

SECTION 100 GENERAL RULES

101. Every member of the Riverside Live Steamers Inc. is responsible for safety and the enforcement of these safety rules.
102. All members participating in the operations of the railroad shall have a copy of the safety rules in their possession.
103. Supervision and Authority:
 - a. Operating Superintendent
 1. It shall be the duty of the Operating Superintendent to oversee the safe and efficient operation of the railroad and all associated club facilities in accordance with the Safety and Operating Rules and make final decisions on items not covered by said rules when the occasion arises.
 - b. Station Master
 1. The Station Master shall have complete charge of the station. All passenger loading and unloading and the arrival and departure of trains will be done under his direction.
 2. The Station Master shall also see that all public passenger trains are manned by qualified conductors or brakemen.
 - c. Safety Inspector
 1. The Safety Inspector is responsible for determining the suitability of all equipment operated on the railroad
104. All non-members shall be approved by the Operating Superintendent as qualified to carry public passengers prior to the carrying of the public by the non-member.
105. Qualified brakemen or conductor is at least ten (10) years of age and has passed the brakeman class.
106. General Public passengers shall be loaded and unloaded at the station or any area designated by the Station Master or the Operating Superintendent.
107. The public will be hauled on the 7-1/2" gauge cars with sides or foot boards. Cars without sides or foot boards shall not be used.
108. Public Passengers shall always be seated and facing forward. Arms and legs shall be kept inside the cars when the train is in motion, and passengers shall be advised of this prior to departure from the station.
109. In accord with the City of Riverside Park Rules forbidding the use of alcoholic beverages within the Park, it is the policy of RLS that no alcoholic beverages shall be permitted in the areas under its control, including the steaming compound, Hunter Station, Columbia Yard, Allen's Valley Yard, and all rights of way.
110. Members in violation of this policy may face reprimand, suspension or expulsion according to the Rules of the organization. Members are reminded of their responsibility for their guests. Guests or visitors in violation of this policy will be asked to leave RLS premises.

SECTION 200 OPERATING RULES

201. All train movements in and out of the steaming area shall be under the jurisdiction of the Operating Superintendent/Safety Inspector.
202. No engine shall be moved without the authorization of the operating engineer.
203. Engines must run at a safe speed and under complete control at all times with the engineer riding in or on the operator's position of the engine.
204. All engines shall be run at reduced speed prepared to stop in areas of congestion, close clearances, and Rule 211.
205. All engines backing up will do so only after giving the proper backup signal and checking to the rear for obstructions.
206. Engines and trains following each other must keep a minimum separation distance of 100 feet.
207. When approaching a stopped engine or train, a full stop must be made at a minimum distance of 50 feet. The stopped engine or train may then be slowly approached.
208. Engines and trains should not be stopped on bridges or grade crossings except in emergencies.
209. A train stopped other than at a station or within yard limits must send out a flagman with a red flag or light that can be seen by an approaching train for a distance of at least 100 feet.
210. Engines and trains will approach all switches at reduced speed prepared to stop.
211. Main Line Switches
 - a. Engineers and trainmen are equally responsible for the proper alignment of switches.
 - b. All switches must be returned to the normal position after use. (Normal position is the designated route of the day).
212. Yard Limits
 - a. Yard Limits are identified by posts at the entrance and exit of all yards
 - b. Yard Limit Rules:
 1. Reduce speed to allow for immediate stops.
 2. Trains may follow a train ahead at a distance that allows for safe stopping distance. Rear of train protection is NOT required.
213. Yard limit rules apply to Hunter Station, Columbia Yard and Allen's Valley Yard.
214. Trains will be stopped immediately whenever any hazard to the train or passengers is detected.

215. Warning devices
 - a. All trains will carry a red flag or red light at the rear of the last car.
 - b. When visibility is limited and after sunset, all engines will have a lighted headlight and the last car of all trains will have a red marker light.
216. Relief engineers must be thoroughly briefed on the individual engine they are to operate.
217. Except in cases of emergency, all maintenance and servicing of engines and trains shall be done on the sidings, the steaming areas, Columbia Yard or Allen's Valley Yard. The servicing of Public passenger engines at the station shall be done as quickly as practical to minimize any delays to operations.
218. Public Passenger Trains
 - a. Public Passenger hauling trains will only be operated by qualified engineers and trainmen as defined in Section 300.
 - b. Trains with loaded public passenger cars will have at least one qualified trainman equipped with a whistle, red flag or light, and an operating bull horn
 - c. The qualified trainman assigned as conductor will have final say as to passenger safety. They will give the required signals to the engineer for the operation of the train. On all other matters of train operations, the engineer has the final say
 - d. Trains loaded with public passengers should be limited to six passenger cars per train. If more than six passenger cars are operated, additional qualified trainmen shall be stationed on the train to assist the conductor in relaying signals to the engineer. Tool cars and or brakeman cars are not counted as part of the train. In no case shall more cars be added to a train loaded with public passengers so as to impede communication between trainmen and the engineer.
219. All trains will be operated under the supervision of a qualified engineer.
220. Public passenger trains will use Tracks 3 - 4 in station area, and all other trains will use Track 2, unless otherwise directed by the Station Master. Track 2 is to be kept clear for main line traffic. Track 1 may be used as a siding and will be reserved for Birthday Trains as required.
221. Trains approaching any crossover shall yield to the train on the right.
222. No train shall be operated at a speed greater than that which will allow the train to come to a complete stop in one half of the distance visible from the engine or operating position.

223. RLS Adopted Engine Whistle Communication Signals

o indicates short sound

- indicates long sound

	Sound	Meaning
(a)	o	Apply Brakes
(b)	- -	Release Brakes - Proceed
(c)	- o o o	Trainmen to protect rear of train
(d)	- - - -	Trainmen return to train
(e)	o o	Answer to any signal not provided for
(f)	o o o	When standing, back up - Answer to signal 224(c) When running answer to signal 224(d)
(g)	o o o o	Call for signals
(h)	- - o -	Grade crossing
(i)	_____	Approaching station, junction, or yard limit
(j)	- o o	Approaching other trains
(k)	o o o o o o o	Succession of short signals –warning to people or animals on track

Note: Any standard railroad signals may be used provided all crew members are informed and all understand them. To be used when double heading or required for use on an individual train. RLS adopted signals must be used for train movements along right of way as required.







224. RLS Adopted trainman's whistle signal - To be given by the trainman with a whistle or bull horn. Engineer and trainman will insure they understand the signals and answers before leaving the station.

o indicates short sound

- indicates long sound

	Sound	Meaning
(a)	o o	When standing - start
(b)	o o	When running - stop
(c)	o o o	When standing – back up
(d)	o o o	When running – train has parted
(e)	o o o o	When running – reduce speed
(f)	-	When running – look back for hand signal

225. RLS Adopted Hand Signals for Train Movement - The hand, flag, or lantern moved as illustrated gives the same indication

(a) Swung at right angles to track	STOP	
(b) Slight horizontal movement at arm's length at right angle to track	REDUCE SPEED	
(c) Raised and lowered vertically	PROCEED	
(d) Swung slowly in a circle at right angle to track	BACK UP	
(e) Swung Horizontally above head at right angle to track, when equipment is standing	TRAIN HAS PARTED	
(f) Held at arm's length above head, when equipment is standing	RELEASE AIR BRAKES	

SECTION 300
QUALIFICATIONS AND DUTIES OF
OPERATING PERSONNEL

301. Engineer
- a. Passenger Engineer Qualifications:
Any member of RLS or recognized live steam club who demonstrates that he/she has the knowledge, judgment and skill to safely operate a live steam locomotive will be qualified as an Public Passenger Engineer.
 - b. Responsibilities:
The Engineer is responsible for the safe handling of his engine and train. They must work in close cooperation with their conductor or brakeman, observing and obeying all signals given by that person. They must run their engine in conformance with the club safety rules at all times.
 - c. The Engineer must whistle out the flagman when stopped on the main line, and whistle in the flagman when ready to proceed.
302. Trainman (Conductor or Brakeman)
- a. Qualifications:
Any qualified RLS Trainman or qualified member of a recognized live steam club, who demonstrates that he/she has the knowledge and judgment to handle passengers safely, may be qualified by the Operating Superintendent as a Conductor or Brakeman on public passenger trains.
 - b. Responsibilities:
They must have a red flag or light, a signal whistle and an operating bull horn in their possession at all times when acting as a Trainman on public passenger hauling trains. They must act as flagman whenever the train stops on the main line. They will give the required signals to the engineer for the operation of the train.
303. The Board of Directors shall relieve from duty, or restrict the duties of, any member who violates the safety and operating rules.

SECTION 400 STEAMING AREA

401. The Operating Superintendent or Safety Inspector has complete jurisdiction over all personnel and equipment in the steaming area.
402. All train movements in and out of the steaming area shall be under the jurisdiction of the Operating Superintendent/Safety Inspector.
403. Equipment Loading and Unloading.
 - a. Engines and equipment will be loaded and unloaded at the steaming area only.
 - b. All vehicles (including trailers) will be moved to the designated parking areas as soon as possible after unloading or loading.
404. Engines will not be steamed up if annual inspection requirements are not complied with.
405. Safety chains or clamps must be attached to the rail to prevent movement of engine or other rolling stock when they are on the steaming or service tracks.
406. The reverse lever must be left in the center or neutral notch when steaming up or servicing.
407. Before leaving the steaming areas:
 - a. Boiler will be brought up to operating pressure.
 - b. Safety valves and pressure gauges will be checked for proper operation.
 - c. Water gauges and try cocks will be blown down to insure clear passages and proper operation.
 - d. Injectors and feed water pumps will be tested for proper operation.
 - e. Whistle will be tested for proper operation.
408. Trainmen must protect downhill movement of cars on engine leads to prevent runaways, in case of train separation.
409. No person shall ride on any train between Columbia Yard and the compound except the engineer and the brakeman.
410. The turntable/hoist shall be operated by Riverside Live Steamers personnel trained or experienced with its operation.
411. Blowing down of boilers must be done outside the steaming area, and away from any personnel or structures that may be damaged by steam and/or hot water.

SECTION 500
EQUIPMENT STANDARDS AND INSPECTON CRITERIA

501. All safety inspections on equipment shall be performed by the Operating Superintendent/Safety Inspector or designated assistants. The Operating Superintendent and the Safety Inspector shall be appointed by the Board of Directors.
502. The Operating Superintendent/Safety Inspector or their assistants will have the final say as to whether an engine is allowed to run or not.
503. The Operating Superintendent/Safety Inspector shall keep a log of all inspections, listing items inspected and condition. If an item is rejected or an engine is not allowed to run, the reason will be fully explained on the report.
504. Cars and tenders ridden by the engineer must be securely coupled to the engine by chain or drawbar that will not uncouple.
505. Boiler Requirements and Certification
 - a. All boilers will require a current valid boiler certificate from R.L.S. or other recognized club before being steamed on R.L.S. property.
 - b. Boilers must be inspected and certified on an annual basis. Certification will become void after any welding, soldering, drilling and/or tapping has been performed on a boiler. The boiler must be re-inspected and tested to recertify existing tags. The Operating Superintendent/Safety Inspector or their assistants will test the boiler to ensure the boiler has no visible defects. There will be a thirty (30) day grace period for annual boiler inspection.
 - c. Boilers will be hydrostatically tested to 25% above operating pressure.
 - d. Two or more sources shall be used to feed water into the boiler during operation, either which must be adequate for full boiler requirements.
 - e. The bottom of the water glass will be located a minimum of 1/2 " above the top of the crown sheet for 1 1/2" scale engines. If a gauge is less than this dimension the bottom of the glass must be blocked off to this dimension by painting or covering with a sleeve. All water gauges will have a blow down valve.
 - f. The safety valve or valves must have the capacity to discharge all the steam generated by the boiler without allowing the pressure to rise more than 5% above maximum pressure.
506. All equipment will meet the wheel standards as outlined in this rule book.
507. Boilers using solid fuel shall have an ash pan constructed and installed as to prevent hot coals from dropping out onto the track.
508. Locomotives using LPG fuel must have interlocking chains between cars with any connecting fuel line or hose.