shall assist in loading of passengers.

6.2.3. The Conductor shall supervise the unloading of all passengers at the station.

6.2.4. The Station Master will notify the Conductor when the loaded train can leave the station. Only then will the Conductor notify the Engineer ("i.e. 256 all abroad").

6.2.5. The Conductor shall enforce all passenger safety rules, while the train is in motion. **(see Rule 3-12)**

6.2.6. The Conductor shall align all switches (turnouts) for the mainline.

6.2.7. Conductors should use hand signals wherever practical. Hand signals may be given with hand, flag, or light.

6.2.8. The Conductor shall assist the Engineer (only after protecting the rear of the train), shall call for help when necessary and help enforce any rule.

- 6.2.9. When train is stopped on the mainline the Conductor must protect the rear of the train with a red flag or light that can be clearly seen by a following engine for a distance of at least one hundred fifty (150) feet. **(see Rule 2.7)**
- 6.2.10. If a Conductor changes trains during a run it is the responsibility of said Conductor to identify the engine number he/she is operating.
- 6.2.11. As Conductor passes yard limits sign he/she must radio the Engineer (“i.e. 256 yard clear”).
- 6.2.12. All though we have an operating signal system the Conductor should also be watching the other mainline coming from the west grade. Trains on the west grade have priority over trains leaving the station. If there is a train present on the other track and is parallel or closing fast the Conductor must notify the Engineer (“256 number 2 for crossover or 256 hold short for crossover.”). Once the other train is thru the crossover the signals will turn to green and automatically tell the Engineer clear to proceed. Crossovers are the most important portions of our track, as the possibility of a collision is always present.
- 6.2.13. After the Conductor’s train has cleared the crossover and crossed to the mainline, radio the Engineer (“256 clear of the crossover.”). This applies in both approaches, going from the inside loop to the outside track and outside loop to the inside track as well.
- 6.2.14. All Conductors must be in close cooperation with all other operating personnel, observing all rules, signals (whistles, hand, flag or light) and railroad signage. **(see Appendix - Hand Signals, Whistle & Horn Signals, Light Signals and Railroad Signage)**

7. STATION MASTER

7.1. Qualifications:

- 7.1.1. Any member of SOLS, who demonstrates that he/she has the knowledge, judgment, and ability to supervise passengers and scale railroad equipment competently and safely, will be qualified as a Station Master.

- 7.1.2. All train movement shall be under the supervision of the Station Master. Any locomotive running light on regular run days or during specific meets shall be considered a train and subject to these rules.
- 7.1.3. The Station Master shall have a radio w/headset in his/her possession at all times while acting as Station Master.
- 7.1.4. The Station Master shall supervise the loading of all passengers at the station and departure of all trains.
- 7.1.5. The Station Master shall discreetly refuse passage to oversize passengers who obviously cannot fit or sit comfortably and safely on passenger hauling car seats.
- 7.1.6. The Station Master will have complete charge of the station. He may appoint as many qualified assistants as needed.
- 7.1.7. The Station Master and/or his/her qualified assistant, and all members of every train crew hauling passengers, shall call attention to the posted safety rules as set forth in **Passenger Safety Rules – Section 13.3**, before the train leaves the station.
- 7.1.8. The Station Master shall work in close cooperation with other operating personnel to keep passenger-hauling trains moving without congestion on the mainline.

8. YARDMASTER

(to be developed)

9. BRAKEMAN

9.1. Qualifications:

- 9.1.1. Any member of SOLS, who demonstrates that he/she has the knowledge, judgment, and the ability to operate track switches or turnouts competently and safely, will be qualified as a Brakeman.

9.2. Responsibilities:

- 9.2.1. The Brakeman shall align switches (turnouts) for sidings station tracks, yard tracks, crossover, etc. when requested to do so by the Engineer, Conductor, Station Master, or Yard Master.

- 9.2.2. After any switching movement involving mainline tracks, he/she shall align all turnouts for mainline operation.
- 9.2.3. The Brakeman shall be certain the points are closed tightly on point switches and that tracks are positively aligned on stub switches.
- 9.2.4. The Brakeman shall enforce all passenger safety rules, while the train is in motion. **(see Rule 3-12)**
- 9.2.5. The Brakeman should be familiar with loading and unloading passengers, the turnaround tracks, transfer table and the yard switches.
- 9.2.6. All Brakemen must be in close cooperation with all other operating personnel, observing all rules, signals (whistles, hand, flag or light) and railroad signage. **(see Appendix - Hand Signals, Whistle & Horn Signals, Light Signals and Railroad Signage)**

10. EQUIPMENT

- 10.1.** Wheel dimensions (gauge, back-to-back, tread width, flange depth, and thickness) must conform to propose BLS standards to operate on SOLS's track.
- 10.2.** The Board of Directors or their designee may demand a check of any equipment before it may be allowed on the Club track. This applies to member and non-member equipment.
- 10.3.** Dummy or solid type couplers shall be constructed so they operate with standard working knuckle coupler. Coupler height shall conform to propose IBLS standards.
- 10.4.** Couplers or drawbars between locomotive and Engineer's riding car, or between any combination of locomotive, riding car, and fuel car shall be of a drawbar with lock pin type or equivalent that cannot become accidentally uncoupled or disconnect any fuel lines in case of derailment.

10.5. Steam Locomotives

- 10.5.1. Equipment built after January 1, 1970, shall have at least two (2) safety valves set to operate within ten (10) pounds of each other.
- 10.5.2. Steam boilers shall have an annual hydrostatic test. This test shall prove the ability of the boiler to withstand hydrostatic pressures of at least fifty (50%) above the normal working pressure of the boiler. Such tests shall further prove the ability of each safety valve to work satisfactorily at its own set pressure. SOLS shall honor steam boiler test certification issued by other recognized clubs within the past twelve (12) months.
- 10.5.3. All steam boilers shall be equipped with a 1/8th inch NPT fitting or fittings sufficient to join either male or female 1/8th inch NPT pipe for purposes of hydrostatic boiler checks.
- 10.5.4. Steam boilers shall have a device to shut off heat immediately in case of an emergency. Oil fired and LP gas fired boilers shall have a valve or other means to stop the flow of fuel to the burner. Solid fuel boilers (coal, etc.) shall have the means of dumping the fire out of the firebox or smothering the fire with steam, water, CO₂, etc.

- 10.5.5. Steam boilers shall have the water level gauge located with the bottom of the gauge high enough above the crown sheet level to show ample water covering the crown.
- 10.5.6. All steam locomotives shall have at least two (2) methods of putting water into the boiler. At least one (1) method of putting water into boiler shall be operable while the locomotive is under steam, but not in motion.
- 10.5.7. Before leaving the steaming area, operating steam locomotives shall raise steam pressure to operating pressure, have safety valves and pressure gauges checked and operating correctly, have water gauges and tricocks blown down, have feed water devices check and in working order, have whistle tested and operating properly, and have brakes checked and in operating condition.
- 10.5.8. Steam boilers burning solid fuel shall have an ash pan constructed and installed to prevent dropping burning ashes of fuel along right-of-way while locomotive is in operation.
- 10.5.9. Steam locomotives shall be operated so as to prevent anyone from being burned or have their clothing soiled by steam from cylinder cocks, exhaust, blow-down valves, whistles, or other emissions.
- 10.6.** All locomotives or Engineers riding cars shall have braking devices that can be activated easily and quickly by the Engineer. Such braking devices shall have the power to slow and stop the entire train within reasonable distances, depending on the weight, speed and amount of grade that the train is negotiating.
- 10.7.** All locomotives shall be equipped with a whistle, horn, or sounding device for sounding locomotive signals. Such sounding device is to be powerful enough to be heard distinctly for at least one hundred fifty (150) feet.
- 10.8.** All locomotives operating during periods of low visibility shall be equipped with a working headlight and sufficient lighting in the locomotive cab to read the gauges and see the controls easily.
- 10.9.** All trains running during periods of low visibility or after sunset shall be equipped with a marker light or lights on the rear of the last car showing a red light to the rear and visible for at least one hundred-fifty (150) feet.

- 10.10.** All equipment shall be built with a maximum width of 17” and all right-of-way clearances are to be a minimum of 20” to clear all rolling stock. Any equipment on which the Engineer, trainmen, or passengers ride with their feet outside the equipment shall have footboards or bars to hold the feet of all riders in a position to clear all track side objects such as switch stands, signals, mileposts, etc.
- 10.11.** Only Club members over 15 years of age, who have been trained to operate locomotive lifts properly, shall operate Club lifts.
- 10.12.** Cars and bolsters shall be constructed to provide three or four point suspension for the car body. Side bearing clearance shall allow trucks to swivel freely, and provide stability for the car body with maximum load shifting. Kingpins for un-equalized trucks shall be loose enough to allow equalizing with respect to the car body.

11. DERAILMENTS

11.1. Locomotives derailments will probably require assistance. If possible disconnect the passenger cars to facilitate re-railing. The Engineer should call for help via his/her radio and the Conductor must protect the rear of the train at all times with a red flag. **(see Rule 2-7)**

11.2. In the event of a derailment on the mainline the Engineer or the Conductor must notify the Station Master and other trains on the mainline, by radio, that her/she is stopped and give location. He/she must inform the Station Master that the train is derailed, identifying the type of derailment, passenger car, and/or locomotive and if assistance is required.

11.3. Diesel Locomotives

11.3.1. The engine on the diesel type locomotive must be switched off, and wheels chocked to prevent the engine from accidentally moving. Detrain the passengers to one side of the track before re-railing.

11.4. Steam Locomotives

11.4.1. Make sure that the boiler has water visible in the water glass; if possible shut down the fire. Set the engine brakes. Detrain the passengers to one side of the track before re-railing. Set the engine brakes. Detrain the passengers to one side of the track before re-railing.

12. SOLS ACCIDENT GUIDELINES

12.1. Safety is always first. The accident that is prevented is always handled correctly.

12.1.1. Secure equipment to prevent movement and additional injury.

12.1.2. Radio for help immediately and flag the rear of the train.

12.1.3. Apply first aid if necessary (within your ability).

12.1.4. Record available information: name, address, etc. of victim(s), witnesses, and train crew.

12.1.5. Make notes of what happened location, time, nature of injuries, etc.

12.1.6. Ask victim if they have medical coverage and if it is deductible.

12.1.7. Do Not under any circumstance volunteer any information indicating that we have insurance coverage.

12.1.8. If the victim asks about medical expenses, refer them to a Board Member if possible, or arrange to have a Board Member to contact them. (We are a non-profit volunteer group with limited resources but we will do all that we can to be fair).

12.1.9. Report the accident to a board member IMMEDIATELY. A Board Member must report all injuries immediately to the insurance carrier.

12.1.10. A written report must be submitted to a Board Member. The report should be in your own words indicating what happen, to the best of your knowledge, include date, time, location, circumstances, names, injuries and other pertinent information.

SEATING CHART

PASSENGER SAFETY

In order to provide a safe ride, passengers shall observe the following rules:

- Remain seated facing forward at all times while train is in motion.
- Remain seated on the train until it returns to the station and comes to a complete stop.

— rules continued at right —

You may be put off the train or asked to leave the facility if you fail to observe any of the above safety rules.

Remember, Safety First

PLEASE LOAD CARS LIKE THIS - WEIGHT IS BETTER BALANCED

Please be seated in cars as shown on the drawings below

3 persons
approx. equal wt.

Adult Child Adult

Adult Child Adult

Adult Child Adult

PASSENGER SAFETY

In order to provide a safe ride, passengers shall observe the following rules:

- Do not lean out nor reach for anything along the right-of-way while the train is in motion.
- Keep hands and feet inside the car at all times while the train is in motion.

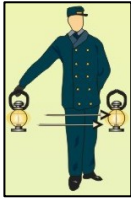
— rules continued at left —

You may be put off the train or asked to leave the facility if you fail to observe any of the above safety rules.

Remember, Safety First

25

HAND SIGNALS



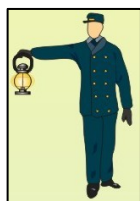
“STOP” swing at arms length down from the shoulders across the track; any object waved violently on or near the track.



“PROCEED” raised and lowered vertically.



“BACK UP” swung vertically in circles across the track.



“REDUCE SPEED” arms held horizontally with a slight motion hands.

WHISTLE & HORN SIGNALS



= Short sound, 1 to 2 seconds



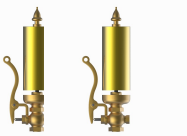
= Long sound 2 ½ to 3 seconds



= Extra long sound 5 seconds



STOP, apply brakes.



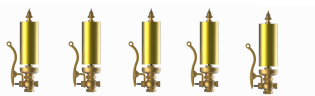
PROCEED FORWARD



PROCEED BACKWARD



SIGNAL FOR GRADE CROSSING, last extra long held until engine enters the crossing.



EMERGENCY STOP, stop everything.

LIGHT SIGNALS

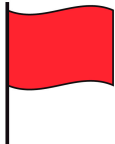


RED: Stop, then proceed with caution, and follow Rule 3-4.



RED Absolute: Limited view ahead. Stop train and protect rear of train then Engineer walks ahead to see, if track is clear before proceeding.

RED Grade: May proceed but be prepare to stop and follow Rule 3-4.



RED: Stop! Do not proceed!



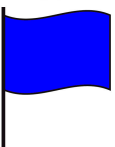
YELLOW: Proceed with caution; prepare to stop at next signal



GREEN: Proceed.



RED OVER GREEN: Proceed to clear crossing



BLUE: Flagged equipment shall not be used.

RAILROAD SIGNAGE



WHISTLE: sound whistle or horn



SLOW



SLOW: (**flashing red light**) Slow track crew ahead.
Slow to 2 MPH, be prepared to stop.



Milepost marker



Yard Limit



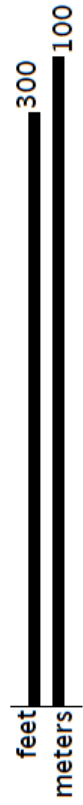
STOP: then proceed when clear



SWITCH ALIGNMENT: **White** or **Green:** Proceed - switch aligned
Red: Against - switch not aligned
Speed limit for proceeding thru spring switches
that are not aligned is 2 mph.

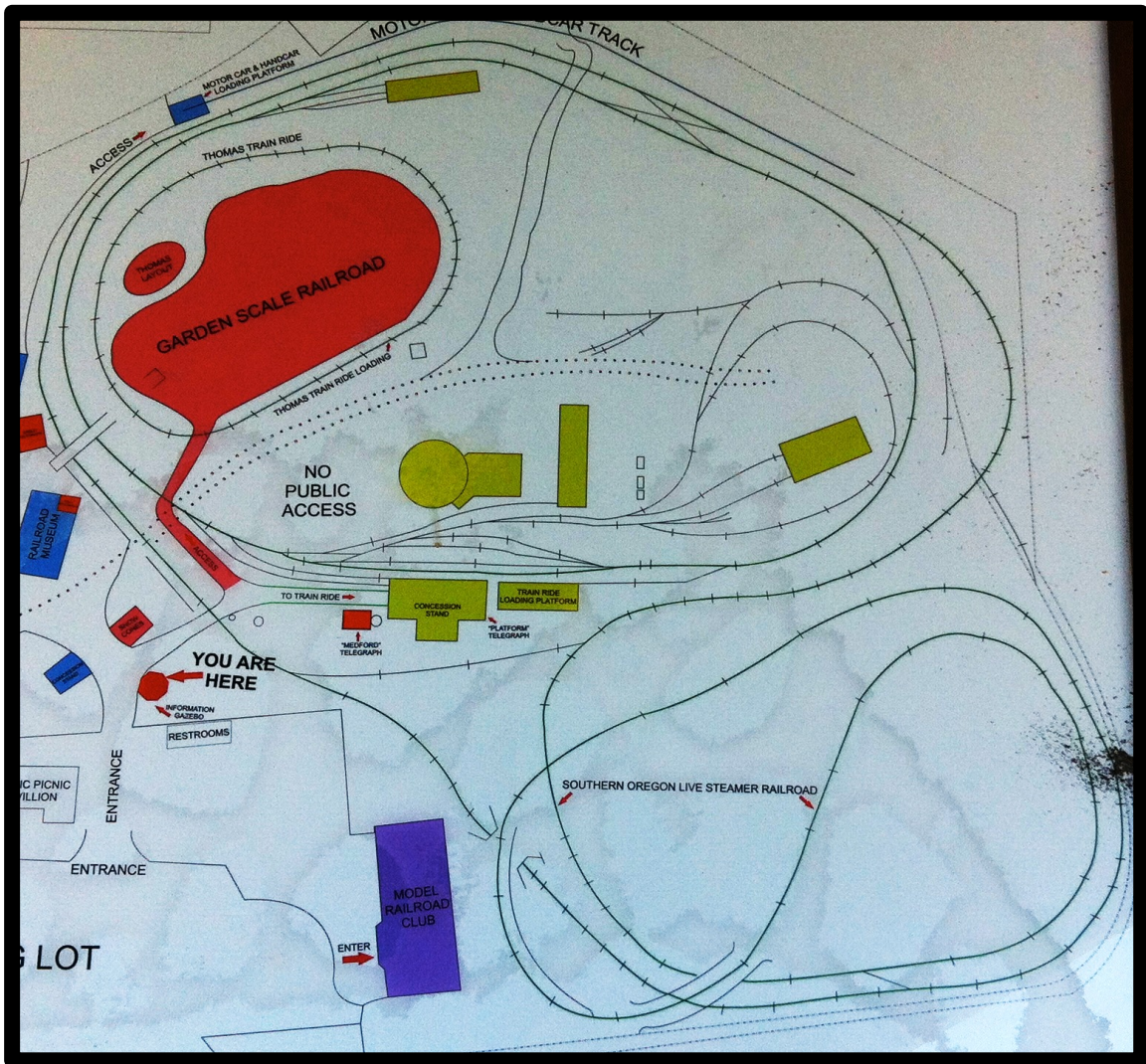


SPEED LIMIT SIGN



Google earth

Google earth



TIMETABLE

Location	Distance	Time
Mackenzie Station	0	00:00:00
Yard Limit	130	00:00:13
Fuel/Ballast/Compost/Reverse Loop	338	00:00:34
Cedar Flats Diamond	526	00:00:53
Scale Mile Post 1	661	00:01:07
Black Widow Junction	1290	00:02:10
Scale Mile Post 2	1327	00:02:14
Black Widow Bridge	1349	00:02:16
Tunnel #1 (Nicholas Jackson)	1442	00:02:25
Jerry Bowden Signal Bridge	1910	00:03:12
Siburg Junction	1932	00:03:14
Scale Mile Post 3	1996	00:03:20
Mount Neeley	2127	00:03:33
Floyd Epperson Bridge	2290	00:03:49
Summit Siding	2298	00:03:52
Rollie Wilburn Trestle	2470	00:04:09
Carlson's Cut	2556	00:04:18
Scale Mile Post 4	2662	00:04:29
Bear Hollow	2878	00:04:51
Jerry Bowden Signal Bridge	2906	00:04:54
Cat Country	3088	00:05:12
Elvin's Great Wall of Medford	3158	00:05:19
Tunnel #2 (Claud's Tunnel)	3316	00:05:35
Scale Mile Post 5	3336	00:05:37
Tunnel #3	3377	00:05:41
Kadee Junction	3440	00:05:48
Siburg Diamond	3679	00:06:12
Johnson Junction	3861	00:06:30
Cedar Flats Diamond	4016	00:06:46
Scale Mile Post 6	4044	00:06:49
Car Barn #4 (Cedar Flats)	4077	00:06:52
Car Barn #3 (Container)	4225	00:07:07
Car Barn #5 (Thomas Car Barn)	4271	00:07:12
Bridge	4298	00:07:15
Thomas The Tank Engine Junction	4515	00:07:36
Yard Limit	4596	00:07:44
Scale Mile Post 7	4691	00:07:50
Mackenzie Station	4825	00:08:03