



BRADFORD MODEL ENGINEERING SOCIETY NORTHCLIFF MINIATURE RAILWAY

OPERATING RULES FOR USERS OF THE RAILWAY

The Committee of the Society recognises its duty of care in respect of the safety of all persons using our railway. To ensure this safety, a comprehensive assessment of risks has been carried out and the following document created.

Adherence to these rules will ensure that everyone can have an enjoyable and safe experience of Model Engineering at its best.

Please read this leaflet and adhere to what is required. If you have any queries at all about any part of it, please speak immediately to a member of the Committee or the Track Superintendent.

The Track Superintendent shall have overall general responsibility for safe operation. In the absence of the Track Superintendent a person nominated by the members present shall assume the role of Track Officer for that session. Any instructions or guidance issued by that person must be obeyed, as must all rules displayed at the track.

Before any Locomotive is operated on the tracks, proof of satisfactory Insurance cover is required and production of a current Boiler Safety Certificate (where appropriate) issued by a valid authority is also required.

CONSTRUCTION

Locomotive condition and construction

All Locomotives and stock must be in sound condition and adequately maintained.

Braking Systems

All Trains must be fitted with a braking system with satisfactory effect to stop the train with its load within a safe distance in the event of an emergency. Trains on the ground level track should have a brake capable of holding the train and any stock whilst unattended.

Couplings

All trains must have couplings of a type and construction capable of safely drawing and stopping stock and loads carried on the railway. They should ideally be fitted with a secondary coupling independent of the first. Both systems shall be capable independently of holding the un-braked weight of the carriages pulled. These couplings should have a type of locking device, to prevent accidental disconnection.

Boiler Testing

No steam locomotives of any type may be used if they do not possess a current Boiler Certificate issued by an approved authority. All pressure vessels shall comply with Pressure Systems Safety Regulations 2000. It is strongly recommended that, during or after construction, spark arresters made of a suitable material should be fitted so as to minimise the volume and nature of sparks emitted from the exhaust.

Audible Warning Instruments

All locomotives shall be fitted with, or carry, effective audible warning instruments (horns, whistles etc.) so as to be able to warn of train failure on the track, approach or clearance of points.

Lights required for night driving or when visibility is restricted

During the hours of darkness or when visibility is restricted, all trains shall be fitted with a white light to the front capable of illuminating the track and any hazards, also a red light fitted to the rear of the last carriage.

Petrol and LPG fired Locomotives

They should carry no more fuel than is proportionate to the size and consumption of fuel over a single running session.

Re-filling of these locomotives should take place away from sources of ignition.

Fire extinguishers of the correct type should be carried.

RUNNING OF TRAINS

Trains shall not be run unless two or more members are present

Inspection of track prior to running

The Track Superintendent (or delegated Track Officer) shall arrange for a suitably experienced member to visually inspect the track and surrounds for any defect or natural hazard to safety before running commences.

Briefing of new Drivers or Visitors

Visiting or new Drivers shall present suitable insurance cover and current boiler safety certificate (if appropriate). They should be shown a copy of these Operating Rules for Users of the Railway, then be briefed and accompanied around the track until the supervising member is satisfied they do not present a risk to other track users.

Speed Limits and Distances between trains

The maximum speed for all trains on both tracks shall not exceed jogging pace or any lower speed limit that may be imposed from time to time. Trains passing through the station areas should do so at a reduced speed. The minimum distance between trains shall not be less than the stopping distance of train and load, except when shunting is taking place.

Signalling on the Ground Level Track

* When more than two passenger trains are running the signalling system should be used and operated by a person familiar with the system. The station staff shall liaise with the Signaller to ensure the safe loading of passengers and operation of the railway.

* The Signaller will have control of an interlocked light signalling system that will control trains on the three station lanes, entry to the track system and a warning signal to warn Drivers approaching the clubhouse station siding of a train in front intending to reverse down to the clubhouse station.

* No persons shall distract or obstruct the Signaller from full concentration on signalling train movements. During busy periods a limited number of additional personnel may be appointed to assist with the Signaller's duties. The Signaller is solely responsible for the operation of the signalling system except in emergencies – when the "all stop" button may be used.

No person under the age of 16 shall assume the role of Signaller.

* Full adherence to the Signalling Guidance Manual by the Signaller is essential.

Note. It will be permissible for trains to operate in a limited manner without the signalling system operative – in these circumstances all Drivers must operate with visual safety rules.

Meaning of Signals

* **RED** – "Stop – danger ahead".

* **GREEN** – "You may pass – although the route ahead may not be clear".

* **GREEN and WHITE** – "You may pass and the route is set in the direction indicated by the white light – the route ahead may not be clear".

"Through Track" Priority

The through track on the ground level station is to be kept clear at all times so as to allow free flow of trains and prevent danger.

Operation through the cutting

No train shall enter the cutting until the preceding train is seen to be clear. The speed limit of walking pace shall be strictly adhered to. Audible warning signals shall be used on entry.

Warning to Drivers of a failed train on the track

Should a train fail at any point around either track, the first responsibility of the Guard is to warn any following trains of the obstruction. If no Guard is on the train then this becomes the Driver's first responsibility. Consideration must be given as to whether removing passengers would increase the risk.

Safety of Track Workers

In the event of track maintenance taking place while trains are running on the track each working party should include one person acting as Safety Officer whose responsibility it is to warn workers of trains approaching and ensure safe clearance of track and tools. Trains approaching works should warn of their approach with horns or whistle.

Unattended Locomotives, care and attention

All locomotives left unattended for even a short time should be in a safe condition with adequate braking or wheel chocks used. Steam Locomotives must have sufficient water in the boiler and a low fire. Petrol and Battery Electric Locomotives must be switched off.

Guards on trains

On trains with more than two passenger carrying trucks on the ground level track there must be a Guard equipped with a whistle. The duties of Guards are to observe the behaviour of passengers and warn the Driver of any likelihood of danger imminent from whatever cause. Repeated short blasts on the whistle mean that the train should stop as quickly as possible. Drivers must obey these signals unless they feel it would cause added danger to that already present in doing so.

Driver suitability and ages

Before being allowed to haul passengers, Drivers shall be assessed by a competent person as to their suitability and ability. They should be adequately supervised until they are considered safe to drive on their own. No Driver under 16 years of age is allowed under the Club Rules to carry members of the Public. Any Driver of any age, may be asked to cease driving at any time should their presence, behaviour or demeanour cause risk or annoyance to others.

Staff and Drivers' ability impaired through fatigue, drink or drugs

No Driver shall drive on the track if their ability is impaired through fatigue, drink or drugs (medicinal or others). The Track Superintendent or nominee shall require any person suspected of being so impaired, to refrain from any duties immediately. Staff assisting with operations should also ensure that their ability and judgement is not impaired by fatigue, drink or drugs.

Warnings given to passengers regarding safety

Should include:

- * No leaning out
- * Remain seated with feet and arms inside the carriage or feet on footboards as appropriate.
- * Not to attempt to pick track-side flowers etc...
- * Remain on the train until asked to disembark.

Passenger Loading/Unloading

- * When providing rides for the public the stations shall be supervised by responsible persons to ensure safe loading and unloading of trains and to maintain safety in the platform area.
- * It is the Guard's (or Driver's if no Guard is on the train) responsibility before setting off to ensure that all passengers are seated safely in appropriate passenger carrying stock and signal the Driver when ready.

On the ground level track:-

- * After unloading passengers at the top end of the platform, Drivers should proceed slowly to the departure end before loading.
- * When a train is ready to depart, the Driver should signal that he is ready by pressing the signal request button. The train shall only set off on receiving a green light signal.

This leaflet is intended as a quick guide to train operations and to supplement the main operating guidelines contained in the full safety document held in the clubhouse, which is available for reference at all times.

BRADFORD MODEL ENGINEERING SOCIETY

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