

INDIAN RAILWAY SIGNALING MANUAL, PART I
(2003 EDITION)

Addendum and Corrigendum Slip No.6

Chapter VII, Para 7.131, Section M

Important: Minimum Signalling features

SN	Item	As per new revised para 7.131			
		Std I®	Std II®	Std III®	Std IV®
	Allowable Speed (Kmph)	Upto 50	Upto 110	Upto 140	Upto 160
1	Isolation	Y*	Y	Y	Y
2	2 aspect (2A) Semaphore/ Multi Aspect (MA) Signalling	2A/ MA	2A/ MA	MA	MA
3	Double distant	N	Y**	Y	Y
4	Point Operation	Mech	Mech/Elect	Mech/Elect	Elect
5	Point Locking	Key/FPL/HPL	FPL/ Pt m/c	FPL/ Pt m/c	Clamp type direct %
6	Point Detection	Mech/ Elect	Mech/ Elect	Mech/Elect	Elect
7	Lock Detection	N	Y	Y	Y
8	Interlocking	Key/Mech	Mech/ Elec/ Electronic	Mech/Elec/Electronic	Electric/Electronic
9	Track Circuiting	N	Mech Interlocking: Run Through Lines(Main), Elec/Electronic: All Running Lines	All Running Lines	All Running Lines
10	Block Working (minum)	Token	Token/ SGE	# SGE/TC	#SGE/TC
11	Preventing signal passing at danger	N	N	N	Y%

* Isolation is not compulsory provided that the conditions laid down in the second paragraph of the general rule 900 or 4.11 are complied with

"Limits of speed while running through stations -

1. No train shall run through an interlocked station at a speed exceeding 50 kilometers an hour, or such less speed as may be prescribed by approved special instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train.

2. In every case in which trains are permitted to run through on a non isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with Rule 5.23 may be kept standing on a connected line which is not isolated from the through line."

** Double distant on sections where goods trains have a braking distance of more than 1 Km.

% Desirable

At stations provided with CPI or high density routes, Means for verifying complete arrival of train by suitable means.

Note: The provisions of the new revised Para 7.131 will only apply to future Signalling and Interlocking installations. Wherever existing installations do not fulfill these requirements, existing speed of operation may be permitted to continue.

BY ORDER
(K.K. BAJPEYEE)
Addl. Member (Signal)
Railway Board.

Case No.2003/SIG/SEM/3
New Delhi, dated 26.3.2004