

Category 2 Standard

S2507
(Formerly E7203)

Sighting of lineside signals, signs and indicators

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MAYOR OF LONDON

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1 Purpose

- 1.1 The purpose of this Standard is to define the requirements for visual information from the lineside signals, signs and indicators to Train Operators to aid them in their duties. It does not specify the requirements for platform repeaters as they are provided for use by station staff.
- 1.2 This standard does not state the requirements for speed signage.

2 Scope

- 2.1 This standard applies to the parts of the railway for which London Underground (LU) is the Infrastructure Manager. In areas where other Train Operating Companies run on LU infrastructure, special considerations shall be given to any particular circumstances which may necessitate seeking concessions to the requirements of this standard.
- 2.2 This standard replaces E7203 A1, which is withdrawn.

3 Requirements

3.1 Requirements applicable to all signals, signs and indicators

3.1.1 General

- 3.1.1.1 This standard shall be read in conjunction with S1180, Standard for Rolling Stock, and G-182, Ergonomic Considerations for the Design and Development of a Rolling Stock Operator's Cab and relevant local instructions.

Notes:

- 1) The position of the driver's seat in the cab is no longer specified.
- 2) Actions to be taken in the event of Signal Passed at Danger (SPAD) Incidents are set out in the Operational Standards document G1038; The management and investigation of Signal Passed at Danger (SPAD) Incidents. This describes the criteria for setting up, and remit of, a Signal Sighting Committee.

- 3.1.1.2 This standard shall apply to all new signals, and to existing signals:
- a) which are subject to repositioning, modification, refurbishment, or other alteration; or
 - b) which remain after other adjacent or associated signals have been removed; or
 - c) where there have been changes which have an effect on their sighting and readability or which have been the subject of operational reports.
- 3.1.1.3 Signals, signs and indicators shall present information to the Train Operator in a clear and concise form.

Note: There is no longer a requirement regarding the side on which (in the normal direction of travel) signals are to be located. However, it is preferable to have a consistent approach during the design phase. Signal sighting is the most important parameter, but other factors must be taken into account, such as the location of signal heads, cable runs, location of the positive traction rail and other obstructions.

- 3.1.1.4 No deterioration in the existing capability for the correct and timely interpretation of the information conveyed by lineside signals, signs and indicators shall be permitted.