



RAILMOTORS

The following applies

1. The person preparing the railmotor is to check the repair book for previous bookings and that they have been repaired and signed off.
2. Check the hand brake is applied in the cab from which unit is to be controlled from. Then carry out a brake valve test at both ends as per LVOP 304.
3. After doing a brake valve test, check that headlights and marker lights are in working order.
4. Check fuel and oil levels in the engine and check for fuel and oil leaks.
5. Check water level in the water tank.
6. Fill the radiator by operating the hand pump until a return flow of water occurs.
7. Examine the shut-down damper solenoid to ensure it is not tripped.
8. Examine the hydraulic torque converter control shaft arm is in the neutral position.
9. Inspect brake gear and air hoses are in good order. Make sure that the emergency and straight air pipe hoses are not connected together.
10. Ensure the rear cab is locked against unauthorised entry.
11. Ensure the guard has compiled a carriage check list and all safety equipment has been checked off as present.

900 CLASS TRAINS

The following applies

1. The person preparing the 900 Class is to check the repair book for previous bookings and that they have been repaired and signed off.
2. Check the hand brake is applied in the cab from which unit is to be controlled from. Then carry out a brake valve test at both ends as per LVOP 304.
3. In cabin from which unit it is to be controlled, Check hand brake is applied. The brake valve handle is inserted, moved to release and then full service position. The brake four position change-over cock is in the non-control position.
4. In each centre electrical equipment cabinets of the power car, the following items are to be checked:-
 - 4.1. Engine lubricating oil, cooling water and converter oil temperature gauge switches are turned on.
 - 4.2. Radiator fan control switch is in the "auto" position.
 - 4.3. Engine eight pole isolating switch is in the up (open) position.
5. Check water level in the supply tanks. These levels are indicated by two mercury sight glasses, one for each engine and are located on a panel next to the electrical equipment cabinets.
6. Enter non-driving cabins, ensure that all switches not required are in the off position; brake four position change-cock is in the non-control position and hand brake released.
7. Check fuel supply in the sight glass on both sides of all power cars.
8. Check oil level in the sump of all engines.
Note: Filler pipe cap is to be lifted when dipping the sump to ensure a correct reading is obtained on the dip stick.
9. Check transmission oil level on all transmission systems.
10. Examine the protective circuit shutdown damper solenoid on all engines to ensure it is not tripped.
11. Main reservoir, brake pipe and straight air pipe hoses are coupled and associated cocks open between the power and trailer cars.
12. Safety pins are correctly inserted in the lifting arms of the automatic couplers.
13. All electrical jumpers are correctly inserted and secured.



DIESEL LOCOMOTIVES

The following applies.

DRIVER DUTIES.

1. Ensure the brake cylinder isolating cocks are open and the vigilance control main reservoir isolating cock is open and sealed.
2. Close battery switch.
3. Examine the ground relay knife switch and ensure that it is closed and sealed.
4. Ensure all fuses, where provided, are correctly located in circuit and test the spare fuses are in good order.
5. Ensure all circuit breakers on the control panel are switched on, and emergency switches for manual fan operation and low water isolation are correctly located and sealed.
6. Check the vigilance control brake pipe isolating cock is open and sealed and when necessary, the vigilance control circuit breaker is switched on and sealed.
7. Turn on fuel pump and control switches on the control stand from which the locomotive is to be operated from.
8. Check the throttle is in 'idle', reverser in centre and selector in 'off' where provided.
9. Automatic brake valve handle is in the running position and independent brake valve in the full application position
10. With 26L brake equipment, place automatic brake valve handle in the release position and independent brake in the full application position. Brake valve cut off valve at the 'in' position and MU valve in the lead or dead position on the brake pedestal from which the unit is to be controlled.
11. Ensure the fuel gauge is registering a pressure of 250 to 325 kPa. (35 to 45 lb psi).
12. Check the governor oil level. With G.M. type, the oil level must not be below the centre line on the bottom sight glass. On Woodward Governors, the oil level must be on or above the bottom black line of the sight glass.
13. Reset the low lubricating oil trip button, if necessary, located on side of the governor, except 47 classes, which is in the "V" of the engine.
14. Check the oil level in the engine sump, a dip stick is provided for this purpose and the oil level should be on or slightly above the full mark.
15. Check the compressor oil level by using the dip stick or observing the sight glass.
16. Reset the overspeed trip, if necessary.
17. Check the water level in the expansion tank. On 47 classes, 12 millimetres – ½ inch from the top of the gauge glass, G.M. types on the full mark.
18. With 47 class locomotives, unsure manual shutdown knob is not in the stop position.
19. Check the manual fan switch is in the automatic position, where provided.
20. Ensure that all isolating cocks and valves are correctly positioned on the brake pedestals not in use.
21. Check all operating handles and switches are correctly located on the control stands at non-driving locations and on 42 classes the Hostler controls are set correctly.
22. The diesel engine is to be started in the normal manner and the engine control switch moved to the 'run' position.
23. Switch the auxiliary generator field circuit breaker off and note that the ammeter registers a discharge, then switch it back on and note that the ammeter registers a charge. If the ammeter pointer fails to move from the discharge position when the auxiliary generator field circuit breaker is switched on, increase the diesel engine speed by opening the throttle and note ammeter pointer moves to the charge position. When the auxiliary generator field circuit breaker is switched off and on, if the ammeter pointer remains stationary the ammeter is defective. Arrange to have the ammeter repaired.
24. Check and ensure the control air pressure gauge is registering 650 kPa (95 lb psi.)
25. At the controlling end driving location, test the brake valve as per LVOP 304. Conduct a power test in both forward and reverse position.



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26. Leave the cab and examine brake piston travel and around the locomotive.

SECOND PERSONS DUTIES.

1. Check all the emergency equipment, including tools and spare air hoses. Ensure there is a tri coloured torch or hand lamp on the locomotive in good working order.
2. Check all head and marker lights are working.
3. Check windscreen wiper and whistle are working.
4. Check and set the Hasler speed recorder clock.
5. Clean cab and windows if necessary.
6. Check MU coupling and see that the locomotive has a spare multiple unit (Jumper) cable.
7. Check all air hoses are in good condition and that they are coupled to the dummy couplings if not in use. Also ensure there is at least one spare of each type of air hose on the locomotive.
8. Remove the wooden chocks from under the wheels when the driver is ready to depart and place them in the locomotive kit.

RELATED DOCUMENTS

LVOP 302
LVOP 304
LVOP 520
LVOP 302