

Government of India
Ministry of Railways
(Railway Board)

No. 2000/Safety (A&R)/19/39/Pt-I

New Delhi, Dt. 19.05.10

The Chief Safety Officers,
All Zonal Railways,

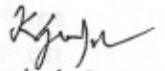
Sub:- Change of Normal Position of Manned Non-interlocked (Engineering & Traffic) Gates from 'Closed to road traffic' to 'Open to road traffic'.

As per present guidelines Level Crossing Gates (in B-1 Category) with TVU's over 25000 are to have their normal position open to road. Rest of the Manned non-Interlocked Gates are in general to have their normal position closed to road. Some of the Zonal Railways (a reference of Northern Railway is enclosed) had represented that on sections which have a low level of rail traffic it is difficult to ensure that the level crossing remains closed to road for long durations. Due to the system of keeping the normal position of the level crossing closed to road, the closure of the Gate would be for a long duration which would be difficult to enforce due to pressure from the road users. When a system of working is adopted which is difficult to implement, only then the staff has a tendency to by pass the rules and adopt short cut methods.

Board has, accordingly, reviewed the policy of Manned non-Interlocked Level Crossing Gates and allowed the Zonal Railways (PCE and COM's) to decide those which are normally closed to road traffic, at present, to be converted to 'open to road traffic' in sections where the rail traffic is less.

A copy of Board's letter permitting the above dispensation is enclosed. Zonal Railways may like to implement the revised system, wherever required.

Encl. As above


(Kamlesh Gupta)
Adviser (Safety)
Railway Board

कृपया जाबी के लिये
दीपचन्द
19-5-10

रेल मन्त्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुमति प्रमाणित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2006/CE-I/LX/WP

New Delhi, dated 07.05.2010

General Managers
All Indian Railways
Including Konkan Railway

Sub: Change of Normal Aspect of Non-interlocked (Engineering & Traffic) Gates from 'Closed to road traffic' to 'Open to road traffic'.

Ref: Board's letters

- (i) No.83/W-I/LX/16 dated 26.02.83.
- (ii) No.83/W-I/LX/16(2) dated 24.10.85.
- (iii) No.2001/CE-I/LX/AC/01 (data) dated 25.09.02.
- (iv) GM/NR's letter No.403-T/86/GW/Optg. Rule/Part-I dated 07/12.01.2010 (copy enclosed).

As per existing instructions, the normal position of 'B' class (and even 'C' class) manned non-interlocked level crossing gates with TVUs less than 25,000 is to be kept 'Closed to road traffic'. Northern Railway in their letter under reference at (iv) above has mentioned that the TVU at non-interlocked level crossing gates in few sections of their Railway are less due to lesser number of trains running in the section. They have recommended that the normal position of such gates be allowed to be 'Open to road'.

The matter has been reviewed in Board's office. It has been decided that normal position of non-interlocked manned level crossing gates regardless of TVUs where average number of trains during the 24 hours period is less (say upto 14) may be changed to 'Open to road traffic' on case to case basis, if considered justified, and after fulfilling the conditions laid down in Board's letter under references at (i) & (ii) above and with prior approval of PCE and COM.

This issues with the concurrence of Safety Directorate.

Encl: As above.



(A.K. Srivastava)
Executive Director
Civil Engg.(B&S)
Railway Board

Copy to: PCEs, All Indian Railways.
COMs, All Indian Railways.

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

No. 403-T/86/GW/Optg Rule/Pt-I

Dated : 07.01.2010

Adviser (Safety),
Railway Board,
New Delhi.

Sub : Change of normal aspect of non interlocked (Engineering) gates from "Closed to Road traffic" to "Open to Road traffic."

Ref : Railway Board letter no. 2001/CE-ILX/AC/01 (Data) dated 25.05.02. *Sub 73/11*

As per Railway Board instructions, all level crossing gates, special, A-Class, B-1 Class of level crossing will be interlocked/signaled and kept normally open to road traffic. The normal position of B class level crossing with TVUs less than 25,000 will be kept closed to road traffic. However, the normal aspect of non interlocked engineering gates (manned) having TVUs less than 25,000 may be changed from "closed to road traffic" to "open to road traffic" after fulfilling the conditions as stipulated in IRPWM Amendment Slip No. 100 dated 21.06.06 and Railway Board letter no. 83/WI/LX/16(2) dated 24.10.85 and also letter no. 2000/Safety (A&R)/19/39 Pt dated 01.10.09, on recommendations of DRM and approval of PCE & COM. It has also been stipulated that feasibility of the ASM to exchange private numbers with all manned gates (including interlocked gates) has to be checked before approval of the change in working of the level crossing gates (non interlocked) to be now kept open to road traffic in its normal position.

In compliance of the instructions, the normal aspect of non interlocked level crossing gates (TVUs less than 25,000) have been kept closed to road traffic. However, a few of them are in the process of changing the aspect from "closed to road traffic" to "open to road traffic" those fulfill the conditions prescribed for normal aspect "open to road traffic". In few sections on Northern Railway, particularly on E-Routes and newly opened rail links, the TVUs at non interlocked level crossing gates are less due to lesser number of trains running in the sections. As such they have been kept with normal position "closed to road traffic". Under laid down procedure at such non-interlocked gates with normal aspect "closed to road traffic", Gateman requires to seek the permission of Station Master of controlling station to open the gate for clearing the road traffic under exchange of private number each time whenever needed and further exchange of private number in support of having the gate closed after clearance of road traffic. However, the pattern of train operation does not require the normal aspect of level crossing gates closed to road traffic.

Recently PCE/Northern Railway during his inspection of USBRL section has also opined to change normal aspect of number of level crossing gates telephonically connected with ASM/MAZHOM, from "closed" to "open to road traffic" having low TVUs ranging from 301 to 4472 for convenient and smooth clearance of road traffic in view of low volume of rail traffic on the section.

It is therefore proposed that the conditions for keeping normal aspect opened to road traffic may be further reviewed at non interlocked level crossing gates with low TVUs also where the rail traffic is very much low.

*in principle
agreement
ascertain
etc*
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process
through
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Kgt
13/1/2011
Mohare
For GM/Optg