



# Government Gazette

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[1955.]

### GOVERNMENT RAILWAYS ACT, 1904-1954.

Western Australian Government Railways Commission,  
Perth, 24th March, 1955.

HIS Excellency the Governor in Executive Council has been pleased to approve of the amendment by the Commission, in the manner mentioned in the Schedule hereunder, of By-law No. 54 made under the Government Railways Act, 1904-1954, and published in the *Government Gazette* on the 14th day of May, 1940, and amended from time to time thereafter.

A. G. HALL,  
Chairman of Western Australian  
Government Railways Commission.

#### Schedule.

By-law No. 54 is amended as follows:—

Rule 50, paragraph (a), is amended by deleting the word "Disc" in line two and inserting the word "Shunting" in lieu thereof.

Rule 50, paragraph (d), is amended by deleting the word "Disc" in line one and inserting the word "Shunting" in lieu thereof and by substituting the word "Rule" for "Regulation" in line two.

Rule 51, paragraph (a), is amended by deleting the word "Disc" in line three and inserting the word "Shunting" in lieu thereof.

Rule 53, paragraph (a), is amended by deleting the words "two-position" in line one of the final paragraph and inserting the word "Fixed" in lieu thereof.

Rule 56 is cancelled and the following substituted in lieu thereof:—


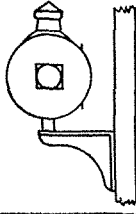
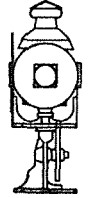
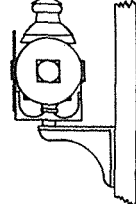
(a) Shunting signals are used to regulate the passage of trains between sidings and running lines or between one running line and another, or for shunting operations or for defining certain limits such as station yards, and are of the designs shown in the diagrams.

Shunting Signals must not be passed at Stop, except as provided in Rule 75 and Rule 95.

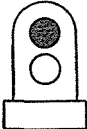
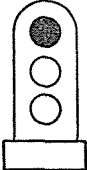

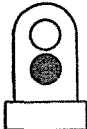
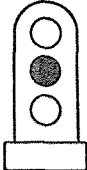

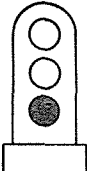
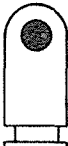
Shunting Signals consist of two types—

- (i) Disc signals.
- (ii) Colour light signals.

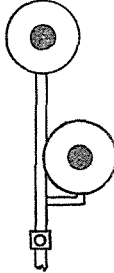
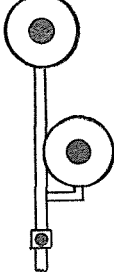
Disc Signals are two aspect, whilst colour light signals are one, two or three aspect, as required.

SIGNAL	DAY ASPECT		
<i>Disc Shunting Signals</i>	<i>Independent or ground disc.</i> 	<i>Wall bracket disc on post.</i> 	<i>Red Disc</i>
			<i>Green Disc</i>

NIGHT ASPECT	INDICATION	SHORT TITLE
<i>Red light</i>	<i>Stop</i>	<i>Stop Signal</i>
<i>Green light</i>	<i>Proceed with caution prepared to stop short of any obstruction.</i>	<i>Caution Shunting Signal</i>

COLOUR LIGHT GROUND SHUNTING SIGNALS		
		
		
		

COLOUR OF LIGHT	INDICATION	SHORT TITLE
<i>Red</i>	<i>Stop</i>	<i>Stop Signal</i>
<i>Yellow</i>	<i>Proceed with caution prepared to stop short of any obstruction.</i>	<i>Caution Shunting Signal</i>
<i>Green</i>	<i>Proceed at low speed. Track is clear and signal next in advance is at Caution or Clear.</i>	<i>Clear Shunting Signal</i>

	COLOUR OF LIGHTS	INDICATION	SHORT TITLE
	<i>Red</i>  <i>Red</i>  <i>None</i>	<i>Stop</i>	<i>Stop Signal</i>
	<i>Red</i>  <i>Red</i>  <i>Yellow</i>	<i>Proceed with caution prepared to stop short of any obstruction.</i>	<i>Caution Shunting Signal</i>
<p><i>Note:—This diagram shows the single aspect shunting signal mounted below a semi-automatic light signal with two units but it may be used on the post of a semi-automatic signal with any combination of signal units.</i></p>			

(b) The indications displayed by Shunting Signals are as set out hereunder:—

**Disc Shunting Signals.**

- (i) Stop, a Red Disc or a Red Light.
- (ii) Caution, a Green Disc or a Green Light.

**Two Aspect Colour Light Ground Shunting Signals.**

- (i) Stop, a Red Light.
- (ii) Caution, a Yellow Light.

**Three Aspect Colour Light Ground Shunting Signals.**

- (i) Stop, a Red Light.
- (ii) Caution, a Yellow Light.
- (iii) Clear, a Green Light.

**Single Aspect Shunting Signals.**

This Signal consists of a lamp placed on the same post as and below a semi-automatic signal. It does not normally show any light.

The Caution Shunting indication is given by the display of a short range Yellow Light.

(c) Where Shunting Signals are provided on Starting or Advance Starting Signal posts, the clearing or turning off of the Shunting Signal authorises the Driver to pass the Starting or Advance Starting Signal at STOP for the purpose of performing Station work only, but no train must go forward on its journey until the Starting or Advance Starting Signal has been placed at the Clear position.

(d) Disc Signals fixed on the same post as Semaphore Signals must be read in their relative order—separately from the Semaphore Signals.

(e) When the exit from, or entrance to, Sidings or other lines is controlled by Shunting or other fixed signals, no attempt must be made to take a train to or from such Sidings until the Signal is in the Caution or Clear position (except as provided in Rule 95), nor must a Driver, whilst waiting for such Signal to be cleared, allow his engine to stand foul of any other line, if it is practicable to avoid doing so.

(f) When a Signal applies to more than one Siding, and more than one engine or train is in the Siding at the same time, no Driver must move towards the Signal until he has been instructed to do so by the Foreman, Shunter or other person in charge.

Where the Shunter (or other person) is not in attendance, no Driver must move towards the Signal until there has been a proper understanding between all the Drivers.

(g) When Shunting Signals are at Caution they indicate that the points are set in the proper position, and Drivers and other employees engaged in the movements authorised by such Signals must not assume that the line is clear ahead of the Signals, but must be prepared to stop short of any obstruction.

(h) When Shunting Signals are at Clear they indicate that the points are correctly set up to the next Signal, that the line is clear and the next Signal is at Caution or Clear.

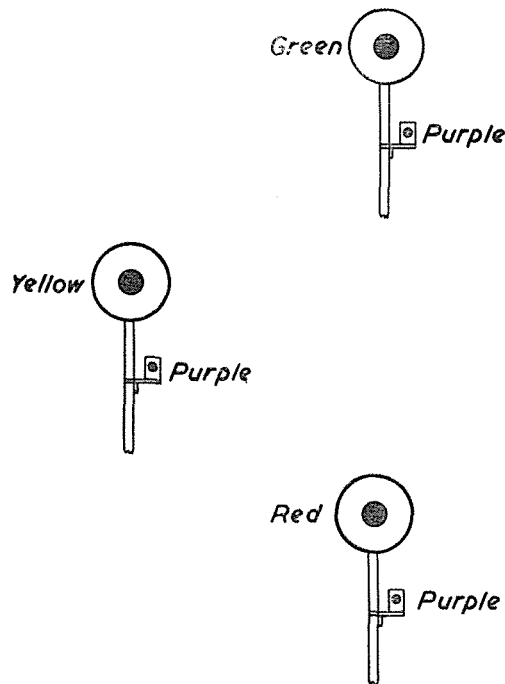
Rule 63, paragraph (a) is amended by adding the following:—

The "Marker" on Light Signals will not be provided with red triangles.

Add new rule as follows:—

**APPROACH AUTOMATIC SIGNALS.**

63A. (a) Approach Automatic Signals are distinguished by having a pointed arm and by having a purple light (called a "marker") placed diagonally below and to the right of the signal light. By day the position of the Marker Light will provide the indication. (See diagram as for Light Signals).



The normal position of these Signals is at **CAUTION**.

Approach Signals, where provided, are situated some distance from the point where three position Home Signals are placed, and are controlled solely by the track to which they apply.

A telephone is provided adjacent to these signals for the purpose of communicating with the Train Controller or Signalman where Train Control is not in operation.

(c) Approach Signals must not be passed at Stop except as shown hereunder:—

- (i) The Driver of a train stopped at an approach signal must immediately communicate with the Train Controller or Signalman by means of the telephone provided at the Signal, stating the circumstances and giving the following information:—
  - Train number and description.
  - Driver's name.
  - Locomotive number.
  - Signal number.
  - Section.
- (ii) The Train Controller or Signalman will then instruct the Driver to remain at the Signal or pass it at Stop, according to the circumstances.
- (iii) If the Driver is instructed to pass the Signal at Stop he must proceed cautiously towards the Home Signal prepared to find the line obstructed, points wrongly set, or a broken or misplaced rail. He must stop and examine any points which may exist between the Approach Signal and the Home Signal to make sure they are properly set for the safe passage of his train. Even if Signal next in advance is at Caution or Clear the Driver must be prepared to stop short of any obstruction until he arrives at such signal. **The Signal next in advance of the train indicates the condition of the track ahead and not the section through which the train is travelling.**
- (iv) If the Driver is unable to communicate with the Train Controller or Signalman he must wait one minute and then proceed past the Signal, observing the precautions as laid down in subclause (iii) hereof.