

**Draft for Discussion Only. 20 July 2012.**  
**Australian Association of Live Steamers**

**Australian Live Steam Safety Committee**

**Draft by Warwick Allison.**

**Proposed Amendment to the Code of Practice, Operation of Miniature Railways, Road Vehicles and Plant.**

**Background**

This amendment is to include speed as a hazard and the fitment of speedometers as a potential control for this hazard.

**Non -Exhaustive List of Hazardous Situations**

Renumber existing 4.8.2.7 to 4.8.2.8

Add new section 4.8.2.7

4.8.2.7 Train Operation:-Excessive speed in certain locations can result in derailment or overturning or excessive braking distances to avoid collision. Hazards may exist with overspeeds on curves, turnouts, gradients, bridges, and the condition of the infrastructure and the weight, height, design and condition of vehicles.

**5.3 Operating Speed:-**

Add new section 5.3.2:-

5.3.2 Societies should determine if the track layout, safe working systems, and operating conditions present hazards that justify the need for a speedometer to be fitted to each locomotive engaged in public running operation. If a speedometer is fitted, it shall be clearly visible to the driver. Where speedometers are used, societies shall also determine suitable speed restrictions for curves, turnouts and other hazardous locations and whether line side speed boards are required to relate the hazards to the appropriate safe speed. These speeds would need to be determined based on track condition, curvature, equilibrium speed, and overturning speed.

End