PROCEDURE FOR STABLING OF LOCOMOTIVES AND CARRIAGES
LVOP 412

PROCEDURE

This procedure outlines the steps that must be followed when stabling trains belonging to or being operated by the Lachlan Valley Railway.

It is the responsibility of ALL Operation Safety Officers, Locomotive Drivers, Fireman / Observers and Guards, to ensure that all trains are stabled correctly, and in accordance with this procedure, and relevant network rules and procedures when operating on the rail network.

DEISEL LOCOMOTIVES:

- Apply the locomotive handbrake/s
- Place an appropriate amount of chocks at the front and rear of locomotive wheels. Chocks must be placed under the front and rear of the middle wheel of the leading bogie on locomotives, preferably in the direction that the locomotive will next be driven from. At least two chocks must be used. More chocks may be placed under other wheels if deemed necessary.
- Place the drivers brake valve handles in the full release position to ensure the locomotive will not move. When satisfied the locomotive will not move, re-apply the independent brake.
- CLOSE BRAKE VALVE ISOLATING COCK
- Turn off Generator field switch, place the engine control switch in “idle” and shut the locomotive down using the engine stop button where provided.
- Remove reverser handle and brake valve handles and secure.
- Place the battery knife switch in the open position.
- Ensure Audible Warning Devices (Detonators) are secure correctly and remove from locomotive is necessary
- Close windows and doors.

STEAM LOCOMOTIVES:

- Ensure regulator is fully closed
- Move the reverser handle to the mid gear position
- Apply handbrakes to locomotive and tender where fitted.
- Open cylinder drain valve
- Place chocks under the front and rear of the middle driving wheel on the driver’s side. (Additional chocks to be used where required.)
- Place air brake valve handles in the full release position to ensure the locomotive will not move.
- Re-apply independent brake valve where fitted.
- Close brake valve isolating cock
- Turn off all steam and water valves and main steam valve
- Close fire hole door
- Turn off blower valve
- Isolate water gauge columns
- Empty water from kit bucket.
- Remove / secure kit and ensure audible warning devices (detonators) are stored correctly and remove them from the cab if necessary.

CARRIAGES:

- Part air hoses between the locomotive and leading carriage when un-coupling the locomotive and drain all air from train pipe
- Leave brake pipe air tap in the open position.
- Apply all handbrakes to carriages being stable.
- Place at least two chocks under the wheels of the leading bogie (additional chocks to be used where required.)
- Ensure all carriage windows and doors are closed and lock doors where required.

When stabling trains, locomotives and or carriages ensure that they are placed INSIDE the clearance points of two or more merging roads.

Where this may not be able to be carried out, protection of the obstruction must be provided. A red flag (during the day) and a red light at night must be displayed on any roads that may be affected. Points leading to the obstruction must be set to direct any possible conflicting movement away from the obstruction. Inform the Network Controller.