

*7/5/12*  
*To all concerned*

Government of India  
Ministry of Railways  
(Railway Board)



No.2006/CE-IV/LX/WP

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New Delhi, dated 02.05.2012

The General Manager,  
All Indian Railways  
Including Konkan Railway Corporation,

**Sub: Clarification regarding Normal position of LC gate from "closed to road traffic" to "open to road traffic".**

- Ref:** (i) Director/Safety, Rly Board letter No.2000/Safety (A&R)/19/39 Pt. dt 27.12.10.  
(ii) Adviser/Signal, Railway Board letter No.2010/Sign/LX/2 dated 11.10.2010.  
(iii) EDCE (B&S) II, Railway Board letter No.2006/CE-II/LX/WP dated 07.05.10.  
(iv) Adviser/Safety, Railway Board letter No.2008/Safety (A&R)/3/2 dt 29.12.09.  
(v) Director/CE, Railway Board letter No.83/W1/LX/16/2 dated 24.10.1985.  
(vi) EDCE (B&S) II, Rly Board letter No.2006/CE-IV/Misc.-2 (RUBs) dt 18.04.12.

Board's instruction under reference (ii), re-circulated by Director/Safety/Railway Board, vide reference (i) above lays down stipulations under which a manned level crossing gate should be interlocked with station signals or gate signals depending upon its location within or outside station limits, respectively. The normal position of a manned level crossing gate which is interlocked with Station or Gate Signal is generally "Open to Road Traffic", since the same is protected by signal.

The normal position of a manned level crossing gate which is not interlocked with station or gate signal is generally "Closed to Road Traffic", since the same is not protected by signal. However, in addition to powers conferred to Railway Administration under Para 907 of IRPWM, normal position of a non-interlocked manned level crossing gate can also be changed from "Closed to Road Traffic" to "Open to Road Traffic" under one of the following situations:-

- (i) if the Manned Level Crossing Gate (non-interlocked), qualifies for interlocking (i.e. having TVUs > 20,000), the normal position can be changed to "Open to Road Traffic" as an interim measure till the manned level crossing is either eliminated or interlocked [Authority: Ref. (iv) & (vi) above];
- (ii) if Manned Level Crossing Gate (non-interlocked) is situated on a section where average number of trains during the 24 hours period is less (say upto 14), the normal position can be changed to "Open to Road Traffic" regardless of the TVUs at the gate [Authority: Ref. (iii) above]

In both the above cases, the decision about changing the normal position of a Manned Level Crossing Gate (non-interlocked) from "Closed to Road Traffic" to "Open to Road Traffic" can be taken by DRM with the approval of PCE/CE (Co-ordination) and COM, and after fulfilling the following conditions:-

$\frac{1}{1-3}$

*[Signature]*

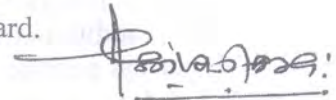
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- (i) Level crossing should not be situated on suburban section or in automatic signalling territory;
- (ii) Level crossing should be equipped with lifting barriers;
- (iii) Telephonic communication should be available with Gateman and Station Master for exchange of private numbers;
- (iv) Road users should have clear visibility of track on either side of level crossings upto 600 meters. Loco Pilots should also have clear visibility of level crossings from a track distance of 600 meters on either side of level crossings
- (v) As long as the gate is kept "Open to Road Traffic" a red flag by day time and red light during night should be displayed towards the approaching trains on either side of the level crossings;
- (vi) Level crossing gate should be provided with whistle boards, speed breakers/ rumble strips as per standard design.

In order to avoid infructuous expenditure on interlocking, Railways shall explore the possibility of elimination of the manned level crossing gate (non-interlocked) "Open to Road Traffic" by sub-ways [Authority Ref. (vi)] or diversion roads or ROB. If the manned level crossing gate cannot be eliminated, it should be interlocked on priority. PCE, COM and CSTE should hold regular meeting (to be co-coordinated by PCE) on elimination or else interlocking of LCs so as to avoid infructuous expenditure.

This supersedes Board's letter under reference (iii), (iv) & (v) above.

This issues with the approval of the Safety Directorate of Board.



(A.K. Shrivastava)

Executive Director/Civil Engg. /B&S-II

Copy to:

1. CTE/NCR: This disposes of letter No.240-W/L/Xing/Gen/NCR/TM/Pt.V dt. 15.03.2012.

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New Delhi, dated 02.05.2012

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
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.