

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

No.2023/Safety(Inquiries)/16/2

New Delhi, Date: 12.12.2023

The General Manager,
All Zonal Railways,

CMD/ KRCL & DFCCIL.

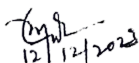
Sub: Installation of Signals on Gantry.

Ref: Board's letter no. ERB-I/2023/23/27 dated 17.05.23 & 30.05.23.

Railway Board vide above referred letters has nominated a committee **"To examine various options available and to finalize the design of 'Gantry of Signal'."**

Based on the recommendations of the committee the following decisions are taken with the approval of Board **(MI, MTRS, MOBD and CRB & CEO)**.

1. The Gantry for signals should be adopted in "exceptional circumstances only under special instructions". The decision should be based upon the recommendations of Signal Sighting Committee.
2. Signals in Block Sections/Home Signals:
 - i. These Signals may be provided on Gantry as per RDSO Drawing No. SDO/S&T/Signal Gantry (4 Tracks)/1020 dtd. 28.06.2023 (**Annexure 1**).
 - ii. The GAD, for each gantry as per site conditions should be prepared by Engineering Department in division for which necessary inputs will be made available by S&T and operating Department. The GAD should be processed in similar manner as being done for FOBs in RE area through TRD, S&T before final approval by Engineering Officials in HQ.
 - iii. The fabrication, erection and maintenance of the structure for Signal Gantry will be carried out by Engineering Department.

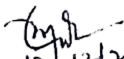

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- iv. For ensuring visibility of Signal, a BOARD indicating where the driver has to stop, 15-30 meter short of this Signal, is to be provided. (Actual distance of placing this BOARD shall be decided by Signal Sighting Committee for safe train operation).
- v. Suitable gate with locking shall be provided at the bottom of ladder as well as at the entrance of gantry platform to avoid entry of unauthorized persons.

3. Signals on TTC mast:

- i. Such installations shall normally be the last resort and provided in exceptional circumstances, as this may affect train operations during maintenance and attending failures.
 - ii. At stations where TRD Staff and Tower Wagon/Ladder are available, provision of Signals especially Starter Signals, on TTC can be considered. This has to be decided on case-to-case basis by Signalling and TRD departments of divisions jointly. The drawing enclosed may be adopted for reference (**Annexure 2**). The restoration of Signal at such locations will take extra time being dependent on TRD Staff and Power Block.
 - iii. In yards provision of Calling-on Signal may also be catered in terms of GR 3.13 (2) below such signals.
 - iv. For ensuring visibility of Signal, a BOARD indicating where the driver has to stop, 9-17 meter short of this Signal, is to be provided. Actual distance of placing this BOARD shall be decided by Signal Sighting Committee for safe train operation.
 - v. For installation, maintenance and attending signal failure a JPO should be issued jointly by PCSTE, PCOM and PCEE.
 - vi. The repercussion of CSL / CSR should be assessed properly.
4. Wherever feasible, relocation of Signals on case-to-case basis may be carried out after obtaining condonation to IRSOD Item No. 8(iii) of Chapter-I, Schedule-I or Item No. 11(B) (vii) & (viii) of Chapter-II, Schedule-I.
5. In case of station section, the Gantry should be indicated suitably in ESP and SIP by incorporating the same.


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6. A "Legend Board" should be provided on OHE masts like sigma boards as guidance to Loco Pilots on the approach of Signals on Gantry.
7. Subsequent to the trials of Signal Gantry, based upon RDSO Drawing CBS-0048 dated 02.09.2020 (**Annexure 3**) with Hanging Arrangement for Signal, being undertaken by WCR, the same can also be adopted.
8. Zonal Railways to take suitable measures, such as dissemination of information to loco crew regarding signals located on gantry, incorporating the same in Working Time Table (WTT) and other relevant document for information of loco crew.
9. To reduce the weight of Signal assembly, colour light signal (CLS) units of FRP type are recommended for use on gantry.
10. Further proliferation of Extreme Left/Right signals over Indian Railways under special instruction may be exercised by concerned Zonal Railways only after exhausting the feasibility of relocating the signal or placing suitable gantry signal for that location.

DA: As Above


12/12/2023
(Rameshwer Meena)

Executive Director/Signal/RB


12/12/23
(B.M. Tripathi)

Executive Director/Safety/S&T