

20 August 1984

OPERATIONAL INSTRUCTIONS FOR LOCOMOTIVE  
TESTS IN NO 10 TUNNEL BETWEEN CLARENCE AND ZIG ZAG

NE TIMES SHOWN ARE 4 SECS  
BEHIND DIGI RECORDER

- A. DOWN RUN
1. Check speedo en route. *DML 1000 8114*
2. Synchronise watches at Mt Victoria during train examination.
3. Warm up train wheels by making air brake applications prior to No 10 Tunnel. Sound whistle after leaving No 9 Tunnel and passing signal on approach to No 10 Tunnel.
4. Maintain 54km/hr train speed entering No 10 Tunnel (or other speed nominated by test officer on locomotive if speedo found to be inaccurate).
5. Make an emergency brake application when front of locomotive reaches amber flashing light in No 10 Tunnel, 600m from entrance. Record time and speed when brakes applied. Mark position of front of locomotive on track. *\* ACTUAL BRAKING DISTANCE 393m.*
6. Train not to proceed until advice given by Mr Robinson that personnel have completed recording data and are clear of train. Record time when starting.
- B. UP RUN
1. Sound whistle before departing from Zig Zag Box. Train to be brought to a stand when front of locomotive reaches flashing amber light in No 10 Tunnel, 300m from entrance. Record time train stops.
2. Mark position of front of locomotive on track. Sound whistle and start train using notch 6 on throttle. Record time when starting.
3. Increase to notch 7 and then 8 after 15km/hr. Record time and speed going to notch 7 notch 8
4. Stop at Mt Victoria for removing instrumentation. Stop before western end of platform.
5. Respirators to collect from train. Mr Robinson to arrange.

HR	MIN	SEC	REMARKS
			57 km/h 81 km/h 55 km/h 80 km/h
			TRAIN SPEED 54 km/h by 1010 SPEEDO
3	26	47	BRAKES APPLIED
3	27	23	TRAIN STOPPED
4	20	35	
10	22	40	TRAIN STOPPED
10	24	53	STARTED
10	26	25	15 km/h to 7th NOTCH