



Railway Project
Pre-engineering, Phase 2
Proposed new Optical Signal Aspects

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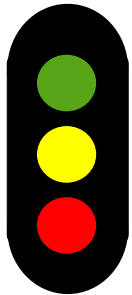
New colour light signals

- detailed size, shape and (back-plate) colouring shall be specified during the detailed design phase
- colour light signals shall be situated outside the specified loading gauge
- every light signal post shall have an unique identification plate with reflecting symbols facing the driver
- at railway yards every signal shall have an arrow pointing the track in question
- LED techniques shall be used
- A dark main signal represent STOP aspect

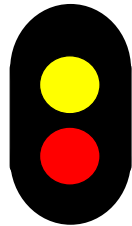
Overview of the colour light signals

Main signal
(3-aspect)

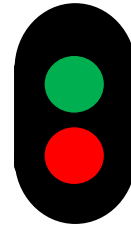
Green
Yellow
Red



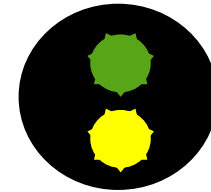
Main Signal
(2-aspect)



Main Signal
(2-aspect)



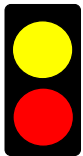
Distant signal



Flashing Yellow
Flashing Green

Shunting signal

Yellow
Red



Main Signal - Stop aspect

- Train is not allowed to pass the main signal



Main Signal - Proceed with caution aspect

- Proceed with caution, maximum speed 40km/h at following switch or with indicated speed by the ETCS DMI (Driver Machine Interface).
- Next main signal can show STOP and/or following switch is in diverging position.
- 40 km/h restriction ends at next main signal or after train length at the station sign.



Main Signal - Proceed aspect

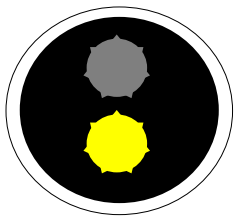
- Proceed with the line speed, straight track





Distant Signal - Expect stop

- Next main signal shows stop





Distant Signal - Expect proceed with caution

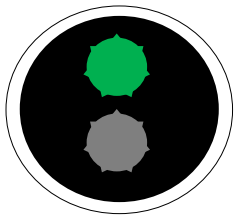
- Next main signal shows proceed with caution





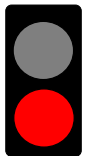
Distant Signal - Expect Proceed

- Next main signal shows proceed



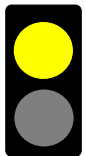
Shunting Signal - Stop aspect

- Train is not allowed to pass the shunting signal



Shunting Signal – Proceed shunting with caution

- Train is allowed to pass the shunting signal



Level Crossing Signal

- Level crossing informative signal to train driver (flashing white when warning is active)
- Not shown in schematic layouts

