

AALS Safety Committee Consultation process on braking.
 Draft replacement AALS Interoperability Code of Practice (2019) section 4 on braking requirements.
 Draft for discussion dated 12/8/2018. Coordinator: Allan Wallace

The current Code of practice is published on the AALS website at
<http://www.aals.asn.au/Resources/170425-aals-cop-for-interoperability-safety.pdf>

4. MINIMUM BRAKING REQUIREMENTS FOR MINIATURE PASSENGER CARRYING RAILWAYS

4.1. A light engine shall be fitted with a braking system capable of stopping the engine in compliance with the Society's braking policy.

4.2. All trains running on a track open for public passenger carrying shall be fitted with a braking system capable of stopping the train in compliance with the Society's braking policy.

4.3. A train must be able to be secured indefinitely on the ruling grade of a track, in the tare condition. If chocks or other devices are required, these must be readily available.

4.4. Minimum requirements for a train are specified in the table below.

Train category	Small	Small-medium	Medium	Heavy
Typical loco	non ride-on. 2.5", 3.5" and small 5"g	5"g and small 7.25"g	Large 5"g, most 7.25"g	Large 7.25"g
Typical loco mass (excl tender) (5)	Up to 35 kg approx.	Over 35kg up to 150kg	Over 150kg up to 400kg	Over 400 kg
Typical max passenger capacity	Up to 4	Up to 12	Up to 35	Over 35
Typical max train mass (excl loco+tender)	400 kg	1100 kg	3000 kg	Over 3000 kg
Loco mechanical parking brake	Not required(1)	Recommended(1)	Recommended(1)	Mandatory
Loco brake, power-operated	Not required	Recommended	Recommended	Mandatory
Driver's vehicle brake (2)	Mandatory	Mandatory	n.a.	n.a.
Train brake control automatically applies loco brake	Not required	Not required	Recommended	Mandatory
Proportion of braked wheelsets on train(3)	33% minimum (6)	33% minimum	50% minimum	50% minimum
Guard able to apply braking (4)	Not required	Not required	Recommended	Mandatory

Notes to table:

1. Parked locomotives and trains to be secured, e.g. by retentive brake or spragging wheels.
2. Includes ride-in loco, ride-on loco tender, driver's truck or passenger car used for driving. For a ride-on tender or driver's truck this requirement is deemed fulfilled if the locomotive brake is used.
3. Percentage calculation based on payload carriages only. Train brakes are optional if the locomotive is braked and its mass exceeds the gross mass of the trailing load.
4. Requirement for a guard is specified in the Operations Code of Practice section 5.
5. With multiple loco units the masses should be summed to establish the train category.
6. In the Small category the driver's truck can be counted as payload.