Kirklees Light Railway – Diesel Driver Specification

Below is an outline of the minimum standard that all qualified Diesel Drivers on the Kirklees Light Railway must be able to meet. The ability to reach these standards will be assessed both practically and theoretically. All Diesel Drivers will be subject to a practical test prior to being passed out, this will be undertaken by the Operations Manager or someone appointed by him as competent to assess a Diesel Driver candidate. All Diesel Drivers will be subject to continual assessment both practical and theoretical.

There are two levels of Diesel Driver. Those who are considered fit for shunting and work train duties – Stage 1. Then there are those who are considered fit for hauling passenger trains – Stage 2. Diesel Drivers who are considered fit for stage 2 should be aware of all elements required to meet the minimum standard.

Theoretical assessment may be written or verbal and a note should be made in the driver's assessment.

Key (These are for categorisation purpose and not a training progression)

1. **Rules**
2. **Preparation of locomotive**
3. **Disposal of locomotive**
4. **Operation of locomotive and ancillaries**
5. **Locomotive specific failures and emergencies**
6. **Anatomy of locomotive**

Standard	**Assessment**
1.1 A Diesel Driver must have a clear understanding of the Rules and Regulations laid out in the current Issue of the Kirklees Light Railways rulebook.	Practical & Theory
1.2 A Diesel Driver must be fully conversant with all the hand, flag and colour light signals used on the Kirklees Light Railway.	Practical & Theory
1.3 A Diesel Driver must be able to demonstrate their understanding and competence in the rules and practices governing the operating of trains under all normal circumstances.	Practical & Theory.
2.1 A Diesel Driver must be able to carry out the daily inspection of their locomotive and identify potential defects.	Practical
2.2 A Diesel Driver must be able to read the locomotives fuel gauge glass to determine whether there is sufficient fuel for the days operation.	Practical
2.3 A Diesel Driver must be able to inspect the engine compartment of the locomotive for any visible signs of defect. This includes oil leaks (engine and transmission), damaged hoses, damaged wiring or defective belts and drive chains etc.	Practical & Theory
2.4 A Diesel Driver must be able to inspect the locomotives	Practical &

engine oil level and understand its reading and add oil if required without spillage.	
2.5 A Diesel Driver must be able to check the locomotives coolant level.	Practical
2.6 A Diesel Driver must be able to inspect the locomotives hydraulic oil gauge.	Practical
2.7 A Diesel Driver must be able to refuel the locomotive, perform this operation without spillage and take appropriate action if fuel is spilt..	Practical
2.8 A Diesel Driver must demonstrate their ability to lubricate the locomotives axleboxes.	Practical
2.9 A Diesel Driver must be able to lubricate the locomotives drive chains.	Practical
3.1 A Diesel Driver must be able to leave the locomotive on an evening, shut down and made safe.	Practical
4.1 A Diesel Driver must understand and be able to operate the locomotive and train braking systems, both to release and apply them, as well as associated equipment such as, reservoirs and fittings.	Practical
4.2 A Diesel Driver must understand and be able to operate appropriately the hydraulic control of each locomotive and understand its effect on the operation of the locomotive under differing conditions of load, adhesion and gradient..	Practical
4.3 A Diesel Driver must be able to operate appropriately the throttle of each locomotive under differing conditions of load, adhesion and gradient.	Practical
4.4 A Diesel Driver must be able to demonstrate smooth control when moving away either light engine or hauling rolling stock and when performing shunting movements.	Practical
4.5 A Diesel Driver must be able to demonstrate control of their locomotive and correct observance of signals when coupling up to rolling stock.	Practical
4.6 A Diesel Driver must be able to demonstrate that they are able to bring the train to a smooth halt in the appropriate position in stations and passing loops.	Practical
4.7 A Diesel Driver must be able to demonstrate that they are capable of controlling their train. This includes appropriate use of the hydraulic control and brakes under all conditions of gradient, adhesion and operating eventuality.	Practical
4.8 A Diesel Driver must be able to demonstrate that they understand how to operate their locomotive/train appropriate to the circumstances. This includes control during shunting maneuvers, passing through stations and permanent way slacks as well as open line running.	Practical and Theory
4.9 A Diesel Driver must be able to demonstrate that they have thorough route knowledge. This includes changes of gradients,	Practical and Theory

speed limits, signaling points, whistling points, crossings, names or identification of lineside features and positions of mileposts.	
4.10 A Diesel Driver must be able to demonstrate their ability to work with their guard or shunter to ensure all operations are carried out safely, correctly and smoothly.	Practical
5.1 A Diesel driver should be able to identify possible causes of failure such as when the hydraulic oil has overheated.	Practical and Theory
5.2 A Diesel driver should be able to demonstrate a controlled emergency stop on an uphill and a downhill gradient.	Theory
6.1 A Diesel Driver should be able to identify and understand the function of all cab controls and fittings.	Practical
6.2 A Diesel driver should be able to demonstrate understanding of the function and operation of the hydraulic transmission and identify the principle components.	Theory
6.3 A Diesel Driver should be able to identify and understand the basic components of the locomotive rolling chassis including frames, wheelsets and springing etc.	Theory
6.4A Diesel Driver should be able to identify and understand the principle components of the braking systems such as the compressor, reservoir and drain, relief valve, pressure regulator and main brake valve.	Theory and practical.

Specification Dated: 31st August 2011 – To be reviewed at periodic intervals