EAST COAST RAILWAY

प्रमुख मुख्य अभियंता कार्यालय
रेल सदन, नार्थ ब्लॉक, पहली मंजिल
चन्द्रशेखरपुर, भुबनेश्वर - 17

Office of the Principal Chief Engineer
Rail Sadan, North Block, 1st Floor
Chandrasekharpur, Bhubanreswar- 17

No. W-4/374/CE Circular/6716 Dated: 13.10.2025

PCE CIRCULAR No. 05/2025

Sub.: Measures to be taken at trespass locations over Railway line.

1. There are some locations in the Zonal Railway, where trespassing is observed over the Railway line, despite the concerted efforts of Railway to prevent the trespassing. The barricades provided on the sides of track are dismantled and/or the trenches excavated parallel to track are filled back by the trespassers. This circular is being issued to suggest various measures which can be taken at such locations, with a view of ensuring the safety of the trains at such locations.

2. A Warning Board, as per the design shown in Annexure-1, should be provided on both sides of track, at all the trespass locations. In addition, Whistle Boards ("W" Board), as per the design shown in Annexure-2, should be erected at 600 m before the trespass location to enjoin the Drivers of approaching trains to give audible warning of the approach of a train to the Road-users. Caution order of "Blow long Whistle while approaching trespass location" should also be issued to the trains passing over these locations. At highly vulnerable four-wheeler trespass locations, from the point of view of visibility and the number of trespassers, suitable Speed Restrictions may also be imposed as per the site conditions.

Furthermore, following measures are suggested depending upon different categories of trespasses.

3. At Four-Wheeler Trespass locations

3.1 The feasibility of diverting the trespassers to an existing Railway crossing nearby, like Road Over Bridge (ROB), Road Under Bridge (RUB), Limited Height Subway (LHS), Level Crossing (LC) etc. should be examined. If it is possible, the necessary work required to facilitate this i.e. construction/repair/upgradation of road to the nearby Railway crossing should be carried out to divert the trespassers. After this, the trespass location should be protected by providing sturdy barricades and trenches on the sides of Railway track.

3.2 In case it is not possible to divert the trespassers to an existing Railway crossing nearby, suitable LHS with/without 2-wheeler FOB with ramp should be planned and constructed as a permanent measure. The work of underpass should be proposed in accordance with Railway Board's letter No. 2017/CE-IV/LX/Misc./244 (LCs)Pt. dated 09.05.2025 (copy enclosed as Annexure-9). Such work should be sanctioned and executed on the first priority. For all subways minimum, raised Footpath of about minimum 0.6 m width should be provided for pedestrian use and end ramp should be provided on both approaches outside RCC Box to facilitate movement of pedestrians. A typical section of the subway is enclosed as Annexure-10.

Efforts should be made to involve District administration e.g. Collector, Sub-collector, Tahsildar, Block Development Officer, Sarpanch etc., for convincing/counselling local villagers/inhabitants. Nearby villagers/inhabitants should be requested/counselled to use longer detour till such work is completed.

3.3 As on date, total 19 works for "Constructing LHS/RUB etc. at four-wheeler trespass locations" are sanctioned in the East Coast Railway (KUR Division: 3 nos., SBP Division: 4 nos. and WAT Division: 12 nos.). Completion of these works should be expedited in a time bound manner.

3.4 Wherever possible, a barricade of second-hand PSC sleepers/Rails may be provided across full width of trespass on both sides of the Railway track, as shown in Annexure-3 and Annexure-4 respectively. The sleepers/rails should be buried in the ground for about 1/3rd of length approximately, duly providing suitable concrete foundation.

Trenches of minimum 1 m width and minimum 1 m depth may be excavated, on both side approaches of trespass location, to protect the vehicle hitting the barricades.

In cases where local villagers are not allowing to provide such a barricade or due to some other reason it is not possible/advisable to provide such a barricade, vertical posts with lockable boom, as per the design given in Annexure-5, may be provided on both sides of the track.

3.5 In addition, 15m length of safety fencing starting from the end of barricading may be provided along the track on both sides of trespass location. This fencing can be "W-Beam metal fencing", as per Annexure-3 of Railway Board's letter no. 2023/CE-II/TK/Fencing Policy dated 16.02.2023 or it can be rail post/other suitable fencing as used at the level crossings.

3.6 The instances of local villagers removing the barricades and/or the booms should be recorded by the concerned JE/SSE (P. Way) and a complaint in writing should also be lodged with the RPF. If the law & order situation deteriorates, necessary communication should also be made to District Administration in writing. If needed, FIR/written complaint may be lodged with local police also by the concerned JE/SSE(Pay).

3.7 At the locations with lesser visibility or locations having probability of large number of unauthorized four-wheelers or three-wheeler crossing, a watchman may be deputed on 24x7 basis. A temporary shelter should be provided for the Watchman. Watchmen should be trained and counseled about his duties by the SSE (P. Way) in-charge and issued with Competency Certificate with one year validity. The watchman should be provided with GPS tracker and charging arrangements, to track his location. The watchman should also be provided with the Equipment and Written instruction in vernacular language as per Model document enclosed as Annexure-8.

4. At Two-Wheeler Trespass locations

4.1 The feasibility of diverting the trespassers to an existing Railway crossing nearby should be examined. If it is possible, the necessary work required to facilitate this i.e. construction/repair/upgradation of road to the nearby Railway crossing should be carried out to divert the trespassers. After this, the trespass location should be protected by providing sturdy barricades and trenches on the sides of Railway track.

4.2 In case it is not possible to divert the trespassers to an existing Railway crossing nearby, the need for suitable LHS should be examined in accordance with Railway Board's letter No. 2017/CE-IV/LX/Misc./244 (LCs)Pt. dated 09.05.2025 (copy enclosed as Annexure-9). If it is decided to construct the LHS, these works should be sanctioned and executed on the second priority, after the works at four-wheeler trespass locations.

4.3 Preventive arrangements using second-hand PSC sleepers/Rails, in staggered manner, may be provided across full width of trespass on both sides of the Railway track, as shown in Annexure-6. The sleepers/rails should be buried in the ground for about 1/3rd of length approximately, duly providing suitable concrete foundation.

4.4 In addition, 15 m length of safety fencing may also be provided as detailed in Para 3.5 above.

5. At Pedestrian Trespass locations

5.1 Preventive arrangement using second-hand PSC sleepers/Rails, in staggered manner, may be provided across full width of trespass on both sides of the Railway track, as shown in Annexure-7. The sleepers/rails should be buried in the ground for about 1/3rd of length approximately, duly providing suitable concrete foundation.

If feasible from site conditions, wicket gates may be provided between the vertical posts.

5.2 In addition, 15 m length of safety fencing may also be provided as detailed in Para 3.5 above.

5.3 Normally provision of LHS/Subway etc. may not be needed at these locations. However, in very genuine cases, the need for suitable LHS should be examined in accordance with Railway Board's letter No. 2017/CE-IV/LX/Misc./244 (LCs)Pt. dated 09.05.2025 (copy enclosed as Annexure-9). If it is decided to construct the LHS, these works should be sanctioned and executed on the third priority, after the works at four-wheeler and two-wheeler trespass locations.

This supersedes all instructions, in the PCE's Circulars issued earlier, in this regard.

Encl.: Annexures-1 to 10, as above.

13.10.2025

(R. K. Shekhawat)
Principal Chief Engineer

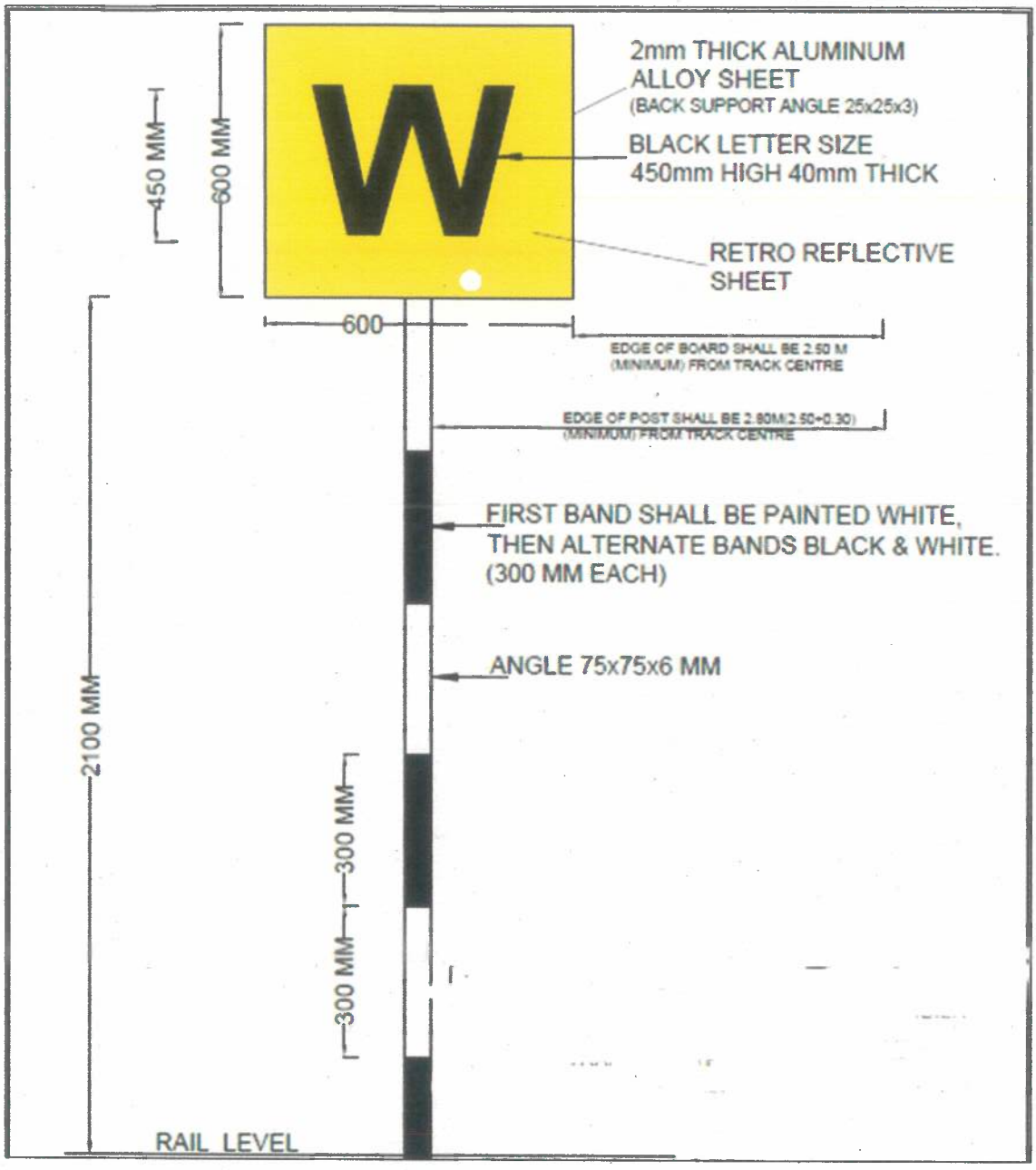
Copy forwarded to:

1. Secy. to GM for kind information of GM.
2. PS to AGM for kind information of AGM.
3. CAO(Con.)/BBS, CAO/Con./WAT and CAO/RSP.
4. All PHODs of Eco for information and necessary action please.
5. All HODs of Egg. Depot. for information and necessary action please.
6. DRM/KUR, SBP and WAT for information and necessary action please.
7. CPM/RVNL/BBS, VSKP& Raipur for information and necessary action please.
8. Sr.DEN/Co/KUR, SBP and WAT for information and necessary action please.

Annexure - 1

900mm
Red sign of
150 mm x 150 mm
(approx.)
Red letter size
54 mm size
DANGER
खतरा
Track Crossing is prohibited
पटरी पार करना निषेध है
Trespassers will be prosecuted
अवैध प्रवेश करने वालों के विरुद्ध कानूनी
कार्रवाई की जाएगी
Red letter size
54 mm size
Black letter size
36 mm size
Black letter size
36 mm size
600mm
Retro reflective
sheet/ stickering
Angle 75x75x6mm
2mm Thick Aluminum All
Sheet (Back Support Angle
25 x 25 x 3) or as per
drawing approved by Sr.
DEN/Co.
1500mm
300mm
300mm
Ground Level

Annexure –2


W
2mm THICK ALUMINUM ALLOY SHEET
(BACK SUPPORT ANGLE 25x25x3)
BLACK LETTER SIZE 450mm HIGH 40mm THICK
RETRO REFLECTIVE SHEET
450 MM
600 MM
600
EDGE OF BOARD SHALL BE 2.50 M (MINIMUM) FROM TRACK CENTRE
EDGE OF POST SHALL BE 2.80M(2.50+0.30) (MINIMUM) FROM TRACK CENTRE
FIRST BAND SHALL BE PAINTED WHITE, THEN ALTERNATE BANDS BLACK & WHITE. (300 MM EACH)
ANGLE 75x75x6 MM
2100 MM
300 MM
300 MM
RAIL LEVEL

Annexure –3

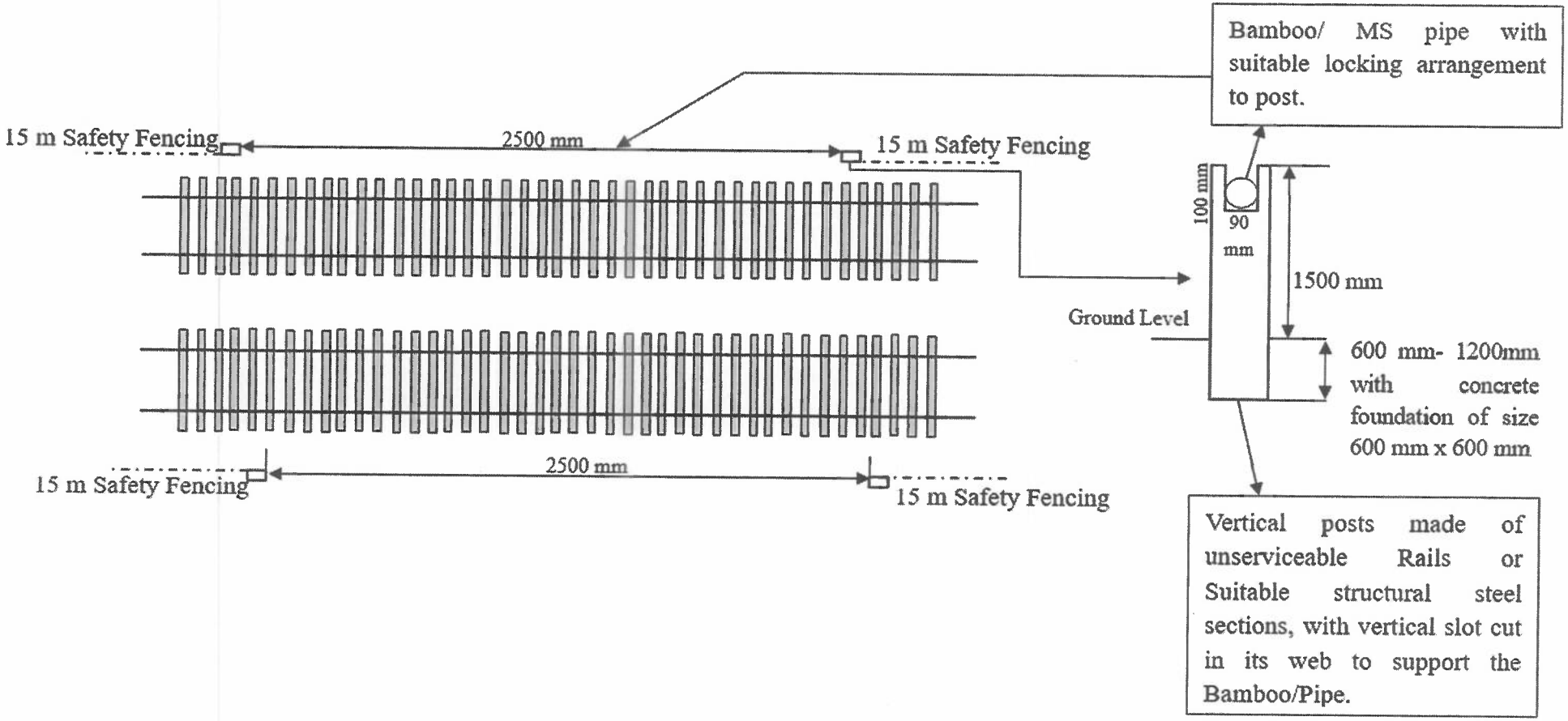
PSC Sleeper Barricading at Four-Wheeler Trespass Locations

Annexure -4

Rail Barricading at Four-Wheeler Trespass Locations

Annexure – 5

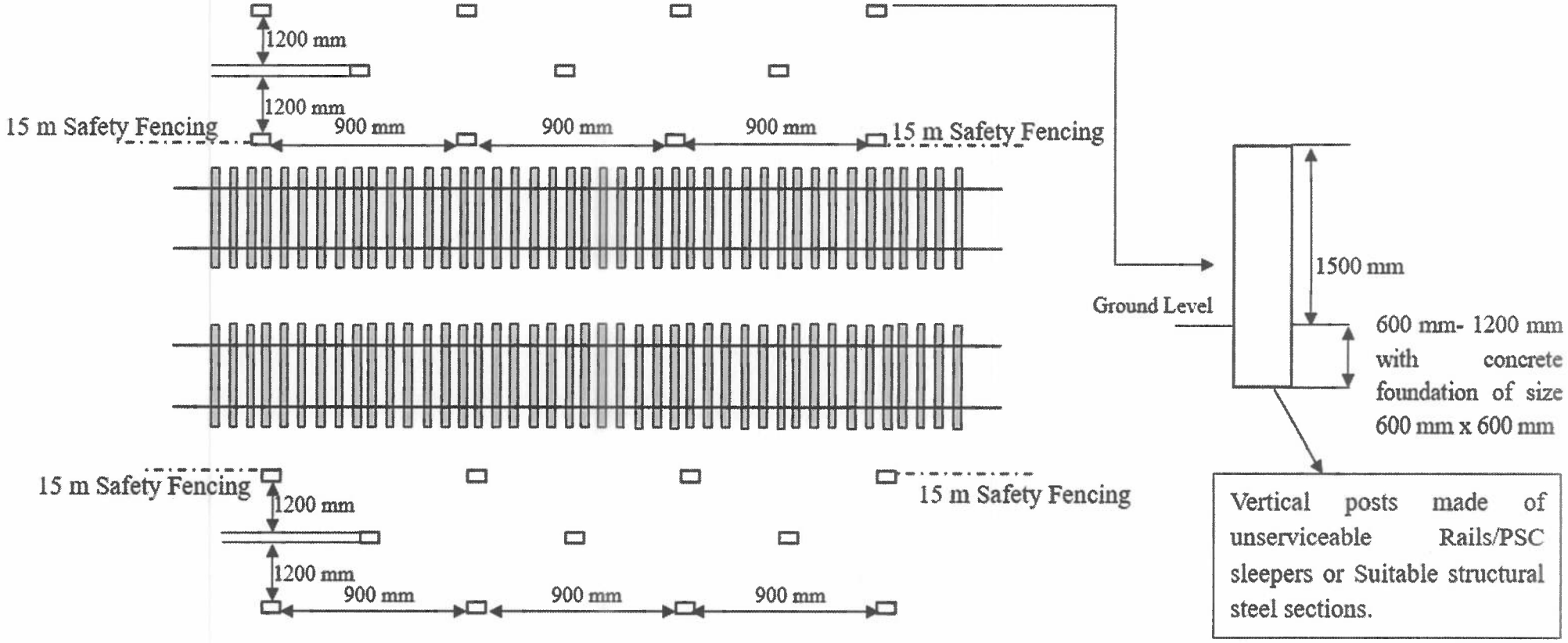
Boom and Safety Fencing at Four-Wheeler Trespass Locations



Note:15 m Safety Fencing: To be provided as per Annexure-3 of RB letter no. 2023/CE-II/TK/Fencing Policy, dtd. 16.02.2023 or rail post fencing previously used in LCs or anyother suitable Permanent fencing used on Level Crossings.

Annexure – 6

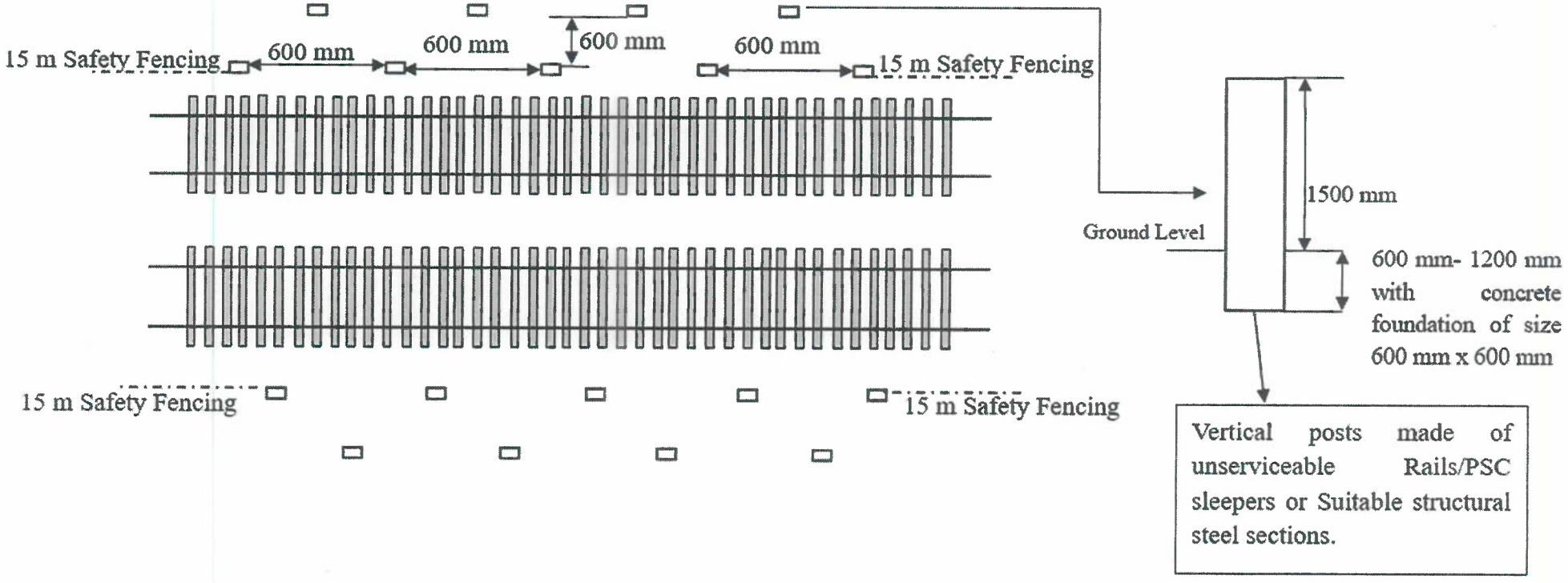
Arrangementsat Two-Wheeler Trespass Locations



Note:15 m Safety Fencing: To be provided as per Annexure-3 of RB letter no. 2023/CE-II/TK/Fencing Policy, dtd. 16.02.2023 or rail post fencing previously used in LCs or any other suitable Permanent fencing used on Level Crossings.

Annexure – 7

Arrangements at Pedestrian Trespass Locations



Note:15m Safety Fencing: To be provided as per Annexure-3 of RB letter no. 2023/CE-II/TK/Fencing Policy, dtd. 16.02.2023 or rail post fencing previously used in LCs or any other suitable Permanent fencing used on Level Crossings.

Annexure- 8

(A) Equipment to be available with watchman at Trespass Locations

1. Whistle thunderer – 1 No.
2. Clock/Wrist-watch
3. Banner Flag - 3 nos.
4. Hand Signal Flag Red – 2 nos.
5. Hand Signal Flag Green – 1no.
6. Rechargeable Tri-colour LED Torch – 2 Nos.
7. Detonators in tin case – 10 nos.
8. Staff suitable for exhibiting Banner Flag –2 sets

   Note – In case of multiple lines the hand signalflags/lamps, detonators and banner flags shall be increased suitably.

(B) Duty list of Watchman deployed at Trespass locations

1. Maintain continuous watch at the designated location, to prevent trespass across the railway track.
2. Stop and warn the trespassers attempting to cross the railway track and directing them to use the nearest authorized Railway crossing.
3. Keep red and green hand-signal flags, red banner flags and detonators ready during the day.Keep Tricolor LED torches and detonators ready for use during the night or poor visibility conditions.Use these signals and detonators promptly to warn the approaching trains, in case of any obstruction at the location.
4. Report promptly to the nearest SSE/JE (P. Way) about any incident or attempt to remove the barricades and/or the booms.
5. Inform promptly to the nearest SSE/JE (P. Way) about any obstruction or law-and-order issue at the site.
6. Record details of trespass attempts stopped,any incident or attempt to remove the barricades and/or the booms and any obstruction or law-and-order issue at the site.
7. Remain alert and courteous in dealing with the public, while firmly enforcing the instructions against trespassing.
8. Ensure safe custody of all safety equipment, lamps, flags, banners and other materials issued to him.
9. SignAssurance about having understood the instruction sheet given to him, in Hindi/Vernacular language.

Annexure- 9

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2017/CE-IV/LX/Misc./244 (LCs)PL **New Delhi, dt.09.05.2025**

The General Managers,
All Zonal Railways.

Sub: Decision tree for sanctioning of ROB/RUB/LHS & Two Wheeler ROB.
Ref: (i) Railway Board's letter No. 2017/CE/IV/LX/Misc/244/(pt)II dated 27.12.2023.
(ii) Railway Board's letter No. 2017/CE-IV/RUB/88 dated 04.10.2017.
(iii)Railway Board's letter No. 2017/CE-IV/LX/Misc./244 (LCs) Pt. dated 19.08.2024.
(iv) Railway Board's letter No. 2017/CE-IV/LX/Misc./244 (LCs) Pt. dated 12.11.2024.

Various guidelines had been issued in past regarding construction of ROB/RUB/LHS & FOB(Two Wheeler ROB). These works are taken up as per the feasibility at site, cost estimate and availability of funds. Several representations are being received for the construction of ROB/FOB at the site of newly constructed subways due to problem of water logging. Representations are also being received for the construction of LHS at the site of newly constructed/ under construction ROBs due to inconvenience of pedestrians/ cyclists who have to travel a longer path in order to climb the ROB.

2.0 Railway Board has considered the issue and it is felt necessary to issue instructions so that the works are sanctioned considering the genuine difficulties of the public at large. The guidelines for planning and sanctioning the works of ROB/RUB/LHS/Two Wheeler ROB are given as under:

A. **Construction of ROB/Subway/Two Wheeler ROB at LC location:** During Technical Feasibility Report/Detailed Projec (TFR/DPR) stage, the Level Crossing (LC) and the surrounding area should be surveyed with respect to the height of the railway embankment and availability of natural drain nearby. The planning for ROB/RUB/LHS/Two Wheeler ROB should be carried out in accordance with the following:

(i) **In case of High Embankment:** RUB/Subway of maximum possible size as per the type/classification of road (NH/SH/MDR/DDR/VR) may be planned as per the feasibility at site.

(ii) **In case of Low Embankment:**

a) Normally, construction of ROB (at non habitated area) / ROB cum LHS (at habitated area) should be preferred.
b) **In the case of Level Crossings (LCs) with very low TVU or where the** construction of a ROB is not feasible, a RUB/LHS may be planned, ensuring adequate drainage arrangements. Preference should be given to solutions based on natural drainage, else the provision of recharge pits with adequate percolation should be made.

(iii) If the provision of natural drainage or recharge pits is not feasible, and pump and sump system of drainage is the only option, a Two-Wheeler ROB or smaller size additional box may also be provided alongwith RUB/LHS as per site feasibility.

B. **Construction of LHS/Subway/FOB (Two Wheeler ROB) at non LC location:** In exceptional circumstances as defined in Para 2.1.2 & 2.1.3 after due examination of proposal in accordance with Para 2.2 of Railway Board letter dated 19.08.2024 {Ref. (iii)}, LHS/Subway/FOB (Two Wheeler ROB) at non LC location may be provided. During TFR / DPR stage, the location of non-LC and the surrounding area should be thoroughly surveyed with respect to the type of trespass, feasibility of natural drainage, etc. The planning of Subway/FOB (Two Wheeler ROB) should be carried out in accordance with following guidelines:

(i) **Non LC locations having low trespass:** Preferably FOB (Two Wheeler ROB) may be planned at such location.

(ii) **Non LC locations having heavy trespass:**

a) LHS with natural drainage/ recharge pit arrangement along with cover shed should be given preference.

b) If the provision of natural drainage or recharge pits in LHS/RUB is not feasible and pump and sump system of drainage is the only option for the LHS /RUB, then FOB (Two-Wheeler ROB) may also be provided alongwith the RUB/LHS with personal approval of PCE.

3.0 Planning of ROB/RUB/LHS for the whole block section should be done holistically, keeping in view the requirement of the overall transport system of the region. Road crossing works (ROB/RUB) of full height should be given at reasonable interval to facilitate the movement of heavy machinery such as harvester and other equipments of farmers.

4.0 The proposals should be accordingly submitted to Railway Board for shortlisting as per letter referred (iv) above.

5.0 The schematic diagram of '**Decision Tree**' is enclosed as **Annexure- I**.

This is issued with the approval of Board (M.I.).

D.A: As above.

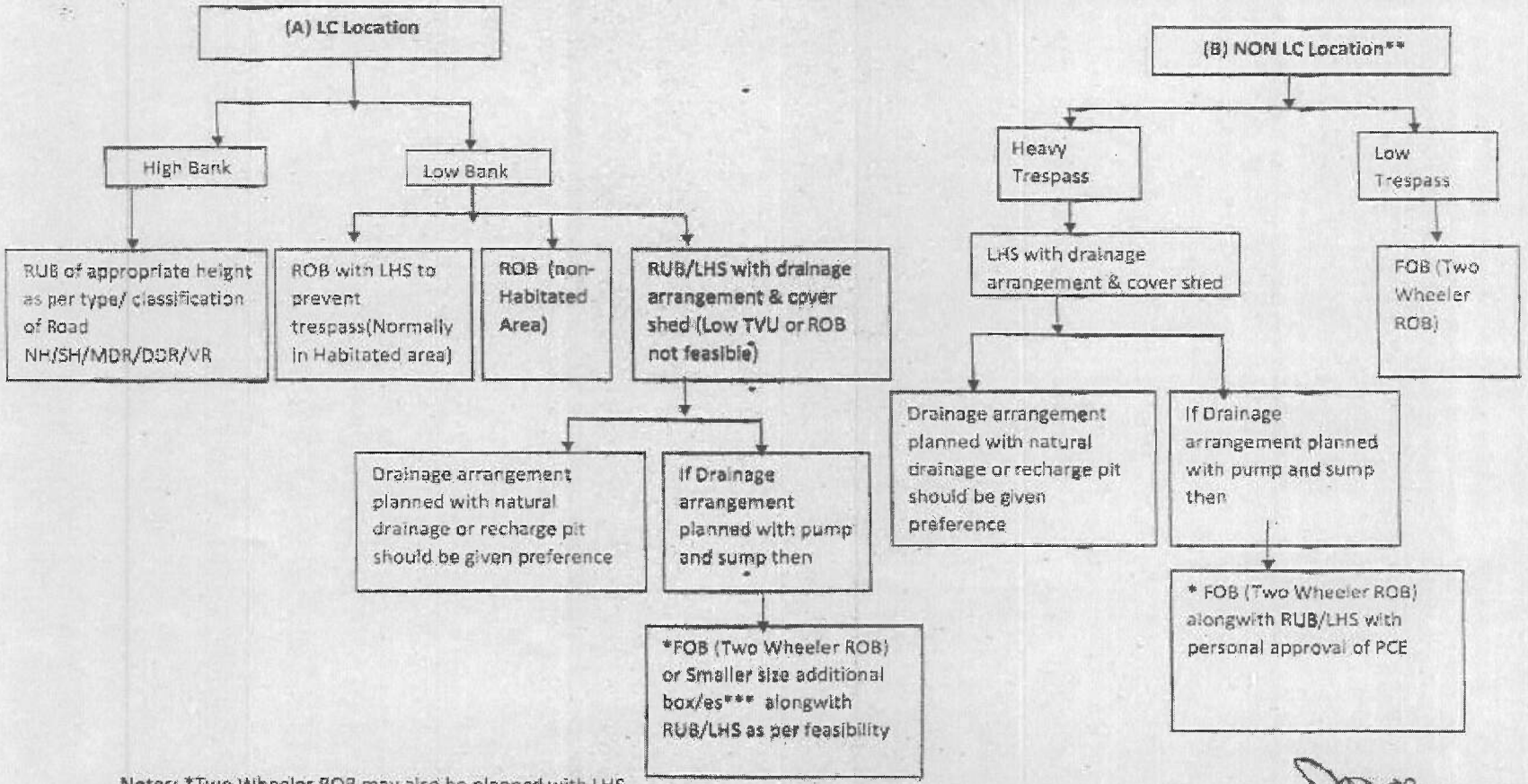
9/5/25

(Hemant Kumar)
Director/CE(B&S)-II
Railway Board

Copy to: 1. All PCEs, CAO/C & CAO/C/RSPs for necessary action.
2. DG/IRICEN, Pune for information.

Decision Tree for Sanction of RUB (Subway)/LHS/Light ROB

[Ref: Letter No. 2017/CE-IV/LX/Misc./244 (LCs)Pt. dated 09.05.2025] Annexure-1

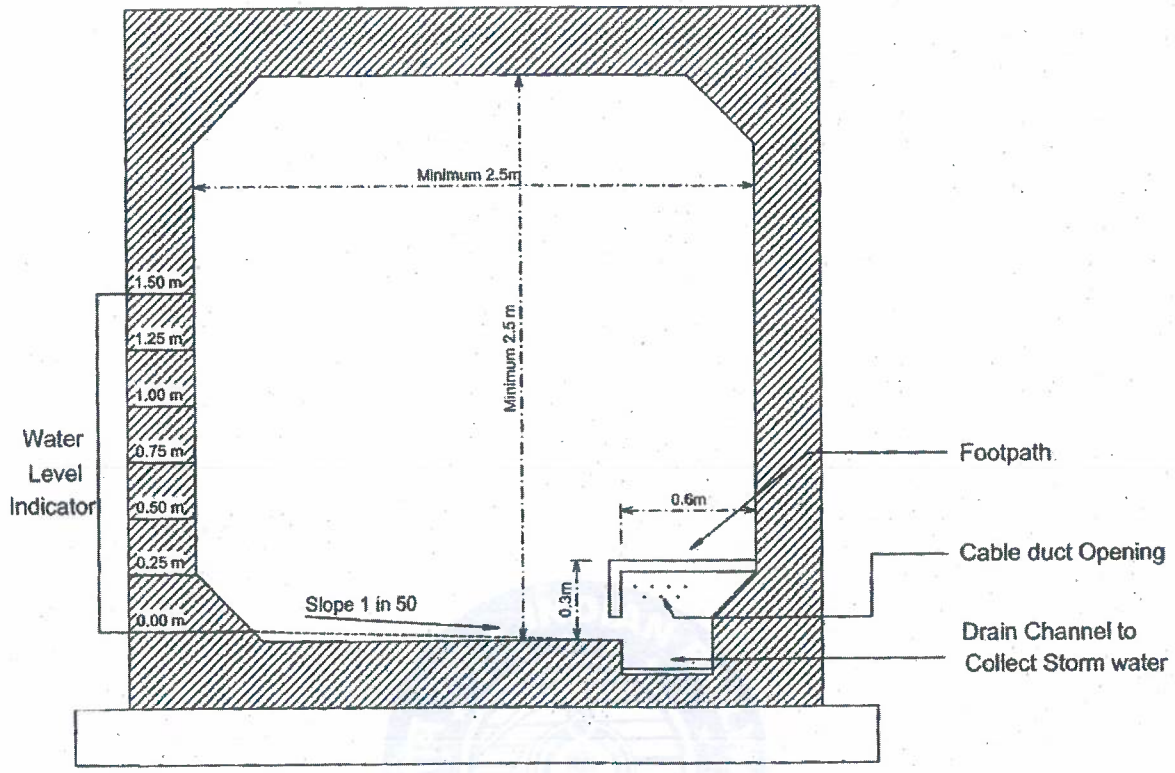


Notes: *Two Wheeler ROB may also be planned with LHS

** Exceptional cases only as per Para 2.1.2 & 2.1.3 of Policy Letter No. 2017/CE-IV/LX/Misc./244 (LCs) Pt. dated 19.08.2024.

*** As per Policy letter No. 2017/CE-IV/88 dated 23.02.2023.

DCE/Rates-II
9/5/25

Annexure – 10

Typical Cross Section of a Subway/LHS with Footpath