

BRISBANE CITY COUNCIL

Tramways Department

# Tramway Signals

FIVEWAYS—WOOLLOONGABBA

Notice to  
Inspectors, Motormen,  
Conductors, Signalmen,  
Trackcleaners and  
Pointsboys.



15th October, 1927.

Brisbane.

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Tramways Department

*Countess Street, Brisbane,  
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## **Tramway Signals**

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### **Notice to Inspectors, Motormen, Conductors, Signalmen, Trackcleaners, and Pointsboys.**

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All Inspectors, Motormen, Conductors, Signalmen, Trackcleaners, and Pointsboys must carefully study this order, and make themselves thoroughly familiar with its contents so far as it concerns them.

On the morning of Monday, 17th October, the electric signals of the above junction will be illuminated. The Signalman in the cabin will move the levers which will operate the signals, but will not be connected with the points. This preliminary lighting of the signals will enable Motormen to become familiar with the working of the lamps, but they will run the cars under the direction of the Flagman on the street (when stationed there), and the Pointsman will continue to operate the points until the last car on the night of Tuesday, 18th October, when the Flagman and the Pointsman will be withdrawn. Commencing with the first car on Wednesday, 19th October, the points and signals will be operated from the elevated cabin, and the

Signalman will be on duty from the first to the last car every day. The following instructions must be observed:—

In all cases a red light means **DANGER—STOP**, and a green light means **PROCEED CAUTIOUSLY**.

An imperfect or unusual signal, or a white light, must be treated as a **DANGER** signal until the Motorman has satisfied himself that it is safe to proceed.

A red light which applies to the track upon which the car is running must never be passed, and where points or crossing tracks are met with before the signal is reached, with a **DANGER** signal showing, Motormen must stop their cars well clear of the points, or well clear of the other lines and the cross street, same as they have done previously when stopped by a Flagman.

Great care must be exercised when approaching tramway points and crossings and street intersections.

Wherever there are two tracks coming together, or where two tracks separate, the left-hand signal light applies to the left-hand track, and the right-hand light applies to the right-hand track.

A green signal indicates that the track and points are ready for the tram to proceed cautiously, but where Traffic Constables are on duty Motormen must obey all signals given by them, and must keep clear of street intersections until signalled forward by both the Constable and the Signalman.

Motormen on inbound cars must stop in such a position that they will have no difficulty in seeing the signal lights before restarting.

If there is any doubt as to what is intended, the Conductor must at once go to the cabin and consult the Signaller.

In the event of an accident occurring to a tram controlled by these signals, the Motorman and the Conductor must immediately draw each other's attention to which signals are showing, and also to the position of the points. If another tram is involved in the accident, they must also draw the attention of the men on the other car to the state of the signals and the points. This will obviate any dispute afterwards as to which car received the green signal and had the right to proceed. The mechanism is so arranged that conflicting signals cannot be shown, and the signals will always indicate which way the points lie, but Motormen are not relieved of the responsibility for observing that the points are properly set before passing over them.

The Signaller must see that all the signals are continuously alight while the cabin is open.

When going off duty at night the Signaller must leave the levers in the **NORMAL** position, switch out the lights, and lock the cabin.

### SIGNALS.

A diagram of the whole of the lines and signals is appended hereto, and the following special instructions must be carefully observed:—

#### **Right-of-way.**

Cars from the City will have the right-of-way over cars to the City. In the event of a City-bound car from East Brisbane and one from Logan Road and one from Ipswich Road being ready to leave the

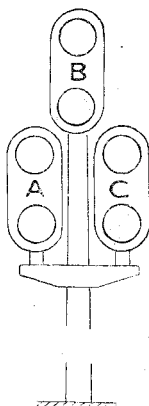
Junction at the same time, the car from Logan Road will have the right-of-way, then the East Brisbane car, and then the Ipswich Road car.

### Outbound Cars from the City to East Brisbane.

When all levers are normal the signals are as shown in margin.

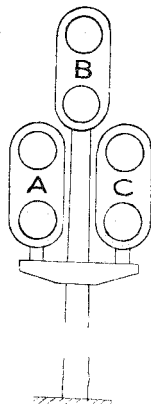
When approaching the points Motormen must observe the signal on the pole on the left-hand side of the junction. When lights are as indicated in the margin, cars may proceed across the junction towards East Brisbane.

These signals are on the left side of the road, close to the junction points.



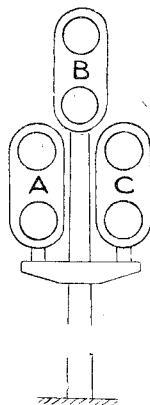
### Outbound Cars from City to Logan Road.

The Signalman will pull lever No. 1, locking levers Nos. 3, 5, and 6, changing signals "A" to red and "B" to green on pole on the left of the junction. All other signals normal. When signals are as described above, it is safe for a Logan Road bound car to proceed around the curve towards Logan Road.



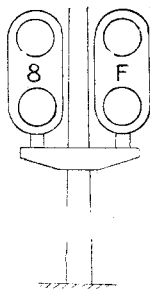
### Outbound Cars from the City to Ipswich Road.

The Signalman will pull levers Nos. 1 and 2, locking levers Nos. 3, 4, 5, 6, and 8, changing signals "A" and "F" to red, and signal "C" to green. "F" is the inbound signal from Logan Road, and is on a pole at the State Butcher Shop corner. When signals are as described above, it is safe for a car to proceed around the curve towards Ipswich Road.



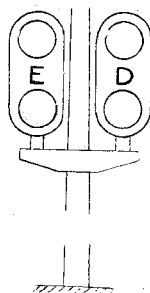
### Inbound Cars from Logan Road to the City.

The Signalman will not move any levers from their normal positions, and when the signals on the pole at the State Butcher Shop corner are as shown in the margin, Motormen may proceed from Logan Road towards the City.



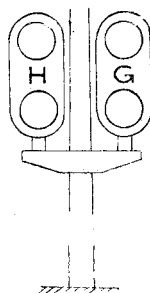
### Inbound Cars from East Brisbane to the City.

The Signalman will pull lever No. 6, locking levers Nos. 1, 2, 3, and 7, changing signal "D" (which is on a pole at the Chemist's shop corner on the East Brisbane line) to green, and "F" (which is on a pole at the State Butcher shop corner on Logan Road line) to red. When signals are as described above, cars from East Brisbane may proceed towards the City.



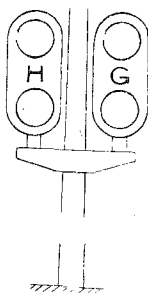
### Inbound Cars from Ipswich Road to the City.

The Signalman will pull lever No. 7, locking levers 3, 4, 5, 6, and 8, and changing signal "H" to green, and signal "F" to red. When signals are as described above, cars from Ipswich Road may proceed around the curve towards the City.



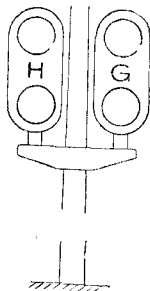
### Cars from Ipswich Road to Logan Road.

The Signalman will pull levers Nos. 4, 5, and 7, locking levers Nos. 1, 2, 3, and 8 (normal) and 5 reversed, changing "G" to green and "F" to red, and "Y" to red. When signals are as described above, cars from Ipswich Road may proceed around the curve to Logan Road.



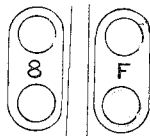
### Cars from Ipswich Road to East Brisbane.

The Signalman will pull levers Nos. 3, 5, and 7, locking levers Nos. 1, 2, 4, 6, and 8 normal, and 5 reverse, changing signal "G" to green, and signals "A," "F," and "X" to red. When signals are as described above, cars from Ipswich Road to East Brisbane may proceed around the curve towards East Brisbane.



### Cars from Logan Road to Ipswich Road.

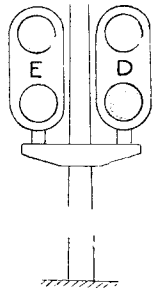
The Signalman will pull levers Nos. 4, 5, and 8, locking levers Nos. 1, 2, 3, and 7 normal, and 5 reverse, changing "F" and "Z" to red, and 8 to green. When signals are as described above, cars from Logan Road may proceed around the curve to Ipswich Road.





### Cars from East Brisbane to Ipswich Road.

The Signalman will pull levers Nos. 3, 5, and 6, locking levers Nos. 1, 2, 4, 7, and 8 normal, and 3 reverse, changing "E" to green, "F" and "Z" to red. When signals are as described above, cars from East Brisbane may proceed around the curve to Ipswich Road.



The signals marked "X," "Y," and "Z" protect the three crossovers shown on plan. They normally show no lights, but must be altered to red as explained above before the crossover is used.

### Sharp Curves.

Signalmen and Motormen are instructed that cars must not be allowed to meet on the sharp curves at this Junction.

### Equipment Out of Order.

If the Motorman observes any point or signal light not working properly, the Conductor must immediately proceed to the cabin and inform the Signalman.

In the event of any point or signal light being out of order the Signalman must immediately telephone the Depot Master at Ipswich Road, who will immediately telephone Petrie's Bight Office or North Quay for an Inspector, who must proceed to the cabin without delay, and, if possible, rectify the trouble. If he cannot do so he must notify the Traffic

Manager's Office, and the Inspector will at once take charge of all car movements at the crossing until a Flagman is provided or the fault rectified.

In order to avoid delay until the arrival of an Inspector or Flagman, the Signalman will use signal lamps or flags from his cabin, as follows:—

**STOP** (all cars) . . . . . **RED.**

**PROCEED WITH CAUTION** (all cars) **GREEN.**

When lamp or flag signals are in use from the cabin, every car approaching this Junction must stop well clear of the points or crossings, and the Motorman must not move until he is satisfied that he understands the Signalman's instructions. He must then proceed with extreme caution.

#### **Operating and Cleaning Points.**

The Signalman must be careful to pull forward or push back the points levers to their fullest extent, and see that the lockbar is firmly in the notch. The movement of the points automatically alters the signals.

If the Signalman is not satisfied that the tongues of the points are properly closed, or if the lockbar will not notch, he must immediately place the signals at **DANGER** until the points have been examined.

Signalmen must be careful not to move the points until they are sure that the car has completely passed over them.

New points of the double-switch type have been installed. They must be frequently cleaned by the Track Cleaners, and special attention must be given

to them in wet weather. Signalmen must examine the points every time they go on duty and make sure that they are free from obstructions, and if Track Cleaners are not paying sufficient attention to the points the Signalman must at once report the matter to Petrie's Bight Office or North Quay.

Whenever a Signalman is relieved by another, he must draw the newcomer's attention to any matter affecting the working of the signals or points.

### **Privacy of Cabin.**

Signalmen must not permit unauthorised persons to enter the signal cabin. The only persons authorised to enter, in addition to the Signalman, are the Executive Officers of the Tramways Department, Traffic Officers, Inspectors, and Mechanics who have work to perform in the cabin.

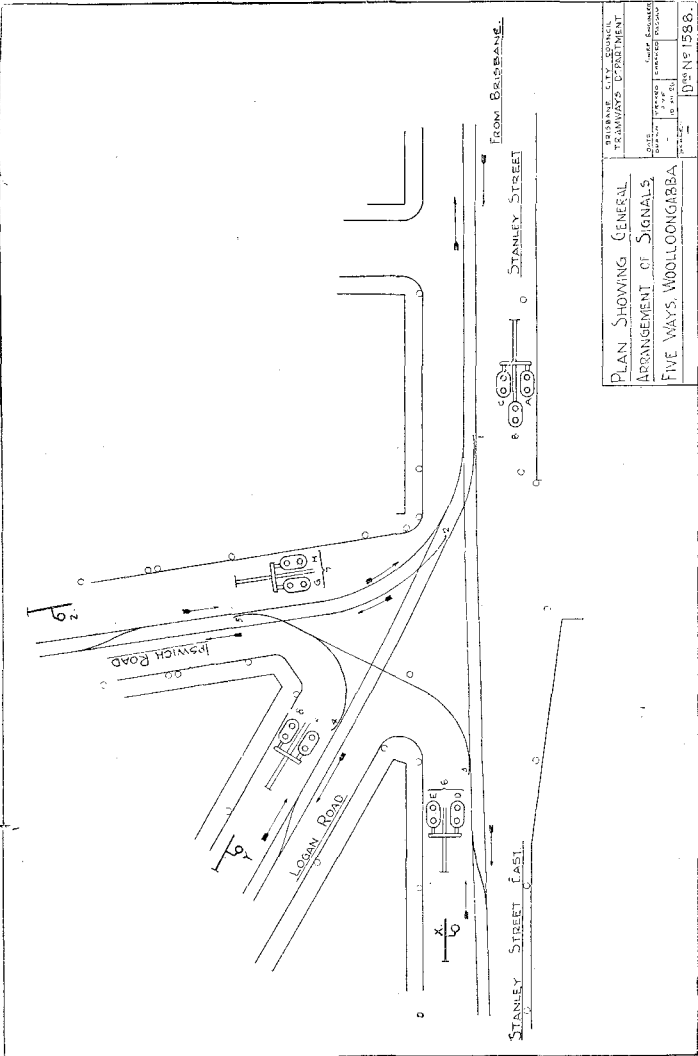
### **General.**

This modern system of signalling has been installed to provide passengers and employees safer working conditions. The working will be found to be very clear and simple, and Motormen will have confidence in the system. We are sure that all concerned will co-operate in the smooth and safe working of the signals and cars, and in doing so always remember

**SAFETY FIRST—TAKE NO CHANCES.**

G. R. STEER, General Manager.

J. CRYLE, Traffic Manager.



BRISBANE CITY COUNCIL TRAMWAYS DEPARTMENT		PLAN SHOWING GENERAL ARRANGEMENT OF SIGNALS	
DATE	SCALE	CLASS	CLASSIFICATION
1911	1:1000	1	1
DRAWN BY		CHECKED BY	
J. H. GIBSON		J. H. GIBSON	
DESIGNED BY		DESIGNED BY	
J. H. GIBSON		J. H. GIBSON	
NO. 1538.		NO. 1538.	