OTSG 604

Indicators and Signs

Applicability

NSW
SMS

Publication Requirement

Internal Only

Document Status

Issue/Revision #	Effective from
1.0	1 January 2019

Purpose

To describe the types of indicators and signs used in the *Oberon Tarana Heritage Railway (OTHR)* Network.

General

The placement, sizes and details of trackside signs are given in the Civil Engineering volume of the *Practices and Procedures* manuals.

NOTE

The Figures in this Rule show examples of the indicators and signs used in the OTHR Network. White or lunar white lights are shown in blue 🔵.

Point indicators

Point indicators are used to indicate the position of points.

Catch point indicators show the position of catch points.

Point indicators and catch point indicators are mechanical.

If the indicator displays:

- a red light, the points are not set, or
- a white arrow, the points are set and locked for the route indicated by the direction of the arrow.

Figure OTSG 604-1

Examples of mechanical catch point indicators.

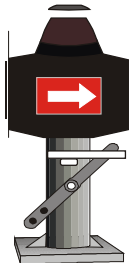
The left of each pair shows that catch points are open.

The right of each pair shows that catch points are closed.

Mechanical point indicators

Mechanical point indicators (arrow type) have an illuminated white arrow that indicates the route set but does not indicate whether points are locked.

Figure OTSG 604-2



Arrow Type

Example of mechanical point indicator.

U indicators

In *staff and ticket* territory, U indicators are fitted to the posts of some starting or home/starting signals.

If the U indicator is displayed:

- the controlling signal box is unattended, and
- points beyond the home/starting signal are locked in NORMAL position.

If the starting or home/starting signal directly protects a Type F level crossing, illumination of the U indicator shows that the warning equipment is in working order.

Figure OTSG 604-3

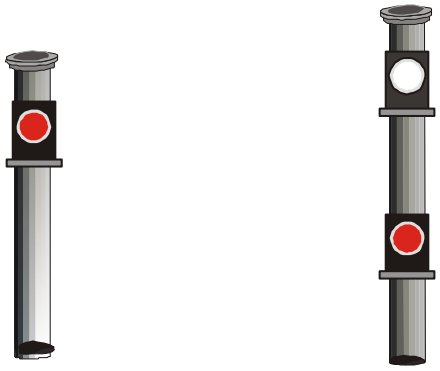
Example of a U indicator.

Dead end lights

Dead end lights are small red lights to indicate the end of *dead end sidings*. The lights display STOP indications only.

If it is possible for a dead end light to be mistaken as a running signal at STOP, a white light above the red light is used to distinguish it from a running signal.

Figure OTSG 604-4



Examples of dead end lights.

YARD LIMIT signs

YARD LIMIT signs:

- define the limits of *yards*, and
- define the end of a *section*, and

Rail traffic crews must respond to YARD LIMIT signs in accordance with:

- Rule *OTSG 606 Responding to signals and signs,* and
- Rule *OTTR 418 Yard limits.*

Figure OTSG 604-5

Examples of YARD LIMIT signs.

LANDMARK and LOCATION signs

LANDMARK and LOCATION signs are reflective yellow signs that may be placed on the approach side of a location where rail traffic may be required to stop.

The location may be a:

- Signal
- STOP sign
- YARD LIMIT sign
- mechanical point indicator.

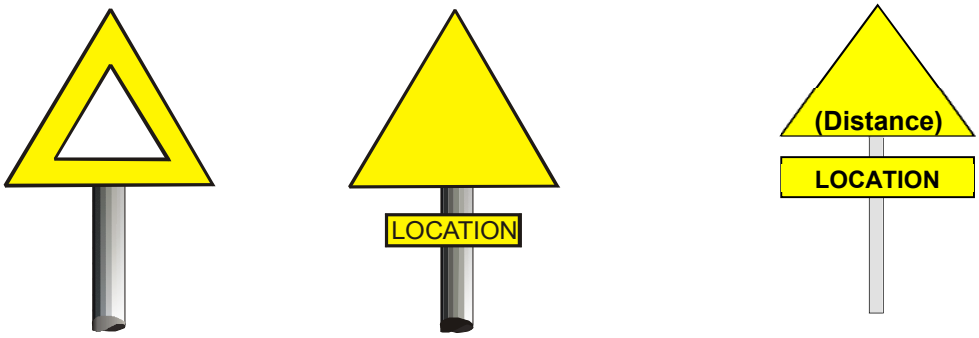
LOCATION signs are used to indicate approach to a location and are placed:

- not more than 3000m before the location, and
- at a safe braking distance from the location.

Some LANDMARK and LOCATION signs display a distance in metres on the bottom of the triangle to indicate to rail traffic crews the distance to where rail traffic may be required to stop.

Rail traffic crews must respond to LANDMARK and LOCATION signs in accordance with Rule *OTSG 606 Responding to signals and signs*.

Figure OTSG 604-6



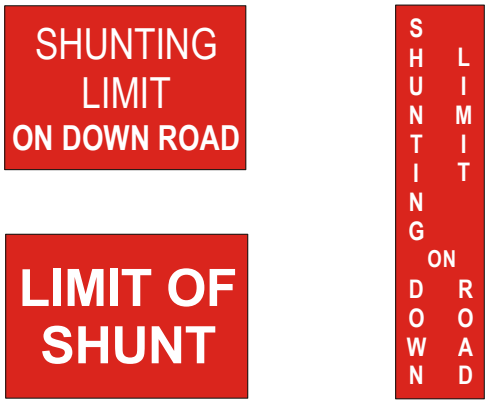
Examples of LANDMARK and LOCATION signs.

SHUNT LIMIT signs

SHUNT LIMIT signs:

- indicate the limit to which a shunting movement may be made on a running line, and
- have white text on a red reflective or illuminated background.

Figure OTSG 604-7



Examples of SHUNT LIMIT signs.

STOP signs

STOP signs:

- may be passed only if *authorised*, and
- have white text on a red reflective background.

Figure OTSG 604-8

Examples of STOP signs.

CATCH POINT signs

CATCH POINT signs:

- indicate that there are catch points ahead, and
- have white text on a red reflective background, and
- are provided where catch points are not protected by a *fixed signal* or an indicator.

Competent Workers must check that catch points are closed correctly before a shunting movement begins.

Figure OTSG 604-9

Examples of CATCH POINT signs.

DERAIL signs

DERAIL signs:

- indicate that there is a *derail device* ahead, and
- have white text on a red reflective background.

DERAIL signs are provided if:

- movements can be made towards derail devices, and
- the devices are not protected by a fixed signal or an indicator.

Competent Workers controlling shunting must remove derail devices before authorising shunting movements beyond a DERAIL sign.

Figure OTSG 604-10

Examples of DERAIL signs.

Narrow track clearances

Warning signs are placed in locations where there is restricted clearance between:

- vehicles on *adjacent* lines, and
- the track and other *infrastructure* or buildings.

Workers performing shunting at locations with these warning signs must not:

- stand between a moving vehicle and a vehicle standing on an adjacent track, or
- ride on the side of a vehicle moving next to vehicles standing on an adjacent track.

Competent Workers performing shunting must act in accordance with *OTTR 420 Shunting and marshalling*.

Figure OTSG 604-11

Example of a NARROW TRACK CLEARANCES sign.

Worksite warning signs

Worksite warning signs are placed on the departure end of a platform to indicate that an inner *Handsignaller* is located ahead.

Figure OTSG 604-12

Examples of worksite Handsignaller warning sign.

System of Safeworking territory signs

Token territory signs

Token territory signs show that a token is necessary to occupy the section ahead.

Figure OTSG 604-13

Example of token territory sign.

END SIGNALLED AUTHORITY signs

END SIGNALLED AUTHORITY signs show that there is a set of manual lever operated non-interlocked points to enter a siding, *loop* or yard.

The signs have:

- white text on a red background in the upper half, and
- white text on a black background in the lower half.

Drivers or track vehicle operators must not pass these signs without the correct authority for the area.

Figure OTSG 604-14

Example of END SIGNALLED AUTHORITY sign.

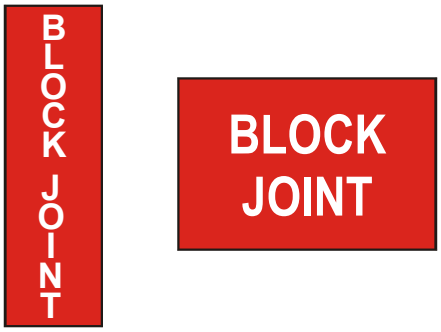
BLOCK JOINT signs

BLOCK JOINT signs:

- show the locations of insulating block joints between separate track-circuits of track-circuited track, and
- have white text on a red reflective background.

Signallers may require rail traffic to stand clear of a block joint.

Figure OTSG 604-15



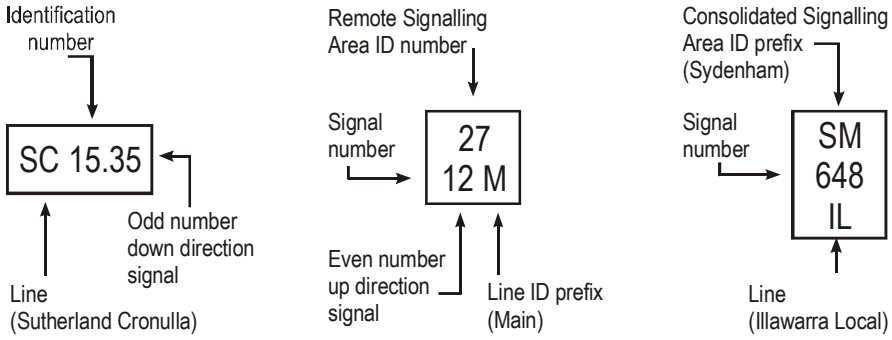
Example of BLOCK JOINT signs.

Signal identification signs

Signal identification signs:

- are fixed to running signals and some shunting signals, and
- have letters and/or numbers that uniquely identify the signal.

Figure OTSG 604-16

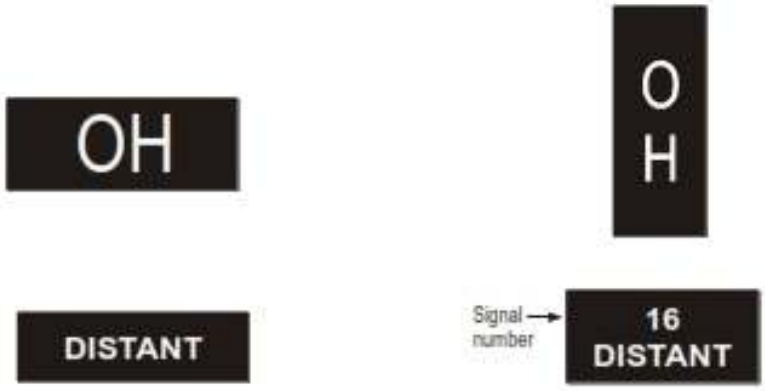


Examples of signal identification signs.

Signal designation signs

Signal designation signs are provided for some signals and are fitted to either the signal post or to a wall near the signal.

Figure OTSG 604-17



Examples of outer home signal and distant signal designation plates.

Speed signs

Rail traffic crews *must* make sure that the front of a *train* or *track vehicle* passes a speed sign at or below the speed given by the sign.

If speed signs allow an increase in speed, Rail traffic crews must not increase speed until the rear of the train or track vehicle has passed the speed sign.

Temporary speed restrictions

General

Temporary speed restrictions may be imposed, altered or withdrawn only by appropriate *Maintenance Representatives*.

Temporary speed restriction signs take precedence over permanent speed signs.

Network Operations Manager must warn Rail traffic crews entering an affected portion of track about speed restrictions until:

- the Maintenance Representative says they can travel at *normal speed*, or
- temporary speed signs have been installed, or
- affected portions of track are protected by Handsignallers.

Temporary track speed signs

Temporary *track speed* signs:

- have black text on a yellow background for all rail traffic.

Temporary track speed signs may have additional black text on a white background where a reduced distance between the WARNING and CAUTION signs exists.

A single yellow background speed sign applies to all rail traffic.

Single speed restriction

If there is a single speed restriction, temporary speed signs must be placed as follows:

Sign	Placement	Meaning
WARNING	2500m before the affected portion of track.	Temporary speed restriction ahead. The bottom of the sign shows the limit that applies in the affected portion of track.

(Intermediate) WARNING	Before the affected portion of track.	Temporary speed restriction ahead. The bottom of the sign shows: • the limit that applies in the affected portion of track, and • the reduced distance to the CAUTION sign.
CAUTION	50m before the affected portion of track.	Temporary speed restriction. The top of the sign shows the limit that applies in the affected portion of track.
CLEARANCE	50m beyond the affected portion of track.	Temporary speed restriction no longer applies. Normal speed may be resumed.

Multiple speed restriction

If there are multiple speed restrictions within 2500m of each other, temporary speed signs must be placed as follows:

Sign	Placement	Meaning
WARNING	2500m before the first affected portion of track.	Temporary speed restrictions ahead. The bottom of the sign shows the limit that applies in the first affected portion of track.
CAUTION	50m before each affected portion of track, and 50m beyond each affected portion, except the last.	Temporary speed restrictions. The top of each sign shows the limit that applies from the current CAUTION sign to the next. If required, the bottom of each sign shows the limit that applies between the next CAUTION sign and the CAUTION sign after that.
CLEARANCE	50m beyond the last affected portion of track.	Temporary speed restrictions no longer apply. Normal speed may be resumed.

Figure OTSG 604-18

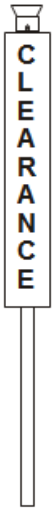
(black text on a yellow background)

Temporary speed limit shown on the CAUTION sign ahead.

Temporary speed limit from this sign to the next sign.

(red text on a yellow background)

Temporary speed limit shown on the next sign, if applicable.



(black text on a white background)

(black text on a yellow background)

Used at locations where Drivers or track vehicle operators may approach the CAUTION sign for a temporary speed restriction without having passed the normal; WARNING sign.

Examples of temporary speed signs.

Permanent speed signs

Track speed signs

Permanent track speed signs:

- are fixed next to the track and
- show the maximum speed for the portion of track.

Figure OTSG 604-19

	Sign type	Meaning
Permanent Speed - All Rail Traffic		60 km/h speed limit applies to all rail traffic beyond this sign.

Examples of permanent track speed signs.

Turnout speed signs

The letter "X" before the numbers on a permanent speed sign shows the maximum speed for the turnout.

Figure OTSG 604-20

	Sign type	Meaning
Turnout Speed - All Rail Traffic		30 km/h speed limit applies to all rail traffic through the turnout beyond this sign.

Examples of Turnout speed signs.

If there is no speed sign at a turnout, rail traffic must not travel faster than 25km/h through the turnout.

Rail traffic crews must maintain the correct speed until the last vehicle clears the turnout.

WHISTLE signs

Rail traffic crews must sound the *whistle* before the front of a train or track vehicle passes a WHISTLE sign.

Figure OTSG 604-21

WHISTLE signs.

Related OTHR Network Procedures

OTPR 713	Placing temporary speed signs

Effective Date

1 January 2019