

**Procedure for the pre-operational checks of SSME Normanby
Hall railway steam bay hydraulic lifting & transportation
carriage**

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



The procedures below must be carried out and recorded in the SSME day log, by a signature, to indicate this procedure has been satisfactorily carried out.

- 1. By the Track Marshall & Assistant track Marshall or a person appointed by the track Marshall, on public running days.**
- 2. At all other times by the signature of a member, authorised and competent to undertake these duties before any running is 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.

Where a single locomotive or train is being operated, safe operating procedures will always be the responsibility of driver, for the site, locomotive, rolling stock and track system.

This procedure refers to trolleys but it also covers rolling stock that could called carriages, trucks or riding cars.

Inspection of Carriage Shed Turn Table

When working on this piece of equipment work slowly and carefully as this is a heavy piece of equipment.

Starting with the turn table in the service position.

Fully retract the locking bolts and open the turn table checking that no undue force needed to move locking bolts or open turn table.

Check that the turn table swings freely.

Check the wheels at each end of the turn table.

Check the general condition of the turn table structure.

Check that the Turn Table will lock securely and easy to the fixed end of the swinging track and the track ends line up with fixed end of swinging track.

Close turn table back to the service position and fully close both locking bolts.

Check that the track at each end of the turn table fully line up with the main track and the gap between the turn table track ends to the main track ends the gap should be less than 2mm but more 6mm.

If any defect is found in the turn table this must be reported and a note made in the logbook and the chalk board in the hut, and the equipment must not be used.

Inspection of the trolley shed swinging track

Starting with the swinging track unlocked

Check the locking bolt move fully and freely

Check that the track swinging freely side to side

Check that the free end of the swinging track easy locks to all three trolley shed and the track line up with shed tracks.

Check the wheels on the free end of the swinging track

Check the pivot point the fixed end.

Check the general condition of the swinging track structure

If any defect is found in the turn table this must be reported and a note made in the logbook and the chalk board in the hut, and the equipment must not be used.

Inspection of station swinging track

The piece of moving track is moved infrequently and normal only checked that it is securly closed and locked.

Starting from the service position.

Check that the locking bolt move freely

Fully retract the locking bolt and open the track

Check that the track will fully swing open

Check the wheel on the free end of the track

Check the pivot point on the fixed end of the track

Check the general condition of the moving the track structure

Close back to the service position and fully close locking bolt, check that the track at each end of the moving track fully line up with the main track and the gap between the moving track track ends to the main track ends the gap should be less than 2mm but more 6mm

If any defect is found in the turn table this must be reported and a note made in the logbook and the chalk board in the hut, and the equipment must not be used.