

RAILWAYS**GOVERNMENT RAILWAYS ACT 1904****BY-LAW 54 AMENDMENT 1990**

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

Citation

1. These by-laws may be cited as *By-law 54 Amendment 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 page 789. For amendments to 18 January 1990 see pp. 256-257 of 1988 Index to Legislation of Western Australia and Gazettes of 13 and 27 October 1989.].

Part XVII amended and a new Part inserted

3. Part XVII in the Schedule to the principal by-law is amended by deleting everything following rule 282 in that Part and substituting the following Part—

“ **PART XVIIA—TRAIN ORDER RULES**

Division 1—Preliminary

Interpretation of Part

283. In this Part, unless the contrary intention appears—

“fulfilled”, in relation to a train order, means that the order has been complied with fully;

“on-track machine” means any track maintenance machine which is power operated, self propelled and flange wheel mounted, but excludes locomotives and rail cars;

“qualified employee” means an employee who has satisfied the Commission, through an examination procedure approved by the Commission, of a satisfactory ability to receive a train order;

“section” means that portion of railway-line between—

- (a) 2 adjoining train order crossing stations;
- (b) 2 adjoining train order non-crossing stations; or
- (c) an adjoining train order crossing and a train order non-crossing stations;

“superior train order station” means a train order crossing station protected by fixed signals, and attended by a qualified employee or station master;

“train controller” means an officer qualified, through an examination procedure approved by the Commission, in the system of train orders and a reference to the area of that train controller is a reference to the area of train order territory in which the train controller is responsible for controlling train movements in accordance with rule 286;

“train order” means an instruction issued under this Part by the train controller for the movement of a train or an on-track machine through a section or sections of line;

“train order crossing station” means a station within, or bordering on, any train order territory, at which the track configuration allows trains to pass each other;

“train order non-crossing station” means a station within, or bordering on, any train order territory, at which the track configuration does not allow trains to pass each other;

“train order station” means a station at which train orders may be received, and which may or may not be in train order territory;

“train order territory” means the line of railway or portion of a line of railway declared under rule 285 to be train order territory.

Application of Part

284. In addition to rules 148 to 164 (entitled “General Absolute Block” rules) this Part applies to, and with respect to, the control of train and on-track machine movements in train order territory.

Declaration of train order territory

285. (1) The head of the Operations Branch may declare in writing that a line of railway, or a portion of a line of railway described in the declaration, is train order territory and in that declaration shall state—

- (a) that the system of train orders applies to and with respect to the control of train movements in that territory;
- (b) the day from which the line or portion of line is to be train order territory (which shall be later in time than the day on which the declaration is published in the working timetables in accordance with subrule (2)); and
- (c) that the line of railway or portion of line shall be train order territory, only until—
 - (i) the time specified in the declaration; or
 - (ii) a declaration is made stating that the line or portion of line is no longer train order territory.

(2) A declaration made under subrule (1) shall be published in the working timetables, and notice of the declaration shall be published in the weekly notices next following the making of the declaration.

Train controller to be responsible for area of train order territory

286. A train controller is responsible for controlling train movements, and the system of train orders, in such area of train order territory as is specified by the Head of the Operations Branch, from time to time, by written notice given to that train controller.

Train controller to supply "train working advice"

287. (1) The train controller responsible for an area shall ensure that the Driver and guard of each train originating in or entering that area is supplied with a "train working advice" (Form 42) completed in accordance with this rule detailing all trains operating over the sections in which the train will run.

(2) A train controller shall ensure that the "train working advice" (Form 42) referred to in subrule (1) contains—

- (a) particulars of any preceding train which has not left the section or has not yet arrived at the next superior train order station to which the train referred to in subrule (1) was proceeding;
- (b) details of the next train to follow the train referred to in subrule (1); and
- (c) details of all trains travelling in the opposite direction to the train referred to in subrule (1) which are to operate between the station of issue and the station—
 - (i) at which the train completes its journey; or
 - (ii) at which the train leaves the area controlled by that train controller, and another "train working advice" is to be issued,

which are exhaustive for the period that the train referred to in subrule (1) is in the train controller's area.

(3) subject to subrule (5), a train controller shall supply the information referred to in subrule (2) to—

- (a) the station master of; or
- (b) a qualified employee at,

an attended station to which the information relates.

(4) The station master or qualified employee who receives information under subrule (3) shall fill out a "train working advice" (Form 42) and pass this advice on the relevant Driver and guard in accordance with the directions of the train controller.

(5) Where the train originates at an unattended station, the Driver of that train shall obtain the information referred to in subrule (2) directly from the train controller for the area, and shall fill out a "train working advice" (Form 42) prior to departure.

Persons who may issue and receive train orders

288. (1) only a train controller shall issue a train order.

(2) A train controller shall issue a train order only—

- (a) directly to a train driver;
- (b) to a train driver via a qualified employee; or
- (c) to a person authorized to receive the train order under this Part.

(3) Only the persons referred to in subrule (2) (a), (b) and (c) may receive a train order.

Train orders to be obeyed

289. A person to whom a train order has been issued and who has received that order in accordance with this Part, shall obey that order except to the extent that the order is cancelled under rule 301.

*Division 2—Form and procedure for a train order***Abbreviations that may be used in train orders**

290. A person issuing, communicating or receiving a train order shall not use any abbreviation in writing a train order other than an abbreviation in column 2 of the Table to this rule, which may be used only as an abbreviation for the word set out in column 1 of that Table opposite the abbreviation.

Table	
Column 1	Column 2
number	NO
light engine	LE
locomotive	LOCO
railcar	RC
passenger	PASSGR
minutes	MINS
station master	SM
kilometres	KM
on-track machine	TM

Methods by which train orders may be communicated

291. A person who may communicate a train order under this Part shall not use any means to communicate a train order other than the following—

- (a) direct oral communication;
- (b) written communication;
- (c) communication by telephone;
- (d) communication by telex;
- (e) communication by radio; or
- (f) communication through the departmental computer network, unless specifically empowered to do so in this Part.

Content of train orders

292. A train controller who issues a train order shall ensure that—

- (a) the train order does not contain information or instruction not essential to train movements;
- (b) the train order is brief and recorded in the form of Form 40 as provided by this Part;
- (c) the train order form is serially numbered and that the order is in the correct sequence according to the number;
- (d) the serial number is communicated to the receiver of the train order;
- (e) where there is more than one Driver working a train, the train order is communicated to each Driver, by simultaneous transmission where practicable;
- (f) the train order contains the train number of all the trains to which the order relates (as designated for the trains in the working timetables);
- (g) the train order contains the number of the train locomotive or railcar to which the order relates, or if there is more than one locomotive or railcar attached to the train, the number of the leading train locomotive or railcar; and
- (h) combinations of on-track machines are identified by the individual number of each on-track machine.

Preparation of train orders

293. (1) When preparing a train order, a train controller shall—

- (a) address each train order to those who are to execute it, naming the station or location where it is to be received;
- (b) address each train order for a train, or on-track machine, to the Driver or employee in charge by name; and
- (c) show on the train order form (Form 40)—
 - (i) the individual identifying number of the leading locomotive or railcar on each train; and

(ii) the individual identifying number of any on-track machine to be crossed or passed.

(2) A train controller shall prepare each train order prior to communicating it to the recipient, and shall not communicate a train order from memory, or memoranda other than Form 40.

(3) A train controller who issues a train order shall ensure that the order details any crossings or passings with other trains, in the section to which the order relates, but shall not detail more than one crossing or passing in one train order.

(4) Notwithstanding subrule (3), where a train is to be crossed or passed at a station at which the train order is fulfilled, that crossing shall also be included in that train order.

(5) When more than one train travelling in the same direction is to cross with a train or trains travelling in the opposite direction, at the one train order station, the train controller shall detail all trains involved in the crossing in the train orders issued to the Drivers of those trains.

(6) In issuing the train order, the train controller, and the qualified employee or Driver or any other recipient under this Part, shall ensure—

- (a) that the train orders are brief, copied onto the correct forms and without erasure, alteration or interlineation;
- (b) that, once the train order has been communicated, no information is added or subtracted;
- (c) that letters, words and numerals in train orders are not surrounded by brackets, circles or other characters when copied onto the correct forms; and—
- (d) that a consecutive serial number is allocated to, and communicated with the train order,

when either the train controller or qualified employee communicates, or the qualified employee, Driver or other recipient authorized by this Part receives the train order.

Issue of train orders by train controller

294. (1) train controller shall issue a train order—

- (a) before any train enters a section in the train controller's area;
- (b) when an existing train order is cancelled by the train controller;
- (c) when a section in the train controller's area is closed under rule 561; and
- (d) in any other circumstances provided in this Part.

(2) A train controller may issue a train order to apply—

- (a) to an unlimited number of train order sections, provided no more than one intermediate crossing is made en route; and
- (b) through and beyond a superior train order station provided such station is still in the train controller's area.

Communication of train orders by train controller

295. (1) In communicating a train order, a train controller shall state, using whatever means of communication is being utilized, the number of copies of train order forms which are to be filled out by the recipient, including the original.

(2) Where a train order is communicated by direct oral means, telephone or radio, a train controller shall plainly pronounce—

- (a) the names of stations and all Locations and then spell the names letter for letter (as an example, Moora becomes—Moora, spelled M-O-O-R-A); and
- (b) all numerals and then enunciate those numerals digit by digit (as an example train 5203 becomes—Train 5203, FIVE-TWO-ZERO-THREE),

and the recipient shall repeat the train order in the same fashion.

(3) A train controller issuing a train order shall acknowledge and underline the train order on the train order form (Form 40) word for word, and numeral for numeral as it is being repeated back by the recipient.

(4) Where a train order is communicated to 2 or more Drivers simultaneously by a train controller, the train controller shall acknowledge and underline the train order on the train order form (Form 40) word for word, and numeral for numeral to denote the repetition by each Driver.

(5) Where a recipient has completed the repetition of the train order under this rule, the train controller who issued the train order shall reply "complete" and endorse "complete" on the train order form (Form 40), together with the time and name of each recipient.

Receipt and distribution of train orders—General

296. (1) A recipient receiving a train order shall prepare the number of copies which the train controller tells him or her to prepare, and shall do so by using that number of Forms 41 which are printed on self carbonating paper.

(2) Copies of received train orders shall be distributed by the recipient as follows—

(a) where the recipient is a qualified employee—

- (i) the original to the Driver;
- (ii) the next copy to the Driver of the assistant locomotive (where applicable); and
- (iii) the final copy retained and filed in the office in which it was received;

(b) where the recipient is a Driver—

- (i) the original is retained by the Driver; and
- (ii) the next copy to the Driver of the assistant locomotive—
 - (A) if there is an assistant locomotive; and
 - (B) if the Drivers of both locomotives are not in radio contact;

or

(c) where the recipient is any other employee authorized to receive a train order under this Part—

- (i) the original is retained by that employee; and
- (ii) the next copy is retained and filed in the office in which it was received.

(3) Immediately on receiving a train order, a Driver shall show that train order as set out on the train order form (Form 41) to the Driver's assistant.

(4) When a Driver shows a Driver's assistant a written train order under subrule (3), that Driver's assistant shall—

- (a) peruse the contents of the train order;
and
- (b) when that Driver's assistant has fully understood the train order, sign that train order form in the space provided.

Communication and receipt of train orders— En route or indirectly

297. (1) Where a qualified employee is present at a station, that qualified employee shall receive all train orders communicated to that station.

(2) Subject to subrule (3), where a train controller establishes that a qualified employee is not present at a station to which a train order was to be communicated, the train controller shall communicate that train order directly to the Driver or Drivers to whom it is issued.

(3) A train controller may communicate a train order to a Driver who is not at a station only if the Driver and the train controller are in direct radio contact.

(4) Where a Driver who is not at a station receives a train order, that Driver shall substitute for the station name, the kilometreage marker where the transmission first occurred as the identification of location on the Form 41 form.

Understanding of train orders before proceeding

298. (1) If a Driver is not confident that he or she, and the Driver's assistant, have both fully understood a train order received by the Driver, the Driver shall not proceed into the section to which the train order relates.

(2) When a Driver is relieved by a relief Driver, the relief Driver and that relief Driver's assistant shall sign any unfulfilled train order form (Form 41) in the spaces provided before proceeding under the direction of that train order.

Change of train controller on duty

299. When a train controller is to go off duty—

- (a) that train controller shall—
 - (i) note details of any train orders which are not fulfilled or cancelled in a book kept solely for this purpose; and
 - (ii) sign the book referred to in subparagraph (i); and
- (b) the train controller replacing that train controller shall read and sign the book referred to in paragraph (a) (i).

Change of qualified employee on duty

300. (1) A qualified employee who receives a train order shall communicate it to the Driver to whom it is issued as soon as is practicable.

(2) When a qualified employee—

- (a) has received a train order from a train controller; and
- (b) is to go off duty before communicating a train order to the Driver to whom it was issued, that qualified employee shall—
- (c) enter details of the uncommunicated train order in a book kept solely for this purpose; and
- (d) ensure that the replacement qualified employee is informed of any uncommunicated train orders.

(3) When a qualified employee replaces another qualified employee who is to go off duty, the replacement employee shall—

- (a) read the book described in subrule (2) (c); and
- (b) endorse each entry in respect of uncommunicated train orders in the book described in subrule (2) (c).

Cancellation of train orders

301. (1) A train order is cancelled when the train controller who issued that order cancels the order—

- (a) by communicating an order cancelling the existing order; or
- (b) by replacing the existing order with a further train order.

(2) A train controller who cancels a train order before it is fulfilled in accordance with subrule (1) shall communicate that cancellation, and any replacement order directly to the driver, or drivers, or, where applicable, to a relief driver to whom it is addressed and not via a third person.

Procedure for cancellation of Forms 40 and 41

302. (1) A person shall only cancel a Form 40 or 41 if—

- (a) that person has made an error in preparing or receiving a train order on that form;
- (b) the order written on that form has been cancelled by the train controller responsible for that area; or
- (c) the order written on that form has been replaced by the train controller responsible for that area.

(2) Subject to subrules (3) and (4), a person who cancels a Form 40 or 41 under subrule (1) shall—

- (a) write "cancelled" on the form in block letters;
- (b) attach that form to the relevant record book;
- (c) if not the train controller, advise the train controller of the cancellation; and
- (d) forward the cancelled form to the area manager as soon as is practicable.

(3) When a train controller issues a train order which replaces an order which has not been fulfilled, the train controller, and the Driver of each train involved at the direction of the train controller, shall write "cancelled beyond ..." in block letters on the replaced train order form.

(4) Where a train order has been fulfilled—

- (a) the train controller who issued that order; and
- (b) the Driver, or Drivers to whom that order is issued,

shall write "fulfilled" in block letters on the Form 40 or 41 respectively which was filled out for that train order.

*Division 3—Train working under train orders***Station limit and indicator cards**

303. (1) The Head of the Operations Branch shall ensure that each train order crossing station has—

- (a) “station limits” boards placed at a distance of approximately 50 metres from the outermost set of facing points fitted with point indicators; and
- (b) reflecting indicator boards located at all approaches to the station at a distance of 550 metres from the “station limits” boards,

prior to the issue of a train order which includes that station.

(2) The Head of the Operations Branch shall ensure that each train order non-crossing station has—

- (a) “station limits” boards placed at the outer limits of the station; and
- (b) reflecting indicator boards located at all approaches to the station at a distance of 550 metres from the “station limits” boards,

prior to the issue of a train order which includes that station.

Working of trains at unattended train order crossing stations

304. (1) When a train order issued to a Driver becomes fulfilled at an unattended train order crossing station, that Driver shall—

- (a) proceed into the station on the main line;
- (b) halt the train, unless the train order states otherwise; and
- (c) contact the train controller for that area to receive any further train order.

(2) When one train is to pass another train at an unattended train order station the Driver of the passing train shall slow that train, and prepare to stop short of any obstruction between the “station limits” boards and the facing points, until the “proceed” signal is obtained from the Driver’s assistant on the train to be passed.

Working of trains at unattended train order non-crossing stations

305. When a train order issued to a Driver becomes fulfilled at an unattended train order non-crossing station, that Driver shall—

- (a) proceed into the station on the main line;
- (b) halt the train, unless the train order states otherwise; and
- (c) contact the train controller for that area to receive any further train order.

Crossing or passing under train orders in general

306. (1) A person who has received a train order which refers to a crossing shall—

- (a) request information from the train controller as to the whereabouts of any other train referred to in that order; and
- (b) ascertain, to the best of his or her ability, whether a Driver or a qualified employee on any other train referred to in that order has also been issued with a train order which includes that crossing.

(2) Where a person has ascertained, under sub-rule (1), that a Driver or qualified employee on another train—

- (a) has also been issued with a train order including that crossing, that person shall request the train controller to make a check on the station where the crossing is to take place; or
- (b) has not been issued with a train order including that crossing and is referred to in that order, that person shall request the train controller to issue a train order to the Driver or qualified employee of that train.

(3) train controller shall comply with a request made under subrule (2).

(4) A Driver shall not drive a train from a station at which a crossing or passing is to take place under a train order until—

- (a) the Driver has ascertained that all of the second train has arrived; or
- (b) the Driver has received a further train order from the train controller for that area authorizing that Driver to do so.

- (5) train controller who cancels a train order which—
- (a) included a crossing or passing; and
 - (b) has not been fulfilled,

and replaces that order with a further train order, shall not authorize a Driver by train order to proceed beyond the crossing or passing station indicated in the cancelled train order until that train controller has issued the second train's Driver with a train order detailing the altered crossing.

(6) person receiving a train order which does not include a crossing shall check with the train controller to confirm that no train is to be crossed.

(7) A train controller, after communicating a train order, shall endorse on the form on which the order was prepared the time and name of the person who requested, received or checked information under subrule (1), (2) or (6).

Driver to report

307. (1) A train controller may include in a train order an instruction for the Driver to whom it is issued to report at places specified in the order that, in the opinion of the train controller, are necessary for train working, and the Driver shall comply with the instruction as soon as is practicable.

(2) When the Driver of a train is of the opinion that the train is losing, or has lost, excessive time in a section, the Driver shall report to the train controller responsible for that section as soon as is practicable.

(3) Where the leading locomotive or railcar is replaced en route, the Driver shall report the replacement to the train controller for the area where the replacement took place as soon as is practicable.

(4) Upon receiving a Driver's report under subrule (3), the train controller shall cancel the train order which is in force at the time and, after communicating the cancellation to the Driver involved, shall issue a replacement train order which includes the number of the replacement locomotive or railcar.

Record of train running

308. (1) When the Driver of a train is in radio contact with a train controller, that Driver shall supply to that train controller the times that the train passes through train order crossing and non-crossing stations as this occurs.

(2) When the Driver of a train is not in radio contact with a train controller, the Driver's assistant shall record the times that the train passes through train order crossing and non-crossing stations and supply these times to a qualified employee at the next attended station, or as otherwise instructed by a train controller the last time contact was made.

Train orders not to apply to movements at certain stations

309. The train controller shall not issue train orders regarding control of train movements at superior train order stations, and at train order crossing stations, when a qualified employee is on duty.

Division 4—Accident, breakdown and communication failure

Partial mechanical failure

310. (1) subject to subrule (3), when a Driver intends to take a locomotive and a portion of a train to a station and leave a portion of that train on the track between stations due to mechanical difficulties, the Driver shall first—

- (a) advise the train controller responsible for the area of the location of the portion to be left, and of the mechanical difficulties; and
- (b) ensure that, if there is a guard on the train that the guard is able to remain with the portion of the train to be left.

(2) Upon arrival at the station, the Driver shall advise the train controller, or signaller if the station is attended—

- (a) that the first portion of the divided train has arrived; or
- (b) that the second, or final portion of the divided train has arrived.

(3) Rule 342 applies when a Driver is unable to contact the train controller for that area to advise of the circumstances in subrule (1) (a).

(4) When a train order provides for a crossing at the station to which the first portion of the divided train is being taken, and the train to be crossed is met at that station on arrival of the first portion, the Driver of the divided train shall halt the locomotive with that portion at the facing points and inform the Driver of the train to be crossed of the mechanical failure and existing circumstances.

(5) Under any other circumstances of partial mechanical failure, the Driver shall advise the train controller for that area of the circumstances surrounding that mechanical failure, and the train controller—

- (a) may issue a new train order to replace the existing train order if the train controller feels it is inadequate under the circumstances; and
- (b) shall ensure that the guard of any divided train is informed of any changes made, either by direct communication or oral delegation of this responsibility to the Driver.

(6) when the rear portion of the divided train has been removed from the section—

- (a) the guard; or
- (b) in the case of a two-man crew, the Driver,

shall report the situation to the train controller for that area immediately.

Complete mechanical failure

311. (1) Where, due to accident or mechanical failure, a Driver wishes to request a relief locomotive to remove a train which has broken down—

- (a) the Driver shall contact the train controller for the section and explain the circumstances surrounding that request; and
- (b) rule 341 shall apply.

(2) On being contacted by a Driver with a request for a relief locomotive, a train controller may—

- (a) cancel the train order held by the Driver of the disabled train; and
- (b) issue a further train order—
 - (i) authorizing the Driver of a relief locomotive to proceed into the section to the disabled train and to remove that train; and
 - (ii) clearly detailing the location of the disabled train.

(3) The Driver of a relief locomotive shall arrange removal of a disabled train from the section in accordance with directions given in the train order made under subrule (2) (b) (if any), a copy of which is to be shown to the Driver of the disabled train.

(4) The train controller referred to in subrule (2) shall notify an employee at the attended stations on each side of the breakdown site when the section is clear.

Partial or temporary failure of communications

312. (1) where temporary interruption of communications between the train controller and the stations or trains where train orders are to be received occurs, either a qualified employee on, or the Driver of, the train who is unable to contact the train controller for the area directly shall attempt to contact any other station which may be able to communicate with the train controller.

(2) when contact is made by means of subrule (1), the train controller for the area may issue the required train order to the station through which contact has been made, and the recipient at that station shall repeat that train order to either the qualified employee, or the Driver, in subrule (1) in accordance with the procedure in Division 2.

Total failure of communications

313. (1) when a train order has been fulfilled and in a Driver's opinion none of the means of communication specified in rule 291 is available, the Driver's assistant shall, after consultation with the Driver—

- (a) obtain a book of train order forms (Form 41);
- (b) establish communication with a nearby station by any other means of communication available; and
- (c) where necessary receive any further train order for delivery to the Driver of the train.

(2) The Driver of a train shall ensure that the train does not proceed beyond the station at which a train order is fulfilled, until a further train order has been received authorizing the Driver to do so.

(3) Where the communication of train orders in a train controller's area of train order territory is possible only using a locomotive's on-board communication facilities, and those facilities are inoperative, the Driver of that locomotive shall ensure that the locomotive does not enter that area of train order territory until those communication facilities are operating correctly.

Transmitted To *Station/Location
At Hours

Train Controller _____

Repeated From *Station/Location
At Hours By *Driver/Qualified Employee
Date 19

Particulars of Train Order No. Issued to Opposing
Train No.

Repeated to *Station Master/Driver
At *Station/Location at Hours

*Delete as Necessary

Form 41

(Part XVIII of by-law 54)

GOVERNMENT RAILWAYS ACT 1904

Western Australian Government Railways Commission

TRAIN ORDER (Receipt)

Train Order No. Date 19.....
To Driver Train No.....
*Locomotive/Railcar No.
at *Station/Location

Transmitted To *Station/Location
At Hours

Train Controller _____

Repeated From *Station/Location
At Hours By *Driver/Qualified Employee
Date 19

Driver's Assistant
The directions contained in this
train order are fully understood

.....
Driver's Assistant

(1)
**Relief Driver's Assistant

(2)

*Delete as Necessary
**Where Applicable

**Relief Driver
The directions contained in this
train order are fully understood

(1)

**Relief Driver

(2)

(3)

Form 42

(Part XVIII of by-law 54)

GOVERNMENT RAILWAYS ACT 1904

Western Australian Government Railways Commission

TRAIN WORKING ADVICE

To:—

Driver of Train No.

Locomotive No. Date

At Time

Train Order Territory

Details of trains expected to be operating between and during the passage of your train between those points, and the latest advice on their positions are shown below—

Opposing Trains

No. *Departed/*Expected Depart at (Time)

No. *Departed/*Expected Depart at (Time)

No. *Departed/*Expected Depart at (Time)

No. *Departed/*Expected Depart at (Time)

Preceding Trains

No. Last Reported Arriving at (Time)

No. Last Reported Arriving at (Time)

No. Last Reported Arriving at (Time)

Following Train

No. Expected Depart at (Time)

.....
.....
.....
.....

*Delete Words not required.

(Signed)

*Qualified Employee

*Train Controller

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

Dr. J. I. GILL, Commissioner.

F. D. MUNYARD, Secretary.

Approved by His Excellency the Governor in Executive Council.

G. PEARCE, Clerk of the Council.