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# AUSTRALIAN ASSOCIATION OF LIVE STEAMERS

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AALS Web Site

[www.aals.asn.au](http://www.aals.asn.au)

**Limited**  
ACN 107 882 404 - ABN 81 107 882 404

## AUSTRALIAN LIVE STEAMERS SAFETY COMMITTEE

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12<sup>th</sup> May, 2011

Hon Secretary  
Club as addressed

### **Re: ALSSC Consultation Process on Code of Practice for Operation and Training**

This letter constitutes the review of the outcomes of the motions proposed to the 2011 AGM, and the commencement of the 2011 consultation process with all AALS member clubs. A number of key Code of Practice for Operation and Training (referred to in this document as the Code) and operational safety issues are proposed to be evaluated in detail then resubmitted to member clubs for determination in accordance with the AALS constitution.

As in previous years, this consultation process is intended to provide a forum for detailed evaluation and discussion of issues associated with safe operation of activities at member clubs. This process is proposed as a better, consultative approach to the current process of drafting and submitting motions to the AGM. The latter involves virtually no debate given that most member clubs have determined their position and have returned their completed votes well before the AGM.

### **Outcomes from the 2010 Consultation Process**

The 2011 AGM of the AALS adopted the following motions as proposed by the Safety Committee. Discussion on 7.25 inch gauge carriage lengths (13d, section 6.5) has resulted in that issue being further reviewed by inclusion in the 2011 Consultation process:

#### **13(b) Technical Representative to Safety Committee**

The current requirement for the Technical Representative to the ALSSC to be a professionally qualified mechanical engineer has proved to be unnecessarily onerous, and has been the prime factor in the position's remaining vacant for many years. Professional mechanical engineering has changed in its focus in the past twenty years to embrace advanced technology and engineering practice. A number of other professions and sub-tertiary qualified people now provide the majority of participants in safe work methods, risk management, and industrial design.

The relevant clause is now as follows:

- 5.8 (h) The Technical Officer of the Australian Live Steamers Safety Committee shall advise the committee officers on design and safety matters, and should have appropriate qualifications and experience relevant to design and safety matters, and need not necessarily be a financial member of a Member.

The Safety Committee is confident that there are a number of members of member clubs who have the necessary skills and expertise to fulfil the position, and will welcome expressions of interest from member clubs or individual members of member clubs interested in being considered for appointment to the position.

### **13(c) Minor Wording Change**

Following suggestions by the Bankstown Steam Locomotive Society, the AGM adopted the following motion to altered Clause 4.2.1.

4.2.1 Delete “Effective brakes shall be fitted to carriages utilised for public passenger carrying.” And substitute “Effective brakes shall be fitted to Trains utilised for public passenger carrying”.

### **13(d) Carriage Dimensions**

The essence of this modification was to:

1. Remove the provision for carrying public passengers on 3½” gauge. This is now considered to be redundant.
2. Change the carriage dimensions to be general and typical, and consistent.
3. Ensure design goals required for safety are included but without prejudicing any specific design.

6.3, 6.4, 6.5 (delete existing clauses 6.3, 6.4, & 6.5 in their entirety and substitute the following).

- 6.3** Common Requirements for carriages that are used for the carrying of public passengers
- 6.3.1 Carriages that are used for the carrying of public passengers shall:
  - 6.3.1.1 Be a bogie type
  - 6.3.1.2 Incorporate end boards to prevent passengers riding across two carriages or slipping endways off the car.
  - 6.3.1.3 Incorporate full length footboards on straddle type cars. Such footboards must not be of a width which may increase the risk of overturning or provide some other hazard, and if such footboards incorporate up-turned edges, such up-turned edges must not exceed 100mm in height.
  - 6.3.1.4 Have full length guards provided to prevent passenger contact with track or running equipment.
  - 6.3.1.5 Have a place at each end on to which a passenger can hold.
  - 6.3.1.6 Incorporate a suspension arrangement that ensures the vertical forces act within the wheel gauge.
  - 6.3.1.7 Have a minimum gauge of 127mm (5 inch).
  - 6.3.1.8 Recognise and allow for the potential for overturning given the gauge, mass and width of the vehicle.
  - 6.3.1.9 Be consistent with the track structure (including loading) and structure gauge of the railway.
  - 6.3.1.10 Incorporate buffers or other protection to prevent the potential jamming of passengers’ hands in the event of a derailment.
  - 6.3.1.11 Have no places which could cause the trapping of a passenger’s hands or limbs.

### **6.4 127mm (5") Gauge Straddle Type Public Passenger Carriages**

6.4.1 Straddle type Carriages that are used for the carrying of public passengers utilised on 127mm (5") gauge railways should have the following characteristics:

- 6.4.1.1 Length 1520-1830mm (5' - 6') long,
- 6.4.1.2 Seat boards 250-300mm (10"-12") wide
- 6.4.1.3 Seat Height 180-250mm (7"-10") above footboards (ground level rolling stock)
- 6.4.1.4 Foot boards 100 -115mm (4" - 4½") wide Seat 5 adults maximum
- 6.4.1.5 End boards 100mm (4") high minimum above the seat
- 6.4.1.6 Hand holds approximately 50-150mm (2"-6") above the seat

## **6.5 184mm (7¼") Gauge Carriages that are used for the carrying of public passengers**

6.5.1 Carriages that are used for the carrying of public passengers whether straddle type or sit-in type, utilised on 184mm (7¼") gauge railways should have the following characteristics:

- 6.5.1.1 Length 1830mm-2500mm (6'-8') long bogie type to seat 4 to 7 Adults.
- 6.5.1.2 Seat boards 250 - 300mm (10" - 12")
- 6.5.1.3 Seat Height 250-300mm (10"-12") above foot boards.
- 6.5.1.4 Foot board width 100 - 150mm (4" - 6")
- 6.5.1.5 End Boards 100mm (4") high above the seat
- 6.5.1.6 Hand holds approx 50mm -150mm (2"-6") above the seat

## **13(f) Ages of Operators and Attendants for Miniature Railways.**

### **Background**

At the 2010 AGM a motion regarding ages of operators and attendants was withdrawn due to legislated requirements potentially being different to that proposed.

### **Relevant Legislation**

OH, & S Regulations NSW Page 206 Chapter 9 Part9.1 Division 1 section 265 (d) (ii) and in the Victorian Regulations Schedule 4 Sections 2.7 & 2.8 on pages 484 & 485 states that an AMBSC boiler is not considered a boiler for the purposes of *certification of the operator* if it is operated by a person over 18 when in a public place. AS 3533 (Amusement Devices). This document excludes us by scope, however as it was used as the basis for our Code of Practice it is useful as a guide. Appendix G (clause a) of AS3533.2 requires operators to be more than 18. Attendants (clause b) may be under 18, but it is not specific on how old they should be.

There is no specific requirement in OH&S legislation or regulations regarding ages for amusement devices, as far as can be ascertained.

It has also been pointed out that the term 'days' is inappropriate and any restrictions should be actually only during public running.

The AGM adopted the following new clause:

### **5.2 Minimum Age**

- 5.2.1 The minimum age for Attendants during Public Running shall be fifteen (15) years of age.
- 5.2.2 The minimum age for Operators during Public Running shall be if operating a steam boiler,

eighteen (18) years of age, and otherwise shall be fifteen (15) years of age. Persons fifteen (15) to seventeen (17) years of age inclusive shall be under direct supervision of an Operator, eighteen (18) years of age or older at all times.

5.2.3 The minimum age for Operators during Non-Public Running shall be seven (7) years of age. Persons seven (7) to seventeen (17) years of age inclusive shall be under direct supervision of an Operator, eighteen (18) years of age or older at all times.

### **The 2011 Consultation Issues**

The Committee has adopted the following priority of issues for consultation and development in 2011:

- Development of a draft Code for gas Firing of Miniature Boilers that are subject to the provisions of the AMBSC boiler codes;
- Driver licenses for public running;
- Locomotive speed indicators for public running;
- Length of public passenger carriages.

Each issue or project is detailed in the attached pages.

### **The Consultation Sequence and Timetable**

Member clubs and individual club members are invited to promptly submit comments and issues or project that they believe require addressing. All inputs received up to the **30<sup>th</sup> September, 2011** will be provided to specific issues and project teams where established by the Committee.

The Committee will then summarise all submissions received, establish what appears to be the most appropriate direction to progress each issue, and distribute the finalised position to all member clubs, together with the proposed amendments to all formal documentation such as the Code and possibly the Standing Orders of the Association.

This phase could include the establishment of specialist sub-committees in accordance with 5.4 (a) of Standing Orders. This stage of the consultation process could take up to 120 days to complete detailed drafting.

Submissions are encouraged either by e-mail or by post. Formal posted documents will be scanned for prompt distribution to relevant project groups. All submissions will be posted on the AALS website under the heading “2011 Consultation Process” on the “News” page for the information of all members of member clubs.

The process continues effective consultation and due diligence. The consultation process is not open-ended, and will ensure that issues are fully addressed, all submissions considered, and the matters ultimately determined by the democratic processes of the Association.

We recognise that the consultation process will not satisfy all member clubs, yet believe that consultation continues to enhance the democratic constitution of our Association while permitting all views to be expressed and evaluated.

To further enhance the process, and as a trial for 2011, those who wish to be advised by email of updates to the website can forward to Alf Grigg <aagricon@bigpond.com> their email address, and

the club they represent, and an email will be sent to advise of significant updates to the website. This service is also open to individuals.

Feel free to contact us any reasonable time to discuss safety issues.

Regards

Warwick Allison  
Chairman

Alf Grigg  
Secretary

### **Development of Draft Code for Gas Firing of Miniature Boilers Comments requested ASAP and by 30<sup>th</sup> September, 2010**

The 2008 Board meeting resolved to complete the drafting of a Gas Firing Code for Miniature Boilers. The task was assigned to the Safety Committee, which in turn established a working party of Andrew Mierisch, Brian Carter, and ourselves. Andrew subsequently was unable to assist due pressure of business activities. Brian continued to develop the draft code in association with us.

The Gas Code had been proposed some years previously. Considerable effort and development had been undertaken by Doug Baker as former Chairman of the AALSSC, other AALSSC members, and others.

Member clubs and individuals are invited to make submissions detailing aspects of gas firing that they believe should be considered for inclusion in the Gas Firing Code. The Committee intends to draft the first version of the Gas Firing Code within 2011, though is mindful of the potential for delays in the regulatory review process.

It is intended that the draft Gas Firing Code document will be available in time to enable any omissions or corrections to be completed before the distribution of the 2012 AGM documents.

### **Driver Licenses for Public Running**

The Committee has received requests from a limited number of member societies for the Committee to consider a system of driver certification such that the certification will provide information to other associations as to the competence and operator capabilities of individual members when they visit other society tracks.

The request was specific to visiting individual members seeking to drive under public running conditions.

We can foresee that this proposal has both merit and significant challenges if it is to succeed and provide a common basis of competency testing and certification of drivers.

However, we agree that the proposal is worthy of further exploration and commentary by member societies and individual members of societies.

## **Speedos for Public Running**

In 2008, John Wakefield submitted a formal suggestion that all locomotives utilized in public running be fitted with speed indicators/electrical speedos to provide the driver with an accurate indication of the speed of the train so as to ensure compliance with the Code speed limit for public passenger train operation.

The rationale behind John's proposal is that speed is a critical factor in rail operations safety and impacts from derailments. Most observers of miniature railway operations can readily name drivers who have a reputation for fast running, yet few railways have speed checking equipment with which to check and ensure compliance with Safety Code speed limits.

The basic proposal is that drivers of locos that are employed in hauling public passenger train haulage would fit suitable electrical speedos as readily available for bicycles. These speedos can be purchased for very modest prices, are small and unobtrusive, yet will produce sufficiently accurate speed readings in large digital figures.

Drivers would then have the information with which to comply with the Code and individual society speed limits for public passenger and general operations.

## **Length of Passenger Carriages**

The update to section 6.3 of the Code for Safety and Interoperability sought to provide mandatory requirements for passenger carriages while removing dimensional constraints and providing typical dimensions only. Concern has been expressed that the length of 7.25 inch gauge carriages which was 12 ft is now 8ft. The 12ft was reduced as it was considered to be a maximum and not typical. Submissions are invited from Societies giving details of the dimensions of their passenger carriages and carrying capacity and comment on the recommendations that should be provided in the code. Included in this should be any special considerations for the use of long carriages, such as curve overhang and the capability of running gear for the weight.

Response by a number of societies to indicate that the use is widespread and to determine common conditions and requirements would be welcomed.