

# Network Safeworking Rules and Procedures

## Indicators

Rule Number: 6009

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#### Document History

Version	Effective Date	Pages updated	Reasons for change
2.0	03 02 2020	All	Major Review

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# 1. Purpose

The function of this rule is to describe the protocols for using indicators. They are provided to give *Rail Traffic Crew* information on the *Route* setting of *Points* and may be used in conjunction with *Fixed Signals*.

## 2. General



**WARNING: Indicators do not indicate the line ahead is clear.**

**When used in conjunction with signals, the Indicator when illuminated does not authorise the *Rail Traffic Crew* to pass a signal at Stop. The signal must show PROCEED for *Authority* to pass.**

Where a *Fixed Signal* is not provided to govern the movement, *Rail Traffic Crews* must not proceed through the *Points* until verbally or *Handsignalled* to do so.

Indicators work in conjunction with the *Points* to which they apply, solely to indicate the way the *Points* are set.

*Points Indicators* take several forms:

- Junction indicators;
- electrically illuminated *Points Indicators*; and
- mechanical *Points Indicators*.

The different forms of indicators may be used in combination with each other.

### 2.1 Driver's Proceed Indicators

Driver's Proceed indicators are provided on the approach to some *Active Controlled Level Crossings* to indicate to *Rail Traffic Crews* that the *Level Crossing Protection* is active.

### 3. Junction Indicators

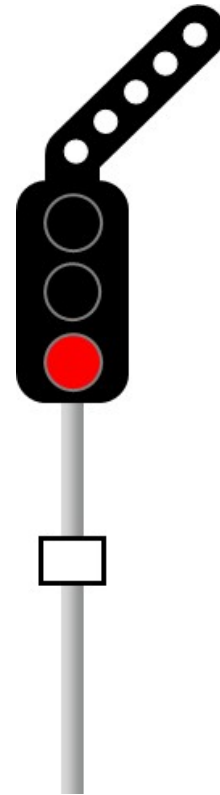
A Junction Indicator is mounted above the *Controlled Absolute Signal* with which it is associated and exhibits an indicator for each diverging *Route* in conjunction with a PROCEED indication on the signal.

A Junction Indicator may be provided with up to six arms fixed at 45 degree intervals. Diverging routes only are indicated. No indication is provided for the non-diverging line.

Each arm of the Junction Indicator contains five white lights. A minimum of three white lights must be illuminated before a PROCEED Indication can be displayed on the signal.

A Junction Indicator, when illuminated, does not *Authorise Rail Traffic Crew* to pass a signal at STOP. The signal must show a PROCEED indication for *Authority* to pass it.

Signals with Junction Indicators attached can only be passed at STOP in accordance with Rule 6013 Passing Fixed Signals at STOP.



# 4. Electrically Illuminated Points Indicator

An electrically illuminated *Points* Indicator is located *Adjacent* to and works in conjunction with, the electric *Point* motor attached to *Self-Restoring Points*.

The operations of *Self-Restoring Points* are detailed in Procedure 9022 Operation of Self Restoring Points.

The indicator:-

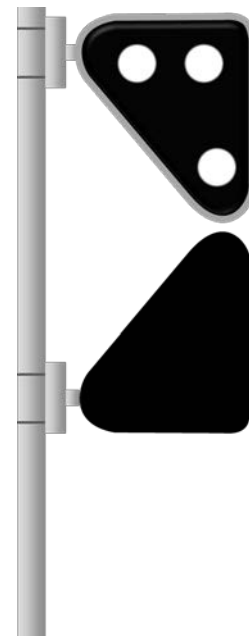
- consists of two triangular shaped indicators mounted one above the other on a single mast:
  - the upper indicator applies to *Rail Traffic* approaching in the *Facing* direction; and
  - the lower indicator applies to *Rail Traffic* approaching in the *Trailing* direction.
- has a matte black finish on both sides with a strip of white reflectorised tape surrounding the outline of the indicator and contains three lights as an indication to approaching *Rail Traffic*.

## 4.1 White Light Type

Only two white lights will be visible at any one time on each indicator and, for an approaching *Rail Traffic Crew*, will indicate that:

- when there are two lights in a vertical position, that the *Points* are set and locked for the normal setting.
- when there are two lights at a 45°, the *Points* are set and locked for the reverse setting.
- if only one light or no lights are visible, *Rail Traffic* must not pass over the *Points* until they have been examined by the *Rail Traffic Crew*. The *Rail Traffic Crew* in this instance must ensure the *Points* are correctly set for the safe passage of the *Rail Traffic*.

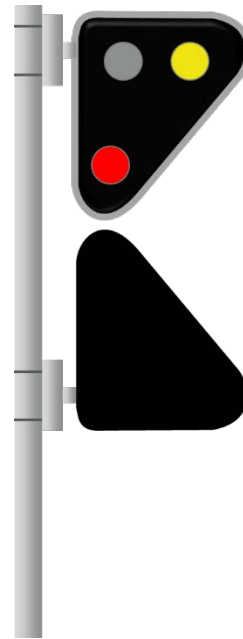
The indicator lights may be lit when a *Train* is within approximately 400 metres of the *Station*.



## 4.2 Coloured Light Type

Only one light will be visible at any one time on each indicator and, for an approaching *Rail Traffic Crew*, will indicate:

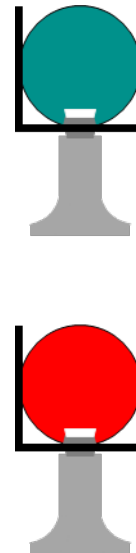
- when there is a white light, that the *Points* are set and locked for the normal setting.
- when there is a yellow light, that the *Points* are set and locked for the reverse setting.
- when there is a red light, that the *Points* are out of correspondence and not set, *Rail Traffic* must not pass over the *Points* until they have been examined by the *Rail Traffic Crew*. The *Rail Traffic Crew* in this instance must ensure the *Points* are correctly set for the safe passage of the *Rail Traffic*.



# 5. Mechanical Points Indicator

## 5.1 Round Type Points Indicator

Round type *Point* Indicators, attached to *Main Line Points* in *Train Order Territory*, have a round reflectorised green target when set in the normal *Main Line* position and a round reflectorised red target when set in the reverse position.

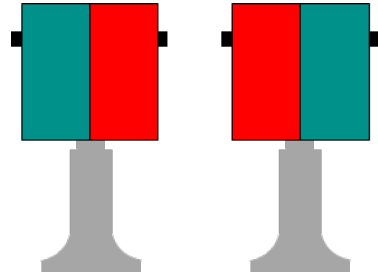


## 5.2 Square Type Points Indicator

Square type *Point* Indicators have a square half red and half green reflectorised target.

The green is exhibited in the direction for which the *Points* are set.

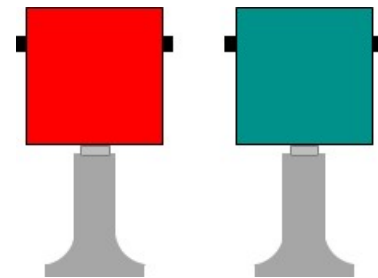
These indicators are usually found in *Station* yards and at Junctions.



## 5.3 Catch Points Indicator

*Catch Point* Indicators have a square red reflectorised target when in the normal derail position and a square green reflectorised target when reversed to the running position.

These indicators are found in *Station* yards attached to *Catch Points*.



## 5.4 Cheese Knob Points

Cheese knob *Points* are painted:

- white on one side to indicate *Points* are set to the right; and
- black on the other side to indicate the *Points* are set to the left.



## 6. Driver's Proceed Indicators (DPI)

Operations of DPIs are included in the Local Instructions for the *Location* concerned. Local Instructions are detailed in *Arc Infrastructure's*:

- Rail Access Management System;
- Intranet site "The Depot"; and
- Internet site [www.arcinfra.com](http://www.arcinfra.com).

Driver's Proceed indicators (DPI) use white, yellow and red lights to indicate the status of *Active Control Level Crossing Protection* equipment.





## 7. Passing Indicators at Unattended Train Order Crossing Stations

*Rail Traffic Crews* must not proceed through the *Points* until verbally or *Hand signalled* to do so.

If no Crossing, passing or Shunting is to take place, the *Rail Traffic* shall enter the *Station* on the Main Line, or as directed on the *Train Order*, and a verbal or *Hand signal* is not required.

Where the *Rail Traffic* is not required to stop for the *Issue* of a further *Train Order* or for any other reason, the *Rail Traffic Crew* shall proceed at *Authorised Speed*.

## 8. Passing Defective Indicators

*Rail Traffic Crews* must not pass mechanical or Electrically Illuminated *Points* Indicators that display no indication or display an *Illegal Indication* until:

- the *Points* have been checked and set for the *Route*; and
- if necessary, the *Points* have been *Secured*.

If the DPIs are not working correctly, *Rail Traffic Crews* must act in accordance with Rule 2015 Active Control Level Crossing Management.

## 9. References

2015 Active Control Level Crossing Management.

6013 Passing Fixed Signals at STOP.

9022 Operation of Self Restoring Points.

## 10. Effective Date

3 February 2020