

APPENDIX-X**AUTOMATIC DANGER LEVEL INDICATORS****Automatic Danger Level Indicators at vulnerable locations:**

1. Vulnerable locations such as bridges and banks which are affected by flood waters shall be protected by automatic danger level indicators, which are actuated by sensors located at predetermined danger levels for flood water.
2. The Automatic danger level indicators shall be installed, clear of the moving dimensions, on the abutments of bridges or at the commencement of the vulnerable locations.
3. The Automatic danger level indicators shall be preceded by a caution board at a distance of 1300 metres. Termination boards shall be fixed beyond the Automatic danger level indicator at the end of the vulnerable stretch.
4. The Automatic danger level indicator shall be so installed as to ensure visibility at all times from the caution board location.
5. The description of the indicators, their locations and action to be taken by the Loco Pilots are as follows:-

(a) Caution indicator-

This is a disc of 610 mm diameter with letter 'C' in black on white background and it is located at 1300 metres in rear of the Automatic danger level indicator. This indicates to the Loco Pilot that he is approaching the danger level indicator and he should be on the look-out.

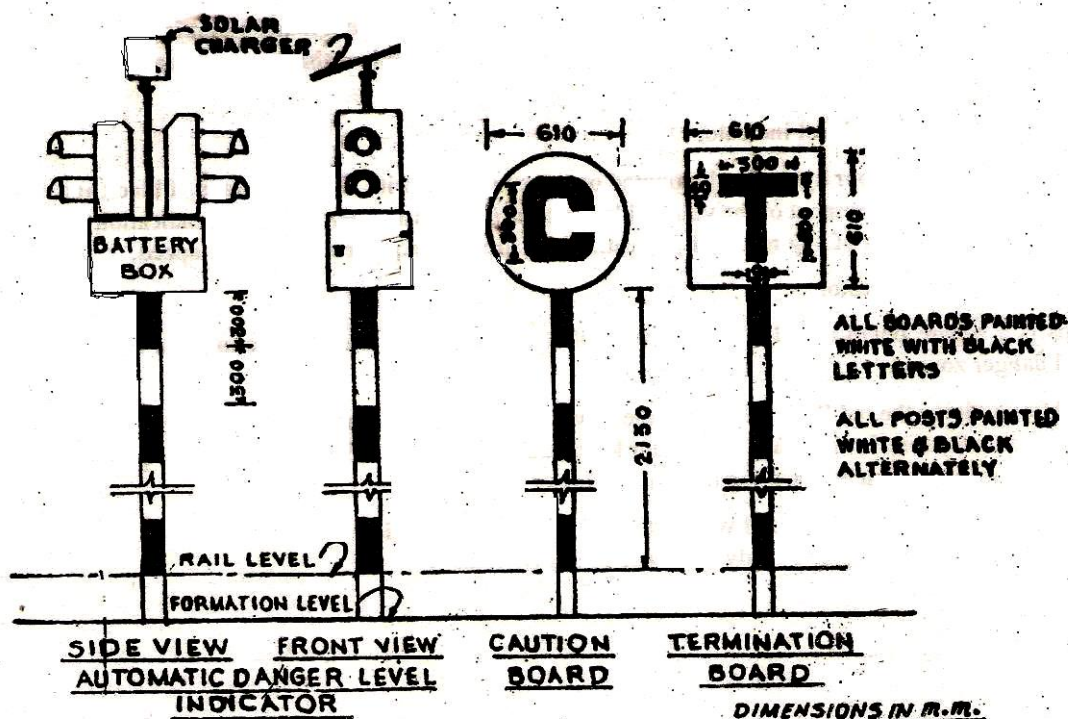
(b) Automatic danger level indicator –

This resembles a colour light signal mounted on a post painted with alternate bands of black and white and it is located at the commencement of the vulnerable locations/ bridges and gives red flash indication only when there is danger. In the absence of any red flash indication, the Loco Pilot can proceed at normal speed.

(c) Termination indicator –

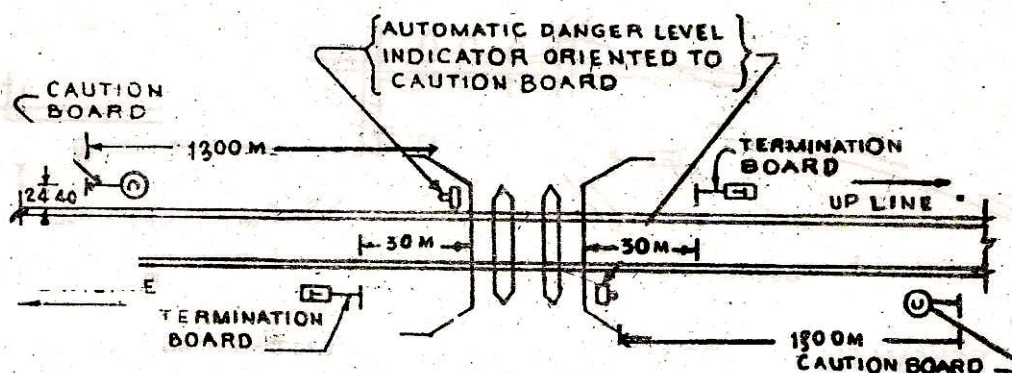
This is a square board of side 610 mm with black letter 'T' on white background and located at 30 metres beyond danger zone.

6. After noticing the red flash indication, the Loco Pilot shall bring his train to a stop 100 metres short of Automatic danger level indicator. He shall then endeavour to contact the Section Controller / Station Master and get piloted across the vulnerable location by an Engineering official not lower than a PWI.
7. Vulnerable locations provided with Automatic danger level indicators will be notified in the Working Time Table and updated regularly as a ready reference to the Loco Pilots.



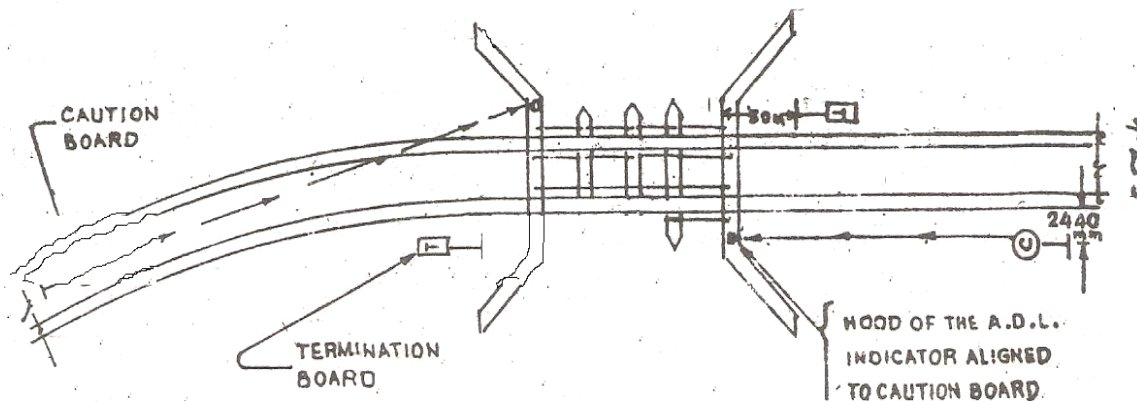
DIMENSIONAL SKETCH OF AUTOMATIC DANGER LEVEL INDICATOR, CAUTION BOARD AND TERMINATION BOARD

DIMENSIONAL SKETCH OF AUTOMATIC DANGER
LEVEL INDICATOR, CAUTION BOARD & TERMINATION
BOARD

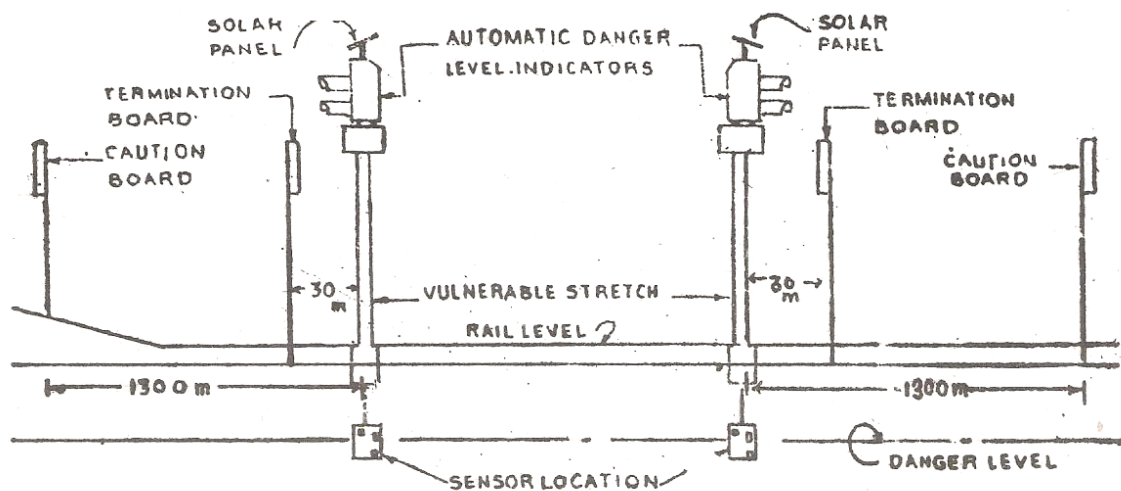


SKETCH SHOWING THE POSITION OF THE AUTOMATIC
DANGER LEVEL INDICATORS. CAUTION. BOARDS AND
TERMINATION BOARDS AT A VULNERABLE BRIDGE ON
DOUBLE LINE TRACK

SKETCH SHOWING THE POSITION OF THE AUTOMATIC DANGER LEVEL INDICATORS, CAUTION BOARDS AND TERMINATION BOARDS AT VULNERABLE BRIDGES ON DOUBLE LINE TRACK



SCHEMATIC SKETCH SHOWING THE ORIENTATION OF AUTOMATIC DANGER LEVEL INDICATORS, CAUTION AND TERMINATION BOARDS ON CURVED & STRAIGHT TRACK



LOCATION OF AUTOMATIC DANGER LEVEL INDICATORS, CAUTION AND TERMINATION BOARDS AT VULNERABLE LOCATIONS