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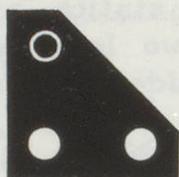
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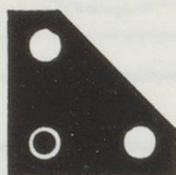
Miniature (Dwarf) Signals

by John Jesson
(Continued from page 11, September 1990 issue)

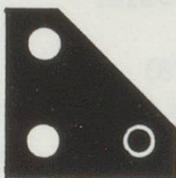
Dwarf signals were introduced in 1965 and have replaced, in many places, various point indicators. Although primarily shunting signals, they are also valid as running signals, but give no route indication. They are valid for one direction of travel and to one particular track and are normally positioned to the left of the track to which they apply. When it is necessary for the signal to be placed on the right of the track to which they apply, an illuminated white arrow below the signal indicates the track concerned. The movement instruction given by dwarf signal is valid for only a single shunt movement.



(a) Stop
2 white lights - horizontal.
Orientation light on the back unlit.
Stop before the signal or point blades.



(b) Movement order "diagonal"
2 white lights - diagonal.
Orientation light lit.
Movement may begin. The next dwarf signal shows (a) or (b), or there is no further dwarf signal.

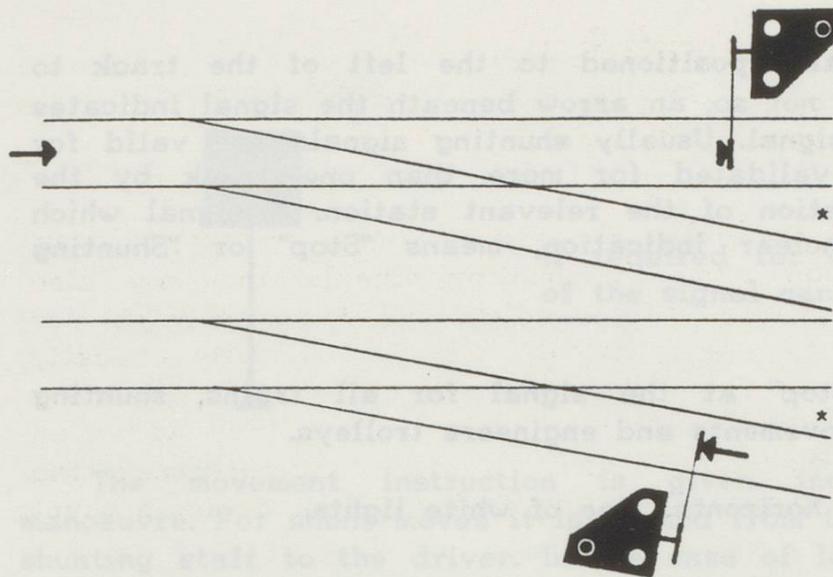


(c) Movement order "vertical"
2 white lights - vertical.
Orientation light lit.
Movement may begin or continue. The next dwarf signal shows (b) or (c).

The three white lights can show three aspects as above. If a dwarf signal is unlit, it must be considered as a "stop" indication. This also applies if one of the two lower lights is not lit when it should be. A black bordered white triangle surrounding the signal indicates that the signal has no meaning when unlit and may be passed. It is normally only used on secondary tracks.

When dwarf signals are used as shunt signals, a proceed aspect is also considered as a movement instruction. Most dwarf signals have on their reverse an illuminated diagonal white bar to assist in orientation. Occasionally dwarf signals are combined with departure signals. In some cases the dwarf signal may be raised on a post. All movements, including those by works trains and engineers trolleys, must observe the indications of the signals.

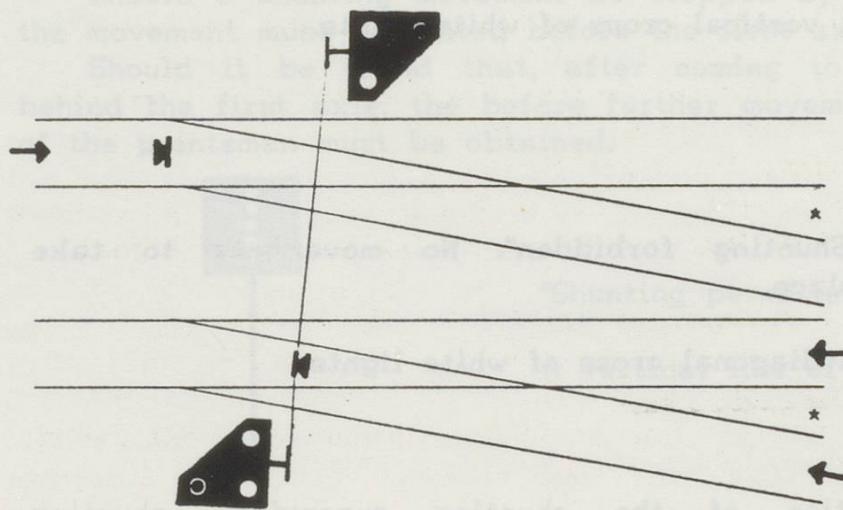
If a movement is brought to a stand at a dwarf signal positioned within the area of a point, the movement must stop clear of the blades of the point. This is particularly important when the signal is positioned at the mid-point of a double slip.



The signal is in the area of the point blades of a single point and is valid for both routes.

Stop short of
the point blades

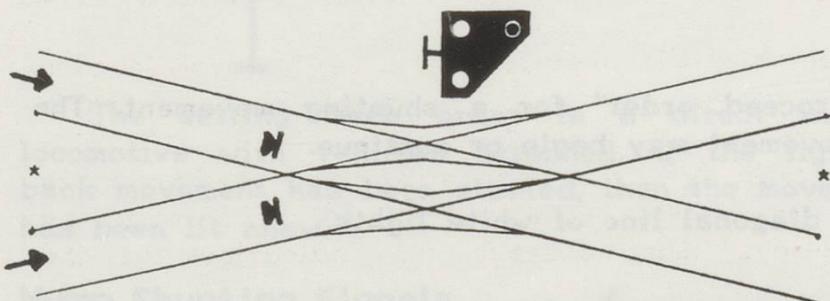
Stop at the signal



Stop at the signal

Stop at the signal

The signal is between the point crossing and the clearance marker of a single point and is valid for only one of the routes.



Stop short of
the point blades

The signal is at the middle of a double slip and is valid for both routes into and away from the double slip.

Shunting Signals

Shunting signals are normally positioned to the left of the track to which they apply. Where this is not so, an arrow beneath the signal indicates the track controlled by that signal. Usually shunting signals are valid for only one track, but can be validated for more than one track by the regulations governing the operation of the relevant station. A signal which is unlit, or which has an unclear indication, means "Stop" or "Shunting forbidden".



"Stop" at the signal for all trains, shunting movements and engineers trolleys.

A horizontal line of white lights.



"Stop" at the signal for shunting movements.

A vertical cross of white lights.



"Shunting forbidden". No movements to take place.

A diagonal cross of white lights.

At the specific instruction of the shunting supervisor, shunting movements which do not conflict with any route cleared through the area and are near to the signal, may be permitted to continue. The shunting supervisor is answerable for any movements authorised by him. However, it is the responsibility of drivers, pointsmen and all shunting staff to stop an authorised movement if they see it will be unsafe.



"Proceed order" for a shunting movement. The movement may begin or continue.

A diagonal line of white lights.

When the signal applies to several tracks, the track on which the movement may take place is identified by a Track number signal (see previous instalment).

Registration forms are available from the Society Secretary, Alan Johnson, and should be returned to the Society by 31st January 1991.



If required for operational purposes, the back of the signal can display a white light.

The movement instruction is given individually for each shunting manoeuvre. For shunt moves it is passed from the yard supervisor, through the shunting staff to the driver. In the case of locomotive movements, the order is given direct to the driver.

A movement instruction is required if the signal concerned has not been seen to be showing "stop". This situation can arise if the signal has been cleared for a preceding movement and has not been restored to "stop".

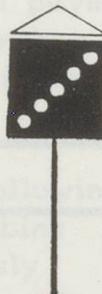
Should a shunting movement be stopped by a shunt signal showing "stop", the movement must be halted before the first axle has passed the signal.

Should it be found that, after coming to a stand, that the signal is behind the first axle, the before further movement takes place the agreement of the pointsman must be obtained.



"Shunting permitted"

A vertical line of white lights.



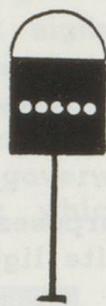
"Set back" instruction.

A diagonal line of green lights.

The setting back order is a direct instruction to the driver of a locomotive with vehicles attached. If the lights go out before the setting back movement has been started, then the movement must wait until the signal has been lit anew.

Hump Shunting Signals

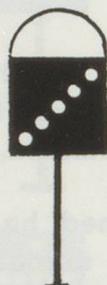
Hump shunting signals control the movement of shunting manoeuvres over a hump in a yard or station. The signals can be of two shapes, either octagonal or square, the latter carrying a semicircular white board above the signal to differentiate it from other shunt signals.



"Stop" if moving, or do not start movement.

A horizontal line of white lights.

Audible signal - 3 short tones.



"Push slowly"

A diagonal line of white lights.

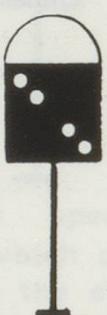
Audible signal - 2 short tones.



"Push at moderate speed"

A vertical line of white lights.

Audible signal - 1 short tone.



"Pull back" (away from hump)

A diagonal line of green lights.

Audible signal - two long tones.

Next issue - a miscellany of lineside indicators.

SOCIETY NOTICES

From the Secretary

AGM

The Annual General Meeting of the Swiss Railways Society will be held on Saturday 16 March 1991 at 15:00 hours. The venue will be the Minster Room of the Royal York Hotel, York.

Nomination of Society Officers

Nominations for the following posts are invited:

President; Vice President; Chairman; Secretary; Treasurer; Membership Secretary; Editor and four other members.