

## NSG 606 Responding to signals and signs

# Signal indications

## Description

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## Signal indications

### STOP

Rail traffic must stop before a signal at **STOP**.

Drivers or Track Vehicle Operators must keep the signal indication clearly in view.

If both a co-acting signal and the associated primary signal display **STOP**, rail traffic may pass the co-acting signal but must stop at the associated primary signal.

Signals may be passed at **STOP** only in accordance with [NSG 608 Passing signals at STOP](#).

### PROCEED

A **PROCEED** indication shows that:

- interlocked points protected by the signal are set in the correct position for the movement
- no conflicting route has been set.

Other than for shunting movements, a **PROCEED** indication by a running signal shows that the block is unoccupied as far as the next running signal.

A **PROCEED** indication by a shunting signal does not indicate that the block ahead is unoccupied.

### LOW SPEED

Low speed signals are small in-line green lights:

- in or below the bottom of the lower case of double colour light signals, or
- below the main lamp case of single colour light signals.

Low speed aspects indicate that the line to the next signal is unoccupied. They authorise rail traffic to proceed, but to expect:

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- the next signal to be at **STOP**
- the line beyond the next signal to be occupied.

If train stops are provided, the maximum permitted speed is 25km/h. Intermediate train stops may require further speed reduction.

### CLOSE UP

**CLOSE UP** signals indicate that the line to the next signal is unoccupied. They authorise rail traffic to proceed, but to expect the next signal to be at **STOP**.

#### **Note**

The line may be occupied immediately beyond the next signal.