Module 09

Sighting distance & visibility

Sighting distance & visibility

- Sighting distance is the distance over which the most restrictive aspect of a signal is visible from the locomotive cab.
- Every signal must be so located as to provide the minimum SD necessary for it.
- After sighting a signal, the driver reacts to it and then applies brakes (if required).
- Reaction Distance (RD) is the distance travelled by the train during this time. Therefore, SD should be equal to or more than RD+EBD.

Sighting distance & visibility

- For multi aspect signals, since there is pre-warning,

  SD = RD only

  (because EBD is available between the sighted signal and the next signal where the train may have to stop).

- It is a good practice to ensure that in a station yard every signal is visible from the signal next in rear.

- EBD for full load passenger trains on level gradient at 100 KMPH is typically about 1200m.

Sighting distance & visibility

MULTIPLE ASPECT SIGNALS

Distant Signal	400 Metres
Inner Distant Signal	200 Metres (where provided)
All Stop Signals	200 Metres

If it is not possible to ensure 200 Metres (7 to 8 seconds) continuous visibility of any stop signal while approaching it, a suitable speed restriction shall be imposed.


THANK
YOU

Qs..????.