

**Working over arrangements for London Underground
Limited trains on Network Rail infrastructure (Bakerloo &
District Lines)**

**Signalling
Train Warning Systems
Passing Signals at danger**

5

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1 Definitions and identification of signals

1.1 Definitions

Stop Signals

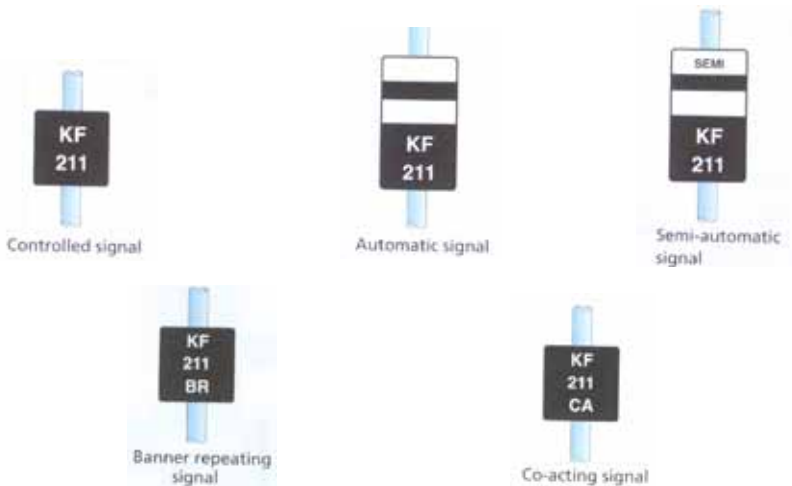
A stop signal is a signal that can show a stop aspect or indication.

It also includes:

- position-light signals
- shunting signals
- limit of shunt signals or indicators
- stop boards
- possession limit boards.

1.2 Signal types - identification

The meanings of signal identification plates are as follows:

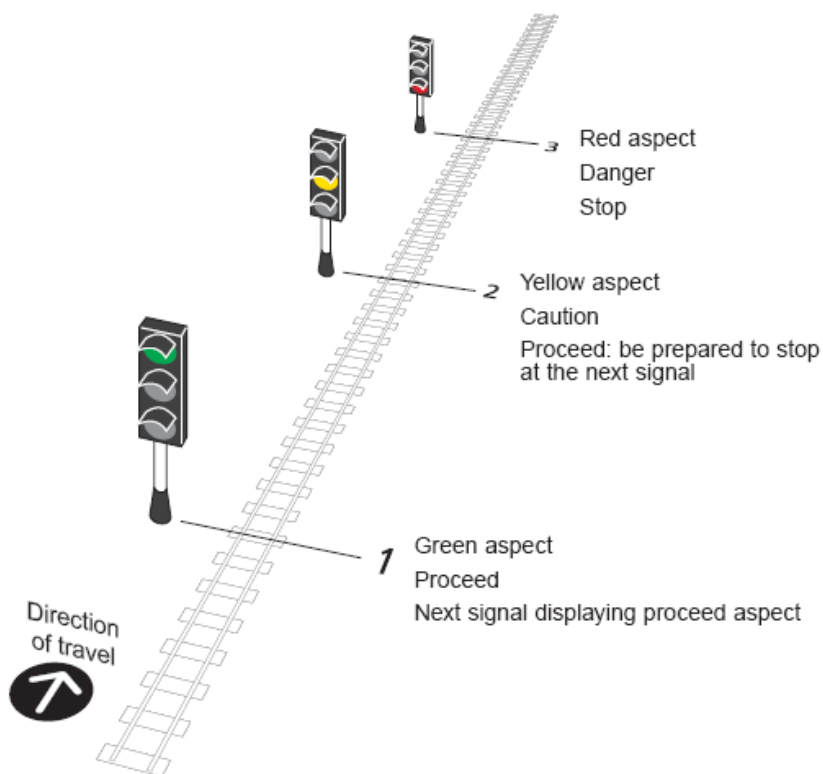


The letters and numbers identify the signal and the full identity must be used during any communication.

2 Colour light signals

2.1 Three-aspect signalling - normal sequence

The normal sequence of three-aspect signalling:



2.3 Junction indicators

Junction indicators are provided to show that a train is being signalled to a route to the left or right of the straight route.

A junction indicator:

- is normally located above the signal, and
- will display a line of white lights when a proceed aspect is displayed.

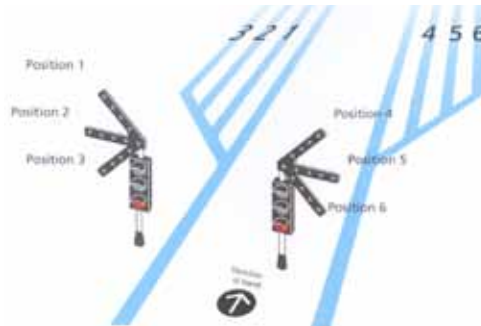


When the straight route is obvious, there is no junction indicator provided for this route.

Where there is no obvious straight route, a junction indicator will be provided for all signalled routes.

Where the straight route is not the highest-speed route, the junction indicator will apply to the lower-speed route.

Where the diverging routes ahead are both of equal speed, a junction indicator will be provided for each route.



2.4 Route indicators

Route indicators are provided to show which route a train is being signalled towards.

The indicator will display either a letter or a number which relates to the route the train is being signalled onto.

Route indicators may also be associated with a junction indicator.



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2.7 Position-light signals

Position-light signals are normally positioned at ground level independent of a main aspect.

When proceeding on the authority of a main aspect, any position-light signals along the route between main running signals will show a proceed aspect.

The signal identification plate will also have a direction arrow showing the line to which the signal applies.



This indicates **stop**.

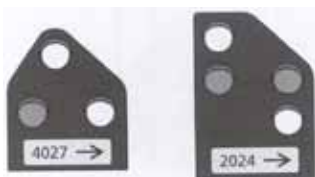


This indicates **stop**, if the points are set for a route that would take the movement onto a running line. Movements are allowed to pass the signal in the 'on' position when the movement is being made towards the shunt neck or siding.

If the position-light signal displays two white lights at 45°, this authorises the driver to proceed at caution towards the next stop signal.

If there is no stop signal, it authorises the driver to proceed at caution towards a buffer stop.

The driver must be prepared to stop short of any train, vehicle or obstruction.



Some position-light signals are associated with a main aspect.

They will normally be positioned below the main aspect they are associated with, and often on the same signal post.

The normal aspect for a position-light signal is unlit. This means **obey the main signal**.

The train or movement can proceed past the signal when the position-light signal shows proceed. This applies even though the main aspect is at danger.



Route indicators associated with position-light signals are of miniature design, and will display a letter or a number that shows the route onto which the train is being signalled.



2.8 Colour light signals not in use

When not in use, main and position-light signals will be covered up.

Main aspects may also have a large X displayed over the cover.

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4 Other signals and indicators

4.1 Limit of shunt signals or indicators

Limit of shunt signals or indicators are either:

- instructions on illuminated signs, or
- two red lights horizontally displayed.



No part of the train may pass a limit of shunt signal or indicator unless authorised by the the Network Rail signaller.

If a limit of shunt signal or indicator is passed without authority, it is a signal passed at danger.

4.2 Stop boards

A stop board shows the word **Stop** and may also:

- show other instructions, and
- be illuminated.



The driver or person controlling the movement must stop the train at the stop board and may only proceed:

- when the instructions on the stop board have been carried out, or
- when given permission to do so by the authorised person.

If a stop board is passed without authority, it is a signal passed at danger.

4.3 Possession limit boards

A possession limit board identifies the boundary of a possession. The sign is red, double-sided and is visible along the line in both directions. It will also have a steady or flashing red light visible along the line in both directions.



If a possession limit board is passed without authority, it is a signal passed at danger.