DIRECTIVE SPEECH ACTS ON WARNING BOARDS OF MODERN RAILWAYS

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Abstract

A speech act embodies many functions such as requesting, stating, inquiring, suggesting, reminding, and so on, that can be conveyed in various forms and through different objects. This study aimed to analyze the use of directive speech acts written on warning boards on modern rail transportation. The data of this study were in sentences on warning boards that contain directive speech acts, and obtained from February 20th – March 10th, 2023 on three selected modern railways in Yogyakarta; 1) Commuter Line (KRL), 2) Railink airport train, and 3) Prambanan Express (Prameks) train. This study applied the qualitative method to describe the explanations and the quantitative method to calculate the data found. The findings of this study revealed the use of directive speech acts on warning boards on modern railways functions to forbid (37.5%), order (18.8%), request (28.1%), suggest (3.1%), and warn (12.5%). The function of forbid is the most frequently used on the warning board with 12 data. The sentences were conveyed through direct, indirect, implicit, and explicit strategies. Several factors influenced how the speech acts uttered considering the speaking components.

Keywords: Directive Speech Acts; Modern Railways; Sociopragmatics; Warning Boards

INTRODUCTION

Most speakers expect what they uttered to be received and interpreted well by the addressees, so they can interact well with each other. A successful interaction among people always contains an essence in their language expressions to meet social needs. People as social creatures use language expression in various forms in different ways for any purpose. Through utterances, a language expression can be understood by anyone. An utterance can only be understood if it is uttered because whatever language expression one has in the head of a person, even a linguist, will mean nothing to anyone until it turns into an utterance itself (Allan, 1986). The utterance may be intended as inquiring, promising, expressing, ordering, confessing, and so on (Febriola et al., 2022). Expressing an utterance in the form of any action that is conducted by a speaker indicates a speech act (Wijana, 2022; Yule, 2017). A speech act also involves a speaker and audience or a writer and readers discussing particular things without missing any context during the speech act takes place (Akbar, 2018; Cahyaningsih & Rahmawati, 2022). Sociolinguists study the relationship between language and society. It talks about why people speak differently in different social contexts, and is concerned with identifying the social functions of language and the ways it is used to convey social meaning (Holmes, 2013). In a speech act, an utterance may conceive more than one meaning since it is seen in the context of what the speaker uttered, and it definitely has a purpose for the addressees to do something. On the other hand, an addressee may also be able to understand a speaker's emotions whether happy, sad, or angry through a speech act (Chaer, 2014). Context refers to a situation when communication is occurred. Furthermore, there are three aspects in discussing a speech act; focus, function, and strategy (Wijana, 2022). A speech act itself is divided into three; locutionary act, illocutionary act, and perlocutionary act. As this current study focused on

directive acts, it includes into illocutionary act, which is a kind of act to do something in an utterance with context (Austin, 1962; Leech, 1983; Searle, 1976).

The aspect of strategy is divided into four; explicit – implicit, direct – indirect, literal – non-literal, and expressed – implied (Parker & Kathryn, 2012; Wijana, 2022). Regarding the strategy of how people express their speech, the patterns mean to identify the aims (Prastio et al., 2021). A successful communication in transmitting information through utterances can be influenced by several factors either external or internal. How these factors are influenced by considering the speech situation, context, and so on. The eight factors that influence a speech act, which is known as SPEAKING; setting or scene, participant, end, act, key, instrument, norms of interaction, and genre. The setting or scene component – place and situation; participant component – speakers and addressees; end component – a purpose; act component – the situation of speaker conveying the utterance; key component – language variation that used; instrument component – the tool; norms of interaction component – the related norms; genre component – the form of activity based on Hymes (Halliday & Hasan, 1976).

Moreover, the study of speech acts can be observed in various kinds of situation, for example, the covid-19 pandemic has changed the act of how people communicate, especially the language of health protocols (Kristianto & Budiarsa, 2022). One of the ways speakers apply a speech act is by writing – through many platforms, such as advertisements as non-personal presentations and ideas, goods, or service promotions (Kusmaini, 2020), through computers and gadgets (Sapanti & Husan, 2022), on video YouTube (Devy & Utomo, 2021; Wulandari & Utomo, 2021), in a movie (Fitriani et al., 2020; Rahayu et al., 2018; Ramayanti & Marlina, 2018; Setiani & Utami, 2018; Sihombing et al., 2021), in a speech (Hariati et al., 2020; Sari & Pranoto, 2022), and even a warning board (Hidayati et al., 2019; Lambut, 2015).

This current study focused on observing the use of directive speech acts on warning boards where people pay attention to obtain information (Hidayati et al., 2019) on modern railways, as one of the most in-demand public transportations for people in carrying out their activities intercity or interregional. Furthermore, in public places, warning boards exist as a tool for communicating with the speakers in delivering information to the addressees based on social phenomena that have occurred. This study purposes to determine the strategy of directive speech acts, to find the function of directive speech acts, and to describe the factors of speech acts. In addition, this study is expected to be able to reveal the social phenomena on train through speech acts and to assist the readers in understanding the directive speech acts.

METHOD

The used data in this study are utterances that contain directive illocutionary speech acts. Furthermore, this study applied a qualitative research method for analyzing the data stated that qualitative method produces descriptive data obtained from observation of people's behavior, spoken or written words (Taylor et al., 2016), and also a quantitative method to calculate the data found. The data were collected from the utterances on warning boards in modern railways in Yogyakarta. The author selected three modern trains; Commuter Line (KRL) Jogja-Solo, Prameks (Prambanan Express) train, and Railink airport train. These modern trains are the most demanding public transportation for both local and international communities from any background.

The author started collecting data from February 20th – March 10th, 2023. The data were collected through documentation and observation technique since it can be conducted in flexible time (Creswell, 2009). In collecting data, the author took photos of the warning boards that contain directive speech acts. From the listed data, the author classified them into functions of directive speech acts, and determined the strategies as well as the factors of speech acts. The author applied the theories of Searle (1976) and Wijana (2022) to classify the functions and

strategies of speech acts. Then, the data were expounded based on the context, and described the factors of speech acts. The data result was presented in matrix display, an intersection of two lists which consist of rows and columns, to make the identification easy to understand (Miles et al., 2014).

RESULTS AND DISCUSSION

Results

The data were found in 40 sentences that contain directive speech acts, but only 33 sentences are presented in the main discussion due to similar forms. The data found are spread over different functions of speech act. Here is the classification based on the data findings.

Table 1. The Number of Functions

	Classification	Number	Percentage
	Forbidding	12	37.5%
	Ordering	6	18.8%
Directive	Requesting	9	28.1%
	Suggesting	1	3.1%
	Warning	4	12.5%
Total		**32**	**100%**

Discussion
Functions
1. Directive

Directive acts refer to asking someone to do or not do something as the speaker said (Austin, 1962; Searle, 1976; Wijana, 2022). The data were collected 32 data; 12 data for forbidding, 6 data for ordering, 9 data for requesting, 1 datum for suggesting, and 4 data for warning. These are presented as follows.

1.1. Forbidding

Table 2. The Data of Forbidding Function

No	Utterances
1	*Dilarang membawa benda mudah terbakar* (No flammable items)
2	*Dilarang membawa senjata api/tajam tanpa izin* (Carrying firearms/sharp weapons without permission is prohibited)
3	*Dilarang makan & minum* (No eating or drinking)
4	a. *Dilarang merokok* (No smoking) b. No smoking c. *Dilarang merokok dan vaping* (No smoking and vaping)
5	*Dilarang membawa binatang* (No animals)
6	*Dilarang berada di sambungan kereta* (Riding between cars is prohibited)
7	a. Do not lean on door! b. *Dilarang bersandar pada pintu otomatis* (Don't lean against automatic doors!)
8	*Dilarang merusak fasilitas kereta api* (It is prohibited to damage train facilities)
9	*Dilarang membawa benda berbau menyengat* (No goods with strong odour)
10	*Dilarang tidur di kabin* (No sleeping in the cabin)
11	*Dilarang duduk di lantai* (Do not sit on the floor)
12	*Dilarang mengotori dinding kereta* (Do not pollute the train walls)

As its meaning, a directive speech act conveys the speaker's mind and asks the addressees to do, such as forbidding them from doing something that is prohibited. Based on the table, the obtained forbidding data are in different forms and languages – English and Indonesian. There are several utterances having the same context (see data 4 and 7). For example data 4, these utterances function to forbid the passengers from smoking and vaping on train but it was expressed in different forms. These were found in all selected modern trains in Jogja; a) the Commuter Line (KRL), b) Airport train, c) Prameks train. As all the modern railways observed are air-conditioned trains, the management team wishes that all passengers can keep the facilities, like A.C., running properly through this warning board by disallowing them from smoking or vaping. Then, data 7 was found in two forms that have similar context, which are prohibiting passengers from leaning on the train door. This warning board exists due to several related accidents that have occurred to the passengers since the trains use automatic doors. Therefore, this warning board type is mostly shown on all train carriage doors. However, data 7a is presented it in English since it is displayed on an international airport train, whereas data 7b was obtained on the local Prameks train so it mostly uses Indonesian.

Moreover, data 1 – 6 (excluding 4) were collected from Commuter Line (KRL), and data 8 – 12 were found on Prameks train. All of the data were expressed to not doing something on the train by the trains' management through the warning boards; 1) not to bring flammable objects, 2) not to bring firearms or sharp without permission, 3) not to eat and drink, 5) not to bring animals, 6) not to stand at the rail link, 8) not to damage the train facilities, 9) not to bring smelly stuff, 10) not to sleep in cabin, 11) not to sit on the floor, 12) not littering the train walls. All of these forms of warning boards here are conveyed through a direct prohibition of doing something in imperative forms to keep the passengers comfort and for safety during their trip.

1.2. Ordering

Table 3. The Data of Ordering Function

No	Utterances
13	*Jagalah kebersihan* (Keep it clean)
14	a. *Dalam keadaan darurat PECAHKAN KACA dengan alat yang tersedia* (In an emergency, BREAK THE GLASS with the tools available) b. Break the glass in emergency
15	*Dahulukan penumpang yang turun* (Prioritize passengers who get off)
16	a. *Jangan panik, tekan tombol darurat* (Don't panic, press the emergency button) b. *Jangan panik, terik rem darurat* (Don't panic, turn on the emergency brake)
17	*Putar tuas, kemudian buka pintu terdekat secara manual* (Turn the lever, then open the nearest door manually)
18	Watch your hand!

The function of ordering means to command the addressees to do something, sometimes, to prevent an unwanted risk or consequence if against it (Wijana, 2022). From data 13 – 18 listed above, these imply ordering the passengers to do something to prevent any incident. Data 13 were obtained on Commuter Line (KRL) and Prameks train, with the same form. This form was told by the train management that all the passengers must keep clean during on the train. It is delivered firmly in a direct way in order to provide the train cleanliness for passengers' health. In the meantime, there are other two different forms with the same context that are found on all trains. For example data 14, data 14a is displayed on Commuter Line (KRL) and Prameks train, whereas 14b was on the airport train. Both forms have the same meaning which is ordering the

passengers to break the glass with the available tool if some unexpected accidents happened. However, data 14a is certainly the Indonesian version of data 14b, which uses English version since it is shown on the airport train. Based on the context, these warning boards are shown in a direct order since this tool can be the first aid for passengers to break the glass to save their life in an accident.

Then, data 15 was found on Commuter Line (KRL) which has context asking the passengers to give a way for others who will get off the train. This speech act was expressed to prevent obstacles and accumulation of passengers on the train door, so it includes a direct order from the train management to all passengers. In data 16, it has two similar forms but was obtained from different trains; 16a from Commuter Line (KRL), and 16b from Prameks train. Both conceive a related point of context, which is asking to stay calm in a precarious situation. Data 16a orders the passengers to not panic if an accident happens on the train, and to press directly the emergency button. Meanwhile, data 16b ordered the passengers to not panic in perilous situation, and to pull directly the emergency brake. It clearly seems these utterances contain direct order to help the passengers prevent the worst if something happened by giving a simple instruction as the first action.

Moreover, data 17 was acquired on Commuter Line (KRL) and has akin context to the previous one (data 16), which is an order in the form of simple instruction. It aims to instruct the passengers to open the door manually, if in an emergency, as expounded in the instruction. The train management instructed the passengers with a direct order so that could be easily understood. In addition, data 18 was found on airport train, the same as data 14b, it is expressed in English due to international needs. Through this warning board, the train management intends to command the passengers to be careful with their hands, especially near the door because all modern railways in Yogyakarta are designed with automatic doors that are usually closed rather fast.

1.3. Requesting

Table 4. The Data of Requesting Function

No	Utterances
19	*Scan QR code untuk mengisi survei layanan* (Scan the QR code to fill out the service survey)
20	*Mohon kesadarannya untuk memberikan tempat duduk kepada penumpang yang lebih membutuhkan* (Please be aware of giving seats to passengers who need them more)
21	*Mohon partisipasi pelanggan lainnya untuk mengingatkan kepada yang tidak berhak atas tempat duduk prioritas ini.* (Please participate with other customers to remind those who are not entitled to this priority seating.)
22	a. *Hubungi petugas apabila anda membutuhkan obat P3K* (Contact the staff if you need first aid medicine) b. *Anda membutuhkan obat P3K, hubungi petugas kami* (You need first aid medicine, contact our staff)
23	*Tarik untuk menutup korden* (Pull to close the curtain)
24	*Tarik lagi untuk menggulung korden* (Pull again to roll up the curtain)
25	*Gunakanlah* hand sanitizer (Use hand sanitizer)
26	*Pergunakanlah saat kereta berjalan* (Use it when the train is running)
27	*Gunakan air secukupnya* (Use enough water)

According to the findings, the requesting function is formed to ask of doing something that mostly followed by word *mohon* 'please'. Nevertheless, there are several conditions that a request is determined by the level of urgency and needs, even no 'please' within the utterance, for example on data 19 and 22 – 27. Data 19 was displayed only on Commuter Line (KRL), as the most demanding modern train used by the locals for doing their activities inter cities near Yogyakarta. To improve the train service, the management asked the passengers to fill a form of survey by scanning provided QR code on the warning board. It is apparently a less urgent request since no 'mandatory' mark, so it is just willingness but the train management needs the survey from the passengers as a review for them. As the imperative form of this utterance is relevant to the function of its speech act, it included a direct request from the train management to the passengers.

Data 22 has similar situation with the previous one (see data 16), which found two related forms that contain the same context. These were got from different trains; 22a on Prameks train, and 22b on airport train. This time, the warning board provided on airport train was not in English. However, both forms mean to request passengers to reach the staff on train when they need first aid or medicine because the box of first aid was empty. They are presented in a direct form since it is kind of imperative sentence that has the same function as request to do something. Data 23 – 24 are related to each other, as they were obtained from airport train and displayed side by side above passengers' windows. These forms ask the passengers to pull down to close the curtains of window (data 23), and pull again to roll up the curtains (data 24). These are not mandatory requests but the passengers may do that when they feel uncomfortable with an open window or something else.

Furthermore, data 25 – 27 were found on Prameks train, which embody the same intent – asking to use something properly. From data 25, it requests to use hand sanitizer to keep health protocols in post-Covid pandemic. Data 26 – 27 are displayed in the toilet of the train, which aim to claim that the toilet can only be used when the train is running (data 26), and to ask them to use the water in the toilet just as much as they need (data 27). As the form (in the imperative sentence) and the function (to request) were related to each other, these three speech acts are conveyed in a direct way. On the other hand, data 20 – 21 are the use of requesting function with *'mohon'* 'please' on the sentence. Data 20 – 21 are on Commuter Line (KRL), which displayed on the window and wall of train. The passengers are requested to give kindly the seats for the other passengers who need it most (see data 20). Similar with data 20, the train management asks the passengers, through warning board of data 21, to remind those who are not entitled to the priority seats to give the seats for the priority passengers. Relating to the forms, data 20 – 21 include into explicit requests form since the sentences are formed formally with the performative verb *'mohon'* 'please'.

1.4. Suggesting

Table 5. The Data of Suggesting Function

No	Utterances
28	*Dengarkan arahan dari petugas, jika tidak terdengar ... keluar melalui pintu dengan cara: Putar tuas yang terletak di bawah tempat duduk untuk membuka 1 pintu terdekat, atau (putar tuas yang terletak pada dinding KRL untuk membuka seluruh pintu di dalam 1 kereta (bukan 1 rangkaian)), kemudian buka pintu secara manual, jika tidak dapat melalui pintu (gunakan palu untuk memecah kaca jendela)/(turunkan jendela kemudian keluar)/(kemudian keluar melalui jendela).* (Listen to the directions from the attendant, if not heard... exit through the door by: Turn the lever located under the seat to open the nearest door, or (turn the lever located on the wall of the train to open all the doors in a train (not a train)), then open the door

manually, if you cannot go through the door (use a hammer to break the window glass)/(lower the window and exit)/(then exit through the window).)

Regarding its meaning, suggesting is defined as an opinion or a thought that is given to be considered, so that become options which may be taken one of many. Speech acts that conceive the function of suggesting were discovered on Commuter Line (KRL) and Prameks train. Both have similar intent – giving choices to do for the passengers in an instruction. This form is about rescue instruction in an emergency during the trip, and is continued from data 16. Firstly, both instructed the passengers to listen to the directions from an officer, then if not heard, they were given suggestions to get out of the train in several ways; turn the handle under the seat to get out from door manually, or break the window glass by hammer (or pull down the window on KRL) to get out from window. Accordingly, this speech act is delivered in an indirect way.

1.5. Warning

Table 6. The Data of Warning Function

No	Utterances
29	a. *Hati-hati tangan terjepit* (Be careful of pinched hands) b. *Awas terjepit pintu* (Watch out for the door jam)
30	*Jendela hanya boleh dibuka dalam kasus kerusakan AC* (Windows should only be opened in case of air conditioning malfunction)
31	*Gunakan dalam keadaaan darurat, pelanggaran pemakaian akan dipidana* (Use in emergency situations, violation of use will be punished)
32	*Bagi penumpang yang menarik tuas pintu saat kondisi tidak dalam keadaan darurat dan membahayakan perjalanan kereta api maka akan dikenakan pidana sesuai pasal 194 KUHP dengan ancaman pidana penjara paling lama seumur hidup* (For passengers who pull the door lever when the condition is not in an emergency and endanger train trip, they will be subject to criminal charges in accordance with article 194 of the Criminal Code with a maximum penalty of life imprisonment.)

Based on the findings, the function of warning itself refers to reminding people to do or not do something – since there might be a consequence or risk that they must take if they violate it. Most warning speech acts were found on Commuter Line (KRL), but data 29 which has the same context with two forms was obtained from all trains. Both data 29a and 29b are intended to warn passengers of their hands from the door (also see data 18). However, 29a, it uses warning word *'Hati-hati'* 'Be careful', whereas 30b uses *'Awas'* 'Watch out' which level of alertness seems higher than in data 29a. Concerning the context, these forms are displayed in direct way. Furthermore, data 30 – 32 were acquired from the warning boards on Commuter Line (KRL). From data 30, it is told to remind the passengers that the window may only open in an emergency such as AC damage since KRL is an air-conditioned train type.

Data 31 is displayed near an emergency door handle to show the provided tool that can be used in an emergency situation. As it is related to data 17, the train management confirmed that there will be a serious offense for those who violate the rules of using the handle. Moreover, detail of the offense is provided further in data 32, which was continued from data 17. This speech act warned the passengers if they pulled the door handle, not in an emergency would be subject to imprisonment the worst based on the regulations, since it can endanger other passengers during the trip. Therefore, data 31 and 32 conceived a direct warning to emphasize how important the use of emergency door handles is as an auxiliary tool on trains.

Factors

There are several factors that influence the formation of a language related to a speech event, situation, context, or something else. The current study applied SPEAKING components for analyzing the factor as expounded by Hymes (1972).

1. Setting

The factor of setting is divided into two; time and place. Obviously, the data were obtained on modern trains, but there are several warning boards that mention the exact location. In addition, the time-setting factor does not affect the directive speech acts on warning with a time limit, but there is one form that shows the exact time. These are represented below.

a. Place

Data 6: *Dilarang berada **di sambungan kereta***   'It is forbidden to be **on the rail link**'

Data 10: *Dilarang tidur **di kabin***   'It is forbidden to sleep **in the cabin**'

Data 11: *Dilarang duduk **di lantai***   'Do not sit **on the floor**'

b. Time

Data 26: *Pergunakanlah **saat kereta berjalan***   'Use it **while the train is running**'

2. Participants

As this study topic talked about speech acts, the participants' factor definitely plays an important role. A speech act will not be successfully conveyed without participants. Thereof, there are two participants that affect the speech act; speakers – the ones who utter the utterances, and addressees, the ones who receive the sentences.

a. Speaker

The speaker of a speech act refers to the one who has the authority to represent a company, an institution, a school, and so forth. However, the name of the institution itself is sometimes written on the warning board as an identity. For instance, data 1 – 6 are displayed in one long down warning board, and it is written '*PT. Kereta Commuter Indonesia*' on top of the warning board, as well as on data 17 and 32 that are written under of warning board as the name of the Indonesian railway company. Furthermore, with the same company but written in different styles, there are several warning boards which are written '*KAI Commuter*' to represent the Indonesian railway company, it is written in different positions on warning boards; in the center (data 19) and on top right corner (data 16).

b. Addressee

The addressees of a speech act can be everyone, which depends on the speaker's target or on the context of sentences. As the data of this study are warning boards on modern railways, the target addressees of a speech act here are certainly the passengers of modern trains. However, there is a situation that also indicates specific passengers in writing on several warning boards. Here are the examples.

Data 8: *Dilarang merusak fasilitas kereta api*   'Do not damage the train facilities'

Data 15: *Dahulukan **penumpang** yang turun*   'Prioritize **passengers** getting off'

3. End

The end factor here refers to the intent and aim of the utterances which can be in the form of expected impact of the speakers for their needs or even for the addressees' good. Here are some examples.

Data 4: *Dilarang merokok*   **'No smoking'**

Data 12: *Dilarang mengotori dinding kereta*   'It is forbidden to dirty the train walls'

Data 29: *Hati-hati tangan terjepit – Awas terjepit pintu*   'Be careful your hands pinched'

As presented above, data 4 is influenced by the intent and aim of the train management for other passengers' comfort. Then, the intent and aim of data 12 is displayed by the Prameks train management for the train's cleanliness and beauty as well as passengers' comfort. Moreover, as it is about having a trip by transportation, all modern railways management state their main intent and aim in conveying speech acts through warning boards for the passengers' safety.

4. Act

The act factor represents the forms and functions of the speech act which applied on the warning boards. Regarding the findings, the directive speech acts on warning boards of modern railways in Yogyakarta are commonly used to warn, to order, to request, and to forbid. The data obtained in this study show the speech act with imperative sentences functioned as forbidding, ordering, requesting, and warning. Furthermore, the data are also conveyed through direct, indirect, implicit, and explicit strategies as expounded on the discussion of functions.

5. Key

The key factor indicates how the speakers convey the utterances, which consist of attitude, tone, and passion. Even though the data of this study were obtained from warning boards, the speech acts here were also influenced by the key factor which is the formality of the speaker's way of expressing them. All of the data here present the speech acts in a less formal to formal attitude and tone since both speaker and addressees cannot meet in person and do not know each other, and are expressed by train management as the authority who conveyed to passengers. On the other hand, it can be seen from the choice of words and the sentences' structure. In addition, several warning boards for local and international railways provide two languages; Bahasa Indonesia and English, since the fact that the passengers of modern railways in Yogyakarta are not only the locals or Indonesians, but also tourists from other countries.

6. Instrumentalities

The instrumentalities factor simply points to an object of speech acts that are used to get the sentences. Regarding the title of this study, it is obvious that all sentences of speech acts for this study were found on warning boards – as the data object. A warning board itself is defined as a tool that functions to provide information for people conveyed by a speaker.

7. Norms of Interaction

As it is about examining sentences related to communication between people, speech acts are clearly influenced by the factor of norms of interaction; including ethics code, conventions, and rules in order to reach the goal of the use of speech acts on warning boards. For example, data 31 – 32 mentioned national regulations-based punishment as the offense if doing violating on the train. Accordingly, it shows the form of firmness by the train management about what they convey through warning boards.

8. Genre

For the linguistics realm, the genre factor signifies the kind of speech act and how it is expressed. Considering the findings, the genre that influenced all speech acts found on warning boards of modern railways conceived information that was formed as a prohibition, instruction, order, request, suggestion, and warning. Furthermore, all of them are presented through warning boards that are displayed on the selected modern railways in Yogyakarta.

CONCLUSION

Having successful communication between a speaker and an addressee certainly embodies some points that can fulfill social needs. People as social creatures use language in various forms through different objects for any purpose. It can be illustrated in the use of speech acts that produce utterances or sentences to request, state, inquire, suggest, remind, and so on. The

fact that existence of speech acts appeared due to several reasons based on the phenomena that occurred. There are several forms and ways to realize the functions of what a speaker conveys to addressees, particularly on railways, and it is definitely influenced by several factors.

In this study, the findings revealed the use of directive speech acts on warning boards on modern railways functions to forbid (37.5%), order (18.8%), request (28.1%), suggest (3.1%), and warn (12.5%). The function of forbidding is the most frequently used on warning boards with 12 data in order to realize the aim of passengers' safety and comfort. The sentences' meanings are conveyed to be understood easily through direct strategy and to smooth and sound more formal through indirect and explicit strategies. Several factors influenced how the speech acts uttered considering the SPEAKING components. For future studies, it is suggested to expand the observations considering other types of illocutionary speech acts and to keep updated on social phenomena since it influences the use of warning boards of modern railways in Indonesia.

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