



Code of safe practice

The following rules apply to all members at all times. It is your responsibility to ensure they are carried out.

1. All steam locomotives and other models in steam must have a current, approved, boiler certificate. No model is to be steamed without a current boiler certificate, unless undergoing a boiler test under the supervision of a Boiler Inspector. No steam locomotive or other model in steam is to be left unattended.
 2. All preparation, lighting, and disposal of steam locomotives must be carried out only in the steaming bays. Drivers of steam locomotives when blowing down the boiler must only carry out this operation in the steaming bays and must warn anybody in the vicinity of their intention to open the blowdown valves. All solid-fuel fired steam locomotives must be fitted with a spark arrester and an ash pan with a bottom plate capable of retaining all ash and cinders from the fire.
 3. All preparation, fuelling, and disposal of locomotives with petrol engines must be carried out only in the steaming bays and only when the engine is cold. If such a locomotive runs out of fuel on the track, it must be taken back to the steaming bays and allowed to cool.
 4. All locomotives used by Society members on the track must be fitted with, and use, bar type couplings conforming at least to the standards shown in the recommended couplings drawing. Other types of coupling may be used on locomotives owned by visitors to the track, subject to the approval of a committee member. All passenger trains must be fitted with brakes adequate for the load carried. A guard must ride at the rear of the train if requested by the driver for safeguarding purposes. The guard must be a member of the Society. All carriages must have the removable backrests fitted. When more than one carriage is used, the flexible infills between the carriages must be fitted. All drivers, guards, and passengers must sit astride the driving/riding trolleys, facing in a forward direction.
 5. In the event of an incident/accident occurring on or near the railway, a Society member must take overall responsibility for coordinated action, delegating tasks to other members as necessary to ensure a swift response. Our "what to do in an emergency" guidance sheet must be referenced to ensure tasks are not duplicated and are carried out correctly. This guidance sheet is displayed in the engine shed and station buildings.
 6. The signal(s) must be in place and confirmed to be working, all safety signage must be in place, the track inspected and the track inspection log sheet signed. All drivers must complete and sign the daily running log with details of their locomotive, and the expiry dates of boiler certificates if required. The swing gate prohibiting access to the steaming bays must be in place at the start of any operating session. These instructions must be carried out before any train is allowed to run.
 7. The driver of any train carrying members of the public, whether fare paying or not, shall be over the age of sixteen years and a member of the Society or a member of another model engineering society. A member of the Society under the age of sixteen years may drive a train carrying members of the Society, members of his/her own family or members of other model engineering societies provided that he/she is suitably supervised by a member of the Society over the age of sixteen years.
- A person who is not a member of any Society may, with permission, drive a locomotive owned by a member of the Society provided that he/she is suitably supervised by the owner of the locomotive or by a member of the Society. The driver, or if he/she is being supervised by the supervisor, of a train is solely responsible for its safe operation. All locomotives or drivers must carry an audible warning device.
8. It is the responsibility of the driver of any train that has used the bendy beam to ensure that it is locked in the normal running position with the spurs positioned away from the main line. When a driver intends to use the bendy beam, you must ensure that no other train is placed in danger by your actions. The signalling system is interlocked with the bendy beam. All drivers must obey the lineside signals, as this is your assurance that the bendy beam is correctly locked. The bendy beam, steaming bay traverser and any removable track section must be locked in place before any movement is made over them. All drivers must

drive their locomotives no faster than a speed that they can stop in for the distance that they can see to be clear.

9. Extreme care must be taken when driving any motor vehicle on the Littledown site and when exiting onto the road. After loading/unloading of locomotives has taken place, please park in the designated place by the road entrance to our site.

10. If requested, any member of the Society must agree to participate in the Society's assessment procedure.

This code of safe practise has been agreed by the committee to be relevant and current to the activities of the Society, and is hereby signed by the Chairman.

Signed

Name

Date