

पूर्व तट रेलवे : East Coast Railway

कार्यालय
मंडल रेल प्रबन्धक (संरक्षा), संबलपुर
Office of the
Divisional Railway Manager (Safety),
Sambalpur
दिनांक/Date 16-02-2024

सं./No: SFY/SBP/ Div. SC /2023-24/169

Divisional Safety Circular No. - 08

Sub: - Working of Interlocked Level Crossing Gates.

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Many interlocked LC gates are being commissioned in our division. So, working of interlocked LC gates as per SR-16.03.03 (a) & (b) are reiterated bellow for improvement of safety and punctuality.

- 1) **Working of Engineering level crossing gates interlocked with gate signals provided with telephone with normal position "Open to road traffic".**
 - i) Immediately after departure of the train, Station Master/Cabin master/ Cabin man shall inform the gateman through telephone connected at his end, the number, description, direction and expected time of passage of the train at the gate.
 - ii) If the telephone is connected to the station at the receiving end, this advice shall be given by the Station Master/Cabin master/ Cabin man to the gateman as soon as he receives train entering section advice from the despatching station.
 - iii) If the actual running time of the train from either end of the section is less than 10 minutes, Station Master/Cabin master/ Cabin man will convey this advice to the gateman before obtaining/granting line clears.
 - iv) It should be the duty of the gateman to ensure that the gate is closed in time, so that there is no detention to the train or excessive detention to road traffic.
- 2) **Working of Traffic level crossing gates interlocked with stop signals of the station provided with telephone with normal position 'Open to road traffic'.**
 - i) Before taking off reception/departure signals, Station Master/Cabin master/ Cabin man shall inform the gateman, the number, description and direction of the train.
 - ii) The gateman shall close the gate and transfer the key to the Station Master/Cabin master/ Cabin man.
 - iii) The reception /departure signals will then be taken OFF.
 - iv) In order to ensure that road traffic is not held up for a long time, the Station Master/Cabin master/ Cabin man must ensure that train is ready for departure in all respects before he advice to the gateman for closing the gate.

- v) If the gate is operated from the cabin itself, Station Master/Cabin master/ Cabin man shall ensure that the gate is closed against road traffic, before taking OFF reception/departure signals.
- vi) When a train has to be piloted to and from the station yard, or any shunting movement is to be done, the staff deputed to pilot the train or to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

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All the Divisional Traffic Inspectors, Loco Inspectors and Supervisors of different disciplines are advised to ensure the contents of the above mentioned rules and instructions are strictly adhered to and staffs concerned are suitably counselled and their acknowledgements should be obtained. Officers should make surprise checks on the compliance of the rules besides wide circulation among the concerned staffs.

S. Shashidhar
(S. Shashidhar) 16/2/24
ADSO/SBP

Copy to: -

- CSO/BBS: for information please;
- PS to DRM: for information of DRM please;
- PA to ADRM: for information of ADRM please;
- Sr. DEN (Co-ord), Sr. DOM, Sr. DME, Sr. DSTE, Sr.DCM, Sr. DEE(G), Sr. & DEE/TRD: for information and necessary action please;
- All Safety Counsellors: for information and necessary action;
- CHC/SBP, DTI/Safety, SSE/Sig/Test Room, CDPC/SBP, Ch.CC/SBP & TIG, CLI/SBP(HQ) and MTI/SBP: for information and necessary action.