



CHAPTER III : SIGNALS



SIGNALS

1. VISIBLE OR AUDIBLE INDICATION/CONDITION THAT CONTROL THE MOVEMENT OF TRAINS.
2. IN OUR RAILWAY WORKING, SIGNALS ARE OF **FOUR TYPES: GR 3.02 :**
 - I. **FIXED SIGNALS**
 - II. **HAND SIGNALS**
 - III. **DETONATING SIGNALS**
 - IV. **FLARE (WARNING) SIGNALS**

I. FIXED SIGNALS

- a) PERMISSIVE SIGNAL- WARNER, DISTANT
- b) STOP SIGNAL-RECEPTION, DESPATCH, OTHER SIGNALS
 - ✓ RECEPTION : OUTER, HOME, ROUTING
 - ✓ DESPATCH : STARTER, ADVANCED STARTER
 - ✓ OTHER SIGNALS: GATE, IB, AUTOMATIC SIGNALS
- c) SUBSIDIARY SIGNAL: CALLING-ON, SHUNT, CO-ACTING, REPEATING SIGNAL

ASPECT AND INDICATION

ASPECT

INDICATION

APPEARANCE

INFORMATION

II. HAND SIGNALS

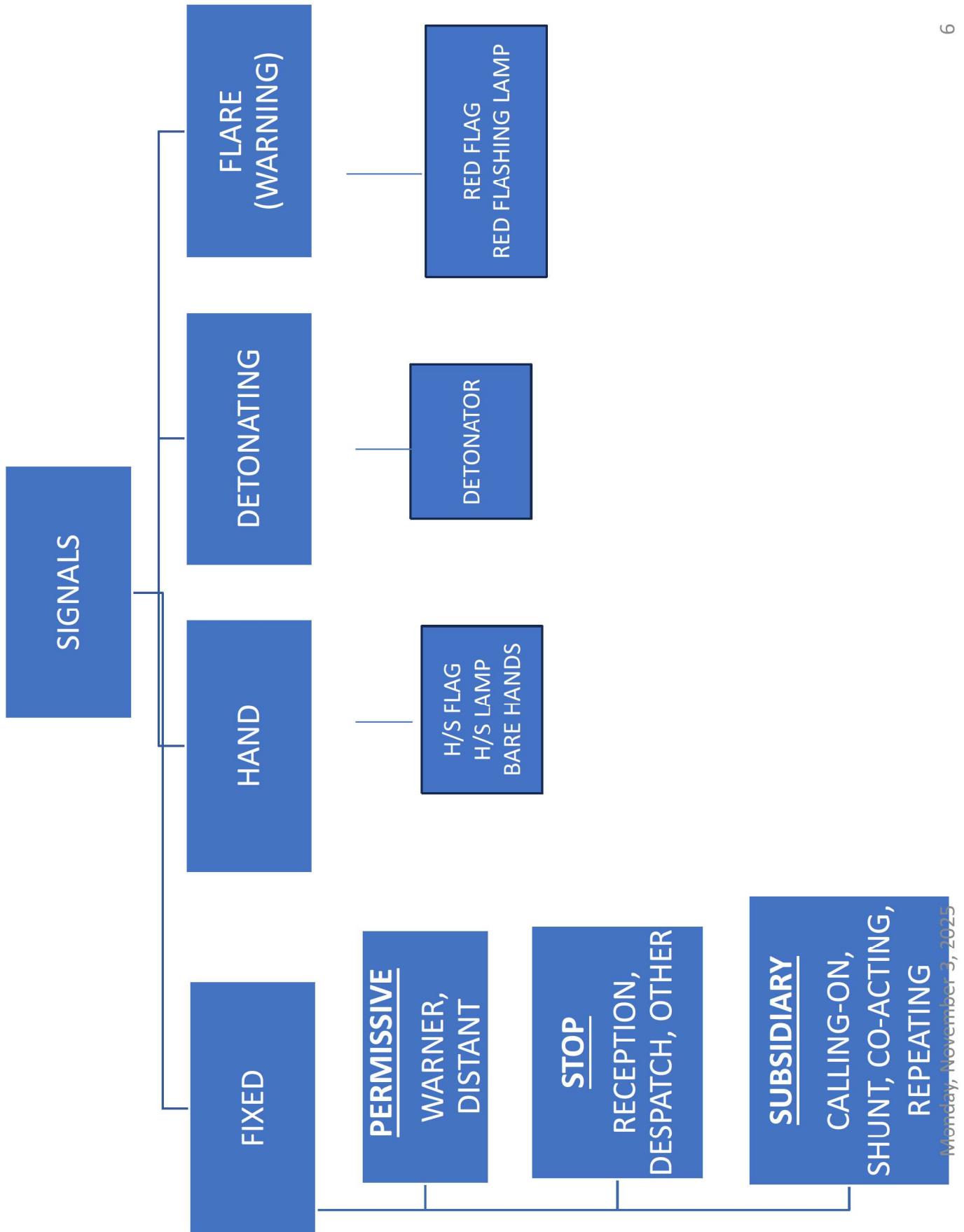
a) HAND SIGNAL FLAGS

b) HAND SIGNAL LAMPS

c) BARE HANDS

III. DETONATING SIGNAL

IV. FLARE SIGNAL (WARNING SIGNAL)-RED FLAG/FLASHING RED LAMP



GR 3.03. Use of night signals by day

The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick, foggy or tempestuous weather impairing visibility.

GR 3.04. Placing of signals

Fixed signals shall be clearly visible to the Loco Pilots of trains approaching them and shall be placed immediately to the left of or above the line to which they refer unless otherwise authorised by special instructions.

GR 3.04. Placing of signals

SR 3.04: Under special instructions wherever any signal is located on right side of the track, that signal post shall have an arrow showing the line to which the signal is referred.

GR 3.05. Use of fixed signals

- The aspects of a semaphore signal shall be displayed by the position of the arm by day and by a light or lights by night.
- The day aspect of the semaphore signals is shown by the position of the arm and the night aspect is shown by the light or lights to the right of the signal concerned.

GR 3.05. Use of fixed signals

- The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by fixed light or lights.
- The arm of a semaphore signal shall work in :
 - (a) the lower quadrant in two-aspect signalling and
 - (b) the upper quadrant in manually operated multiple-aspect signalling.

GR 3.05. Use of fixed signals

- The ‘off’ position of a semaphore signal shall be displayed by day by the inclined position of the arm from 45 to 60 below the horizontal in case of two-aspect lower quadrant signals, and 45 or 90 above the horizontal in case of multiple-aspect upper quadrant signals.
- S.R.3.05. The approved special instructions required by G.R. 3.05 (1) shall be incorporated in the SWR.

GR 3.06. Description Of Warner signals and their indications

- A semaphore Warner signal has a fish-tailed arm.
- A Warner signal is intended to warn a Loco Pilot -
 - (a) of the condition of the block section ahead, or
 - (b) that he is approaching a Stop signal.
- A Warner signal may be placed either-
 - (a) on a post by itself with a fixed green light 1.5 to 2 metres above it by night, or
 - (b) on the same post below the first Stop signal or the last Stop signal

GR 3.06. Description of Warner signals and their indications

When placed in accordance with clause (b) of sub-rule (3), the variable light of the Stop signal shall take the place of the fixed green light of the Warner signal and the mechanical arrangement shall be such that the Warner signal cannot be taken 'off' while the Stop signal above it is 'on'.

PERMISSIVE SIGNAL

WARNER SIGNAL

1. IT IS A PERMISSIVE SIGNAL IN TAS

2. IT IS COMPULSORY IN CLASS 'A'
AND CLASS 'C' STATION IN TAS

3. IT IS PROVIDED AT CLASS 'B'
STATION WITH TAS WHEN RUN
THROUGH SPEED OF A TRAIN
EXCEEDS 50 KMPH

GR 3.07 DISTANT SIGNAL

- ❖ IT IS A FIXED SIGNAL
- ❖ IT PRE-WARNS THE LOCO PILOT REGARDING THE CONDITION (ASPECT) OF NEXT STOP SIGNAL (STOP SIGNAL AHEAD). SO, IT IS A PERMISSIVE SIGNAL
- ❖ IT IS PROVIDED AT AN ADEQUATE DISTANCE (NLT 1000 M) IN REAR OF A STOP SIGNAL
- ❖ IN COLOR LIGHT SIGNALLING, IT IS PROVIDED WITH P-MARKER BOARD.
- ❖ IN SINGLE DISTANT AREA, DISTANT SIGNAL IS CAPABLE OF SHOWING CAUTION, ATTENTION AND PROCEED.

P

Placement of Distant Signal: AS PER IRSEM

(a) Distant Signal shall be placed at an adequate distance in rear of the first Stop Signal.

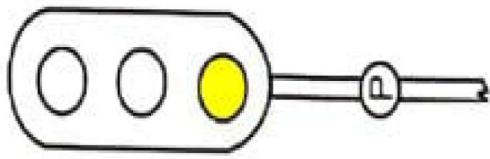
Note: Such an adequate distance shall not be less than 1 kilometre in Single Distant Territory

(b) In Double Distant territories: On sections, where Emergency Braking Distance (EBD) of more than 1.0 km is to be catered for, a second Distant signal shall be provided. Such a Distant signal shall be placed at an adequate distance of not less than 2 kms in rear of First Stop signal and Inner Distant Signal shall be placed at a distance of not less than 1 km in rear of First Stop signal.

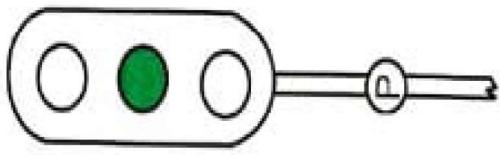
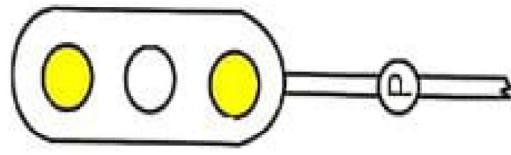
Note: Both Distant and Inner Distant Signals shall be provided with a marker consisting of a white coloured disc with letter 'P' in black.

Colour light Distant signal in Multiple-Aspect Signalling Territory

'On' position



'Off' position



ASPECT:

Attention

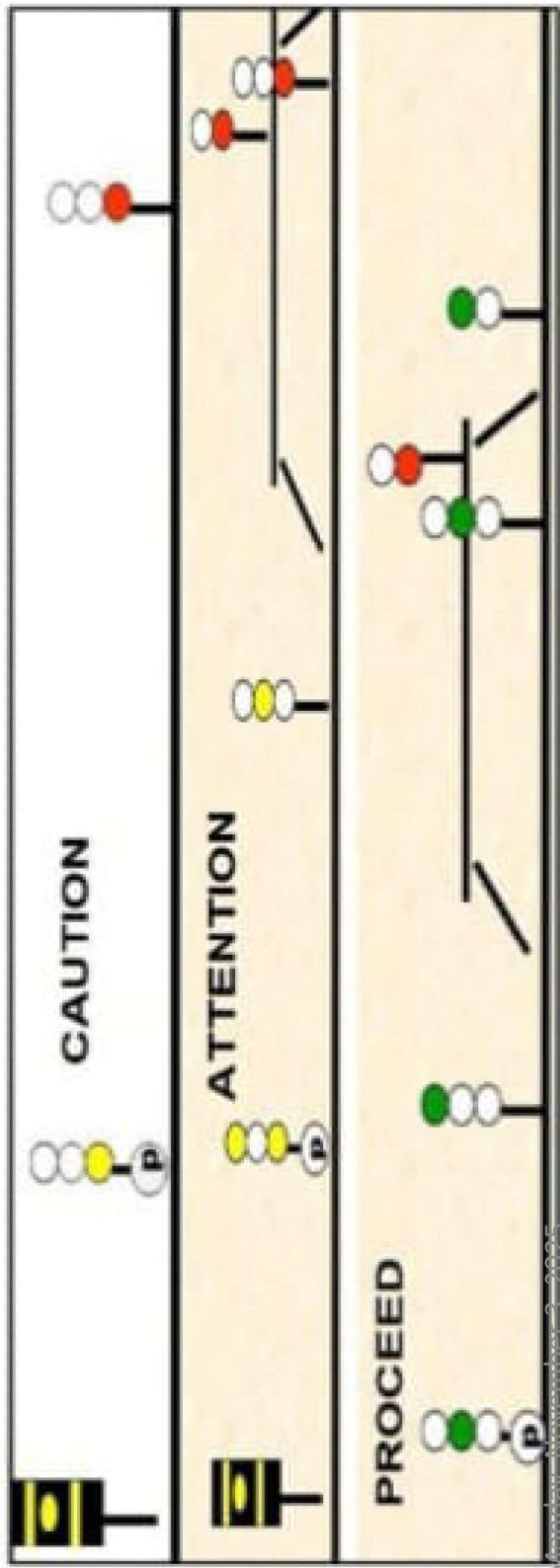
Indication: Proceed and be prepared to stop at next stop signal.
Proceed and be prepared to pass the next signal at such restricted speed as may be prescribed by special instructions Train is being received either on Main Line and is required to stop at the starter signal: or on a Loop Line required to stop at the starter signal or to pass run through via Loop Line.

Caution

Indication: Proceed
Proceed Block section ahead is clear, trains is to pass run through the station via, Main Line.

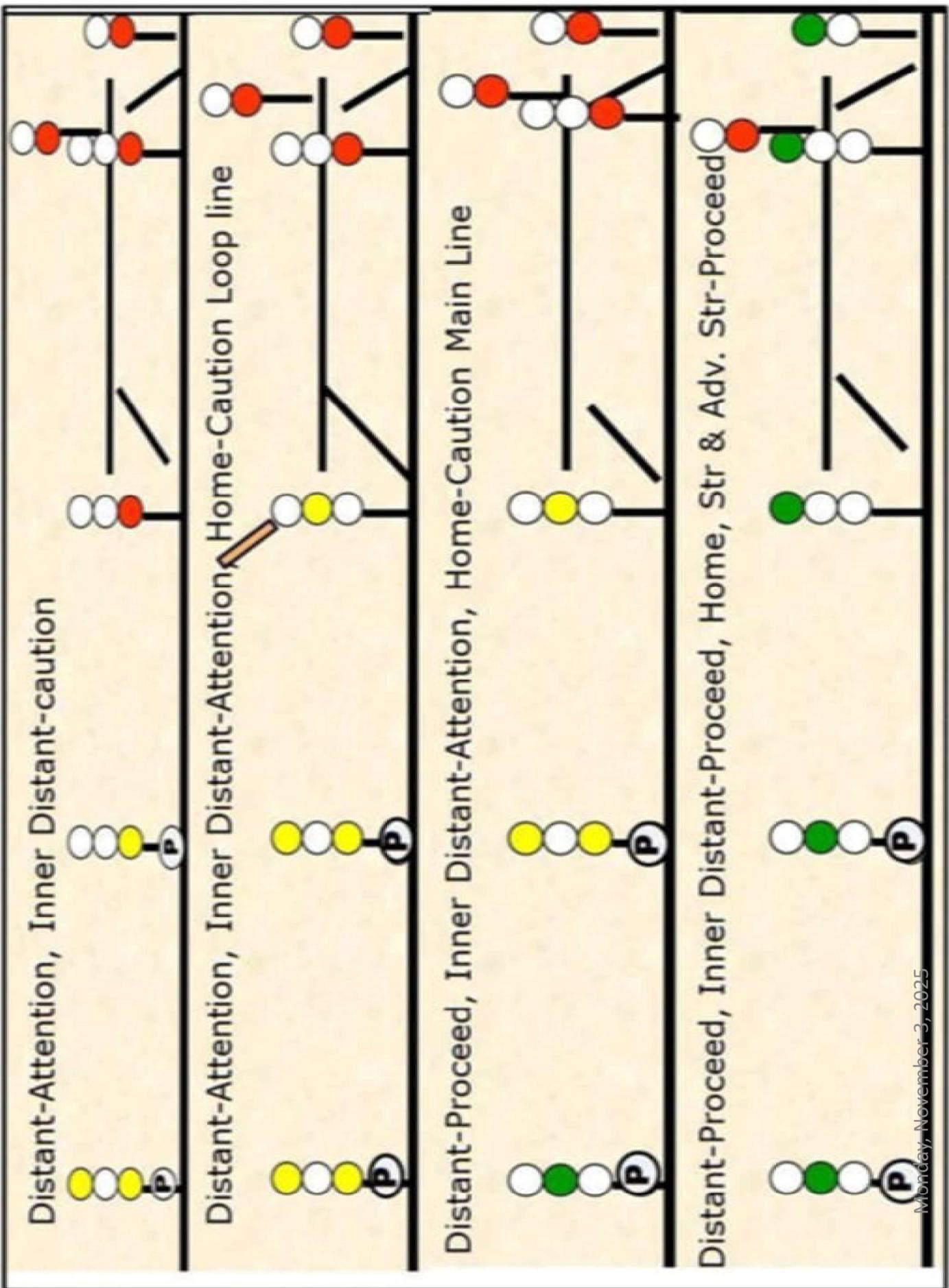
Aspect and Indication of Distant signal in single distant signal territory.

POSITION	COLOUR	ASPECT	INDICATION
ON	SINGLE YELLOW	CAUTION	PROCEED AND BE PREPARED TO STOP AT NEXT STOP SIGNAL
OFF	DOUBLE YELLOW	ATTENTION	PROCEED AND BE PREPARED TO PASS NEXT STOP SIGNAL, WITH RESTRICTED SPEED AS PER SPL INSTRUCTIONS TRAIN MAY REQUIRED TO STOP AT MAIN LINE STARTER, OR LOOP LINE STARTER OR RUN THROUGH VIA LOOP LINE
OFF	GREEN	PROCEED	PROCEED, RUNTHROUGH VIA MAIN LINE, BLOCK SECTION AHEAD IS CLEAR



DOUBLE DISTANT TERRITORY

- ❖ WHERE NECESSARY (WHEN SECTIONAL SPEED IS MORE THAN 110 KMPH) TWO DISTANT SIGNALS (DOUBLE DISTANT) MAY BE PROVIDED IN THE SAME DIRECTION
 - ✓ OUTERMOST SIGNAL- DISTANT SIGNAL (2000 M FROM THE STOP SIGNAL)
 - ✓ OTHER SIGNAL- INNER DISTANT SIGNAL (1000 M FROM THE STOP SIGNAL)
- ❖ IN DOUBLE DISTANT AREA, DISTANT SIGNAL IS CABLE OF SHOWING ONLY **ATTENTION AND PROCEED**
- ❖ WHENEVER DOUBLE DISTANT SIGNAL IS PROVIDED **SIGNAL WARNING BOARD (SWB)** IS DESPENSED



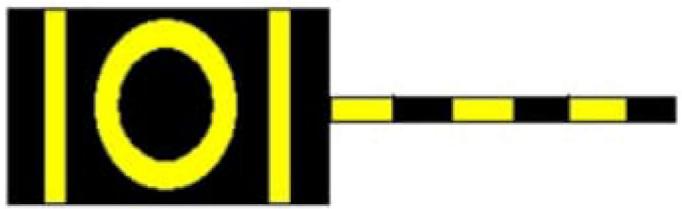
Aspect and Indication of Distant and Inner Distant signal in Double distant signal territory.

S.no	DISTANT	INNER DISTANT	HOME	MAIN LINE STR	LOOP LINE STR	ADV. STR	INDICATIO N TO LOCO PILOT
1	DOUBLE YELLOW	YELLOW	RED	-----	-----	-----	STOP DEAD AT HOME
2	DOUBLE YELLOW	DOUBLE YELLOW WITH ROUTE	YELLOW	-----	RED	-----	STOP DEAD LOOP AT LINE STARTER
3	DOUBLE YELLOW	DOUBLE YELLOW WITH ROUTE	YELLOW	-----	YELLOW	GREEN	RUN THROUGH VIA LOOP LINE STARTER
4	GREEN	DOUBLE YELLOW	YELLOW	RED	-----	-----	STOP DEAD MAIN AT LINE STARTER
5	GREEN	GREEN	GREEN	GREEN	-----	GREEN	TO RUN THROUGH

SIGNAL WARNING BOARD (SWB)

- WHENEVER DOUBLE DISTANT SIGNAL IS PROVIDED SIGNAL WARNING BOARD (SWB) IS DESPENSED.
- SWB PROVIDED IN REAR OF FSS AND GATE STOP SIGNAL
- MINIMUM DISTANCE OF 1400 M
- LEFT HAND SIDE OF THE LINE FOR WHICH IT REFERS
- ADEQUATE PRE-WARNING THAT HE IS APPROACHING A STOP SIGNAL

SIGNAL WARNING BOARD (SWB)



Signal Warning Board

RECEPTION STOP SIGNALS

GR 3.09 KINDS OF FIXED STOP SIGNALS FOR APPROACHING TRAINS:

❖ THE STOP SIGNALS WHICH CONTROL THE MOVEMENT OF TRAINS APPROACHING A STATION

- OUTER SIGNAL
- HOME SIGNAL
- ROUTING SIGNAL

OUTER SIGNAL

- ✓ IT IS A RECEPTION STOP SIGNAL
- ✓ IT IS AVAILABLE ONLY IN CLASS 'B' STATION WITH TAS
- ✓ IT SHALL BE THE FSS OF THE STATION
- ✓ IT IS LOCATED ON S/L AT A DISTANCE OF NLT 580 M FROM OUTERMOST POINTS OR NLT 400 M FROM OPPOSING SLB/ADV STARTER

OUTER SIGNAL

- ✓ ON D/L IT SHALL BE LOCATED AT A DISTANCE OF NOT LESS THAN 400 M FROM HOME SIGNAL
- ✓ IT IS CAPABLE OF SHOWING STOP AND PROCEEDED ASPECTS
- ✓ IT SHALL SHOW RED LIGHT IN 'ON' AND A GREEN LIGHT IN 'OFF' POSITION

OUTER SIGNAL

- ✓ FIRST HOME SHALL BE TAKEN OFF THEN ONLY
OUTER IS TO BE TAKEN OFF
 - (WHERE HOME SIGNAL IS PROVIDED, OUTER SIGNAL
CANNOT BE TAKEN OFF UNLESS HOME IS TAKEN
OFF)
- ✓ WHEN HOME IS DEFECTIVE OUTER SHALL ALSO BE
TREATED AS DEFECTIVE
- ✓ OUTER SHALL NOT BE TAKEN 'OFF' FOR
SHUNTING PURPOSE
- ✓ WHEN SIGNAL IS DEFECTIVE, WRITTEN
AUTHORITY TO PASS AT 'ON' IS T/369(3b)

HOME SIGNAL

- ✓ IT IS A RECEPTION STOP SIGNAL
- ✓ IT IS FSS AT 'A' AND 'B' CLASS STATIONS IN MAS
- ✓ IT IS FSS AND LSS AT CLASS 'C' STATION, HENCE PLCT SHALL BE GIVEN WHEN DEFECTIVE
- ✓ IT IS SECOND STOP SIGNAL AT CLASS 'B' STATION WITH TAS AND LOCATED VERY CLOSE TO THE POINTS

HOME SIGNAL

- ✓ IT SHALL BE LOCATED ON S/L WITH MAS
AT A DISTANCE OF NLT 300 M FROM
OUTERMOST POINTS OR NLT 180 M FROM
SLB/ADV STARTER
- ✓ ON D/L WITH MAS IT SHALL BE LOCATED
AT A DISTANCE OF NLT 180 M FROM BSLB
OR OUTERMOST FACING POINTS
- ✓ IN TAS D/L IT SHALL BE LOCATED AT A
DISTANCE OF NLT 400 M FROM OUTER

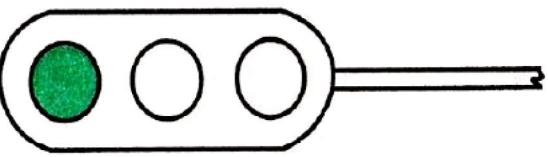
HOME SIGNAL

- ✓ IT IS CAPABLE OF SHOWING STOP, CAUTION AND PROCEED ASPECT IN MAS AND STOP AND PROCEED ASPECT IN TAS
- ✓ IT SHALL SHOW RED LIGHT IN STOP ASPECT, ONE YELLOW IN CAUTION AND GREEN COLOUR LIGHT IN PROCEEDED ASPECTS
- ✓ IN CAUTION IT INDICATES PROCEEDED CAUTIOUSLY AND BE PREPARED TO STOP AT NEXT STOP SIGNAL
- ✓ WHEN IT IS DEFECTIVE TREAT THE POINTS AS NON INTERLOCKED
- ✓ HOME SHALL NOT BE TAKEN OFF FOR SHUNTING PURPOSE.

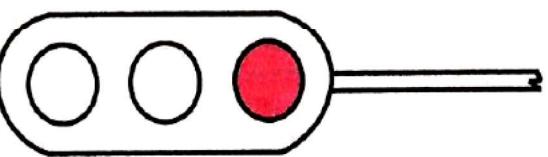
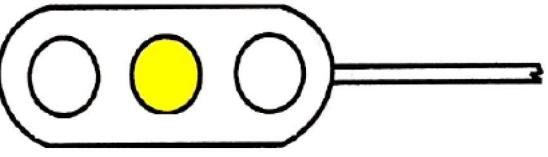
HOME SIGNAL

ASPECT:	Indication:	
Stop	Stop dead	
Proceed with Caution	Proceed and be prepared to stop at the next stop signal	
Proceed	Proceed	

'On' position



'Off' position



ROUTING SIGNAL

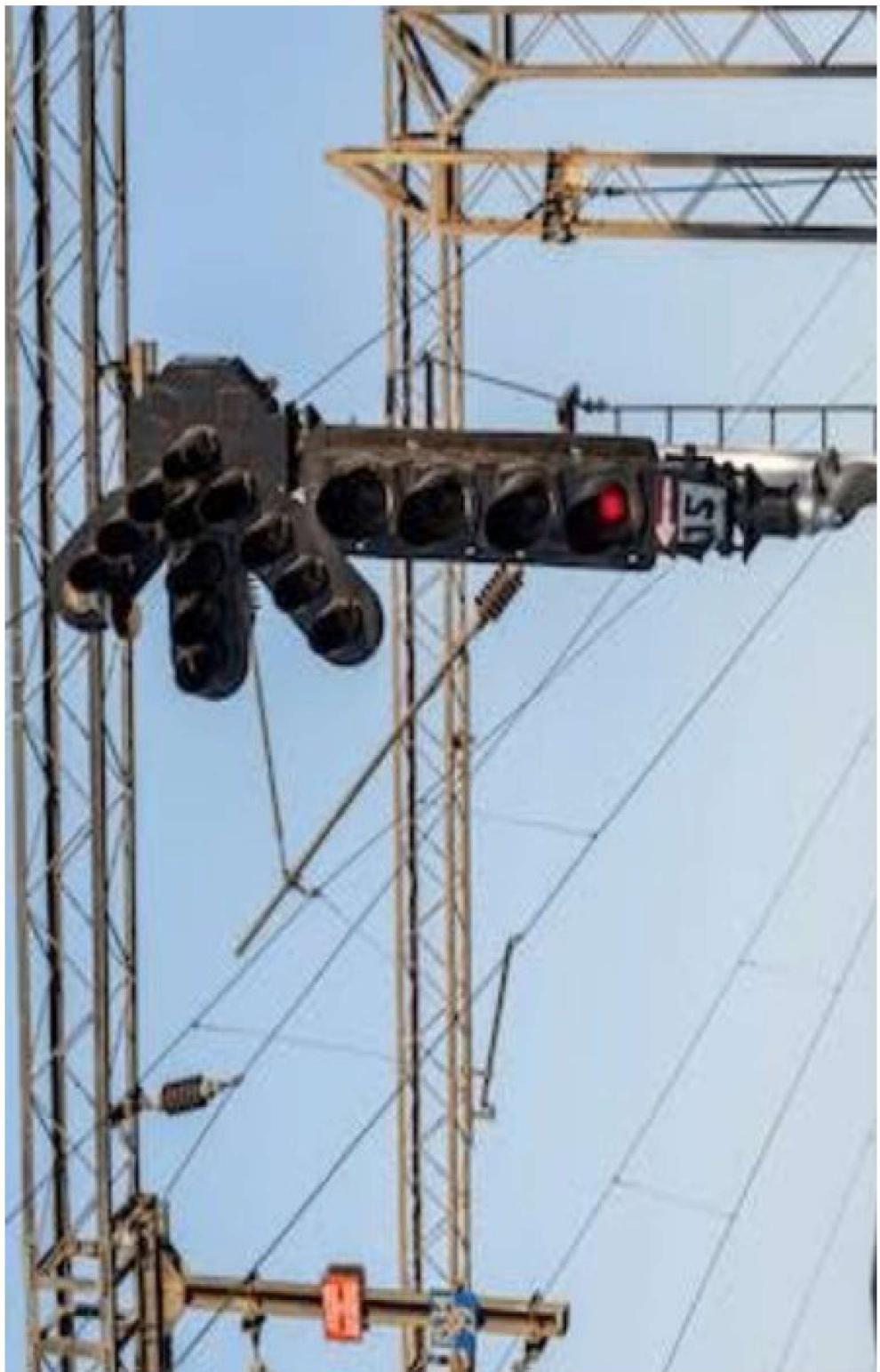
- TO INDICATE TO THE LOCO PILOT WHICH OF THE TWO OR MORE ROUTES IS SET IN HIS FAVOUR WHEN THE HOME SIGNAL, DUE TO ITS POSITION, IS INCONVENIENT FOR THIS PURPOSE
- **ROUTING SIGNAL PLACED ON STOP SIGNAL OR NEAR POINTS**

ROUTE (INDICATION) INDICATOR

Route (indication) indicators

- ❖ These are provided to give information regarding which of the two or more lines is set for Loco Pilots.
- ❖ Route indicators are treated as stop signals
- ❖ If the route indicator in the reception signal is not in working order, the relevant stop signal shall be treated as defective.
- ❖ If the LP finds, the route indicator on starter signal displaying incorrect route, he shall treat the starter signal at ON

ROUTE (INDICATION) INDICATOR



ROUTE (INDICATION) INDICATOR

Route indicators shall be either of the direction type or multi lamp unit type or of Stencil type conforming to approved design.

► THERE ARE THREE TYPES OF ROUTE INDICATORS

✓ JUNCTION TYPE

✓ STENCIL TYPE

✓ MULTILAMP

JUNCTION TYPE ROUTE INDICATOR

✓ JUNCTION TYPE KNOWN AS POSITION TYPE OR DIRECTION TYPE

✓ HAS FIVE MINIATURE WHITE LUNAR LIGHTS IN A ROW FIXED ON A STOP SIGNAL IN DIRECTION OF TURNOUT

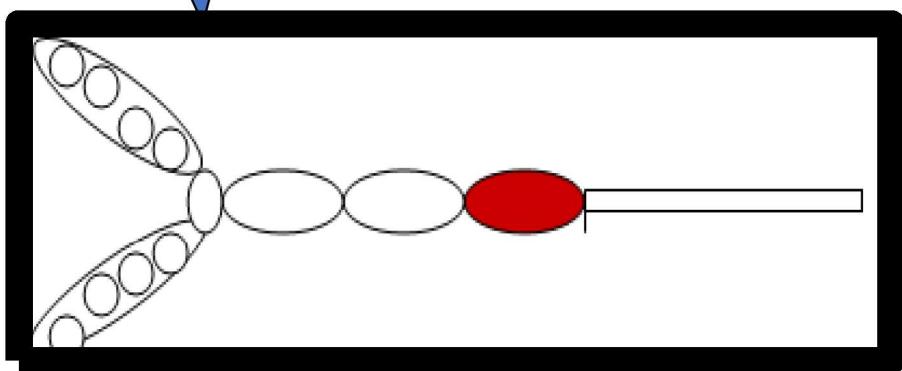
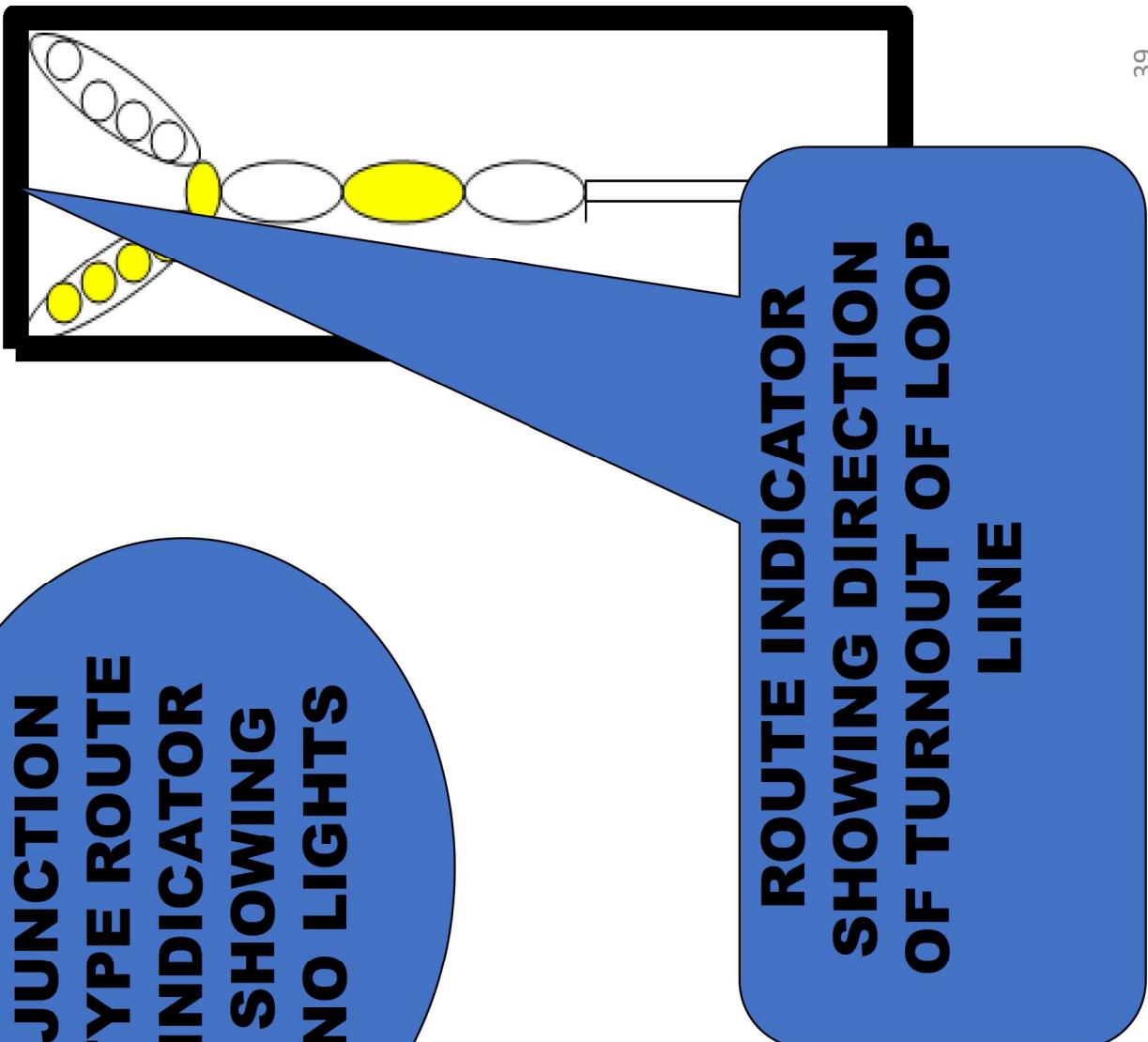
JUNCTION TYPE ROUTE INDICATOR

- ✓ IN MAS, JUNCTION TYPE DISPLAY YELLOW LIGHT WITH FIVE WHITE LUNAR LIGHTS IN A ROW ON A STOP SIGNAL IN THE DIRECTION OF A TURNOUT
- ✓ SIX INDICATORS CAN BE PROVIDED ON A STOP SIGNAL FOR SIX LINES
- ✓ WHEN THREE OR MORE BULBS NOT BURNING RELEVANT INDICATOR TREATED AS DEFECT
- ✓ ROUTE INDICATOR IS DEFECTIVE, STOP SIGNAL ALSO TREATED AS DEFECTIVE

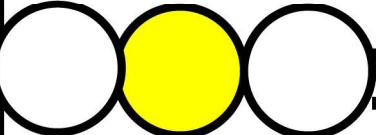
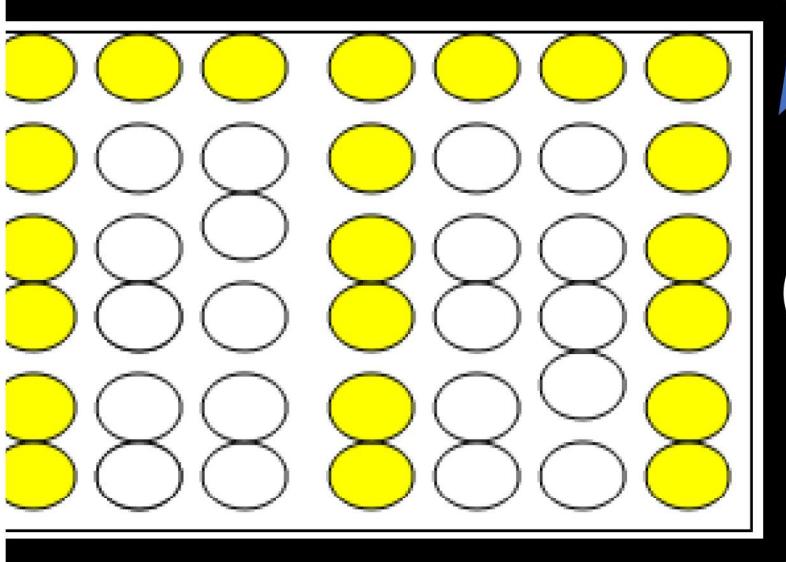
ROUTE (INDICATION) INDICATOR

- **STENCIL TYPE ROUTE INDICATOR** PLACED ON SAME POST BELOW STOP SIGNAL AND WHEN SIGNAL IS TAKEN ‘OFF’ THE NUMBER OR DESCRIPTION OF ROUTE WILL APPEAR IN THE FORM OF ILLUMINATED NUMBER OR ALPHABET ON THE INDICATOR
- **IN MULTILAMP ROUTE INDICATOR** A NUMBER OF ELECTRICAL BULBS ARE ARRANGED AND KEPT ON SIGNAL WHEN SIGNAL IS TAKEN ‘OFF’ LINE NUMBER WILL APPEAR ON PANEL IN REQUIRED PATTERN BY LIGHTING UP OF ELECTRIC BULBS

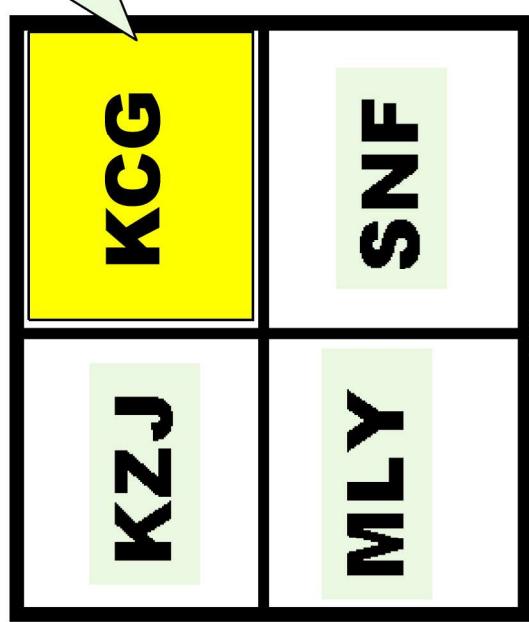
JUNCTION
TYPE ROUTE
INDICATOR
SHOWING
NO LIGHTS



**MULTILAMP ROUTE
INDICATOR PROVIDED
ABOVE OR BELOW
STOP SIGNAL
INDICATING LP ABOUT
THE LINE NO. TO
WHICH SIGNAL IS
TAKEN OFF**



**STENCIL TYPE
ROUTE INDICATOR
NORMALLY
PROVIDED ABOVE
STARTER AT A
JUNCTION STATION
TO INDICATE LP THE
DIRECTION OF TRAIN**



ELECTRIC REPEATER

- WHEN THE SIGNAL ARM OR LIGHT IS NOT VISIBLE FROM THE PLACE OF OPERATION, THE ASPECT IS REPEATED BY THE ELECTRIC REPEATER AT CABIN OR STATION.
- ✓ MINIATURE LIGHT REPEATERS FOR COLOUR LIGHT SIGNALS.
- ✓ MINIATURE LIGHT REPEATER FOR COLOUR LIGHT SIGNALS:-
 - ✓ MINIATURE LIGHT REPEATERS ARE PROVIDED IN THE CABIN IN COLOUR LIGHT SIGNALLING TERRITORY TO REPEAT THE ASPECT DISPLAYED BY EACH SIGNAL.
 - ✓ THE REPEAT INDICATIONS OF DISTANT AND STOP SIGNALS TAKE THE FORM OF COLOUR LIGHT.

ELECTRIC REPEATER

**WHENEVER THE MINIATURE LIGHT REPEATER
IN THE COLOUR LIGHT SIGNALLING
TERRITORY IS FOUND TO BE DEFECTIVE AND
THE SIGNAL LIGHT ASPECT IS NOT VISIBLE
FROM THE STATION / CABIN, THE SIGNAL
WHICH IT REPEATS SHALL BE TREATED AS
DEFECTIVE AND NOT TAKEN 'OFF' FOR ANY
TRAIN AND ACTION SHALL BE TAKEN AS PER
RULE 3.68 TO 3.72.**

DESPATCH SIGNALS

GR 3.10 Kinds of fixed Stop signals for departing trains:

- THE STOP SIGNALS WHICH CONTROL THE MOVEMENT OF TRAINS LEAVING A STATION
- ✓ STARTER
- ✓ ADVANCED STARTER
- WHEN A TRAIN LEAVING A STATION IS GUIDED BY ONLY ONE SIGNAL, IT IS THE LAST STOP SIGNAL OF THE STATION AND IS CALLED THE STARTER.
- WHEN A TRAIN LEAVING A STATION IS GUIDED BY MORE THAN ONE STARTER SIGNAL, THE OUTERMOST STARTING SIGNAL IS THE LAST STOP SIGNAL OF THE STATION AND IS CALLED THE ADVANCED STARTER.

✓ WHEN ADVANCED STARTER IS PROVIDED, STARTERS (FREE) CAN BE TAKEN OFF FOR SHUNTING PURPOSE

✓ NORMALLY IT SHALL BE PLACED OUTSIDE ALL CONNECTIONS.

✓ AT **CLASS 'B' STATION IT DEMARCATES THE STATION SECTION AND THE BLOCK SECTION.**

✓ ON SINGLE LINE TOKEN LESS SECTIONS AND ON DOUBLE LINE,
TAKING OFF ADVANCED STARTER IS NORMAL ATP.

✓ WHILE TAKING OFF DEPARTURE SIGNALS, THE ADVANCED STARTER SHALL BE TAKEN OFF FIRST AND THEN THE STARTER /STARTERS

✓ **ON A DOUBLE LINE SECTION** IT SHALL BE PLACED AT A DISTANCE OF 180M FROM STARTER IN TAS AND 120M IN MAS.

✓ **ON A SINGLE LINE SECTION**, IT SHALL BE PLACED FROM THE TRAILING POINTS AT A DISTANCE OF 180 M ON TAS AND 120M ON MAS.

✓ LSS SHALL NOT BE TAKEN OFF FOR SHUNTING PURPOSES.

GR 3.13 CALLING-ON SIGNAL

- A Calling-on signal is a subsidiary signal which has no independent aspect in the ‘on’ position and shall be-
 - (a) a short square ended semaphore arm, or
 - (b) a miniature Colour light provided with a ‘C’ marker.
- A Calling-on signal shall show no light in the ‘on’ position.

GR 3.13 CALLING-ON SIGNAL

✓ IT IS A SUBSIDIARY SIGNAL ALWAYS PROVIDED

BELOW STOP SIGNALS (TAS&MAS)

✓ **UNDER SPECIAL INSTRUCTIONS**, IT CAN BE
PROVIDED BELOW ANY STOP SIGNAL **EXCEPT LSS**

✓ CALLING- ON SIGNAL MAY BE TAKEN OFF

WHENEVER THE STOP SIGNAL PLACED ABOVE

BECOMES DEFECTIVE OR WHENEVER TRAIN IS TO

BE RECEIVED ON OBSTRUCTED LINE

GR 3.13 CALLING-ON SIGNAL

✓ IN COLOUR LIGHT SECTION IT IS IDENTIFIED WITH 'C' MARK BOARD

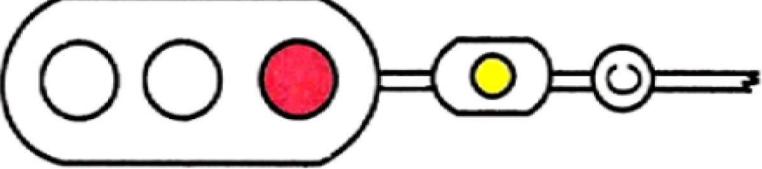
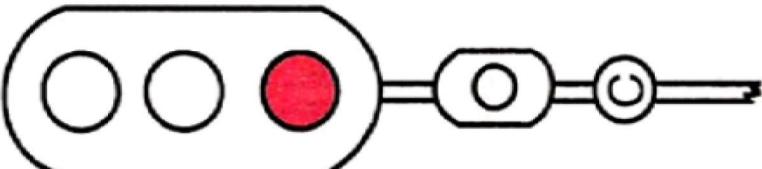
✓ IT HAS NO INDEPENDENT ASPECT IN ON POSITION.

✓ A CALLING ON SIGNAL SHALL SHOW NO LIGHT IN 'ON' POSITION.

✓ IN 'OFF' POSITION IT WILL SHOW A MINIATURE YELLOW LIGHT.

✓ 'OFF' POSITION ASPECT IS '*PROCEED SLOW*' AND INDICATES THE LOCO PILOT TO 'STOP AND THEN DRAW AHEAD WITH CAUTION AND BE PREPARED TO STOP SHORT OF ANY OBSTRUCTION'.

✓ IT SHALL NOT BE TAKEN OFF UNTIL THE TRAIN HAS BEEN BROUGHT TO A STOP AT THE SIGNAL.

ASPECT	Indication	Loco Pilot shall obey the aspect of the Stop signal.	Stop and then draw ahead with caution and be prepared to stop short of any obstruction.
	'On' position		
'Off' position			Proceed slow

GR 3.14 SHUNT SIGNAL

- a) A Shunt signal is a subsidiary signal and shall be either-
- (i) a white disc with a red bar across it, or
 - (ii) a position light signal
- (b) Under special instructions, a Shunt signal may be a miniature semaphore arm.

GR 3.14 SHUNT SIGNAL

- ✓ IT IS A SUBSIDIARY SIGNAL
- ✓ IT IS PROVIDED TO CONTROL THE SHUNT MOVEMENTS
- ✓ IT IS PROVIDED BELOW ANY STOP SIGNAL
- EXCEPT FSS**
- ✓ IT CAN BE PROVIDED/PLACED INDEPENDENTLY OR BELOW A STOP SIGNAL
- ✓ WHEN PLACED BELOW A STOP SIGNAL IT SHALL SHOW NO LIGHT IN ON POSITION

GR 3.14 SHUNT SIGNAL

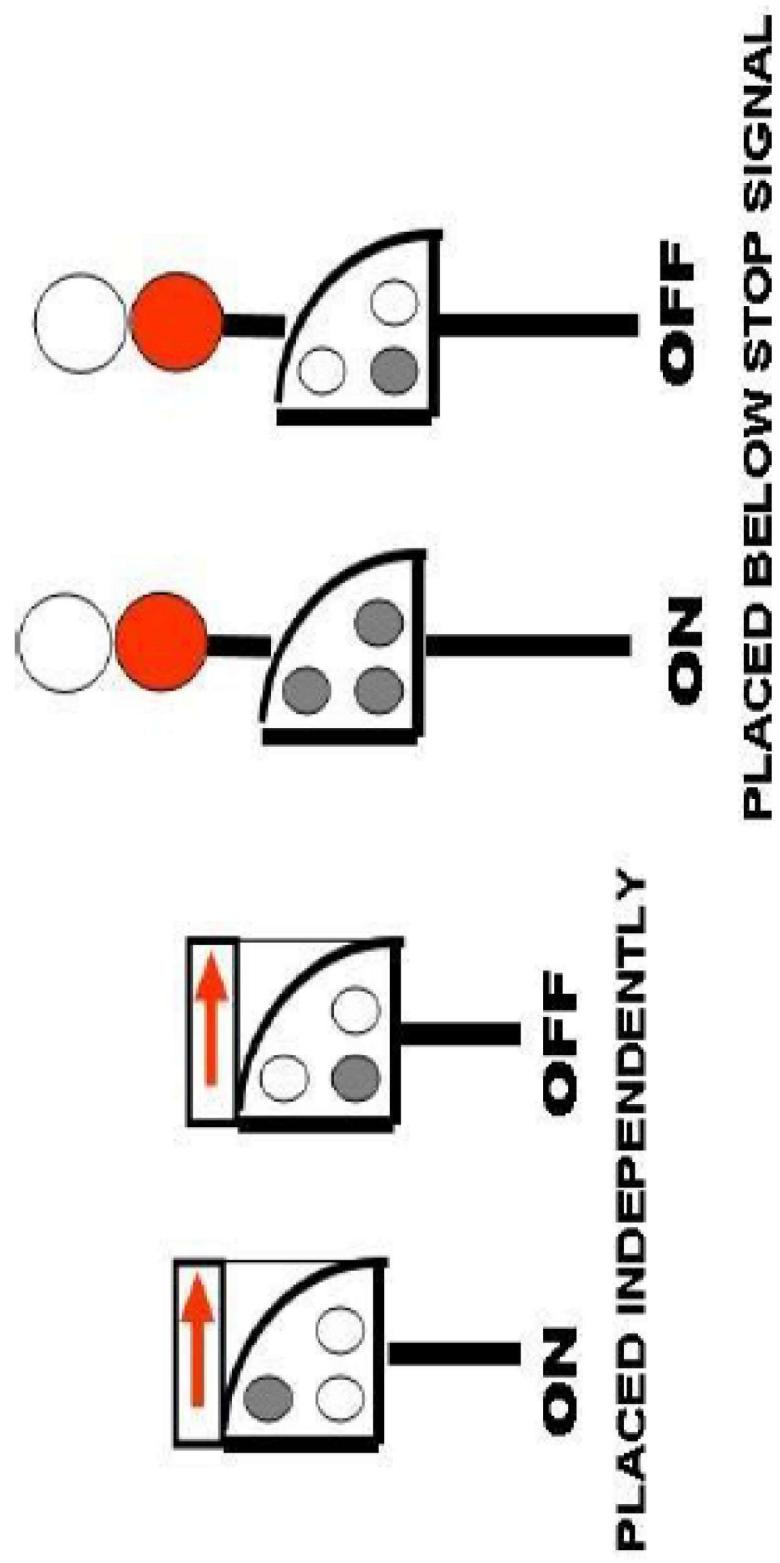
THERE ARE THREE TYPES OF SHUNT SIGNALS, THEY ARE

1. MINIATURE SEMAPHORE ARM
2. DISC TYPE SHUNT SIGNAL (CIRCLE)
3. POSITION LIGHT SHUNT SIGNAL

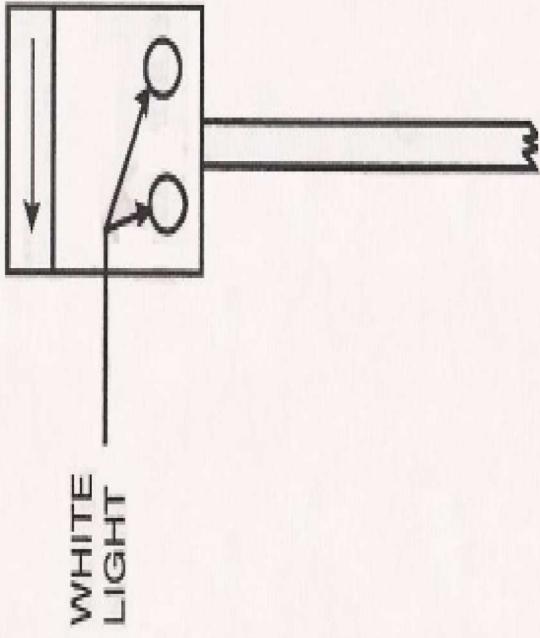
GR 3.14 SHUNT SIGNAL

- ✓ **POSITION LIGHT SHUNT SIGNAL IS USED IN COLOUR LIGHT AREA AND IT IS BOX LIKE ARRANGEMENT**
- ✓ **THREE MINIATURE WHITE LIGHTS WILL HAVE IN POSITION LIGHT SHUNT SIGNAL**
- ✓ **IN 'ON' POSITION TWO WHITE LIGHTS WILL BURN IN HORIZONTAL**
- ✓ **IN 'OFF' POSITION TWO WHITE LIGHTS IN DIAGONAL WILL BURN**

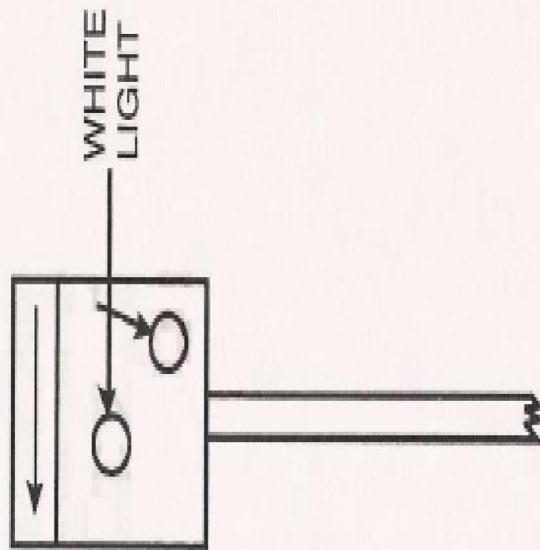
GR 3.14 SHUNT SIGNAL



'On' position



'Off' position



ASPECT:

Stop

INDICATION:

Stop dead

**Proceed with caution
for shunting**

G.R.3.15 CO-ACTING SIGNAL

- ✓ IT IS PROVIDED WHERE SIGNAL IS NOT VISIBLE WHOLE THE TIME THAT THE LP IS APPROACHING IT DUE TO HEIGHT OF THE SIGNAL OR OVER BRIDGE OR OTHER OBSTACLE
- ✓ IT IS A DUPLICATING SIGNAL PROVIDED BELOW MAIN SIGNAL
- ✓ BOTH ARE ON THE SAME POST
- ✓ EITHER MAIN OR CO-ACTING SIGNAL IS ALWAYS VISIBLE TO LOCO PILOT

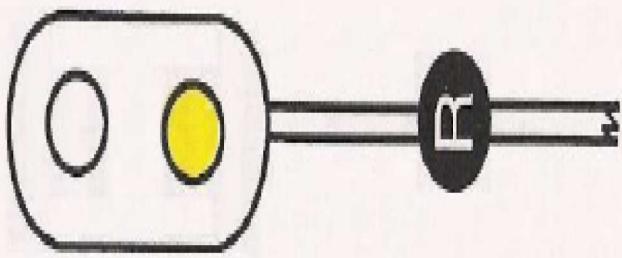
GR 3.16 REPEATING SIGNAL

- ✓ A signal placed in rear of a fixed signal for the purpose of repeating to the Loco Pilot of an approaching train the aspects of the fixed signal in advance is called a Repeating signal.
- ✓ When a stop signal located in two aspect signalling area cannot be seen from a proper distance due to curve of the track a repeating signal shall be provided at an adequate distance in rear of it.
- ✓ It shall not be treated as a stop signal.
- ✓ It can be passed at the 'on' position with caution.
- ✓ 'On' position indicates the signal which repeats is at 'on'.
- ✓ 'Off' position indicates the signal which it repeats is at 'off' .

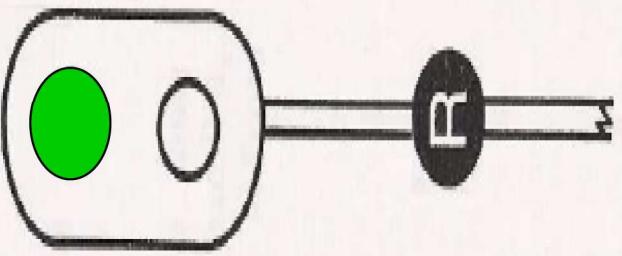
GR 3.16 REPEATING SIGNAL

- A Repeating signal shall be provided with an 'R' marker and shall be of –
- (a) banner type, or
 - (b) a square ended semaphore arm, or
 - (c) a colour light signal.

'On' position



'Off' position



ASPECT:

Signal 'On'

INDICATION:

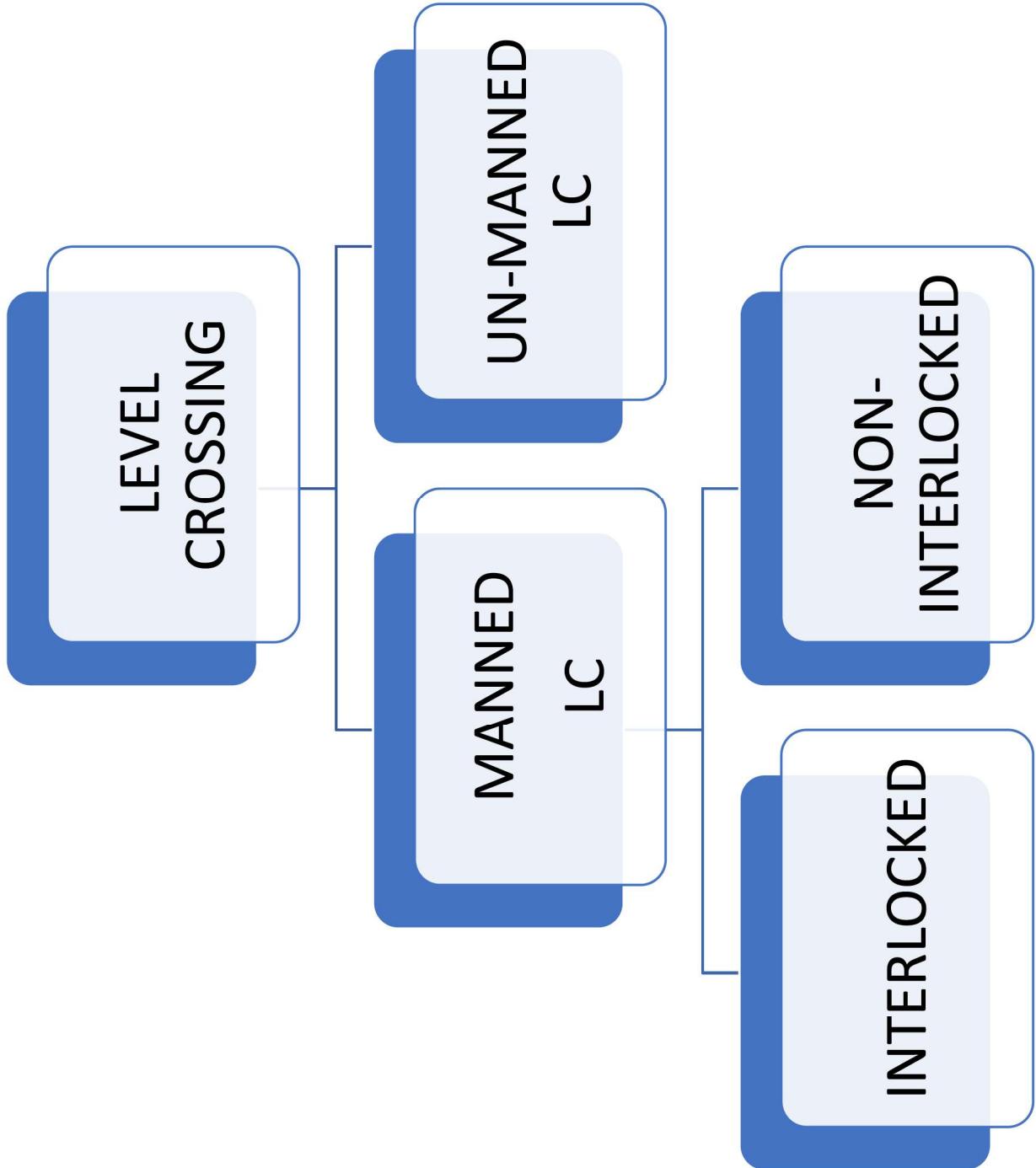
Signal which it repeats is at 'on'

Monday, November 3, 2025

Signal 'Off'

Signal which it repeats is 'off'

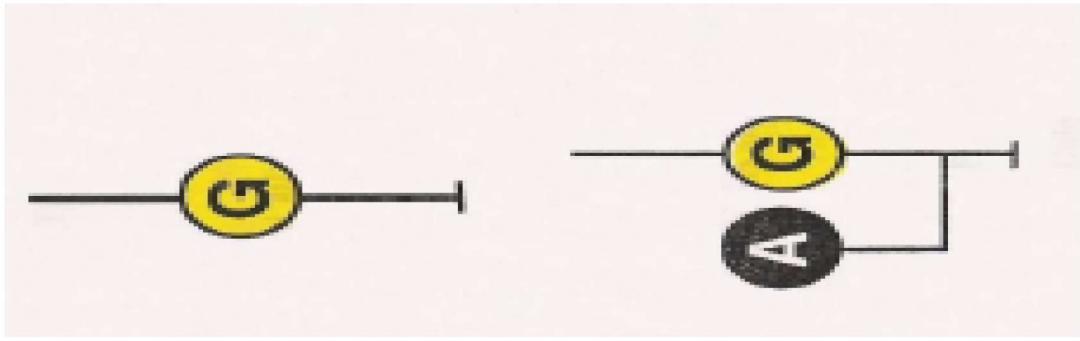
59



GATE SIGNALS

- ❖ “LEVEL CROSSING”-THE INTERSECTION OF ROAD WITH RAILWAY TRACK AT THE SAME LEVEL.
- ❖ “LEVEL CROSSING GATE”-ANY FORM OF MOBILE BARRIER, INCLUDING A CHAIN, CAPABLE OF BEING CLOSED ACROSS THE ROAD AT THE LEVEL CROSSING.
- ✓ THE GATE STOP SIGNAL WILL BE PROVIDED ON EITHER SIDE OF INTERLOCKED MANNED LEVEL CROSSING GATE
- ✓ IN COLOUR LIGHT SIGNALLING SECTION IT IS IDENTIFIED WITH ‘G’ MARK IN **BLACK** COLOUR ON A **YELLOW** BACK GROUND PLATE FIXED TO THE SIGNAL POST

**Gate Stop
Signal**



**Letter 'G' in black on
yellow circular disc**

**Gate stop
signal in
Automatic
Block
Territory**

**Letter 'G' in black on
yellow circular disc and
white illuminated letter
'A' against black back
ground**

✓ NORMALLY THE GATE STOP SIGNAL WILL HAVE **STOP** AND **PROCEEDED** ASPECTS BOTH IN TAS AND MAS

✓ THE GATE STOP SIGNAL WILL BE AT 'ON' WHEN THE GATE IS IN OPEN CONDITION FOR ROAD TRAFFIC AND WILL BE TAKEN 'OFF' WHEN THE GATE IS CLOSED FOR ROAD TRAFFIC

✓ WHEN A LEVEL CROSSING GATE IS LOCATED BETWEEN HOME SIGNAL AND DISTANT SIGNAL THEN A GATE CUM DISTANT WILL BE PROVIDED

GR 3.07 COMBINATION WITH DISTANT SIGNAL

UNDER APPROVED SPECIAL INSTRUCTIONS,

A COLOUR LIGHT DISTANT SIGNAL MAY BE COMBINED WITH:

1. THE LAST STOP SIGNAL OF A STATION IN REAR
2. WITH AN INTERMEDIATE BLOCK SIGNAL OR
3. A STOP SIGNAL PROTECTING A LEVEL CROSSING.

[‘P’ MARKER IS DISPENSED WITH AND NORMAL ASPECT IS STOP AND SHOWS RED LIGHT IN ‘ON’]

GR 3.07 COMBINATION WITH DISTANT SIGNAL

Sanctioning Authority & Purpose:

The combination of Colour Light Distant Signals for the above cases may be sanctioned by:

- Principal Chief Signal & Telecom Engineer (PCSTE): (a) For interlocking of level crossings outside station limits.

GR 3.07 COMBINATION WITH DISTANT SIGNAL

Sanctioning Authority & Purpose:

- ◊ General Manager (GM):
 - (b) Double Distant Signalling without yard remodelling.
 - (c) Intermediate Block Signalling (except where Slip or Catch Sidings exist).
 - (d) Automatic Block Signalling (except where Slip or Catch Sidings exist).

GATE CUM DISTANT SIGNAL OF HOME

GATE-CUM DISTANT SIGNAL –

- (A) WHEN THE LC GATE IS OPEN TO ROAD TRAFFIC – RED
- (B) WHEN THE LC GATES ARE CLOSED AND THE TRAIN IS REQUIRED TO STOP AT THE HOME SIGNAL – YELLOW.
- (C) WHEN THE LC GATE IS CLOSED AND THE TRAIN IS REQUIRED TO STOP AT THE MAIN LINE STARTER OR LOOP LINE STARTER OR IS REQUIRED TO PASS THROUGH VIA LOOP LINE –DOUBLE YELLOW.
- (D) WHEN THE LC GATE IS CLOSED AND THE TRAIN IS REQUIRED TO PASS RUN THROUGH VIA MAIN LINE – GREEN.

- ✓ THE GATE CUM DISTANT WILL BE PROVIDED AT A DISTANCE OF 180 M IN REAR OF THE GATE
- ✓ THE NORMAL ASPECT OF GATE CUM DISTANT SIGNAL SHALL BE 'STOP'
- ✓ IN AUTOMATIC BLOCK SECTION THE GATE STOP SIGNAL IS IDENTIFIED WITH PAINTED 'G' MARKER AND ILLUMINATED 'A' MARKER .

LSS CUM DISTANT SIGNAL OF LC

GATE

LAST STOP SIGNAL - CUM - DISTANT SIGNAL OF LC

GATE

- (A) WHEN THE LINE CLEAR HAS NOT BEEN OBTAINED FROM THE STATION IN ADVANCE – RED.
- (B) WHEN THE LINE CLEAR HAS BEEN OBTAINED AND THE LC GATE IS OPEN TO ROAD TRAFFIC – YELLOW.
- (C) WHEN THE LINE CLEAR HAS BEEN OBTAINED AND THE LC GATE IS CLOSED TO ROAD TRAFFIC – GREEN.

INTERMEDIATE BLOCK STOP SIGNAL (IBS) -

CUM -DISTANT SIGNAL OF HOME

INTERMEDIATE BLOCK STOP SIGNAL (IBS) -CUM -DISTANT

SIGNAL

- (A) WHENEVER THE BLOCK SECTION AHEAD IS NOT CLEAR – RED
- (B) WHEN THE TRAIN IS REQUIRED TO STOP AT THE HOME SIGNAL OF STATION AHEAD –YELLOW.
- (C) WHEN THE TRAIN IS REQUIRED TO STOP AT THE MAIN LINE OR LOOP LINE STARTER OR IS REQUIRED TO PASS THROUGH VIA LOOP LINE – DOUBLE YELLOW.
- (D) WHEN BLOCK SECTION AHEAD IS CLEAR, TRAIN IS TO PASS RUN THROUGH THE STATION VIA MAIN LINE – GREEN.

LAST STOP SIGNAL – CUM-DISTANT SIGNAL OF INTERMEDIATE BLOCK SIGNAL (IB)

LAST STOP SIGNAL – CUM-DISTANT SIGNAL OF INTERMEDIATE BLOCK SIGNAL (IB) –

- (A) WHEN THE BLOCK SECTION IS NOT CLEAR FOR AN ADEQUATE DISTANCE BEYOND INTERMEDIATE BLOCK SIGNAL – RED.
- (B) WHEN THE BLOCK SECTION IS CLEAR FOR AN ADEQUATE DISTANCE BEYOND INTERMEDIATE BLOCK SIGNAL (IB) AND THE TRAIN IS REQUIRED TO STOP AT INTERMEDIATE BLOCK SIGNAL (IB) – YELLOW.
- (C) WHEN THE TRAIN IS REQUIRED TO PASS INTERMEDIATE BLOCK SIGNAL (IB) – GREEN.

GR 3.12

KINDS OF AUTOMATIC SIGNALS

GR 3.12 KINDS OF AUTOMATIC SIGNALS

- 1. AUTOMATIC SIGNAL**
- 2. SEMI-AUTOMATIC SIGNAL**
- 3. MANUAL STOP SIGNAL**
- 4. MODIFIED SEMI-AUTOMATIC SIGNAL**

GR 3.12 KINDS OF AUTOMATIC SIGNALS

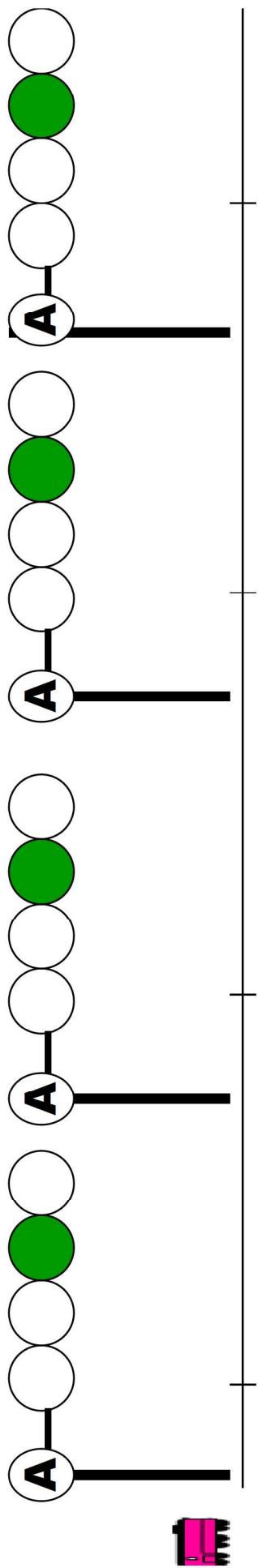
- ❖ AUTOMATIC STOP SIGNAL IS IDENTIFIED BY 'A' MARKER BOARD ON SIGNAL POST
- ✓ IT DOES NOT DEPEND ON MANUAL OPERATION
- ✓ THE NORMAL ASPECT OF AUTOMATIC SIGNAL IS **PROCEED**
- ✓ ALL THE AUTOMATIC SIGNALS ARE COLOUR LIGHT MULTIPLE ASPECT SIGNALS IN SCR
- ✓ THE ADEQUATE DISTANCE OF AUTOMATIC SIGNAL **IS 120 METRES**
- ✓ THE ASPECTS CHANGE AUTOMATICALLY AS PER THE MOVEMENT OF A TRAIN

- ✓ NO AUTOMATIC SIGNAL SHALL ASSUME OFF ASPECT UNLESS THE LINE IS CLEAR NOT ONLY UP TO NEXT AUTOMATIC STOP SIGNAL BUT ALSO FOR AN ADEQUATE DISTANCE BEYOND IT (120M)
- ✓ IT CAN BE PASSED AT 'ON' WITHOUT ANY AUTHORITY AFTER WAITING ONE/TWO MINUTES DURING DAY/NIGHT WITH GREAT CAUTION SO AS TO STOP SHORT OF ANY OBSTRUCTION (SR 15 KM/PH)

**Automatic Stop
Signal**

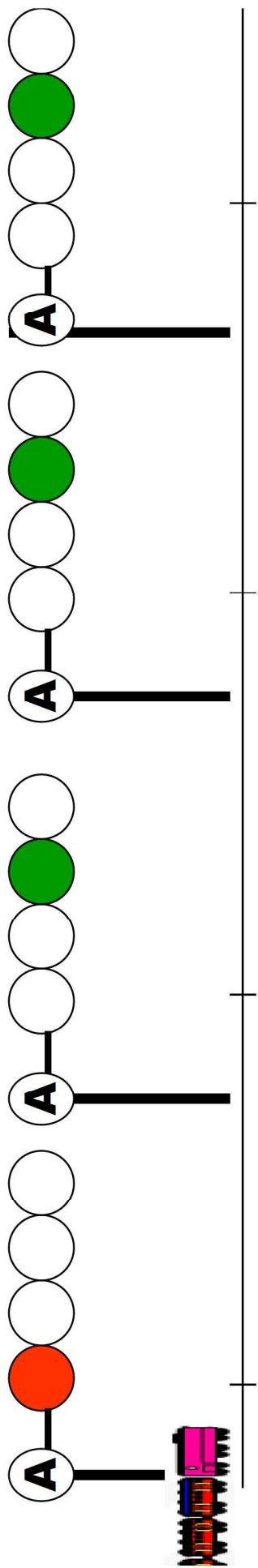
Letter 'A' in black on
white circular disc





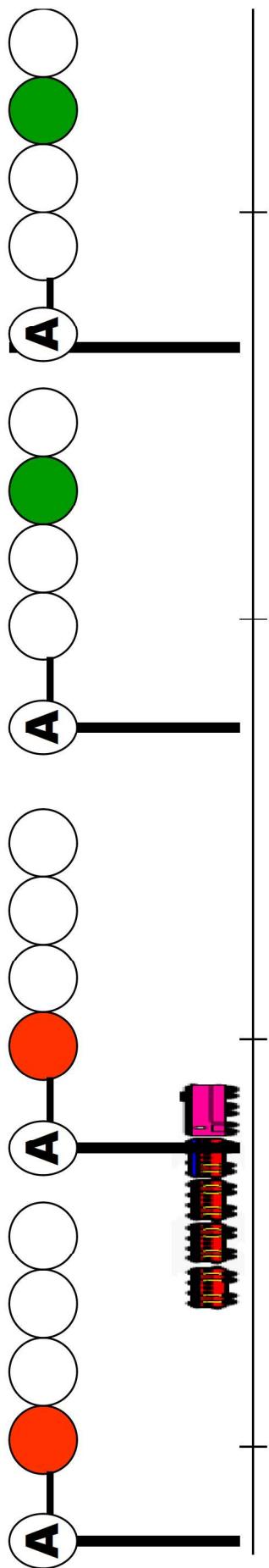
Signal Clearance automatically done by Train Movements

Automatic Signalling



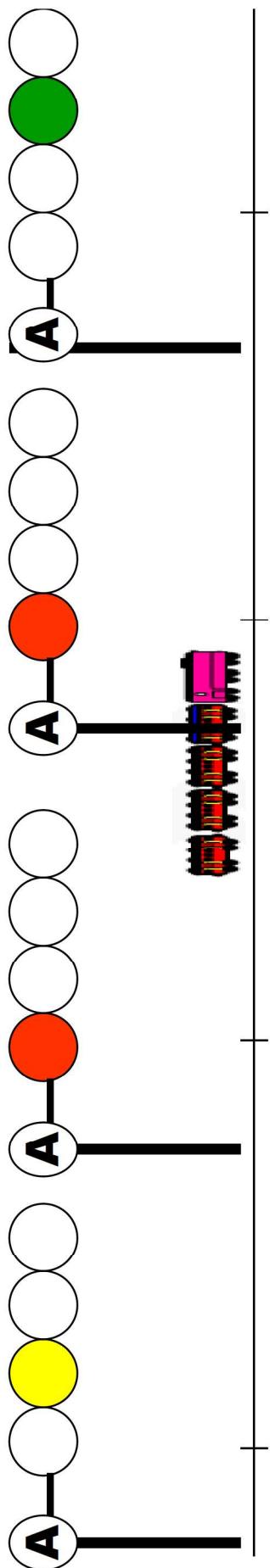
Signal Clearance automatically done by Train Movements

Automatic Signalling



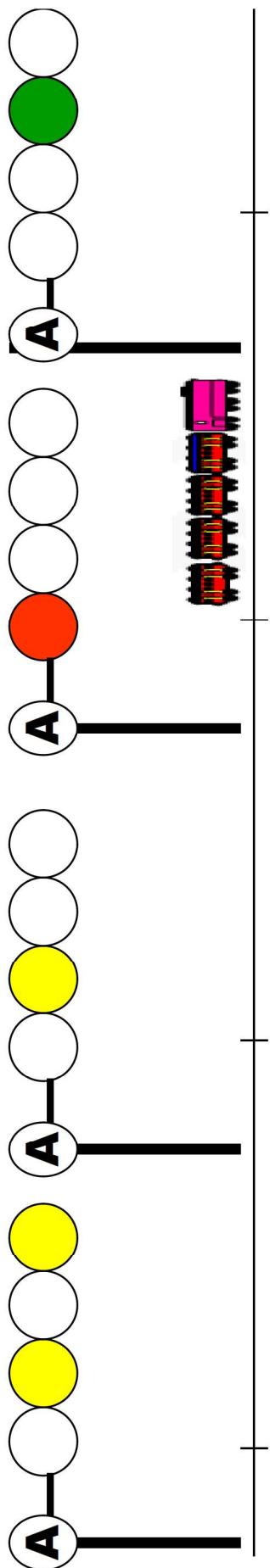
Signal Clearance automatically done by Train Movements

Automatic Signalling



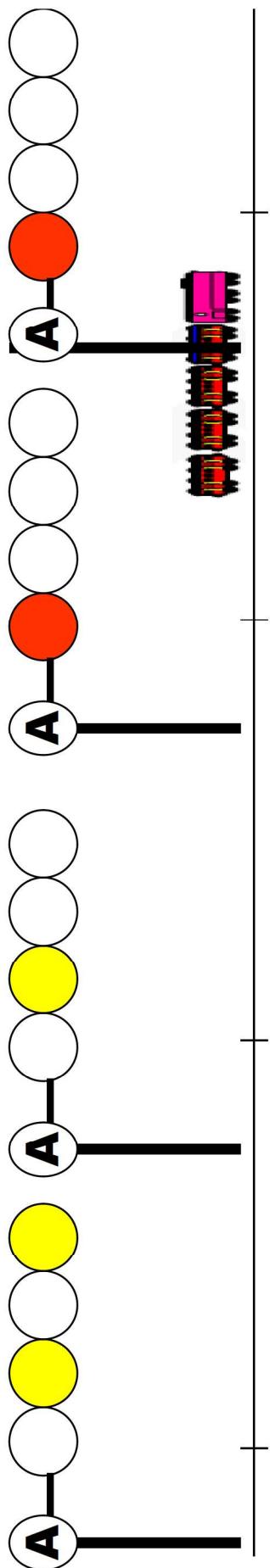
Signal Clearance automatically done by Train Movements

Automatic Signalling



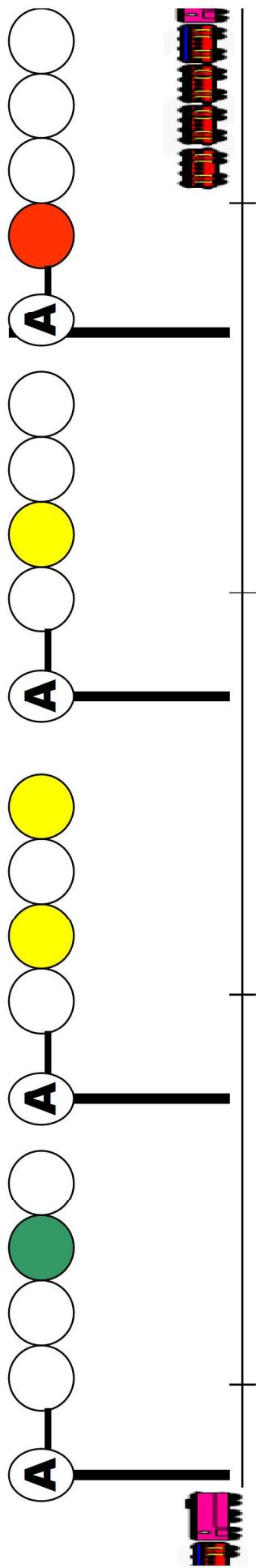
Signal Clearance automatically done by Train Movements

Automatic Signalling



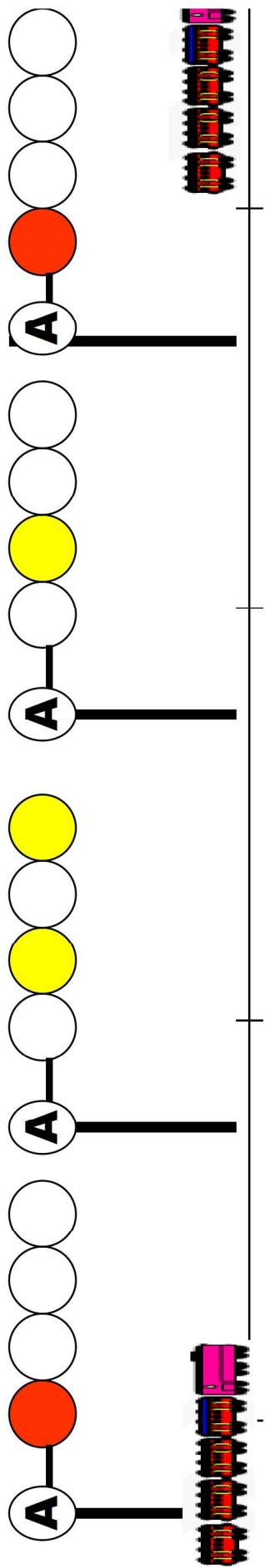
Signal Clearance automatically done by Train Movements

Automatic Signalling



Signal aspect changes automatically by movement of train

Automatic Signalling



Automatic Signalling

SEMI AUTOMATIC STOP SIGNAL

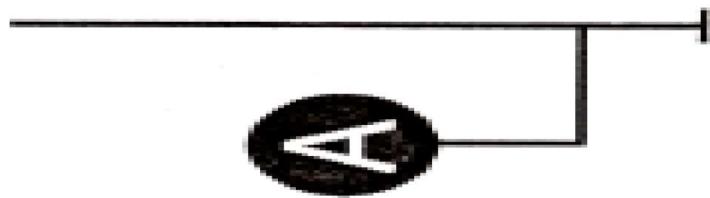
- ✓ A FIXED SIGNAL WHICH CAN BE OPERATED EITHER AS AUTOMATIC STOP SIGNAL OR MANUAL STOP SIGNAL, AS REQUIRED, IS CALLED SEMI-AUTOMATIC STOP SIGNAL.
- ✓ SEMI-AUTOMATIC STOP SIGNAL WORKS AS AUTOMATIC STOP SIGNAL, WHEN 'A' MARKER IS ILLUMINATED.
- ✓ WHEN 'A' MARKER IS EXTINGUISHED, THE SIGNAL WORKS AS MANUAL STOP SIGNAL.

SEMI AUTOMATIC STOP SIGNAL

- ✓ A KING KNOB IS PROVIDED TO MAKE SEMI-AUTOMATIC STOP SIGNAL TO WORK EITHER AS AN AUTOMATIC STOP SIGNAL OR AS A MANUAL STOP SIGNAL.
- ✓ WHEN KING KNOB IS REVERSED IT WORKS AS AUTOMATIC STOP SIGNAL.
- ✓ WHEN KING KNOB IS IN NORMAL POSITION IT WORKS AS A MANUAL STOP SIGNAL.

White illuminated letter 'A'
against black background
when working as an
Automatic Stop signal,
and letter 'A' extinguished
when working as a
manual Stop Signal.

**Semi-automatic
Stop Signal**



MANUAL STOP SIGNAL

- ✓ THESE SIGNALS ARE OPERATED MANUALLY
- ✓ CAN NOT WORK AS AUTOMATIC
- OR
- ✓ CAN NOT WORK AS SEMI AUTOMATIC SIGNAL

GATE STOP SIGNAL IN AUTOMATIC SIGNALLING TERRITORY

AUTOMATIC SIGNALS INTERLOCKED WITH LEVEL CROSSING GATES ARE DISTINGUISHED BY THE PROVISION OF 'G' MARKER I.E., LETTER 'G' IN BLACK ON YELLOW CIRCULAR DISC AND WHITE ILLUMINATED LETTER 'A' AGAINST BLACK BACK GROUND.

- ✓ WHEN **GATE IS IN OPEN CONDITION**, GATE SIGNAL EXHIBITS STOP ASPECT WITH EXTINGUISHED 'A' MARKER.
- ✓ WHEN **GATE IS IN CLOSED CONDITION**, IT WORKS AS AUTOMATIC STOP SIGNAL WITH ILLUMINATED 'A' MARKER.
- ✓ IF GATE SIGNAL IS AT 'ON' AND 'A' MARKER IS EXTINGUISHED, THE LOCO PILOT HAS TO FOLLOW THE GATE RULES AND ALSO AUTOMATIC RULES
- ✓ IF 'A' MARKER IS ILLUMINATED AND THE SIGNAL IS AT 'ON', THE LOCO PILOT SHALL FOLLOW THE RULES FOR **PASSING** THE AUTOMATIC SIGNAL AT 'ON'.



Gate Stop signal

Letter 'G' on yellow
circular disc



**Gate Stop signal in
Automatic Block
territory**

Letter 'G' in black on
yellow circular disc and
white illuminated letter 'A'
against black back
ground.

Note: Letter 'A' shall be lit only when the gates are closed and locked against road traffic.

SIGNALS OUT OF USE

GR 3.18

GR 3.18 SIGNALS OUT OF USE

✓ WHEN A FIXED SIGNAL IS NOT IN USE, IT

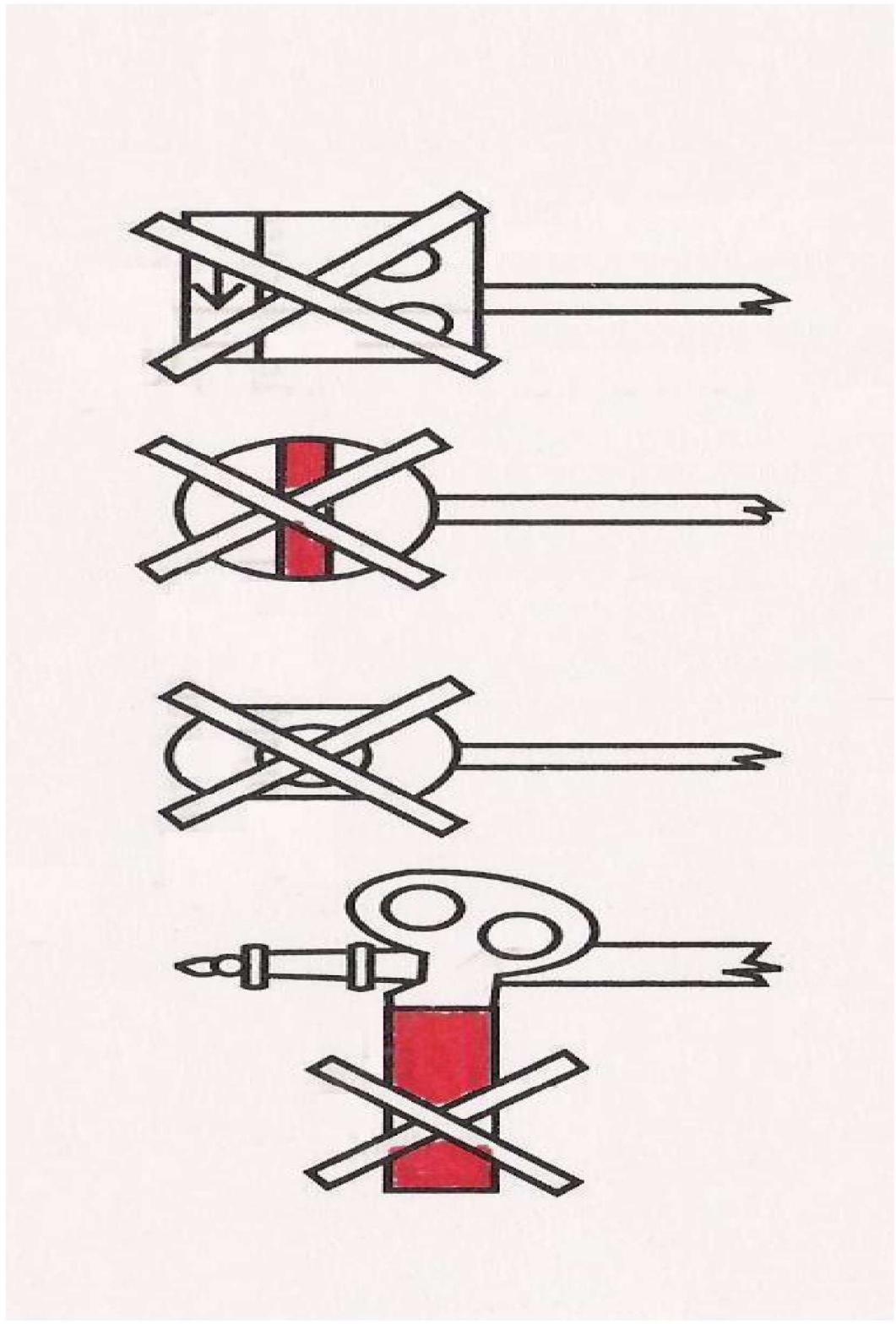
SHALL BE DISTINGUISHED BY **TWO CROSSED**

BARS

✓ *A semaphore or disc signal when not in use*

shall be kept fixed in the 'on' position.

✓ SIGNALS NOT IN USE **SHALL NOT BE LIT**



SIGNAL SIGHTING COMMITTEE

- SIGNAL (SI)
- TRAFFIC (TI)
- MECHANICAL/ELECTRICAL (LI)

GR 3.26 COMMISSIONING OF FIXED SIGNALS

✓ FIXED SIGNAL-BROUGHT INTO USE - CRS

✓ A SIGNAL IS NEWLY ERECTED OR SHIFTED, JOINTLY INSPECTED BY A SIGNAL SIGHTING COMMITTEE CONSISTING OF TRANSPORTATION, SIGNAL AND LOCO INSPECTORS, BEFORE IT IS BROUGHT INTO USE.(SR 3.26.1)

✓ A CAUTION ORDER -FOR A PERIOD OF 90 DAYS AND INFORMATION SHOULD BE NOTIFIED THROUGH STANDARD ORDER BOOK (SOB) .(SR 3.26.2)

SR 3.26.3

- 1. ALL SIGNALS ON A SECTION SHALL BE JOINTLY INSPECTED BY THE SIGNAL, TRANSPORTATION AND LOCO INSPECTORS (SI, TI & LI)**
- 2. AT LEAST ONCE IN QUARTER AND**
JOINT REPORTS PERTAINING THERETO SHALL BE SUBMITTED TO THE DSTE, DOM AND DME/DEE

GR 3.31

**SIGNALS AT CLASS D
STATIONS**

NON BLOCK STATIONS

✓ D CLASS STATIONS

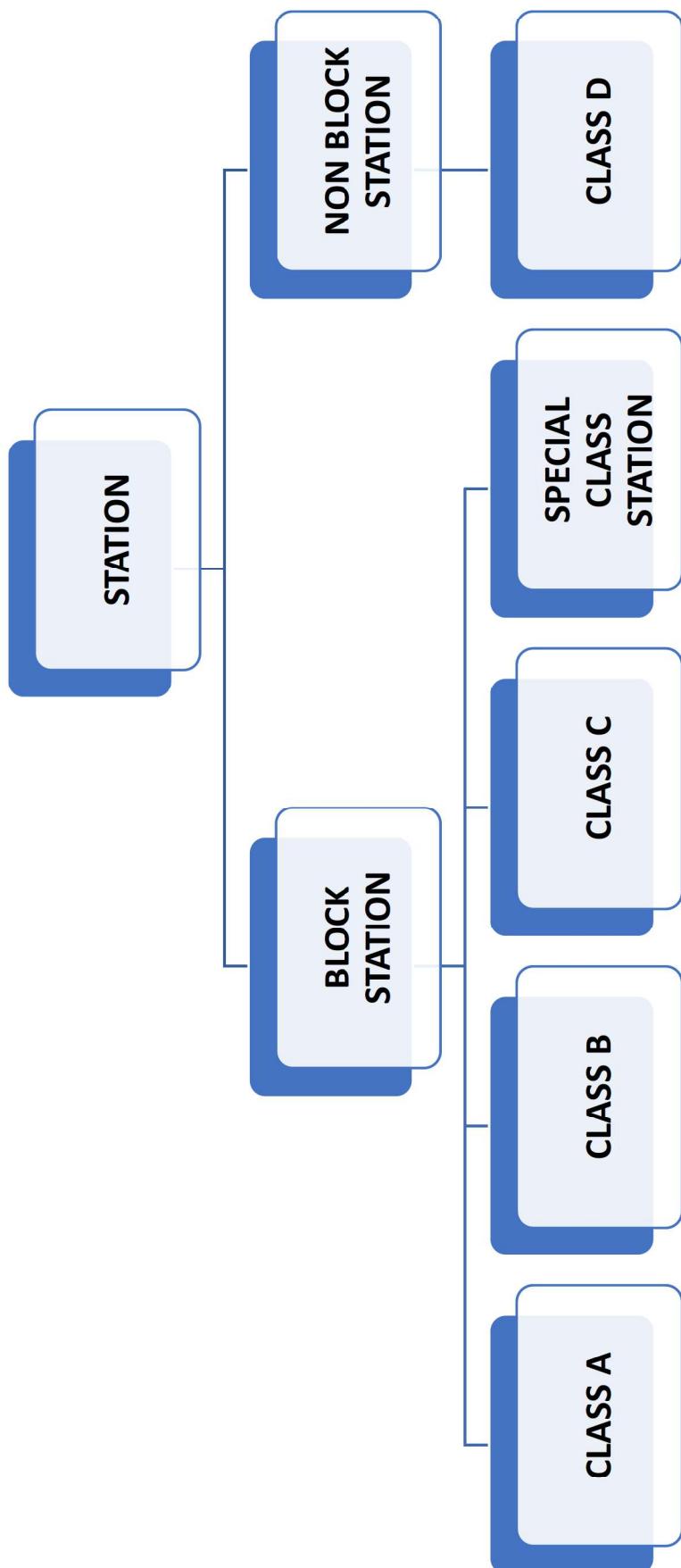
✓ STOPPING PLACES AS PER WTT

✓ SITUATED BETWEEN TWO CONSECUTIVE
BLOCK STATIONS

✓ STATION LIMITS IS BETWEEN END OF
PLATFORMS

SR 1.03:

- (1) THE CLASSIFICATION OF A STATION SHALL BE
MENTIONED IN THE SWR OF THAT STATION AND
ALSO IN THE WORKING TIME TABLE (WTT)
- (2) ANY BLOCK STATION WHICH CANNOT BE
WORKED UNDER CLASS 'A', CLASS' B' OR CLASS'C'
CONDITIONS IS TERMED AS SPECIAL CLASS
STATION

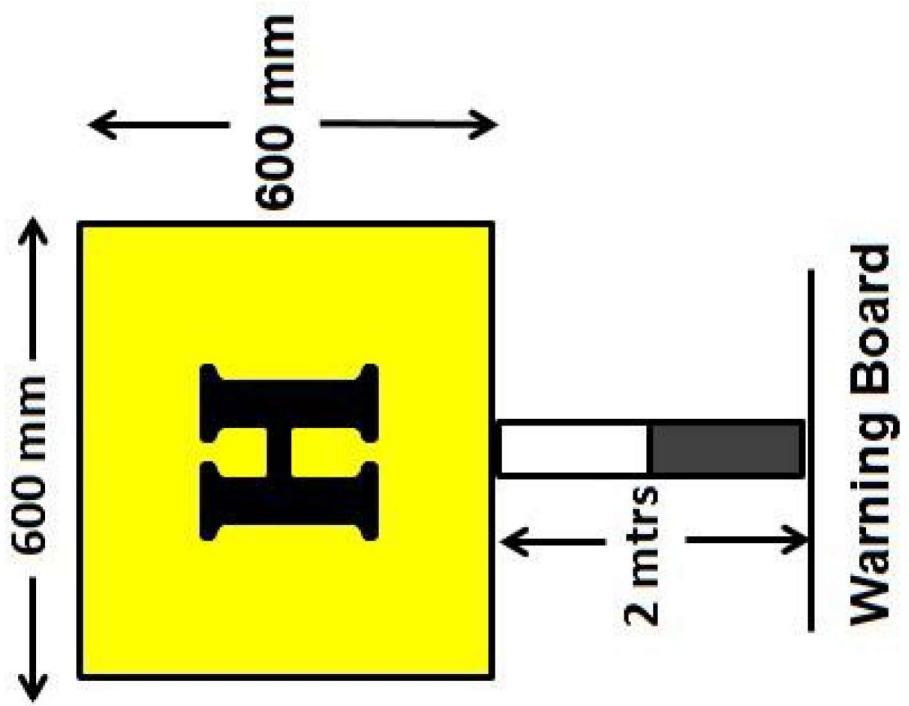


GR 3.31 SIGNALS AT CLASS D STATIONS

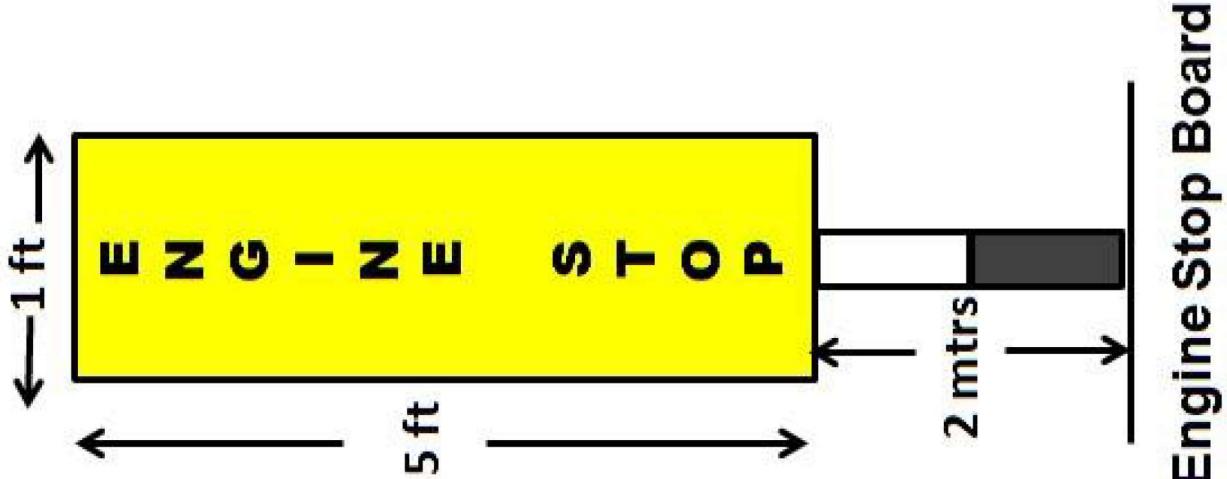
- A TRAIN MAY BE STOPPED BY SPECIAL INSTRUCTIONS
- THE LOCO PILOT OFF THE TRAIN HAVING SCHEDULED HALT AT CLASS D STATION SHALL STOP HIS TRAIN **AS PER SCHEDULE GIVEN IN THE WORKING TIME TABLE**

ENGINE STOP BOARD

- ✓ AN ENGINE STOP BOARD SHALL BE PROVIDED AT A DISTANCE OF **15M** BEYOND THE POINT/PLACE ON THE PLATFORM, WHERE IT IS REQUIRED TO BE STOPPED
- ✓ TO INDICATE THE LOCO PILOT OF APPROACHING A D CLASS STATION, A RETRO REFLECTIVE TYPE WARNING BOARD SHALL BE PROVIDED ON APPROACH END IN REAR OF THE D CLASS STATION, AT A DISTANCE OF 1200M FROM THE ENGINE STOP BOARD.



Warning Board

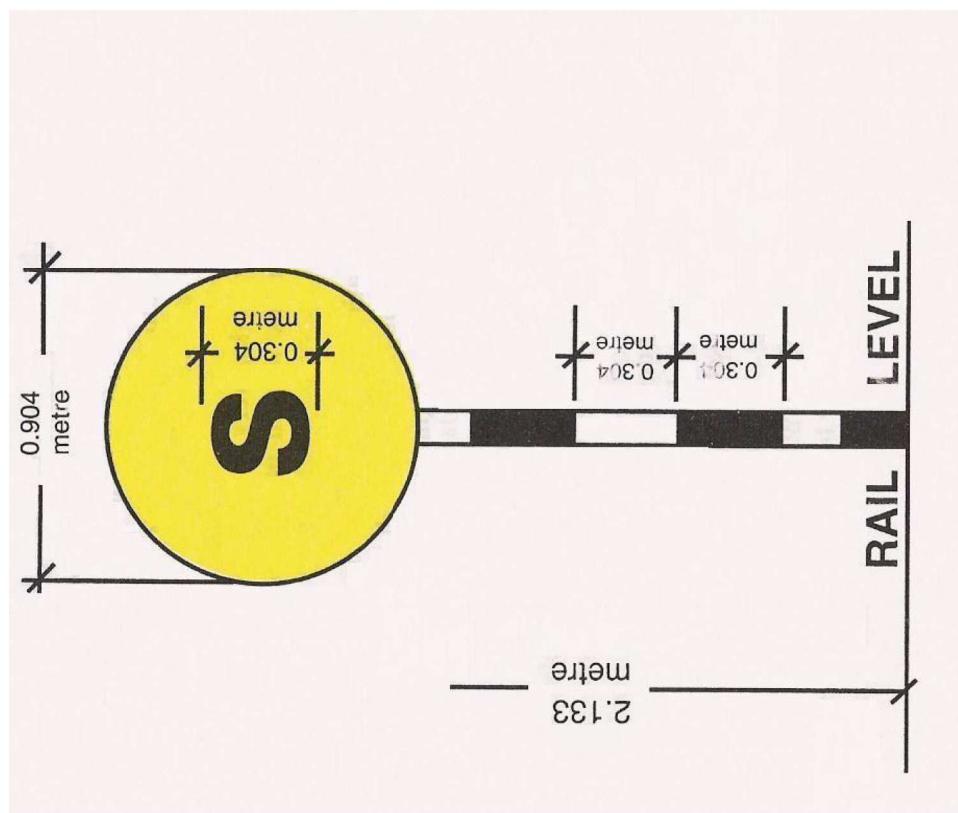


Engine Stop Board

➤ LOCO PILOT OF THE TRAIN HAVING
SCHEDULED HALT AT D CLASS STATION
SHALL START HIS TRAIN ON GUARD'S
HAND SIGNAL

OUT LYING SIDING

- Where there are points in the main line at a place which is not a block station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains
- Detailed instructions regarding the working of points, signals and interlocking installations and the procedure for working trains into and out of outlying sidings shall be embodied in the **Station Working Rules of the stations controlling the outlying siding**



An **S marker** indicator should be provided for indicating to the Loco Pilot the position of facing points at the outlying siding.

GR 3.36

FIXED SIGNALS GENERALLY

GR 3.36 FIXED SIGNALS GENERALLY

- ❖ IN FAILURE-MOST RESTRICTIVE ASPECT
- ❖ SIGNAL TAKEN 'OFF' FOR THE TRAIN SHALL NOT BE PLACED TO 'ON' EXCEPT IN CASE OF AN EMERGENCY
TO PREVENT AN ACCIDENTS/TO AVERT AN ACCIDENT

TO PUT BACK DEPARTURE SIGNAL:

1. LP BE ADVISED - WRITTEN MEMO
2. WRITTEN ACKNOWLEDGEMENT -OBTAINED ON OFFICE COPY OF MEMO
3. **TILL THEN ROUTE SHALL NOT BE ALTERED**

Till the Loco Pilot has been advised through secured means of communication or through written memo and his acknowledgement received, the route set shall not be altered except to avert an accident

GR & SR 3.36 PUTTING BACK OF SIGNAL

TO PUT BACK RECEPTION SIGNAL

✓ IN CASE OF EMERGENCY TO AVERT AN ACCIDENT, IT CAN BE PUT BACK

✓ POINTS NOT TO BE ALTERED TILL TRAIN COMES TO A STOP EXCEPT TO PREVENT AN ACCIDENT

SR 3.36.1: TAKING ‘OFF’ THE APPROACH STOP SIGNALS CAN BE DELAYED TO ENSURE BUSY LEVEL CROSSING GATES, IF ANY, ARE CLOSED ONLY FOR 10 MINUTES BEFORE THE ARRIVAL OF THE TRAIN, TO AVOID COMPLAINTS FROM ROAD USERS.

GR 3.38

POINTS AFFECTING

MOVEMENT OF TRAIN

GR 3.38 POINTS AFFECTING MOVEMENT OF TRAIN

- 1) TO TAKE SIGNALS-OFF, FOR A TRAIN
 - a) FACING POINTS CORRECTELY SET & LOCKED
 - b) TRAILING POINTS CORRECTELY SET
 - c) LINE IS CLEAR & FREE FROM OBSTRUCTION

GR 3.38 POINTS AFFECTING MOVEMENT OF TRAIN

2) RUNNING LIKE-BLOCKED

- a) POINTS IN THE REAR ON D/L**
- b) AT EITHER END ON S/L**

SET AGAINST THE BLOCKED LINE

GR 3.38 POINTS AFFECTING MOVEMENT OF TRAIN

- 1. IF ALL THE LINES ARE OCCUPIED, POINTS SHALL BE SET TO THE LINE OCCUPIED BY STABLED LOAD OR A GOODS TRAIN.**
- 2. IF ALL LINES OCCUPIED BY PASSENGER TRAINS, AND LINE CLEAR IS ASKED , POINTS SHALL BE SET TO LOOP LINE IN WHICH ENGINE IS FACING THE DIRECTION OF INCOMING TRAIN.**

GR 3.40

CONDITIONS FOR TAKING-OFF HOME SIGNAL

GR 3.38(1) : SM SHALL TAKE OFF
THE SIGNAL ONLY IF

- (A) All facing points over which the train will pass are correctly set and locked,
- (B) All trailing points over which the train will pass are correctly set, and
- (C) The line over which the train is to pass is clear and free from obstructions.

Conditions for taking off Home signal

- When a train is approaching,**

- a Home signal otherwise than at a terminal station, the signal shall not be taken off until the train has first been brought to a stand outside it
 - on a double line, the line is clear for an adequate distance beyond the Starter
 - on a single line, line is clear for an adequate distance beyond the trailing points
 - or under approved special instructions for an adequate distance beyond the place at which the train is required to come to a stand.

- Where a train has first been brought to a stand outside the Home signal
 - on a double line, the line is clear upto the Starter
 - on a single line, the line is clear upto the trailing points
 - or
 - under approved special instructions up to the place at which the train is required to come to a stand

HAND SIGNALS

HAND SIGNALS

GR 3.52: EXHIBITION OF HAND SIGNALS

✓ DAY: FLAG/ BARE HAND

(**RED FLAG/GREEN FLAG/EMPTY HAND**)

✓ NIGHT: **RED LIGHT/GREEN LIGHT**

(STATIC/FLASHING TYPE)

NOTE: VIOLENTLY WAVING A WHITE
LIGHT HORIZONTALLY ACROSS THE BODY
OF THE PERSON SHOWING THE SIGNAL

GR 3.53 STOP HAND SIGNAL

INDICATION: STOP DEAD

DAY:

SHOWING A RED FLAG OR BY RAISING BOTH ARMS WITH HANDS ABOVE THE HEAD

NIGHT:

SHOWING A RED LIGHT OR VIOLENTLY WAVING A WHITE LIGHT HORIZONTALLY ACROSS THE BODY OF THE PERSON

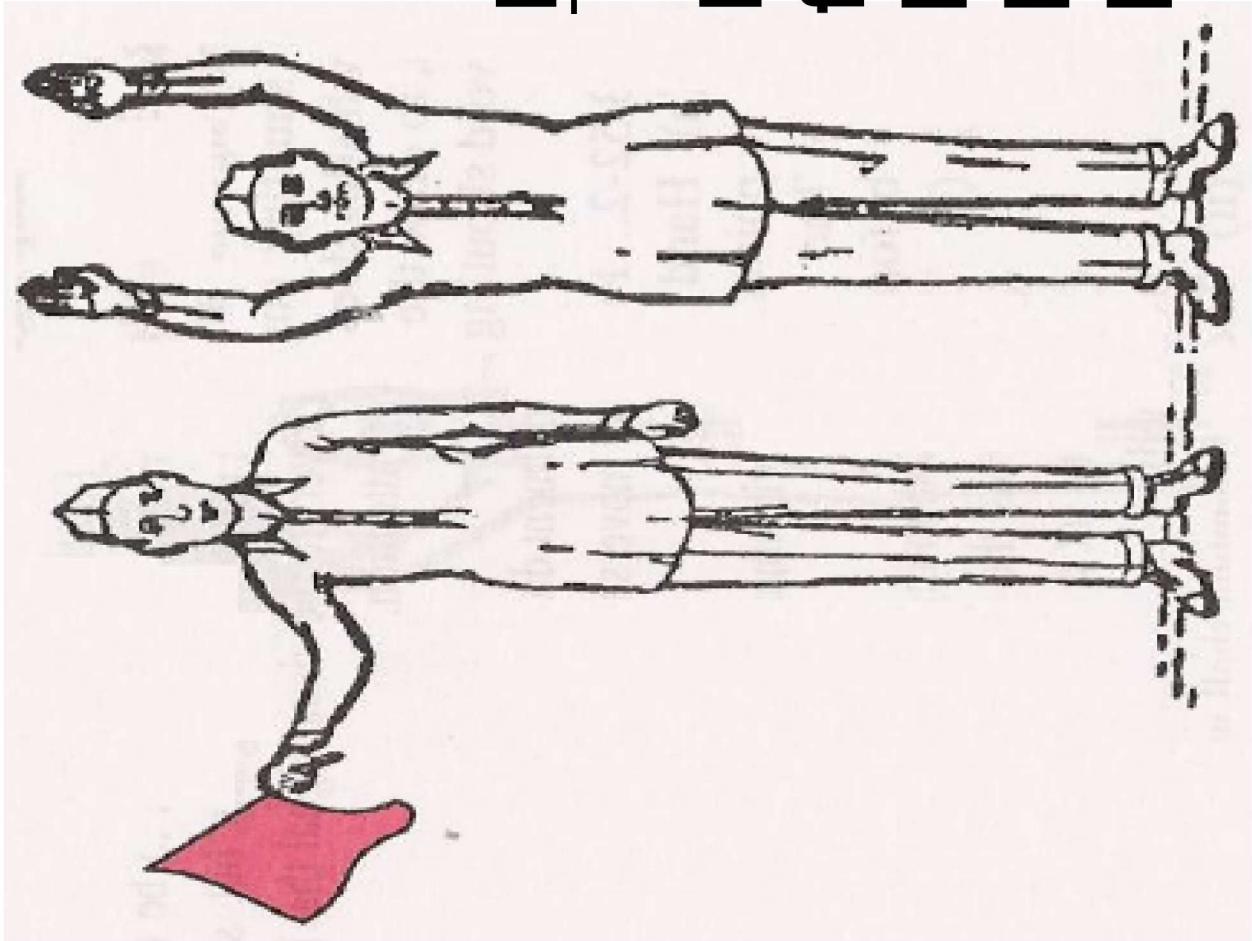
GR 3.53 STOP HAND SIGNALS

Stop hand signal

Indication: Stop dead

How given by day:

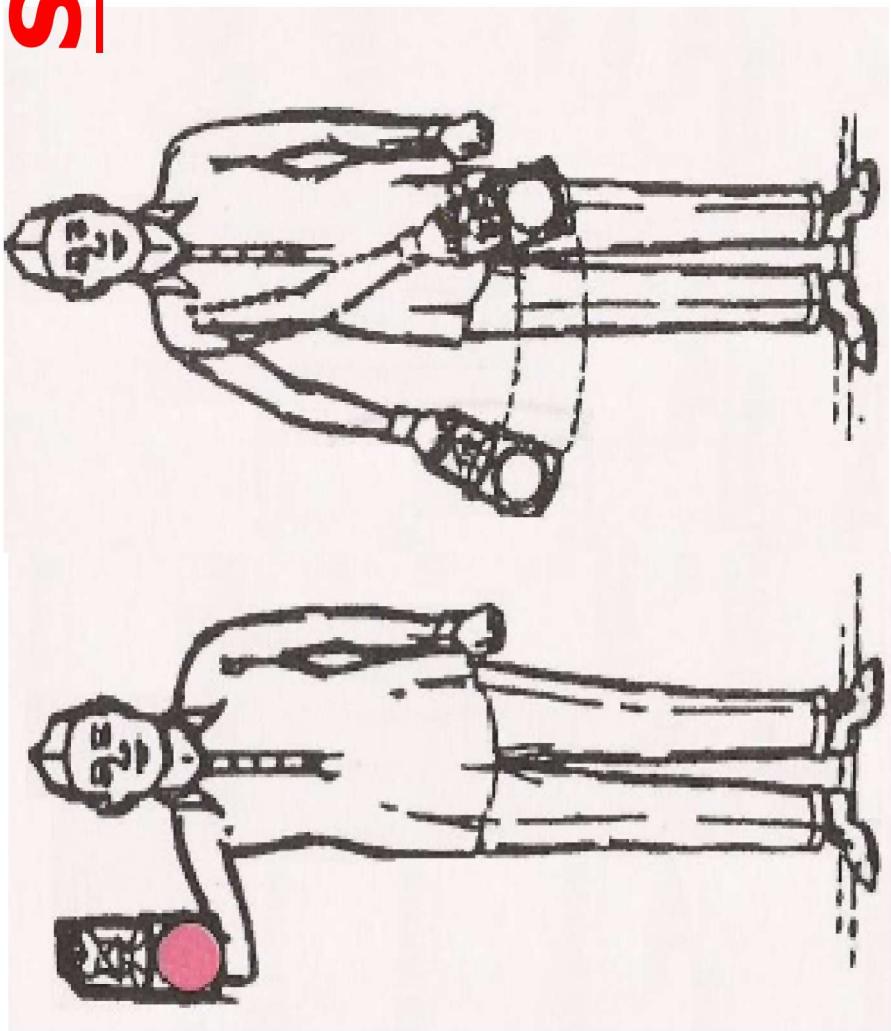
By showing a red flag or by raising both arms with hands above the head



Stop hand signal

Indication:

Stop dead



by night:

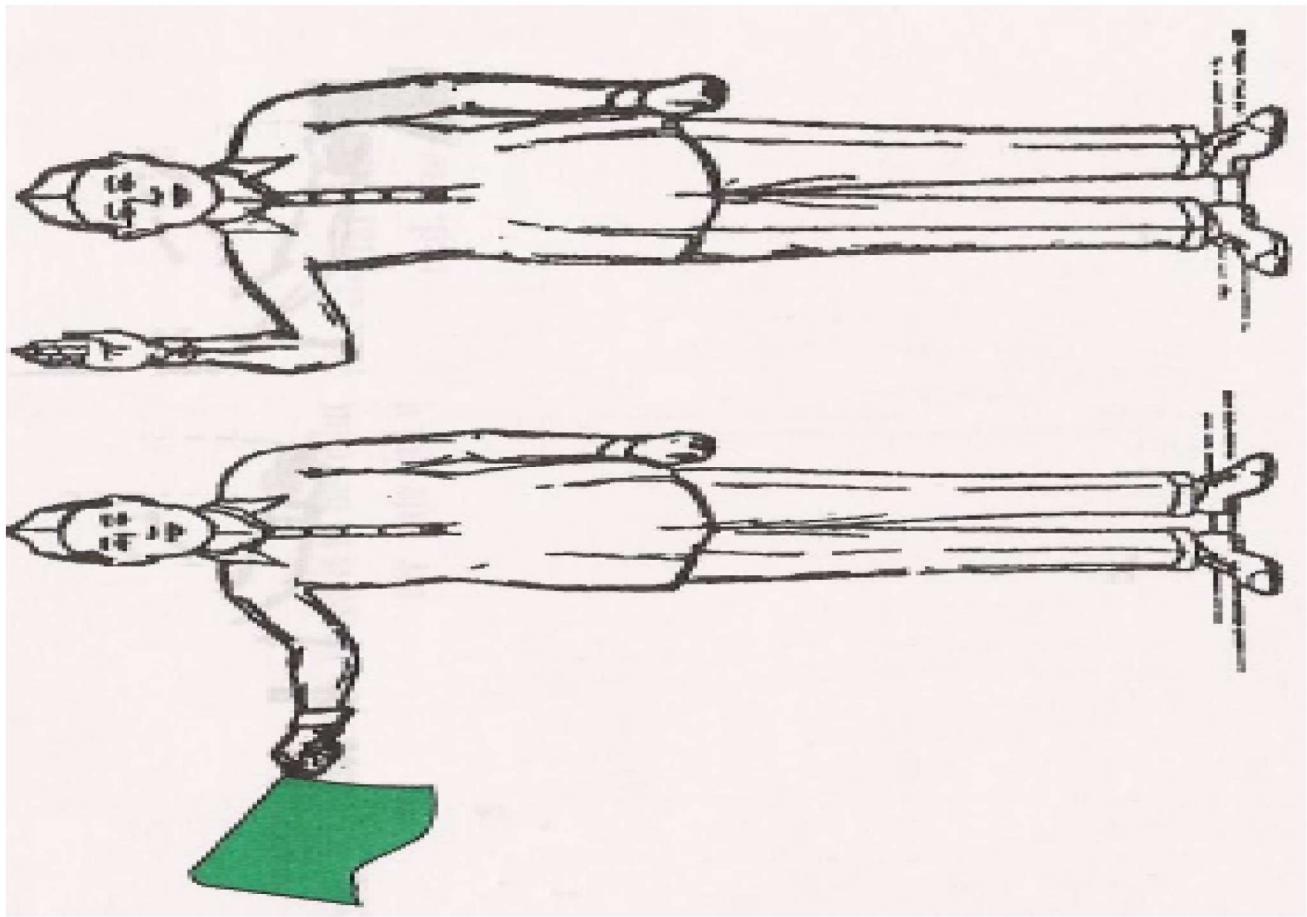
By showing a red light or by violently waving a white light horizontally across the body of the person showing the signal as illustrated

GR 3.54 PROCEEDED HAND SIGNAL (PHS)

Indication - Proceed

How given by day

**By holding a
green flag or by
holding one arm
steadily**



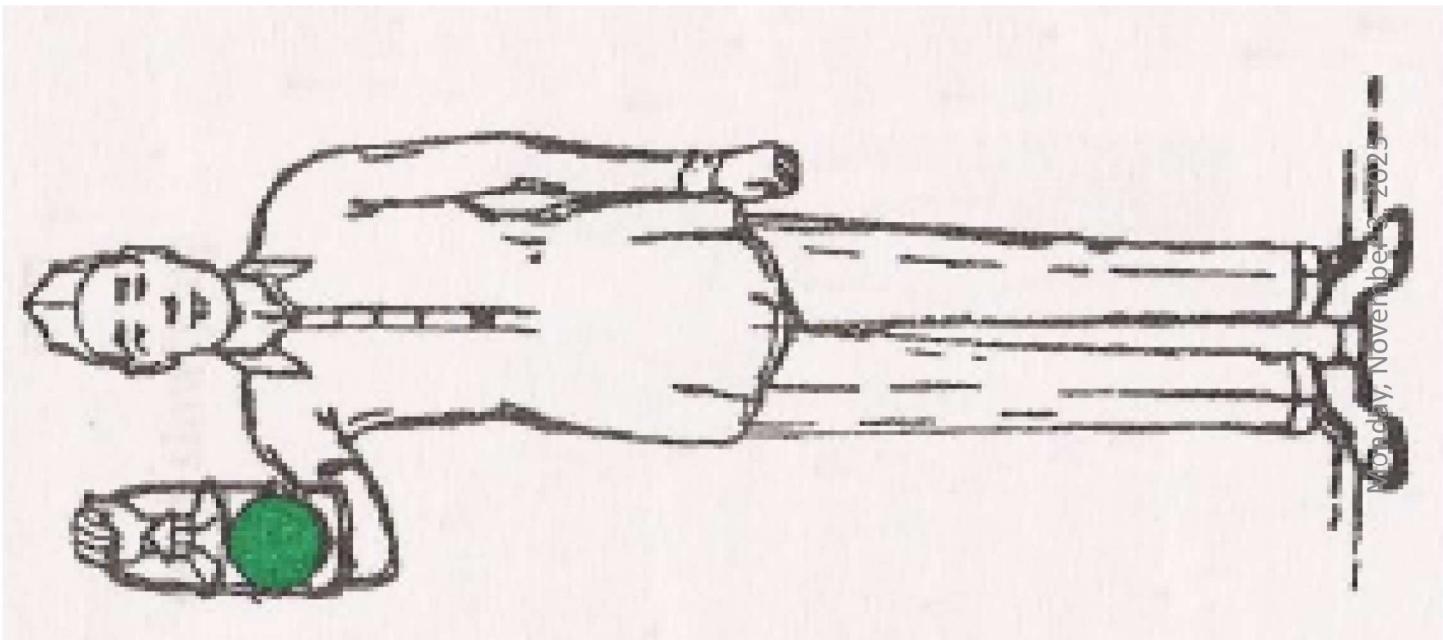
Proceed hand signal

(PHS)

Indication – Proceed

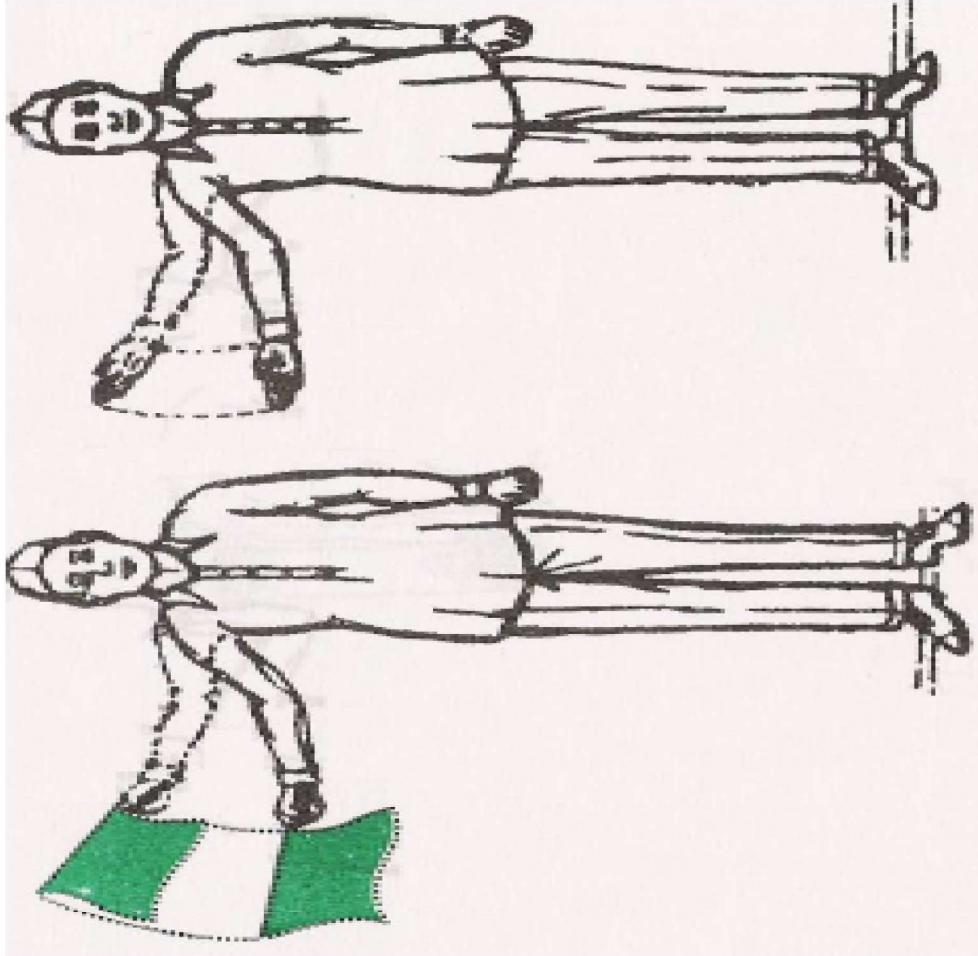
How given by night

**By holding a green
light steadily**



GR3.55 PROCEEDED WITH CAUTION HAND SIGNAL—

Indication : Proceed slowly reducing speed further if the signal is given at a progressively slower rate.

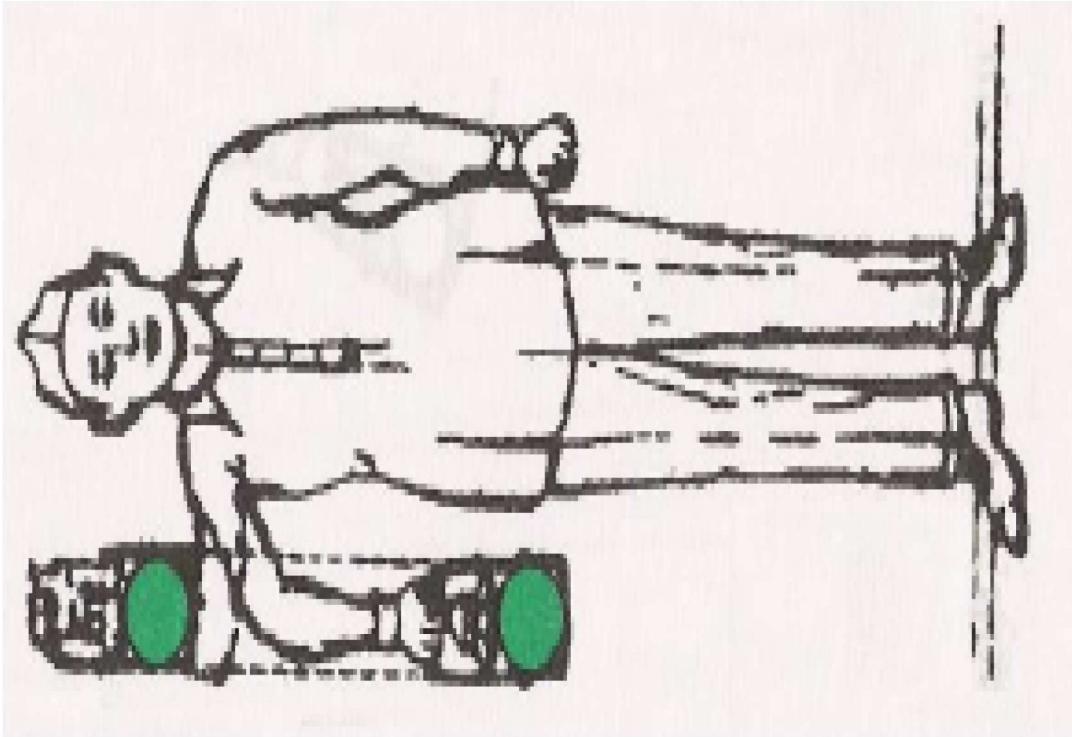


How given by day

By waving a green flag vertically up and down or by waving one arm in a similar manner as illustrated below:

GR3.55 PROCEEDED WITH CAUTION HAND SIGNAL—

Indication : Proceed slowly reducing speed further if the signal is given at a progressively slower rate.



How given by night
By waving a green light vertically up and down as illustrated

GR 3.56 HAND SIGNALS FOR SHUNTING

GR 3.56 HAND SIGNALS FOR SHUNTING

Indication:

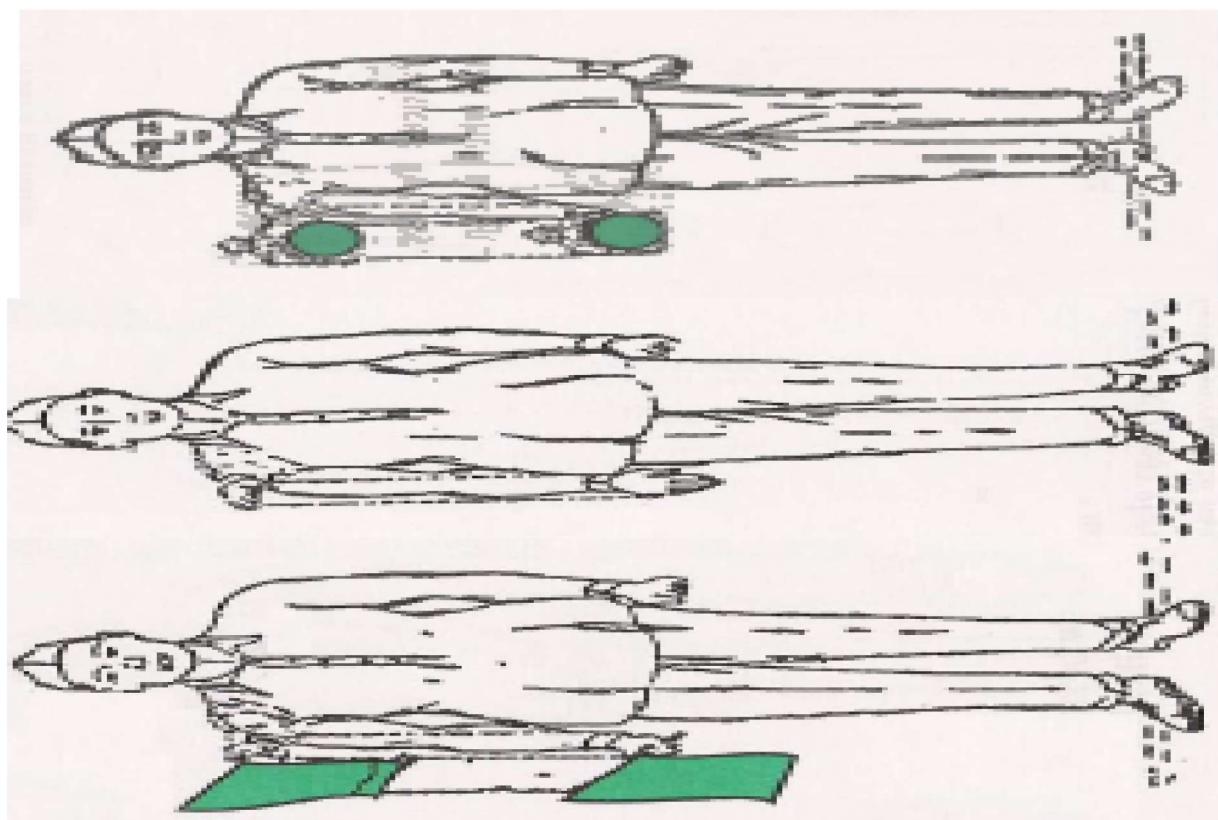
Move away from the person signaling

How given by day:

By a green flag or one arm moved slowly up and down

How given by night:

By a green light moved slowly up and down

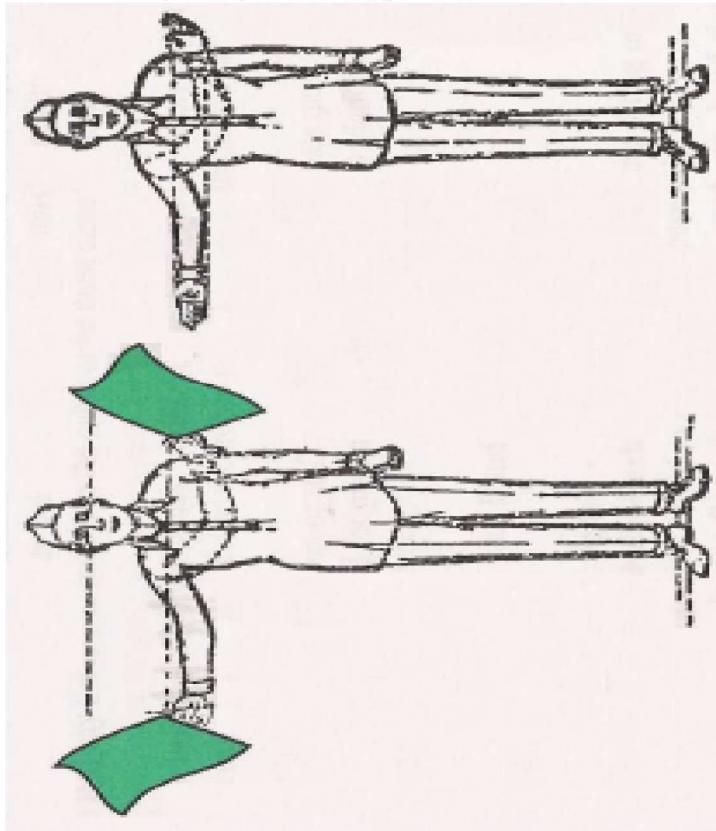


Indication:

**Move towards the person
signaling**

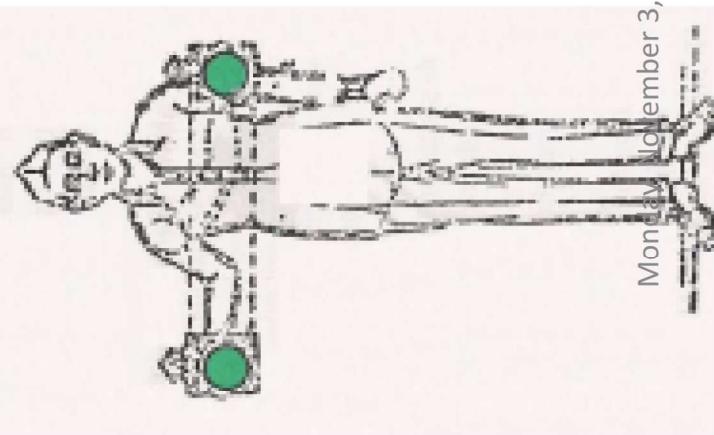
How given by day:

**By a green flag or one
arm moved from side to
side across the body**



How given by night

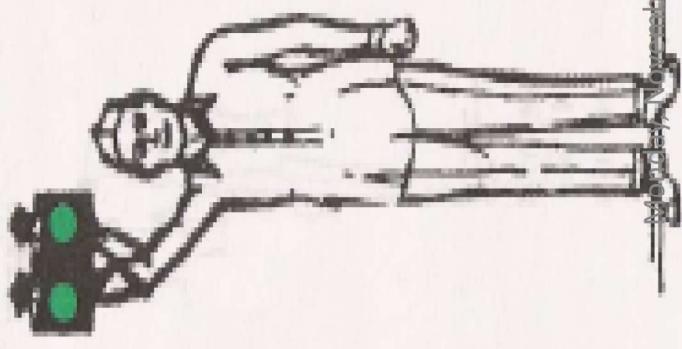
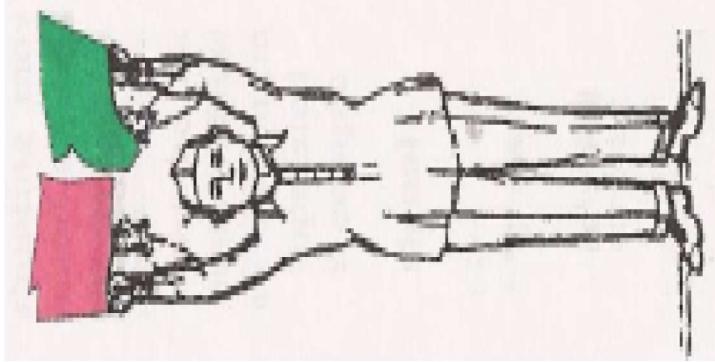
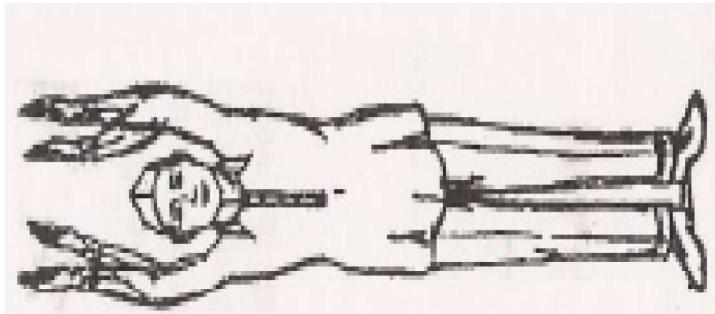
**By a green light moved
from side to side across
the body**



Indication:
Move slowly for coupling

How given by day:

By a green and a red flag held above the head or both hands raised over the head and moved towards and away from each other



How given by night:

By a green light held above the head and moved by twisting the wrist

GR 3.57

BANNER FLAGS

GR 3.57 BANNER FLAG

- ✓ TEMPORARY FIXED STOP SIGNAL
- ✓ RED CLOTH SUPPORTED BY TWO POSTS AT EACH END
- ✓ STRETCHED ACROSS THE LINE

BANNER FLAG



Monday, November 3, 2025

134

BANNER FLAG



GR 3.65

**SIGNALS TO WARN INCOMING TRAIN
OF DANGER AHEAD**

✓ DAY: RED FLAG

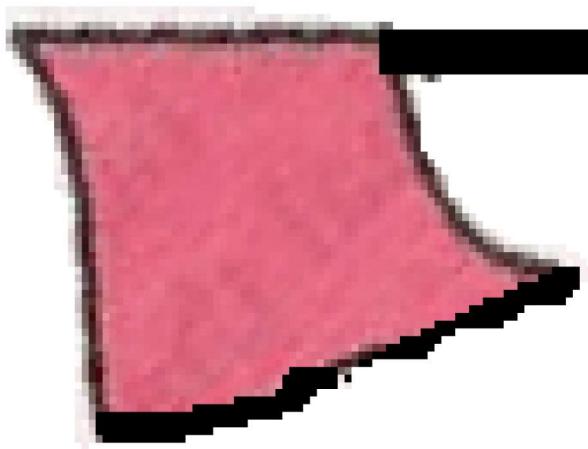
**✓ NIGHT: RED FLASHING HAND SIGNAL
LAMP**

**SIGNALS TO WARN INCOMING TRAIN
OF DANGER AHEAD**

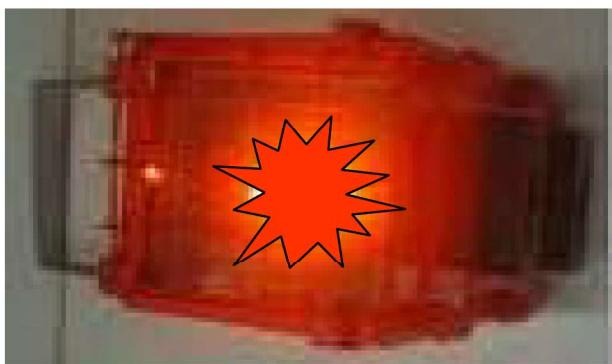
❖ **A RED FLASHING HAND SIGNAL
LAMP AT NIGHT**

OR

❖ **A RED FLAG DURING DAY SHALL BE
EXHIBITED TO WARN THE INCOMING
TRAIN OF AN OBSTRUCTION**



**EXHIBITED BY RED
FLAG BY DAY**



**NIGHT- FLASHING
RED LIGHT OF HAND
SIGNAL LAMP**

DETONATING SIGNALS

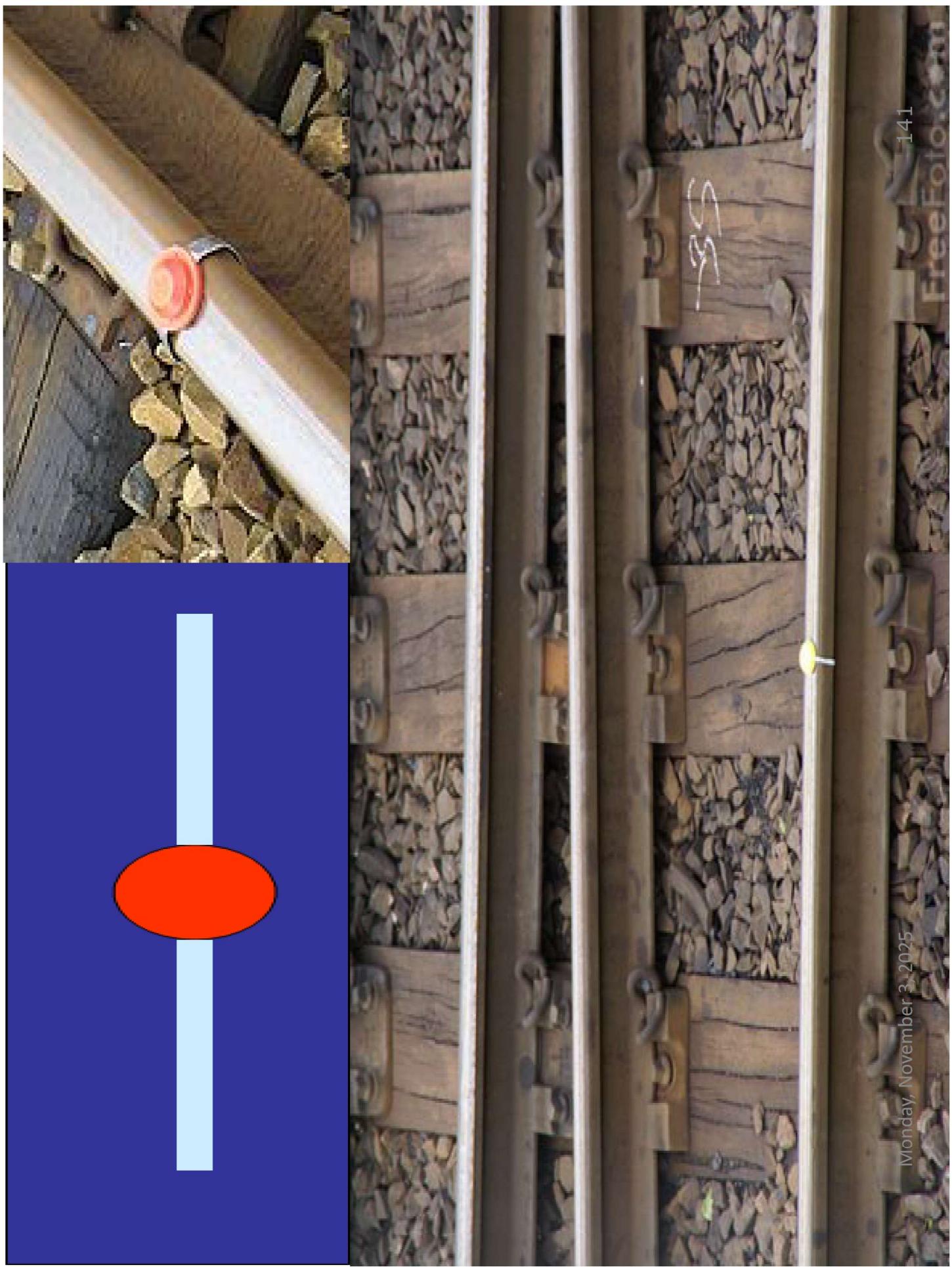
(DETONATORS)

(FOG SIGNALS)

(AUDIBLE SIGNAL)

DETONATOR

- AUDIBLE SIGNAL
- USED TO ATTRACT THE ATTENTION
- CHARGED WITH EXPLOSIVE
- CABLE OF PLACING (FIXING) ON THE RAIL
- WHEN TRAIN/VEHICLE PASSES OVER IT, GIVES LOUD SOUND SO AS TO ATTRACT THE ATTENTION
- A SAFETY RADIUS/DISTANCE OF **45 METRES** SHOULD BE MAINTAINED DURING EXPLOSION



Monday, November 3, 2025

141

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DETONATORS

- ✓ AN APPLIANCES WHICH ARE FIXED ON THE RAILS
- ✓ WHEN AN ENGINE OR VEHICLE PASSES OVER THEM
- ✓ THEY EXPLODE WITH A LOUD REPORT SO AS TO ATTRACT THE ATTENTION OF THE LOCO PILOT

**WHO WILL BE REQUIRE TO USE
DETONATORS?**

**WHERE THE STOCK IS TO BE
MAINTAINED?**

✓ STOCK OF DETONATORS-DRM

✓ STATION (SM)

✓ RUNNING SHEDS (CCC)

✓ PWI OFFICE (PWI)

✓ SUPPLY OF DETONATORS

✓ SM-GUARD, GATEMEN

**✓ PWI-GANGMATE, KEYMEN,
GATEMEN & PATROLMEN
✓ CCC-LOCO PILOTS**

SUPPLY OF DETONATORS

✓ **EACH CASE CONTAINS 10 DETONATORS**

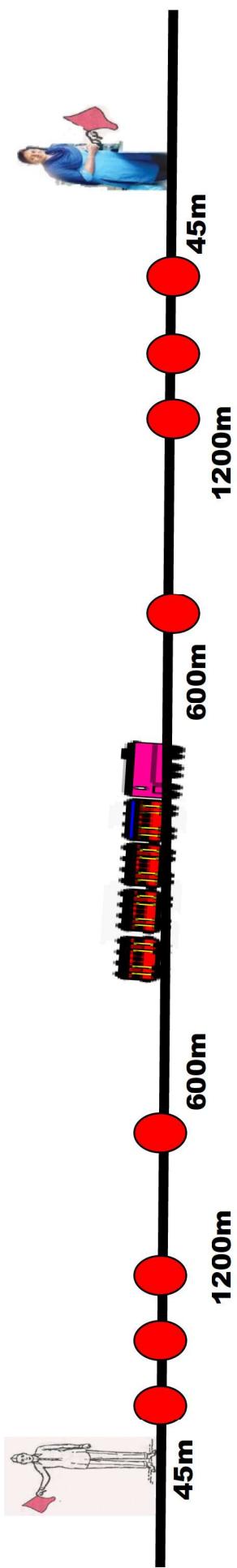
- LP
 - GUARD
 - MATE
 - GATEMEN
 - PATROLMEN
 - TWD
 - FOG SIGNALMEN- 20 DETONATORS
 - KEYMEN-8 DETONATORS
- 10 DETONATORS (1 CASE)

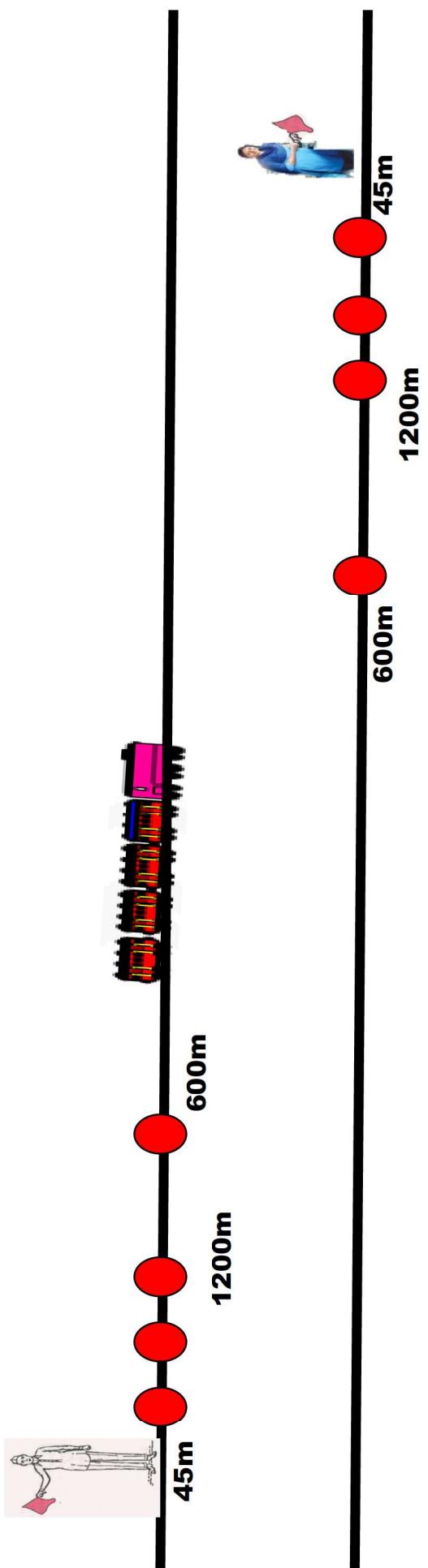
TESTING OF DETONATOR:

- ✓ ONCE IN 12 MONTHS
- ✓ EMPTY WAGON MOVING 8-11 KMPH

NORMAL LIFE OF A DETONATOR:

- ✓ BEFORE 2010-7 YEARS
- ✓ DURING 2010 & AFTER- 5 YEARS
- ✓ EXTENDED BY 1 YEAR EACH TIME UP TO A MAXIMUM OF 3 EXTENSIONS





Visibility Test Object (VTO)

- ✓ To check the adequacy of visibility of signals
- ✓ To guide the SM for arranging to place detonators, to warn the Loco Pilot of an approaching train about the location of FSS
- ✓ When the prescribed VTO cannot be seen by the SM during fog.

Visibility Test Object (VTO)

AS PER SPECIAL INSTRUCTIONS

- SIGNAL ARM BY DAY
- THE BACK LIGHT OF A (HOME) SIGNAL
- THE LIGHT OF A SIGNAL BY DAY OR NIGHT
- VTP (VISIBILITY TEST POST)
- MENTIONED IN SWR

Visibility Test Object (VTO)

- ✓ VTO CANNOT BE NOMINATED
- ✓ DUE TO CURVE OR NO SIGNAL
- ✓ A SEPARATE POST ERECTED-VTP

VISIBILITY TEST POST (VTP)

- ✓ IT IS A POST & FIXED IN THE GROUND
- ✓ LOCATED 180M-FROM A NOMINATED LOCATION(SM SHALL STAND)
- ✓ PAINTED WITH SELF LUMINOUS YELLOW

VTO

- IN MACLS, STATIONS-PRESCRIBED VTO
 - LOCATED 180M-FROM A NOMINATED LOCATION(SM SHALL STAND)
- IF VTO IS NOT VISIBLE TO SM MEANS FOG HAS SET IN
- SM SHALL ARRANGE FOG SIGNALLING

- ✓ THE PRESCRIBED VTO / VTTP SHALL BE MENTIONED IN THE SWR
- ✓ FOG SIGNALLING SHALL BE DONE ON SINGLE DISTANT AREA.
- ✓ THERE SHALL NOT BE ANY VTO / VTTP FOR STATIONS PROVIDED WITH DOUBLE DISTANT SIGNALS.
- ✓ FOG SAFE DEVICE IS PROVIDED THEN FOG SIGNALLING IS NOT REQUIRED EVEN IN SINGLE DISTANT AREA

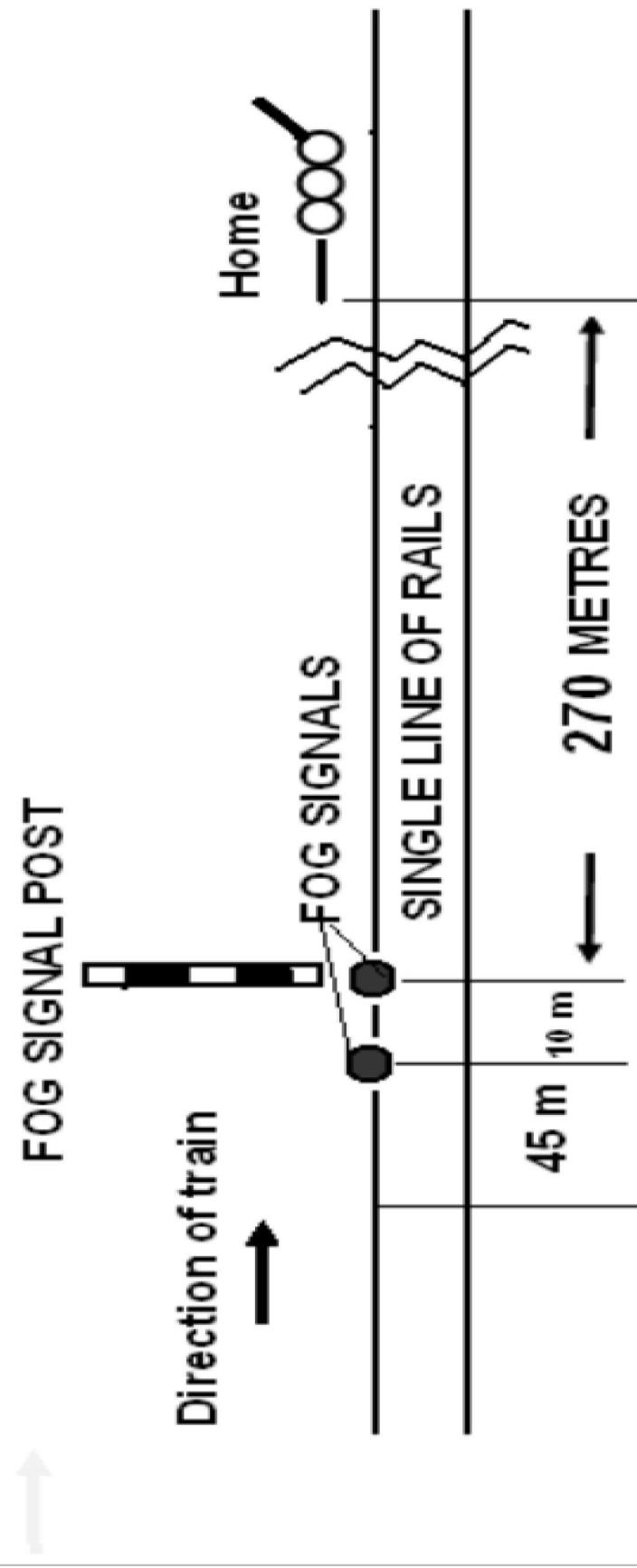
FOG SIGNAL POST

- ✓ Fog signal posts are erected at 270M in rear of FSS in either direction to indicate the location for placing detonators by Fog Signalman.
- ✓ Fog signal post may be a sleeper fixed vertically in the ground which shall be painted alternatively with black and yellow self luminous paint or provided with black and yellow self luminous strips.

FOG SIGNALMEN

- ✓ TWO FROM OPERATING
- ✓ TWO FROM ENGINEERING
- ✓ 20 DETONATORS WILL BE GIVEN

Multiple Aspect Colour Light



SR 3.61.9 PROCEDURE FOR PLACING DETONATORS DURING FOG

- ✓ EACH DIRECTION WITH 20 DETONATORS TO FSP
- ✓ ONE DETONATOR @ FSP
- ✓ OTHER AT 10M APART
- ✓ LC MAY BE GIVEN ON INFORMATION FROM FOG SIGNALMAN OR 30 MINUTES FROM DEPARTURE OF FOG SIGNALMAN

GR 3.68

DUTIES OF SM

WHEN A SIGNAL IS

DEFECTIVE

(GENERALLY)

3.68 DUTIES OF SM- DEFECTIVE SIGNAL

- ✓ DEFECTIVE IN ON POSITION
- ✓ DEFECTIVE IN OFF POSITION

GR 3.69

DUTIES OF SM WHEN

AN APPROACHING STOP

SIGNAL IS DEFECTIVE

RECEPTION SIGNAL DEFECTIVE

- ✓ ENSURE THE DEFECTIVE SIGNAL IS KEPT AT 'ON'
- ✓ ISSUE FAILURE MEMO TO S&T STAFF
- ✓ MAKE AN ENTRY IN S&T FAILURE REGISTER
- ✓ ALL THE POINTS DETECTED BY SUCH SIGNALS SHALL BE TREATED AS NON INTERLOCKED
- ✓ SM SHALL PERSONALLY ENSURE PROPER SETTING, CLAMPING AND PAD LOCKING OF SUCH POINTS ON THE ROUTE

❖ **THE TRAIN CAN BE RECEIVED BY TWO METHODS**

➤ **PREWARNING METHOD**

(WHEN CALLING-ON OR SIGNAL POST TELEPHONE
IS NOT PROVIDED)

➤ **NO PREWARNING METHOD**

PREWARNING METHOD

1. SM OF REAR/ NOMINATED STATION SHALL GIVE
PREWARNING TO THE LP ON FORM NO.

T-369(1) [ADVANCE AUTHORITY]

2. SM SHALL SATISFY THE CONDITIONS FOR
TAKING ‘OFF’ SIGNAL BEFORE GRANTING LINE
CLEAR

3. SM SHALL ARRANGE TO SEND A COMPETENT RAILWAY SERVANT IN UNIFORM TO SHOW **PROCEED HAND SIGNALS** AT THE FOOT OF THE SIGNAL
 4. THE LP ON OBSERVING PHS SHALL PASS THE DEFECTIVE SIGNAL AT ‘ON’ WITH A SPEED NOT EXCEEDING 15 KMPH
- PREWARNING NOT GIVEN**
1. TAKE ‘OFF’ CALLING ON SIGNAL AFTER THE TRAIN STOPS AT THE FOOT OF THE DEFECTIVE SIGNAL

2. IF SIGNAL POST TELEPHONE IS AVAILABLE
AUTHORISE THE LP **WITH PN**, AFTER CORRECT
SETTING AND LOCKING OF THE ROUTE
3. IF THERE IS NO CALLING ON SIGNAL AND SIGNAL
POST TELEPHONE AND PREWARNING NOT GIVEN
THEN
4. THE TRAIN TO STOP AT THE FSS AND AUTHORITY
FOR THE LP TO PASS THE DEFECTIVE SIGNAL IS **T-**

369(3b) +PHS

4. IN TAS WHEN HOME IS DEFECTIVE OUTER ALSO IS TREATED AS DEFECTIVE

SIGNAL STUCK IN OFF POSITION

1. WHEN THE SIGNAL STUCK UP IN OFF POSITION THE SM SHALL DEPUTE A RAILWAY SERVANT IN UNIFORM TO SHOW STOP HAND SIGNAL TILL SUCH TIME IT IS BROUGHT TO ON POSITION
2. SM SHALL PASTE A PAPER OR KEEP A CROSS MARK AS THE CASE MAY BE ON THE SIGNAL STUCK IN OFF POSITION

3. BEFORE GRANTING LINE CLEAR, ENSURE PROPER
SETTING CLAMPING AND LOCKING OF THE ROUTE
4. THE REAR SM SHALL GIVE **PLCT+**
- T-369(1)** TO THE LP TO PASS THE STOP SIGNAL
STUCK IN OFF POSITION
3. THE LP SHALL STOP THE TRAIN AT THE FOOT OF THE
SIGNAL STUCK IN OFF POSITION AND OBSERVE PHS

PERMISSIVE SIGNAL STUCK IN OFF POSITION

- 1. IN CASE OF A PERMISSIVE SIGNAL STUCK IN OFF POSITION THE REAR SM SHALL GIVE CAUTION ORDER TO THE LP TO STOP AND OBSERVE PHS AT THE FOOT OF THE SIGNAL STUCK IN OFF POSITION**

- 2. AFTER THE SIGNAL IS RECTIFIED, SM SHALL INFORM ALL CONCERNED MAKE NECESSARY ENTRIES IN S&T REGISTER**

3. THE SM BEFORE HANDING OVER THE DEFECTIVE S&T GEAR SHALL TAKE THE DISCONNECT NOTICE OR OBTAIN THE SIGNATURE OF THE S&T STAFF AS THE CASE MAY BE
4. AFTER THE RECTIFICATION AND BEFORE ACCEPTING THE RECONNECTION NOTICE, THE SM SHALL TEST THE SIGNAL AND POINTS IN THE PRESENCE OF SI/ESM/MSM

GR 3.70

Duties of SM when a
DEPARTURE STOP signal
is **DEFECTIVE**

DESPATCH SIGNAL DEFECTIVE

- ✓ SM SHALL ENSURE THAT THE SIGNAL IS PLACED AT ON
- ✓ IF STARTER IS DEFECTIVE TAKE OFF CALLING ON SIGNAL BELOW
THE STARTER
- ✓ WHEN CALLING ON IS NOT AVAILABLE LP SHALL BE GIVEN T-
369(3b) AND PHS SHALL BE SHOWN AT THE SIGNAL AFTER
CORRECT SETTING AND LOCKING OF POINTS
- ✓ PHS SHALL BE SHOWN AT THE FOOT OF THE DEFECTIVE SIGNAL

- ✓ IF STARTER IS LSS THE LP SHALL BE GIVEN PLCT AS AN AUTHORITY TO PASS THE DEFECTIVE SIGNAL AT ON
- ✓ IF LP PASSES STARTER PARTLY OR COMPLETELY AT ON THE LP SHALL BE GIVEN RE-START MEMO COUNTER SIGNED BY GUARD+T.369(3b)+PHS BY SM AFTER SATISFYING THAT EVERYTHING IS SAFE
- ✓ WHEN LP PASSES ONLY STARTER AND STOPS THEN ADV. STARTER CAN BE TAKEN OFF AFTER GIVING NECESSARY AUTHORITY TO PASS STARTER

✓ IF STARTER IS LSS LP SHALL BE GIVEN PLCT+PHS
ALONG WITH RESTART MEMO

✓ IN CASE LP PASSING ADV STARTER SM SHALL
SUSPEND BLOCK WORKING AND GIVE PLCT

✓ IN TOKEN SECTION WHEN ONLY ADV STARTER IS
DEFECTIVE LP SHALL BE GIVEN TOKEN+T.369(3b)
AS AN AUTHORITY TO PASS THE DEFECTIVE
SIGNAL AT ON

- ✓ IN AUTOMATIC SECTION ON DOUBLE LINE IF LSS IS DEFECTIVE THE LP SHALL BE GIVEN T.369(3b) + CAUTION ORDER WITH A SPEED RESTRICTION OF 10/8 KM/PH UP TO NEXT AUTOMATIC SIGNAL
- ✓ IN CASE OF SINGLE LINE AUTOMATIC SECTION THE LP SHALL BE GIVEN PLCT+T/A.912 AND CAUTION ORDER WITH SR 25 KM/PH FOR THE FIRST TRAIN WHEN LSS IS DEFECTIVE
- ✓ IF ADV STARTER IS PROTECTING ANY POINTS LIKE SLIP SIDING PHS SHALL ALSO BE GIVEN ALONG WITH PLCT

GR 3.73

PASSING OF A GATE

STOP SIGNAL AT 'ON'

PASSING GATE STOP SIGNAL AT 'ON'

✓ GIVE CONTINUOUS LONG WHISTLE &
STOP HIS TRAIN IN REAR OF SIGNAL

✓ WAIT 1 min BY DAY AND 2 min BY NIGHT
AND IF SIGNAL IS NOT TAKEN 'OFF'
PROCEED CAUTIOUSLY UPTO LC GATE

✓ IF GATEMAN IS AVAILABLE AND
SHOWING HAND SIGNALS LP CAN
PROCEED FURTHER AND PASS GATE
CAUTIOUSLY

**✓ GATEMAN IS AVAILABLE AND NOT
SHOWING HAND SIGNALS LP SHALL
STOP TRAIN AND PROCEEDED FURTHER
ONLY AFTER HAND SIGNALLED BY
GATEMAN**

**✓ IN ABSENCE OF GATEMAN ONE OF
ENGINE CREW SHALL SHOW HAND
SIGNALS AFTER ENSURING THAT GATE IS
CLOSED & LOCKED FOR ROAD TRAFFIC
✓ GATE SHALL BE OPENED FOR ROAD
TRAFFIC BY ONE OF TRAIN CREW ONLY
AFTER TRAIN PASSES GATE COMPLETELY**

✓ WHEN THERE IS NO 'G' MARK, LP SHALL
STOP THE TRAIN IN REAR OF THE SIGNAL
AND MOVE HIS TRAIN FURTHER ONLY
AFTER HAND SIGNALLED BY GATEMAN
OR ONE OF THE ENGINE CREW FROM THE
GATE AFTER IT IS CLOSED FOR ROAD
TRAFFIC

✓ WHEN GATEMAN IS NOT AVAILABLE AT
THE GATE, THE LP OF THE FIRST TRAIN
SHALL STOP THE TRAIN OUT OF COURSE
AT STATION IN ADVANCE AND INFORM
THE SM
Monday, November 3, 2025

- ✓ IN AUTOMATIC BLOCK SECTION **WHEN**
GATE SIGNAL IS AT 'ON' AND NO
ILLUMINATED 'A' MARKER, THE LP SHALL
OBSERVE THE RULES FOR PASSING THE
GATE STOP SIGNAL AT 'ON' AND ALSO
PASSING AUTOMATIC STOP SIGNAL AT
'ON'
- ✓ IN AUTOMATIC SECTION THE
ILLUMINATED 'A' MARKER INDICATES THE
GATE IS CLOSED FOR ROAD TRAFFIC

- ✓ IN AUTOMATIC BLOCK SECTION WHEN
- GATE SIGNAL IS AT ‘ON’ AND
- ILLUMINATED ‘A’ MARK AVAILABLE, THE
- LP SHALL APPLY RULES FOR PASSING
- AUTOMATIC STOP SIGNAL AT ‘ON’

GR 3.75
IB SIGNAL DEFECTIVE

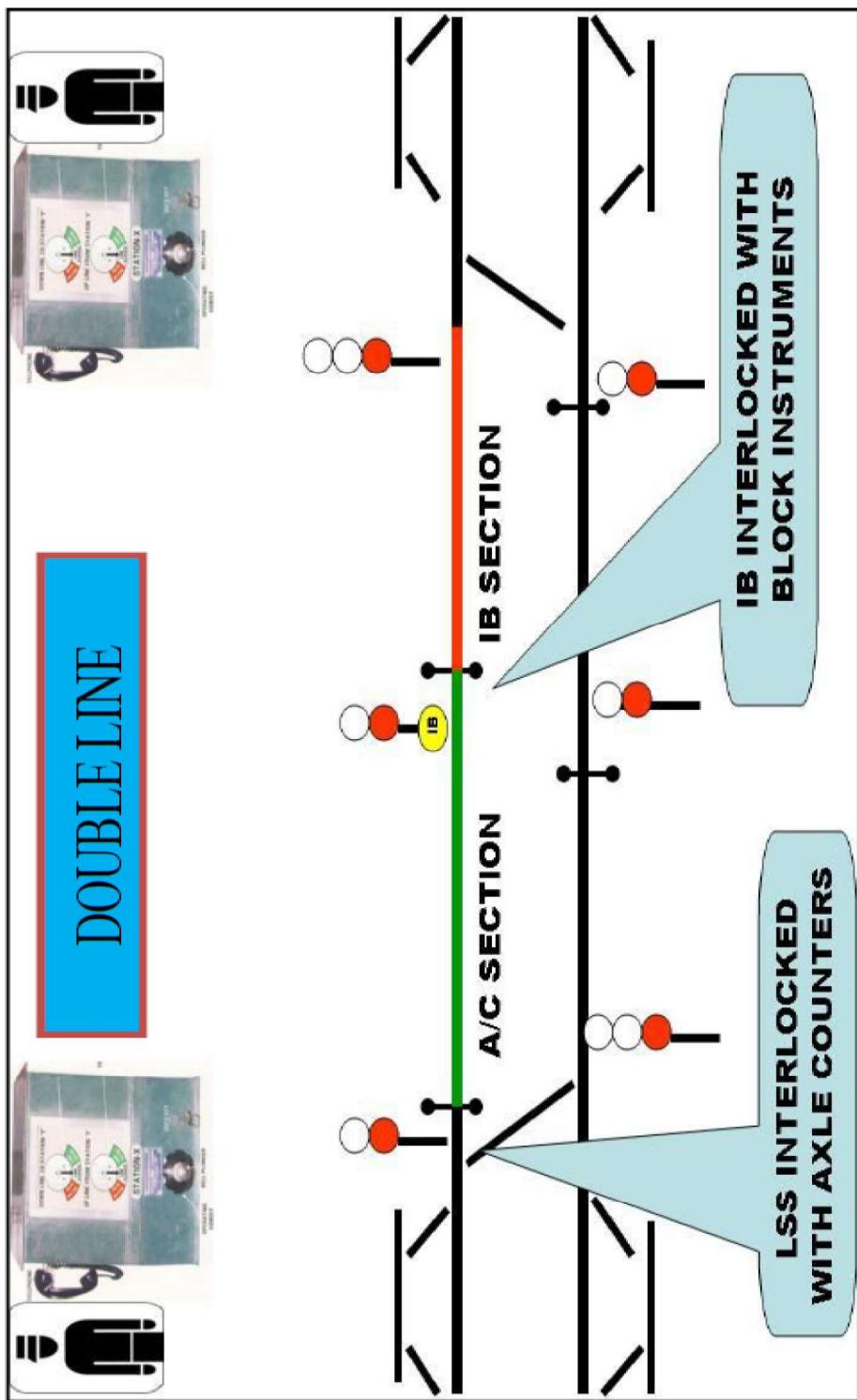
INTERMEDIATE BLOCK STOP

SIGNAL (IBSS)

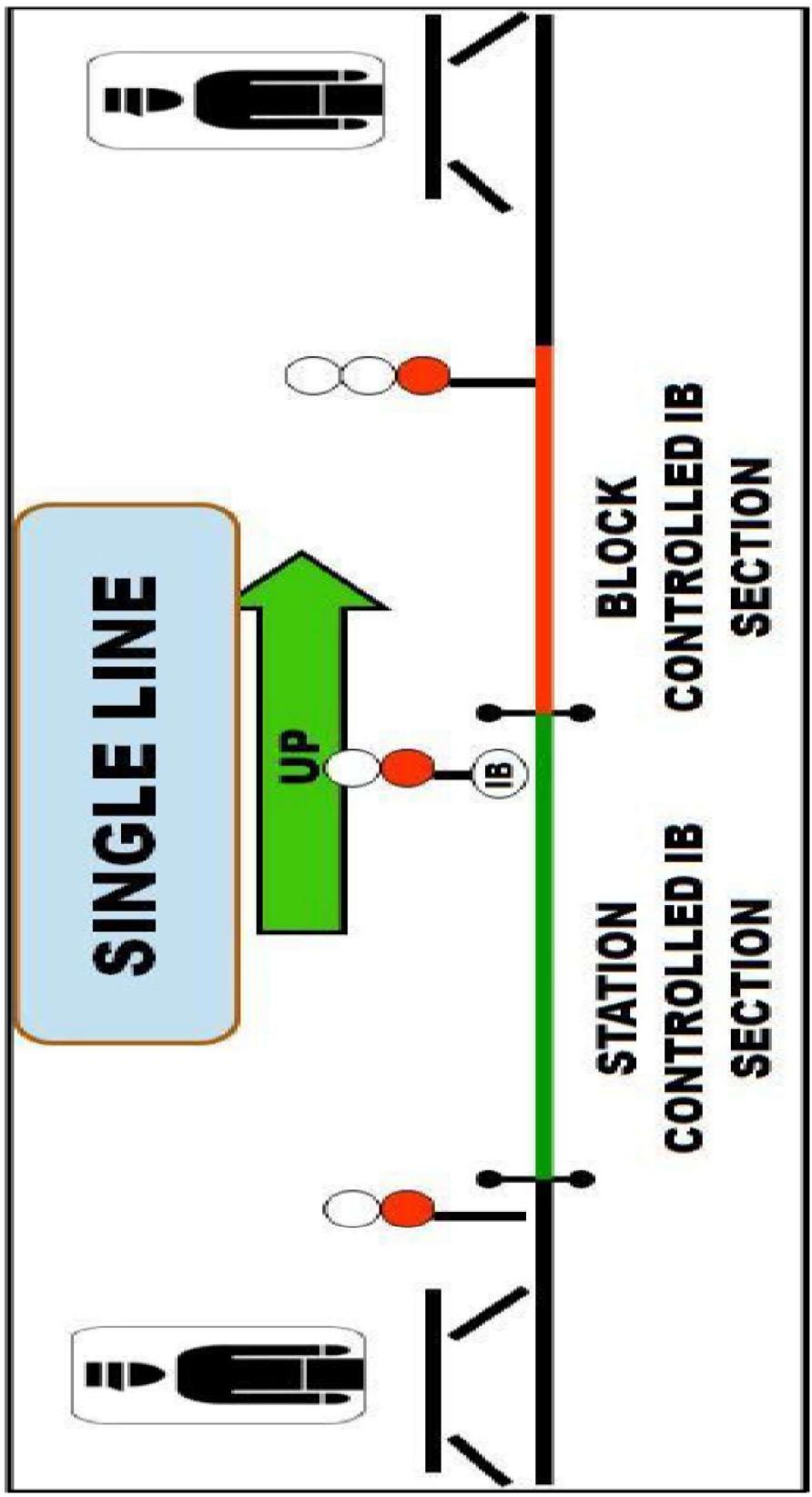
- ✓ INTERMEDIATE BLOCK STOP SIGNAL IS THE HOME SIGNAL PROVIDED AT AN INTERMEDIATE BLOCK POST (IBP)
- ✓ INTERMEDIATE BLOCK SIGNALLING MEANS AN ARRANGEMENT OF SIGNALS ON SINGLE LINE OR DOUBLE LINE OR MULTIPLE LINE IN WHICH A LONG BLOCK SECTION IS SPLIT INTO TWO PORTIONS
- ✓ EACH IS CONSTITUTING A SEPARATE BLOCK SECTION BY PROVIDING INTERMEDIATE BLOCK POST.
- ✓ THE INTERMEDIATE BLOCK POST IS A 'C' CLASS STATION ON A SINGLE LINE OR DOUBLE LINE OR MULTIPLE LINE REMOTELY CONTROLLED FROM THE BLOCK STATION IN REAR.
- ✓ IT IS PROVIDED TO INCREASE SECTION CAPACITY, TO REDUCE THE DETENTIONS, TO REDUCE THE STAFF, TO SECURE ECONOMY AND EFFICIENCY IN THE OPERATIONS

INTERMEDIATE BLOCK STOP SIGNAL(IBS)

- ✓ IT IS IDENTIFIED BY 'IB' MARKER BOARD
- ✓ THE ADEQUATE DISTANCE OF IB SIGNAL IS 400 M
- ✓ ON DOUBLE, LENGTHY BLOCK SECTION IS DIVIDED INTO A/C SECTION AND IB SECTION LINE BY PROVIDING IB POST
- ✓ AXLE COUNTERS SECTION IS CONTROLLED BY AXLE COUNTERS.
- ✓ ONE SET OF A/C PROVIDED IN ADVANCE OF LSS AND OTHER SET PROVIDED 400M IN ADVANCE OF IB HOME SIGNAL
- ✓ LSS IS INTERLOCKED WITH AXLE COUNTER AND IB SIGNAL IS INTERLOCKED WITH BLOCK INSTRUMENT.



- ✓ ON SINGLE LINE THE FIRST SECTION SHALL BE TERMED AS '**STATION CONTROLLED**
INTERMEDIATE BLOCK SECTION' AND THE SECTION BETWEEN INTERMEDIATE BLOCK SECTION TO FSS OF BLOCK SECTION AHEAD SHALL BE TERMED AS '**BLOCK CONTROLLED**
INTERMEDIATE BLOCK SECTION'
- ✓ ON SINGLE LINE (IB SECTION) FIRST, THE **DIRECTION OF TRAFFIC** SHALL BE ESTABLISHED
- ✓ THE IB SIGNAL SHALL HAVE TELEPHONE FACILITY ON THE SIGNAL POST TO CONTACT THE REAR STATION MASTER



INDICATIONS WITH BUZZER IN SM'S OFFICE

- ✓ K1 IB SIGNAL PASSED AT 'ON'
- ✓ K2 LSS PASSED IN 'OFF' POSITION
- ✓ 3.K3 IB SIGNAL PASSING IN 'OFF' POSITION
- ✓ 4.K-4 WHEN IB BULB FUSED OR IB DISTANT FAILED

RESET BUTTONS

- ✓ PB1- TO RESET AXLE COUNTER WHEN
IB SIGNAL PASSED AT ON
- ✓ PB2- TO RESET AXLE COUNTER DUE
TO FAILURE OR IMPROPER COUNTING
- ✓ PB3- TO GIVE CO-OPERATION TO THE
STATION IN REAR

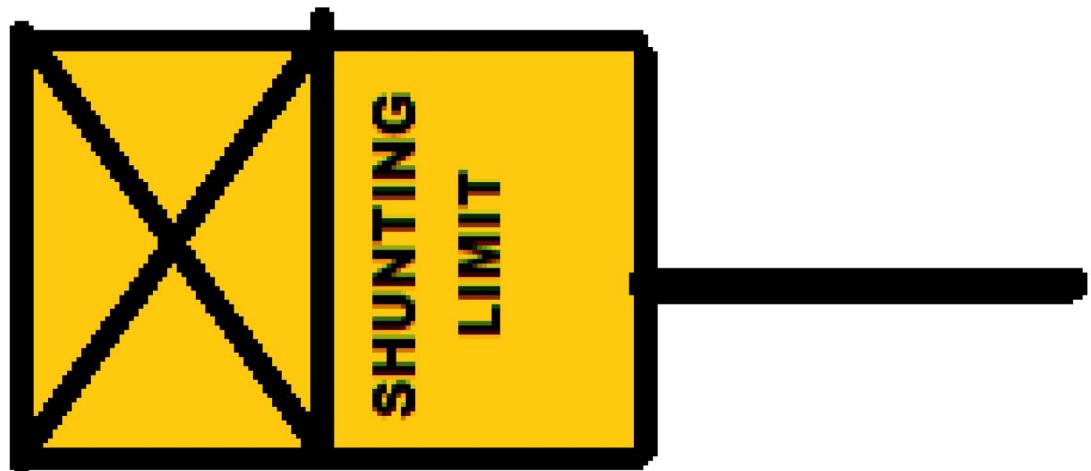
NORMAL WORKING (D/L-IB SECTION)

1. OBTAIN LC (TWO PNs) (CONSENT & LC)
2. TAKE OFF IB & LSS
3. TRAIN PASSES LSS(**OFF**)-K2 INDICATION
4. TRAIN PASSES IB (**OFF**)-K3 INDICATION
5. IB+400M A/C SECTION BECOMES FREE
6. OBTAIN CONSENT(1PN)-SECOND TRAIN
-TAKE OFF LSS
7. SECOND TRAIN REACHES IB, FIRST TRAIN
CLEAR ADV.STATION-SM GETS LC PN
8. REAR SM TAKES OFF IB SIGNAL

SHUNTING LIMIT BOARD

- AT A CLASS 'B' STATION ON SINGLE LINE
- Both MAS AND TAS
- IT IS A SQUARE SHAPE BOARD PAINTED IN YELLOW COLOUR WITH A BLACK COLOUR CROSS MARK WITHY WORDS 'SHUNTING LIMIT'
- THIS BOARD WILL BE FACING THE STATION
- WILL HAVE A WHITE LIGHT TO MARK ITS POSITION DURING NIGHT
- IT INDICATES THE SM THAT THE LINE UP TO WHICH HE CAN OBSTRUCT FOR THE PURPOSE OF SHUNTING

SHUNTING LIMIT BOARD



✓ IT IS LOCATED AT A DISTANCE OF 180
M IN TAS

✓ 120 M IN MAS FROM THE
OUTERMOST FACING POINTS

BLOCK SECTION LIMIT BOARD

- 1. DOUBLE LINE CLASS 'B' STATION WITH
MAS OR**
- 2. WHERE FIRST POINT IS A TRAILING
POINT OR**
- 3. WHERE THERE ARE NO POINTS**
- 4. THIS BOARD IS LOCATED IN ADVANCE OF
HOME SIGNAL AT A DISTANCE
OF NOT 180 M**

- THIS BOARD WILL BE FACING THE STATION AND PAINTED IN YELLOW COLOUR WITH LETTERS BLOCK SECTION LIMIT IN BLACK AND WILL HAVE A WHITE LIGHT TO MARK ITS POSITION DURING NIGHT
- IT WILL DEMARCATES THE STATION SECTION AND BLOCK SECTION

194

Monday November 3, 2014





Monday, November 3, 2025

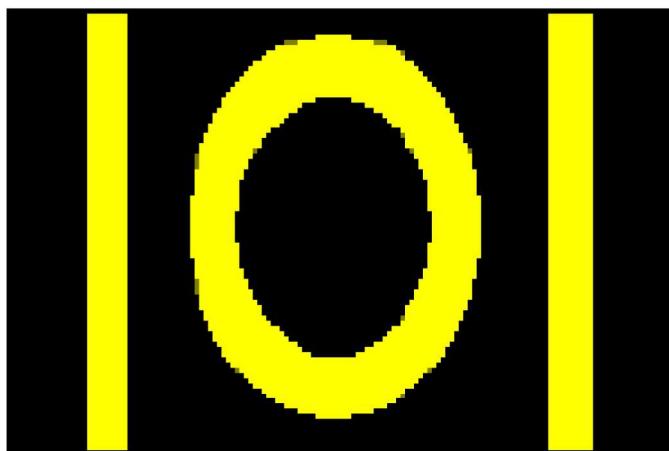
195



Monday, November 3, 2025

196

SIGNAL WARNING BOARD



SIGNAL WARNING BOARD

- PROVIDED IN REAR OF FSS AND GATE STOP SIGNAL AT A MINIMUM DISTANCE OF 1400 METRES
- PLACED ON LEFT SIDE OF THE TRACK
- BOARD NOT REQUIRED WHEREVER DOUBLE DISTANT IS PROVIDED
- GIVES LP PREWARNING OF APPROACHING THE SIGNALS
- HAS A CIRCLE PAINTED IN YELLOW IN BETWEEN TWO HORIZONTAL YELLOW BANDS AGAINST BLACK BACKGROUND

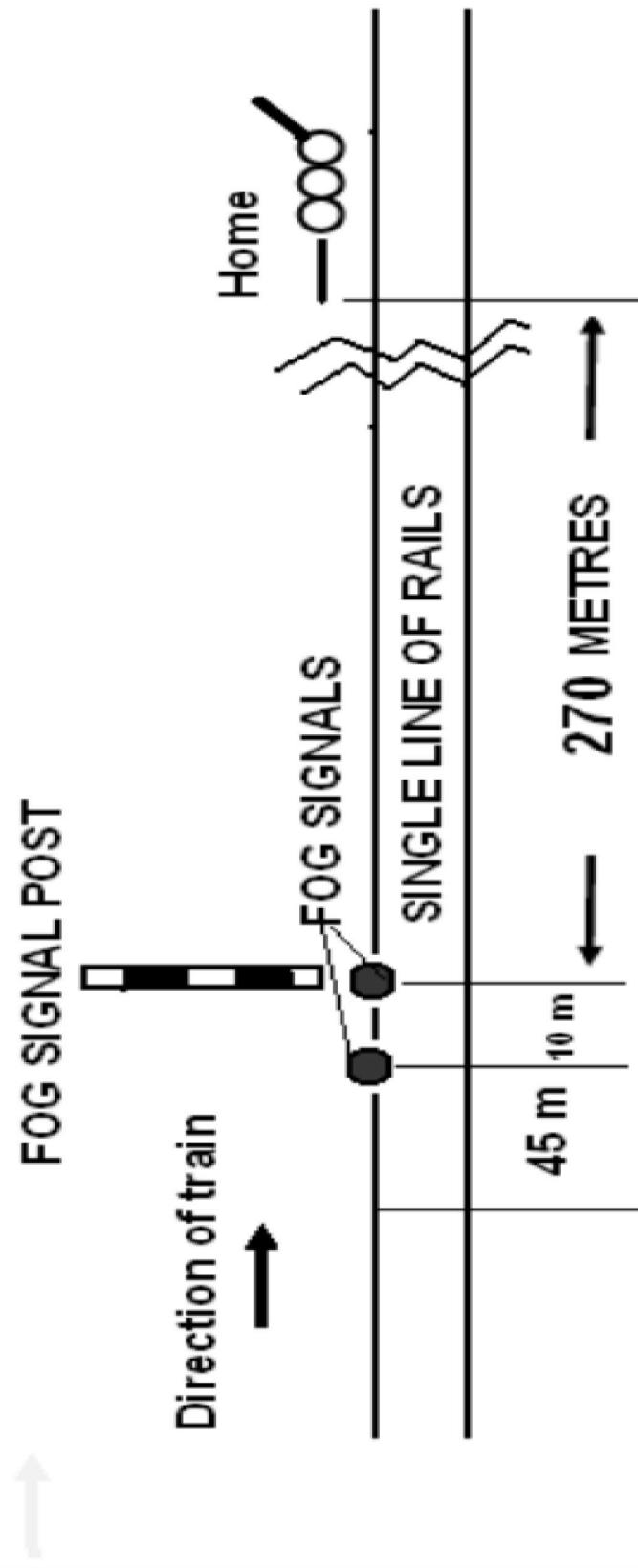
GR 3.61

**PLACING OF DETONATORS IN
THICK, FOGGY OR TEMPESTUOUS
WEATHER IMPAIRING VISIBILITY**

✓ 270M FROM FSS

✓ 10M APART

Multiple Aspect Colour Light



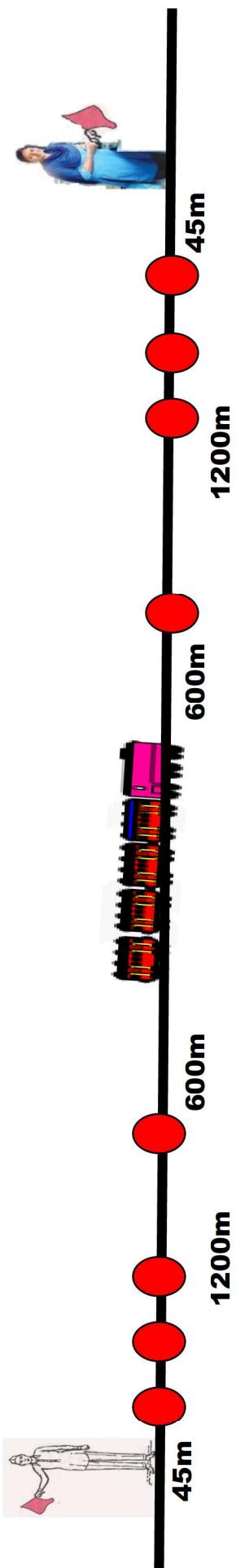
GR 3.62 PLACING OF DETONATOR

IN CASE OF OBSTRUCTION

- ✓ SIGNALS TO WARN THE INCOMING TRAIN OF AN OBSTRUCTION

MG/BG:

- ✓ 400/600M FROM OBSTRUCTION
- ✓ THREE DETONATORS AT 800/1200M FROM OBSTRUCTION ABOUT 10M APART FROM EACH OTHER



GR 3.78

**DUTIES OF ENGINE CREW
IN RESPECT OF SIGNALS**

GR 3.78 DUTIES OF ENGINE CREW IN

RESPECT OF SIGNALS

- ✓ PAY ATTENTION & OBEY SIGNALS
- ✓ VIGILANT AND CAUTIOUS
- ✓ ENGINE EXPLODES DETONATOR(S)
 - EVERY POSSIBLE CAUTION
 - REDUCE THE SPEED
 - WELL UNDER CONTROL
 - STOP SHORT OF AN OBSTRUCTION

GR 3.78 DUTIES OF ENGINE CREW IN

RESPECT OF SIGNALS

- TWO DETONATORS- WITHIN DISTANCE
OF 10M**
- THICK, FOGGY OR TEMPESTUOUS**
- THREE DETONATORS- WITHIN
DISTANCE OF 40M-OBSTRUCTION**
 - 1.5 KM CAUTIOUSLY**
 - NO MORE DETONATOR- NORMAL
SPEED**
 - REPORT TO THE NEXT STATION**

GR 3.78 DUTIES OF ENGINE CREW

IN RESPECT OF SIGNALS

- ✓ SIGNAL WARNING OF AN OBSTRUCTION
(OTHER THAN DETONATOR)
- STOP THE TRAIN
- ACT ON ADVICE OF PERSON SHOWING
- IF NO FURTHER DETAILS NOTICED
- 1 MINUTE-DAY/2 MINUTE-NIGHT
- CAUTIOUSLY UPTO NEXT BLOCK STATION

SR 3.78.2

**ROAD LEARNING FOR
RUNNING STAFF**

- LP/ALP/GUARD- 3 TRIPS (UP & DN SEPARATELY)- ONE MUST BE NIGHT
- GHAT SECTION/ AUTOMATIC ✓ MINIMUM 6 TRIPS INCLUDING TWO NIGHT TRIPS
- SMALL GHAT SECTION/ AUTOMATIC
- MORE THAN ONE LINE- AT LEAST ONE TRIP ROAD LEARNING IN EACH LINE
- 2ND /3RD/4TH LINE OR EXISTING UPGRADED TO AUTOMATIC 40/15 KMPH-DAY-VIEW CLEAR-FIRST TRIP

► LP/ALP/GUARD-NOT OPERATED OVER 3 MONTHS-ROAD LEARNING -GIVEN

Duration of absence	Number of trips	Number of trips on Ghat section & Automatic territories
3 to 6 months	One trip	Three trips
6 months to 2 years	Two trips	Three Trips
Over 2 years	Three trips	Six trips

► ADDITIONAL TRIPS-CONTROLLING
BRANCH OFFICERS OF THE DIVISION

GR 3.51

POINTS

GR 3.51 POINTS

- ✓ All points shall normally be set for the straight (Except authorized by special instructions)
- ✓ Railway servant concerned shall not leave points/signals
- ✓ No interfere with points/signals/ fittings/ interlocking except with the previous permission of the station master

DIS-COMNECTION

&

RECONNECTION

NOTICE

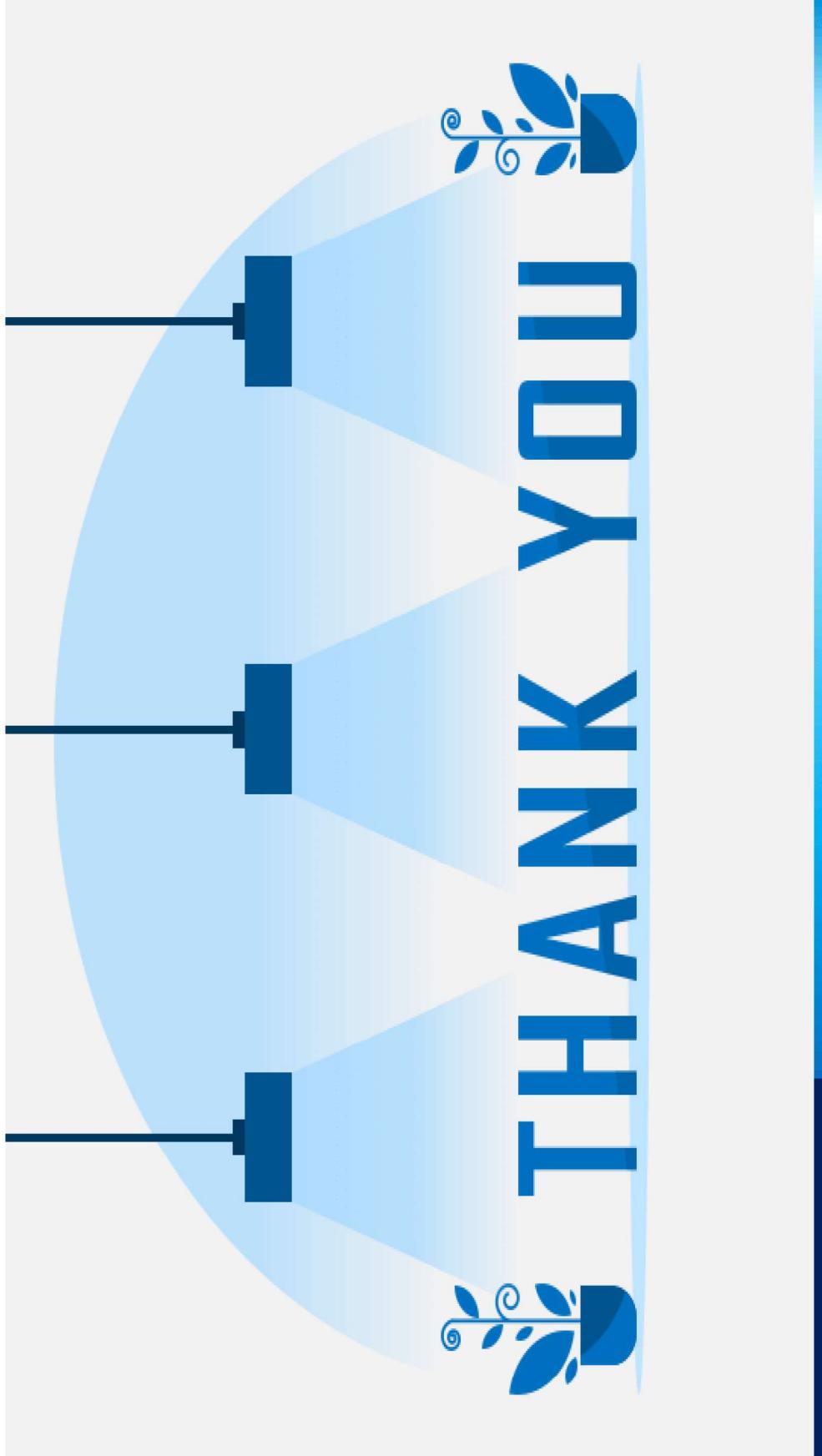
<p>सिवटु S&T (ई ट्र/351)</p> <p>दक्षिण मध्य रेलवे South Central Railway</p> <p>क्रम सं. Sr. No. _____</p> <p>रियल व ट्रांसकॉम नियम Signal & Telecommunication Department</p> <p>विधोजन/पुनःसंयोजन सूचना की पारती ACKNOWLEDGEMENT OF DISCONNECTON/ RECONNECTION NOTICE</p> <p>सं. No. _____</p> <p>सेवा सं. To. _____</p>	<p>सिवटु S&T (ई ट्र/351)</p> <p>दक्षिण मध्य रेलवे South Central Railway</p> <p>क्रम सं. Sr. No. _____</p> <p>सिग्नल व ट्रांसकॉम नियम Signal & Telecommunication Department</p> <p>पुनः संयोजन सूचना</p> <p>RECONNECTION NOTICE</p> <p>सं. No. _____</p> <p>सिग्नलिंग नियम का प्रयोग संयोजन की सूचना Notice for reconnecting signaling gear</p> <p>मंडल Division _____</p> <p>सं. No. _____</p> <p>सेवा सं. To. _____</p> <p>सेवा सं. To. _____</p> <p>सिग्नलिंग नियम का अल्पवृत्ति सूचना मास्टर यांत्रिकी की मास्मत/अतुरक्षण के लिए नियमानुचयन नियमों को दिए गए _____ नियंत्रण के लिए नियमानुचयन नियमों को दिए गए _____ नियंत्रण तक विद्युतित किया जायगा। The Station Master/on duty at _____ Station/Cabin.</p> <p>For disconnecting the following gears:-</p> <p>_____ on _____ hours for maintenance. (Expected duration of disconnection)</p> <p>सिवटु/सा. सिवटु/सि. सिवटु/सि. अप. SI/MSM/ESM 200 को _____ वाजे प्राप्त हुए। Notice above disconnection received. at _____ hrs. on _____ 200</p> <p>सूचना मास्टर के हस्ताक्षर Signature of Station Master दिए गए _____ वाजे विधोजन की अनुमति ही आवधि। दी गयी/नहीं दी गयी है। Disconnection will be allowed at _____ hours minutes on _____ 200</p> <p>सूचना मास्टर के हस्ताक्षर Signature of Station Master दिए गए _____ वाजे पुनःसंयोजन किया गया। Reconnected at _____ hrs.on _____ 200</p> <p>सिवटु S&T (ई ट्र/351) का दस्तावेज़ विधोजन की अनुमति ही आवधि। पुनःसंयोजन मध्यना वाह हुई। Notice about reconnection received at _____ hrs. _____ 200</p> <p>सिवटु S&T (ई ट्र/351) का दस्तावेज़ Signature of Station Master विधोजन की अनुमति ही आवधि। पुनःसंयोजन मध्यना वाह हुई। Reasons for allowing disconnection to be recorded</p>
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<p>सिवाना ईस्ट एसॅट (ई टी/351)</p> <p>दक्षिण मध्य रेलवे South Central Railway</p> <p>क्रम सं. St. No.</p> <p>सिग्नल व दूरसंचार विभाग Signal & Telecommunication Department</p>	<h2>वियोजन की सुचना</h2> <h3>DISCONNECTION NOTICE</h3> <p>सं. No. _____</p> <p>परिवहन कर्मचारियों को विभाग सियरों का वियोजन की सुचना। Notice to Transportation staff for disconnecting signaling gear.</p> <p>बंडल डिविशन _____ सं. No. _____ सेवा में, To _____</p> <p>The Station Master का उत्तरी स्थान मास्टर station. कारगा जोड़ करें कि लिन-टिक्किंग गियरों को मरम्मत करते असुरक्षा के लिए दि _____ को _____ बजे _____ बजे कर मिनट के लिए, (वियोजन का अनुमतिन अवधि) वियोजित दिक्षा जारी।</p> <p>Please note that the following gears will be disconnected on _____ hrs. _____ minutes _____ hrs. _____ minutes to attend failure/for maintenance. *</p> <p>(Expected duration of disconnection)</p> <hr/> <p style="text-align: right;">इस्ताना Signature _____</p> <p>पदाधार Designation _____ तारीख Date _____ समय Time _____</p> <p>* वियोजित किए जाने वाले गियरों का विवरण है। * Fill in details of the gears to be disconnected.</p>
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THANK YOU





Monday, November 3, 2025

217