



PROCEDURE

The Lachlan Valley Railway Society operates heritage trains in regional NSW, many of the locations visited have short platforms, or no platforms at all. These locations are often unfenced, or have limited fencing in the vicinity of the platforms or sidings. In the majority of cases, passenger trains no longer service these locations and steam locomotives have not been seen in these areas for many years. The arrival, shunting or departure of heritage trains generates considerable interest from the general public and train passengers at these places. For the purposes of this LVOP the above locations will be classified as “Outstations”. The following procedure will apply for Guard and Passenger Attendants.

LVR will endeavor to maintain crowd control to the best of its ability.

TRAIN ARRIVAL / DEPARTURE

DRIVER / FIREMAN / OBSERVER:

1. Maintain constant vigilance when moving locomotives and trains during shunting procedures
2. Obey all directions from qualified persons, and pay particular attention to any unusual or erratic handisgnals that may be given by the guard / shunters, or carriage attendants conducting crowd control during shunting movements.
3. Immediately bring the train / locomotive to a stand if there is any possible breach of this procedure.
4. Maintain constant contact with the qualified person performing the shunting procedure.
5. Ensure that at least two qualified persons are on the locomotive during shunting procedures.

GUARD:

1. On the completion of detraining / entraining passengers, direct passenger attendants to the end of the train at which uncoupling / coupling / shunting is to commence.
2. Instruct one passenger attendant to stand in a prominent position at the end of the platform ramp, where provided, to prevent passengers from entering the danger zone.
3. Instruct the other passenger attendant/s to stand 3 metres away from the danger zone, beside the leading vehicle and the locomotive to prevent passengers / bystanders from entering the danger zone, or walking in front of the proposed shunting movement.
4. When all passenger attendants are in position and suitably instructed, proceed with safe working duties as required, in conjunction with the driver.
5. Confer with Network Controller and determine any other trains movements are warned of potential hazards.

PASSENGER ATTENDANTS:

1. Ensure you are wearing your high required high visibility orange safety clothing.
2. Obey the Guard’s instructions and make sure you understand them.



3. Stand in a safe place away from the danger zone.
4. Prevent passengers / bystanders from entering the danger zone by verbally informing them of the danger that is present and suggest alternative safe routes to cross the track or view the train. Use whistles or loud hailers where required.
5. In the event of a passenger / bystander disobeying your directions, immediately give an EMERGENCY STOP signal to the driver or train manager by hand signal / two way radio transmission / verbal advice or any other means available to you at the time.

LVR OPERATIONAL STAFF DISCLAIMER

The Lachlan Valley Railway Society will ensure that every reasonable effort is made to maintain and promote public safety when it operates heritage trains in NSW on the Sydney Trains, John Holland CRN and ARTC Networks. However, due to the fact that most of the locations which the society visits are unfenced, and have open and unfettered access to members of the public, we believe our liability is limited by the following:

- LVR cannot guarantee the safety of persons entering the rail corridor, (at places other than gazetted passenger railway stations), by whatever means, who do not report to the officer in charge of the yard, or protection officer at the worksite, prior to encroaching upon the danger zone.
- LVR cannot guarantee the safety of persons entering the danger zone who refuse or ignore the directions to leave the danger zone, given to them by the officer in charge of the yard, protection officer at the worksite, or qualified worker.
- LVR cannot guarantee the safety of persons entering the danger zone who are more than 50 metres away from the nearest LVR qualified worker on the site.

In the event that crowd control issues become unmanageable for the number of LVR qualified workers available, the following procedure will apply:

- Network Control Officer to be contacted and informed of the situation.
- All LVR shunting and train movements to be brought to a stand.
- LVR representative to request Controlled Signal Blocking (CSB) or Absolute Signal Blocking (ASB) method of protection be applied for the affected area.
- LVR representative to request assistance from the Sydney Trains Transit Officers, NSW Police or contracted security officers for assistance in dealing with the situation.

RELATED DOCUMENTS:

- LVR Operator Specific LVOP 604
- LVR Operator Specific LVOP 606
- LVR Operator Specific LVOP 410
- LVR Operator Specific LVOP 408
- LVR Operator Specific LVOP 412
- LVR Operator Specific LVOP 402
- LVR Operator Specific LVOP 506

CROUD CONTROL AT OUT STATIONS
LVOP 502

