

STANDARD SIGNAGES AT STATIONS ON INDIAN RAILWAYS



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**Ministry of Railways
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General

1. Introduction

Signages act as a guide to visitors of Railway Station premises and assist in making cognitive decisions related to their journey and other needs. A good signage conveys its message swiftly and unambiguously often without need to read the complete contents of a signage. Signages serve as a medium of communication with a wide variety of station users with varied mindset and varied needs. Accelerated way finding helps achieve the ultimate motive to reduce the anxiety of all concerned in transit and help people catch their trains. Signages also play a vital role in safety through orderly evacuation of passengers during emergencies.

Well-designed signages use simple and easily decipherable language, easy to read colours and fonts, intuitive pictograms and convey their message quickly and unambiguously. Signages should ensure that anyone can navigate around the station and use its facilities, minimising the need to ask station staff, coolies, or vendors. These guidelines aim to gradually phase out the wide variety of designs and patterns currently in use across India with broadly similar look and feel. The principles for design and planning of the signages aim to provide consistent wayfinding across Indian Railway Stations.

2. Objective

The Signage Plan for a Railway Station should aspire/achieve the following objectives: -

- To provide a uniform rationale for locating signages, considering how the signage will be read, by whom, from which direction, at which height, and in relation to other elements that exist or will exist within the space so that they serve maximum volume of passengers/general public;
- To provide a basis for aesthetically designed signages well integrated with station architecture;
- To plan and design the signage such that the station is easily accessible even to a first-time visitor;
- To ensure standard signages suitably formatted (font, font size, colour, background, etc.) with specified design/materials;
- To ensure that information on the signage is precise & uniform, accommodating essential information;
- To achieve continuous directional signage, with repeaters at junctions, to lead the user to their destination;
- To restrict redundant signages and avoid visual clutter for better visibility;
- To ensure use of uniform language/legends across India to ease the learning curve for the visitors to Indian Railway premises;
- To ensure that the signages are accessible to the maximum extent possible to the Divyangjan users at Railway stations.

3. Using this document

This document has been divided into four parts.

- **Section 1, Design Principles for Wayfinding and Signages:** This chapter deals with the salient design principles that govern wayfinding strategies at Railway stations. It provides guidance on how to present information in an easy and effective manner such that it is accessible to the first time and frequent visitors as well as elderly and Divyangjan visitors.
- **Section 2, Design Recommendation:** This chapter covers the design recommendation of signages to be provided at Indian Railway stations. The graphics standards covered in this chapter have been designed to address station users' requirements. It covers standard graphics, information layout and hierarchy, fonts style, colour scheme, pictograms, text spacing, placement height and illumination to bring in as much uniformity across the entire Railway system as possible and desirable.
- **Section 3, Standard Types of Signages:** This chapter covers the various standard types of signages categorized based on their shapes. The shape of any signage shall be selected judiciously by the Zonal Railways based on its positioning and orientation with respect to flow of passenger/vehicular movement. The graphical signages and their shapes shown in this section are for guidance purpose only and may not be replicated exactly.
- **Section 4, Technical Specification:** This chapter covers the technical specifications for material and general aid to procurement of signages. The specifications given here are for illustrative purposes and meant to provide a baseline only. Technologies and materials evolve continuously and the actual technical specifications may be different or more detailed based on Good Industry Practices and shall be meticulously framed and duly approved by DRM concerned.
- **Annexure A:** It covers the Do's and Don'ts while designing the wayfinding signage.
- **Annexure B:** It covers the list of standard pictograms to be used across all Indian Railways.
- **Annexure C:** It covers illustrations of signage to be used at Small/Medium size stations with their location and sizes.
- **Annexure D:** It covers the signages used at CSMT station for wayfinding. The reference provided is only for guidance and Railways are required to provide signage board based on station specific requirement.
- **Annexure E:** It covers the technical specification of signages that have been used at CSMT station. These are for reference purpose only. The detailed specifications including material specifications shall be prepared by Zonal Railways as per specific station requirements and Good Industry Practices. Specifications and Schedule of Rates as per Railway Board's letter no. 2022/CE-I/CT/8/CPWDDSR dated 13.10.2022 or latest instructions from Railway Board for preparation of Estimates/Tender Schedules shall be referred to the extent possible.

- **References:** This chapter includes documents for further references including Indian Standard Codes, Design guidelines, National Standard Documents and Guidelines, Books, and websites.

In case of ambiguities or discrepancies within these guidelines, the following shall apply:

- Between Annexure attached in this document and the provisions mentioned in Section 1, 2, 3 & 4, the provisions mentioned in concerned Sections shall prevail;
- Between Section 1 and Section 2, the clause mentioned in Section 1, Design Principles for Wayfinding and Signages shall prevail;
- Between two or more clauses within this document under Section 1, 2, 3 & 4, the provisions of a specific clause relevant to the matter under consideration shall prevail over those in other clauses;
- Between the pictograms specified in Annexure B and any other illustrations, the pictograms mentioned in Annexure B shall prevail; and
- Between the dimension scaled from the Drawing/Graphics and its specific written dimension, the later shall prevail.

This document provides broad guidance for providing aesthetically designed signage with intuitive way finding. It shall be read along with relevant instructions, policy etc. issued by the Railway Board and Statutory bodies from time to time. The guidelines specified in this document are not exhaustive and shall not be limited to this document only. DRMs shall meticulously plan to provide uniform aesthetic signage at the stations as may be necessary for successful implementation of wayfinding.

The Railways are authorized to make necessary alterations as per the specific requirements of individual stations with the approval of Divisional Railway Manager (DRM)/ General Manager (GM). However, while making any alterations, the basic principles and guidance provided in this document shall be broadly followed. Any changes done, suggestions for improvement and challenges being faced while implementing these instructions may be brought to the notice of the Railway Board for incorporation in future editions.

Section - 1

Design Principles for Wayfinding and Signages

1.1 Basis of Design

The following principles shall be followed to create a unified environmental graphics and passenger information system:

1.1.1 Visibility And Readability:

All signs shall convey information to passengers in a clear, concise, and coherent manner. Adherence to the standards of colours, typeface and their use in text and sign backgrounds is important to retain a desired level of visibility and readability. Background colour of various signage located at stations play a vital role in guiding the passengers. Text colour as well as background colour of signage have been standardised according to the information it relates to, making it easy for the passenger to identify which boards she/he should refer to while travelling as per their need.

Signs should be well, and evenly, lit with uniform lighting over the surface of the sign of between 100 and 300 lux. Minimum acceptable level of lighting for directional signage, orientation maps and information text panel shall be 200 lux.

1.1.2 Information Hierarchy:

Messages on signs should be comprehensible, logical, and consistent in language. For conveying information swiftly, it is desirable that the signages use a minimum amount of text, supported by intelligent pictograms and arrows as appropriate. This is important to minimise confusion at stations, including changes in transportation modes, so that passengers understand the transport network and the various options available at specific points of their journey. For ease of communication, too many messages on signs should be avoided. Information should follow a system hierarchy based on direction and the importance of information to passengers at each stage of their journey.

The hierarchy of information for passengers should start with the station user's most critical information at the top, working down to their least essential needs. The high importance of safety, directional and mandatory signage should be reflected visually in the signage boards. Essentially, train related information, such as, platform number, ticket booking counter, enquiry counter, etc details should be listed at the top, followed by onward journey information, internal circulation, amenities, and facilities, working down to less essential information such as reservation, commercial services, retiring room, etc. at the bottom. Way out Information shall always be positioned at the bottom of an information group so that it can be read on priority from bottom.

Wayfinding signage should always take visual priority over other signs, and its view should always remain unobstructed from key decision points.

1.1.3 Universal Accessibility:

- Contrasting colours should be used to differentiate the pictogram from the background. The commonly employed colours are white for the pictogram and blue for the background.
- The wheelchair figure should always be seen from drawn facing right.
- A tactile map or model is a useful way of providing information to visually impaired people and people with hearing impairments who wish to navigate around a building.
- Braille signage may also be provided along with all other signages. Audio/ visual Braille map is another important thing that can be provided at the main premises from where onwards, it shall guide the user to its intended location/facility.

1.2 Classification of Signages at Railway Stations

The signages can be classified into different types on different basis:

a) Based on application:

- **Identification signage** - to indicate the location of a specific destination/facility
- **Directional signage** - to depict direction towards platforms, utilities, facilities, etc. (can be either standalone or in series along the path)
- **Information signage** - to depict information on various utilities/facilities and working of the system and its management
- **Caution/Warning/Prohibitory signage** - to caution/warn users regarding Do's and Don'ts related to personal safety, cleanliness, etc.
- **Safety/Security signage** - to guide visitors regarding safety/security related instructions.

b) Based on the location:

- **External** – station approach and its external environs;
- **Station Building** – passenger movement areas inside station except platforms, but including concourse, internal circulation, amenities and waiting areas; and
- **Platform** – covering all platforms and connections between them such as corridors, footbridges, and underpasses.

c) Based on shape and illumination:

I. Flat Indoor Signages (Illuminated and Non-illuminated)

- i. Non-illuminated Double Side (Back-to-Back) Signage (F1)
- ii. Non-Illuminated Single Side Signage (F2)
- iii. Illuminated Double Side (Back-to-Back) Signage (F3)
- iv. Illuminated Single Side Signage (F4)

- II. **Flat Outdoor Signages (Non-illuminated)**
 - i. Station Name Board (Special)
 - ii. Circulating area double sided signage (C1)
 - iii. Circulating area Single sided signage (C2)
- III. **Elliptical Signages (Illuminated or Externally Illuminated)**
 - i. Double sided Horizontal Elliptical (E1)
 - ii. Single sided Horizontal Elliptical (E2)
 - iii. Double sided Horizontal Semi-Elliptical (E3)
 - iv. Single sided Vertical Semi-Elliptical (E4)
 - v. Double sided Vertical Semi-Elliptical (E5)
 - vi. Four-sided pole mounted Elliptical (E6)

Refer to Section 3 for typical examples.

1.3 Positioning of Signages

- i. Passengers navigating in an environment typically follow a series of directional signs, before reaching their destination. Emphasis should be laid on proper positioning of signage. As far as possible, signs should be placed perpendicular to the main paths of movement, so that they can be seen by flows of passengers while moving.
- ii. Passenger Circulation Patterns should be studied including their primary origins and destination and signage should be placed at appropriate locations such as benches, cafes, booking counters, restrooms, etc to benefit the maximum number of people.
- iii. It is essential that signs are positioned where people need them most. These locations are generally **decision points**, where information on a sign influences directional choice. Decision point signs typically provide directional information to way out routes, intermodal transport connections, platforms, and key facilities etc.
- iv. Long pedestrian routes, or those with a change of direction should have multiple directional signs to provide reassurance to the traveller. Directional signage should be repeated at every junction point till the passenger reaches the specific utility/service/exit etc.
- v. In fast moving spaces, it is important that people do not stop in between and create bottlenecks in circulation spaces. These locations require fast, immediate directional information that can be seen without stopping, for example over the heads of crowds with text large enough to be read from a distance. At other points, visitors may seek more in-depth map/directory information which requires more time, and therefore the location should be suitable for passengers to stop without obstructing passenger flows.
- vi. Consolidated directional signage with pictogram should be provided at all junctions and vantage points to serve as directory to various utilities, services, exit routes, platforms etc. The line of sight of exit routes must be always clearly visible. Care should be taken

that the placement of signage should not be too close to each other and hinder the visibility from distance. Optimal number of useful signage should be displayed.

- vii. To make the signage accessible to persons using Wheelchairs, it is recommended to provide signage on large level surfaces like the Concourse area at both high and low level to accommodate their needs. The following diagram depicts comfortable viewing angles, distances, and minimum viewing for all groups of users.

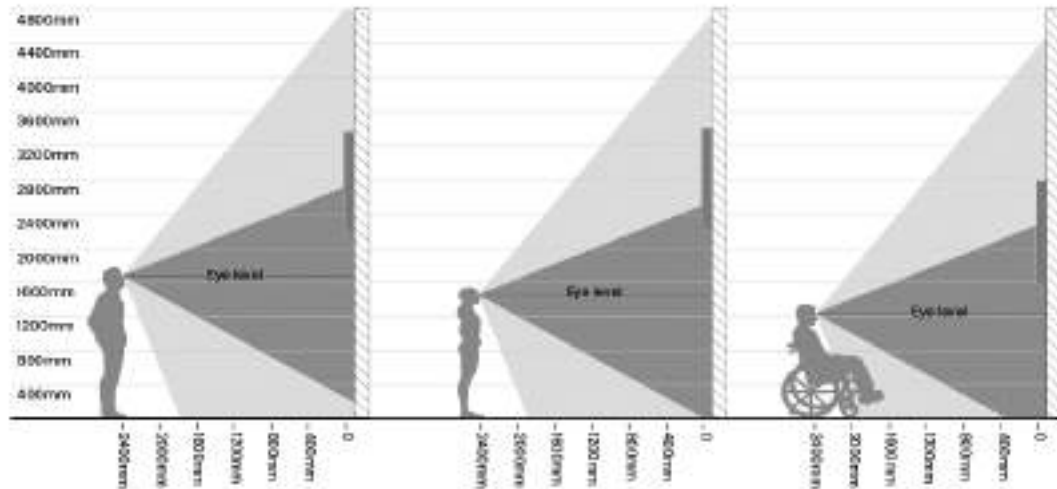


Figure 1: Vertical Viewing angle for different users

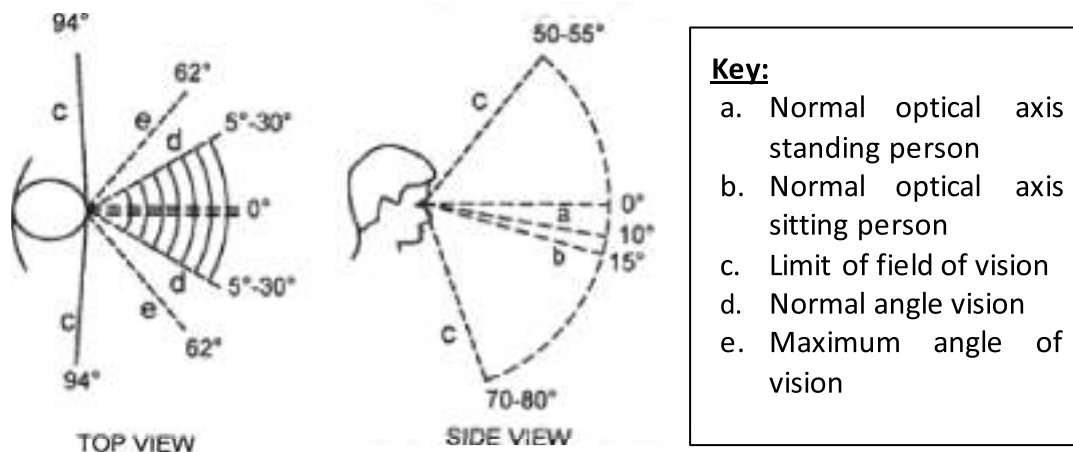


Figure 2: Field of vision and viewing angles

- viii. Signages of all facilities pertaining to Divyangjan including Wheelchairs, Divyangjan Toilets, Ramps, low height ticket/'Sahyog' counter, etc in compliance to "Guidelines on Accessibility of Indian Railway Stations and facilities at stations for differently abled persons (Divyangjan) and passengers with reduced mobility, Ministry of Railways" to be provided and displayed prominently for clear visibility from a distance.

1.4 General principles for design of signages

1.4.1 Materials

The material for signages should be non- reflective, preferably matt finish to reduce the stray light reflectance and increase the visibility. The surface should be processed to prevent glare. Backlighting is preferred. The material of all signage boards shall be chosen to reduce wear and tear and possible damage by vandalism and at the same time easy to maintain. Some suggested materials for signage include Aluminium Composite Panel (ACP), acrylic, Concrete, Steel, wood etc.

The installation/erection of signages should be executed in accordance with good industry practices followed for achieving high standards of workmanship, thus ensuring safety and durability of the Works. All codes and standards referred to in these specifications shall be the latest thereof, unless otherwise stated. The design of various components, assemblies and subassemblies should be done so that it facilitates easy field assembly and dismantling.

“Good Industry Practice” means the practices, methods, techniques, designs, standards, skills, diligence, efficiency, reliability, and prudence in accordance with Applicable Statutory Laws and Applicable Standards in a reliable, safe, economical, and efficient manner.

1.4.2 Typography, Colours and Pictograms

The typography shall be so selected that it provides context more easily understandable and can be read from adequate distance. The spacing of letterforms and vertical spacing between lines of text also have an impact on legibility of signages. For people with vision impairments, letters and lines of text can seem blurred when spaced too close together. A balance shall be sought between spacing text to be universally accessible.

Some people may have difficulty distinguishing between different colours, if they appear next to each other. For this reason, a minimum luminance contrast of 30% is required to easily distinguish text on a background of different colour. However, a Visual Contrast value of 70 % is recommended. Visual Contrast value is the difference in Light Reflectance Value (LRV) between the Background Colour and Character Colour. LRV is measured on a scale of 0 to 100 where 0 equals black where total light is absorbed and 100 equals white where total light is reflected. If A1 is LRV of the lighter area colour and A2 is the LRV of the darker area colour, then Visual contrast value is calculated as $[(A1-A2)/A1] \times 100 \%$.

The pictograms when used along with typographical information communicate information to its viewers of many different languages at once. Extensive use of universally accessible pictograms is recommended.

1.4.3 Arrows

Directional arrows shall be designed to be highly visible and recognizable from a distance. Their correct application should be done for clear identification of directional signs within a busy station environment ensuring messages on signs are quickly assimilated and understood.

Use of Arrows on sign should comply with the following principle:


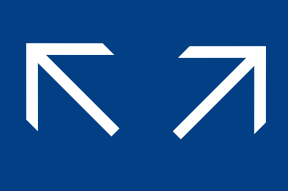
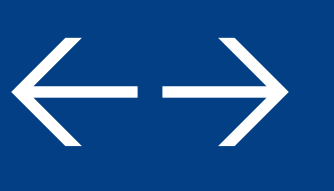
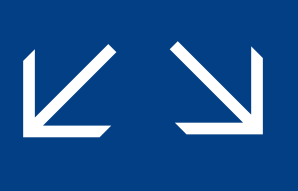

				
<u>Up/Ahead</u> To be used for representing straight ahead direction or level change	<u>Diagonal or Up</u> To be used for directing across a diagonal flat area or level change (up) and to be accompanied by the text “via lift”, “via escalators” or “via stairs” to indicate the way of getting to the upper level	<u>Left/Right</u> For standard left/right directions.	<u>Down</u> To be used for representing a change in level and to be accompanied by the text via lift”, “via escalators” or “via stairs” to indicate the way of getting to the lower level	<u>Down via lift</u> Only to represent level change (down via lift)

Figure 3: Different types of Arrows

45 Degree/ oblique arrows should be used very carefully only at following instances:

- Showing a change in level, i.e., movement above or below at the staircase
- Showing a prominent location/ third direction in the same sign panel which is distinctly accessed between the straight ahead and right / left directions.
- In open areas where a person can walk in an oblique direction between the straight and left/right
- These should not be used in narrow corridors

1.4.4 Language for Signages:

In Hindi speaking States i.e., States located in Region A (these States have Hindi as their Official Language), the information on signage shall be in Hindi and English. The sign boards shall first have Hindi written/engraved or printed/painted/engraved. In addition to Hindi and English, other language shall be used as are authorized by the State Governments for use for official purposes considering the convenience of the general public living in these states. In non – Hindi Speaking States i.e., States located in Regions B and C, the information on signage boards shall be in order of Regional Language, Hindi, and English. Reference Department of Official Language (Ministry of Home Affairs for Official purposes of the Union) OM No. 1/14013/07/2010-OL (Policy-1) dt 07.04.2011.

1.5 Interaction of signages with commercial boards:

Commercial boards/hoardings should be placed such that they do not obstruct the visibility of the wayfinding signage. In general, the wayfinding signages shall not be combined with commercial information. Further, the colours chosen for commercial boards shall not interfere with the signages. On End Platforms, commercial boards should preferably be placed along the walls and clamped on the roof structure parallel to the track. On Island Platform, it shall be preferably be placed parallel to the track duly clamping on the roof structure.

There shall be a mechanism in place to vet the content, the colour scheme and placement of the commercial boards so that these do not interfere with the signage system.

1.6 Interaction of signages with station architecture:

It is important that the signages gel with the station architecture. Normally, it is expected that the architects and interior designers working on stations would see the signages and provide the colours and other features such that there is an overall visual harmony and the objectives of providing signages are enhanced by better contrast and lack of clutter around the signages. However, in existing stations with strong architectural features, the design of signages has to be modified to achieve the same objectives.

Special care may be taken to design Station Name Boards over station buildings matching with the architectural vocabulary while meeting the information and visibility requirement.

Section 2

Design Recommendations

2.1 Information Hierarchy and Grouping of Information

2.1.1 Hierarchy of Information:

Hierarchy of information in signages shall follow:

1. Essential Journey Information: Train Travel and Platforms
2. Directional Information & Mandatory information: Transport Interchange, Journey inside station
3. Amenities, Facilities and Other customer information: Toilet, Water facilities, Waiting Hall, etc.
4. Commercial Facilities: Restaurants, Retails, etc.
5. Way out Information shall always be positioned at the bottom of an information group.

Any other information is then shown in order of importance specific to individual stations.

Refer Annexure A for typical Do's and Don'ts.

2.1.2 Grouping of Information:

When more information needs to be displayed in a single display board, grouping of information is desirable for better readability. The wayfinding information is grouped by directions with 5 information per group. Within each group, the information is organised by importance. Grouped information is to be shown by a single large directional arrow duly separating the group information with dotted lines.

These can be used in case of pylon sign boards placed in the concourse area. Size of pylon sign boards shall be designed as per the concourse area and designed viewing distance. Larger Pylon size shall be used when station design allows for information to be viewed from 12 to 15 m metres while, smaller size pylon shall be used when designed viewing distance is 8 to 10 metres.

2.2 Universal Accessibility

Notwithstanding anything contained herein these guidelines, the signages shall be fully compliant with Divyangjan guidelines issued by Railway Board from time to time. However, while providing signage boards for Divyangjan, care shall be taken in the following regard:

- For completely accessible Station buildings, an explanatory sign shall be displayed at the entry/exit of the station.
- Directional signs bearing the symbol of access must be displayed at all other non-accessible entrances to direct persons with disabilities to the accessible entrance.
- Wherever the location of the accessible parking lots is not obvious or is distant from the approach viewpoints, directional signs should be placed along the route leading to the accessible parking lots. Accessible parking bays shall be clearly demarcated with floor signs along with vertical sign posting. The international symbol of accessibility (wheelchair sign) should be displayed at approaches and entrances to car parks to indicate the provision of accessible parking for Persons with Disabilities within the vicinity. A square with dimensions of at least 1000 mm but not exceeding 1500 mm in length located at the centre of the lot; and the colour of the symbol should be white on a blue background.
- If the slope of the existing ramp is meeting the accessibility requirement, a sign indicating accessible ramp should be mentioned, else caution sign indicator boards need to be provided at appropriate locations.
- A tactile map shall be provided to the intended user at the Information counter which shall be helpful in providing information to visually impaired people and people with hearing impairments who wish to navigate around a building.
- Braille signage may also be provided along with all other signages at the stations. Audio/visual Braille map shall also be provided at the station main concourse area at Information/Service counter and Help booths duly integrated with the tactile flooring as illustrated in the Guidelines for Divyangjan. Efforts shall be made to get frontline service staff trained in sign language in a phased manner.

2.3 Fonts for Signages

- The English text for signage shall be Helvetica Bold font for all non-illuminated signs and illuminated signs.
- A complementary font Utsaah Bold shall be used for all Hindi text. The same can be downloaded from official Lok Sabha Website.
- For regional language, the fonts shall be suitably selected with the approval of DRM concerned. Reference can be made from major Airport of the respective state or as used by State Government. SakalBharati (OTF) Font as available at tdil-dc.in may also be explored wherever required.
- Cap height (i.e., letter height of English Capital letter in sign) determines the visibility distance of the sign.

- Typical character height for fonts in small/medium size station for different sign categories are:
 - **Concourse Pylon** : 50mm
 - **Internal Wayfinding (Hanging)** : 100mm
 - **Internal Wayfinding (Wall mounted)** : 75mm
 - **External wayfinding** : 100mm
 - **Railway offices** (other than passenger amenities) : 50mm
 - Necessary repeater boards shall be provided in linear spaces
- However, as per the station specific requirement for placement of signages and its visibility distance, the cap height may be suitably selected. Following table gives the normal and maximum viewing distance for various cap heights.

Table 1: Cap Height with respect to viewing distance

Cap Height (In mm)	Ideal Readability distance (In m)	Maximum Readability distance (In m)
50	6	15
75	9	30
100	12	45
150	18	75
200	24	100
250	30	125
400	48	180
600	72	270
750	90	350
1000	120	450

- Font size must be suitably selected to achieve the required cap height depending upon the expected viewing distance of particular signage.
- Where bilingual signage is used, font size of both the languages shall be the same and as mentioned above. Where trilingual signage is to be used, regional language will be the main language and its font size will be as mentioned above and font size of other two languages shall be approximately 50% to 60% of the size of regional language.

2.4 Colour Scheme

Following colours shall be used on signages:

Table 2: Colours to be followed

Types of Signage	Description of colour for background and signage matter
Identification & Directional related to train boarding (e.g., PF no., FOB no., entry etc.), buildings/facilities integrated like BUS, Metro, High Speed with station# and Utilities (e.g., Waiting room, VIP lounge, Clock Room, Parcel etc.)	Dark Blue Background with White Text/Arrow/Logo.
Way Out	Dark Blue Background with Yellow Text
Emergency Exit	Green Background with White Text/ Arrow/ Logo. The green safety colour should cover at least 50% of the surface of the sign
Caution/Warning/Prohibited Items	Yellow Background with Black Text
Safety/Security	Red Background with White Text along with Symbols.
Room name board related to passenger facility/ utility/amenities and Railway Offices	Orange background with white text.

#: If a given Railway Station has segregated platforms catering to different train types like Local/Mail Express or BG/MG etc. then different colour schemes can be used for wayfinding of different areas for ease of passengers. Floro-graphic signages can also be used to separate and distinguish different train types with Marking lamination (anti-skid lamination) after approval of DRM.

Following is the colour palette for the signage colours recommended. The shades used shall be a close match to the below mentioned CMYK (Cyan, Magenta, Yellow, and Key (Black)) scale.

Identification & Direction Information CMYK: 100-75-2-18	Emergency Exit CMYK: 100-0-91-27
Safety /Security CMYK: 0-100-63-12	Caution/ Warning CMYK: 0-9-100-0
Room name board related to passenger facility/ utility/ amenities and Railway offices CMYK: 0-60-80-0	Exit CMYK: 100-75-2-18 Text CMYK 0-0-100-0

Figure 4: Colour Palette for the signage colours to be followed

Periodic checks should be made to ensure that the colours of the signs continue to be a close match to the standard shades mentioned below.

2.5 Information Layout

- Positioning of elements in a line must always follow the same sequence:
 - Arrow
 - Symbol
 - Legend
 - Secondary Text



Figure 5: Sequence of Text Layout

- The sequence applies in both cases i.e., when ranged left-to-right or right-to-left.

Sequence for vertical boards shall also follow the same informational hierarchy from top to down.

- The character height of platform number mentioned shall be kept larger than the character height of legend text to give more visibility and emphasis to platform number on sign board, being the most important train information from passenger point of view. (Refer para 2.7 for illustration)
- Secondary text must always be positioned following the main legend. It must not be used without the main legend. Secondary text must always be ranged to the same direction as other elements in the same line. The font size of Secondary text shall be 75% of the Primary Text.



Figure 6: Secondary text in Signage Board

- To maintain consistency, all signs are split into two texts 'zones'; (range left / range right). Text leading straight ahead should also be aligned to left. Text ranged to the left must appear at the top of the sign while text ranged to the right appears at the bottom. Refer Annexure A for typical Do's and Don'ts.



Figure 7: Left and Right text zones in Signage boards

- The colour coding mentioned in this document may be followed, however, for large stations dealing with different type of trains or traffic segment like MG/BG, Local/Long distance, EMU/Mail Express etc., different colour schemes shall be used for wayfinding of different zones of train type/traffic segment for ease of passengers. In this regard, signages used at CSMT stations (placed at Annexure-D) may be referred for guidance only and a suitable colour-coding scheme shall be judiciously finalised by the DRM taking into consideration the architectural theme of the station. The colour scheme so selected shall be based on recommended Visual Contrast Value of 70% between the background colour and character colour. Accordingly, all the identification and direction board, which is usually white text in Dark blue Background may be changed with suitably selected colour pattern for that Category of Train or Traffic segment.
- While selecting the colour scheme, care shall be taken for People with partial loss of vision who find it difficult to navigate in and around the built environment, especially in unfamiliar settings. While excessive contrast can create problems of glare, inadequate contrast can make it difficult for persons with low vision to discern objects or details in the environment.
- Further, if above segregation is not permanent but dynamic (i.e., changes from time to time or day to day etc.) then true colour LED boards may be used and the colour scheme should be altered dynamically depending upon the requirement.
- The positioning of the signage and placement height of the signage may be decided as per the local condition requirements.
- The front gate elevation board shall distinguishably guide towards the various train type/traffic segment for ease of passengers. Similar directional wayfinding boards shall be used in concourse area to align and separate the users. The ratio of sizing of various elements in the sign board vis-à-vis the Cap height (denoted by x) is specified in the following graphic. colour scheme is only representative. Final colour scheme shall be approved by DRM.

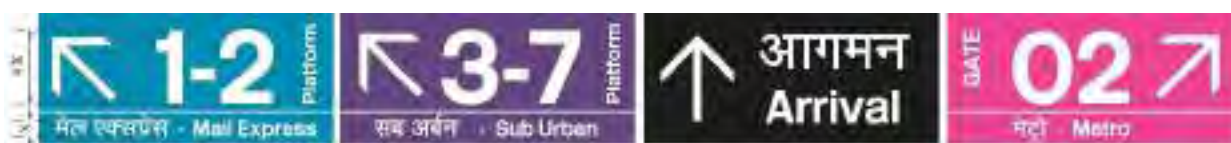


Figure 9: Colour scheme for zoning of different train type/traffic segment at complex station

2.9 Placement Height

- Wall mounted signs are designed for placing at a height clearance 2.10m from the finished floor level.
- Platform Hanging signs are designed for placing at a height clearance 2.5m from the finished floor level.
- FOB hanging signs may be decided as per the height of FOB from station to station, as far as possible height clearance 2.5m from the finished floor level may be achieved.

- External signs, where vehicle entrances are required, are designed for placing at a height clearance 4.0m from the finished floor level. Other pedestrian signs may be placed at 2.5m from bottom of signage to finished floor level.
- When free-standing signage are erected in a level area, a suggested wheelchair-safe waiting zone of 1500mm should be space-proofed, to facilitate a comfortable and safe space without impacting on pedestrian flows.
- Braille and tactile signage should be placed at a height between 900 mm to 1500 mm (ideal location at 1050 mm) above the finished floor level.
- The signage may be placed at 1.2m - 1.6m from bottom of signage to finished floor level so that these boards are visible to persons occupying wheelchairs.

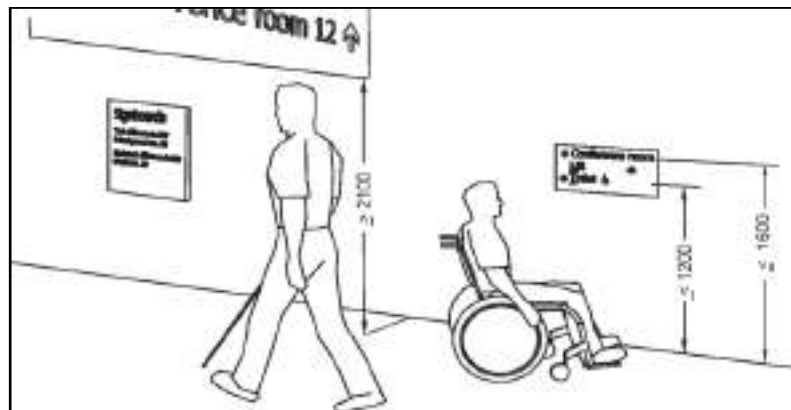


Figure 10: Placement height of signage boards related to Divyangjan

- Concourse Hanging signs are designed for placing at a height clearance 3.3m from the finished floor level duly considering the viewing angle. On step-free routes, it is advisable to provide signage at both a high and low level to accommodate the needs of all users so that they are comfortable for reading without strain.
- Maps and information panels at station entrances, along roads and corridors should be placed at a height between 0.90 m and 1.80 m

2.10 Emergency Exit Plan

The emergency exit plan shall be prepared for all different covered locations in the stations (e.g., tourist office), as per local layout and strategically placed for general awareness of the users and during an emergency. This plan shall show the following important information:

- Location of the plan (You are here)
- Two nearest escape routes from the location of the map
- Location of fire equipment
- Exit staircases highlighted in yellow
- Safety instructions in case of emergency

All fire safety and fire evacuation signs at Check Fire are to be **photoluminescent** – a quality standard set to ensure fire safety signs are still visible even if a fire were to break out and electrical lights went out. All Emergency lightings shall be confirming to IS 9583: 1981: Specifications for Emergency Lighting Units. The signage boards of Emergency exit plan shall be as per IS 9457: 2005 as depicted below:

Combination Sign with Directional Arrows



Figure 11: Examples of Emergency exit signage

2.11 Orientation Map:

Orientation maps give the aerial overview of the Station in 3 D Isometric view, with “**You are here**” shown indicating the relative position of all utilities with respect to the location of these orientation maps. It shall help passengers to build a mental model of the entire scape. Using these orientation maps, the passenger coming in at any point shall be able to orient themselves easily to reach their desired destination and access relative spatial information regarding important utilities within the station, such as ramps, escalators, elevators, cafeterias, station master offices, FOBs, exit/entry gates, and washrooms, with respect to the current location of the intended user. Additionally, the maps shall also show the relative direction to the nearest transit stops for buses or metros outside the station, enabling passengers to navigate to their desired mode of transport comfortably. To ensure consistency and clarity, the location of utilities on the map should be depicted using standard pictogram outlined in Annexure B. The orientation map shall also preferably have braille dot embossing placed at accessible height for Divyangjan users.

To improve the navigation experience for passengers, Orientation Map may be installed at stations whose location and quantum of boards shall be as per station specific requirement. However, when planning for locations of Orientation Maps, the pedestrian traffic movements and other environmental factors shall be considered to increase the effectiveness of such signage boards.

2.12 Digital Signages

Digital signages are increasingly being used for station wayfinding and should be gradually integrated with other wayfinding elements. The benefits of using digital wayfinding include the flexibility to reconfigure wayfinding messaging, the seamless combination of customer information with wayfinding and the ease of connecting wayfinding information. As the provision of digital information in spaces becomes more prevalent, screen usability factors should be considered. Digital screens, particularly touch screens, may be inaccessible to people with vision impairments, wheelchair users and people of short stature where the touch area is out of their reach. New technologies allow the usable portion of a touchscreen to be interactively lowered to suit the height of the user. This allows people of different heights and in wheelchairs to customise the working area to their height, if configured properly. These digital touchpoints can also include audio output and the ability to increase font size and screen contrast.

It is imperative that the installation of digital signage not be viewed as just hanging a screen on a wall. The display must be integrated into the room/platform/relevant area design if it is to be installed in a new space, or that careful thought be given to how it should be integrated into an existing space. When planning for locations of screens, the pedestrian traffic movements and other environmental factors shall be considered to increase the effectiveness of digital signage. For example, a location where sunlight comes through the window & thus impacting the visibility of screen's content should be avoided.

2.13 Train And Coach Indication Boards

Different types of train Indication Boards are used at the Railway stations for the convenience of the passengers. The system consists of a central server and various boards that get their display data from the central server. The system is IP based and common station networking arrangement is used for interconnecting its various components. The different types of Boards are as under: -

- a) Multiline Display Board (MLDB)**
 - Mono colour MLDB
 - True colour MLDB (Indoor video display (IVD) & Outdoor video display (OVD))
- b) Platform Display (PFD) Board**
- c) At-a-glance display (AGD) Board**
- d) Coach Guidance Display (CGD) Board**
- e) Display Monitor/ LED TV (industrial grade)**

These display Boards shall be provided as per latest version of RDSO specification No. RDSO/SPN/TC/108/2019. The requirement of different types of boards shall be as per latest instructions issued from Railway Board from time to time.

The system block diagram is shown in below figure.

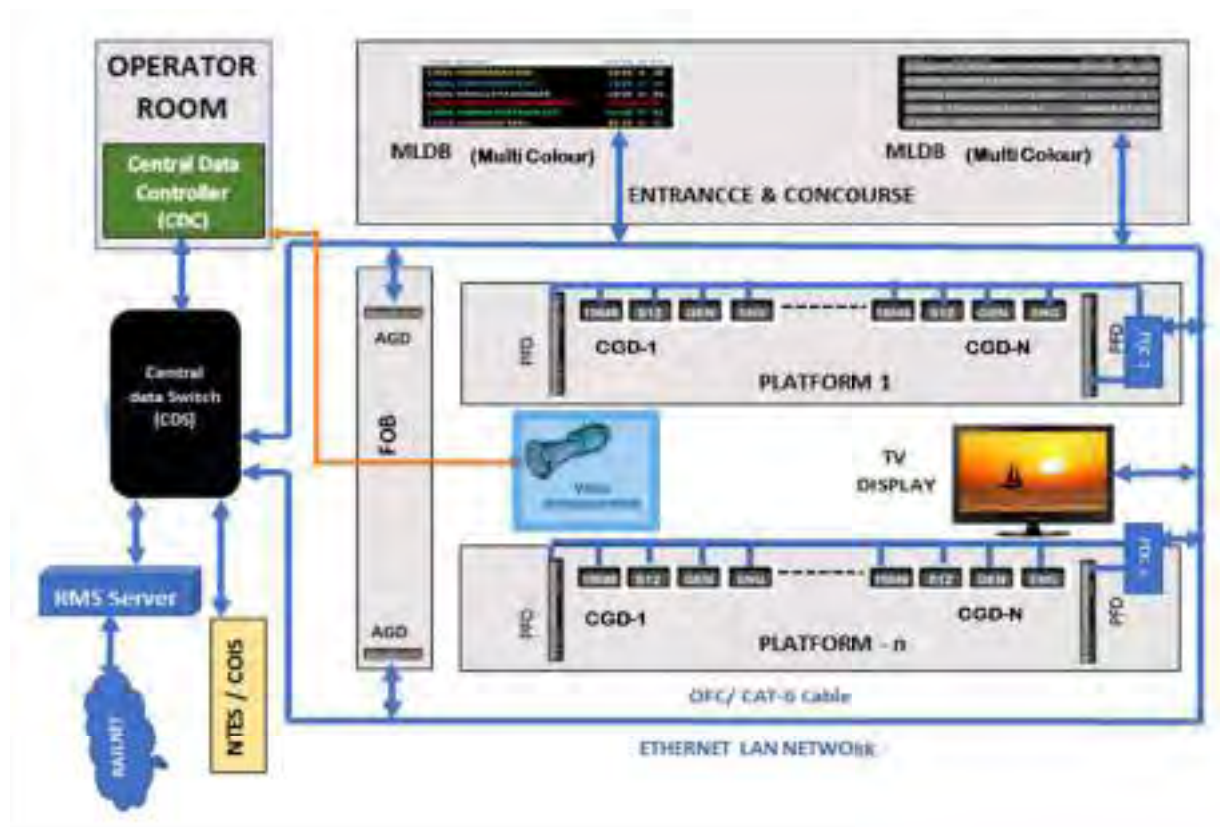


Figure 12: System Block Diagram

2.13.1 Multiline Display Board (MLDB)

Multiline Display Boards are used to display train Information in mono colour i.e., Train number, Name, time of arrival/departure and platform number. It shows information of up trains/ down trains or both. The multiline display boards are generally placed at main entrance/ concourse of the station.

TRAIN No.	TRAIN NAME	EXPT. TIME	A/D	PF No.
12345	RAJDHANI EXPRESS	10:10	A	10
22345	GOMTI EXPRESS	11:05	D	2
12356	BHOPAL SHATABDI	11:15	D	3
31235	ITARSHI LOCAL	CANCELLED		
12347	GAYA EXPRESS	12:30	A	4

Figure 13: Multiline Display Board (MLDB)

2.13.2 True Colour Indoor/Outdoor Video Display Board

True colour Indoor and Outdoor Video Display are used to display train information in multi-colour, commercials, entertainment programs and other information to passengers.

“Train number, Train name, Arrival or Departure status, Time and Platform Number” can be displayed in different colours for the passengers to easily read and differentiate. Trains having certain special status can be displayed in different colours to quickly capture the attention of the passengers. Like cancelled, diverted, platform changed etc.



TRAIN NO.	TRAIN NAME	EXPT. TIME	A/D	PF NO.
17031	HYDERABAD EXP.	10:45	A	10
15046	GORAKHPUR EXP.	18:20	A	04
57642	REPALLY PASSENGER	18:20	D	04
12236	GUWAHATI RAJDHANI EXP.	CANCELLED		
12004	SWARN SHATABDI EXP.	06:15	D	01
12229	LUCKNOW MAIL	22:10	D	01

Figure 14: True Colour Indoor/Outdoor Video Display Board

2.13.3 Platform Display Board (PFD)

Platform Display Board is used to display the information of the train scheduled for arrival/departure from that platform i.e., Train number, Name, time of arrival/ departure in mono colour. The Platform display boards are generally placed at suitable places on platforms/ foot-over bridges.



TRAIN No.	TRAIN NAME	EXPT. TIME	A/D	PF No.
12345	RAJDHANI EXPRESS	10:10	A	10

Figure 15: Platform Display Board (PFD)

2.13.4 At-a-Glance Display (AGD) Board

At-A-Glance Display Board is used for displaying information of the train arriving/ departing from that platform along with coach composition in mono colour. Train information and coach positions are displayed alternatively. These are generally provided at foot-over bridges.



Figure 16: At- a- Glance Display (AGD) Board

2.13.5 Coach Guidance Display (CGD) Board

Coach Guidance Display Board is used to indicate position of coach No. scheduled for arrival/ departure from that platform for guidance of passengers in mono colour.



Figure 17: Coach Guidance Display (CGD) Board

2.13.6 Display Monitor/LED TV

Display Monitor/ LED TV (Industrial grade capable of working 24x7) is used to display train information similar to that being displayed on Multiline Display Board. Display monitor are generally provided in the enquiry offices, waiting rooms or at any suitable Indoor application only.

23-May-20		BARDDHAMAN		18:03:04	
TRAIN NO	TRAIN NAME	A/D	TIME	PF NO	
37843	बर्द्धमान लोकल				अनिश्चित देरी
37848	हावड़ा लोकल	D	00:00	2	
12341	अग्निविना एक्सप्रेस	A	19:24	3	
53045	रामपुर हाट सवारी गाडी	A	18:21	4	
12348	हावड़ा एक्सप्रेस	A	18:29	5	
53047	रामपुर हाट सवारी गाडी				रद्द की गई है
37850	हावड़ा लोकल				परिवर्तित समय
11106	प्रथम स्वर्तत्रता संग्राम एक्स				परिवर्तित मार्ग
Welcome To The Indian Railway Station ,We Wish You A Happy and Safe Journey .भारत					

23-May-20		BARDDHAMAN		18:15:42	
TRAIN NO	TRAIN NAME	A/D	TIME	PF NO	
37843	BARDDHAMAN LOCAL				Indf. Late
12341	AGNIVEENA EXPRESS	A	19:24	1	
53045	RAMPUR HAT PASSENGER	A	18:21	4	
53047	RAMPUR HAT PASSENGER				Cancelled
37850	HOWRAH LOCAL				Rescheduled
11106	P S SANGRAM EXP.				Diverted
12341 - AGNIVEENA EXPRESS					
ENG	EOG	GEN	GEN	GEN	GEN
D1	D2	GEN	GEN	GEN	EOG
Welcome To The Indian Railway Station ,We Wish You A Happy and Safe Journey .भारत					

Figure 18: Display Monitor/LED TV

2.13.7 NTES Integration

The central server can also extract information from NTES of Railways and should be integrated with the same at all the stations for effective information dissemination for passengers.

2.13.8 CAP Integration

NDMA (National Disaster Management Authority) has implemented Common Alerting Protocol (CAP), also called Sachet for geo targeted dissemination of disaster alerts through various media. The display Boards to be provided at stations should be integrated with CAP/Sachet (in near future) so that geo targeted alerts can be delivered to passenger at stations through these display systems.

2.14 Illumination

Signage shall preferably be internally illuminated when provided in Station Building and Platform areas. Wherever, non-illuminated boards are provided, sufficient illumination shall be ensured with the help of external lighting.

Signage shall be illuminated wherever required from back using Single/Multiple LED Modules each with IP 65 protection of white colour and rating of appropriate watts. Modules should be uniformly placed in a manner that at least one LED Module every 12 — 16 sq. inch of surface required illumination. Each signage should have an individual power supply adaptor for illumination of all LED installed in signage. The power supply adaptor should be placed inside signage and power supply adaptor should be connected using a plugin type connector connected to mains supply. LED to be used with five-year replacement warranty and specifications of LED module and Driver should be as per table below:

2.14.1 Module:

Table 3: LED Module Technical Specifications

Parameter	Module
Module Wattage(W)	≥1 W
Colour Temp (K)	6500K
LED module make	OSRAM/GE CURRENT/LUCO LED/SLOAN
Chip	OSRAM/CREE/NICHIA/LUMILED/SAMSUNG
Module Lumen/Watt	≥150 lm/W
IP Rating	IP66
Beam Angle	≥160
SDCM (colour consistency, binning)	=/< 3.0
CRI	>80
Burning Hrs	50K @Tc Max (L70 B50)
LM79/ERP Report (Energy Related Product)	Yes
LM80 Certificate	YES
BIS Certificate	IS 10322 (Part5/Sec7)- IEC 60598-2-20
CE/RoHS	Yes
Operating Voltage	24V
Operating Temp	-25 to +70 Degree Celsius

2.14.2 LED Driver Specification

Table 4: LED Driver Technical Specifications

Parameter	Value
Power Factor	0.95
Input Voltage Range	180V - 270V
THD	<5%
IP Rating	IP67
Line to Earth Surge Protection	6 KV
Line to Neutral Surge Protection	4KV
Efficiency	90%
Expected Lifetime	50K Hrs
CE/ENEC/CB	Yes
BIS Certificate	IS15885
Protections	Yes

- To promote energy efficiency, the lux levels of the illuminated signage boards except emergency signages should be reduced to 50% in selected time slots when the ambient light is still available, or when the passengers/users are below 20% of the average peak hour traffic at the station. Use of Technology to remotely access and control shall be promoted.

2.15 Other Design Considerations

- Name of the station shall be shown in full, as in the Working Time Table issued by Railways.
- The Indian Railway logo shall be following the guidelines issued by Indian Railways from time to time. It can be downloaded from the weblink: (<https://IndianRailways.gov.in/Railwayboard/prdirectorat/uploads/pdf/IR%20logos.pdf>).
- Use of abbreviations should be kept to the minimum and only in places where due to space constraints the text has to be reduced. Further abbreviations used should be easily understandable. Some acceptable abbreviations are: Jn. for Junction, AC for Air Conditioned, PRS for Passenger Reservation System, RMS for Rail Mail Service, ROB for Road over bridge, FOB for Foot Over Bridge, SM for Station Master, TTE for Travelling Ticket Examiner, etc.
- Avoid using the ampersand (&), use 'and' instead. For example: Left luggage **and** lost property.

- When used in continuous text, a character space should not be inserted either side of the hyphen. For example: self-service. Also, italics or script texts should be avoided.
- A hyphen should not be used to indicate a time or day period, the term 'to' should be used instead, for example: "Monday to Saturday" or "18:00 to 21:00".
- Dates should be displayed in the order of day, month, year i.e., dd mm yyyy e.g., 01 Jan 2017. Suffixes such as 1st or 2nd should not be used. The preferred abbreviation for months is as follows: Jan, Feb, Mar, Apr, May Jun, Jul, Aug, Sept, Oct, Nov and Dec.
- The symbol for the Indian Rupee shall be as per the Bureau of Indian Standards IS 13194:1991. The typeface "₹" as the symbol for the Indian Rupee shall be used. The words "INR" or "Rs." shall be avoided on signages everywhere without exception. The characters "₹" and "p" should not appear together in the same figure. For example, values equal to or greater than ₹ 1 should be shown with the "₹" symbol, i.e., ₹ **2.00** and values less than ₹ 1 should be shown with the character "p", i.e., **20p**. The decimal point should be represented with a full point ".".
- The terms 'number' and 'No.' should not be used in phrases such as 'platform 5' or 'telephone +91-XXXXXXXXXX'.
- All times should be shown in the 24-hour clock. A colon ":" should be inserted between the hours and minutes
- Upper case letters (capitals) are only used for the initial letter of a sentence or line of information on a sign panel. All other text is to be displayed in lower case.
- Information of Disabled Friendly Facilities may be provided as per the facility available at the station and as per the statutory requirements.
- The commercial retails at stations shall have standardised and similar size/ format of utility boards.



Section - 3

Standard Types of Signages

(Refer Para 1.2 (c))

Note: The colour coding shall be as per Para 2.4: Colour Scheme. Various sign board shapes and types proposed in this document, along with type code and examples, are as following:

3.1 Flat Signage Indoor

Signage Type		Example
Non-illuminated Double Side (Back-to-Back) Signage	F1	
Non-Illuminated or Illuminated (Wall Mounted) Single Side Signage	F2	

Illuminated Double Side (Back-to-Back) Signage	F3	
Illuminated (Wall Mounted) Single Side Signage	F4	

3.2 Flat Signage Outdoor

Signage Type		Example
Circulating area Flat double-sided signage	C1	