

General

NGE 202 Handsignals

Description

This document describes the requirements for giving and responding to handsignals.

Not what you are looking for? See more [NGE Rules](#)

Purpose

To prescribe the rules for giving and responding to handsignals used in the Network.

Principle

Giving handsignals

Handsignals must be given:

- in a clear and timely manner, and
- so that they will be received and acted upon only by those who are being signalled.

A Handsignaller must:

- be in or have access to a safe place, and
- be in clear view of those who are being signalled, and
- as required, have effective communication with Signallers or Protection Officers.

Responding to handsignals

If the meaning of a handsignal is not understood, Drivers and Track Vehicle Operators must stop to find out the meaning.

Drivers and Track Vehicle Operators must:

- obey handsignals, and
- acknowledge handsignals other than shunting handsignals.

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Handsignalling

Handsignals must be given using:

- flags or hands during daylight, and
- lights during darkness and low visibility .

A handsignal must be continued:

- for the **PROCEED** and **PROCEED AT CAUTION** handsignal, until the cab of the leading rail vehicle has passed the Handsignaller, and
- for **STOP** handsignals, until the railtraffic has stopped.

If at a signal, a Handsignaller must:

- be able to see whether the signal is at **STOP**, and
- if rail traffic is required to stop, give a **STOP** handsignal until rail traffic has stopped.

If the signal being held at **STOP** clears, the Handsignaller must:

- tell the Signaller to set the signal at **STOP**, and
- tell the Protection Officer, if provided.

A Handsignaller must stand well away from signals if:

- rail traffic is not required to stop, or
- not signalling at a signal.

STOP handsignals

Drivers and Track Vehicle Operators must stop their trains or track vehicles if they, or other crew members, receive a **STOP** handsignal given by:

- a red flag, or
- a red light, or
- both hands held high.

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ALL CLEAR handsignals

Drivers or Track Vehicle Operators must sound the whistle to acknowledge an **ALL CLEAR** handsignal given by:

- a white light, or
 - one hand held high.
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DANGER handsignals

Drivers or Track Vehicle Operators must stop their trains or track vehicles immediately if they, or other crew members, receive a **DANGER** handsignal given by vigorous waving of:

- arms, or
 - a flag, or
 - a light.
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General handsignals

The following diagrams show the handsignals that must be used in the Network.

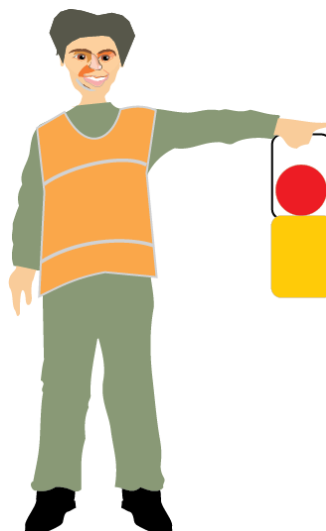
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STOP



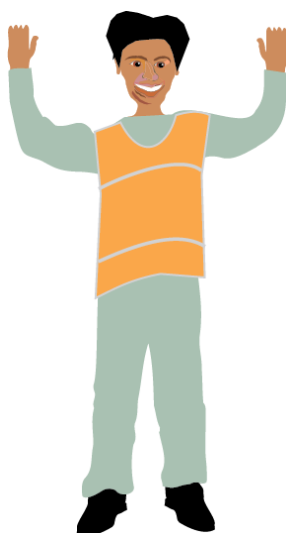
Steady red flag



Steady red light

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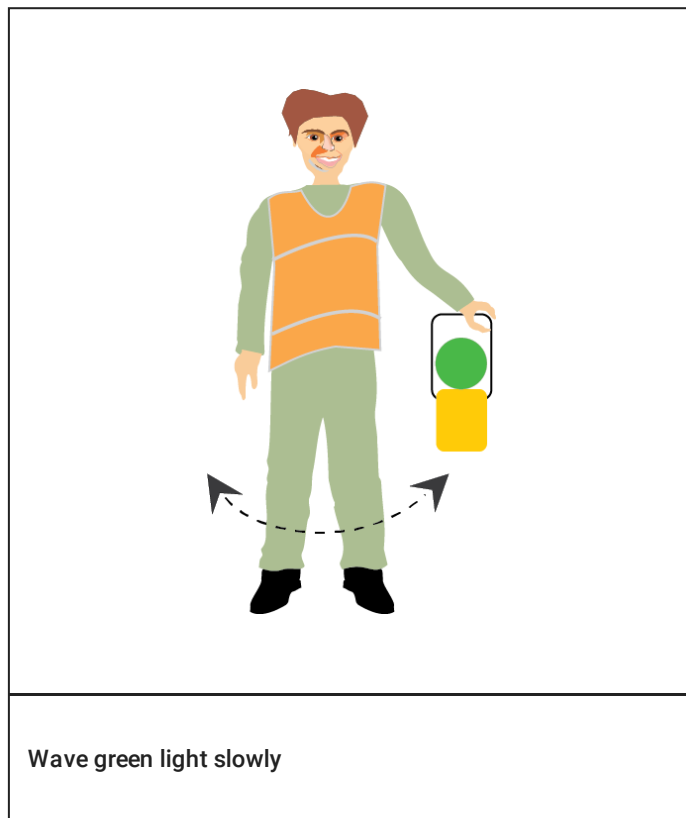
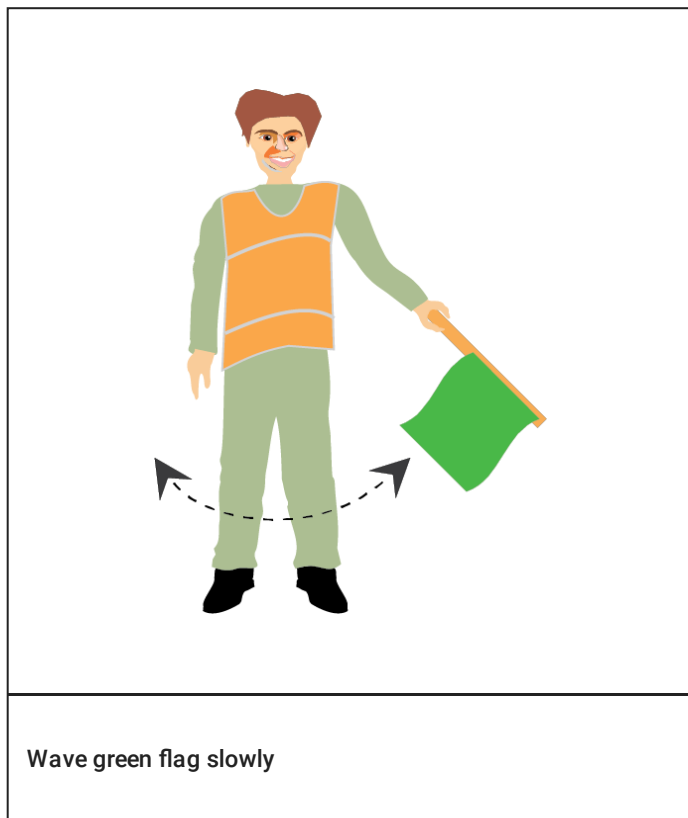


Both hands held high

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PROCEED AT CAUTION



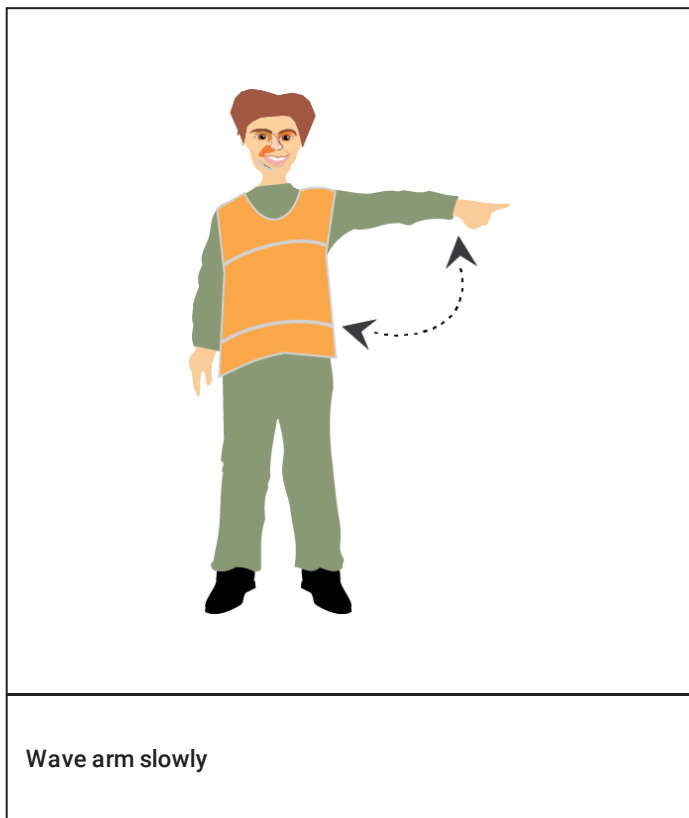
Note

When a **PROCEED AT CAUTION** handsignal:

- is given by an inner Handsignaller protecting a worksite, Drivers or Track Vehicle Operators must, unless otherwise advised by that Handsignaller, not exceed a maximum speed of 25km/h until the rail traffic has passed the worksite limits, or
- is given by other Qualified Workers, Drivers or Track Vehicle Operators must proceed at restricted speed.

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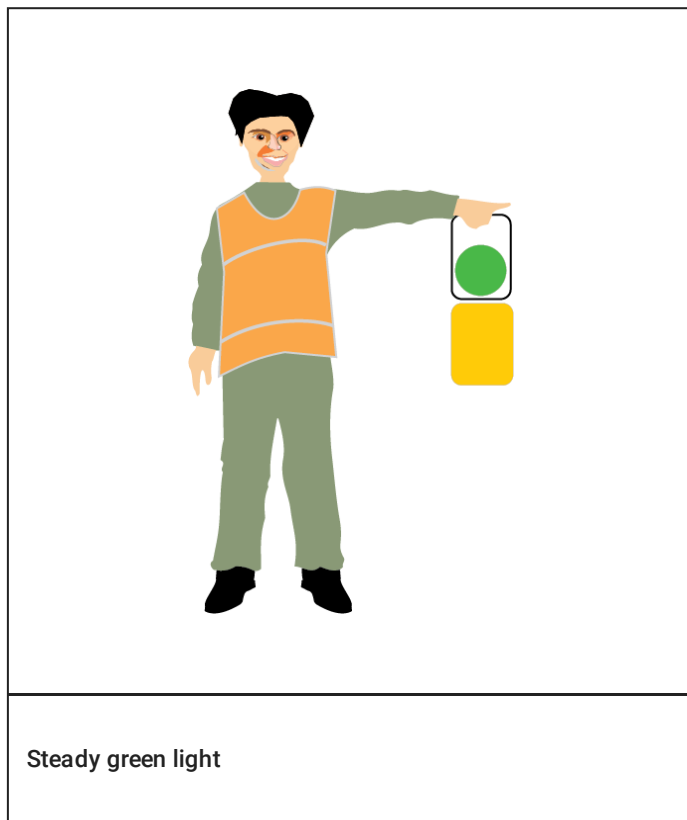
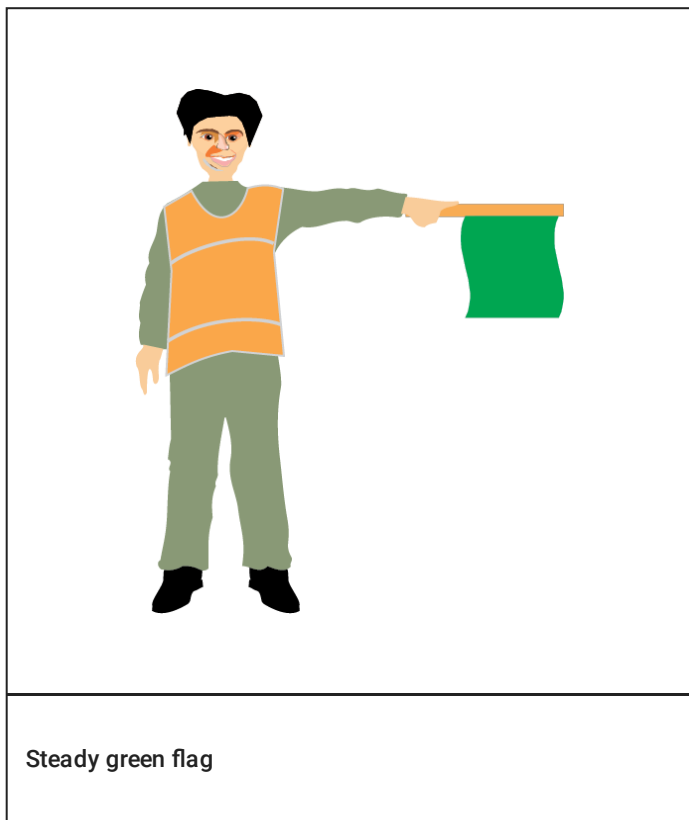
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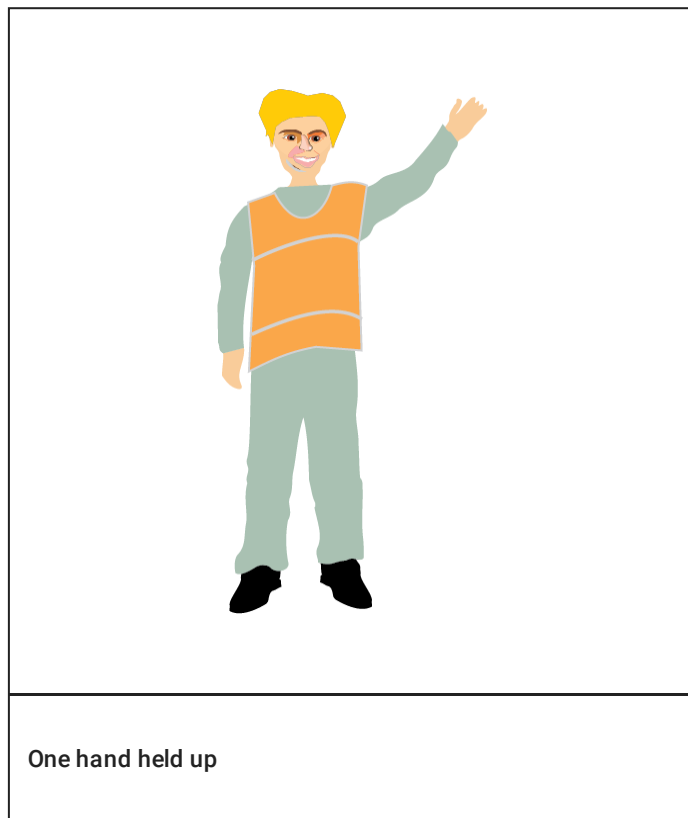
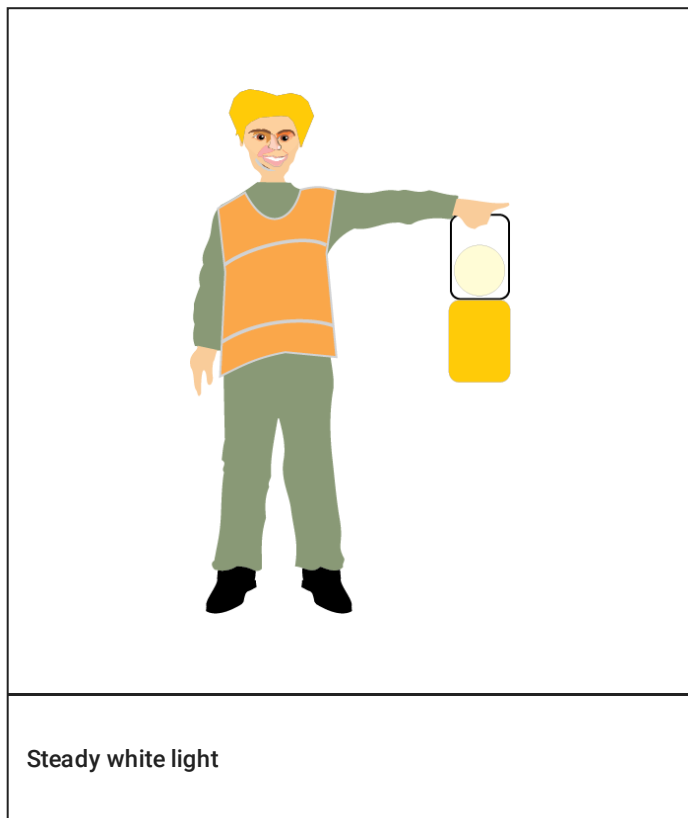
PROCEED AT NORMAL SPEED



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ALL CLEAR - I am aware of your approach



Shunting handsignals

Shunting handsignals must be given as necessary until the end of the planned movement.

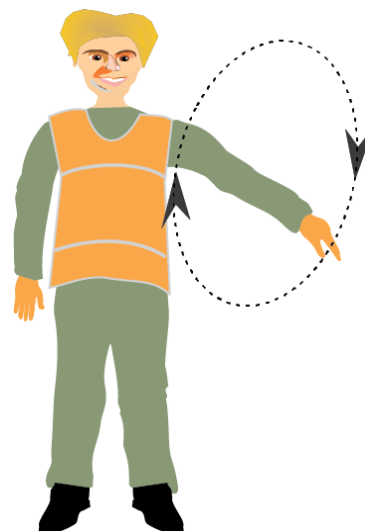
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MOVE AWAY



Swing white light backwards and forwards beside the body



Move hand and forearm in circular motion

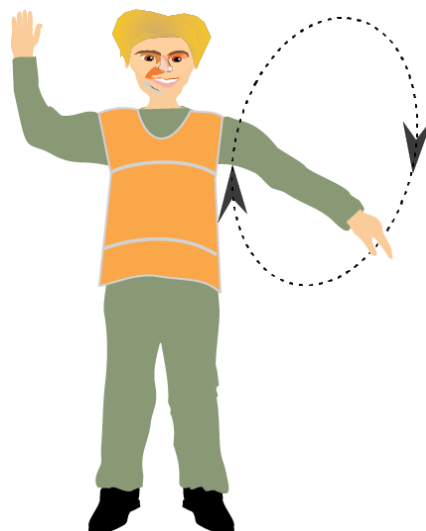
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MOVE AWAY AT CAUTION



Swing green light backwards and forwards beside the body

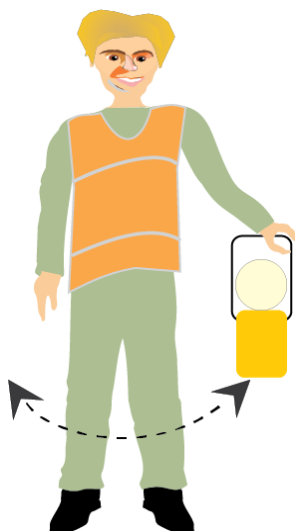


Move one hand and forearm in circular motion, with other hand raised high

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MOVE TOWARDS ME



Wave white light slowly

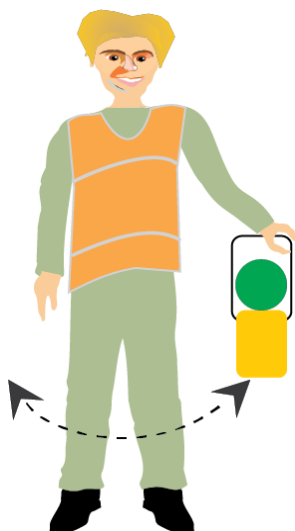


Wave arm slowly overhead

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MOVE TOWARDS ME AT CAUTION



Wave green light slowly



Wave one arm slowly over head, with other hand raised high