

Fireman Duties F1: 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.
- Peruse all relevant notices, and the log book.

Responsibility:

- Carry out the following duties in-conjunction with the driver (if present)

Engine preparation:

Before lighting up:

- Ensure you have all the necessary tools, safety footwear, gloves, and glasses, and a fire iron suitable for removing the fire box grate bars.
- The engine must not be lit up inside the workshop.
- Ensure that all wheel chocks are removed and 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 no leaks evident
- Check tubes at both ends of the boiler, the stays, rivets and joints, and the fusible plug for leaks.
- Prove the gauge glasses water level before lighting the boiler
- Fill the hydrostatic lubricator with cylinder oil
- Fit the air blower ring and start the air blower if required
- Open the main steam valve and one injector steam valve to vent the boiler

During light up:

- Only use timber on the fire until about 60 p.s.i. has been reached on the boiler pressure gauge, then coal can be used
- Check and make sure no leaks are evident from any fittings.
If a serious leak occurs, drop the fire and report the situation to the Operations Manager or another authorised person
- Lubricate the motion

Once boiler has reached operating pressure::

- Ensure both injectors are working. Both must work before the loco enters traffic
- Carry out a final check of the boiler and all fittings
- Ensure there is sufficient fuel for the running day
- Become familiar with the driver's instructions for that particular day
- Blow gauge glasses to ensure they give an accurate reading

Blowing the boiler down:

Once the engine and train consist is positioned in an appropriate location (i.e. as far away from occupied areas as possible), carry out the following procedure:

- Blowdowns may only be carried out with two qualified persons in attendance
- 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 blowdown from the centre valve, and the other half from the rear valve.
- If one of the valves jams open, start one or both injectors then drop the fire (see dropping the fire in an emergency below).
- Ensure that the centre blow down valve has its handle removed and is stored in the correct place, and that the rear blow down valve is locked, before the locomotive moves again.

Dropping the fire in an emergency:

- Start one or preferably both injectors
- Commence removing the fire source, with the assistance of the driver by:
 - Dropping 3 or 4 fire grate bars by hooking a fire iron between the bars, turning the iron 90 degrees, then pulling the bars upwards to allow them to fall into the ash pan
- Then push the remaining fire into the ash pan.

NOTE: *This is an extremely dangerous procedure and should only be undertaken by the fireman / driver, or both. appropriate safety glasses, gloves and footwear must be worn at all times.*

Train running:

- Maintain the fire
 - Ensure that appropriate steam pressure and water levels are maintained
 - Lubricate the motion when required
 - Keen a sharp lookout
 - Assist the driver when necessary
 - Relay hand signals from the guard, a shunter, or other authorised Rail Safety Worker
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Stabling the train and locomotive:

- Fill the locomotive water tanks at the filling point, prior to going on shed
- Carry out appropriate instructions from the driver, associated with separating the train consist from the locomotive
- Once the locomotive is positioned next to the coal bunker, fill the locomotive coal bunker to a satisfactory level

After the locomotive has been positioned immediately outside the shed:

- Crack the blower
- Rake the fire through, but leave the fire in for now
- Ensure there is enough boiler pressure to fill the boiler with water
- Mix the boiler treatment and pour into the locomotive water tanks
- Start injectors and keep watch on the boiler water level until full
- Refill locomotive water tanks with steam shed garden tap
- Rake out ash pan and dispose of ash appropriately Empty smoke box of ash and dispose of ash appropriately

Warning: Do not put any hot ashes into the Cleanaway bin

Logging off:

- Ensure all necessary documentation is completed
- Record any faults or comments in the appropriate log book