

Indicators and signs

General

To describe the types of indicators and signs used in the MTS Network to regulate the movement of manually operated rail traffic.



NOTE:

The figures in the Rule show examples of the indicators and signs used in the Network. White or lunar white lights are shown in blue.

Route indicators

Running signals provide information about the route for which a signal is cleared.

If the signal displays a PROCEED indication, the route indicator shows:

- the position of the points ahead, and
- that the route is set, and
- where provided, the number of the destination track.

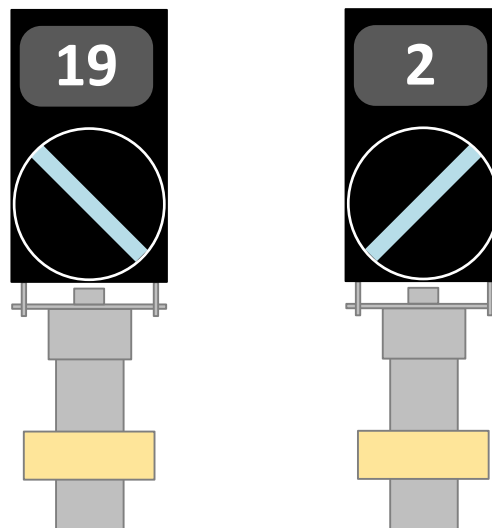


Figure 1: Examples of PPIs with route indicators

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Point Position Indicators (PPI)

Point Position Indicators display the following signal aspects to manually operated rail traffic:

- PROCEED or STOP, and
- for PROCEED aspects, the position of the points ahead.

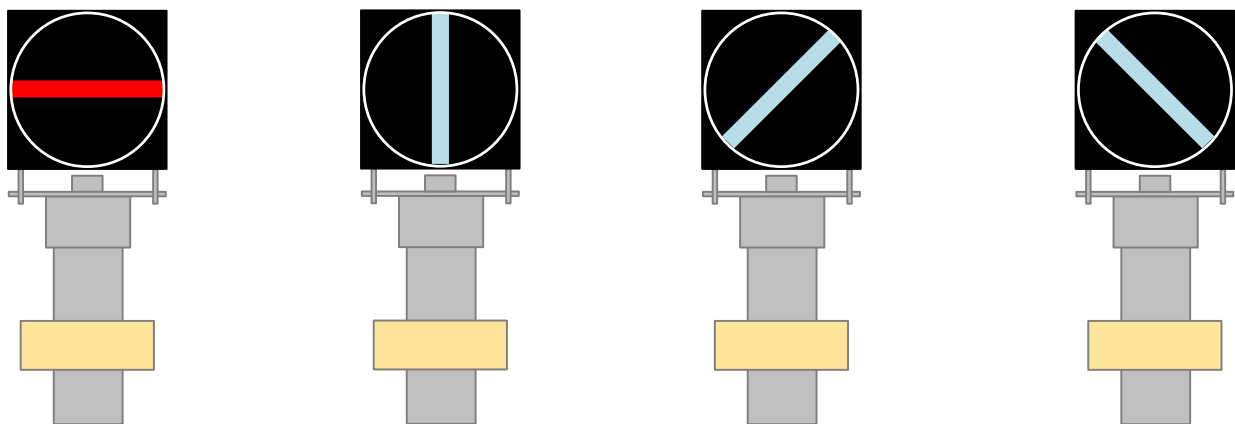


Figure 2: Examples of PPIs showing available indications

Signal identification signs:

Signal identification signs:

- are fixed to running signals,
- have letters and/or numbers that uniquely identify the signal,
- in some cases, an arrow pointing to the track the signal is designated for.



Figure 3: Example of signal identification sign

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STOP signs

STOP signs:

- may be passed only if authorised
- have white text on a red reflective background.



Figure 4: Examples of STOP signs

NARROW TRACK CLEARANCES signs

Warning signs are placed in locations where there is restricted clearance between:

- vehicles on adjacent lines, or
- the track and other infrastructure or buildings.

Workers performing shunting at these locations must not stand between a moving vehicle and a vehicle standing on an adjacent line. Qualified Workers performing shunting must act in accordance with MTR 420 Shunting and marshalling.



Figure 5: Example of NARROW TRACK CLEARANCES sign

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NO SAFE PLACE signs

NO SAFE PLACE signs are provided at locations in the Network where there is no safe place to retreat to avoid being struck by rail traffic.



Figure 6: Example of NO SAFE PLACE sign

Speed signs

General

Rail Traffic Operators must make sure that the front of a train or track vehicle passes a speed sign at or below the speed given by the sign.

When speed signs allow an increase in speed, Rail Traffic operators must not increase speed until the rear of the train or track vehicle has passed the speed sign.

Permanent speed signs

Permanent track speed signs are permanently fixed next to the line at nominated locations. These signs indicate the maximum speed for the portion of line.



Figure 7: Examples of permanent speed signs

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Turnout speed signs

Turnout speed signs have black text on a yellow background. The letter “X” before the numbers on a permanent speed sign shows the maximum speed for the turnout.



Figure 8: Example of turnout speed sign

POINTS CLEARANCE signs

POINTS CLEARANCE signs are provided at some locations to tell Rail Traffic Operators that the rail traffic is clear of the relevant points.



Figure 9: Example of POINTS CLEARANCE sign

Location marker boards

Location marker boards are positioned on the headwall and tailwall of platforms facing the direction of approaching traffic. Location marker boards inform Rail Traffic Operators of the platform location and are utilised as a designated location.



Figure 10: Examples of location marker boards

Buffer stop signals

Buffer stop signals are attached to the top of buffer stops, which are installed at the end of each main line, and at the terminal end of UTO stabling roads in SMTFs (depots).

Buffer stop signals comprise of 2 fixed signals, each displaying a permanent **STOP** signal.

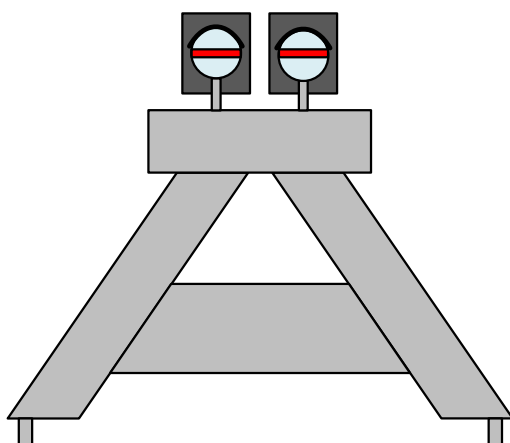


Figure 11: Buffer stop with fixed red-light signals

Fouling point markers

Fouling point markers are fixed to the sleepers in an SMTF to indicate the point beyond which a stabled rail vehicle would encroach into the required passing clearance for rail vehicle/s on the adjacent line.



Figure 12: Fouling point marker

Worksite Marker Boards (WMBs)

WMBs are dual sided marker boards that are firmly clamped to the head of the rail at the limits of work on track authorities, as described in *MWT 302 Local Possession Authority* and *MWT 304 Track Occupancy Authority*.

WMBs display 2 red lights overlaid on a reflective yellow background facing rail traffic approaching the limits of the work on track authority; and 2 amber lights overlaid on a reflective yellow background facing rail traffic departing the limits of the work on track authority.

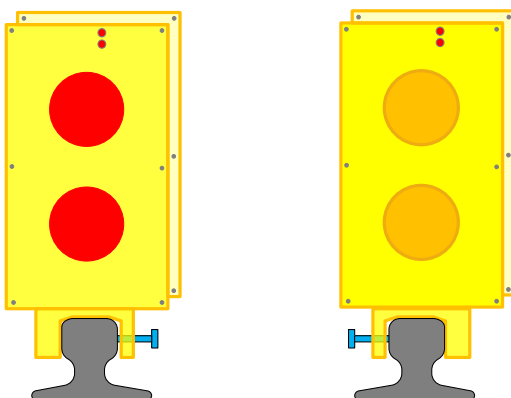


Figure 13: Example of Worksite Marker Boards

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Train docking marker boards

These marker boards indicate the correct stopping location of EMUs at platforms and stabling locations. Train Operators align the train with the train docking marker board through the front side window. This ensures that the train is positioned correctly to allow door opening at station platforms and to ensure train wake-up can occur at stabling locations by correctly docking the EMU.



Figure 14: Examples of train docking marker boards for stations (L) and SMTFs (R)

Warning lights

Illuminated white lights are provided at locations where workers on track have a restricted view of approaching traffic. If rail traffic approaches, the lights go out.

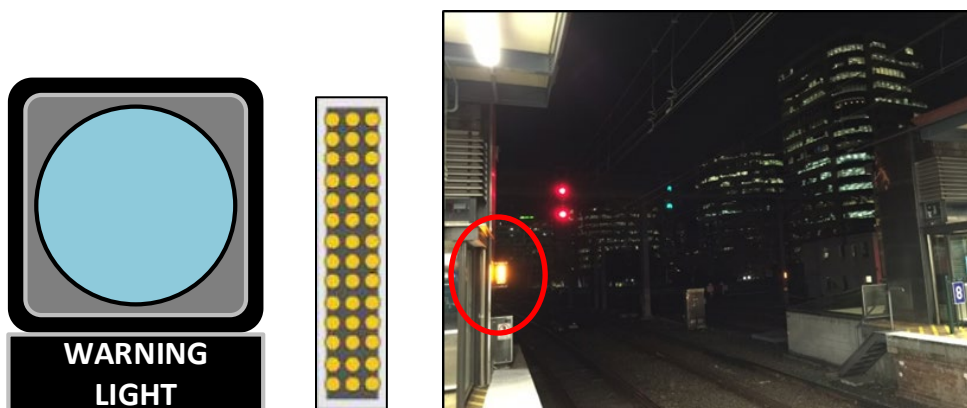


Figure 15: Examples of warning lights

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Electric train STOP signs

Electric train STOP signs are provided to advise Train Operators of electric trains that a non-electrified portion of track exists ahead.

Located adjacent to points that can give access to a non-electrified portion of track, Rail Traffic Operators must not proceed if points are set for the non-electrified portion of track unless authorised and pantographs are lowered.



Figure 16: Examples of electric train STOP signs

Procedures

Nil

Effective date

28 April 2025