

Winter Creek Railway

Safe Operation Practices

Version 3



All visitors are expected to have read and understood all sections that apply to the activities they partake in during their visit.

This is a cover sheet for a document that is comprised of the following parts and intended to be broken into separate sections as appropriate for the audience concerned.

- ◆ Overriding principles of safe operations. If any other statement in this document conflicts with these principles - then these principles always take precedence.
- ◆ A guide for passengers and spectators which will be placed in large poster format on the 'station' wall inside the shed.
- ◆ Drivers responsibilities - irrespective of whether they are the owners of the equipment, experienced drivers or learners under close supervision.
- ◆ Requirements for Equipment permitted to operate on the Winter Creek Railway.
- ◆ A guide for the safe operation of tools both in the workshop and on the railway during construction and maintenance activities out on the railway.

WINTER CREEK RAILWAY
OVERRIDING PRINCIPLES OF SAFE OPERATION

THE WINTER CREEK RAILWAY HAS STEEP GRADES, SHARP CURVES, SIX BRIDGES AND A CURVED TUNNEL. WE OPERATE BI-DIRECTIONAL TRAFFIC ON A SINGLE LINE THAT HAS BLIND SPOTS SO SAFE OPERATING RULES ARE ESSENTIAL.

THESE FOUR SAFETY RULES MUST BE ADHERED TO BY EVERYONE FOR THE SAFETY OF ALL.

1. PERSONAL RESPONSIBILITY - Winter Creek does not have a police force. YOU are responsible for the maintenance of your equipment, the safety of your train and that of your passengers.
2. If you can't do it safely - DON'T DO IT. This is a recreational activity, not an obligation. NOBODY will criticise you for stopping what you are doing, taking a breather and working out what is the safest way to proceed - or to seek help.

This includes trains. If unsafe - STOP - no matter how much you back up the traffic behind you! If you think a passenger is unsafe - TELL THEM TO GET OFF.

3. If you spot something along the way that is unsafe DO SOMETHING ABOUT IT. If it's sufficiently serious HALT OPERATION until it is fixed. If it is not that urgent - ensure it gets written up on the whiteboard for consideration during the next maintenance session.
4. Don't be offended if someone suggests your equipment or style of operation is UNSAFE. they are only following principle 2. Stop and have a discussion about it. Everyone can learn something from others. Similarly - if someone stops in front of you - ASSUME THERE IS A SAFETY REASON until satisfied otherwise.

WINTER CREEK RAILWAY

GUIDE FOR PASSENGERS & SPECTATORS

1. **NO WALKING ALONG THE TRACK, ON BRIDGES OR IN THE TUNNEL UNDER ANY CIRCUMSTANCES.**

Bridges and tunnels are dangerous for pedestrians. The walkways are there for emergency use only. Tracks are for trains and can be slippery. Rails are hard and unforgiving - a trip or fall can result in nasty injury. When crossing the tracks - look both ways and avoid stepping on the rails. Looking for a great photo spot? Make sure you pick a safe spot. Not sure? Ask!

2. **OBEY INSTRUCTIONS FROM YOUR DRIVER**

The driver is responsible for the safety of everyone on the train. Winter Creek Railway fully supports his authority over passengers. Obey your driver especially if the train has stopped for safety reasons (derailments or to pass another train etc). If you do not follow his instructions you will be asked to leave as you are endangering yourself and other people.

3. **SIT STILL WITH FEET ON FOOTBOARDS EACH SIDE OF THE SEAT.**

Moving about on the seat, standing or wiggling while moving will derail the train. If the ride car is not fully loaded - sit in the middle of the carriage as this helps balance the weight across all of the wheels - and lessens the chance of derailment. Leaning out for a better look or photo will also cause problems. We'd rather take you around again or stop so you can get that special photo.

4. **REACHING OUT WHILE RIDING THE TRAIN RISKS SPLINTERS, CUTS OR WORSE.**

The timber on the bridges and tunnel is rough sawn and the bush is full of cutty-grass, thorns and other ouches.

5. **IF YOU THINK THE TRAIN IS RIDING ROUGH YELL FOR THE DRIVER TO STOP.**

Some of the wheels may have come off the track, (derailed) - and the driver may not yet be aware of this. Yell to get the drivers attention and then follow his exact instructions.

6. **KIDS UNDER YOUR CONSTANT SUPERVISION ARE WELCOME**

Your children are welcome to visit and ride the trains - so long as they are under your direct and constant supervision & wearing shoes. As this is a private track we are not set up with the same attention to public safety which the clubs achieve with fences and locked doors/gates. There are many hazards about the railway and the property in general - two creeks with deep cold pools, prickles, dangerous tools, hazardous chemicals etc. In short - anything you would expect to find on a farm or in a factory. Keep your kids close and under your control. Please do not be offended if we ask you to keep them even closer. Even running and laughing in safety near the railway can stress out drivers as they don't know your kids as well as you do.

WINTER CREEK RAILWAY

DRIVERS RULES

1. **ALL DRIVERS MUST BE LICENSED**

All drivers must be licensed by a MEANZ recognised club or society. If you do not have a licence then you must be under close supervision and familiar with these rules. Your knowledge may be tested before you are permitted on the track.

2. **DRIVERS MUST SATISFY THEMSELVES THE EQUIPMENT IS SAFE TO OPERATE.**

Refer to the equipment section and use it as a checklist - especially if you are unfamiliar with the equipment.

3. **BE FAMILIAR WITH THE WINTER CREEK TRACK AND OPERATING RULES**

All drivers unfamiliar with the railway must take a ride as a passenger first and discuss these operational rules with an experienced regular before heading out on the track unsupervised.

4. **OBEY SPEED AND OTHER TRACKSIDE SIGNS.**

Know where they are and what they mean. Ask if unsure. Track speed is 10km/hr where not further restricted by speed boards. All speed boards are a MAXIMUM speed. You do not have to go this fast. Go slower if you think it is necessary for safety.

5. **UPHILL TRAFFIC ALWAYS HAS PRIORITY**

Uphill traffic always has priority over downhill traffic. This includes the Hillside branch to steaming bays and shed, where locomotives coming off have priority over locomotives going on.

6. **CONTROL AUTHORITY DEFINITION**

Control authority is defined as the person regulating traffic on the mainline and changes depending on circumstances as follows:

- If there only one train out on the mainline and the signal box is not manned - that driver is deemed to be the control authority and has authority to permit or refuse additional locos to enter the mainline.
- If the signal box is manned either in the signal box using the signals or directing traffic while walking about then that person overrides all drivers authority.
- If the signal box is 'closed' during operation, then the signaller going off duty nominates one of the drivers as the control authority and MUST inform all others - running or not.

7. **NO MAINLINE OPERATION WITHOUT CONTROL AUTHORITY PERMISSION.**

No loco may pass the yard limit board or operate on the mainline without permission from designated control authority.

No loco may leave the mainline without informing the current designated control authority. If you are that authority - ensure you properly pass that authority on, or make it clear to all that the mainline is now vacant.

8. **KEEP CLEAR OF THE MAINLINE WHEN STOPPING FOR WATER, COAL OR PASSENGERS.**

The siding closest to the signalbox is the designated 'refill' location. Passengers can be picked up at the top of the mainline grade near bridge one - but only if it is safe and not interfering with anyone else running.

9. **IN CASE OF A DERAILMENT OR ACCIDENT**

First make the site safe - ensure following trains know. Use the proper tools to re-rail, and note the spot for possible later investigation. For minor cuts and abrasions - there is a first aid kit in the shed.

10. **IN CASE OF FIRE.**

ALL TRAINS STOP. Any fire takes priority over operations!

There are hoses available at strategic locations and red fire buckets placed around the track at harder to get to locations. On dry days steam locomotives should cease operation at least one hour before dark, and a fire watch be undertaken for at least one hour while everyone packs up and has a cuppa.

WINTER CREEK RAILWAY

EQUIPMENT - OWNERS RESPONSIBILITY

1. **EQUIPMENT MUST BE SAFE TO OPERATE**

The equipment owner is responsible for their equipment being safe to operate at all times. Equipment must be in good mechanical order - wheels not loose on axles, bearings in good condition and oiled. All fitted safety equipment must function as designed, (includes brakes, couplers, safety chains, handrails, backrests, seats, foot pegs, footboards etc)

2. **OWNER MUST TRAIN DRIVERS**

The equipment owner is responsible for demonstrating the safe operation of their equipment to any prospective drivers. This must include what to do in any possible emergency situations, (Brake failure, Low Water, Derailment etc)

3. **EQUIPMENT RUNS AT WINTER CREEK RAILWAY'S DISCRETION**

If WCR owners and nominated representatives - in their own opinion - has any concerns about the safety of any equipment - reserve the right to require 'running repair' style remedies, and in extreme cases, reserve the right to decline permission to operate any equipment or combinations thereof - even if it appears to meet all rules.

4. **ALL TRAINS MUST BE ABLE TO STOP IN LESS THAN ONE TRAIN LENGTH**

Responsibility for the safe operation of all trains rests with the locomotive owner and the driver in charge of the train. The following are intended as guidelines only and not to be taken as automatically permitted weights and combinations.

4.1. **Train consisting of Locomotive and drivers trolley only**

Use of dynamic brake (Electric), reverser (steam) or handbrake is acceptable. If no handbrake fitted then a method of chocking or otherwise preventing equipment from moving when unattended.

4.2. **Train consisting of Locomotive, drivers trolley and one carriage**

Two methods of braking on the locomotive only will be required. Brakes on the drivers trolley and carriage are desirable but not mandatory.

4.3. **All other trains**

Two methods of braking required and one must be fail-safe brakes on at least 50% of the trains wheels.

5. **BOILER CERTIFICATES ARE MANDATORY ON THE WCR**

All steam locomotives **must carry a current MEANZ approved test certificate**. Exceptions are permitted at the discretion of the WCR owners and their representatives such as

5.1. Locomotive is being pre-tested in preparation for its next MEANZ approved inspection.

5.2. A chassis under test - being pushed around the railway by another locomotive. The chassis must be securely attached to the pushing locomotive and completely under its control.

6. **FUEL STORAGE MUST BE WELL AWAY FROM WELDING. GRINDING EQUIPMENT.**

If you do not know where the designated fuel safe storage is - ASK

7. **ASH DISPOSAL INTO DESIGNATED ASH TROLLEY.**

The ash trolley must be emptied at the end of the day and must be hosed down before emptying well away from any combustible material. If unsure - ASK

WINTER CREEK RAILWAY

GUIDE FOR THE WORKSHOP & SAFE USE OF TOOLS

1. ALL workshop visitors must have shoes or sandals. We cannot guarantee the floor is 100% free of razor-sharp metal shards and other hazards.
2. To visit or work in then shed - shoes that cover the full foot are mandatory, while steel capped boots are highly desirable.
3. The workshop is an alcohol free zone - when working. Yes we do consume the occasional beer on special running days, but NEVER during the use of workshop machinery or power tools.
4. Safety glasses, hearing protection, welding glasses, welding helmets and gloves are available and must be used where appropriate for the task at hand. Can't find them? Ask - we try to keep spares in stock of all safety equipment. None Spare? DONT DO THE JOB. Your safety in the workshop is YOUR RESPONSIBILITY.
5. No loose clothing to be worn around operating machine tools. Grinding/Welding and some oils and solvents in regular workshop use can be very hard on synthetic materials. Overalls or clothing designed for engineering workshop use are recommended.
6. Tools on main tool rack are for general railway use.
7. Tools normally kept in the machine shop are Chris's private tools - and permission to use must be sought prior to use. This includes the Lathe, Mill and all of their associated tooling and measuring equipment.
8. If there is a "JOB IN PROGRESS" or "DO NOT MOVE" sign on a machine or locomotive then do not move any dials, cranks, configuration or settings as you could ruin the current task or even cause an accident.
9. Do not use a tool if you are not familiar with its safe use. Ask if you have the slightest doubt and you will be surprised how everyone is only too keen to offer advice!
10. When finished with a tool - clean it & put it away. If you do not know where it goes - ask.
11. Power cords must be run well clear of the tracks. Even little trains could cut the cable and electrocute someone. Power outlets are all around the workshop so there should be no need to lay one across tracks. If this cannot be avoided then the lead must be hooked up in the air above head height.
12. Minimum of two people must be present to operate the forklift with at least one experienced in its safe operation. Suitable blocking/locking must be in place before moving a locomotive on or off - especially at height.

