DEALING WITH DISABLED TRAINS
LVOP 616

PROCEDURE

If a Lachlan Valley Railway Society train becomes disabled on the John Holland, ARTC and Sydney Trains Network it is to be secured, protected and correctly attached to any assisting train or locomotive and the train cleared from the section safely.

DRIVER:

1. Determine if the train requires assistance.
2. Determine the gross tonnage and if it is fit to move.
3. Advise the Network Control Officer.
4. Protect train and give assurance that it will not be moved, until the assisting train or locomotive arrives.

SUITABLE TYPES OF LOCOMOTIVES OR TRAINS CAPABLE OF ASSISTING OR RUNNING IN MULTIPLE WITH LVR TRAINS.

Where the Rear Vehicle or Lead Unit is fitted with an Automatic Coupler:

May be hauled or propelled by any steam, mainline diesel electric, branch line diesel electric, diesel-hydraulic or electric locomotive fitted with standard automatic coupler at the end to be attached to the disabled train.

Where the Rear Vehicle or Lead Unit is fitted with a Draw Hook Coupler and buffers:

May be hauled by any steam, mainline diesel electric, branch line diesel electric fitted with buffers, a draw hook and screw coupler, or full width buffer beam and transition link fitted to the automatic coupler or narrow width diaphragm beam buffers and transition link fitted to the automatic coupler at the end to be attached to the disabled train.

Where the Rear Vehicle or Lead Unit is a CPH Railmotor:

May only be hauled by another similar class of Railmotor or locomotive fitted with buffers and a draw hook or transition link capable of accommodating the emergency screw coupling. Brake pipe pressure on the assisting locomotive must be reduced to 425 kPa to ensure compatibility with the rail motor.

WHERE A LOCOMOTIVE HAULED TRAIN IS BEING PROPELLED

Any assisting (banking) propelling movement is governed by conditions outlined in the Train Operating Conditions Manual, Locomotive Operations, General Instruction Pages, Section 2, Page 1. Refer to text on Assisting (Banking) Locomotives, Distributed Power. Train Operations, Section 3, Page 1. Refer to text on Amalgamation of Trains

Four-wheel vehicles and vehicles with non-automatic couplers MUST NOT be marshalled in the consist that is to be propelled from the rear.

In the case of Distributed Power, four wheel vehicles and vehicles with non-automatic couplers MUST NOT be marshalled in advance of the distributed power locomotives.

If the Driver in the leading locomotive cannot apply the automatic brake.

MAXIMUM SPEED 10 km/h

If the Driver in the leading locomotive can only stop by using the emergency brake pipe cock.

MAXIMUM SPEED 25 km/h

If the Driver in the leading locomotive has full control of the automatic air brake.

MAXIMUM SPEEDSafe speed as outlined in TOC

Manual, General

Instruction Pages, Section 3,

Page 2, Train Speed.

The speed of the train must not exceed the maximum allowable speed for the slowest rated locomotive or vehicle in the consist, or the maximum allowable speed for a section of line, or any permanent or temporary speed restrictions over a portion of line.

RELATED DOCUMENTS:

- Sydney Trains Network Rule NTR 400
- Sydney Trains Network Rule NTR 416
- Sydney Trains Network Procedure NPR 720
- ARTC Network Rule ANTR 400
- ARTC Network Rule ANTR 416
- ARTC Network Procedure ANPR 720
- John Holland CRN Network Rule CNTR 400
- John Holland CRN Network Rule CNTR 416
- John Holland CRN Network Procedure CNPR 720
- LVR Operator Specific LVOP 606
- LVR Operator Specific LVOP 402
- Train Operating Conditions Manual