



ARTzine



Issue Number 2

www.australianrailtraining.com.au

August 2008



Welcome to Issue 2 of ARTzine.

The feedback from our first issue of ARTzine has been fantastic. Thankyou to everyone who has subscribed or passed a copy on. Please see page 3 for our August subscriber competition.

Australian Rail Training prides itself on delivering the best training available – in both theory and practical. We try to ensure that every facet of training is delivered so we are asking our subscribers for feedback on any points you may feel have been missed in past training. If you have any feedback please drop Australian Rail Training a line and we will try to include it in our training packages. For example, there was a recent case where a trainee had difficulty in coupling up two heavy brake pipe hoses that were opposite each other and close to each other. This trainee had never been taught how to do this. Australian Rail Training has physically reconstructed the aforementioned scenario for the class room, therefore a trainee will know how to do this before he or she steps foot on a locomotive.

Housekeeping

Part of being a good trainee driver or a qualified driver is keeping the cab clean. This is not just for your benefit but also for your colleagues. Not all locomotives have paper towel or rags on board. Simply put a couple of rags in from home. When you spill coffee and the like simply wipe it up. Can you imagine what a locomotive cab would look like if no one cleaned up spilt drink stains?

Rubbish laying around is another thing to avoid and don't throw it out the window. The simple solution is to take a plastic shopping bag from home or even a bread bag. If the bag is full when you get off the locomotive, take it with you and put it in a rubbish bin at work or even one on a station platform if this is where you change over. Keep Australia beautiful and think of those getting on after you. If there is a broom or brush give the floor a quick sweep. Keeping dust out of the cab of a locomotive can be difficult, especially as door seals break down over the years.

To help keep the cab clean always ensure all trailing cab doors and windows are closed. As a trainee you are expected to do this. Before you leave the depot or yard do a quick check to make sure they are all closed. Simple things like the aforementioned will certainly imply that you are interested in your job and are willing to make an effort. This can go along way with senior drivers, remembering that these drivers were trainees once too and they all went through it. If you are lazy then don't expect to be looked after and taught a few things. Make the effort and you will reap the benefits.

Points to remember include

Respect for the company you work for.

Respect those you work with.

Respect the equipment you use.

Respect Control

Personal Protective Equipment (PPE)

Make sure you wear it! This includes lace up ankle high steel cap boots (these boots require that you have them laced up properly not with the laces hanging loose or removed), safety vest or long sleeve high visibility shirt. Gloves, safety glasses, ear plugs or ear muffs.

When working within Railcorp areas or with track maintenance trains a hard hat must also be worn.

Stay safe and be seen.

If any of your PPE is damaged or well worn have it replaced.



Editors Note

In issue 1 of ARTzine our Safety tip 10 raised some concerns that the locomotive was actually moving.

This was not the case as the image was part of a safety conference in Western Australia in 2006. The locomotive was actually stabled with a major engine failure.

A Drivers view

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Through the Bumberry Ranges. Bernie Baker image

Looking Back

Looking back along the train is part of the job on the locomotive and sometimes it is an awesome sight. While all locomotives are fitted with mirrors, they can often vibrate and not give a true reflection of what is happening along the train. Where safe and if the opportunity exists physically look back along the length of your train.

You do not need to stick your head right out the window, and check on every curve that is on your side but certainly keep an eye out regularly.

Look for anything that appears to be irregular such as smoke or sparks from either the train or trailing locomotives. Look for dragging equipment or shifted loads. Inform the driver that the train appears to be following in a safe and proper manner.

Do this whenever possible and also ensure that you get in the habit of checking the mirrors as well.



The slightly distorted view in a vibrating mirror.
Bernie Baker image

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ART's Safety Tip - 102



1. **DO NOT** step on the rail head. Your foot may roll and cause serious injury.
2. **DO NOT** cross within 10 metres of locomotives and rollingstock. If either is to move without warning you will have time to get out of harms way. Even if you know they are stabled, get into the habit, it could save your life.
3. **DO NOT** walk with your back to locomotives or rollingstock, be alert and look at all times.

The Workhorses

This month ARTzine covers the Victorian B class.

The B Class were the first mainline diesel-electric locomotives in Victoria. As a trainee you may see or even operate one of these former Victorian Railways locomotives. Twenty six of them were originally built between 1952 and 1954. All but 6 of these old girls are still around today in one form or another. They are powered by a normally aspirated GM V16- 567B engine producing 1650 hp (1500 hp at the rail head). 11 of them were rebuilt into the more powerful V/Line A class while others are owned by Chicago Freight Car Leasing Australia (CFCLA) and Southern Shorthaul Railroad (SSR). There are also several of them which have been preserved and are back in original VR blue and gold.



Above. B65 has been painted in a brilliant red, silver and yellow paint scheme that represents Australian modelling manufacturer, Auscision Models

Below. SSR's B61 clearly demonstrates the streamlined cabs at each end of the locomotive



Above. The drivers side of a B class. Displayed is the A7EL brake valves (left) and what is known as a 'drum controller'. Below. Preserved B74 (Preserved by Seymour Railway Heritage Centre) at South Dynon, Melbourne.



ARTzine Competition

Refer a friend to subscribe to ARTzine during August you will go onto the draw to win an A3 framed B Class collage.

All new subscribers will also go into the draw.

Entries close August 31 2008.

Good Luck!

Courses currently taking enrolments:

- Certificate II - Rail Operations 'Club Membership'
- Certificate IV - Frontline Management
- Senior First Aid
- OH&S Construction Induction (Green Card)
- Manual Handling
- Fire Protection
- Fatigue Management
- OH&S Committee Training

Student Staff.....

To those who signed up for Certificate II - Rail Operations during July thank you your welcome packs have been sent and your first course modules will be sent out on the 14th of August to those who have paid their enrolment fee. You will also receive your July bonus Cab Ride DVD. Please remember that the sooner you return your signed starter packs the sooner you can start your new career on the railways.

Have a question?
email us at
admin@australianrailtraining.com.au



Above. Waiting to be refurbished at SSR's Bendigo complex is former West Coast Railway B80. All images by Gerrie Baker

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