



PROCEDURE

When CPH railmotors are in operation the following procedure is to be adhered to in the driving cab of the leading vehicle.

1. The driver's side windows either side of the cab (where fitted) are to be left open at all times while the railmotor is in motion.
2. The seat next to the right hand window shall be reserved for a responsible person who has been instructed on, or is aware how to stop and secure the train in case the driver becomes incapacitated.
3. At any time other than shunting the railmotors to move without step 2 of this procedure being adhered to.
4. The person sitting in this seat shall be instructed on how to:
 - a. Shut the throttle.
 - b. Take the railmotor transmission out of direct drive if necessary.
 - c. Apply the brakes to stop the train in a safe location, i.e. not on bridges or in tunnels.
 - d. Secure the train with hand brake and the straight air brake.
 - e. Contact the guard and assist the driver.
5. The guard to take charge of the situation and get help, inform network control and make sure the train is secured.
6. Where intermediate CPH railmotors or trailers are present in a consist of three (3) or more vehicles, a passenger attendant must be employed. The passenger attendant will be qualified to stop the train in an emergency by the operation of the Emergency Brake Pipe Cock located in the Guard's compartment of the intermediate vehicle.
7. In the case of driver incapacitation, the guard or travelling fitter when present may be required to move the Railmotors to a location in advance, but only as far as the next station or safeworking location, or a place where emergency vehicles have access to the train. A relief driver must be sought in this instance.

RELATED DOCUMENTS:

- LVR Operator Specific LVOP 610
- LVR Operator Specific LVOP 614