OTSG 606

Responding to Signals and Signs

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status

Issue/Revision #	Effective from
1.0	1 January 2019

Purpose

To prescribe the rules for responding to signal indications and signs in the *Oberon Tarana Heritage Railway (OTHR)* Network.

Principle

Fixed signals are devices near lines to:

- separate and regulate *rail traffic*, and
- tell *Drivers*, *track vehicle operators* and other *Qualified Workers* about the status of the line ahead, and
- show which *route* is set.

There might be permanent or temporary signs instead of fixed signals.

Drivers, track vehicle operators, *Pilots* and Qualified Workers directing *shunting* and *propelling* movements *must* obey the indications and instructions displayed by signals, indicators and signs.

Changing signal indications

If rail traffic is *closely approaching* a signal, the *Signaller* must not change the indication of the signal to a more restrictive *aspect* unless there is a *Condition Affecting the Network* (CAN).

If a *train* is standing at a signal, the Signaller must not change the indication of the signal to a more restrictive aspect unless:

- there is a CAN, or
- the route needs to be altered, and it is safe to do so.

Where possible, the Signaller must arrange for the Driver to be told about the change of the signal aspect.

Signals must be tested in accordance with Rule *OTSG 616 Precautions during signal testing*.

Route and locality knowledge

Qualified Workers who observe, operate or maintain fixed signals must know the *locations* and purposes of signals in their areas of work.

Limit of authority

The clearing of a signal gives authority to enter the *block* for which the signal has been cleared, provided that, in *token* systems, the Driver or track vehicle operator has the token for the movement.

Running signals

A *running signal authorises* a *through-movement* between that signal and the next running signal.

Other than for shunting movements, Signallers must not clear a running signal if the block ahead is occupied.

A Signaller *may* use a running signal to authorise a shunting movement if:

- there is no *shunting signal* available, and
- the Driver or track vehicle operator has been told.

Shunting signals

A shunting signal authorises a movement at *restricted speed* past that signal.

If possible, Signallers must use shunting signals to authorise shunting movements.

WARNING

Shunting signals can be cleared if the line beyond the signal is occupied. Drivers and track vehicle operators must proceed as if the line is already occupied.

Unless the Signaller instructs that a movement is to proceed for a shorter distance, a PROCEED indication by a shunting signal is an authority to proceed up to and not beyond the first of the following limits reached:

- SHUNT LIMIT sign
- STOP sign
- indicator showing that *points* are not set, *catch points* are open, or a *derail device* is set on the rail
- set of non-interlocked points
- signal for the direction of *travel*.

A Signaller may use a subsidiary shunting signal to authorise rail traffic to pass a home signal, if the running signal:

- fails to clear, or
- cannot be cleared because rail traffic occupies the line beyond the signal.

A Signaller must not use a subsidiary shunting signal as the sole authority for rail traffic to pass a starting or home/starting signal for a through-movement. The movement must be made in accordance with Rule *OTSG 608 Passing signals at STOP*.

If a subsidiary shunting signal is used to authorise rail traffic to pass a running signal at STOP, a Driver or track vehicle operator must proceed at restricted speed.

Signal indications

STOP

Rail traffic must stop before a signal at STOP.

Drivers or track vehicle operators must keep the signal indication clearly in view.

If both a *co-acting signal* and the associated primary signal display STOP, rail traffic may pass the co-acting signal but must stop at the associated primary signal.

Signals may be passed at STOP only in accordance with Rule *OTSG 608 Passing signals at STOP*.

PROCEED

A PROCEED indication shows that:

- interlocked points protected by the signal are set in the correct position for the movement, and
- no conflicting route has been set.

Other than for shunting movements, a PROCEED indication by a running signal shows that the block is unoccupied as far as the next running signal.

A PROCEED indication by a shunting signal does not indicate that the block ahead is unoccupied.

Irregular signal indications

A fixed signal indication must be treated as STOP if:

- it is an *illegal signal indication*, or
- there is no indication, or
- there is no indication other than the route indicator, or
- it is not understood.

Illegal indications

A signal indication is illegal if it is not consistent with:

- the aspects and indications used in the OTHR Network
- the indications of *adjoining* signals and the known condition of the line
- what is known about *occupancy* of the line.

Qualified Workers must report illegal signal indications to the *Train Controller* responsible for the portion of line.

The Signaller must:

- if the *affected signal* is a *controlled signal*, set the affected signal to STOP with *blocking facilities* applied, and
- give Drivers and track vehicle operators a CAN warning about affected *automatic signals*, and
- tell the *Network Operations Manager*, and

Affected signals must not be used to provide PROCEED indications before they have been *certified* back into use.

Partial indications

Semaphore signals

If, in darkness, no lights are displayed by a semaphore signal, Drivers or track vehicle operators must obey the indication displayed by the signal arm.

Signals not in use

A signal that is not in use must:

- have a large white "**X**" hung over the signal, or

- if next to a functioning signal, have its head covered or turned away from the line.

Drivers or track vehicle operators must ignore indications of signals marked as not in use.

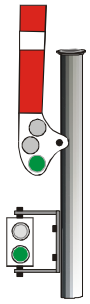
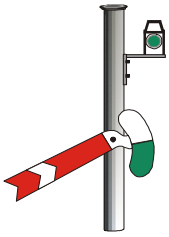
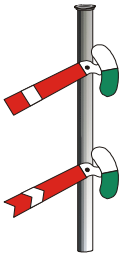
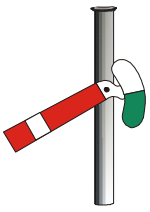
Signal placement

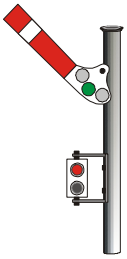
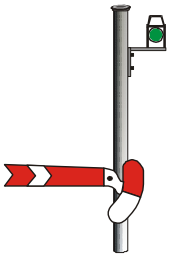
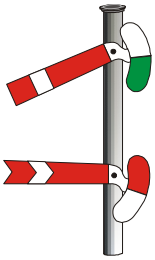
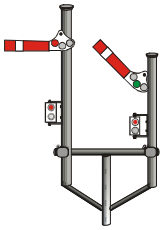
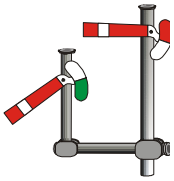
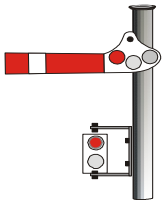
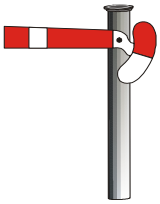
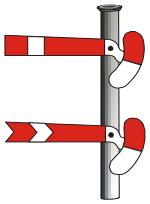
Signals for a *main* line are preferably to the left of the line in the direction of travel. If this is not possible, they may be placed:

- above the line, or
- to the right of the line.

Running signal indications

The legal PROCEED and STOP indications shown by semaphore signals in the OTHR Network are, from least restrictive (highest) aspect to most restrictive (lowest) aspect.

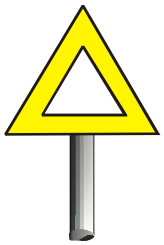
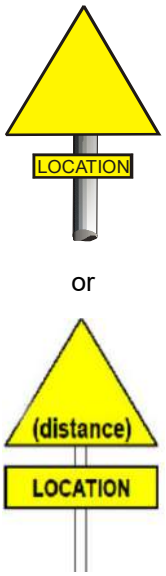
Meaning and required action	Upper quadrant	Single lower quadrant	Two lower quadrants, one fishtail
CLEAR PROCEED. Next signal displays a PROCEED indication			
CLEAR PROCEED. Next signal may be at STOP or CLEAR			
CLEAR PROCEED.			

Meaning and required action	Upper quadrant	Single lower quadrant	Two lower quadrants, one fishtail
CAUTION PROCEED. Next signal may be at STOP			
CAUTION TURNOUT PROCEED on turnout route. Next signal may be at STOP			
STOP			

LANDMARK and LOCATION signs

LANDMARK and LOCATION signs warn Drivers and track vehicle operators that they:

- are approaching a location, and
- must be ready to respond to the first signal, STOP sign, *mechanical point indicator* or *yard limit* sign at the location.

Territory	Meaning and required action	Sign
Token	**CAUTION** PROCEED ready to stop at the next signal, STOP sign, main line indicator, mechanical point indicator or YARD LIMIT sign.	 or 

YARD LIMIT signs

Drivers or track vehicle operators must respond to YARD LIMIT signs as described in the table below.

Territory	Meaning and required action	Sign	
Signalled	Act in accordance with the Proceed Authority.	 Common form of arrival-end YARD LIMIT sign.	 Common form of departure-end YARD LIMIT sign.

Related OTHR Network Procedures

OTPR 721	Spoken and written communication
OTPR 746	Authorising rail traffic to pass an absolute signal at STOP

Effective Date

1 January 2019