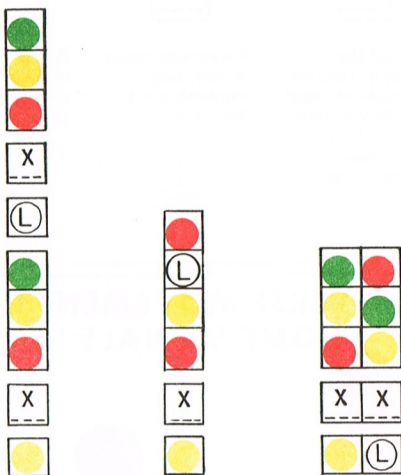


# Signal Aspects & Indications

## HIGH AND LOW INTERLOCKING HOME SIGNALS

Some Color Light Interlocking Home Signals are on high standards, one unit above the other; others are on low standards, one unit alongside the other. Regardless of whether the signals are high or low, it is the position of one light above the other that governs the indication. On both types, the upper light indicates for the main route and the lower light indicates for the diverging route.

Illustrated below are examples of high and low signals. They are not meant to represent specific signals. They are merely shown to demonstrate the usual positions of the colored lenses on the high and low signals. With these arrangements, a typical signal, using various combinations of lights, one above the other, can be made to display the desired aspect.



## NUMBER PLATES ON COLOR LIGHT SIGNALS




The number plate on signals is considered part of the aspect.

- "X" on a number plate indicates that a train may not proceed past a "stop" indication until further notice has been given.
- Absence of an "X" on a number plate indicates that after making a stop at a "stop" indication, a train may proceed with caution past the "stop" indication.






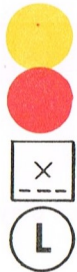
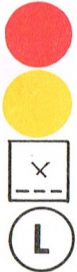
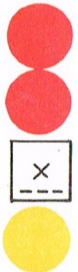
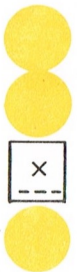


NOTE: Illustrations of color light aspects in this folder do not indicate whether signals are high or low; they show the lights in relation to each other and the number plate.

# COLOR LIGHT SIGNALS


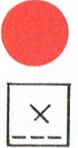
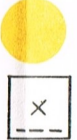
**LEGEND**

 NUMBER PLATE WITH "X"	 NUMBER PLATE WITHOUT "X"	 LUNAR WHITE
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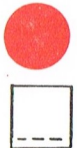
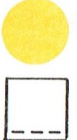



## INTERLOCKING HOME SIGNALS (ABSOLUTE)

										
<p>Stop and Stay (Where no Towerman is on duty and signal fails to clear within 60 seconds, call Line Supervisor for instructions.)</p>	<p>Proceed with caution on main route, prepared to stop at next signal.</p>	<p>Proceed with caution on diverging route, prepared to stop at next signal.</p>	<p>Proceed on main route.</p>	<p>Proceed on diverging route.</p>	<p>Proceed with caution on main route, at or below allowable speed.</p>	<p>Proceed with caution on diverging route, at or below allowable speed.</p>	<p>Stop; operate Track Trip Manual Release. When trip clears, proceed with caution at restricted speed. (The Call-on Aspect)</p>	<p>Proceed with caution at restricted speed.</p>	<p>Proceed on main route as indicated by cab signal (Trains without cab signalling; proceed on main route)</p>	<p>Proceed on diverging route as indicated by cab signal (Trains without cab signalling; proceed on diverging route)</p>

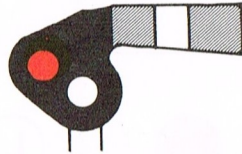
## REVERSE MOVEMENT INTERLOCKING HOME SIGNALS (ABSOLUTE)

		
<p>Stop and Stay.</p>	<p>Stop and Stay.</p>	<p>Proceed with caution, prepared to stop within vision.</p>

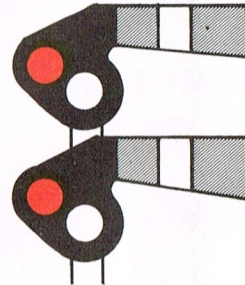
## AUTOMATIC BLOCK AND INTERLOCKING APPROACH SIGNALS (PERMISSIVE)

				
<p>If Signal has trip - Stop; operate Track Trip Manual Release. When trip clears, proceed with caution at restricted speed, prepared to stop within vision.</p> <p>If Signal has no trip - Stop; if signal does not clear within 10 seconds, proceed with caution at restricted speed, prepared to stop within vision.</p>	<p>Proceed with caution prepared to stop at next signal.</p>	<p>Proceed.</p>	<p>Proceed as indicated by cab signal.</p>	<p>Proceed with caution at or below allowable speed.</p>

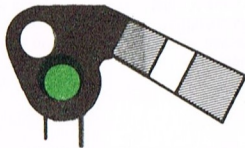
# SEMAPHORE SIGNALS (absolute signals)



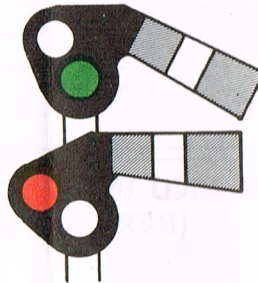
\* Stop and Stay



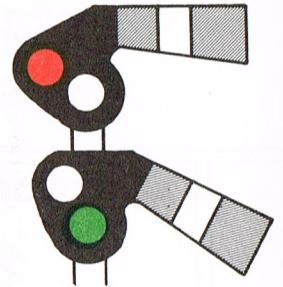
\* Stop and Stay



Proceed



Proceed on main route



Proceed on diverging route

\* (Where no Towerman is on duty and signal fails to clear within 60 seconds, call Line Supervisor for instructions.)

