

Scunthorpe Society of Model Engineers

TRACK RULES AT OCTOBER 2018

1. These rules form part of the Society's rules as described within those rules.
2. The railways will be operated within any rules, guidelines or instructions issued by The Southern Federation of Model Engineers and/or H.S.E., local circumstances permitting. When the public has access to the site no engine is allowed on track, until the check list in the logbook has been completed, and signed.
- 3). A Member must be in overall responsibility for the days events and will be known as the TRACK MARSHAL (TM) this would normally be the Senior Track Marshal (STM) / Assistant Track Marshal (ATM) or a member nominated by them if they have to leave the place of operation. The name of the TRACK MARSHAL (TM) for that day must be entered in the log. If these Officers are not present at the site then those members present must decide amongst themselves who will be the TRACK MARSHAL (TM) for that day before running commences. Should the STM/ATM arrive they may take over if they wish to.
(Further references to the Track Marshal within these rules will use the abbreviation TM.)
- 4). ALL Members and Visitors **MUST** sign the **Log Book** (Including the Loco name)before entering the track site. All Drivers signing the Log are certifying that their Insurance and Boiler certificates are current and valid for the machines that will be operated. Drivers and Station Staff are also confirming that they are not under the influence of drugs or alcohol and are physically and mentally fit for the duties they will be performing. **The LOG BOOK** must be kept in the **Hut** under all normal circumstances and not used for any other purpose.
- 5). When the public have access to the site **ALL drivers MUST be 16 yrs. or over.**
- 6). A person under 16 yrs but over 10 yrs may drive and haul Society members, and/or family members provided a competent driver who **MUST** be a paid-up member of a Society accompanies / oversees them on the train.
- 7). Drivers must ensure they know and understand any signalling system that may be in operation and **MUST** obey them.
- 8). Any engine left unattended by the driver must :-
 - i) **STEAM** - be in mid gear and any brakes to be on.
 - ii) **OTHERS** - Engine switched off and any brakes fitted - on. No engine should be left unattended without at least one other nearby member being aware of the circumstances.
- 9). Speed - all drivers are requested to take a responsible attitude towards their speed particularly when carrying the public and especially that section between the station and steaming bays, and also the section over the link to the trolley storage facility. The required speed on these sections to be **no more than a brisk walking pace. Drive at a safe distance from the loco in front & maintain contact with controls at all times.** 2014 Rev.

10). Up to 8 passenger carrying trains may use the track at any one time, the TM will have the discretion to allow extra non passenger carrying trains to use the track if he thinks the circumstances are suitable. If a second trolley is attached to any passenger carrying train a Guard with access to a brake must be carried.

11). The Track must be visually inspected before running commences.

12) Any use of the First Aid Kit (which is provided for the exclusive use of members only) must be recorded in the LOG.

13). Station Staff - the station must be staffed by paid up members, (or visitors from other societies).

14). Every member present has a responsibility to ensure that the rules are being complied with. and that members, visitors, and where possible the public are conducting themselves in a safe and sensible manner whilst within the area of the track.

15). If the TM has to leave the site for the rest of the days activities he should nominate another paid up member to take over and that members name should be entered in the log.

16). Passengers should only sit astride the trolley. Babies may be carried in arms. The TM (or LOADER)will have discretion to allow " side-saddle" riding in the case of Disabled passengers and will make special arrangements for that trip, he must also advise the driver what is happening , who will have the final say if the trip can be made.

17). Any trains running in darkness must carry a **WHITE** front light and a **RED** rear light.

18) After arriving at the station to disembark passengers a driver must not proceed to the loading end of the station until he/she has received a tap on the shoulder or an acknowledged audible or visual signal from the OUT GATE staff member.

On receipt of the above signal a driver will proceed to the loading end of the station if it is safe to do so.

A driver must not proceed from the station after loading passengers until he/she has received a tap on the shoulder & an audible signal from the LOADING staff member or the Track Marshal, in the event of the Station Release red/green light signal not being available.

A driver upon being given a signal to proceed from the station must do so without pausing or stopping prior to obeying the next red/green signal. 2018 Rev

19). Only members operating the in/ out gates and the loader to be on the public side of the station. The member/s assisting the drivers may use that side only if necessary.

20). Any member or visitor who is requested to stop running or leave the site by the TM. must do so. If they feel they have been unjustly dealt with they will be able to challenge the decision at the next general meeting, and the Society will come to an agreement, which both sides will be expected to accept.

21). The area of operation will be regarded as the area enclosed by the fence around the track site, the area enclosed by the fence around the **Hut** and that part of the roadway between the hut and the track side fence .

- 22) Spark Deflectors / Arrestors to be fitted to all steam locomotives, including visitors locomotives, for public running..
- 23) Members should not assist any children on & off the railway unless specifically asked to by the parents / guardians & then under their supervision.
- 24) On public running days all members **AND VISITORS** within the the track boundaries are required to wear high visibility jackets by the time running commences and for the whole of the public running period. **2016 Rev**
- 25) The public will not be allowed to use the station as a rain shelter.
- 26) The public's dogs will not be allowed inside the fence but may be tied outside at the public's risk.
- 27) No prams will be permitted in the station as they restrict safe access.
- 28) In the interests of safety the general public will be allowed to leave items of their property at the station while having a ride on a train. The Society will not be responsible in any respect for any of this property. **2014 Rev.**
- 29) Trains using bar & pin couplings. The pin connecting Loco/Tender to Trolley must be retained with an 'R-clip' & Loco to Tender must be constrained in such a way as to prevent any possibility of such working out of position while in use.
- 30) Drivers of locos must enter the station **dead slow** to avoid the risk of collision with stationary trains..
- 31) Locomotives to use the Traverser & Bendybeam only when they are ready to go onto or come off the main track. Assembly/disassembly or servicing of Locomotives must not be carried out on these items. **2014 Rev**
- 32) Safety Persons, it is a Society requirement that two or more persons are present when working for the Society, i.e. maintenance & repair function.. Both of whom should be capable of switching off the electrical power & deciding what type, if any, of help maybe required.
When running or testing for yourself it is entirely your decision what you do, the Society recommends that a safety person be present. **2014 Rev**
- 33) If there are not enough station staff to operate as required by the Society, then booked drivers will have to stand down & work at the station as instructed by the Track Marshal. **2014 Rev**
- 34) **Visiting locomotives whether public or private / fun running must:-**
1 – All visiting locomotive drivers must sign in and complete a Visiting Locomotive Form before entering the track area.
2 – Must comply with all Club Rules and directions of the Track Marshall.
3 – On public running days visiting drivers will have priority over Home drivers. 2016 Rev
- 35) If eight locos are booked in for running they are guaranteed a run, If extra locos turn up they will have to negotiate with booked drivers & the Track Marshal for a running slot **2014 Rev**
- 36) It is expected that driver/owners will not just come & run their locos, but will come & work the station at times. **2014 Rev**

37) The Society expects that all members present on a running day will not leave the site until everything has been put away or the T.M needs no further assistance. 2014 Rev

38) **Incident Reports.**

(Incidents to include collisions & derailments). 2014 Rev

Public running:-

An insurance report form must be filled out & passed to the Society`s insurance organiser. Also details must be entered in the Log.

When not running for the public:-

Full details to be entered in the Log.

If an insurance claim is likely to be made then the insurance form must be completed & passed to the insurance organiser.

39) Procedure for moving passengers from a disabled train.

If a train becomes unable to continue on its run, the Driver must:-

1. Alert the Driver of the following Train to STOP. That Driver must alert the following train & so on.
2. If Passengers are in danger from the incident, disembark & remove them out of harms way until the Track Marshal arrives.
3. If the disabled Train is able to be moved manually, Passengers may remain on board & may be pushed to the Station to disembark Passengers.

A Responsible Society Member will:-

1. Arrange for the disembarked Passengers to be escorted of site by the safest available route.
2. Arrange assistance for the disabled Train to be recovered to the Station or the Steaming Bays.If necessary, Incident Reports & Log Book entries to be made in accordance with Track Rule No.38. 2014 Rev

40) Members using a Society owned coach on days other than a public running day, should enter the number of the coach used in the Home Society column of the logbook page opposite to their logged in signature. 2017 Rev.