

COLOR LIGHT SIGNALS

STANDARD ASPECTS AND INDICATIONS

INTERLOCKING HOME SIGNALS (ABSOLUTE SIGNALS)

NORMAL MOVEMENT



Stop and Stay
(Where no Towerman
is on duty and signal
fails to clear within
60 seconds, call
Radio Dispatcher
for instructions.)



Stop; operate Track
Trip Manual Release.
When trip clears,
proceed with caution
at restricted speed.
(The Call-on Aspect)



Proceed with caution
on main route,
prepared to stop at
next signal.



Proceed with caution
on diverging route,
prepared to stop at
next signal.



Proceed on main
route.



Proceed on diverging
route.

REVERSE MOVEMENT



Stop and Stay.



Stop and Stay.



Proceed with caution,
prepared to stop within
vision.

AUTOMATIC BLOCK AND INTERLOCKING APPROACH SIGNALS (PERMISSIVE SIGNALS)



Stop; operate Track
Trip Manual Release.
When trip clears,
proceed with caution
at restricted speed.



Proceed with caution
prepared to stop at
next signal.



Proceed.



Proceed with caution
at or below allowable
speed.



SPECIAL ASPECTS AND INDICATIONS

At 17th St. and Armitage Ave., North-South Route



Proceed with caution on
main route, at or below
allowable speed.



At 13th St., south-bound only, North-South Route



Proceed with caution into
stub track prepared to
stop within vision.

At crossover east of 54th Ave., Douglas branch



Stop; proceed
through
crossover
at restricted
speed.



Proceed over
normal route.

LEGEND



NUMBER PLATE
WITH "X"



NUMBER PLATE
WITHOUT "X"



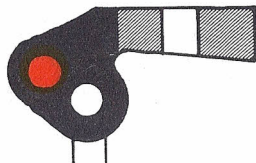
LUNAR WHITE



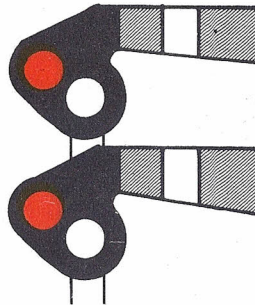
FLASHING RED

SEMAPHORE SIGNALS

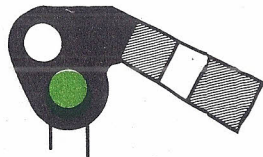
(absolute signals)



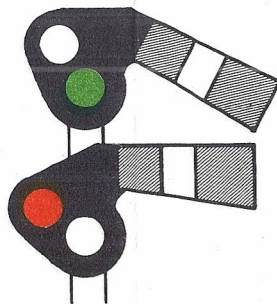
* Stop and Stay



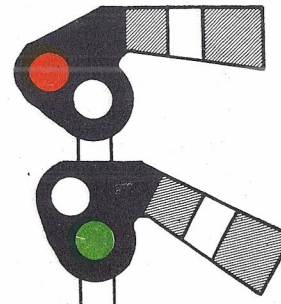
* Stop and Stay



Proceed



Proceed on main route



Proceed on diverging route

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

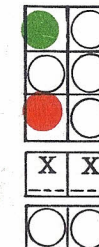
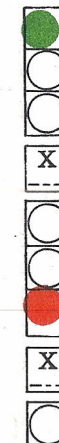
T. & A.P. 55-18-C3
Rev. 3-59 1M

Signal Aspects & Indications

GENERAL INFORMATION CONCERNING 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.

In the example below, the high signal and the low signal both indicate "Proceed on main route" - Green over Red.



The Yellow light of the "Call-On" aspect on both high and low signals is displayed below the light which indicates for the diverging route.

The Lunar White light of allowable speed signals is displayed as follows:

- On low signals - below the light that indicates for the diverging route.
- On high signals - between the lights that indicate for the main and diverging routes.

INFORMATION CONCERNING NUMBER PLATES ON ALL 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.

Illustrations of signal 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.