

FIRST SCHEDULE

THE COAL AND OTHER MINES (LOCOMOTIVES) REGULATIONS, 1956, HAVING EFFECT AS IF MADE UNDER SECTION ONE HUNDRED AND FORTY-ONE OF THE MINES AND QUARRIES ACT, 1954

PART III

Roads and tracks

Construction of tracks

6.—(1) Subject to the provisions of regulation eight the manager of every mine in which any locomotive runs shall ensure that no locomotive runs in any length of road otherwise than on a track of rails being a track—

- (a) which is ballasted and where necessary drained;
- (b) having rails of a weight per yard of rail not less than that specified in paragraph (2) of this regulation;
- (c) so constructed that the distance between the centres of any adjacent sleepers does not exceed—
 - (i) in a length of road in a mine of stratified ironstone or shale in which no locomotive exceeding three and one half tons in weight runs, three feet;
 - (ii) in any other length of road, two feet nine inches;
- (d) having every rail joint secured by suitable fishplates with at least four bolts; and
- (e) so constructed that every curve thereon is sufficiently gradual to enable any locomotive which runs thereon to do so in safety and has where necessary a raised outer rail or check rail or both of them.

(2) The minimum weight per yard of rail shall be—

- (a) in the case of rail in a mine of coal or fireclay on which no locomotive exceeding five tons in weight runs, and which is used only for the carrying of loads other than persons or minerals, twenty-eight pounds;
- (b) in the case of rail in a mine of stratified ironstone or shale on which no locomotive exceeding three and one half tons in weight runs, twenty-four pounds;
- (c) in the case of any other rail, forty pounds or, if the weight calculated as follows be greater, ten pounds with an addition of five pounds for each ton of the greatest weight on one pair of wheels of the heaviest locomotive which runs thereon.

(3) The manager of every mine in which any locomotive runs shall ensure that no locomotive runs and no vehicle is drawn by a locomotive at any place at which it may pass another locomotive or vehicle on an adjacent track unless those tracks are so laid that taking into account any swing of either locomotive or vehicle there is a clearance not less than one foot between any parts of them.