Eagle Point Railroad Operating Guidelines

(Includes answers for the Engineer's / Conductor's Track Orientation Exam)

Approved January 6, 2018

Safety First

The Eagle Point Railroad is built on mountain terrain and is operated like a prototypical (full-size) branch line, single-track, bi-directional operating railroad with signal control blocks and motorized turnouts. It is not a high-speed mainline with long, level, straight sections of track. For the safety of all, these operating guidelines supersede all previous CSME Operating Guidelines, as well as the rules of any other railroad operation, and need to be understood before operating on the EPRR.

These guidelines are organized into three categories: **Qualifications, Equipment, and Operating Procedures**. Within each of these categories are sections titled *Requirements*, which are rules that must be followed due either to dictates of insurance carriers or the property owners, and *Recommended Practices*, which experience has taught to be prudent practice for safe operation at EPRR. However, engineers, conductors and equipment owners must understand that they are ultimately responsible for the condition and safe operation of their trains, not CSME or EPRR. As the ability to operate trains at EPRR is a privilege, such privilege can be revoked, if either the property owner or a CSME officer believes trains are not being operated in a safe manner or condition.

Qualifications.

- Requirements
    - A signed waiver is required for visits to Eagle Point by non-members. Members sign a waiver each year to renew their membership. A member must accompany a visitor coming to the track outside of a regularly scheduled meet, and is responsible for insuring the waiver is signed by their visitor. During scheduled meets visitors will be directed to complete the waiver form at the time they register at the reception tent. Additionally, educational groups must participate in a safety briefing before riding on trains.
    - CSME-owned locomotives may only be operated by regular CSME members (or their family members) who have been certified as an engineer (see below).
    - Locomotive engineers, whether visitors or members of CSME, may operate alone only after completing an open-book guidelines exam and a supervised familiarization ride around the railroad, which will include a review of the railroad and its operating guidelines (the exam and familiarization ride are termed engineer certification). Noncertified engineers may operate while under the direct supervision of a certified engineer.
    - Locomotive owners are responsible to individually instruct and approve any person that will operate their locomotive, and will assume responsibility for their actions and any damage caused by their locomotive.

- Persons under 18, with parental consent, may operate a train when accompanied by a certified engineer, or by themselves, after completing the engineer's certification (the supervisor of the familiarization ride may require a probationary period with supervision). However, trains carrying members of any invited outside organization must be operated by an engineer at least 18 years of age.
- Conductor qualifications are the same as for engineers.

Equipment.

- Requirements
  - Ash pans are required on all solid-fueled (coal or wood-burning) locomotives. Spark arrestors are also required for these when conditions warrant.
  - An operating headlight on the locomotive, and red marker light on the rear of the train are required when operating after dark.
  - All rolling stock must have wheels with rounded flanges.
  - Radios are required for card order operations.
  - Gasoline cans and extra propane tanks must be stored in the designated buildings.
  - Only electric locomotives may be stored under the depot.

- Recommended Practice
  - Boilers should have a minimum of two separate means of feeding water.
  - An annual hydrostatic test equal to 150% of operating pressure should be performed. CSME has a test pump available, but the boiler owner will perform the actual test.
  - The water glass operation should be verified at each steam up, either by blowing down the glass, or by other means.
  - Both safety valves should be tested at each steam up, to verify that they lift at the set pressure and prevent the pressure from rising more than five psi.
  - Trains should not rely solely on knuckle couplers to stop runaway cars. Safety chains, drawbars, link and pin couplers, or automatic air brakes (which automatically apply if a car is uncoupled) are suitable alternatives. Safety chains are intended to stop an uncoupled car from becoming a runaway, not to keep the train together in case of a derailment.
  - Wheel dimensions and coupler heights should follow the proposed IBLS standards.
  - An FRS radio set to channel 5 should be carried aboard each train during meets.
  - Conductors should carry a "referee" whistle to signal the engineer.

Operating Procedures

- Requirements
  - A conductor is required on all trains with more than one car carrying passengers, trains carrying educational groups, or when carrying youth under 15, unless the engineer and youth are members of the same family. The conductor must be on the last riding position of the train, and be certified as an engineer. The conductor is responsible for proper weight distribution of passengers, for monitoring passengers for safe conduct, and for protecting the rear of the train if it is necessary to stop on the mainline.
  - Engineers are responsible for monitoring the overall condition of the equipment in their train. Any defective equipment should be removed before departing the station, or set out on a siding if a defect is found while underway. Any defective club equipment or track should be reported on the white board in the depot. Engineers are also responsible for ensuring that the equipment in their train stays coupled, and for the safe operation of their train. Engineers must ensure that they can stop their train at all times within half their sight distance, or 50 feet, whichever is less.
  - A Yardmaster may be assigned during peak hours on operating days. They will monitor operations within yard limits, including passenger loading on the Eagle Point wye, and keep the yard loop traffic moving. They will also assign yard tracks and steaming bays as necessary.
  - Smoking is not allowed on trains.
  - A blue marker in the middle of the track indicates that the track is out of service. The person installing this marker will remove it when the track is repaired.

- Recommended Practice
  - Speed should not exceed 6 mph on mainlines, 4 mph in the yards, and be “dead slow” on high bridges and fills.
  - Engineers should not stop on the mainline, except in case of derailments or track congestion between block signals.
  - Trains should not stop on the shop loop, except to back into the yard, wye or car barn, or to line turnouts. Passengers should board or disembark from trains at the passenger loading area. Note that the westernmost part of the shop loop is outside of yard limits, and is controlled by block signals.
  - Trains at the loading/unloading ramp and on side tracks anywhere on the railroad should yield right-of-way to trains on the mainline
  - Engineers should use block signals at all times. Traffic is bi-directional on the mainline. Signaled blocks are between passing sidings on the mainline:
    - A green light indicates a clear block. The engineer can capture the block and proceed on a yellow signal.

- A yellow light indicates that the block is occupied by a train ahead, going in the same direction. Stop and wait for a green signal, which will be received when the other engineer clears the block.
- A red light indicates that the block is occupied by a train coming in the opposite direction. Stop and wait for a green signal. Be aware that there may be multiple sections in the opposing train. In this case, the block will be cleared by the engineer of the last section.
- In the event that a red or yellow block is encountered that remains on for more than five minutes, the engineer may proceed slowly through that block, but be prepared to stop. If available, another person may be sent ahead to flag other trains; however, the flagman should not walk across any bridges. The block can be cleared from the other end if it is found to be not occupied. In the event that a train occupies a block for more than five minutes (because of a derailment or breakdown, for example) the engineer should proceed slowly to the end of that block.
- Green posts are used to capture the block ahead.
- Red posts are used to release the block you are leaving.
- Orange posts control the numbered motorized turnouts.

- Two or three trains may run together as separate sections only if: the engineer of the first train acknowledges this with the following train crew(s), that their combined length is less than sixty feet, and that they stay within sight of each other. Additionally, when meeting an opposing train, the lead engineer must signal to the engineer of the opposing train the number of sections that are running together. The lead engineer will not clear the block signal, as this will be done by the engineer of the last section.
- During meets, please report via FRS radio (if available), any mainline derailment that is expected to take more than a few minutes to correct. Provide the milepost and location, and whether assistance is needed. Then advise again when the track is clear and trains are moving.