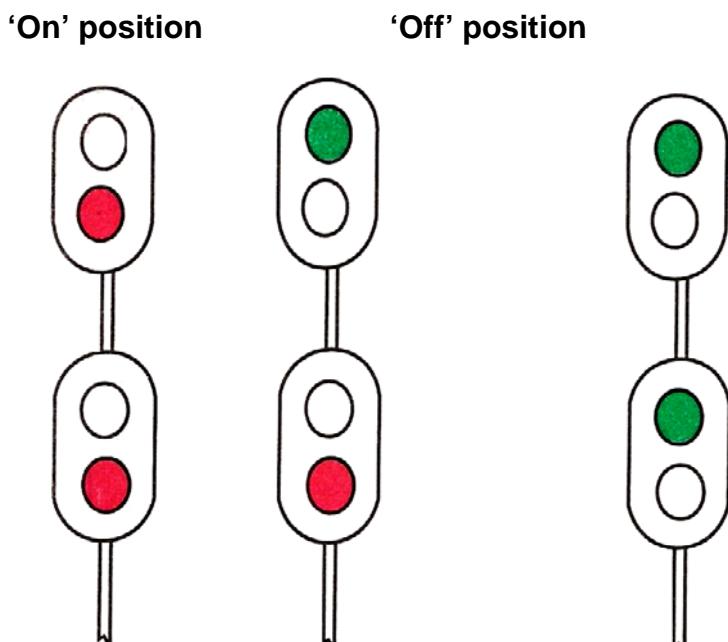


(b) Colour Light Warner signal in Two-Aspect Signalling Territory—below a Stop signal



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

(7) A Warner signal with a fixed green light above it by night, on a post by itself, shall be located at an adequate distance in rear of the Stop signal, the aspect of which it pre-warns:

Provided that when such a Warner signal applies to a gate Stop signal, it shall not display the 'Proceed' aspect unless there is adequate distance between the gate Stop signal and the first Stop signal of the station ahead. The adequate distance in such a case shall never be less than 1200 metres.

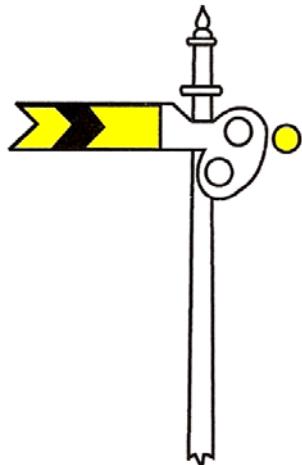
(8) Where special circumstances justify the use of an unworked Warner, it shall be secured in the 'on' position and not be coupled or duplicated for directing purposes.

3.07. Description of Distant signals and their indications—

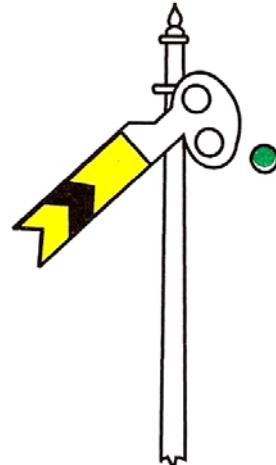
- (1) A semaphore Distant signal has a fish-tailed arm.
 - (2) The aspects and indications of a semaphore Distant signal working in the lower quadrant are shown below:-

**Semaphore Distant signal in Two-Aspect
Signalling Territory**

‘On’ position



‘Off’ position



ASPECT:

Caution

Proceed

Indication:

**Proceed and be prepared
to stop at next stop signal**

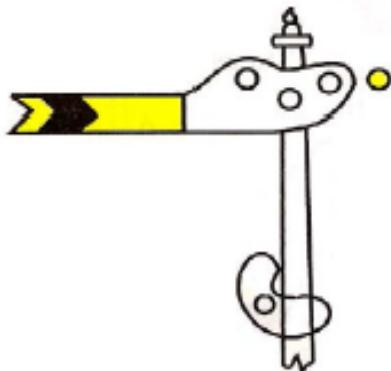
Proceed

Note: This signal shall be provided only in Modified Lower Quadrant signaling.

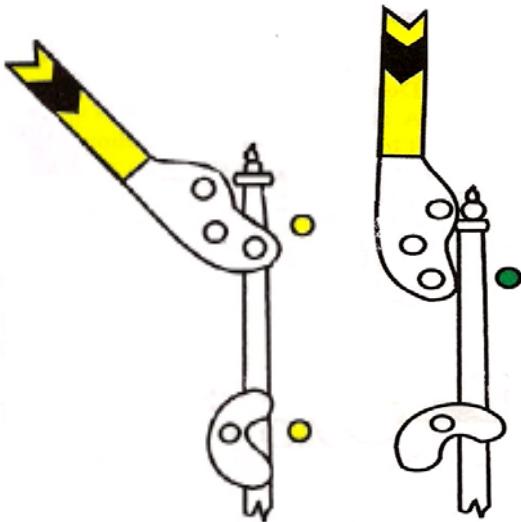
(3) The aspects and indications of a semaphore Distant signal working in the upper quadrant are shown below:-

**Semaphore Distant signal in Multiple-Aspect
Signalling Territory**

‘On position’



‘Off position’



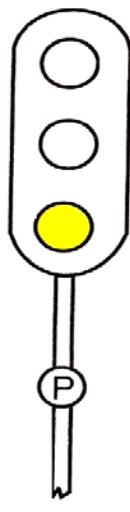
ASPECT:	Caution	Attention	Proceed
Indication:	Proceed and be prepared to stop at next stop signal	Proceed and be prepared to pass the next signal at such restricted speed as may be prescribed by special instructions. Train is being received either on Main Line and is required to stop at the starter signal or on a Loop Line and is required to stop at the starter signal or to pass run through via Loop Line.	Proceed. Block section ahead is clear, trains is to pass run through the station via, Main Line.

Note: The distance between the two yellow lights shall be 1.5 metres, when this signal displays ‘Attention’ aspect at night.

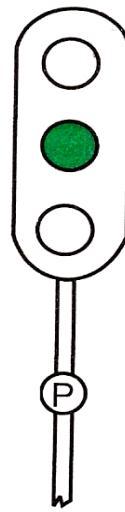
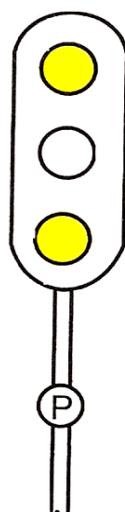
- (4) The aspects and indications of a colour light Distant signal are shown below:-

Colour light Distant signal in Multiple-Aspect Signalling Territory

'On' position



'Off' position



ASPECT: Caution

Attention

Proceed

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.

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

Note: The change in aspect or indications of a distant signal is applicable for single distant signal territory and not for double distant territory.

- (5) A Distant signal shall be located at an adequate distance in rear of the Stop signal, the aspect of which it pre-warns.
- (6) Where necessary more than one Distant signal may be provided. In such a case, the outermost signal, to be located at an adequate distance from the first Stop signal, shall be called the Distant signal and the other called the Inner Distant signal, with the Distant signal capable of displaying 'Attention' or 'Proceed' aspect only.

(7) Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing. When a colour Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a Stop signal protecting a level crossing, arrangement shall be such that the signal shall not display a less restrictive aspect than the 'stop' aspect till Line Clear has been obtained from the station ahead in case of (i) & (ii) above and until the level crossing gates have been closed and locked for the passage of trains as in case of (iii) above.

"Provided that, a colour light Distant signal may be permitted to be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing with arrangements as above, by the Sanctioning Authority (in case of item (a) below – Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below-General Manager of the concerned Railway) for the purpose of –

- (a) Interlocking of level crossings outside station limits;**
- (b) Double Distant signaling along with corresponding changes at adjacent stations without yard remodelling;**
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodelling; and**
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodelling." (Item no. 3 AS-02 Dt : 21.02.2025)**

S.R.3.07.1. The indications of the aspects of signals on Single Distant Territory are as under:

S. No.	Distant signal	Home signal	Main Line Starter	Loop line starter	Advanced starter	Indication to Loco Pilot
1.	Yellow	Red	-	-	-	Stop at Home.
2.	Double Yellow	Yellow	Red	-	-	Stop at Main line Starter signal.
3.	Double yellow	Yellow with route indicator	--	Red	-	Stop at loop line starter signal
4.	Double yellow	Yellow with route indicator	-	yellow	Green	To run through via loop line.
5.	Green	Green	Green	-	Green	To run through the station via Main Line.

SR. 3.07.2. Two Distant signals (Distant and Inner Distant) have been provided in some multiple aspect signalling sections. The outermost signal is called 'DISTANT' and the next signal is called 'INNER DISTANT'. The Distant signal is generally placed

at a distance of 2 KMs from the Stop Signal. There is no warning board in double distant sections.

The indications of the aspects of these signals are as under:-

S. No.	Distant signal	Inner Distant signal	Home signal	Main Line Starter	Loop line starter	Advanced starter	Indication to Loco Pilot
1.	Double Yellow	Yellow	Red	-	-	-	Stop at Home.
2.	Green	Double Yellow	Yellow	Red	-	-	Stop at Main line Starter
3.	Green	Green	Green	Green	-	Green	To run through
4.	Double yellow	Double yellow	Yellow with route indicator	-	Red	-	Stop at loop line starter
5.	Double yellow	Double yellow	Yellow with route indicator	-	yellow	Green	To run through via loop line

Note: The two yellow lights of a Distant signal constitute the 'Attention' aspect and signify 'proceed, preparing to pass the next signal at restricted speed'. Restricted speed indicates the speed which is well under control of the Loco Pilot/Motorman considering the local condition, brake power of the train etc., so that it can be stopped at the next stop signal if required. The speed as such, shall be adjusted by the Loco Pilot/Motorman himself.

SR.3.07.3. The aspect and indication of distant signal provided before the gate stop signal and IB signal in both single as well as double distant territories is as follows:

ASPECT	Caution	Attention	Proceed
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.	Proceed

SR. 3.07.4. In case of combination of signals, the indications shall be as under:

- i) 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.
- ii) Intermediate Block Stop Signal (IBS) -cum -Distant signal –

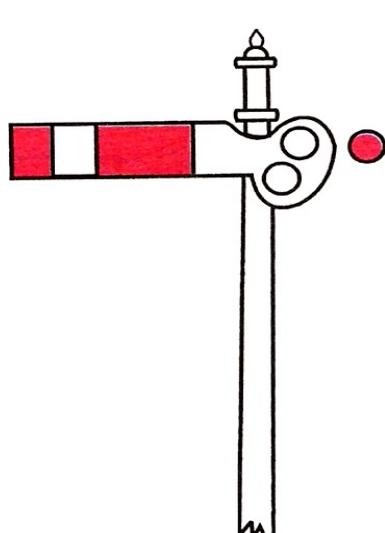
- (a) Whenever the block section ahead is not clear – Red
 - (b) When the train is required to stop at the Home signal of station ahead – Yellow.
 - (c) When the train is required to stop at the Main line or Loop line Starter or is required to pass through via Loop line – Double Yellow.
 - (d) When block section ahead is clear, train is to pass run though the station via Main line – Green.
- iii) 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.
- iv) 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.

3.08. Description of Stop signals and their indications.—

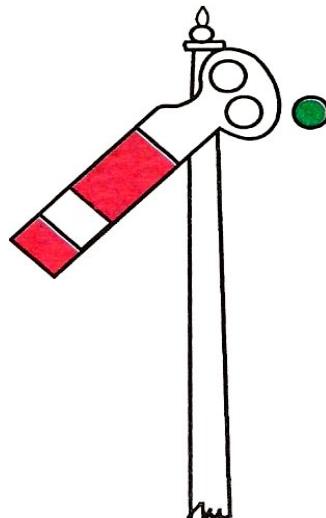
- (1) A semaphore Stop signal has a square ended arm.
- (2) The aspects and the indications of a semaphore Stop signal working in the lower quadrant are shown below:-

Semaphore Stop signal in Two-Aspect Signaling Territory

'On' position



'Off' position



ASPECT:

Stop

Proceed

Indication:

Stop dead

Proceed