

# **SAFETY AND OPERATING RULES**



Adopted March 2022 by the Board of Directors of

## **CHESAPEAKE & ALLEGHENY STEAM PRESERVATION SOCIETY, INC.**

These Safety and Operating Rules govern the operation of trains of the Chesapeake and Allegheny Live Steamers (CALs). They take effect March 2022 superseding previous Rules and Instructions where they may be inconsistent with these rules.

Special Instructions may be issued by the Board of Directors of CALS to supplement or supersede these Rules

## **GENERAL NOTICE**

**SAFETY is of the first importance in the performance of our duties.**

**Understanding of and practice of the rules is essential to SAFETY.**

**Safety and Operating Rules have evolved from the experience of many people on many railroads over many years. This process continues, and constructive suggestions to improve these Rules should be submitted to the CALS Board of Directors. These Rules cannot cover every eventuality of risk. In the event of an uncovered risk, common sense on the side of safety must prevail.**

### **RUN DAYS**

It is our duty as a tenant of the City of Baltimore Parks Department to offer service to the Public on one Sunday each month during the operating season. Also, the Board of Directors may designate other days as a formal Run Day. On all Run Days the accommodation of the Public shall be our first priority. These Rules in their entirety apply to such formal Run Days.

These Rules are to be applied in a common-sense manner on member run days.

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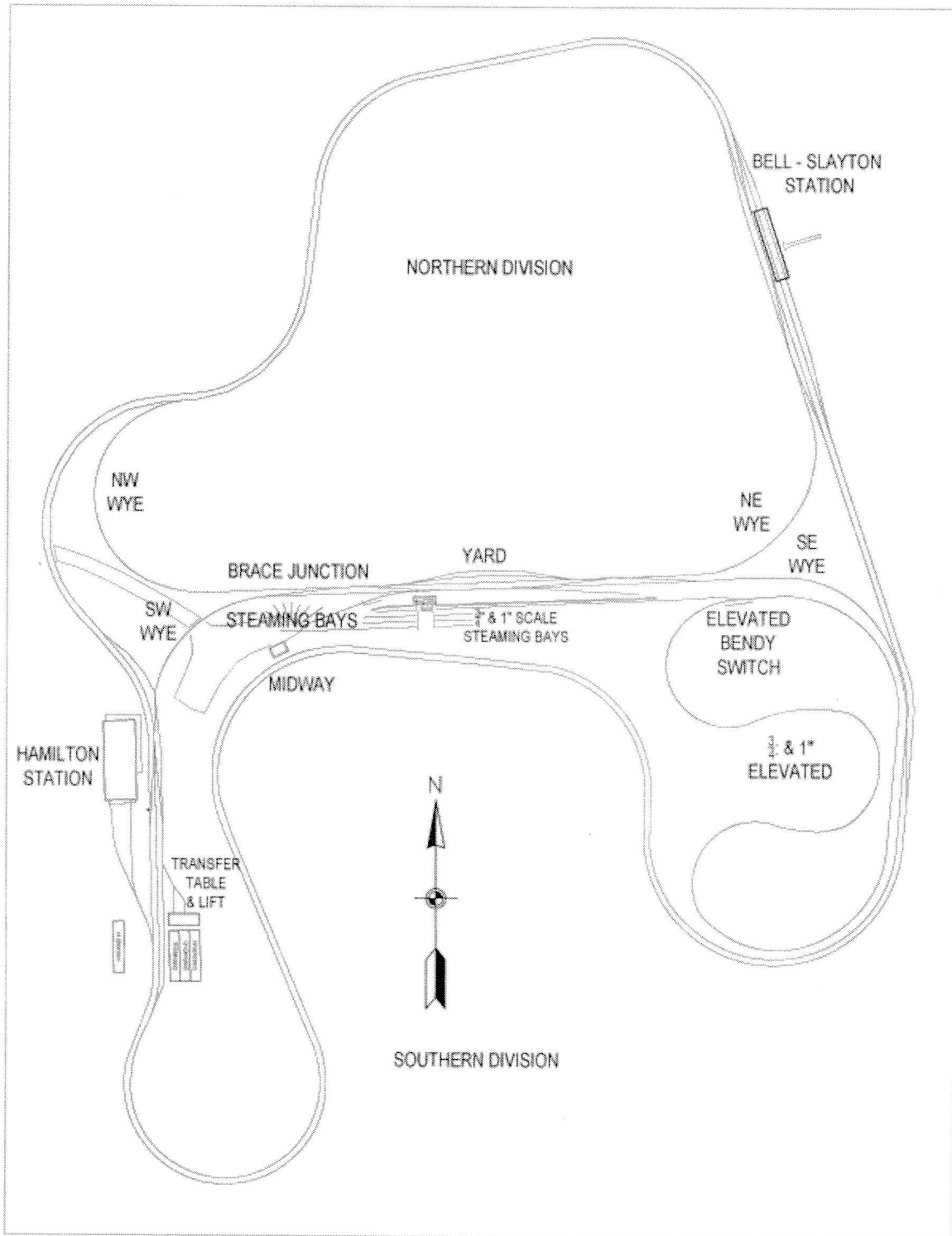


Diagram by Bill Derr

Siding from containers to Hamilton Station is Hamilton Siding  
 Track Numbering: Outside Track = 1 Inside Track = 2 Bell-Slayton = 4 2 1 3 facing north

## CALS GENERAL RULES

- A. Members whose duties are prescribed by these rules must provide themselves with a copy.
- B. Members must understand and practice the Safety and Operating Rules. If in doubt as to their meaning, apply to a CALS Board Member for an explanation.
- C. Members must either attend the annual CALS Safety Meeting or be instructed in the Safety and Operating Rules by a CALS Board Member. A list of persons so qualified shall be maintained at Hamilton Station. A photo badge will be provided by CALS and will be updated annually with a date.
- E. Members are encouraged to constructively assist fellow Members in their understanding and practice of these Rules.
- F. Incidents are to be attended to in accordance with **CALS EMERGENCY AND SPECIAL INSTRUCTIONS** and shall be documented and reported to a CALS Board Member as specified therein.
- G. The use of alcohol within the City of Baltimore Parks is prohibited. Members must not be impaired by any alcohol, intoxicant, or drug while engaged in any CALS activity.
- J. Members serving the Public shall wear a current CALS badge. Temporary replacement badges will be available for single-day use.
- K. Members in the presence of the Public shall conduct themselves in a polite and courteous manner. Coarse language in the presence of the Public is prohibited.
- L. Guests may not operate equipment for the Public but shall be instructed in these Rules by a Board member before operating at any other time.
- P. To “Protect” the train means to stand with a flag OR to lay a flag across the track, 100 feet from the train to the rear and/or head, until another train has stopped or the condition causing the stop has been resolved.
- Q. All trains shall be made up or changed with minimum delay to trains on the mainline.
- R. At least one train shall complete a circuit of a track before passengers are carried on that track.
- S. In case of doubt or uncertainty, the safe course must be taken.

## NOTICE TO CALS MEMBERS

There are many responsibilities to be fulfilled on Run Days. If you are not acting as an Engineer or Stationmaster, you must determine if you can be of service as a Conductor, Stationmaster Deputy, or a Station Assistant. Those positions must be filled in order to comply with these Safety Rules, and therefore your cooperation is needed.

## CALS ENGINEER'S DUTIES

### GENERAL

The primary responsibility of a passenger train Engineer is to ensure (1) the safety of their passengers and persons on the right-of-way and (2) the safety of their locomotive and train at all times.

### SPECIFICS

1. All steam locomotives operated in the State of Maryland must possess a valid boiler inspection certificate as provided by Maryland Department of Labor (DL) or by another state with equivalent or more stringent requirements.
2. All locomotives operated for Public Run Days must be registered with DL Amusement Ride Unit and comply with the **CALS BRAKE POLICY**.
3. During Public Run operations on the mainline, there are the following limitations:
  - a) Engineers must be at least 18 years old.
  - b) No non-passenger train shall run unless approved by the Stationmaster.
4. Only a qualified Engineer shall operate a locomotive, and the owner is deemed to be qualified.
  - a) Engineers shall be qualified by the owner of the locomotive, where a Board member is considered to be the owner of a CALS's locomotive.
  - b) A list of qualified Engineers for each locomotive is posted in Hamilton Station.
5. The Engineer shall be completely familiar with (1) the locomotive, (2) the characteristics of the train and the CALS track system, (3) the hand and other operating signals used by the Stationmaster and the Conductor as illustrated in **CALS SIMPLIFIED TRAIN SIGNALS**, and (4) shall observe the operating mode of the day for the track system as specified in **CALS STATIONMASTER'S DUTIES**.
6. The Engineer shall ensure that the locomotive under their control is connected to the car/tender by a drawbar or by a coupler and another mechanical means, e.g. chain or cable.
7. The Engineer shall ensure that the lead locomotive(s) of a multi-unit set is(are) connected to a controlled locomotive by a drawbar or by a coupler and another mechanical means, e.g. chain or cable, unless the leading locomotive(s) is(are) under the control of an engineer.
8. The Engineer shall ensure that passenger car couplers are secured with pins.
9. Passenger trains of two or more pulled cars must carry a qualified Conductor.
10. Passenger trains of only one pulled car or of up to two pushed cars may be operated without a Conductor; in such instance, the Engineer is responsible for the Conductor's duties.
11. The Engineer is responsible for enlisting a Conductor when one is required.
12. The Engineer shall ensure the following safety equipment is on the train:
  - a) that a red flag is available for protecting the head of the train
  - a) that the conductor has a red flag available for protecting the rear of the train
  - b) that there is a flashing red light on the rear of the train
  - c) that when operating between the hours of sunset and sunrise the locomotive has a white headlight

13. When approaching the Bell-Slayton Station, the Engineer shall
  - a) stop the train at the 'boards'
  - b) blow one LONG blast to indicate that the stop is complete
  - c) permit passengers to detrain
  - d) await the Stationmaster's signal to enter into the station
14. The Engineer shall apply the train brakes during passenger loading and unloading and shall not allow the train to move until a signal to PROCEED has been received from the Conductor. **EXCEPTION:** When entering the Bell-Slayton Station, the train may enter upon a signal from the Stationmaster or Deputy.
15. When preparing to leave Bell-Slayton Station, the Engineer must look out for opposing train(s) arriving with passengers and must yield to allow those passengers to detrain and cross the track safely.
16. The Engineer shall keep their eye and mind on the engine, the track, and any trains ahead and shall remain alert for signals from the Conductor and from other sources.
17. The Engineer shall stop their train upon hearing **any** blast from a Conductor's horn or either the STOP or HELP signal from a whistle as illustrated in **CALS SIMPLIFIED TRAIN SIGNALS**. The Engineer shall proceed only after having ascertained that it is safe to do so under the following conditions:
  - a) The signal was not from their Conductor and the way is clear, recognizing that the incident may have caused fouling of the track somewhere ahead.
  - b) The signal was from their Conductor and the problem has been resolved.
  - c) The Conductor has given the signal to PROCEED.
18. If a train stops on the mainline because of a signal from the train's Conductor or because the Engineer recognizes a serious problem, the Engineer must follow the procedure(s) in **CALS EMERGENCY AND SPECIAL INSTRUCTIONS:**
  - a) [Part (A)] ensure the train is protected from other trains in either direction and determine if there is injury or damage
  - b) [Part (B)] determine with the Conductor if there is an issue with a passenger
19. If the Engineer stops the train on the mainline without a signal from the Conductor and without a serious problem, the Engineer must successfully communicate to the Conductor that the stop is momentary.
20. When stopped on the mainline, with a Conductor, the Engineer shall not allow the train to move until a signal to PROCEED has been received from the Conductor.
21. Engineers shall maintain a safe speed at all times. The maximum speed on the road shall not exceed an actual six (6) miles per hour.
22. All trains shall run within the Hamilton Station Yard Limits at dead slow speed (no more than an actual three (3) mph) from either direction.
23. Moving trains shall maintain at least 200-foot distance from a moving train ahead and be no closer than a safe stopping distance.
24. Trains shall stop at least fifty (50) feet behind a standing train carrying passengers except when directed otherwise by the Stationmaster in Bell-Slayton Station.
25. Any locomotive other than a coal burner, before refueling, must have no passengers aboard, and must have the fire extinguished or the engine stopped.

26. Diesel locomotives shall not be left unattended with the engine running. Steam locomotives may be left for a short time with fire banked, reverse lever in neutral, and a good supply of water in the boiler. **EXCEPTION:** When the Engineer must perform flagging.
27. When steaming up or shutting down a steam locomotive, the Engineer must ensure that no member of the public is in range to be an interference.
28. Before blowdown, the Engineer must always ensure the safety of all bystanders. Use of an elbow is suggested.