



Heritage Railway

Safety Management System

Emergency Management

Document No: ARHS-SMS-26



SteamRanger Safety Management System

Approved by: **SteamRanger Board of Management**

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Issued By: **Peter Charlson**

Rail Safety Co-ordinator

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SteamRanger Heritage Railway Telephone Numbers
FOR ALL INITIAL CONTACT PLEASE TELEPHONE
THE DUTY TRAIN CONTROLLER

Train Control 83912719

Mt Barker Station Attended prior to train departures	83911223
Mt Barker Depot Open Monday - Friday 0700 – 1530, Saturday 0700 – 1300	83983621
Telephone Cabinet Strathalbyn Station Only useful if someone is directed to attend	85362816
Goolwa Depot Attended various days and prior to Cockle Train running when trains commence from the Depot. (Check with Depot Representative).	85553607
Goolwa Station Attended for Wednesday, Sunday and School Holiday Cockle Train Operations from 0830 - 1515 hours	85552691
Victor Harbor Station Attended for all passenger train movements into Victor Harbor normally 0900 - 1630	85522782

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1. Purpose

To provide an emergency management plan as required by section 113 (Emergency management plan) of the Rail Safety National Law (South Australia) and to provide the systems and procedures to ensure compliance with section 113 (Emergency management plan) of the Law and Part 4 Division 3 of the Rail Safety National Law National Regulations.

2. Scope

This Emergency Management Manual details the policy and responsibilities for the management of rail incidents, which either occur within, or impact upon, the Network. The Manual's objective is to ensure that SteamRanger has established an integrated strategy for the response to, and management of, rail incidents as follows:

- (a) the types or classes of foreseeable emergencies;
- (b) the consequences of each type or class of those emergencies, including estimates of the likely magnitude and severity of the effects of each type or class;
- (c) the risks to safety arising from those emergencies;
- (d) methods to mitigate the effects of those emergencies;
- (e) initial response procedures for dealing with those emergencies and the provision of rescue services;
- (f) recovery procedures for the restoration of railway operations and the assistance of people affected by the occurrence of those emergencies;
- (g) the allocation of emergency management roles and responsibilities within the rail transport operator's organisation, and between the operator and other organisations;
- (h) call out procedures;
- (i) the allocation of personnel for the on-site management of those emergencies;
- (j) procedures for liaison with relevant emergency services, including information about the circumstances in which the emergency services are to be immediately contacted;
- (k) procedures to ensure that emergency services are provided with all the information that is reasonably required to enable them to respond effectively to an emergency;
- (l) procedures for effective communications and cooperation throughout the emergency response;
- (m) Procedures for ensuring site security and the preservation of evidence.

3. References

Railway Safeworking Rules HRSA-RSR-2020
Rail Safety National Law (South Australia)
Rail Safety National Law National Regulations
Office of the National Rail Safety Regulator

4. Definitions and Abbreviations

ATSB – Australian Transport Safety Bureau responsible for investigations on the network but who may choose not to attend. The initial report of any Category A Notifiable Occurrence is given to their 24 hour number by SteamRanger and they in turn notify the National Rail Safety Regulator if deemed necessary.

Board of Inquiry:- a panel of persons, nominated by, ASTB, National Rail Safety Regulator or SteamRanger, convened to inquire into rail incidents.

Dangerous Goods:- any substance or article prescribed as dangerous goods under the Dangerous Goods Act 1975 (as amended).

Disaster:- a term used commonly to describe a particularly serious event.

Emergency Operations Centre:- a control centre established by the Emergency Operations Controller.

Emergency Operations Controller:- is the senior member of the Police Service in charge at the site.

Emergency:- an incident, which requires a significant and co-ordinated response.

Emergency Services Organisation:- the Police Service, Fire Brigades, Country Fire Authorities, Ambulance Service, State Emergency Service, Volunteer Rescue Association or any other agency which manages or controls an accredited rescue unit.

Employees:- persons employed by a rail organisation, including directors, agents and other relevant persons, including volunteers and contractors for whom the organisation is liable under statute or at common law as employer.

Incident Site Co-ordinator (SteamRanger):- a person nominated by, but not necessarily from, SteamRanger Management to take control, or to form the liaison point with Emergency Services Organisations taking control, of an incident site.

Incident Investigation Co-ordinator (SteamRanger):- a person nominated by SteamRanger to co-ordinate the gathering of evidence, and the testing of vehicles or infrastructure involved, immediately following an incident. This person shall report to and take direction from the Incident Site Co-ordinator. In some instances this person may be the Incident Site Co-ordinator.

Emergency Management Manual:- this Manual.

Incident Management Plan:- procedures prepared in response to this Manual which set out how the responsibilities are to be implemented.

Incident:- an occurrence, involving or affecting operations on the Network, which has resulted in, or has the potential to cause:

- (a) death or injury
- (b) property damage
- (c) disruption to train services; or
- (d) adverse environmental consequences.

Infrastructure Owner:- the body responsible by reason of ownership, control or management, for the construction and maintenance of rollingstock, track and civil infrastructure or the construction, operation or maintenance of train control and communication systems, or a combination of these, or a person or body acting on its behalf.

Joint Inquiry or Investigation:- a formal inquiry into the cause of an incident initiated by the Office of the National Rail Safety Regulator.

Joint Report:- an inquiry into the cause of an incident initiated by two or more of the involved organisations.

Maintenance Provider:- an organisation contracted to perform maintenance of SteamRanger infrastructure assets.

Network:- all or any part of the rail infrastructure facilities controlled, owned or managed by SteamRanger. The SteamRanger Heritage Railway consists of the broad gauge line, crossing loops and associated sidings from Mt Barker Jct to Victor Harbor inclusive.

Reference to “The Network” throughout this document refers to the definition of “Network” as shown above.

Rail Safety Regulator:- the Office of the National Rail Safety Regulator

Site Co-ordination Centre:- a facility, incorporating communications, provided on an incident site as required by the Incident Site Co-ordinator.

SHR – The SteamRanger Heritage Railway from Mt Barker Jct to Victor Harbor

Track Safety Awareness:- training in the risks present and safety measures necessary when a person is on or near track.

Train Control:- the control and regulation of all train movements to ensure the safe, proper and efficient operation of the Network.

Train Controller:- a person charged with the duty of providing Train Control.

SECTION 1 OVERVIEW

1. SteamRanger Incident Management Policy

SteamRanger shall have effective incident management procedures established to ensure:

- (a) individuals involved in an incident are aware of their responsibilities
- (b) that procedures to manage these responsibilities are documented and tested to provide the best possible response
- (c) that the procedures established to manage SteamRanger's responsibilities effectively address the following:
 - a rapid and appropriate response
 - the protection of life, property and the environment
 - the safety of persons involved in, and responding to, an incident
 - the continued protection of property involved in, and during the response to, an incident
 - minimisation of delays
 - the interaction between SteamRanger and agencies involved in the incident are managed effectively
 - compliance and integration with legislation and State Emergency Plans
 - timely and effective investigation of the incident cause
 - identification of training and resource requirements.

2. Train Control

SteamRanger provides its own train control services on its Network. SteamRanger Train Control works from varying locations with a nominated Train Controller on duty at all times.

3. Operational Control

The railway between Mt Barker Jct and Victor Harbor is owned by the State Government of South Australia with the Australian Railway Historical Society (S.A. Division) Incorporated, trading as SteamRanger Heritage Railway, as the operator of the line. All trains operating on the line do so under authority of a Working Timetable or Train Notice prepared by SteamRanger's Manager Operations. Rollingstock, locomotives and railcars using the line are either SteamRanger owned or leased.

4. Natural Disasters

The requirements for track workers to patrol lines for natural disasters such as floods and bush fires is contained within the Code of Practice (Rule Book) in the event of a major natural disaster the details as contained in this Incident Management Plan shall be implemented.

**5. Parallel Rail Lines**

SteamRanger's main line runs parallel to ARTC's main line and crossing loop at Mt Barker Jct. Should there be any incident on the above line immediate action shall be taken to advise **ARTC Train Control on 8217 4453** or the **Train Transit Manager on 8217 4540**. Currently services between Mt Barker and Mt Barker Jct are suspended.

SECTION 2 INCIDENT REPORTING AND ASSESSMENT**1. Incidents Reported by the Public**

Incidents may be reported directly by the public to Train Control, the nearest SteamRanger railway station or depot or Emergency Service.

When an incident is reported by a member of the public, all relevant information, including full details of the incident, name, address and contact phone number of the person reporting the incident is to be recorded.

The employee informed of the incident shall be responsible for advising Train Control of the full particulars in relation to the reported incident. The Train Controller shall, on receipt of this advice take immediate action to notify, in order, any approaching trains which may impact on the incident including trains on parallel lines under another Train Controller and Emergency Services. The Train Controller shall immediately advise the Manager Operations and Manager Rail Safety or if not available the Manager Mechanical Services.

2. Incident Reported by Employees or Volunteers

When an employee or volunteer of SteamRanger becomes aware of an actual or potential incident, that employee is to take all necessary steps to ensure that the incident site is protected and that Emergency Services are contacted where required.

The employee is to immediately advise the Train Controller of the nature and location of the incident and provide all relevant details. The Train Controller shall, on receipt of this advice take immediate action to notify, in order, any approaching trains which may impact on the incident including trains on parallel lines under another Train Controller and Emergency Services. The Train Controller shall immediately advise the Manger Rail Safety or if not available the Mechanical Services Manager.

The employee or volunteer is to immediately implement any directions given by the Train Controller and take all necessary steps to lessen the impact of the incident and to protect the incident site.

3. Incident Definition

For the purposes of this document, incidents occurring within, or impacting upon, the Network will be categorised and defined as follows:

3.1. Level 3 Incident

This shall mean an occurrence where minor injury, disruption, damage or environmental impact to the Network, has occurred. Level 3 incidents will typically include infrastructure irregularities, such as signalling, track or equipment failures which do not significantly affect train operations.

These incidents are to be reported to the Train Controller who will ensure that relevant details are recorded and that a Level 3 response has been implemented and is adequate.

These incidents will not require a sustained response from other organisations or outside resources and will be managed and investigated by SteamRanger. This will include incidents such as:

- persons falling on a platform or within station confines, failure of rolling stock or equipment, dangerous goods spillage where the vehicle concerned can be isolated in a yard etc.

Note:- with the exception of the provisions for the notification of the relevant organisation by Train Control, this Manual does not apply to Level 3 incidents.

3.2. Level 2 Incident

This shall mean an occurrence, involving or affecting operations on the Network, which has resulted in, or has the potential to result in one or more of the following:

- the death or serious injury of persons, the health or safety of persons being affected, significant damage to property or infrastructure or significant disruption to train services
- significant environmental impact with external resources and control required on site.
- a sustained co-ordinated response is required.
- The incident may or may not originate on the Network, however, any off site incident which affects or threatens access to the Network will be treated as falling within the scope of this incident level. This will include incidents such as: gas leak, bomb threat, bush fire, any death or serious injury.

3.3. Level 1 Incident

This shall mean an occurrence which has been classified as an emergency, requiring a sustained response, by State Emergency Services. Unless otherwise noted a Level 1 incident will be treated as for a Level 2 incident within this Manual.

4. Incident Assessment

The Train Controller in conjunction with the Rail Safety Manager and or the Mechanical Services Manager shall determine the level of the incident and will implement the appropriate response in accordance with the requirements of this Manual. Incidences identified as Category A must be initially reported to the ATSB by telephone within 2 hours. A follow up initial report and all Category B incidences will be reported to the ONRSR within 72 hours of becoming aware of the occurrence.

SteamRanger document ARHS-SMS-23 details who and how this is carried out by SteamRanger.

5. Accident Report Details

In the case of a level crossing accident, or any other accident involving a road vehicle or pedestrian, the following details must be obtained by the Guard, or in the absence of the Guard the Engineman or Railcar Driver.

1. Location of crossing or accident point including the name of the stations either side viz 130.040 km Port Elliot - Victor Harbor section.
2. Train type and number (train 7512), time and date of accident
3. Did the train hit the vehicle/pedestrian or vice versa?
4. Name and address of owner of road vehicle or pedestrian.
5. Name and address of driver of road vehicle.
6. Name of road vehicle's insurance company and vehicle Registration number.
7. Name and address of all injured/deceased persons.
8. Did doctor attend - name and address?
9. Did police and ambulance attend?
10. Did the accident occur in daylight or darkness?
11. What was the weather conditions at the time of the accident
12. Name and address of any witness (es).
13. What type of level crossing protection is provided?
14. What is the condition of the crossing protection equipment? Was any protection equipment operating correctly?
15. Is the roadway a highway, district road, local road or track?
16. What is the nature of the road surface?
17. Are road signs (where applicable) painted on the road surface in good order?
18. What was the speed of the train at the time of the accident?
19. What was the speed of the other vehicle at the same time?
20. Was the locomotive head light on full beam, was the whistle sounded? Name of all crew members.
21. Were injured persons conveyed to Hospital - if so which hospital?
22. Details of damage to SteamRanger property and equipment
23. Details of damage to other vehicle(s).

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NOTE: Any occurrence on the SHR that is subject to either a Category “A” or Category “B” shall be reported in writing by email to the duty Train Controller. Workers involved in any accident must ensure that they comply with the requirements to complete reports in writing within a prescribed time frame.

In the event of any accident what so ever no communications or details are to be provided to the Media nor is any person permitted to comment on any matter which may involve SteamRanger. The only detail which is to be given is to the Police in accordance with their request. Detailed written reports must be submitted to the relevant SteamRanger Managers.

Photographs of level crossing signs and location of vehicle/train after impact, markings on roadways etc are invaluable if someone can be found to take same at the time of the incident.

SECTION 3 ORGANISATIONAL RESPONSIBILITIES

1. Site Management Structure

1.1. Emergency Services

If present are in charge of the site.

**Emergency services
(if present)**

1.2. Incident Site Co-ordinator

SteamRanger nominated person responsible for the site co-ordination unless Emergency Services are present when they will take charge. Where Emergency Services are present this is the “railway person” to whom the Emergency Services report. When Emergency Services hand back the site they hand back to this person.

**SteamRanger
Incident Site
Co-ordinator**

1.3. The Office of the Rail Safety Regulator

If present will be involved in investigations and must report to and work with the Incident Investigation Co-ordinator. Can request that evidence not be touched or quarantined for further investigations.

**The Office of the
Rail Safety
Regulator**

1.4. Incident Investigation Co-ordinator

This position only exists where a separate site investigation team is established. If there is no separate investigation team the task will be undertaken by the Incident Site Co-ordinator. If there is a separate investigation team this person will report to and take direction from the Incident Site Co-ordinator. This person has the right to request evidence not be touched or quarantined for further investigations.

**SteamRanger
Incident
Investigations
Co-ordinator**

2. List of Emergency Telephone Numbers

EMERGENCY PHONE NUMBERS	
EMERGENCY SERVICES Quote State where the emergency is	000
Train Controller 83912719	

NOTE: All 000 calls to Ambulance, Police and Fire throughout the State are directed to Adelaide and must be used for all emergency calls. All non-urgent ambulance calls should be directed through 132962.

AREA	AMBULANCE	POLICE & SES	C.F.S.
All – urgent	000	000	000
All - non urgent	1800 881 700	131444	82044200
Littlehampton	----	----	83912000
Mount Barker	----	83911100	83911000
Strathalbyn	----	85362044	85362000
Currency Creek	----	----	85552000
Goolwa	----	85552018	85552000
Middleton	----	----	85542000
Port Elliot	----	----	85542000
Victor Harbor	----	85522088	85521000 MFS 85524700 CFS
Hindmarsh Valley	----	----	85524700

3. Steamranger Heritage Railway Telephone Numbers

Mt Barker Station

Attended prior to train departures **83911223**

Mt Barker Depot

Open Monday - Friday 0700 – 1530, Saturday 0700 – 1300 **83983621**

Telephone Cabinet Strathalbyn Station

Only useful if someone is directed to attend **85362816**

Goolwa Depot

Attended various days and prior to Cockle Train running when trains commence from the Depot. (Check with Depot Representative). **85553607**

Goolwa Station

Attended for Wednesday, Sunday and School Holiday
Cockle Train Operations from 0830 - 1515 hours **85552691**

Victor Harbor Station

Attended for all passenger train movements into Victor Harbor normally 0930 - 1630 **85522782**

4. On Train Communications

Guards of all SteamRanger trains will inform the Train Controller of a contact mobile phone number prior to departure from the commencement station. When the train is operated as Driver Only the Driver will be responsible for this duty.

5. SteamRanger Responsibilities

SteamRanger will respond to an incident as follows:

5.1. Media

The co-ordination of the dissemination of information to organisations concerned and the Media shall be provided by a representative of the SteamRanger Board of Management, usually the President or Public Officer. This responsibility may be delegated by the President or the Public Officer. No other SteamRanger workers are to comment to the press. SteamRanger representatives must not comment on, or speculate on, the cause of the incident, or the response to the incident.

The Incident Site Co-ordinator shall be responsible for providing full details of actions being taken, forecast restoration times and other details as requested to the President and /or the Public Officer.

When external agency control has been activated, media communication is to be co-ordinated through the nominated media liaison officer as appointed by the Emergency Operations Controller.

5.2. Investigation

Where necessary, SteamRanger shall ensure that an investigation of the evidence at the incident site is initiated, providing resources and co-ordination as required.

5.3. Train Control

SteamRanger shall provide the train control function during all phases of an incident including the restoration process. This may involve the issue of a Local Possession to facilitate the process.

5.4. Response Initiation

The initiation of the response to reported incidents shall be the responsibility of the Train Controller. This function shall include, but not be limited to, providing a central point of contact and ensuring that incident management is performed within the requirements of the relevant safe working procedures.

The Train Controller in conjunction with the Manager Rail Safety and or the Operations Manager and or Mechanical Services Manager shall determine the level of the incident. This level may, on receipt of further information, be amended.

The initiation of the response to a Level 1 or 2 Incident shall be the responsibility of the Train Controller with assistance from the Manager Rail Safety.

5.5. Overall Co-ordination

The Manager Rail Safety or in his absence another Board Manager shall ensure the overall co-ordination or implementation of alternate modes of transport.

5.6. Reporting

The Manager Rail Safety shall ensure that a report of the incident is generated in accordance with relevant safe working standards. This report may be prepared by the Manager Mechanical Services, Manager Operations or Manager Track dependent upon the nature of the incident.

5.7. Site Co-ordination

Site management, to oversee and co-ordinate all aspects of the recovery and restoration, shall be the responsibility of a person nominated by the Manager Rail Safety. This person will be termed the Incident Site Co-ordinator. The Co-ordinator selected will be a senior person capable of co-ordinating the various functions of the incident site and will have the necessary levels of competence to perform the duties of this position. In the initial phase of the emergency the Incident Site Co-ordinator will, in all probability, be a member of the train crew at the site.

All communications from the site to Train Control and Emergency Services shall be through the Incident Site Co-ordinator. When an incident involves a parallel rail line under the control of another track owner, the track owner on whose line the incident occurred shall provide the Incident Site Co-ordinator.

5.8. Site Restoration

SteamRanger shall be responsible for arranging recovery of damaged or disabled vehicles and arranging for alternative transport or transhipment of passengers or freight. SteamRanger shall also be responsible for the welfare of passengers and train crew members.

5.9. Incident Site Management

SteamRanger Management representatives shall report to the Incident Site Co-ordinator for approval of action plans.

6. Maintenance Provider

Any SteamRanger Maintenance Provider shall respond to the Incident as requested by SteamRanger and shall report to the Incident Site Co-ordinator and work as requested by the Incident Site Co-ordinator or Incident Investigation Co-ordinator and in accordance with the conditions of the contract.

7. Emergency Services Organisations

Representatives of Emergency Services Organisations may be in attendance depending on the nature and size of the incident.

These Services may take charge of an incident site. Normally the Police take charge of the site except for a dangerous goods spill where the State Emergency Services take charge. SteamRanger and Maintenance Providers shall work with these services and as directed by them.

SECTION 4 SITE MANAGEMENT

1. Site Management

The Incident Site Co-ordinator will be responsible for management of the incident site. Site management shall be performed in conjunction with the Train Controller and may include the issue of a Local Possession.

Although the Train Controller will be responsible for overall incident management in relation to train movements etc, the Incident Site Co-ordinator will have direct responsibility for the incident site and will have full delegation in relation to incident site issues.

2. Access To Incident Site

The Incident Site Co-ordinator shall liaise with the Police, Operators, Service Providers and Maintenance Providers and agree on procedures to be implemented to ensure that unauthorised persons are prevented from gaining access to the incident site.

3. Site Safety

Persons authorised to enter the incident site are to have, as a minimum, a Track Safety Awareness Certificate or equivalent, or be supervised by a person with an appropriate qualification.

The Incident Site Co-ordinator shall conduct a final inspection to ensure that all equipment and personnel are accounted for, and are clear of the running lines, prior to authorising the resumption of services.

4. High Visibility Safety Clothing and Footwear

Each person required to be on or about the track shall wear high visibility safety clothing and footwear at all times. Emergency Services shall wear high visibility safety clothing of the colour designated by that organisation. Tabards, where applicable, shall be worn.

The Incident Site Co-ordinator shall have the authority to remove clear of the incident site and running lines, any person found without high visibility safety clothing or Suitable footwear.

5. Work Health and Safety Requirements

The Incident Site Co-ordinator shall be responsible for ensuring that employees comply with the requirements of the Work Health and Safety Act.

These responsibilities shall include ensuring that each employee is wearing the appropriate safety equipment as specified under that Act.

The Incident Management Team will be responsible for arranging the briefing, of all persons attending, in relation to the safety requirements for the site. This should, typically, include a safety induction meeting prior to an employee being permitted to commence work on site.

6. First Aid Facilities

A First Aid facility which meets the requirements of the Work Health and Safety Act will be provided at the incident site.

The facility is to be staffed by a person or persons with appropriate First Aid qualifications.

Unless otherwise directed, the Incident Site Co-ordinator will be responsible for the provision of these facilities.

7. Site Co-Ordination Centre

If required by the Incident Site Co-ordinator, a Site Co-ordination Centre shall be established and, where applicable, operate in conjunction with the Police Emergency Operations Centre.

8. Road / Rail Vehicles

SteamRanger has a Bedford tipper body road/rail truck normally located at Goolwa Depot. A Toyota road/rail utility is also available. These vehicles require railway qualified personnel to drive them on rail.

9. Track Inspection Vehicles

SteamRanger also has a number of track inspection vehicles and four wheel trolleys located along the line at Goolwa Depot, Strathalbyn and Mt Barker which could, in an emergency, be used to transfer injured passengers from the site of an incident to the nearest level crossing. These vehicles do not require Train Authority for authorisation to operate and can work, subject to authority from Train Control, within a section without the need to continually report or obtain further authority to operate. SteamRanger's road/rail vehicles also work under the same conditions as a track inspection vehicle.

10.300, 400 Class Railcars

The 400 class units are double ended suburban railcars which would be able to work to the site of an incident and return subject to the availability of a qualified Railcar Driver and Guard. Railcars, once issued with a Train Authority have sole occupancy of the section until that Train Authority is fulfilled or cancelled. The 300 class units are single ended and need to run coupled to another 300 or 400 unit.

11. Train Staff

Southern Encounter and Highlander Trains usually run with a Guard, Booking Officer, Buffet Staff, and Passenger Attendants whilst Cockle Trains usually run with a Guard and Passenger Attendants. Other services, including Charter trains operate with a locomotive crew or railcar driver, guard and train attendant(s). Transfer trains normally operate with a locomotive crew or railcar driver and Second Person. The following responsibilities shall fall to these staff;

11.1. Guard/Second Person

The Guard

- will ensure train safety in accordance with safe working regulations
- will contact train control and then arrange for the constant manning of the telephone.
- will arrange message runners, if required, between the site and the telephone.

11.2. On Train Staff

On Train Staff are to

- Attend to rail and passenger safety.
- Ensure that initial calls for ambulance and Police are made.
- Establish location and road access points each side of the incident and advise Train Control as soon as possible.
- The Guard will remain at the communications point and will be assisted by senior SteamRanger staff.
- The loco crew or railcar driver, if available, are to report to the Guard to assist.
- Passenger Attendants will quickly check their carriages for trapped or injured and report these to the Guard. These figures to be passed onto Train Control as soon as possible.
- Where there is a fire on the train arrange, if possible, for the isolation of the carriage(s) on fire and for evacuation of all persons from them.
- Arrange for fire fighting equipment on the train to be taken to the fire in an attempt to contain same.
- Organise First Aid teams - utilise uninjured passengers who have some First Aid, nursing or medical knowledge into small teams who will move among the injured persons carrying out First Aid treatment with life threatening injuries.
- Organise uninjured persons who have no First Aid skills to;
 - Update counts and location of trapped or injured
 - Guide uninjured persons not involved in the rescue to safe areas of shelter - eg undamaged carriages
 - Arrange for lists of names of those not injured to be prepared and updated
 - Prevent passengers from leaving the scene until cleared by Triage Teams.
- SteamRanger Personnel should remain calm and provide leadership.
- The Guard and key SteamRanger staff should not be actively involved in treatment and assessment tasks, but to provide a central source of information gathering, control and liaison point for ambulance and Police.
- A Senior Police Officer will be nominated as Incident Controller as per the State Disaster Plan. SteamRanger shall provide full co-operation to all services involved.

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- The Guard shall advise the Ambulance Co-ordinator of special facilities that SteamRanger has that may assist with casualty evacuation to the Ambulance Loading Point. By using rail vehicles it could be possible to ferry casualties to level crossings at both ends of the incident.
- SteamRanger Management shall be advised and they shall arrange for a telephone conference.
- SteamRanger Management shall also arrange for retrieval equipment and rolling stock after the site has been handed over by the Police
- As soon as possible after rescue services have taken control and the need for SteamRanger personnel decreases, stand down staff for de-briefing and counselling.
- All staff must continue until officially relieved.
- Staff who have received any injuries must receive medical attention and the necessary documentation attended to.

SECTION 5 INCIDENT SITE INVESTIGATION

1. Purpose

The Rail Safety National Law provides in part that an accredited person must inquire into and report to the Office of the National Rail Safety Regulator on any railway accident or incident that may affect the safe construction, operation or maintenance of a railway in respect of which the person is accredited.

In all cases where a derailment or other irregularity occurs, inquiries are to commence immediately to enable SteamRanger to meet its obligations under the Act. For incidents with significant safety impact the Rail Safety Regulator may initiate a Joint Inquiry or Investigation with the requirement of a formal report to the Regulator.

Every effort must be made to ascertain the cause of the incident without delay. Key to this is the gathering of pertinent physical evidence before it can be disturbed. Such evidence may be short lived or may be readily subjected to contamination or degradation. To ensure that the investigating body is provided with all available evidence, and that this is reliable, uncontested and appropriately documented, it is essential that:

- the evidence is collected as soon as possible after the incident to ensure its accuracy and relevance
- where possible, the evidence is quarantined to ensure that it is not lost or degraded
- all parties have an opportunity to assure themselves of the veracity of the evidence
- the work of collecting and documenting evidence follows procedures, which, as far as practicable, are standardised.

This section outlines the responsibilities of SteamRanger and any Maintenance Providers in the onsite investigation following an incident.

The investigation process is aimed at ensuring that all relevant data and information collected is presented in a clear and concise manner.

2. Incident Investigation Co-Ordinator

Management of the site investigation will be the responsibility of a person nominated by the Manager Rail Safety or delegate. This person shall be termed the Incident Investigation Co-ordinator.

The Incident Investigation Co-ordinator will be required to direct the investigation process at the site and to co-ordinate the investigation with the Incident Site Co-ordinator. In most instances for SteamRanger the Incident Investigation Co-ordinator and the Incident Site Co-ordinator will be the same person.

3. Responsibilities Of Incident Investigation Co-Ordinator

The Incident Investigation Co-ordinator shall be required to promptly attend the incident site. Before arriving at the site the Co-ordinator may request that suitably qualified SteamRanger personnel commence investigation of the incident. This will particularly apply where delay in commencing the investigation may result in vital evidence being lost.

The Incident Investigation Co-ordinator shall liaise with the Incident Site Co-ordinator at all times and will have the authority to direct the Incident Site Co-ordinator to take whatever actions are necessary to preserve any evidence that may be required to assist in the investigation. These will include but not be limited to:

- requesting that sections of the site be quarantined from entry by other than emergency personnel until the Incident Investigation Co-ordinator arrives on site
- requesting that the Police, or the Incident Site Co-ordinator seal off particular areas of the incident and that the commencement of restoration work is prevented until incident investigations have been completed.

Where considered necessary the Incident Investigation Co-ordinator may require that independent testing be performed. This may require the use of outside resources.

The Incident Investigation Co-ordinator shall be responsible for collecting and compiling the relevant information and presenting a complete report of all evidence obtained, including sketches and photographs as required.

4. Signal Discipline

Detailed investigation is to be made of the circumstances and the equipment if there has been any suggestion that a level crossing defect may have caused an unsafe condition. The equipment concerned must be booked "out of order" and not operated prior to the investigation.

The roles to be performed and the responsibilities to be managed by the Signal representative shall include, but not be limited to the following:

- reporting to the Incident Investigation Co-ordinator on arrival or en-route if possible
- arranging for additional technical resources to assist in the investigation if required
- arranging for signal infrastructure staff to be available for interview as required
- inspecting the aspects of all relevant level crossing signals
- function testing signal control circuits
- testing track circuits for train detection
- performing electrical insulation/isolation inspections and tests
- circuit testing to wiring diagrams
- performing security inspections of equipment and locations
- performing function testing as required
- providing detailed records of all test results
- providing, by photographic or other means, a record of the site evidence
- obtaining printouts of event logging equipment where installed, analysing data and reporting.

The above testing and checks to be carried out in the presence of a SteamRanger representative or nominee.

5. Other Disciplines

Other SteamRanger Managers or their delegate should attend the incident site if there are any concerns that their area of responsibility is involved.

The respective Manager or delegate shall:

- report to the Incident Investigation Co-ordinator on arrival or en-route if possible
- arrange for additional technical resources to assist in the investigation if required
- arrange for staff to be available for interview as required

Each responsible Manager shall:

5.1. Infrastructure

- inspect the track and provide full details of the track layout in the incident area

5.2. Infrastructure and Mechanical Services

- inspect the track and rolling stock and record details of all marks which may be relevant to the incident
- record by sketches and photographs the details of all marks found
- identify and record details of track which may have contributed to
- the incident. Where practicable these measurements shall be witnessed and
- agreed by another Manager or their delegate.
- inspect rating and condition of all speed boards in the area of incident.

5.3. Mechanical Services

- inspect all vehicles involved in the incident for defects or contributing causes
- perform tests in the presence of a witness approved by the Investigation Co-ordinator
- record the position of critical safety items such as control handles, isolating cocks, circuit breakers and load control devices
- arrange for the removal of Hasler rolls, record the wheel set diameter, where practical this should be witnessed by an independent party.
- ensuring security of the analysis information provided
- note and record, using sketches and photographs, the position of all vehicles involved in the incident
- impound vehicles required for further inspection and test as required
- clearly and permanently mark all vehicles requiring further examination or brake testing
- arrange for vehicles and or components to be transported for additional tests
- assist in signal sighting tests as required
- ensure the availability of locomotives etc for testing purposes if required.

5.4. Operations

- assist other managers as required.

SECTION 6 EMERGENCY PLANNING

1. Introduction

In conjunction with Emergency Services, desktop and simulated incident exercises will be conducted to test the effectiveness of the incident response protocols established within this Manual.

These exercises and simulations will be designed to ensure the Emergency Management Plan adequately address the requirements for incident response and management and that the Plans are effectively integrated. The results of these exercises will be used to amend this Manual where required.

2. Incident Exercise Program

SteamRanger shall commit personnel and resources as required for the formation of a working party, specifically established to develop and implement a program of exercises designed to test and develop response to incidents.

The working party is to develop a program of desk top and actual simulations to train and test each organisation's response to an incident.

The exercises shall test and evaluate:

- Emergency Services fire and life safety
- documented procedures and response facilities
- communications response times
- interface working relationships recovery mechanisms
- site remediation
- training needs
- any other parameters as seen as appropriate by the working party.

These exercises or simulations are not intended to meet all training requirements of the various organisations. Focus will be on interaction. Each organisation is to have in place its own training plans.

2.1. Exercise Organisation

The following aspects are to be considered when organising an exercise.

2.2. Exercise Control

In all cases a person must be appointed with overall responsibility for co-ordinating the planning, management and debrief of the exercise.

2.3. Objectives

Objectives must be identified for both the overall exercise and for each participant.

2.4. Costs

Participants must identify who will be bearing costs involved.

2.5. Legal Issues

Need for written agreements

2.6. Assets To Be Used

- Identification of responsibility for liabilities
- Need for indemnities.

Agreement must be reached with the owner of any assets, whether infrastructure or rolling stock, on their supply, physical condition before and after use and conditions attached to their use.

Where rolling stock is used any inherent risks, such as the presence of asbestos or the condition of vehicles, must be identified and appropriate safety controls applied.

3. Other Exercises

The organisation with overall responsibility for organising an exercise shall seek to identify other exercises being held which could impact on or be affected by that exercise. The objective is to ensure resources are available and avoid unnecessary duplication.

4. Release Of Information

Appropriate constraints shall be established on the prior release of information, about an exercise (e.g.: location, objectives, dates and times) both within participating organisations, externally and to individuals.

The arrangements for involvement of and release of information to the media both for exercise purposes and real-time must be identified.

5. Safety Plan

A written safety plan shall be prepared for all exercises involving full size equipment on the Network. Plans may be of a generic nature, subject only to date and time changes for exercises of a regular nature e.g.: station evacuation.

Safety plans must identify:

- a person with overall responsibility for all safety aspects involved in an exercise
- the physical limitations of exercise play both for players and those attending but not directly involved in the exercise
- site access controls
- responsibilities and arrangements for line possessions and operational safety for an exercise
- the interface between real time operation, the exercise site, exercise play and exercise control
- the interface with exercise control and off site Train Control
- First Aid and emergency medical arrangements
- controls on hours of duty, rest and refreshment arrangements
- arrangements for terminating an exercise for safety reasons before its planned conclusion
- how the site safety arrangements are briefed to all those involved before the exercise commences.

6. Exercise Real Time Control

Exercise control arrangements shall identify:

- the roles and responsibilities of the person with overall site control
- how that person will be supported by an exercise control team
- the relationship between the exercise control arrangements, Umpires and Observers
- the relationship between the person with overall site control responsibilities and the person with the responsibility of the site safety
- interaction between exercise control and exercise play
- how Umpires (who can influence play) and observers are deployed, directed and managed
- how an exercise will be concluded (early if necessary).

7. Debrief and Feedback

A debrief shall be held for all exercises and must involve all the participating organisations. The time scale for debrief should ideally be set before the exercise.

Large scale exercises may necessitate a number of individual organisation's debriefs followed by an overall debrief.

Lessons learned must be documented.

Recommendations for change must be identified. These may include proposed changes to Rules and Regulations, safety management systems, exercise preparation and management.

Recommendations for change should be disseminated to other rail organisations where the lessons learned affect more than the organisations involved in the exercise.

SECTION 7 TRACK ACCESS

1. Details of Track Access

1.1. Mt Barker Jct 50.020 Km To 70.100 Km Gemmells

NOTE LHS and RHS refers to the left or right hand side of the track facing Victor Harbor

MT BARKER JCT 50.200 Km – UNATTENDED Australian Rail Track Corporation Interface Location	
50.020 to 50.400	Through station yard with main Melbourne line going to the left. Access into the yard from RHS of line off Junction Rd. Junction Rd. crosses line at 50.600 Km
50.600 to 52.400	Junction Rd. (sealed) immediately on LHS Easlea Rd level crossing 51.650
52.400 to 53.200	No access to line except for level crossing at 53.100 Km (Clegett Rd off Pioneer St)
53.200 to 53.600	Line curves and runs though site of Littlehampton siding (disused) - access from LHS North Tee (Old Princes Hway) level crossing 53.641 Km
LITTLEHAMPTON 53.500 Km Abandoned Station Site	
53.641 to 54.413	No access - line goes through tunnel under South Eastern Freeway at 54.000 Km Cameron Rd. Mt Barker level crossing at 54.413 Km
54.413 to 54.900	Access through Mt Barker oval and caravan park on RHS (off Cameron Rd.)
MT BARKER 55.029 Km Attended prior to train departures SteamRanger Depot	
55.029 to 56.800	No access to rail line except at level crossings located at 55.500 Km (Dutton Springs Rd.): 56.000 Km (Fletcher Rd), 56.300 (Alexandrina Rd)
56.800 to 57.300	Craig St. on RHS of line with no direct access to Wellington Rd. 56.800 Km or Hurling Drive. 57.300 Km (level crossing)
57.300 to 61.500	No access to line except off level crossing located at 58.300 Km (farm access off Fidler Lane) 60.400 Km Native Ave both off Wellington Rd.
PHILCOX HILL 61.500 Abandoned Station Site	
61.500	Rough track (Frampton Rd off Native Ave on LHS) runs into the site of old Philcox Hill siding
61.500 to 63.500	No road access to line. Level crossing at 63.500 Km Bonython Rd off Morningstar Rd.
63.500 to 64.000	Road off Bonython Rd. on LHS of line into Bugle Ranges Siding Bugle Ranges Rd 63.950
BUGLE RANGES 64.071 Km Abandoned Station Site	
Bugle Ranges	Farmer has access blocked though old station yard.
64.100 to 65.500	Station Road on LHS of line but access not easy. Access to Station Rd is off Morningstar Rd and Bonython Rd. Station Rd joins Purcell Rd at 65.450 Km level crossing. Access to Purcell Rd available from Macesfield Rd and Bugle Ranges Rd
65.500 to 66.200	Wakefield Rd (off Purcell Rd) on LHS of line until crossing line at 66.200 Km Access to line difficult
66.200 to 66.800	No access to line
66.800 to 68.716	Morningstar Rd on LHS to level crossing at 68.716 Km Access to the line is restricted By cuttings and embankments. Quarry Rd level crossing at 67.900 Km (off of Morningstar Rd) Wistow Strathalbyn Rd 68.716.
68.716 to 70.100	No road access to the line
GEMMELLS 70.100 Km Abandoned Station Site	
70.100	Old siding access off Stirling Hill Rd off Morningstar Rd. Level crossing at 70.200 Km (Stirling Hill Rd. No.1)

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1.2. Gemmells 70.100 Km To Gilberts 99.250 Km

NOTE LHS and RHS refers to the left or right hand side of the track facing Victor Harbor

GEMMELLS 70.100 Km Abandoned Station Site	
70.100	Old siding access off Stirling Hill Rd off Morningstar Rd. Level crossing at 70.200 Km (Stirling Hill Rd. No.1)
70.200 to 71.200	No road access to line
71.200 to 71.800	Stirling Hill Rd in close proximity to LHS of line until level crossing at 71.800 Km (Stirling Hill Rd. No.2)
71.800 to 74.200	No access by road until 73.900 Km Stirling Hill Rd then on RHS to level crossing at 74.200 Km (Stirling Hill Rd. No.3)
74.500 to 76.750	No road access to line. Burnside Rd (off Morningstar Rd.) level crossing at 76.750 Km.
76.500 to 78.800	Highland Valley Rd (off Burnside Rd off Morningstar Rd) on LHS but access difficult. 78.800 Km Swamp Rd. (off Avenue Rd.) level crossing
78.800 to 79.800	Dirt track used for horse training on RHS runs off Swamp road but finishes in dead End
79.800 to 80.000	No access to track
80.000 to 80.200	Access through Strathalbyn Polo grounds on LHS to 80.200 Km then level crossing access only into Strathalbyn at 80.900 Km (East Tce.), 81.000 Km (Murray St), 81.450 Km (High St) and 81.636 Km South Tce.
STRATHALBYN 81.758 Km Unattended Station	
81.758 to 81.950	Level crossing at 81.727 Km (Milnes Rd.) and 81.830 Km (Lime St.)
81.950 to 83.000	From level crossing at 81.830 Km to occupation crossing at 83.000 Km limited access through paddocks. Access to level crossing at 83.000 Km is via Dunreath Rd. off Dry Plains Rd.
83.000 to 85.600	From 83.700 Km to 84.400 Km access is available through the Strathalbyn race-course on the LHS of the track. level crossing at 84.600 Km (Michelmore Rd.) Greenway Rd. is then on the RHS of the line to 85.200 Km where it crosses to the LHS until 85.600 Km level crossing which is a dead end off of Greenway Rd.
85.600 to 87.000	From 86.500 Km to level crossing at 87.000 Km (Lowanna Rd) access is through paddocks on LHS of line off Greenway Rd. NOTE in wet weather this access may not be available
87.000 to 91.800	DRY WEATHER access is available to occupational crossing at 87.900 Km from a farm house on the RHS of line. No other access to the line is available from 87.000 Km to 89.800 Km where the embankment of the old Milang line (SANDERGROVE) is on LHS of line. This continues until level crossing at 90.500 Km (Tucker Rd.) then DRY WEATHER access along side RHS of line to approx 91.800 Km.
SANDERGROVE 89.797 Km Abandoned Station Site	
91.800 to 99.300	No access, other than by rail, is available from 90.500 Km to 97.000 Km (FINNISS).
FINNISS 97.040 Km Unattended Station	
97.040	Level crossing 97.500 Km (Milang Rd.) and access to LHS of line until 98.000 Km. No road access to Line until level crossing at 99.200 Km (Gilberts Siding Rd) (Finniss River is in this section) GILBERTS Then on RHS of track for the length of the old GILBERTS SIDING
GILBERTS 99.250 Km Abandoned Station Site	

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1.3. Gilberts 99.250 Km To Victor Harbor 131.988 Km

NOTE LHS and RHS refers to the left or right hand side of the track facing Victor Harbor

GILBERTS 99.250 Km Abandoned Station Site	
99.500 to 108.500	99.500 Km to 102.000 Km no access, other than by rail. Black Swamp Bridge is in this section. At 102.000 Km Santa Rosa Winery Road is on LHS of line through to main, road crossing at 104.900 Km (Canoe Tree). Road then follows closely on the LHS of line through CURRENCY CREEK with level crossings at 106.200 Km (Occupational) 106.800 Km (Wellington Rd) and 107.300 Km (Frome Rd). Whilst the main road is on the LHS of the line access to the line is difficult from 107.300 Km to level crossing at 108.500 Km (Mt Compass - Goolwa Rd.)
CURRENCY CREEK 106.701 Km Unattended Station	
108.500 to 112.300	The main road continues on LHS of line, through paddocks with level crossing at 109.128 Km (Airport Rd - road to Middleton) and 110.200 Km Strathalbyn to Goolwa Rd. crosses to RHS of line into Goolwa. Goolwa Depot access crossing at 112.050 Km
GOOLWA DEPOT 112.300 Km Unattended except when locomotives are being prepared for service	
112.300 to 114.384	Level crossings approaching Goolwa are at 112.600 Km (Corio Tce.), 113.050 Km (Vercoe Tce.), 113.300 Km (Goolwa Tce.), 113.700 Km (Fenchurch St.), 113.900 Km (Liverpool Rd.), and 114.300 Km (Cutting Rd.)
GOOLWA 114.384 Km Unattended except for Cackle Train running days – may only be a ticket officer	
114.384 to 115.700	Departing Goolwa level crossings are located at 114.900 Km (Barrage Rd), 115.200 Km (main Victor Harbor Rd.), 115.700 Km (Fosters Place) and 116.000 Km (Gardiner Tce).
115.700 to 121.000	The railway runs parallel to, but approximately 400 metres through paddocks, on the RHS of the Victor Harbor Rd. with level crossings at 116.900 Km (Skewes Rd.), 118.200 Km (Houlden Rd.), 119.400 Km (Boettcher Rd.) and 120.600 Km (Petersen Rd.)
121.000 to 124.100	The Victor Harbor Rd. crosses the line at 121.600 Km then runs on the RHS of it. Level crossing is at 121.850 Km (Mill Crossing),
MIDDLETON 122.481 Km Unattended Station	
122.481	122.350 (Mindacowie Ave). From this point the road arches away from the line until 124.100 Km with a level crossing at 122.900 Km (Basham's Beach Rd.)
124.100 to 126.050	Level crossing at 124.500 Km (Port Elliot Caravan Park) then going into Port Elliot at 125.200 Km (Strangways Tce.), 125.500 Km (Murray Tce.) and 125.572 Km (The Strand).
PORT ELLIOT 126.672 Km Unattended Station – Port Elliot National Trust in attendance for most trains	
126.672	After Port Elliot level crossing located at 126.050 Km (Rosetta St.)
130.300 to 132.000	From 130.300 Km to VICTOR HARBOR the main road is on the RHS of the line with level crossings at 131.400 Km (Grantley Ave.), 131.750 Km (Eyre Tce.) and 131.900 Km (Coral St.)
VICTOR HARBOR 131.988 Km – Attended for train working	

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2. Level Crossing Details

Details Key

- B Bitumen Rd.:
- D Dirt Road:
- BI Ballast infill
- RK1 Occupational crossing sign;
- G Give Way Sign:
- NIU Not In Use sign
- S Stop Sign:
- FLG Flashing Lights and Gong:
- Gate Manually operated gates:
- WW Wig Wag:
- OCC Occupational crossing - no signs

STATION	Location	Latitude	Longitude	DETAILS			ROAD NAME
				Road surface	signage	RLX identifier	
MT. BARKER JCT	50.002						
<i>MB Jct to MB Closed to all traffic</i>	50.400			BI	RK1		Occupational–road rail vehicle access for ARTC
	50.600			B	NIU		Junction Rd.
	50.950			D	Nil		Occupational
	51.650			B	NIU		Easlea Rd
	53.100			D	Nil		Occupational
				B	NIU		Cleggett Rd.
LITTEHAMPTON	53.500						
	53.641			B	FLG		North Tce
	54.413			B	WW G		Cameron Rd
MT.BARKER	55.029						
	55.500	-35.0667	138.8666	B	FLG	RLX0109	Dutton Rd.
	56.000	-35.0717	138.8658	B	S	RLX0061	Fletcher Rd.
	56.300	-35.0744	138.8651	B	FLG	RLX0059	Alexandrina Rd
	56.800	-35.0780	138.8642	B	FLG	RLX0110	Wellington Rd
	57.300	-35.0839	138.86311	B	FLG	RLX0111	Hurling Drive
	58.300	-35.0955	138.8675	D	S	RLX0112	Fidler Lane
	60.400	-35.1105	138.8682	D	S	RLX0113	Native Ave
PHILCOX HILL	61.522						
	62.980	-35.1294	138.8703	BI			Occupational
Murapena	63.500	-35.1340	138.6742	D	S	RLX0114	Bonython Rd.
	63.950	-35.1370	138.8741	D	S	RLX0115	Bugle Range Rd
BUGLE RANGES	64.071						
Nonedia	65.450	-35.1491	138.8778	B	S	RLX0116	Pursell Rd.
	66.200	-35.1542	138.8784	D	S	RLX0117	Wakefield Rd
	67.600	-35.1622	138.8870	D			Occupational
	67.900	-35.1672	138.8866	D	G	RLX0118	Tarrawatta Rd off
	68.716	-35.1738	138.8900	B	FLG	RLX1723	Wistow-Strathalbyn Rd
GEMMELLS	70.100						
	70.200	-35.1837	138.8978	D	S	RLX0120	Stirling Hill Rd No.1
	71.800	-35.1943	138.9039	D	G	RLX0121	Stirling Hill Rd No.2
	74.200	-35.2063	138.9166	D	S	RLX0122	Stirling Hill Rd No. 3

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STATION	Location	Latitude	Longitude	Details			Road Name
				Road surface	signage	RLX identifier	
Panketyi	76.750	-35.2251	138.9159	D	G	RLX0123	Burnside Rd
	78.800	-35.2433	138.9110	D	G	RLX0124	Swamp Rd
	80.900	-35.2575	138.8980	B	FLG	RLX0125	East Tce
	81.000	-35.2582	138.8966	B	S	RLX0126	Murray St
	81.450	-35.2589	138.8950	B	FLG	RLX0127	High St
	81.636	-35.2601	138.8935	B	FLG	RLX0128	South Tce
STRATHALBYN	81.758						
	81.727	-35.2625	138.8907	B	FLG	RLX0129	Milnes Rd
	81.830	-35.2638	138.8897	B	S	RLX0130	Lime St
	83.000	-35.2726	138.8910	D	Nil	RLX0131	Dunreath Rd
	84.600	-35.2889	138.8892	D	G	RLX0132	Michelmore Rd
	85.200	-35.2923	138.8879	D	G	RLX0133	Greenway Rd
	85.600	-35.2963	138.8863	D	G	RLX0134	Gale Rd
	87.000	-35.3077	138.8819	D	G	RLX0135	Lowanna Rd
	89.250	-35.2687	138.8744				Occupational
SANDERGROVE	89.800						
	90.500	-35.3379	138.8697	D	G	RLX0136	Tucker Rd
	92.200	-35.3510	138.8630				Occupational Crossing
	93.700	-35.3639	138.8520				Occupational Crossing
	96.00						Occupational Crossing
FINNISS	97.040						
	97.500	-35.3831	138.8242	B	G	RLX0137	Milang Rd off Goolwa Strathalbyn Rd
	99.200	-35.3935	138.8059	D	G	RLX0138	Gilbert Siding Rd
GILBERTS	99.250						
Black Swamp	101.790						
Murtonga	104.903	-35.4353	138.7774	B	FLG	RLX0139	Alexandrina Rd (Canoe Tree)
Moonoerp	105.800						
	106.200	-35.4431	138.7687	D	G	RLX0140	Adelaide Rd
CURRENCY CREEK	106.701						
	106.800	-35.4476	138.7630	D	G	RLX0141	Wellington Rd
	107.300	-35.4505	138.7591	D	G	RLX0142	Frome Rd
	108.500	-35.4609	138.7559	B	G	RLX0143	Goolwa Rd
	109.080	-35.4658	138.7593	B	G	RLX2285	Airport Rd
Wiripanna	110.200	-35.4733	138.7667	B	G	RLX0144	Goolwa Strathalbyn Rd
	111.300	-35.4805	138.7704				Occupational
	111.500	-35.4848	138.7727				Occupational
	112.050	-35.4901	138.7754	D	S		Access to Goolwa Depot
GOOLWA DEPOT	112.300						
	112.600	-35.4942	138.7776	D	G	RLX0146	Corio Tce
	113.050	-35.4965	138.7794	B	S	RLX0147	Vercoe Tce
	113.300	-35.4972	138.7826	B	G	RLX0148	Byrnes Rd
	113.700	-35.4991	138.7855	B	S	RLX0057	Fenchurch St
	113.900	-35.5007	138.7867	B	S	RLX0149	Liverpool Rd
	114.300	-35.5038	138.7858	B	S	RLX0150	Cutting Rd

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STATION	Location	Latitude	Longitude	Details			Road Name
				Road surface	signage	RLX identifier	
GOOLWA	114.384						
	114.491	-35.5053	138.7848	B	S	RLX2227	Access to Hectors Jetty
	114.900	-35.5071	138.7811	B	S	RLX0151	Oliver St
	115.200	-35.5049	138.7797	B	FLG	RLX0152	Hutchinson St
Tarooki	115.700	-35.5016	138.7767	B	S	RLX0153	Foster Place
	116.000	-35.5016	138.7750	B	S	RLX0154	Gardiner St
	116.900	-35.5027	138.7624	D	G	RLX0155	Skewes Rd
Tinbalang	118.200	-35.5039	138.7493	D	G	RLX0156	Houlden Rd
	119.400	-35.5050	138.7360	D	G	RLX0157	Boettcher Rd
	120.600	-35.5063	138.7225	D	G	RLX0158	Petersen Rd
	121.600	-35.5077	138.7117	B	FLG	RLX0159	Goolwa Rd
	121.850	-35.5084	138.7100	B	G	RLX0160	Mill Tce
	122.350	-35.5112	138.7054	B	S	RLX0161	Mindacowie Tce
MIDDLETON	122.481						
Panangal	122.900	-35.5146	138.6997	B	G	RLX0162	Basham's Beach Rd
	124.500	-35.5270	138.6878	B	G	RLX0163	Port Elliot Caravan Park
	125.200	-35.5306	138.6849	B	S	RLX0164	Strangways Tce
	125.500	-35.5317	138.6824	B	S	RLX0165	Murray Tce
	125.572	-35.5322	138.6814	B	FLG	RLX0166	The Strand
PORT ELLIOT	125.672						
	126.050	-35.5350	138.6777	B	S	RLX0167	Rosetta St
		-35.5367	138.6576				Chiton Rocks SLSC
	131.400	-35.5494	138.6248	B	S	RLX0168	Grantley Ave
	131.750	-35.5522	138.6239	B	S	RLX0169	Eyre Tce
	131.903	-35.5537	138.6241	B	Gate	RLX0170	Coral St
VICTOR HARBOR	131.988						

SECTION 8 OUTSIDE CONTACT DETAILS

1. Medical Clinics and Doctors

LOCATION	NAME	ADDRESS	PHONE
Mt Barker	Mt Barker Medical Clinic 24 hrs	73 Gawler St. Mt Barker	83911300
Strathalbyn	Strathalbyn Clinic 24 hrs	24 West Tce Strathalbyn	85362277
Strathalbyn	Mt Barker Medical Clinic	33 High St, Strathalbyn	85364466
Goolwa	Goolwa Medical Centre 24 hrs	9 Crocker St Goolwa	85552404 0411421388
Middleton	Middleton Medical Clinic	5 Victor Harbor-Goolwa Rd Middleton	85543250
Port Elliot	Medical Centre	Montpellier St. Pt.Elliot	85542440
Victor Harbor	Victor Harbor Medial Centre	65 Ocean St. Victor Harbor	85513200

2. Hospitals

MOUNT BARKER

Mt Barker District Soldiers Memorial Hospital 83931777

STRATHALBYN

Strathalbyn & District Soldiers Memorial. Hospital 85362333

VICTOR HARBOR

South Coast & District Hospital 85520500

ADELAIDE

Women's and Children's Hospital 82047000

Royal Adelaide Hospital 82224000

Flinders Medical Centre 82045511

3. Police Stations

Mt Barker 83986900

Strathalbyn 85362044

Goolwa 85552018

Victor Harbor 85522088

4. List of Earth Moving Contractors**STRATHALBYN**

Garwood Earth Movers - 41 Callington Rd Strathalbyn

85362566
0408836862
0419804427**GOOLWA**

A.H. & B.A. Traeger - Port Elliot Rd. Goolwa

85552275
0418812176
0418802510**VICTOR HARBOR**

Victor Harbor Excavations - 9 Bluff View Rd Victor Harbor

85521383
0414552138

STEAMRANGER DEPOT - Front end loader and road rail truck and utilities

NOTE: These units could be located anywhere from Mt Barker to Victor Harbor – contact Infrastructure Manager

5. List Of Mobile Cranes

Samaris; Gillman

Up to 250 tonne

84477088

Tiger Crane Hire; Lonsdale

Up to 80 tonnes

83843400
0439993144
0418808191

Fleurieu Cranes; Wingfield

All terrain up to 350T

8260 5122

Moore Engineering; Murray Bridge

23 tonne - max height 40 metres

85323639

6. Availability of Buses for Emergency Use

Rufus Bus & Coach Dry Plains Road Strathalbyn

Murray Bridge Passenger Services

Goolwa Bus and Coach

Genesis Victor Tour Charter

Victor Tours

85362663

85322633

85552500

85524000

85528001

7. Seating Capacity of SteamRanger Passenger Rollingstock**7.1. Carriages**

Class	Psgr Capacity	Notes
50	59	Centenary Car, toilet, end step down
60	64	Centenary Car, toilet, end step down
70	76	Suburban style seating, no toilets, no step down
80	40 car 81& 83	Buffet car equipped as brakevan, no toilets, no step down
	50 car 82	Pram Baggage - no toilets, no step down
500	42	First Class side corridor steel car Step down
600	24	Economy Class side corridor steel car Step down configured as a Tavern Car and equipped as brake van
700	56	second Class Steel Car centre aisle Step Down
4420	18	Composite Brake van, toilet, step down, Guard's compartment
FINNISS	18/36	side corridor max 18 as sleeper or 36 seated no step down

7.2. Railcars

Class	Psgr Capacity	Notes
75	62	No toilets, step down, Single ended operation
300	90	No toilets, no step down, Single ended operation
400	80	No toilets, no step down, Double ended operation
820	50	300/400 Railcar trailer, no toilets, baggage car, No step down

8. List of On Train First Aid Equipment

Prior to departure from Mt Barker or Goolwa Depots the Guard and Driver shall ensure first aid equipment is obtained for the brake van and locomotive as required. The kit will include 1 small First Aid Kit and if required a burns and bites module.

Track workers prior to departure from Mt Barker or Goolwa Depots will also ensure they have a first aid kit and additional modules as required. These kits will generally be returned to the Depot store at the end of the shift.

Train Control is to be advised the number of the kit(s) taken

A Furley Stretcher is also carried in all baggage cars and railcars

SECTION 9 DOCUMENT REVIEW**1. List of Persons and Organisations to whom this Publication is issued****SPECIAL NOTE RE DOCUMENT CONTROL**

This document has been prepared to satisfy the requirements of the Rail Safety National Law (SA) and is posted on the SteamRanger Web Site. Once printed it is an uncontrolled document. SteamRanger shall advise the organisations listed below of its publication on the Web site and at other times when changes are made to the document.

1.1. Country Fire Services -

Headquarters
Littlehampton
Mt Barker
Strathalbyn
Currency Creek
Goolwa
Middleton
Port Elliot
Victor Harbor

1.2. Police Department -

Adelaide Control Centre
Supt Adelaide Hills Region
Local Service Areas

1.3. Ambulance Centre -

Headquarters

1.4. State Emergency Services -

Headquarters
The Hills
Strathalbyn
South Coast

1.5. Office of the National Rail Safety Regulator

1.6. SteamRanger-

The Board of Management through the Manager Rail Safety shall advise the Personnel listed below of any new publication or when changes are made to this document on the Web site.

- Train Controllers
- Goolwa Depot Representative
- ARHS Executive and Public Officer

The Managers of the Board will inform the personnel under their direction of the publication or update and provide a copy to any individual who does not have access to the Web Site.

The Board of Management will also direct the appropriate Managers to provide copies of any new publication or changes to this document to the following locations;

- Mt Barker Depot - Office
- Goolwa Depot (Office)
- Goolwa Station (Dispatch Box)
- Victor Harbor Station (Dispatch Box)
- "On Train" Dispatch Boxes
- All in service Locomotives and Railcars
- Strathalbyn Station (phone box)
- Mt Barker Station - SteamRanger Office

2. Comments

This plan has been prepared for use on the SteamRanger Heritage Railway and any comments about the plan, its content and any amendments required should be made to the Manager Rail Safety either by email to rsm@steamranger.org.au or in writing posted to SteamRanger, PO Box 960, Mt Barker SA 5251