

THE RIDGE LINES RAILROAD
Ridge Live Steamers, Inc., Dundee, Florida

BOOK OF RULES

Effective Date, October 27, 2007

Safety and operating rules for the government of members and other persons wishing to operate equipment on the Ridge Lines Railroad.

GENERAL RULES

- A. Safety is of the first importance at Ridge Lines Railroad and necessary for the operation and enjoyment of our hobby. Compliance with the rules is regarded as being necessary for everyone's safety.
- B. Operating equipment on the track is an assurance of your willingness to obey the rules contained within this Book of Rules.
- C. Corporation officers and meet officials have the authority to modify, suspend or change rules on a temporary basis.
- D. The Book of Rules is superseded by train orders. The Book of Rules and train orders are superseded by bulletin instructions. Check bulletins daily.
- E. All members shall sign a yearly liability release form prior to issuance of their yearly membership card. All visitors must sign a daily or event liability release form upon arriving on RLS Corporate property. All signed release forms shall be kept by the Corporation for a period of no less than seven (7) years.
- F. Abuse of alcoholic beverages on RLS Corporate property is prohibited. Anyone consuming alcoholic beverages should not operate any train equipment.
- G. All dogs should be kept on a leash and owners will clean up after their dogs when on RLS Corporate property.

OPERATING RULES

Equipment Rules

- A. The owner of equipment is responsible for its safe operation at all times.
- B. Children (under the age of 18) may run a train only under direct supervision of a qualified adult (adult to be within reach of controls at all times) and are allowed to pull family and invited guests, but not general passengers.
- C. Children under the age of 18 may be qualified to operate a train by themselves if designated to do so by the Ridge Live Steamers Board of Directors and are allowed to pull family and invited guests, but not general passengers. An Engineers Certificate will be issued to said individuals by the RLS Board of Directors and may be revoked at any time for cause.

- D. All locomotives must be approved by the corporation locomotive inspector. All steam engines will be hydro tested annually and must be approved by the corporation locomotive inspector.**
- E. All cars must be approved by the corporation car inspector.**
- F. Safety chains or a solid drawbar are required between all powered equipment and the car from which the operator controls it (and a propane tank if on a separate car).**
- G. Trains shall not proceed beyond a blue flag placed in the middle of the track.**
- H. Trains shall not proceed beyond an attended red flag until the red flag has been removed.**
- I. When deemed necessary, trains and engines may be moved by meet officials.**
- J. Nighttime operation requires an operational headlight on the front of the train and a lighted red marker on the rear of the train.**

Passenger Rules

- A. No one is required to give rides to passengers.**
- B. Operators who give rides must see that the cars are not overloaded. Normally three children or two adults per car. All passengers must be seated and keep hands and feet inside the car at all times.**
- C. Non-members must ride only on designated trains and have registration badges, wrist bands or signed waver form (except for school groups). Designated trains will consist only of cars inspected and approved by the corporation Car Inspector.**

Speed Rules

- A. Ridge Lines Railroad maximum speed shall be 6 MPH (timed as 12 seconds between mile marker posts) and a maximum of 3 MPH within Yard Limits.**
- B. Speed outside yard limits shall permit stopping within the range of vision.**
- C. Speed inside yard limits shall permit stopping within one-half the range of vision.**
- D. Any posted speed limit signs at switches or sidings must be obeyed.**

Methods of Operation

- A. This is a North / South railroad. Direction is taken at the Ridgeville Station. When standing on the platform, facing the tracks, North is to your right and South is to your left. Northward trains are superior to Southward trains.**
- B. All tracks West of the double crossovers are considered inside the yard limits. All tracks East of the crossovers are outside yard limits and are block controlled.**

- C. The railroad can be operated as a loop with all traffic going in a single direction with signals spacing train movements, or as a loop-to-loop with signals controlling movement between sidings outside yard limits where movements will be in both directions. In either case, track switches will be preset by the Train Master or his representative.
- D. The railroad may also be operated as a loop without the signal system. At such times, train spacing will be the responsibility of the engineer. Spacing should be about 100 feet except when closing up behind a stopped train or in yard limits.

Signal System

- A. The term “operator” will include engineer, conductors, motorman or anyone moving a train around the track system.
- B. The railroad has seven blocks that are controlled by signals. The colors are green, or green over yellow, indicating a clear block ahead and red indicating an occupied block. The signals are operator controlled by lightly pressing a button as the train slowly passes the button stand. There is a button stand at the beginning and at the end of each controlled block.
- C. When a train approaches a signal that is red, the train must stop until a green or green over yellow signal appears. When there is a green or green over yellow signal, the operator will lightly press the button marked “TO” the next destination. The signal light will turn red, meaning the block has been claimed by that train. The train will then proceed to the next button, marked “FROM” the previous location. The operator will lightly press the “FROM” button turning the signal for the block just vacated back to green.
- D. There are two locations containing two sets of signal buttons. From TOLL BUCKET to either SUMMIT or SOUTH YEEHAW and From SOUTH YEEHAW to either TOLL BUCKET or COACHWHIP CUT. In both cases the operator has a choice of destinations. ONLY one “TO” button should be lightly pressed after the operator has chosen the appropriate route.
- E. Bi-directional nighttime operations will utilize either block signals or “FRS” radios (to be provided for by the individual train operator)
- F. If (when) there are “cornfield meets”, The Northward train is superior and the Southward train (see “Methods of Operation” section A) should back up through the siding just vacated and then pull forward to the previous spot at the siding until the superior train clears the block.
- G. If (when) there are traffic jams, trains can proceed in two or three train units to clear the situation.
- H. There are two locations where visual rules will apply. One is from YEEHAW JUNCTION to the switch for COACHWHIP CUT and the second is from TOLL BUCKET to the switch for SUMMIT. In both locations, trains will simply yield to each other to avoid contact. At all times it will be the operator’s responsibility to have their train under control regardless of signals.

Operation between TOLL BUCKET, SUMMIT and COACHWHIP CUT

- A. **Trains must not operate as two or three train units between SUMMIT and COACHWHIP CUT for safety considerations. There is the possibility of cars becoming uncoupled, or run-away trains rolling down grade into another train.**
- B. **If the signal is out of service for any reason, a flagman will be stationed at SUMMIT and have absolute control of all trains operating up or down the hill. A red flag waived at you means stop and stay in the clear. A green flag means proceed to the next control point.**
- C. **All engineers must have their train under control before proceeding down the 4.2% grade from SUMMIT to COACHWHIP CUT.**
- D. **If an engineer is concerned about going up or down the grade from SUMMIT to COACHWHIP CUT, the train should take the cut-off between TOLL BUCKET AND YEEHAW JUNCTION to avoid the grade.**

Track Rules

- A. **The danger of fire is ever present. All operators of steam locomotives must be sure that ash pans, oil drip pans, spark arresters and other equipment, as needed, are in good condition. Smokers must not throw any butts or matches along the right-of-way.**
- B. **Prior to each meet and run day, the track must be inspected for compliance with club standards and approved for service by the club Track Inspector.**
- C. **If you find a problem with the track, please report it to the Road Master, Track Inspector, Train Master, Yard Master or other meet officials. You should explain the problem and it's location in relationship to the nearest milepost.**

Switches

- A. **All switches are sprung and may be trailed through. Care must be taken not to back up until the entire train has cleared the switch to avoid derailment.**
- B. **Switches will be pre-set for the operation being used. If for some reason you line a switch, you must line it back after proceeding through.**
- E. **There are many routes that you can use as a cut off or just a change of scenery. Feel free to use any track, unless blue or red flagged. If you line a switch, you must line it back after proceeding through.**
- D. **Switches having an "N" (normal) and / or an arrow near the throw mechanism must be returned to the normal position after passing.**