

Queensland Railways
Brisbane, 1st November, 1990

HIS Excellency the Governor, acting by and with the advice of the Executive Council, has, in pursuance of the provisions of the *Railways Act 1914-1989*, been pleased to approve of the following By-law made by the Commissioner for Railways.

D. J. HAMILL
Minister for Transport and
Minister Assisting the Premier
on Economic and Trade Development

By-law 1235

In pursuance of the provisions of the *Railways Act 1914-1989*, the Commissioner for Railways hereby amends the General Appendix to the Book of Rules, and to the Working Time Tables for all Divisions By-law 1223 as follows:—

(The page numbers referred to hereunder are not the *Queensland Government Gazette* page numbers but the page numbers in the By-law printed for distribution to staff and which also appears in the *Queensland Government Gazette*).

AMENDMENT NO. 3

Clause 209 (19) (a) (ii) on page 125 is hereby amended by the deletion of the words "RIGHT HAND RUNNING SHOWN OPPOSITE END REQUIRES LEFT HAND TURNOUT SIGNAL" from the two diagrams for the Beacon signal.

Clause 209 (19) (a) (iv) on page 126 is hereby amended by the insertion of the following new paragraph immediately after paragraph two:—

"Where stations are equipped for main line and loop running normal speed may be resumed for departure on the main line when the points indicator is observed to show that the points are correctly set."

Clause 209 (a) (ix) on page 126 is hereby amended by the deletion of paragraph two and the insertion of the following new paragraph:—

"If the points indicator is in the 'proceed' position the Driver shall proceed into the station at normal speed. When the train is entering via a turn out curve the speed shall not exceed 25 km/h. If the points indicator is not in the 'proceed' position the Driver shall stop the train just outside the points and the Locomotive Assistant shall examine the points and set them in the correct position, rejoin the locomotive and the train shall proceed into the station."

Clause 209 (g) on page 129 is hereby amended in paragraph three by the insertion on the third line of the following words "or main line and loop" immediately after the words "set for right-hand".

Clause 262 (ii) on pages 162 and 163 is hereby amended by the deletion of sub-clauses (a), (b) and (c) and by the insertion of the following new sub-clauses:—

“(a) Locomotives Running as Light Engines. A locomotive running as a light engine shall display by day and by night either a red marker light showing to the rear, on each side of the rear of the locomotive, or a rear of train signal of either of the types described in (c) herein, at the rear of the locomotive. When two or more locomotives are running attached as a light engine the red marker lights, or the rear of train signal, as the case may be, shall be displayed on the rear locomotive only.

(b) Train Being Worked by a Guard Travelling at the Rear. Every train (except 2000 Class rail cars and trains being worked by stainless steel type suburban brake vans), shall display a white triangle at the rear of the last vehicle in daylight hours. Between sunset and sunrise and in daylight during foggy weather, two side lamps positioned one on each side of the last vehicle, shall show a white light to the front and a red light to the rear.

2000 class rail cars and trains being worked by stainless steel type suburban brake vans shall display a circular disc at the rear of the last vehicle during daylight hours. Between sunset and sunrise, and in daylight during foggy weather, a red light showing to the rear, shall be displayed on each side of the last vehicle. The circular disc, when not in use, shall be folded into the shape of a semicircle.

(c) Trains Being Worked Without a Guard Travelling at the Rear. Every train (other than a suburban electric train or an inter-city electric train), which is being worked without a Guard travelling at the rear of the train shall be provided with and display rear of train signals consisting of either:—

an oval target mounted on either the coupler head or the draw-hook at the trailing end of the rear vehicle and fitted with two flashing red lights showing only to the rear at night. The lights are surrounded by yellow inner and orange outer discs, or

a bracket mounted across the trailing buffers of the rear vehicle and carrying two flashing side lamps, one on each side, showing a flashing white light to the front and a flashing red light to the rear at night. The lamp housing is treated with red reflective film to the rear and yellow reflective film to the front.

In both cases, in the event that one of the lights becomes defective while the train is enroute the train shall continue to the destination with the one remaining light operative. Should this operative light subsequently fail then the train may proceed only to the next attended station for attention to the defective lights.

When specially authorised by the District Officer trains conveying a brake van as the last vehicle may display the rear of train signals described in (b) of this sub-clause in lieu of the rear of train signals described herein.

Clause 583 (23) on pages 231 and 232 is hereby amended on page 231 by insertion of the symbols and letter "(A)" immediately following the symbols and figures "(23)" and also by insertion of the following new sub-clause 23 (B) on page 232 immediately before sub-clause 24:

"(23) (B) Failure of Brake Pipe or Coupling Hose, Driver Only Operated Trains. If assistance is readily available this should be obtained and the procedure as laid down in Clause 583 (23) (A) followed. The assistance required is someone qualified to change a hosebag and should take the place of the Locomotive or Driver's Assistant.

If assistance is not readily available, the following procedure should be adopted:—

- (a) In the event of a failure of a brake pipe hosebag between vehicles on a train, or other failure of the brake pipe which interrupts the continuity of the brake pipe between the locomotive and the last vehicle on the train, the Driver shall bring the train to a stop, stopping if possible on level track and not across bridges, etc.
- (b) The Driver shall advise the Train Controller prior to leaving the locomotive cab as per Section 5.3 of "Driver Only Operating Manual".
- (c) With the automatic brake valve in "Full Service" position and the independent brake valve in 'full application' position, the Driver shall leave the cab. He shall apply the locomotive handbrake(s) and sufficient wagon handbrakes to secure the train, even if both the automatic brakes and the independent brakes were released.
- (d) After securing the train, the Driver shall place the automatic brake valve handle in 'release' position (26L and P85 equipment). The Driver shall then leave the cab and pass along the train taking with him a spare brake pipe hosebag to replace the defective hosebag which is easily discernible by the audible leakage.

If the brake pipe on the defective wagon is bifurcated, it is permissible to isolate the defective hosebag by connecting the hosebag on the adjacent wagon to the hosebag on the other side of the automatic coupler on the defective wagon.

For some wagons with a bifurcated brake pipe where the hosebag cannot be connected under the automatic coupler (eg. QGX, LPO), the unused hose coupling on the other side of the automatic coupler can be removed and used to replace the defective hosebag.

- (e) When a defective hosebag is located on a wagon in a train, a defect tag (Form 25629) shall be securely attached to the hose. The defect tag shall show the class and running number of the wagon, the date the defective hosebag was located, and shall also state 'defective hosebag'. The defective hosebag shall be promptly forwarded to the nearest Brake Shop.

- (f) Before changing hosebags the Driver shall close only the cock of the rear of the wagon immediately in front of the break. This will cause the Brake Pipe on the rear of the train to be vented to atmosphere. He shall then change the hosebag and open this cock. The Driver shall then examine the three wagons to the rear of the repaired hosebag to see that the brakes have released. If handbrakes are applied on these wagons then three others shall be applied and these released.
- (g) The Driver shall then proceed to the locomotive and make service brake pipe reduction of at least 100 kPa.
- (h) The Driver shall again leave the locomotive and examine the three wagons to rear of the repaired hosebags to see that the brakes have applied.
- (i) The Driver shall then proceed back to the locomotive releasing handbrakes, as he goes.
- (j) On reaching the locomotive he is ready to proceed as normal."

V. J. O'ROURKE
Commissioner for Railways

The Seal of the Commissioner for
Railways was hereunto affixed this
eleventh day of October, 1990, by me,
Gordon Aitken, I being the proper
Officer to affix such Seal.

GORDON AITKEN