

Driver Duties D2: Locomotive Peronne 1067 mm gauge

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.
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Preparation: Peruse all relevant notices and the log book.

- Complete the [“Daily Inspection Peronne RSA.2006.17.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
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Engine Preparation

Before lighting up:

- Ensure you have all the necessary tools, safety footwear, gloves, and glasses
- The engine must not be lit up inside the workshop.
- Ensure that all wheel chocks are removed, wheels and motion are clear and the hand brake has been released before moving the engine
- Check that all removable fittings are fitted properly and that there are no leaks evident
- Check tubes (both ends of the boiler), stays, rivets and joins, and the fusible plug for leaks
- Prove the gauge glasses and water level before lighting the boiler
- Fill the hydrostatic lubricator with cylinder oil
- Install air blower if required

During light up:

- Check and make sure no leaks are evident from any fittings.
- If a leak occurs, drop the fire and report the situation to the Operations Manager
- Lubricate the motion

Once boiler has reached operating pressure:

- Ensure both injectors are working. (Both must work before the loco enters traffic)
- Apply and check the operation of the steam brake
- Release hand brake
- Open cylinder cocks and drain the cylinders for one minute. Then move the engine slowly to drain out excess water from the cylinders
- Whilst moving the engine slowly, apply the steam brake and check its operation
- Blow gauge glasses to ensure they give an accurate reading

Coupling engine to and checking the train consist:

- Under the direction of the Guard or other qualified volunteer in charge of the movements, couple the engine onto the prescribed train consist
- Ensure that the couplings and chains have been correctly connected
- Ensure that the air brake pipe is correctly connected, and that the carriage train pipe tap is open
- After the air brake compressor has pumped up the train pipe system, check all train pipe connections for leaks, and that all train pipe cock handles are in the correct position (across the pipe)
- Open the train pipe air tap fitted on the engine and then check brake block travel on all vehicles, then close the tap, and allow the system to recharge
- Check that the guard has tested the emergency air tap in the brake van to ensure the brakes work from that position
- Under direction from the guard or other qualified volunteer, move the train and then test the train air brake application by opening the air tap fitted on the engine .

Note: The guard is required to complete form..

“Daily Inspection – Passenger Train Consists RSA.2016.15”

- Then proceed as directed by the Guard or other qualified volunteer in charge of the movements

Blowing down boiler

Once the engine and train consist is positioned in an appropriate location (i.e. as far away from occupied areas), carry out the following procedures **which may only be carried out with two qualified persons in attendance**

- Ensure both injectors are working before attempting a blow down
- Ensure that the blow down area is clear of all personnel
- Elect who will watch the water level and who will operate the blow down valve
- The person elected to watch the water level must advise the other when the correct level is shown on the gauge glass, and that the valve can be closed
- Carry out half the blow down from the centre valve, and the other half from the rear valve.
- If one of the valves jams open, drop the fire
Refer to ‘Dropping the fire in an emergency’, see below
- Ensure that the centre blow down valve has its handle removed, and that the rear blow down valve is locked, before the locomotive moves again.

Movement into Traffic

Proceed and work under hand signal from the NRM qualified guard or shunter

Emergency Management

In the event of a major emergency during the shift,

- ensure the safety of the locomotive *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 Guards van.

Train running

- Work as directed by the Guard or other qualified volunteer in charge of the movements
 - Ensure that no parallel running with the 457mm gauge train occurs along 'Dulux Straight'
 - If any doubt exists, and it is likely that the two separate train movements will overlap, stop your train until the passage of the 457mm gauge train has cleared the area
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Dropping the fire in an emergency:

- Start both injectors
- If insufficient steam pressure, commence removing the fire source, with the assistance of the driver
- Drop the fire grate bars by hooking a fire iron between the bars, turning the iron 90 degrees, then pull the bars upwards and allow them to fall into the ash pan
- Once considered that the emergency has passed, remove the fire grate bars from the ash pan and re-fit to the fire box

NOTE: *this is an extremely dangerous procedure and should only be undertaken by those competent to undertake the task. Appropriate safety glasses, gloves and footwear must be worn at all times.*

Stabling the train and locomotive:

- Under the direction of the Guard or other qualified volunteer in charge of the movements, position the train consist, apply the train air brake and engine steam brake
- Ensure adequate hand brakes on the rolling stock are applied
- Uncouple the train consist from the engine, including all relevant couplings, chains and air brake hose - by hand
- Move the engine to the appropriate position for re-coaling, and when completed
- Move the engine to the appropriate stabling position immediately outside the workshop, and apply the engine hand brake
- Assist the fireman with stabling and cleaning as necessary
- Ensure all required documentation is completed, including the number of 'trips' made on that day