# Chapter- 06

# SUBSIDIARY SIGNALS, INDICATORS & MARKERS

# TOPICS TO BE COVERED

## Chapter- 06

**SUBSIDIARY SIGNALS, INDICATORS & MARKERS**

A

# Introduction

# Subsidiary Signals, Indicator & Markers

## Subsidiary Signals:

- Signals which control the movement of trains within the station section.
- Differentiated from Reception and Departure Signals.
- Conveys different indications to the Loco Pilot.
- Two types:
  - Shunt signals
  - Calling on Signals

# Subsidiary Signals : Shunt signal

- Shunt signals allow trains to move slowly enough to stop short of any obstruction.
- Shunt signals can be placed on their own post close to the ground, or below a stop signal other than the first signal of a station.
- If multiple shunt signals are placed on the same post, the top-most signal applies to the extreme left-hand line, and the second shunt signal from the top applies to the next line from the extreme left, and so on.
- When a shunt signal is taken "OFF", it authorizes the train driver to proceed with caution, even if the stop signal above it is "ON".
- Shunt signals can be either position light shunt signals or white discs with a red bar across them.
- When a shunt signal is placed below a stop signal, it will show no light in the "ON" position.

B

# Shunt signals

# Subsidiary Signals : Shunt signal

## Shunting signal:

- Controls the movement of trains within a station section.
- Authorizes the Loco Pilot to pass the signal at slow speed irrespective of whether the line is vacant or not.
- Used for low-speed movements such as transferring vehicles from one line to another, attaching and detaching vehicles to and from a train, etc.
- Can be carried out using hand signals or shunt signals.
- Shunt signals are smaller and have lower visibility requirements than running signals.

# Subsidiary Signals : Shunt signal

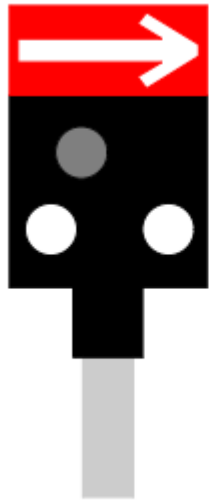
## Shunting Permitted Indicator (SPI):

- A signaling device used to permit uninterrupted to and fro movements towards shunting neck or other connected lines.
- Can be either a disc or light type.
- Day and night indications are as follows:

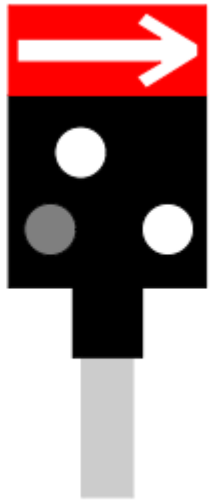
C

# Position Light Shunt signal

# Position Light Shunt Signal



'ON' POSITION

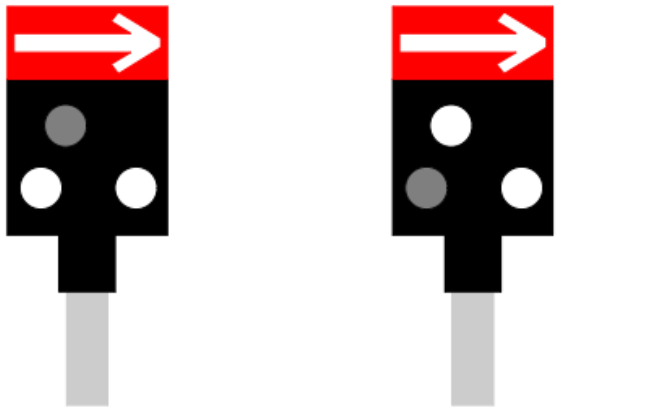


'OFF' POSITION

| ASPECT | Stop | Proceed Slow |
|---|---|---|
| INDICATION | Stop dead | Proceed with Caution for Shunting |

ASPECT INDICATION FOR POSITION LIGHT TYPE SHUNT SIGNAL

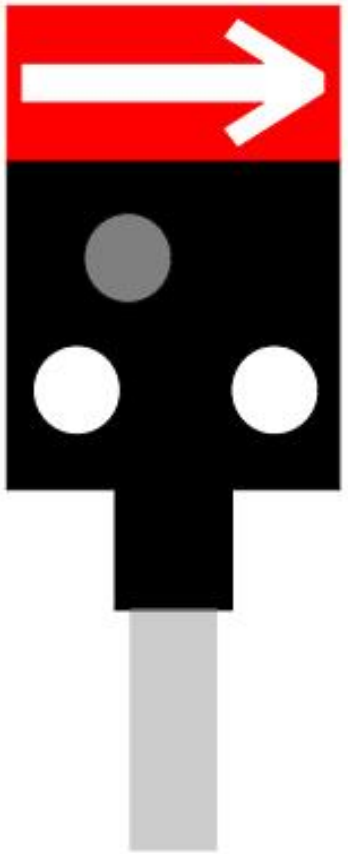
# Subsidiary Signals : Position Light Shunt signal




- Shunt signals are used for moving trains slowly within a station.
- Shunt signals can be placed on their own post or below a stop signal.
- When a shunt signal is "OFF", a train driver can proceed with caution, even if the stop signal above it is "ON".
- Shunt signals are smaller and have lower visibility requirements than running signals.

# Position Light Shunt Signal

Shunt signal below stop signal
(Dependant Shunt Signal)



Shunt signal on independent post

**Shunt Signals**

# Subsidiary Signals : Shunt signal

| Characteristic | Running signal | Shunt signal |
|---|---|---|
| Purpose | Controls the movement of running trains | Controls the movement of trains within a station section |
| Indication | Signifies that the line is clear of obstruction | Authorizes the Loco Pilot to pass the signal at slow speed irrespective of whether the line is vacant or not |
| Speed | Regular train speed | Low speed |
| Visibility | High visibility required | Low visibility adequate |
| Size | Larger | Smaller |

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# Subsidiary Signals : Shunt signal

- Shunt signals are used to control shunting movements at stations where they are frequently required.
- Shunt signals allow train drivers to move trains slowly within a station without having to refer to running signals.
- Shunt signals are not as strict as running signals, and do not require some of the same safety features.
- Shunt signals can be used to control any number of diverging lines, and conflict with all running signals on the same line.
- Shunt signals are placed closer to the ground than running signals, because they do not need to be visible from a long distance.
- At stations that do not have shunt signals, train drivers can use hand signals to control shunting movements.

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# End of Session


Qs..????.

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