

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/12/2014

Fly Leaf No. 12/2014

ATTENTION....”ALL-CONCERNED”

KNOW ABOUT ENGINE FLASHER LIGHT

(Railway Board letter No. 2000/Safety (A&R)/19/44 dated 08.12.2000, SR6.03.7, 6.02.1.14.1 & 17.09.16.3)

- Flasher lights are provided on every diesel / electric traction loco, EMUs, MEMUs, DEMUs and other self-propelled Units.
- Auto-flasher light is provided on every loco of the zone which will automatically get activated when ACP takes place or during train parting or due to sudden drop of BP pressure.
- When flasher light is switched ‘on’, it flashes amber colour light.
- LP while switching ‘on’ the flasher light shall switch ‘off’ the engine head light (during night).
- LP shall also ensure that while taking over charge of the loco from the Shed / Yard shall test the working of the unit and make an appropriate entry in the loco log book. If they are defective, the loco / EMU / MEMU / DEMU should not be turned out from the Shed.
- If the unit fails on run, block section to be cleared cautiously and the engine shall be treated as defective and relief loco to be called.
- When the train stops in between stations or at a station on account of accident or experience sudden ‘jerk’ or while proceeding on ‘wrong line’ during TSL working or transient tripping of OHE / no tension continues or any other cause which makes his train unable to proceed further, the LP shall immediately switch ‘on’ the engine flasher light and try to attract the attention of LP of the train coming from opposite direction.
- The flasher light shall be switched ‘off’ only after when the train is ready to proceed further or the LP has to ensure that adjacent line, if any is free of obstruction and it is not necessary to stop any approaching train to obtain assistance.
- LP of the train coming in the opposite direction, on seeing the flasher light shall immediately acknowledge by switching ‘on’ and

‘off’ three times. He should immediately take action to stop his train short of obstruction just as he would act when he sees a danger signal or hears a distress whistle code of another engine or explodes a detonator. Then, he shall immediately control the speed of his train by 20 / 10 KMPH during day and when visibility is clear / during night and when visibility is not clear. He should approach the disabled train at such a restricted speed (not exceeding the speed limits mentioned above) that will enable him to stop his train short of any obstruction. He should then bring his train to a stop as near to the engine of the disabled train as possible and shall find out from the LP of the latter, the cause of putting on flasher light and render all possible assistance to the disabled / accident met train. He will continue his journey only after ascertaining that the line on which he is proceeding is free from any obstruction. If, however, he finds that the line on which he is to proceed is obstructed, the GLP of the train shall protect their train as per GR 6.03.

- **LP of the train proceeding on adjacent track, shall invariably stop his train at next station and report the occurrence immediately and assistance required.**

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION**