







Cyan line Signal guide. (1970)

This guide will explain differences in signaling system on LVP's Cyan line. This system under rebuilding project but due lack of funds to upgrade signaling in one go, we have to use New and Old signaling same time. Right now, (19-05-1984) Midpoint for decoder change has been put to City hall.

1982!! IT'S STILL THERE!! SYSTEM UPDATE PROJECT HAS BEEN HALTED DUE FUNDS RUNNING OUT AS THEY WASTED ALL THAT MONEY TO THAT EXTENSION TO GORDON STREET!! AND USE OLD SIGNAL SYSTEM!!! >:(

OLD SIGNAL SYSTEM (1/5)

Name / meaning	Tunnel type	Outside type
One green: Driving is permitted with current speed limit		
One green and yellow: Driving is permitted with reduced speed, no faster than 60km/h. Next yellow light only allows 40km/h speed.		
One yellow light (non-blinking one): Driving is permitted with reduced speed, no faster than 40km/h. Next signal will be 20km/h signal. More in next signal.		

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One yellow (Blinking one):

Driving is permitted with reduced speed, no faster than 15 ~ 20km/h.
Expect to stop at next signal.

History of this signal:

This signal is leftover from early days of the line, when line did not have any ALS/ARS systems installed and this signal allowed to drive more closed the red-yellow signal. This signal is not in use anymore in new system.



One yellow, One red light:

Stop signal, Driving is not allowed in any form due missing of Invitation light.

This signal is allowed to pass in new rule-book, with permission from dispatcher.



One red light:

Very absolute stop signal, Driving thru this signal is not allowed in any circumstances ~~even if dispatcher allows it.~~

~~it.~~ - Allowed in new rule-book.



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NEW SIGNAL SYSTEM (2/6)