

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/12/2013

Fly Leaf No. 12/2013

ATTENTION...."ALL-CONCERNED"

KNOW THE PROVISION OF SAFETY DEVICES AT LC GATES – COMPREHENSIVE POLICY (Amendment Slip No. 6 of IRSEM, Part II)

In view of the present day requirement of safety at LC Gates, a comprehensive policy for provision of safety devices has been advised by Signal Directorate for implementation with the approval of ML, ME, MT/CRB. Major contents containing interlocking communication device brought out under Corrections slip No. 6 to IRSEM, Part II for Annexure 10 of Para 14.1.7 is reproduced below;

Comprehensive policy on provision of safety devices at level crossings						
	Special class	'A' Class	'B1' Class	'B2' Class	'C' Class	Other stipulations
TVUs	> 50000	>30000 and <50000	>25000 and <30000	>20000 and <25000	>3000 Category I And >2500 Category II	
I. 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 sub-urban section. 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 minimise the mean waiting time, 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 LC and the Signal is put back to ' on' position should be opening of the gate by the Gateman.

	Special class	'A' Class	'B1' Class	'B2' Class	'C' Class	Other stipulations
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 Signal in Automatic Block Signalling Section	<p>i) In case of LC protected by signal where the sighting of the signal by an engine driver is inadequate and Gate Signal is not pre-warned through other means (Distant / Independent Warner Signal/Repeater Signal, etc.), a Warning Board should be placed at not less than the emergency braking distance in rear of the Gate Stop Signal. The board should be vertical 2000mm by 450mm with alternate black and yellow strips 125mm width painted on it at an angle of 45 degree. The top of the board should be 4m above rail level. The board need not be lit at night but should be as far as possible be provided with scotchlite or other effective light reflectors or retro-reflective tape.</p> <p>ii) Where LC is situated outside station limits but in close proximity thereof, the clear distance between the LC and the Outer Signal should not be less than the full train length.</p>
Note: All manned LC Gates both within and outside station limits falling on suburban section and Automatic Block Signalling Section shall be interlocked irrespective of classification / TVU of the Gates.						
c) Normal position of gate	Shall normally be kept 'open' to road traffic				If interlocked, shall be normally kept 'open' to road traffic.	

	Special class	'A' Class	'B1' Class	'B2' Class	'C' Class	Other stipulations
II. Telephonic communication from the gate lodge						
Within or outside station limits	Telephone be provided with ASM's Office with all manned LC Gates					In block sections having large number of LC Gates, the connections should be uniformly distributed between the block stations.
III. 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 LC Gate is outside the station limits in all sub-urban sections provided with Automatic Block signalling territories	Provision of warning bells operated by approaching trains should be confined to interlocked LC Gates only. Hooters shall be provided wherever power supply is available.
IV. Type of lifting barrier						
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 barriers be provided where power supply is reliable.
V. Approach locking						
	(i) To be provided in sub-urban section (ii) Dead approach locking with timing of 30 seconds in other sections				(i) To be provided in sub-urban section (ii) Dead approach locking with timing of 30 seconds in other sections, where EOLBs are provided	

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION
SOUTH CENTRAL RAILWAY**