

Driver Duties D3 Railcar 300 & 400 Classes

Before starting

- Ensure you sign on. By signing on you are declaring you are fit for duty, have had adequate rest, and are not under the influence of drugs or alcohol.

Preparation: Peruse all relevant notices and the log book.

Complete the

“Daily Inspection Rail Car RSA.2006.14.pdf”, and
complete, or ensure the Guard has completed, the

“Daily Inspection 1600mm 1435 1067mm Track RSA.2006.25.pdf”

Become familiar with the proposed running for the day, in conjunction with the Operations Manager or other authorised person

Rolling Stock Preparation

At ground level -

- Ensure wheels are chocked and handbrake applied, (handbrake is located in 'A' end only)
- Check compressor oil level, compressor belts for condition/tension.
- Check dog leg drive belts, shaft, joints.
- Check for any obvious fuel, oil, water and exhaust leaks.
- Carry out a general visible check of engine, and transmission for obvious damage and/or faults.
- Close battery and control isolation switches
- Check fuel, engine, converter and hydraulic oil levels.
- Check cooling water level using water level test lights
- (repeat on other side of car)
- Start each traction engine, check converter oil level falls.
- Carry out general check for any obvious loose or damaged equipment
- Check brake blocks, piston travel, and brake cylinder cut out cocks are open.
- Check air hose condition, check all cocks are in the correct position.
- Check mechanical coupler condition.
- Check safety chains are across doorways.

Above the ground -

Ensure non-driving cab/s are correctly isolated by checking.....

- Brake/throttle changeover cocks are in non-control position.
- Duplex cock closed (handle horizontal) and brake handle removed
- Master switch is off
- Forward/reverse switch is in neutral
- Direct drive switch as required
- Throttle controller is in off/idle position
- All circuit breakers are set (white collar shows if C.B. tripped)

continued

Above ground in the driving cab -

- Ensure master warning light is not on, then switch master switch on.
- Check forward reverse switch is in neutral.
- Direct drive switch as required.
- Both generator switches are on.
- Throttle controller is in off/idle position.
- Check all circuit breakers are set. (white collar shows if C.B. tripped)
- When main reservoir pressure registers 700kPa (100psi) ~~and the emergency pipe registers 500kPa (70psi)~~
- Open duplex cock. Release then apply service brake and observe brake cylinder gauge performance.
- Insert brake handle into brake valve, move to full release position, then back to full service position and note that the emergency pipe air pressure begins to rise.
- Turn handles of throttle/brake changeover cocks to elected pneumatic and allow brake cylinder pressure to rise to at least 175kPa (25psi)
- Check emergency pipe = 70 psi
- Move forward/reverse switch to required position and observe light for forward/reverse extinguish, (light on in neutral)
- Select and check lights for correct operation as required.
- Check operation of deadman features (handle and pedal) observe emergency pressure falls rapidly and brake cylinder pressure increases.

Air brake continuity test for multiple operation of 400/321 -

- After the cars are coupled the driver must remain at the drivers station and observe the emergency pipe is fully charged - 485kPa (70psi)
- The authorised person assisting, must open the passenger emergency valve on the car being coupled and observe for a signal from the driver that the emergency air pipe pressure has dropped.
- When this signal has been received the authorised assistant must close the passenger emergency valve to restore emergency air pipe pressure.
- When emergency air pipe pressure is restored the driver is to advise the authorised person the test is complete.
- Complete the appropriate sections on ..
"Daily Inspection Passenger Train Consists. RSA.2006.15.pdf"

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Movement into traffic

- Remove chocks from wheels and release the handbrake.
- Proceed and work under hand signal from the NRM qualified shunter or guard.

Authority to pass PTS STOP board:

If during the course of a running day, there is a need to pass the STOP board, and enter PTS controlled territory, permission must be obtained in advance from the Rail Safety Manager or Operations Manager. If permission has already been obtained, follow the correct procedures as specified in

"PTS-NRM Interface Procedures RSA.2013.424".

Emergency Management

In the event of a major emergency during the shift, ensure the safety of the vehicle *FIRST*, if necessary chocking the wheels to prevent any further movement.

THEN, proceed to assist the Guard in accordance with the instruction..

"Emergency Management - Rail Operations RSA.2017.355"
which is displayed in the Guard's compartment.

Stabling

When released from traffic by the NRM qualified shunter or guard, proceed to the stabling point and carry out the following duties -

- Test deadman operation ????? and move brake handle to full service position.
- Move throttle controller off the off/idle position.
- Apply handbrake, release air brake and test against movement.
- Turn forward/reverse switch to neutral.
- Switch master switch off.
- Move brake handle to out position and remove.
- Change throttle and brake changeover cocks to non-control.
- Close duplex cock.
- Switch off all lights, and lock the driving compartment.
- Ensure all windows are closed and lock doors as required.
- Check engines/transmissions for fuel, oil and water leaks.
- Check for any fault in mechanical equipment and record in the log book.
- Stop engines by pressing stop button.
- Turn battery & control isolation switches off, and remove isolation switch keys.
- Place appropriate chocks under the wheels.