



AUSTRALIAN ASSOCIATION OF LIVE STEAMERS

AALS Web Site

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
Secretary: Alf Grigg: 168 Wharparilla Drive Echuca Vic 3564 Tel: (03) 5480 1955 aagricon@bigpond.com

30th November, 2012

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 2012 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 were 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 was intended to provide a forum for detailed evaluation and discussion of issues associated with safe operation of activities at member clubs. This process was 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.

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.

Equally, very few clubs and/or individual members of clubs offered contributions to the consultation process, with detailed contributions being received from Morphett Vale and Castledare miniature railway societies. The topical item was speed and the use of speedos on locomotives.

Warwick developed a motion proposing the incorporation of speed as a hazard and guidelines for dealing with that hazard for public running operations. It appears under the News banner on the AALS website. A further amendment is proposed to clarify the standardised air fitting type for steaming bays.

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. We welcome discussion of these and other safety issues.

Warwick Allison
Chairman

Alf Grigg
Secretary

Driver Licenses for Public Running

The Committee 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 agreed 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.

The Codes already require drivers to be competent and the Code for Training has procedures for doing so. Additionally it is noted that it would be difficult to include all potential hazards within the scope of AALS affiliated societies, many of which would be specific to a site, into a standardised arrangement.

No society or individual submission was received on this topic, and the initiative was abandoned.

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. Many drivers currently utilize such speedos.

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.

Two societies, Morphett Vale and Castledare miniature railways, provided a submission to this topic. The submissions have been available on the AALS website.

Our proposed motion to amend the Code as drafted by Warwick Allison and as appearing on the AALS website under News, is included in the motions for the 2013 AGM. Notice of the proposed motion appearing on the website was included in the mail out to clubs requesting items for the AGM, in late October. No comments on the proposed motion have been received.