

Welcome to the Mill Creek Central Railroad

Home of Central Ohio Area Live Steamers and the Buckeye Limited

To make sure everyone has a safe and enjoyable time, we have a required video to view along with a few safety guidelines:

1. Mill Creek Central Railroad (MCCRR) is a privately owned track that is maintained by the Central Ohio Area Live Steamers (COALS). Members of COALS and other volunteers during the convention will be wearing burgundy polo shirts and may be stationed at key points around the railroad. If any safety issue arises, please notify a member of COALS or a volunteer immediately. If you derail and need assistance, we plan to have appropriate equipment and manpower available. We are not responsible for damage to equipment so you will need to be an active participant in re-railing your equipment. Mile markers are every 100 feet, use these for location purposes and notify us on an FRS radio **Channel 5** if you need assistance.
2. During the Buckeye Limited Convention you will be required to sign a waiver, watch a brief presentation and may be required to complete a short test before you can operate any equipment on the railroad. If you are here for the first time or just need a friendly reminder, we suggest you ride with someone familiar with the railroad first. The video will be an overview of many of the items listed below. Please follow the signaling system. If you are unsure how it works, please review the video again or ask one of the volunteers. Please be gentle when activating the signals as they require you to push them down no more than 45 degrees from their vertical position. Even after you have taken the block, keep an eye out for oncoming traffic. Pay attention to what is going on around you - do NOT keep your head in the firebox. Considering the large number of trains anticipated to be running on the railroad it is acceptable to run multiple sections in a block at once: The first train will take the block (yellow post) and the last train will release the block (green post) as you return to double main line track. Be sure to communicate with all trains in the section and that all trains understand when you will be running together as well as when this running option is terminated or modified. Also, please have the lead engine notify oncoming trains that there are multiple trains in the block. A green signal indicates that no one is in the block and you may trip the switch on the yellow post to your right to claim the block and proceed on your own yellow signal. A yellow signal means someone is in the block traveling the same direction as you and you must wait for the signal to turn green. A red signal means you must wait in the passing siding as there is a train heading toward you. Always release the block when leaving by gently pushing down at a 45-degree from vertical on the green post to your right to activate the release. Please take the block immediately after the signal turns from red to green to avoid train backups. Use only the signal switch on the right to activate the signal, the ones on the left are for opposing traffic.
3. Check the end of your train often for derailments. Beginning in 2023 we require safety chains, and no train is allowed to leave any of the train yards without them. Please bring them to the track if you plan to operate your equipment and if someone is found to not follow this protocol you could be asked to collect your equipment and leave. Only operate a train you are capable of pulling on a 3% grade. This means capable of

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pulling as well as capable of braking and stopping on grade. Should the weather become inclement you may need to shorten your train. Railcar brakes are strongly recommended.

4. If you have continuous derailments or problems with a locomotive or a railcar, please get into a yard or a siding to fix the problem. We reserve the right to request locomotives or railcars to be removed from the railroad if problems persist and/or the equipment is damaging the railroad.
5. **When parking your train whether for a minute or for the night make sure you are not on the main line.** Please ask one of the yard attendants where the best place to park is. They have the final say for all sidings on the railroad. If in the yard, you may be allowed, with permission of the yard master at his/her sole discretion, to briefly leave your train on one of the yard mains to run to the restroom, grab a drink or something to eat. We also ask that you keep equipment unlocked (hydraulics, brakes, etc.) so that if your train is blocking anything it can be safely moved.
6. Night running is permitted but please have a white headlight and a red rear marker. Please use horns and whistles sparingly at night, especially around campers and tents. It is also highly recommended that those running late at night have a rear conductor for added safety.
7. Switches are either sprung switches or electrically controlled switches, so you can run through them. **If you throw a manually controlled switch, please return it to its original position, which should be the position marked in red.** Failure to do so may result in a collision. You may also be placed on the track gang for a week if you don't comply. 😊
8. Track speed limit is 7 mph or 55 Scale mph. Violators will have the engineer's license revoked.
9. No alcohol is allowed on the property. This is a family event. Save the drinks for later.
10. Run at your own risk. You must sign a release and we are not responsible for any injury or damage to property.
11. This page is only guidelines and track officials have the final say in any dispute.
12. Safety first, please use common sense but have some fun!

FRS Radio Frequencies:

Channel 4: Yard operations only.

Channel 5: Volunteer usage. Use only if there is an emergency or you need assistance.

Channel 6: Reserved for other operations on the railroad. Please stay off this channel.

Channel 7: Recommended for general talk as you go around the railroad. **No volunteers will be on this channel for help.** Use this to talk to friends, crew, etc.