

**Procedure for the operation of SSME Normanby Hall Park railway when carrying the public or when more than a single locomotive / train is in use, for any other purpose on the SSME Normanby Hall Park Track system.**



**Proc. No O / 001 Establish safe conditions for operation**

The pre-operating safety procedures below must be conducted and recorded in the SSME day logbook, by means of a signature, to indicate this procedure has been satisfactorily conducted.

- 1. Public running, by a minimum of 2 persons, who shall be the Track Marshall & Assistant track Marshall, or a competent person appointed by the track Marshall to assist in this process.**
- 2. At all other non-public running times by the signature of a person or member, trained, competent & authorised by SSME to undertake these duties before any running on the track shall be permitted to take place.**

**Note: This procedure does not override or preclude measures that shall be conducted as specified in any other SSME Normanby Hall railway procedures concerned with the operation or maintenance of the railway. Authorisation for specified duties under these procedures, will be controlled by the access to site & driver training procedures with records of authorisation kept on the test record cards at Normanby Hall site. Where a single locomotive or train is operated, safe operation will always be the responsibility of the driver, for the site, locomotive, rolling stock and track system. When visitors are carried on any train the railway shall be operated employing public running safety standards as above. Minimum site staffing shall always be 2 members.**

***Relevant procedures are listed under each heading for reference if required***

**Verify that:**

***(Proc. No 002 examination of steam bay hydraulic transport system)***

- 1** The "Steaming Bay area", is sufficiently clear of debris.
- 2** The Hydraulic lift/transport table is working correctly
- 3** The Wheels on lift/transport table are working correctly & tracks are free from obstruction from debris.
- 4** The Lift/transport table connects & aligns to steaming bay track correctly
- 5** The Steaming Bay to Main track transport bridge (bendy beam) operates smoothly.
- 6** The Steaming Bay to Main track transport bridge locking bars to steaming bay and main track locate and lock correctly.

**Verify that:**

***(Proc. No O/003 Set up signalling and rolling stock transfer beam (Bendy Beam) for operation).***

***No O/007 put in service and operate the station signalling systems).***

***(Proc.***

1. The indicator lights and alarms on the “Steaming Bay” to Main track transport bridge warning sounders & indicators illuminate as per procedure.

### **Signals:**

- 1 Verify that all signals are illuminated & all the LEDS in each luminaire are illuminated.
- 2 Operate the track mounted sensors to change the signals from green to red or red to green, dependent on initial illuminated colour, changing each signal indication to its opposite colour indication at least two times.

### **Verify that:**

***(Proc. No O/009 Inspection of Carriage shed & station manually operated Turn Tables)***

- 1 The carriage shed turntable is in the position for operation of the main track.
- 2 The locking bars on the carriage shed turntable are inserted and the levers are in between the movement retention bars and in the fully down position.
- 3 The gap between the carriage shed turntable rail and the main track rail has an acceptable clearance below the maximum and above the minimum permissible gap by use of the pre-prepared gap gauge.
- 4 The station turntable is in the position for operation of the main track and the locking bolts are in position with their locking mechanisms secure.

### **Station**

- 1 Remove any debris from the station.
- 2 Sweep & clean the station area.
- 3 Verify the station is clean & fit for safe access.

### **Track system:**

- 1 The Track must be walked over its entire length to verify it is fit for rolling stock operation.
- 2 During this inspection any debris must be removed from the track.
- 3 Debris within 1 metre of each side of the track anti tip rails, must be removed and deposited in a safe location away from the track sides.
- 4 Remove any hanging branches that can be reached from the riding carriages or that may interact with the carriages or passengers.
- 5 Verify the tunnel is clear of build-up of dead leaves or debris and remove debris to a safe location away from the track sides.

### **Carriages:**

***(Proc. No O/008 Removing from and Returning Driving Carriages to Storage)***

***(Proc. No O/004 Carriage & carriage braking systems examination and testing prior to use).***

- 1 Remove the required number of carriages from the sheds for use on the track.
- 2 Verify each carriage braking system is working correctly.
- 3 Verify the parking brake holds the carriage securely in a stationary position.
- 4 Visually inspect all carriages are clean and safe for passenger use.
- 5 Once all carriages have been inspected for defects, any defects identified must be recorded, plus any carriages with a defect that cannot be used must have the reason for not using the carriage entered in the SSME site logbook. This entry will also indicate that repair will be necessary before further use of any damaged or broken carriages.
- 6 The carriages being used on all running days must have their numbers entered in the SSME site day running logbook.