

RB301

GOVERNMENT RAILWAYS ACT 1904

By-Law 54 Amendment (No. 4) 1990

Made by the Western Australian Government Railways Commission and approved by the Governor in Executive Council.

Citation

1. These by-laws may be cited as *By-Law 54 Amendment (No. 4) 1990*.

Principal by-law

2. In these by-laws, by-law 54 of the *Railway By-Laws** is referred to as the principal by-law.

[*Published in the Gazette of 14 May 1940 at p. 789. For amendments to 9 October 1990 see pp. 249-50 of 1989 Index to Legislation of Western Australia and Gazettes of 17 and 24 August 1990.]

Rule 336 amended

3. Rule 336 of the principal by-law is amended in subrule (2) by deleting paragraph (d) and substituting the following paragraph—

- “ (d) ensure that the required number of hand brakes are applied to prevent the train from moving, in accordance with the automatic air and vacuum brake instructions (in the General Appendix), and in the case of passenger carriages not equipped with hand brakes place 4 sprags in the wheels of the vehicles, applying the hand brakes or sprags—
- (i) to the rearmost vehicles in the case of an ascending gradient; or
 - (ii) to the foremost vehicles in the case of a descending gradient; ”.

Rule 392 amended

4. Rule 392 of the principal by-law is amended—

- (a) in subrule (1) (b) by deleting subparagraph (i) and substituting the following subparagraph—

- “ (i) apply the required number of hand brakes in accordance with the automatic air and vacuum brake instructions (in the General Appendix) to prevent the portion of train that has been left in the section from moving, and in the case of passenger carriages not equipped with hand brakes place 4 sprags in the wheels of the vehicles, applying the hand brakes or sprags—

- (A) to the rearmost vehicles in the case of an ascending gradient;

or

(B) to the foremost vehicles in the case of a descending gradient,

and protect it in the rear and the front in accordance with rule 341 of these rules; ”;

and

(b) in subrule (2) by deleting paragraph (a) and substituting the following paragraph—

“ (a) apply the required number of hand brakes in accordance with the automatic air and vacuum brake instructions (in the General Appendix) to prevent the portion of the train from moving, and in the case of passenger carriages not equipped with hand brakes place 4 sprags in the wheels of the vehicles, applying the hand brakes or sprags—

(i) to the rearmost vehicles in the case of an ascending gradient;

or

(ii) to the foremost vehicles in the case of a descending gradient; ”.

Rule 452 repealed and a rule substituted

5. Rule 452 of the principal by-law is repealed and the following rule is substituted—

Precautions before locomotives are detached from trains

“ 452. Where a train has been brought to a stand on a running line and it is necessary to detach the locomotive from the train for shunting or for any other purpose, the Guard, or if the train is operated by a 2 man crew, the Driver's Assistant must—

(a) apply the continuous brake to the portion of the train left on the running line; and

(b) if the portion of the train left on the running line is to remain without the locomotive attached for longer than 30 minutes, apply the required number of hand brakes, before the locomotive is uncoupled, in accordance with the automatic air and vacuum brake instructions (in the General Appendix) to prevent the train from moving, and in the case of passenger carriages not equipped with hand brakes place 4 sprags in the wheels of the vehicles, applying the hand brakes or sprags—

(i) to the rearmost vehicles in the case of an ascending gradient; or

(ii) to the foremost vehicles in the case of a descending gradient; ”.

The Common Seal of the Western Australian Government Railways Commission was hereunto affixed in the presence of—

J. I GILL, Commissioner.
F. D. MUNYARD, Secretary.

Approved by the Governor in Executive Council.

G. PEARCE, Clerk of the Council.