

## EAST COAST RAILWAY



Office of the  
Pr. Chief Safety Officer  
Bhubaneswar.

No:- ECoR/SFY/Alert advice-42/2024/749

Date: 14.10.2024

To  
The Divisional Railway Manager  
KUR, SBP & WAT

### ALERT MESSAGE-42

**Sub:- Unusual incident on Passing of LC Gate in Open condition.**

**BRIEF OF THE INCIDENT:** On 10.10.2024 at 19:41 hrs train No 06208 UP (Mysuru-Arsikere) MEMU Special while on run in Block section between Belagula and Sagarkatte stations in Section Mysuru- Hassan (BG, SL, Electrified, Absolute Block system) of Mysuru Division/SW Railway, one three wheeler (Auto Rickshaw) dashed against its Leading Motor Coach at MLC gate no. 10; at km. 14/500-600 resulting Simple injury to 02 on board Road vehicle users.

**GATE PARTICULARS:** 'C' class, Engineering, Non Interlocked LC Gate having TVU-28,444 of census Apr'24 and normal position "closed to road traffic". All the Road Signage boards are available. Road Type- Pucca, W/L board - Available, Visibility- Clear.

**CAUSE:** On duty GK Sri Venkatesh Kumar/Track man after exchanging PN with the Station master keep the gate in open condition resulting the accident.

**To prevent recurrence, the following is reiterated below for strict adherence :**

#### **SR 16.03.03(c): Non-interlocked LC gates normal position "opened to road traffic"**

1. When the LC Gate connected with dispatching end station, PN to be exchanged by the SM with the GK with description of the train, direction and expected time to pass.
2. The Gateman on receipt of the above advice shall close the gate well in time and confirm under exchange of private number with the station master.
3. The Gate man shall open the LC gate after complete passage of the train from the gate by observing tail board / tail lamp and ensure that SM has not advised to keep the gate closed for any other train from same or from other direction.
4. When the LC Gate is connected with receiving end station; before obtaining line clear SM at the dispatching end shall advise the SM at the receiving end the number, description, direction and expected time of passage of the train at the gate under exchange of private number.
5. The SM at the receiving end shall convey the same advice to the gateman under exchange of private number.
6. Thereafter, the GK close the LC gate first and give his private number to the SM. After that the receiving end SM can grant line clear to the SM of dispatching end.
7. The GK can open the LC gate after complete passage of train from the gate by observing tail board / tail lamp only after ensuring that the SM has not advised him to keep the gate close for any other train. He shall display a banner flag across the track in day and red light in night, while the gate is in open condition.

#### **SR16.03.03(d): Non-interlocked LC gates normal position "closed to road traffic"**

1. The LC gate shall always be in closed condition against road traffic and to be opened for passage of road traffic subject to the condition as under:-



- a. The SM before permitting each train to enter into the block section, shall ask Gateman on the telephone supported by a private number whether the gate is closed against road traffic for the passage of the train. The Gateman only after ensuring that the gate is actually closed, give a private number to the Station Master in assurance of gate being closed and locked against road traffic.
  - b. Unless being assured of closing and locking of the gate by the Gateman under exchange of private number, the Station Master shall not permit any train into the block section.
  - c. When the Gateman desires to open the gate for passage of road traffic, he should ensure that he has not exchanged any private number with the Station Master for any train.
2. When GK exchanged PN with the SM and the whole of the train with last vehicle indicator has passed over the LC gate and the SM has not exchanged PN with him for any other movement in rear of that train or on adjacent lines, the GK before opening the gate for road traffic shall display banner flag / danger signal at either side of the track at a distance of 5mtr away from the gate and open the gate for passing of road traffic keeping red hand signal to show approaching train, if any.
  3. In the event of failure of telephone and the gate is required to be opened for passage of road traffic, the GK shall look out in both the directions for approaching of train from either end, plant a banner flag during day and hand signal lamp red lit 5 mtrs away from the gate on either side and then only open the gate for passage of road traffic with red hand signal ready to stop approaching train, if any.

**The following also need to be ensured:**

- Time of exchange of PN with reason and time of passing of train at LC Gate to be mentioned in appropriate column of the PN Book and to be analyzed by officers/supervisors. The PN Book series of Station & Gate should not be same.
- The traffic and engineering supervisors should ensure the above rules strictly and if any bad practices (giving private number to SM without closing the LC in case of LC Gate with normal position opened to road traffic and keeping the LC gate open always in case of normal position closed to road traffic after giving PN to the Station Master etc) prevailing should be immediately reported and remedial action to be taken.
- The LC gates provided with master slave voice log phone should be periodically checked by Operating and Engineering supervisors with the help of S&T (Tele) department to extract the voice recorder to find out any irregularity in working system (such as giving of private number on closing of LC gate immediately after asked by SM by the Gateman, not informing GK about train expected to depart or departed the station by the SM, taking closing PN from GK well before the train leaving the station etc.) and the same to be reported for necessary remedial action at appropriate level.
- Track man working at the LC gate temporarily must be well conversant/trained with gate working and must have competency certificate issued by competent authority to work in the gate.
- Officers/supervisors have to observe alertness of the GK during footplate inspection. Ambush check at LC gates to be conducted to ensure adoption of proper procedure.

**Pr. Chief Safety Officer**  
**Bhubaneswar**

**Copy to-**

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCE, PCME, PCOM, PCEE, PCCM, PCSTE, PCSC & CAO (Con) for information.
4. Sr.DSO/ KUR, SBP & WAT for information & necessary action.
5. Principal MDTC/VSKP & MDZTI/BBS for information & necessary action.

14.7.24