

Ridge Live Steamers



Track Operations and Signal Overview

February 2024

General Information

- ✓ The owner and the operator of equipment are responsible for its safe operation at all times.
- ✓ Ridge Live Steamers operates utilizing the IBLS Standards, wheel profile/gauge and coupler height.
- ✓ Safety chains or other automatic braking systems are required between the locomotive or propane car and the engineer riding car, and are recommended between all other cars while operating on the Ridge Live Steamers Track due to the various grades along the route.
- ✓ 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.
- ✓ Abuse of alcoholic beverages on RLS Corporate property is prohibited. Anyone consuming alcoholic beverages should not operate any train equipment.
- ✓ All dogs must be leashed at all times, and owners will clean up after their dogs when on RLS Corporate property. No pets are allowed in the Pavillion.

General Information, continued

- ✓ Trains shall not proceed beyond a blue flag placed in the middle of the track.
- ✓ Trains shall not proceed beyond an attended red flag until the red flag has been removed.
- ✓ **When deemed necessary, trains and engines may be moved by meet officials.**

Safety Procedures

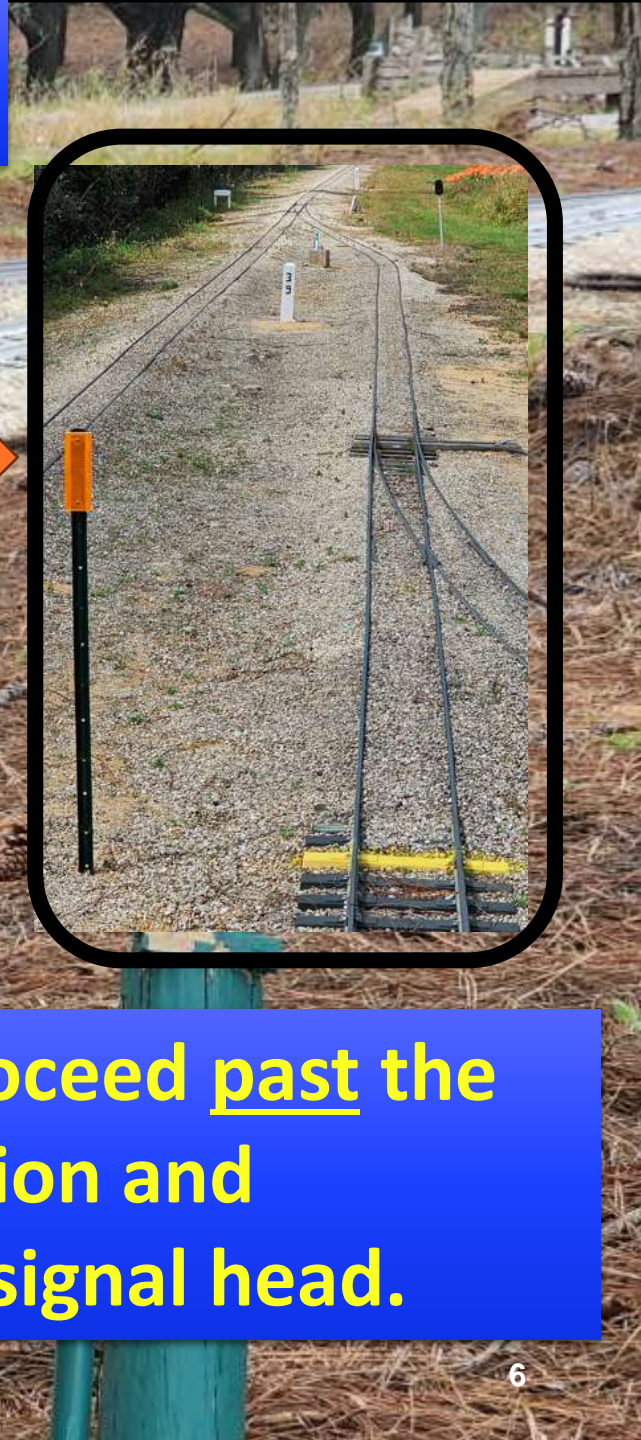
- ✓ Operations between sunset and sunrise requires an operational headlight on the front of the train and a lighted red marker on the rear of the train.
- ✓ In the event of ANY collision between two trains, a meet official MUST be notified immediately even if there is no apparent damage or injury.
- ✓ Unsafe operations will not be tolerated. Meet officials have sole discretion to define unsafe operation, and such operation may result in revocation of operating privileges.
- ✓ 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. Yard Limits are defined by posted signs.
- ✓ Speed outside yard limits shall permit stopping within the range of vision.
- ✓ Speed inside yard limits shall permit stopping within one-half the range of vision.

Signal System

- ✓ The RLS signals are fully automatic. There are no buttons to press, etc. Trains activate the signals by “Track Circuit” detection. The signals are provided to add to realistic operation and provide a level of traffic control.
- ✓ **The signals are NOT a safety device, the engineer is solely responsible for the safe operation of their train, no exceptions.**

Signal System – How To Approach

Each signal has an “approach block” designated by a yellow tie and a yellow reflector post. Until the front axle of your train passes this point the signal system does not know your desire to proceed.



You should proceed past the yellow indication and approach the signal head.

After you cross the yellow tie/flag, the signal will display your current aspect. You may proceed on a green (clear) or yellow (approach) signal aspect.

If the signal remains red, you MUST STOP before the orange tie at the signal.

If you cross the orange tie while red, you will NEVER get a green signal. Your train must be behind the orange tie.



As you cross the orange tie the signal aspect will change to red (Stop) confirming your occupancy of the block, and all other entry points will have a stop indication.



The **ONLY** allowance to pass a red signal is when travelling as an additional section to the train immediately ahead of you. In this case, you may **ONLY** pass the red signal if you can clearly see the rear of the train ahead of you.

IF A SIGNAL IS MARKED "ABSOLUTE" YOU MAY NOT PASS ON RED AT ANY TIME



You are always responsible to maintain a safe following distance.

Switches

- ✓ If you line a ground throw switch, you must line it back after proceeding through, without exception.
- ✓ Remote-throw switches are not required to be lined back – see next section.
- ✓ All switches are sprung and may be trailed through. *Care must be taken not to back up until the entire train has cleared all switches to avoid a derailment.*
- ✓ 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.

REMOTE SWITCH

THROWS

**GREEN UP
FOR NORMAL
DIRECTION**



**ENGINEER MUST
VERIFY
DIRECTION
BEFORE
PROCEEDING**

Manual Remote Switch Controls



Many areas have manual remote switch controls. Note the red/green handles. If the GREEN is on top the switch is in a “NORMAL” position.

Manual Remote Switch Controls

The RED on top indicates the switch is set to an alternate route or stub track off the Mainline. Unless that route is specifically desired, the engineer should reset the switch to GREEN to continue on the Mainline.



Manual Remote Switch Controls

Some remote throws allow you to choose between two mainline routes, and either is valid. These show red/green side by side

REMOTE SWITCH

THROWS

GREEN UP
FOR NORMAL
DIRECTION



ENGINEER MUST
VERIFY
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All engineers MUST operate from a position that allows seamless operation of remote switches.

Remote operation from the rear of the train is not allowed if unable to control these switches without fouling.

PRIORITY RECAP:

- All ground throw switches **MUST** be immediately reset
- **ABSOLUTE** Signals **MUST** be stopped at when **RED**.
NO FOLLOW THROUGH
- Follow-through allowed on red signals **ONLY** if you can see the back of the train in front of you. **Otherwise you must wait for green.**
- Headlight and EOT required at or after sunset

Thank you

Enjoy your visit to Ridge Live Steamers

We're glad you're here!

