

Government of India  
Ministry of Railways  
(Railway Board)

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

New Delhi, dt. 24.09.2010

General Managers  
All Indian Railways  
Including Konkan Railway

**Sub: Working Instructions for Manned Level Crossing Gates.**

**Ref: Board's letters of even No. dated 08.05.2002, 04.11.2003  
18.08.2008, 01.10.2008 and 01.10.2009.**

The existing instructions contained in Board's letters under reference have been reviewed in the light of difficulties experienced by some Zonal Railways in implementing these instructions. A level crossing closed for long, once opened for road traffic, cannot be closed again for passage of trains due to pressure of the large number of road vehicles held up. This in effect reduces line capacity. A time has come when harassment to the Gateman through pressure from irate road users held up for long periods at the LC gate needs to be addressed. A system needs to be evolved for those manned non-interlocked level crossings which are normally kept closed to road traffic, so that the road traffic can be allowed to pass around every 20 minutes by opening the gate. Once the system is made that the level crossing is opened around 20 minutes, the road traffic will not be able to build up to an unmanageable level.

Some of the Railways have adopted a system which requires exchange of private numbers between SM and the Gateman too many times especially at gates normally 'Closed to Road Traffic'. Due to this the SM is often not able to attend to the Gateman's call seeking permission to open the gate. It is essential that the system is redesigned in such a way that it becomes practicable for the SM to be able to respond to the call of the Gateman on busy gates and also where the number of trains is large. To implement this, the basis for framing revised Working Instructions for **manned non-interlocked LC Gates normally closed to road traffic** (where either number of trains is more and/or there is heavy road traffic) should be as under: -

"As the gate is normally closed, the SM can dispatch (or give line clear for) the train without every time exchanging a Private Number with the gateman. It can be safely assumed by the SM that the Gate is normally kept closed by the Gateman, as for its opening he has to take permission of the SM. The number of instances when a Private Number is to be exchanged will be those occasions when the Gateman wants to

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open the Gate to pass road traffic, and thereafter, after passing the road traffic when he has to advise the SM of having closed the Gate."

However, at L C Gates where trains are less (say up to 14 or so in 24 hours period) the Zonal Railways may decide to keep the normal condition of gate as 'Open to Road Traffic' regardless of TVUs as already advised vide Board's letter No. 2006/CE-I/LX/WP dated 07.05.2010.

While framing the detailed instructions for manned non-interlocked LC Gates normally 'Closed to Road Traffic', the following broad principles may be kept in mind:-

- (i) The instructions should enable the Gateman to open the gate at least every 20 minutes or so.
- (ii) The number of transactions of exchange of private numbers between the ASM and Gateman should be as less as possible, as detailed above.
- (iii) Working instructions should suit the local conditions prevailing over the section.
- (iv) SWR of the respective stations and Gate Working Instructions of concerned Gates should incorporate the provision of opening of Gates around every 20 minutes.

With the approval of the Board (ME and MT) it has now been decided that the Authorized Officers (COMs) of Zonal Railways may frame revised working instructions for manned level crossing gates (non-interlocked, closed to road traffic) on their system on the broad principles mentioned above, in consultation with the PCEs, depending upon local conditions and the pattern of traffic. The COMs, in consultation with the PCEs, are also empowered to frame Working Instructions for **all** type of manned level crossing gates, whether interlocked or non-interlocked and normally open or closed to road traffic, depending upon local conditions prevailing over their systems.

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Adviser /Safety  
Railway Board

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

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Copy forwarded for information and necessary action to :-

1. The Chief Operations Managers, All Indian Railways.
2. The Principal Chief Engineers, All Indian Railways.
3. The Chief Safety Officers, All Indian Railways.
4. The Chief Signal & Telecommunications Engineers, All Indian Railways.
5. The Chief Commissioner of Railway Safety/Lucknow

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6. All Commissioners of Railway Safety
7. The Director General, RDSO, Lucknow.
8. The Director General, Railway Staff College, Vadodara.
9. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
10. The Director, Indian Railways Institute of Advanced Track Technology Engineer, Pune.
11. The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
12. The Director, Indian Railways Institute of Signal Engineering and Telecom, Secunderabad.
13. The Director, Indian Railways Institute of Electrical Engineering, Nasik Road.
14. The Principals, Zonal Railway Training Institutes, Central Railway, Bhusawal, Eastern Railway, Bhuli, Northern Railway, Chandausi, North Eastern Railway, Muzaffarpur, Northeast Frontier Railway, Alipurduar, North Western Railway, Udaipur, Southern Railway, Tiruchirapalli, South Central Railway, Maula Ali, South Eastern Railway, Sini.
15. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi.
16. The General Secretary, AIRF, 4 State Entry Road, New Delhi
17. The General Secretary, FROA, Room NO.256-A, Rail Bhavan, New Delhi.
18. The General Secretary, IRPOF, Room NO.268, Rail Bhavan, New Delhi.
19. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi.

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Copy to:

AM/T, AM/CE, AM/Tele., AM/Sig., EDCE(B&S)II,  
Director/ Safety- I,II,III,IV and V

कृपया जारी करें  
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