

Northern Railway

Headquarters Office
Baroda House
New Delhi-110001

NRHQ Operational Circular No. 24

No-230-Elect/TRS/202/Operational circulars

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Sr. Divnl. Elect. Engineer/RSO,
D.R.M. Office,
LKO, MB, UMB, FZR & NDLS

Sr. Divnl. Elect. Engineer/Traction,
JAT

SUB: Putting 'on' the Flasher light of Loco/SPV.

In view of a run over case in one of the Railway, following instructions are reiterated with regard to function flasher light to ensure safe train operation.

1. When taking over charge and turning out diesel/electric loco from shed/yard, the Loco Pilot shall test and ensure the efficient working of the flasher light. There is a provision of auto flasher light in all the locos, which glows automatically after leakage or drop of BP pressure in train. Crew shall also ensure proper functioning of both and make an entry in the engine log book (S.R. 4.32/1). Loco to be declared failed, if flasher light is not in working order.
2. Flasher light provided in the loco/SPV should be put 'on' by the LP/ALP in following circumstances to attract the attention of the LP/ALP of a train approaching from the opposite direction on the adjacent line to warn him for stopping the train:
 - i) Train comes to a stop on a double line section for any unknown reason (S.R.4.14/1).
 - ii) When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train can't proceed. (G&S.R. 6.03).
 - iii) While running on the wrong line on proper authority to proceed during TSL on double line section {S.R. 6.02/1(d)}.
 - iv) After leakage or drop of BP pressure in train due to ACP/train part/other reason. Auto flasher lights glows automatically in such scenario, shall not be put 'off'.
 - v) In the event of experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running(S.R.6.07/3).
 - vi) Tripping of OHE more than transient (S.R. 17.09/5).
 - vii) Any other situation, in which LP/ALP feels that it is necessary to get stop the train of the opposite direction.
3. In case the flasher light fails, head light may be switched 'on' & 'off' repeatedly to attract the attention of the approaching train (S.R.6.03/3).

4. In addition to putting the flasher light on, danger hand signal shall be shown & other protection for warning the LP/ALP of the train of adjacent line will also be taken as per extent rules.
5. The flasher light shall be switched 'off' only when the Loco Pilot finds that his train is in a position to proceed or after it has been assumed that the adjacent line, if any, is free from obstruction and it is not necessary to stop any approaching train to obtain assistance {S.R.6.03/3(d)}.
6. When the Loco Pilot of an approaching train sees the flasher light/blinking light or the light of the flashing HS lamp, he shall at once take action to stop his train short of the obstruction and render all possible assistance to the affected train {S.R.6.03/3(d)}.

Please ensure compliance of above instructions.


(Kamal Kant Rastogi)
Dy. CEE/OP

Copy to: PCEE/NR and CEE/Operations : For kind information please.