

Document Name:	Stabling Trains
Document No:	SMS-12-OS-0216

Stabling Trains

1. Introduction

This Operator-Specific (OS) Procedure is intended to ensure that a stabled train is secured against movement and unauthorised access.

Transport Heritage NSW operates heritage trains to remote areas, at times train crew and key maintenance personnel need to be accommodated on the train, in a sleeping car, for operational convenience and safety. The following procedure is to be adopted when stabling occupied THNSW vehicles on the Sydney Trains, John Holland CRN and ARTC Networks.

2. Responsibilities

The Operations and Rail Safety Manager is responsible for ensuring that all relevant THNSW personnel receive instruction in this procedure and understand its application in the workplace.

All Operations personnel qualified as Rail Safety Workers (RSW), are responsible for ensuring that this procedure is followed.

3. Related Documents

ANGE 200	Walking in the Danger Zone
ANGE 204	Network Communication
ANTR 422	Shunting at intermediate sidings
SMS-12-OS-0214	Shunting in THNSW yards and sidings
SMS-12-OS-0217	Securing a train on the Network
NLA 3800 Maldon - Berrima	Safe working Arrangements Thirlmere and Loco Workshop
NLA 3800 Maldon - Berrima	Operation of Oaks St Gates

4. Scope

This Procedure is approved by the THNSW Rail Safety & Operations Manager and applies to all safeworking crews stabling trains operated by Transport Heritage NSW either on the Thirlmere Heritage Railway or in yards, sidings and depots managed by other network owners or operators.

It also applies to staff, sub-contractors and volunteers accessing THNSW stabled trains in yards, sidings and depots managed by other network owners or operators.

5. Safety Factors

When stabling a train, Rail Safety Workers must consider the risks at the location. Pay special attention to:

- applying sufficient *handbrakes* (and chocks if necessary) to hold the train on the grade
- alighting from the safer side of the train
- climbing carefully down the side step
- avoiding manual handling injuries when applying handbrakes, lifting workbags on and off trains, etc.
- being aware of other *train* movements and people or equipment on or about the yard or depot

WARNING

**Loose or Gravitational shunting of any vehicles under any circumstances is
STRICTLY PROHIBITED**

6. Procedure – Stabling a Train without Passengers

6.1. Driver:

1. Reduce brake pipe pressure to zero.
2. Apply required number of handbrakes. Refer; SMS-12-OS-0217 Securing a train on the Network.
3. Cut out the Driver's control stand.
4. Switch off lights in the Driver's cab and forward crew compartment.
5. Lock the Driver's cab and forward crew compartment.
6. If the train can still move:
 - remain on the train and maintain brake pipe pressure

- contact a Maintenance representative and the Network Control Officer
- follow the Network Control Officer's directions.

6.2. Train Crew:

1. Go through the train and:
 - check that sufficient handbrakes have been applied
 - chocks have been positioned (against the falling side of the wheels if on a grade)
 - lock external doors and windows
 - lock the Driver's cab and crew compartment doors
 - turn off lights.

7. Procedure – Stabling a Train with Passengers

In addition to the stabling procedure listed above in **Section 6**, safeworking crews must abide by the following additional procedures:

7.1. Driver:

1. Inform the Network Control Officer that the train being stabled will be occupied.
2. Select a suitable road in the yard concerned, which is located furthest from the mainline and has platform facilities, if and where possible.
3. When the train is stabled wholly within the clearance points of the road, ensure that rail traffic is diverted away from that road by setting the points to direct rail traffic away from the stabled train, and placing a red flag in the four foot of the occupied road.

7.2. Guard / Fireman / Second Person:

1. Inform the Network Control Officer that the train being stabled will be occupied.
2. Select a suitable road in the yard concerned, which is located furthest from the mainline and has platform facilities, if and where possible.
3. When train is stabled wholly within the clearance points of the road, ensure that rail traffic is diverted away from that road by setting the points to direct rail traffic away from the stabled train, and placing a red flag in the four foot of the occupied road.
4. Arrange for a qualified worker to assist personnel wishing to alight or join the train as per Rule "ANGE 200 Walking in the Danger Zone"
5. All personnel are to be briefed by the Train manager/Guard as to the safety and evacuation plan in the event of an emergency.

7.3. Personnel staying on board:

1. Obey the directions of qualified worker when entering / exiting train.
2. Attend night time safety briefing and ensure the rooming list is correct.

...ooo000ooo...