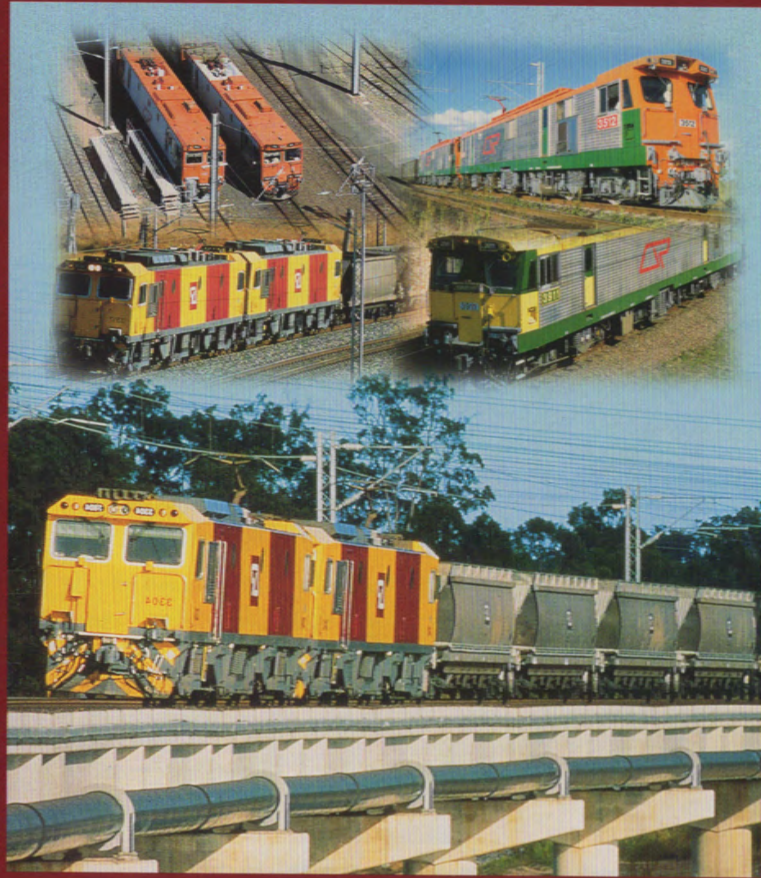


# Safe Driving Techniques



# What is Safe Driving?



## COAL AND MINERALS SAFE TRAIN DRIVING HINTS

Safe driving is a technique in improving driver safety performance. It has been developed by drivers, tutor drivers and T.M.I.O.s. It is not a competence but good practice that should be applied as a driving style.

The technique should be incorporated into all aspects of day to day driving, driver training and the driving assessment program. The principle of the driving method is based around thinking and acting more safely to vulnerable situations which could arise.

These driving techniques have been introduced as a guide for drivers. It is expected that situations will arise where these instructions cannot be applied fully and drivers would use their professional judgement to make the best possible arrangements.

MARCH 1998

# Safe Driving Practice

## APPROACHING A YELLOW SIGNAL

- Always initiate a positive action when approaching a yellow signal. This could be a reduction of train speed by shutting off power or applying the brakes – air or dynamic.
- Such positive action will be determined by the distance between the yellow signal and the next signal, the train weight, the speed of the train, grade and weather conditions.
- After passing a yellow signal always expect a red signal ahead unless the D.S.I. is lit. Only when it can be seen that the next signal is not at red should normal driving be resumed.
- Use your route knowledge and confirm the position of the next (red) signal in your mind.
- The traincrew member who first sights the signal will verbally identify the signal aspect and the signal name to the second crew member who will sight the signal and acknowledge by verbally confirming the signal aspect and name.





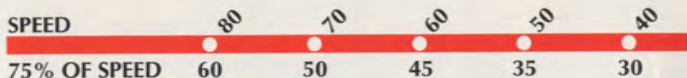
**Do not allow yourself to become distracted** when running under caution signals. Concentration should be focused on the stopping point before the next signal. Do not carry out other duties which would interfere with the observance of signals and speed boards, ie radio contact with control/depot.

Don't forget about a red signal if shunting or a station stop is made between the yellow and red signals.

If you have stopped to change crews or any other reason in a station yard and the next signal is not visible, approach with caution and be prepared to stop.

As a guide the following driving method should be used at yellow signals:

<b>WHEN APPROACHING A STEADY YELLOW SIGNAL</b>	Do not exceed 75% (¾ of road speed).
<b>FLASHING YELLOW SIGNAL (SPECIAL CAUTION)</b>	Reduce speed and do not exceed 40kph.
	Gradually reduce speed towards the red signal.



## GREEN SIGNALS

Do not drive believing that all signals will be green, even when Control states traincrew will have "green all the way", or similar comments.

## S.P.D. MAGNETS

Acknowledge S.P.D.

Use your route knowledge and confirm position of S.P.D. Magnet.

Call S.P.D. to other traincrew member to highlight the passing of the magnet.

## FOLLOWING ANOTHER TRAIN

When following another train on yellow aspects, hold back and maintain a speed consistent with the train ahead.

Never assume that a signal will clear. Always apply the safe driving practice when approaching yellow signals (see above).

## APPROACH CLEARING OF SIGNALS

Never assume that a red signal will clear, especially where a signal is approach cleared.

## STOPPING AT A RED SIGNAL

On approaching a signal that you rarely stop at or have never stopped at before, brake the train earlier.



- R.C.E. trains ensure E.R. drops within six (6) seconds after initiating a brake application.
- Never wait until the red signal comes into view before initiating a stopping action.
- Always stop short of a red signal. If in a yard, target the in clear marker where provided, or a point **50 metres** before the signal. When not in a yard, target a point approximately **150 metres** before the signal. If short of the targeted point or in clear marker ensure braking system is fully charged before moving.
- If in doubt as to the aspect displayed in a signal due to sunlight or other conditions, always treat the signal as red until advised by the train controller/local panel operator.
- The second driver may also be in a position to observe the signal for the driver.
- Use the driving methodology stopping guide if provided. Don't be put off by peer pressure.

NOTE: Report any situation that may have the signal sighting improved.

#### WHEN STOPPED AT A RED SIGNAL

- Fully apply the independent brake controller, monitor B.C. pressure and place the direction controller to the N position.



#### APPROACHING STOP BLOCKS OR ANOTHER TRAIN/ROLLINGSTOCK

- Reduce the speed of the train to no more than **10kph** at a point **150 metres** from the obstruction. Progressively reduce the speed of the train towards the stopping point.

#### LOW ADHESION AND SLIP/SLIDE CONDITIONS

- Do not rely heavily on Dynamic Brake in Critical Situation.
- Apply the brakes earlier.
- Use the gauge information.
- Carry out a running brake test if you suspect poor braking/rail conditions, so you can get a feel for the train and act accordingly. Note gauge information.
- Apply caution on the final approach to signals.
- Don't be tempted to release the brake.
- Apply sand if required.

#### EMERGENCY BRAKING

- If the service brake has failed or a collision requiring evacuation of the driving cab is imminent, place the brake controller to the Emergency position/open Emergency cock and leave it until the train has stopped.

