

Government of India
Ministry of Railways
(Railway Board)

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

New Delhi, dt.27.12.2010

Chief Operations Manager,
All Indian Railways
Including Konkan Railway Corporation

**Sub: Policy on Interlocking of level crossing gates and
Comprehensive guidelines on provision of Safety
Devices at Level Crossing Gates.**

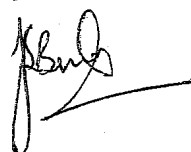
Ref: Board's letter No.2010/SIG/LX/2 dated 01/11.10.2010

Proposed guidelines as circulated vide letter of even number dated 27.09.2010 have since been finalized by Board and circulated to all concerned vide Board's letter under reference.

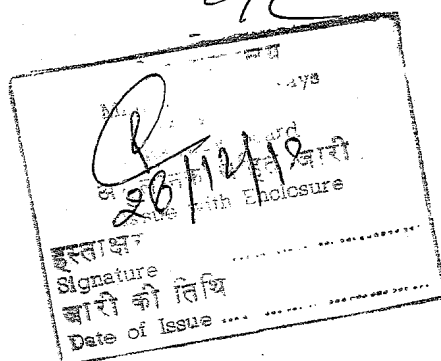
The same was inadvertently not endorsed to the COMs. A copy of the same is enclosed for information and necessary action.

This issues in supercession of Board's letter of even number dated 27.09.2010.

Encl: as above.


(J S Bindra)
Director/Safety

कुपया जारी के ल
दीपचन्द
27-12-10



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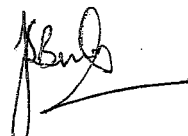
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Encl: as above.



(J S Bindra)
Director/Safety

CORRIGENDUM

No. 2010/SIG/LX/2

Dated: 01.10.2010

11

H. V. S. Far & Post
11.10.10
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-1/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). (Enclosed in two Pages)

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 IRPWM 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.

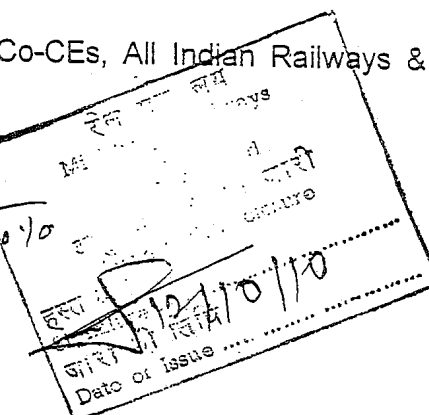
A/E SEC
Encl. As above

11/10/2010
Copy to:

(Arun Saksena)
Adviser(Signal)
Railway Board

All CSTEs, PCEs, Co-CEs, All Indian Railways & Chief Commissioner of
Railway Safety/Lucknow.

11.10.10
(Arun Saksena)
Adviser (Signal)
Railway Board



54-21

Comprehensive Policy on Provision of Safety Devices at Level Crossings.

Year 2010

	Spl. Class	A class	B1 class	B2 class	C class (Manned)	Other Stipulations
TVU -->	>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 and Automatic Permissive 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 & Automatic Permissive Block signalling Sections.	i) In case of level crossing protected by signal where the sighting of the signal by an engine driver is inadequate, 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
c) Normal Position of Gate	Shall be normally kept open to Road Traffic				If Interlocked, shall be normally kept open to Road Traffic.	

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.
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	Spl. Class	A class	B1 class	B2 class	C class (Manned)	Other Stipulations
TVU -->	>50000	>30000 and <50000	>25000 and <30000	>20000 and <25000	>3000 Cat I & >2500 Cat II	
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.	Should be provided, where Level Crossing is Outside the Station limits in all Suburban Sections and Non-suburban Sections provided with Automatic Block and Automatic Permissive Block Signalling	Provision of warning bells operated by Approaching Trains should be confined to Interlocked Level Crossing Gates only. Hooters shall be provided wherever 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.	Electrically Operated Lifting Barrier in Sub-urban Section.	In Non -suburban Section, Electrically Operated Lifting Barrier, where Power Supply is Reliable otherwise Mechanical Lifting Barrier.
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.	
Chapter XIV of Indian Railway Signal Engineering Manual (IRSEM) Part-II (Annexure 10)						

*For
Adm Sign*