

2015

OPERATIONS MANUAL MID-MICHIGAN RAILROAD CLUB

Item 1.

Inspection of track and bridges.

Before any trains are operated:

- The track must be walked its entire length and inspected for obstructions, missing or damaged rail and ties.
- Bridges must be inspected for any damage, deterioration, missing parts, loose rail and any condition that could cause an unsafe or dangerous condition.

If defects are found, corrective action to place track and bridges back into good operation order must be taken. **NO EQUIPMENT WILL BE ALLOWED TO OPERATE ON TRACK WITH THE EXCEPTION OF MAINTANCE EQUIPMENT UNTIL TRACKAGE IS DEEMED TO BE SAFE. NO EXCEPTIONS!**

Item 2.

Motive Power Inspection.

All Motive power will be checked by a safety inspector annually before operation will be allowed. The extent of the inspection will be determined by the type of equipment to be operated. All controls must be fully functional for the type of equipment being operated. Annual Michigan boiler inspection required for steam power. Inspection dates, equipment identification and owner of equipment will be noted in the inspection log.

Item 3.

Rolling Stock Inspection.

All rolling stock must be inspected by the safety inspector. This equipment will be checked for unsafe conditions such as sharp edges, loose parts, defective wheels, defective couplers and any design flaw that may cause an unsafe condition. Inspection dates, equipment identification and owner will be noted in the inspection log.

No equipment that has been found to be unsafe or defective in any way will be allowed to operate on the track

Item 4.

Operations of Trains.

All trains will be operated by a qualified operator. A qualified operator is a person that has demonstrated the ability to operate the train he/she is in control of and has the ability to start, operate and stop the equipment in a responsible manner.

Engineer qualification will consist of:

- An annual review of the safety and operating rules.
- A review of any change in operating conditions.
- Club procedures for handling passengers.
- A check ride with a member of the safety committee to demonstrate the engineer's knowledge of the railroad and ability to safely handle the train.

Qualified engineers operating a different locomotive for the first time must be given a check ride. The locomotive owner/operator may give the check ride and must ensure the new engineer is familiar with the locomotive controls and operation.

During general public operations, persons under 18 years of age may operate locomotives if accompanied by a qualified engineer over 18 years old that is in a physical position to immediately take over control of the train.

Unsafe operation will result in the loss of the privilege to operate on the Mid-Michigan Railroad Club track.

Passenger Operations:

Passengers will be carried free of charge. Donation will be accepted but not required.

All passengers will board and detrain at the designated station area only, or as directed by crew.

All persons requesting passage on the Mid-Michigan Railroad Club trains must read and sign a waiver.

NO ONE under 12 years of age will be carried without parent or guardian with them on the train.

Not ALL persons requesting passage will be allowed to ride. This is due to size and weight restraints of the equipment present. Babies in arms may be allowed at the discretion of the engineer and then at reduced speed. Babies must be seated in front of a parent or guardian.

All passengers will be instructed regarding the rules to ride as follows:

- Keep all hands and feet inside the cars at all times.
- Do not attempt to pick up stones or grass along the track.
- Face forward only.

- Do not turn around to talk to the person behind you.
- No horseplay.
- Failure to follow the rules could derail the train and you could get seriously injured.
- Failure to comply with the rules will result in being asked to leave the train.
- Steam engines give off smoke and cinders if this is a problem you should detrain now.

Trains will operate at a safe and reasonable speed. This is considered to be a quick walk or slower. Trains must be able to stop promptly in the event of a derailed car. Faster operation will not be tolerated.

Trains operating on public run days will be required to have either:

- A conductor/brakeman seated in a position to observe the passengers and easily communicate with the engineer. By setting backward in the front most seat or, if using radios, in the rear most seat.
- In lieu of a conductor, all engineers on trains not staffed with a conductor must carry a FRS radio that they are able to hear and understand while the train is in operation.

Train spacing will be consistent with the ability to stop in ½ the assured clear range of vision. 100 feet or more on the main line is good.

Passenger loads must not exceed the safe capacity of the cars or braking ability of the train.

All trains will travel in the same direction. (On un-signalized trackage.)

Stopping on the main line limited to emergency only. A trainman is to walk back up track to warn oncoming trains of the stoppage.

Unattended locomotives must be protected from accidental movement.

Item 5.

Security.

All crossings will be blocked during run days.

At the conclusion of the run day:

- All equipment will be secured.
- All buildings locked.
- All transfer equipment will be securely locked.
- All bridges shall be barricaded.