GOVERNMENT RAILWAYS ACT, 1904-1963.

Railways Department,
Perth, 7th April, 1965.

THE Western Australian Government Railways Commission, in exercise of the powers conferred on it by section 23 of the Government Railways Act, 1904-1963, doth make the by-laws set out hereunder.

C. EIVERS,
Deputy Commissioner of Railways.

Schedule.

By-laws.

1. In these by-laws, the by-law published, as By-law Number 54 of the Railway By-laws, in the *Government Gazette* on the 14th May 1940, and amended from time to time thereafter by by-laws published in the *Government Gazette,* is referred to as the principal by-law.

Principal by-law.

2. The Schedule to the principal by-law is amended—

(a) as to rule 75, by adding, immediately after the word, "circumstances," being the last word in subparagraph (v) of paragraph (b) of subrule (1), the passage, "and the Driver must be instructed to comply with subrule (6) of rule 79 of these rules"; and

Schedule amended.
R.75 amended.

(b) as to rule 274, by substituting for subrule (3) the following subrule:—

R.274 amended.

(3) In the event of the signal failing to go to *Proceed* upon the operation of the apparatus controlling it, the apparatus must again be operated and, in the event of the signal again failing to go to *Proceed*—

(a) if the track indicator shows that the track is unoccupied, the signalman must treat the signal as defective and work the train in accordance with rule 115 of these rules; and

(b) if the track indicater shows that the track is occupied and the signalman is unable to see whether or not a train is in the next track section or verify that the preceding train has cleared it, he must, after waiting a period of five minutes, work the train in accordance with rule 115 of these rules, first informing the Driver and Guard of the circumstances and instructing the Driver to comply with subrule (6) of rule 79 of these rules.