



बहु-विषयक क्षेत्रीय रेल प्रशिक्षण संस्थान ,
धनबाद (भूली)

MULTI-DISCIPLINARY ZONAL RAILWAY
TRAINING INSTITUTE, DHANBAD (Bhuli)



ALL RIGHT SIGNALS

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G.R. 4.42 Exchange of signals between Driver, Guard and Station staff.-

- 1) The Driver and the Guard of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.**
- 2) The Driver and the Guard of a train shall, while running through a station, look out for and, except under special instructions, acknowledge the 'all right' signals which the Station Master and such other staff at the station as may be specified by special instructions shall give if the train is proceeding in a safe and proper manner. If the train is not proceeding in a safe and proper manner, the Station Master or the other staff shall exhibit a stop hand signal, on receipt of which the Guard and the Driver shall take immediate steps to stop the train.**

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SR. 4.42.

1) Exchange of signals between Driver and Guard –

- a) For ensuring that all is correct for a train to proceed and also that the Guard is in his brake van, 'all right' signal shall always be exchanged between the Guard and the Driver in circumstances as detailed below –**
- i. when a train starts after stopping at a station.*
 - ii. When a train starts after stopping outside station limits.*
 - iii. When a Goods train, or a train not fitted with vacuum brake throughout runs through a station*

In case [i] and [iii] the 'all right' signals shall be exchanged as soon as the rear brake van has cleared the station platform and in case of [ii] as soon as the train has started.

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b) 'all right' signal referred to above, is a manual signal made by the Guard from the brake van by waving green hand flag by day and green hand light by night or during thick or foggy weather impairing visibility which shall be exchanged by the Driver by repeating it. If the Driver does not get the 'all right' signal from the Guard, he shall sound his engine whistle and if there is no response even then, he shall stop the train and ascertain the cause.

NOTE – Prescribed whistle code OO (two short)

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- c) 'all right' signals shall always be exchanged from the left hand side of the engine and brake van on the straight road and on a curve from that side where from they can best be seen.**
- d) In the case of EMU/Push Pull/DMU and Rajdhani Express/Shatabdi Express trains, the exchange of 'all right' signals between the Driver and the Guard shall be by ringing bells in their cabs, as per code laid down in SR 4.51. The exchange of signals between Driver and Guard of Rajdhani Express/Shatabdi Express shall not be required in cases when a train start after stopping outside station limits.**

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- e) **The Guards of Rajdhani Express and Shatabdi Express trains are not required to acknowledge hand signals given by the station staff but a sharp look out must be kept by them for enabling them to stop the train, should a danger signal be exhibited by the station staff.**

Note – *In case the Driver and the Guard do not receive the 'all right' signal at a station while running through, they shall exercise extra caution to ensure that 'all is right' for the train to proceed. The Guard and the Driver shall report such failure of the station staff to display the signal in the Joint Train Journal and also at the nearest station/cabin where the train is next stopped.*

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iii) Exchange of signals by station staff with train staff when trains run through –

- a) In the case of train running through a station, a ‘green’ hand signal shall be exhibited to the train staff by waving it from the signal cabin and from the station platform [except station exempted by the Divisional Railway Manager]. If the view of the passing train is obstructed by another train or vehicle or by any other obstruction, the ‘green’ hand signal shall be waved from such position from where it can clearly be seen by the Driver and Guard of the train concerned, who shall be on the look out for such signals.**

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- b) Where cabin/cabins and station building are on the same side or where no cabins are situated and at all panel interlocked stations, the Station Master shall depute one of his competent staff on duty with hand signals to the other side of the passing train to observe the same and assist the Station Master in doing his duty as laid down in GR 4.42 [2].**
- c) Keeping a flag or a hand signal lamp showing 'green' on the window seat of the cabin is not adequate – the Switchman/Cabinman must lean out of the window holding the flag or lamp in his hand when exchanging signals.**

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- d) Cabins in large yards, where shunting is performed by pilots, shall not exhibit any flag or light to trains running through when there is nothing wrong with the train. However, if they find anything wrong with the train, they must display a danger signal to Driver and the Guard of the train.**
- e) In the event of Guard/Driver of a train running through a station [Except Guards of Rajdhani Express and Shatabdi Express trains] failing to exchange 'all right' signal with the station staff or cabins, the failure shall be reported at once to the Controller on duty who shall have the train stopped at the next station and have a written warning handed over to the Guard/Driver by the Station Master.**

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iv) EXCHANGE OF SIGNALS BETWEEN GUARDS IN BETWEEN STATIONS, EXCEPT SUBURBAN SECTION –

- **Guards of running trains will be responsible to watch any train passing on the adjacent line and to attract the attention of the Guard or the Driver of the latter train, by exhibiting danger hand signal, should any condition be noticed on that train which may endanger its safety. In case of trains running in opposite direction, as on double line or twin single line etc., the Guards of the two trains [except in suburban section] will exchange green hand signals, after having examine each other's train. In case any thing unusual is noticed, a danger hand signal shall be exhibited to attract the attention of the Guard and the Driver of the other train.**

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MESSAGE GIVEN BY LP/ALP to GUARD by ARS:

a) At the time of Starting from station:

- i. Authority to proceed received from SM.**
- ii. All equipment and appliances of train are working properly.**
- iii. Please confirm that you are present in Brake Van.**

ALL RIGHT SIGNALS

- b) At the time of Starting from mid section after stopping:**
- i. Cause of stopping train has been resolved or fulfilled and train is ready to start.**
 - ii. All equipment and appliances are working properly.**
 - iii. Please confirm that you are present in Brake Van.**

ALL RIGHT SIGNALS

c) At the time of clearing a caution:

- i. If train started from loop line then loop has been cleared and normal speed can be picked up.**
- ii. If train is passing through a caution zone it has been cleared by train and normal speed can be picked up.**
- iii. No abnormality is felt while passing via loop or caution zone.**

ALL RIGHT SIGNALS

d) When any train is passing on adjacent line:

- i. I has checked your train from engine to brake van and no abnormality is noticed.**
- ii. No any abnormality or obstruction has been noticed on line on which your train is running.**
- iii. My train is running safely without abnormality.**

ALL RIGHT SIGNALS

MESSAGE GIVEN BY GUARD to LP/ALP by ARS:

a) At the time of Starting from station:

- i. I am present in Brake Van.**
- ii. No abnormality noticed in train.**
- iii. Incase of passenger train, all passengers are boarded on train and it is safe to start the train.**

ALL RIGHT SIGNALS

b) At the time of Starting from mid section after stopping:

- i. Cause of stopping train has been resolved or fulfilled.**
- ii. I am present in Brake Van.**

ALL RIGHT SIGNALS

c) At the time of clearing a caution:

- i. If train started from loop line then loop has been cleared and normal speed can be picked up.**
- ii. If train is passing through a caution zone it has been cleared by train and normal speed can be picked up.**
- iii. No abnormality is felt while passing via loop or caution zone.**

ALL RIGHT SIGNALS

- d) When any train is passing on adjacent line:**
- i. No any abnormality or obstruction has been noticed on line on which your train is running.**
 - ii. My train is running safely without abnormality.**

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MESSAGE GIVEN BY GUARD to GUARD of other train on adjacent line by ARS:

- i. No abnormality noticed in your train.**
- ii. No any abnormality or obstruction has been noticed on line on which your train is running.**

ALL RIGHT SIGNALS

MESSAGE GIVEN BY Station Staff to LP/ALP by ARS when train running through:

- i. No abnormality reported in your train from last station.**
- ii. Line clear for has been taken from station in advance for your train.**
- iii. All departure signals have been taken OFF for the passage of your train.**
- iv. I am alert on duty.**

ALL RIGHT SIGNALS

MESSAGE GIVEN BY LP/ALP to Station Staff by ARS when train running through:

- i. My train is running safely without any abnormality.**
- ii. No any abnormality or obstruction has been felt on line on which my train is running.**
- iii. No any abnormality or obstruction has been noticed on line on adjacent line (On double line section).**
- iv. I am alert on duty.**

ALL RIGHT SIGNALS

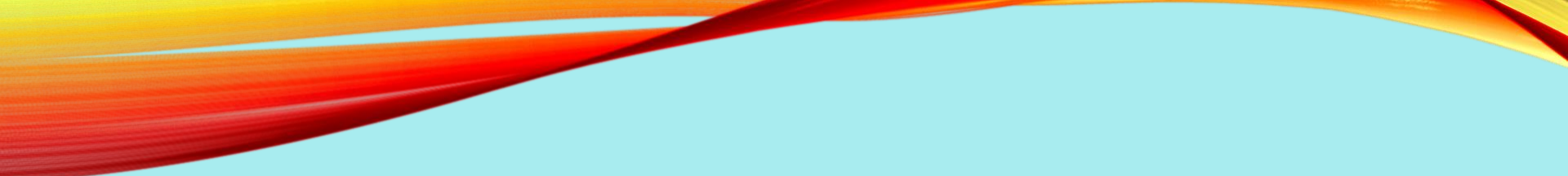
MESSAGE GIVEN BY Station Staff to Guard by ARS when train running through:

- i. No abnormality found in your train.**
- ii. Line clear for has been taken from station in advance for your train.**
- iii. All departure signals have been taken OFF for the passage of your train.**
- iv. I am alert on duty.**

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MESSAGE GIVEN BY Guard to Station Staff by ARS when train running through:

- i. My train is running safely without any abnormality.**
- ii. No any abnormality or obstruction has been felt on line on which my train is running.**
- iii. No any abnormality or obstruction has been noticed on line on adjacent line (On double line section).**
- iv. I am alert on duty.**



Thank
you!