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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**

**Chairman:** Warwick Allison: 68 Marshall Rd Mt Riverview NSW 2774 Tel: (02) 4739 5921 [wallison@pnc.com.au](mailto:wallison@pnc.com.au)  
**Secretary:** Alf Grigg: 168 Wharparilla Drive Echuca Vic 3564 Tel: (03) 5480 1955 [aagricon@bigpond.com](mailto:aagricon@bigpond.com)

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5th May, 2012

Hon Secretary  
Club as addressed

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

This letter constitutes the commencement of the 2012 consultation process with all AALS member clubs. Two safety issues are proposed to be evaluated in detail then submitted 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.

In 2011, the consultation process facilitated the adoption of the gas firing code, and amended the Code for 71/4" passenger carriages.

The Committee has adopted the following priority of issues for consultation and development in 2012:

- Driver licenses for public running;
- Locomotive speed indicators for public running, and;
- Any other significant safety issues that are raised by member societies.

The two defined issues are detailed in the attached pages. Suggestions on the recently approved gas firing code are also invited.

### **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, 2012** 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.

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 “2012 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. As these items were presented previously for this process, with limited response, unless a significant response is received they will be dropped from this process for next year.

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, those who wish to be advised by email of updates to the website can forward 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

## **Driver Licenses for Public Running**

This topic was the subject of the consultation process in 2011 with limited contributions from member societies and individuals.

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**

This topic was the subject of the consultation process in 2011 with very few contributions from member societies and individuals.

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.

We considered that some points about speedos would include the following key considerations.

Each member society should determine if the track layout, safe working systems, and operating conditions justify the need for a speedo to be fitted to each locomotive engaged in public running operation.

The speedo would need to be fitted somewhere on the loco assembly such as to be readily visible to the driver. We believe that this would be difficult with small locos, and agree that speedos are non-prototypical for most steam locos.

The type of speedo technology would not be specified, beyond the accuracy of the device being equal to a guideline level of accuracy.

If train speed is considered to be critical to safe vehicle operation, societies would need to determine safe speeds throughout the operating railway, and where appropriate place line-side speed boards as visible speed guides. The society competent person would need to determine safe train speeds based on track condition, curvature, equilibrium speed, and overturning speed.

Only one society, Diamond Valley Railway, provided a submission to this topic. The submission is available on the AALS website.

Unless some significant submissions are received, it is not proposed to carry this issue forward into 2013.