

Sydney Live Steam Locomotive Society
Co-Operative Limited
Anthony Road, West Ryde NSW



Address all correspondence to:
The Honorary Secretary
PO Box 124
WEST RYDE NSW 1685

Australian Live Steamers Safety Committee
Mr A Wallace
Mr A Grigg

12 July 2017

Dear Sir(s),

The Sydney Live Steam Locomotive Society Directors have considered the items for consultation this year and have the following comments:

1. Competence Age for operation:

Our view is that leaving it as it is, is the preferred arrangement because:

- It is currently now a national standard i.e. the same applies in all States due to the Code of Practice;
- Victoria cannot lower its age for steam operation because of current High Risk work licence requirements they have to comply with (due to that State not yet adopting the Model Work Health and Safety Rules);
- There is more to having charge of a train than competence as a driver, including maturity in handling incidents etc. Having a 15 year-old giving instructions to an adult could be a problem.
- They are still able to drive on non-public running days.

Thus we suggest it remains unchanged.

2. Older drivers.

We do not see a need to change anything here. It is a matter of competency, not just age, to perform the task(s) We certainly do not want to put our elder statesmen through potentially degrading testing. It is an issue that should be handled delicately by each club's administration. Usually most senior people excuse themselves well before they become a problem. Perhaps a new guideline document could be produced to assist clubs in dealing with any problems arising.

3. Bogie and Coupler Performance, Twist test etc.

We would like to see the twist standard reviewed down to 1 in 125 as originally proposed, and suggest that smaller gauges (i.e. 5 inch) aim for even better results of perhaps 1 in 80 with an explanation that this is to provide better derailment prevention from leaning passengers (and not just track defects). The current 1:250 provides only limited benefit in this regard.

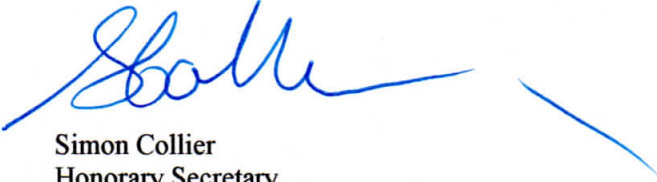
This criterion is a significant factor in prevention of derailments. Such figures as 1:80 are practical and proven in use by this Society.

It may be necessary to provide better education of societies in this fundamental operational safety requirement.

4. Electrical Equipment compliance.

The Directors could not reach a consensus view on this matter and, accordingly, several Directors will make individual submissions to the Safety Committee.

It would be of greater benefit if the current consultation items were posted on the website so that all members can be aware of the issues and offer comment. Currently only the draft electrical code is published, without any instructions on its purpose or even a request for comments.



Simon Collier
Honorary Secretary