

CINDER SNIFFERS INCORPORATED

TRACK OPERATING RULES

August 14th, 2004

The rules herein set forth govern the railroad operated by Cinder Sniffers Incorporated (CSI) on the property located on Indiana Highway 1 just south of Dover, Indiana.

These rules dated August 14th, 2004, shall take effect on September 1st, 2004 and supersede all previous rules.

GENERAL NOTICE

SAFETY is of the first importance in operations. Obedience to the rules is essential to the safety of the participants, whether they be passengers, trainmen, enginemen, or bystanders and to the safety and protection of the property. To remain an active member is an assurance of the willingness to obey the rules

GENERAL RULES

- A. Individuals who are operating locomotives and/or trains must be familiar with these Safety rules and Bulletin Board Orders. They will comply with instructions issued by proper authority when applicable to operations.
- B. Where in these rules, in special instructions, or in Bulletin Board Orders the following terms appear, they will be defined and applied as follows:
 - a. Trains: to trains or engines.
 - b. Trainmen: to flagmen, switch tenders, conductor/flagman
 - c. Engineer: to person driving the train
 - d. Engine(s): a unit propelled by any form of energy, or a combination of such units.
 - e. Train: an engine or more than one engine coupled, with or without cars.
- C. The word "flagman" in rules, in special instructions, or in Bulletin Board Orders refers to anyone to whom the word flagman is applicable under the rules governing flag protection.
- D. Any term ending in "...man" applies to members of either sex!
- E. Members must be conversant with all the rules and special instructions. If in doubt, ask the Safety Committee for an explanation.

- F. Visiting engineers must sign for this book of rules.
- G. Members must render every assistance in their power in carrying out the rules and to report to the Safety Committee any violation thereof.
- H. Accidents, failure of water or power supplies, defects in track, bridges, signals, or any unusual condition which may affect the safe movement of trains must be promptly reported to a member of the Safety Committee or to a Club Officer.
- I. In case of danger to the property, all members must unite in its protection.
- J. Members should exercise care and economy in the use of Cinder Sniffer property, and when leaving, see that keys, materials, and equipment are properly stored and/or returned to the proper place or person.
- K. Except when special instructions apply, the last to leave the premises is responsible for securing all buildings, turning off all power, shutting down the water system and closing and locking the main gate.
- L. **No one will operate or ride a train while intoxicated.** Violators will be requested to leave the premises by a member of the Safety Committee or a Club Officer.
- M. All boilers operated on the club premises, and at club functions wherever held, are to bear valid certification of having been hydrostatically tested to at least 1 ½ times the working pressure within twelve months prior to operation. Certification is valid only if issued by a Cinder Sniffer Club Boiler Inspector or the appointed boiler inspector of another recognized live steam club or a state boiler inspector.
- N. The guide for Locomotive Boiler Construction that appears in the Feb. '87 issue of ModelTec magazine shall apply as the Club minimum standards for construction of steel boilers, and is included in each member's club manual.
- O. Members must be attentive to prevent injury to themselves and others. They must inform each other of operating hazards – keeping limbs within the limits of the cars, standing clear of tracks, watching for train crossings, etc.

OPERATING RULES

The following train operating rules apply to any train operating on club tracks.

1. No train shall operate in excess of five (5) actual miles per hour. (5 MPH is equivalent to approximately 12 seconds between “mile” posts that are located 88 feet apart).
2. One train shall not follow another closer than 100 feet at the maximum safe operating speed of 5 MPH. Slower speeds permit proportionate closer following.
3. No train shall stop on the mainline for any purpose other than an emergency situation. Every effort should be made to keep the mainline clear for continuous operation.
4. All fuel, water, servicing and repairs shall be taken care of on sidings and side tracks provided for such purposes.
5. All passengers must entrain and detrain at the designated station.
6. All trains stopped on the mainline shall be protected to the rear by a trainman acting as flagman. If no trainman is present, the engineman is to flag the rear of the train.
7. In flagging the rear of a stopped train, the flagman must be positioned such that he/she is visible to the engineman of a following train at least fifty (50) feet to the rear of the stopped train.
8. All siding switches must be set for the mainline after a train moves through. All mainline switches are to be left as is after passing through them. NOTE THAT ALL OUR TRACK IS MAINLINE EXCEPT FOR THE SIDING AT THE CAR BARN AND THE FAIRFAX YARD!
9. This rule may be modified when a switch is operated under the supervision of a switch tender at which time special instructions will apply.
10. **Only the engineer will operate switches** unless otherwise explicitly arranged.
11. Trains arriving first shall have the right-of-way at switches.

12. Engineers must be attentive to and obey fixed color signals. Signals indicate the setting of a switch being approached. A sheet is attached explaining all signals.
13. Young children riding on trains as passengers will require the supervision of an adult, or a conductor.
14. The engineer will be responsible for the safe conduct of all passengers.
15. All trains operating on club tracks must demonstrate the ability to stop within 50 feet on level track, from a maximum speed of 5 MPH while carrying a full load. Dragging feet is not an acceptable method of stopping.
16. A full load is defined as a load of 100 lbs. per foot of car length. (e.g. 500 lbs. on a 5 foot car, 600 lbs. on a 6 foot car, etc.) for 1 ½" scale or larger trains. Proportionally smaller loads will be required on smaller scale equipment.
17. Appropriate hand and lantern signals shall be used by trainmen to control train movements where applicable. These signals are as follows:

Move forward	Up and down motion
Back Up	Circular motion.
Stop	Horizontal motion.

18. All trains must have a functioning audible warning device. Appropriate whistle signals will be used by enginemen to indicate train movements as follows:

Stopped	•	(1 short blast)
Start forward movement	• •	(2 short blasts)
Start reverse movement	• • •	(3 short blasts)
Danger, or Need Help	—————	(Continuous)
Grade Crossing	— — • —	(2 long, 1 short, 1 long)

19. All solid fueled engines shall be equipped with effective ash pans to prevent continuous dropping of hot coals on right-of-way.
20. All oil fired engines shall be equipped with effective catch pans to prevent oil dripping or spilling on the right-of-way.

21. All solid fueled engines shall be equipped with effective spark arresters which will minimize the emission of hot sparks during dry weather. A fire hazard sign will be posted when spark arrestors are mandatory.
22. All trains operating at night shall display a headlight to the front and red light(s) to the rear.
23. Each coupling between the unit upon which the engineer rides and the powered unit shall be backed up by a welded steel safety chain. For 1 ½" scale trains, use 3/16" (5mm) chain and for 1" or ¾" scale trains, use 1/8" (4 mm) chain. A safety cable of equivalent strength may be substituted in all applications which call for safety chain.
24. Safety chains are optional where link and pin couplers are used. They are a **must** where knuckle couplers are used.
25. Welded steel safety chains or equivalent safety cable shall be used to hold the loaded train cars together should the normal coupling fail. Attachments used to fasten either chains or cable to the equipment will also be appropriately sized.
26. Drawbars must be at least 3/16" steel and attached with ¼" or larger pins.
27. Trains will not be permitted to operate with safety chains as normal couplings.
28. Former IBLS wheel standards shall apply.
29. Trains with 3 or more cars must have a conductor while hauling passengers.
30. The use of radios is recommended for communication between the conductor and the engineer on passenger trains.
31. **ANY EQUIPMENT DETERMINED TO BE UNFIT OR UNSAFE FOR OPERATION BY THE SAFETY COMMITTEE SHALL BE PROHIBITED FROM OPERATION.**