

The format of this Code of Practice is unlike any we have had before. All three previous Codes are now one document. The main body of the Code comprises all the Mandatory stuff at the front, set out under 8 headings. All the non-mandatory stuff has been moved to Appendices where there are no clause numbers.

Individual changes are laid out below and cover every clause in the current Codes:

## Code of Practice Changes

<u>Old Clause/Section</u>	<u>Revised version</u>
<b>CoP - Operations April 2020</b>	
1.1 - 1.6	Rewritten as the Introduction
2.1 - 2.1.3	No longer applicable
2.1.4 – 2.1.5	Now opening sentence to Mandatory Activities p7
3.1 - 3.27	Now Appendix 1, no longer numbered
4.1 - 4.1.4	Now Section 1.1
4.2.1 – 4.2.9	Registration redundant, relevant parts now 1.4 - 1.6
4.3.1	See 5.3 ( <i>Rewritten to comply with insurer procedures</i> )
4.4.1 – 4.4.1.9	Replaced by 5.4 ( <i>Rewritten to comply with insurer procedures</i> )
4.5	2.5.1
4.5.2 – 4.5.5	Was mostly duplication of 4.2, now covered in Section 1
4.5.6	2.3.5
4.6	2.3
4.7	2.4 and Appendix 2
4.8	Moved totally to Appendix 2
4.9	Appendix 3
5.1.1	Section 8
5.2	Section 9
5.3	9.3
5.4	9.4
5.4.5	Now covered by 6.2.3, 6.2.4 and 6.2.5
5.5	Included in 6.1 with material from old CoP Training
5.6.1 – 5.6.4	Included in Section 3
5.7.1 – 5.7.4	9.5.1 - 9.5.4
5.7.5	6.5.1
5.7.6	6.6
5.7.7.1 – 5.7.7.12	6.3.1 - 6.3.12
5.7.8.1	6.4.1
5.7.8.2	6.4.2
5.7.8.3	6.3.9
5.7.8.4	6.3.8
5.7.8.5	6.4.1
5.7.8.6	6.4.3
5.7.9.1 – 5.7.9.3	6.2..7 - 6.2.9
5.8	9.6
6.1 – 6.2	9.7
7.1 – 7.2	9.7
8 Amendments	page 55

### CoP - Standards April 2020

1.1	Appendix 1
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2.1 – 2.3	Refer to Introduction
3.1 – 3.1.3	No longer applicable
3.1.4 – 3.1.5	Now opening sentence in Mandatory Activities p7
Section 4	Section 10
5.1.1 – 5.1.4	11.1 – 11.4
5.2.1 – 5.2.1.4	11.5.1 - 11.5.1.4
5.2.1	11.6.1 – 11.6.1.4
	11.6.1.5 and 11.6.1.6 <i>New</i>
6.1.1 – 6.1.2	12.1 – 12.2
6.2.1 – 6.2.4	12.3.1 – 12.3.4
Section 6.3	Section 12.4
6.3.1.13	12.4.1.12 (shuffled to accommodate diagram)
Section 6.4	Section 12.5
Section 6.5	Section 12.6
Section 6.6	Section 12.7
Section 7	Section 13
8.1.1	14.1
8.2.1 – 8.2.3	14.2.1 – 14.2.3
Section 8.3	Section 14.3
Section 8.4	Section 14.4
Section 9	Section 15
Section 10	Section 16
Section 11	Section 17

### CoP - Training April 2016

1.1	Appendix 1
2.1 – 2.3	Refer to Introduction
3.1 – 3.1.3	No longer applicable
3.1.4 – 3.1.5	Now in opening sentence in Mandatory Activities p7
4.1 – 4.1.6	6.1
6.1.1 – 6.1.4	6.4.2 – 6.4.5
	6.4.1
6.2 all clauses	Now in Appendix 4, not numbered
7.1.1 – 7.1.4	6.5.1 – 6.5.4
7.2 all clauses	Now in Appendix 4, not numbered
8.1.2 – 8.1.3	6.6.1 – 6.6.2
8.2 all clauses	Now in Appendix 4, not numbered
9.1.1	6.2.2
9.2 all clauses	Now in Appendix 4, not numbered
Section 10	Section 6.7
11.1 – 11.2	6.8.1
Section 12	Appendix 4 and Appendix 2

## New Material Added to Revised Code

Some new material has been added to the revised Code of Practice, which was not in the current Codes and which should have been there in light of current regulatory requirements for public passenger carrying. The Code of Practice is the 'rule book' for public passenger hauling, though Societies are encouraged to comply with it on non-public occasions as well. The new material is:

1. **Section 2** - The current Code (clause 4.2.1) states that the inspections will be performed in no greater period than two years. In this revision it has been specified as annual to bring it in line with the regulations regarding inspection of all passenger carrying amusement devices.
2. **Section 4** – A small section 4 on the inspection of privately owned equipment (locos and carriages) has been added. Under current regulatory requirements all equipment used for public passenger hauling requires inspection, irrespective of who owns it. We have kept this section deliberately small and ‘low key’.
3. **Section 5** – Emergencies. This section has been added for much the same reason. Any outfit which carries passengers is required to have first aid and fire fighting protocols in place. The current Code refers to a First Aid kit in passing (4.3.1) but nothing further.
4. **Clause 6.2.6** – This one has been added to eliminate the situation where a driver takes over a train during the day and is not familiar with the capability of the brakes and thus causing unnecessary excitement for his passengers. Yes, it has happened! From a safety point of view it is more important to know the stopping characteristics than the starting ones.
5. **Clause 9.3** – The maximum speed limit has been reduced from 20kph to 15kph. This change was made on the feedback from a majority of clubs in the previous draft and because in the commercial world 20kph is regarded as excessive for our gauges for passenger hauling. A sampling of several of the higher volume 7.25” passenger Societies found that most of them operate at a maximum of 12kph, so the 15kph limit should not be an inconvenience.
6. **Clause 11.6.1.5** – This one will be reviewed once the Electrical Guidelines is finished and approved.
7. **Clause 11.6.1.6** – With more non steam locomotives being operated by tethered remote controls these days, there needs to be a way to stop the loco if the driver falls off or has some emergency.

There are two courses of action concerning these seven items at the AGM:

- (a) The Revised Code can be put to the vote for adoption in its entirety, in which case the extra 7 items will be approved as part of it, or
- (b) These items can be the subject of separate motions which will be put before the motion for the adoption of the Code. Should any of them be rejected, the motion for adoption of the Code will be conditional on any changes as a result of the outcomes of these individual motions.

From the Safety Committee point of view either option is acceptable, though the first one would be simpler. We will be guided by your feedback.