

Government of India
Ministry of Railways
(Railway Board)

No. 2010/Safety(A&R)/19/19

New Delhi dt./9.11.2010

Chief Operations Manager,
Eastern Railway,
Kolkata.

Sub: Provision of Approach Locking Arrangement at Interlocked Level Crossing Gates in Block Section.

Ref: Dy.COM/Rules/Eastern Railway letter No.TG 315/0/Pt./XVII dated 29.07.2010.

The comprehensive Policy Instructions relating to Safety Devices at Level Crossing Gates have been under consideration of Board. Copy of the latest instructions issued vide Board's letter No.2010/SIG/LX dated 01.10.2010 is enclosed.

Encl : As above.

[Signature]
18.11.10
(Vijaylaxmi Kaushik)
Director/Safety
Railway Board

कृपया जारी करें
दीप चंद
19-11-10

रेल मन्त्रालय
Ministry Of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue

No. 2010/SIG/LX/2

Dated: 01.10.2010

General Managers;
All Indian Railways.

Sub: Provision of Safety Devices at Level Crossing
Gates – Comprehensive Policy.

Ref: Board's letters No. –

- i) 77/W-3/SG/LX/2 dated 16.3.79.
- ii) 2002/Sig/PI/1 dated 09.07.2002 (Item No. A/A3/vi) & Clarification letter vide No. 2000//Sig/LX/2 Pt. dated 05.05.2003.
- iii) 2001/CE-1/LX/AC/01 (Data) dated 25.09.2002.
- iv) 2000/Sig/LX/2 dated 23.07.2003, 07.04.2006 & 02.08.2006.
- v) 2006.CE-I/LX/WP dated 12.04.2010.

In supercession of the policy letters issued by Signal Directorate vide reference (i), (ii) & (iv) above and based on the criteria for classification of Level Crossing Gates issued vide references (iii) & (v) above, instructions regarding provision of Safety Devices at Level Crossing Gates have been reviewed, updated and consolidated keeping in view the present day requirement of safety making them simple and easy to interpret. Accordingly, Comprehensive Policy, for provision of safety devices has been approved by the Board (ML, ME, MT/CRB).

Correction Slip to Chapter XIV of IRSEM Part II, Annexure 10, Interlocking Communication Device, is being issued separately to include this revised policy.

Correction Slip to Para 904, Annexure 9/1, Item 9 of IRPMU shall also be issued separately.

Railways should immediately review the position as per the revised comprehensive policy and take up works where there is a shortfall in terms of provision of these Safety Devices.


(Arun Saksena)
Adviser (Signal)
Railway Board

Copy to:

All CSTE's, PCE's, Co-CE's, All Indian Railways & Chief Commissioner of
Railway Safety/Lucknow.


(Arun Saksena)
Adviser (Signal)
Railway Board

Chapter XIV of Indian Railway Signal Engineering Manual (IRSEM) Part-II (Annexure 10-Revised)

Comprehensive Policy on Provision of Safety Devices at Level Crossings

Year 201

TVU -->		Spl. Class	A class	B1 class	B2 class	C class (Manned)	Other Stipulations
		>50000	>30000 and <50000	>25000 and <30000	>20000 and <25000	>3000 Cat I & >2500 Cat II	
1. Interlocking of Gates with Signals.							
a) Within Station Limits	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals in Suburban Section, in Automatic Block Signalling. In Non-suburban section, it should be Interlocked with Station Signals, if the LC Gate is operated from the nearest Cabin or if it has to be interlocked for any other reason irrespective of the place of operation.		To minimize the Mean Waiting Time for road users, the arrangement of Interlocking should be such that the last operation before taking 'OFF' of Signal should be the closing of the Gate and the first operation after the train has cleared the Level Crossing and the Signal is put back to 'ON' position, should be opening of the Gate by the Gateman.
(b) Outside Station Limits	Should be Interlocked with Gate Signals	Should be Interlocked with Gate Signals	Should be Interlocked with Gate Signals	Should be Interlocked with Gate Signals	Should be Interlocked with Gate Signals in Automatic Block Signalling Sections.		i) In case of level crossing protected by signal, where the sighting of the signal by an engine driver is inadequate and the Gate signal is not pre-warned through other means (etc.), a Warning Board should be placed at not less than the emergency braking distance in the rear of the Gate Stop Signal. The board should be vertical 2000 mm by 450 mm with alternate black and yellow strips 125 mm width painted on it at an angle of 45 degree. The top of the board should be 4 M above rail level. The board need not be lit at night but should as far as possible be provided with scotchlite or other effective light reflectors or retro-reflective tape. ii) Where level crossing is situated outside station limits but in close proximity thereof, the clear distance between the level crossing and an outer signal should not be less than the full train length
Note: All manned level crossing gates both within and outside station limits falling on suburban sections and Automatic Block Signalling section shall be interlocked irrespective of the classification / TVUs of the gates.							
c) Normal Position of Gate	Shall be normally kept open to Road Traffic				If Interlocked, shall be normally kept open to Road Traffic.		

Chapter XIV of Indian Railway Signal Engineering Manual (IRSEM) Part-II (Annexure 10-Revised)

Comprehensive Policy on Provision of Safety Devices at Level Crossings

					Year 201
					Other Stipulations
Spl. Class	A class	B1 class	B2 class	C class (Manned)	
TVU -->	>50000	>30000 and <50000	>25000 and <30000	>20000 and <25000	>3000 Cat I & >2500 Cat II
2. Telephonic Communication from the Gate Lodge.					
Within or Outside Station Limits	Telephone be provided with ASM's office with all Manned Level Crossing Gates.				In Block Sections having large number of Level Crossing Gates, the connections should be uniformly distributed between the Block Stations.
3. Warning Bells or Hooters Operated by Approaching Train.					
Within or Outside Station Limits	Should be provided.	Should be provided.	Should be provided.	Should be provided, where Level Crossing is Outside the Station limits in all Suburban Sections and Non-suburban Sections provided with Automatic Block Signalling Territories.	Provision of warning bells, operated by Approaching Trains should be confined to Interlocked Level Crossing Gates only. Hooters shall be provided, where ever power supply is available.
4. Type of Lifting barrier					
a) Within or Outside Station Limits	Electrically Operated Lifting barrier.	Electrically Operated Lifting barrier.	Electrically Operated Lifting barrier.	Electrically Operated Lifting Barrier in Sub-urban Section.	In Non -suburban Section, Electrically Operated Lifting Barrier be provided, where Power Supply is Reliable.
5. Approach Locking					
	(i) To be provided in Sub-urban Section. (ii) Dead Approach Locking with Timing of 30 secs in other sections.			(i) To be provided in Sub-urban Section. (ii) Dead Approach Locking with Timing of 30 secs in other sections, where Electrically Operated Lifting Barriers are provided.	