

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2010/Safety (A&R)/1/12.

New Delhi, dated 28-9-2010.

Chief Operations Manager,
All Zonal Railways.

Sub:- Dashing of Train No. 8478 Up Utkal Express with a truck at Manned LC gate between Malatipatpur (MLT) and Puri (PUI) stations of Khurda Road Division on 13.05.2010.

Ref:- CRS/S.E. Circle's final report on the above accident.

CRS/S.E. Circle in his final report on the above subject, has brought out that the accident occurred due to despatch of the train without ensuring closure of the LC Gate and the same being kept in open condition for passage of road traffic in the face of the approaching train. The gate remained in open condition even after exchange of private number between the ASM and gateman.

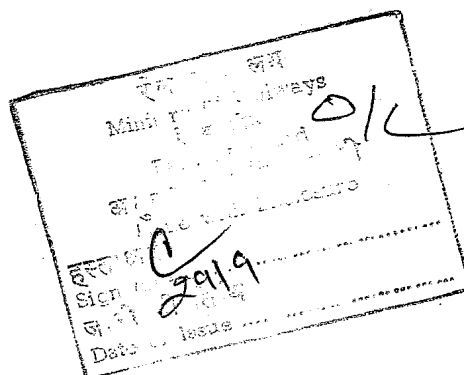
The above gate is having TVUs more than 25,000 and its normal position is 'closed to road traffic'. As per Board's policy such Gates with high TVUs can have their normal position 'open to road' if so desired by COM/PCEs of the Railway.

Till such time Interlocking of Gates with High TVUs (> 25,000) is done, Zonal Railways have to ensure following the laid down Gate Working Instructions, and the provision of SWR. Operating Deptt. in the field has to ensure that even busy gates are opened around every 20 minutes to allow road traffic not to build up to an unmanageable level, and the Gateman not manhandled/threatened by irate road users in cases of long duration closure of gates. This will lead to greater safety as also improved operations. Board's letter No. 2000/Safety (A&R)/19/39 Pt. dated 24.9.10 (copy enclosed) may be followed in this regard.

The classification of gates may be reviewed to take action for interlocking of gates as per the policy guidelines.

DA:As above

कृपया जारी करें
दीपचन्द
28.9.10



K. Gupta
(Kamlesh Gupta)
Adviser/Safety

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

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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Railway Board

Copy to:

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Director/ Safety- I,II,III,IV and V