

East Central Railway

**Office of the
General Manager
(Signal & Telecomm)
ECR, Hajipur**

**No. ECR-HQ0SnT (CCP)/2/2024
(Comp.no. 279039)**

Dated: 05.12.2024

**CSTE/Con./North & South/MHX,
Sr. DSTE's/
DDU, DHN, DNR, SEE & SPJ,
Dy. CSTE/Works/
DDU, DNR, DHN & HJP
East Central Railway**


Sub: Regarding Interlocking of Level Crossing Gates.

Ref: ED/Sig/RB Letter no. 2010/Sig/LX/2 dated 18.11.2024

Please find enclosed herewith the above referred Railway Board letter for Interlocking of Level Crossing Gates to enhance safety in train operation to large extent.

All units are requested to take necessary action as stipulated in Boards letters under reference please.

DA : As above.


(D.K.Chand)
Dy.CSTE/Signal/HJP
for GM (S&T)/ECR/HJP

(भारत सरकार) GOVERNMENT OF INDIA
(रेल मंत्रालय) MINISTRY OF RAILWAYS
(रेलवे बोर्ड) RAILWAY BOARD

No. 2010/Sig/LX/2

New Delhi, dated 18.11.2024

The General Managers,
All Indian Railways.

Sub: Regarding Interlocking of Level Crossing Gates

Ref:(i) Boards letter no.2017/CE-IV/LX/100 (Committee) dtd.29.05.2018
(ii) Boards letter no.2017/CE-IV/LX/Misc./244(LCs)Pt. dtd.02.03.2023
(iii) Boards letter no.2021/W-I/Genl/Gatishakti (e-3378115) dtd.18.08.2023

Interlocking of level crossing enhances safety in train operation to a large extent. Board have issued directives vide letter under reference (i) wherein stipulations regarding TVU for interlocking have been withdrawn and General Managers fully empowered to decide on interlocking of Level Crossing gates based on their assessments of various aspects of train operation.

Zonal Railways, based on their assessments of various aspects of train operation shall prioritize the interlocking of LC gates keeping in view the priority for interlocking of level crossings with TVU more than 20000 while simultaneously taking necessary action as stipulated in Boards letters under reference (i) to (iii) above, duly considering on-going/sanctioned/planned ROB/RUB/LHS works etc. Necessary redeployment of staff/posts need to be considered for maintenance requirements from non-interlocking to interlocking of manned level crossings.

This issues with approval of the Board (M/Infra).

Shyam
Kumar Verma
श्याम वर्मा /Shyam Verma
कार्यकारी निदेशक/सिग्नल (विकास)
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Digitally signed by
Shyam Kumar Verma
Date: 2024.11.18
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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2017/CE-IV/LX/100 (Committee)

New Delhi, Dated: 29.05.2018

General Manager
All Zonal Railways, W.R, Mumbai.

Sub: Elimination of Unmanned Level Crossings.

In view of recent accident at unmanned level crossing, Hon'ble MR had directed to eliminate all the UMLCs by September 2018. GMs of Zonal Railways have raised certain issues/constraints, which have been examined and decided as below:

1. GMs are fully empowered to take decision in connection with elimination of UMLC such as tendering system, grant traffic blocks, speed restriction, sanction of work, technical decisions regarding manning and interlocking, etc. No case of any nature should come to Board for decision.
2. Total MLC gates should not be more than ten (interlocked / non-interlocked) in a block section or controlled by a station. However, total number of non interlocked manned level crossings in a block section should be limited to five. GM of Zonal Railways can, however, as exception take a well reasoned decision on the number of LCs duly considering various aspects of safety and train operations.
3. Manning of unmanned level crossings should be done as per manual as below:
 - a. Manning can be done with Leaf gate/chain barrier till regular lifting boom barrier, road, fencing etc. as per manual provision.
 - b. Till proper gate lodge will be constructed, porta cabin can be used.
 - c. Only proper communication should be ensured for manning. Zonal Railway will examine the availability of quad cable in the section for manning as use of cellular phones can have connectivity issues leading to operational problems.
 - d. Electricity on level crossing gates can also be provided through solar lights.
4. Manpower for manning of UMLCs -
 - a. Only permanent trackmen should be deployed as gatekeeper and additional manpower should be arranged by hiring Retired trackmen/gatekeepers, ex-servicemen/home guards to substitute the work of trackmen or their gang activities can be outsourced. However, non permanent staff can only be deputed at interlocked gates protected by signal in case of non availability of permanent staff. For re-engagement, only laid down procedure should be followed.
 - b. Validity of RRC panels of erstwhile Group D staff is being extended.
 - c. Recruitment of Course Completed Act Apprentices is not permitted.

5. Earlier policy guideline for interlocking of level crossings specifying the TVU criteria exists. However, keeping in view the fact that interlocking enhances safety to a large extent and Railway is extremely concerned about safety, the earlier stipulation regarding TVU for interlocking are being withdrawn and GMs are being fully empowered to decide on interlocking of LC gates (regardless of TVU) based on their assessments of various aspects of train operations.
6. Second ASM can be provided for doing commercial and miscellaneous duties so that the ASM on line-clear duty can fully concentrate on ensuring safe train operations.
7. Additional expenditure will have to be made for manning UMLCs as an interim measure where LHSs will be constructed at later stage. GM can sanction works within their power.

The overall target for elimination of UMLCs remains September 2018. However, issues, if any, that emerge with respect to elimination of unmanned level crossings by the target date in light of the above instructions; along with the plan to eliminate UMLCs on the Zonal Railways should be submitted by 15.06.2018. Doubts/clarifications, if any, may be sought only from PED/Bridge.

This issues with approval of Board (CRB)


(Piyush Agarwal)

Principal Executive Director/Bridge
Railway Board

Copy for kind information:
CRB, FC, ME, MT, MTR, MS
DG(S&T)
PED/Safety

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No: 2021/W-I/Genl/Gatishakti (e-3378115)

New Delhi, Dated: 18.08.2023

The General Manager,
All Indian Railways

Sub: Level Crossings on New Line/Gauge Conversion/Doubling/Multi Tracking projects.

Ref: (i) Board's Letter No. 2019/W1/Genl./land-LC dated 10/06/2019.

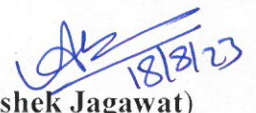
(ii) Board's Letter No. 2017/CE-IV/LX/Misc./244 (LCs) Pt. dated 02/03/2023.

The policy for level crossings on New line/Gauge conversion/Doubling/Multi tracking projects is modified as below:-

- i. **New Line Project:-** No Level crossing shall be planned in a New Line Project.
- ii. **Doubling/Multitracking Project:-** Existing LCs may be planned for elimination with ROB/RUB if project viability is not affected i.e. FIRR remains above hurdle rate of 10%. Otherwise, elimination of balance LCs should be planned under PH-30 (ROB/RUB works).
- iii. **Gauge Conversion Project:-** As these projects are sanctioned under Uni-gauge policy, all LCs may be planned for elimination with ROB/RUB. However, RUBs shall be planned only when no substantial increase in earthwork is involved. Otherwise, ROB can be planned based on cost benefit analysis.
- iv. **For ongoing projects:-** ROB/RUB can be provided to eliminate level crossings by revising the estimate of the ongoing project, if the formation level permits its construction without any substantial raising or lowering, else these ROB/RUBs can be sanctioned separately under PH-30. Such revision in estimate shall not be treated as material modification.
- v. Elimination of Level Crossing shall not be linked with commissioning of doubling/ multi tracking.

The Zonal Railways are advised to prepare the detailed project reports (DPR) of projects accordingly. This supersedes all previous instructions on the subject.

This issues with the concurrence of Finance Dte. and approval of Board (MI, MF and CRB & CEO).


(Abhishek Jagawat)
Jt. Director/Gati Shakti (Civil)-II
Railway Board

-:2:-

Copy to:

1. The PFAs, All Indian Railways & Production Units:
2. All CAO/C of Indian Railways.
3. All DRMs of Indian Railways.
4. Dy. Comptroller and Auditor General of India (Railways), Room No.224, Rail Bhawan, New Delhi.


 For Member (Finance), Railway Board

Copy to:

1. The ADAI (Railways). New Delhi
2. The Director of Audit, All Indian Railways
3. The Director, Indian Railway Institute of Civil Engineering, Pune.
4. The Director. Indian Railway Institute of Mechanical and Electrical Engineering, Jamalpur.
5. The Director, Indian Railway Institute of Signal Engineering and Telecommunications. Secunderabad.
6. The Director, Indian Railway Institute of Electrical Engineering, Nasik.
7. The Executive Director, Indian Railways Centre for Advanced Maintenance Technology, Gwalior.
8. The Director, Indian Railway Institute of Transport Management, Lucknow.
9. The Registrar, Railway Claims Tribunal, Delhi.
10. The Chief Commissioner of Railway Safety, Lucknow.
11. The Secretary, Railway Rates Tribunal, Chennai.
12. The Chairman, Railway Recruitment Board, Ahmedabad, Ajmer. Allahabad, Bangalore, Bhopal, Bhubaneshwar, Chandigarh, Chennai, Gorakhpur, Guwahati, Jammu & Srinagar, Kolkata, Malda, Mumbai, Muzaffarpur, Patna, Ranchi, Secunderabad and Trivandrum.
13. Managing Director, CRIS, Chanakyapuri, New Delhi.

Copy to:

1. The Genl. Secy., AIRF, Room No. 248 & NFIR Room No. 256-C, Rail Bhavan
2. The Secy. Genl.. IRPOF, Room No. 268, FROA, Room No. 256-D & AIRPFA, Room No. 256-D Rail Bhavan

Copy to:

1. Advisor to MR, EDPG to MR, OSD to MR, EDPG to MOS(D), EDPG to MOS(J)
2. PSO/Sr. PPS CRB, Member (Finance), Member (Infra), Member (TRS), Member(O&BD), Secy, DG (RHS), DG (RPF)
3. All AMs, Principal Executive Director & Expecutive Directors of Railway Board.

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

2017/CE-IV/LX/Misc./244 (LCs) Pt.

Dated: 02.03.2023

General Managers
All Zonal Railways

Sub: Policy for Road crossing works (ROB/RUB/LHS/FOBs/Subway) to eliminate Level Crossings and Trespassing areas under PH-30.

Ref:- i). Board's letter No. 2017/CE-IV/LX/Misc/244(LCs)/Pt dated 28.07.2022.
ii). Board's letter No. 2017/CE-IV/LX/Misc/244(LCs)/Pt dated 14.02.2023.

Level crossings (LC) are potential source of safety hazard and impact train operations and mobility adversely. In order to improve safety in train operation and increase mobility, it is envisaged to eliminate LC on Indian Railway system in accelerated manner. Further, most of the railway routes are several decades old. During this period, lot of developments has taken place on either side of the tracks. This development has accelerated in 21st century substantially; consequently the needs for crossing railway tracks have also multiplied. Development of habitation on either side of existing railway lines is making such locations prone to trespassing, runover, disturbance/damage to railway formation and affects railway operations. Large numbers of requests are being received by railways for providing additional crossings. Thus, there is a need to amend railways policy towards provision of road crossing even at locations where no level crossing exists, which in-turn will contribute towards improved safety in operations of trains & mobility of trains, ease of living and increasing economic activities in the country.

The State Governments/ Road Owning Authorities generally allocate limited funds for road crossing works. This leads to abnormal delays in sanction and completion of these works. The aim of Ministry of railways is to accelerate road crossing works. This policy letter is being issued to remove bottlenecks in sanctioning and progressing of these works at an accelerated pace.

Following amended policy should henceforth be followed:

1. Sanction and Execution of Road crossing works in lieu of Level crossings:

- 1.1. For all LCs:** 100% cost of work shall be borne by Railways, except on National Highways (NH) and where State Govt/ Road Owning Authority/ Local Authority wants to take-up the works at its cost.

- 1.2. **Rebuilding/replacement of existing ROBs/RUBs/public FOBs on condition basis** may be sanctioned at Railways cost duly justified and recommended by DRM and approved by GM.
- 1.3. **Priority of LC elimination** shall be based on impact on safety in train operations, mobility of trains and impact for road users/public, and shall be decided by GM.
- 1.4. All works should be executed on **single entity basis** by Railway. In case any Road owning authority/ State Govt. wants, the GM may permit them to execute the work on single entity basis.
- 1.5. **Feasibility study** for road crossing work shall be undertaken along with preparation of Technical feasibility report /Detailed Project Report (DPR) as per priority and overall planning for the Zone. The planning of proposals for all such works including carriageway width must be done keeping in view the width of approach roads, anticipated traffic, needs of road users and requirement of railway providing an equitable and safe solution.
- 1.6. Technical feasibility report/ DPR shall be submitted for sanction of all new works as per policy already laid down. Feasibility study and assessment shall be carried out before sanction of any work. Any works, if required for feasibility study/DPR shall be sanctioned under PH-30.
- 1.7. Advance consent of State Govt. for closure of Level Crossing for sanction of work is not mandatory. However, consent for closure of LC should be obtained before tendering.
- 1.8. **Roles and responsibility** of Railways and State Govt./Road owning authorities regarding Land acquisition, Utility shifting etc in approaches.
 - 1.8.1. The portion of ROB/RUB within railway land area shall be maintained by Railways at its own cost. The remaining portion outside railway land area will be maintained by State Govt./ Road Owning Authority/ Local Authority at its own cost.
 - 1.8.2. As far as possible, the available land of State Govt./Road Owning Authority shall be utilized for construction of ROBs/RUBs free of cost. However, any additional land required for construction of ROBs/RUBs need to be acquired shall be dealt as under:
 - a) For ROB/RUBs sanctioned on 100 % cost of Railway, the cost of land acquisition involving private land, R&R and utility shifting shall be charged to the project and kept in the estimate at the time of sanction and shall be borne by railways.
 - b) For ROB/RUBs sanctioned on 100 % cost of State Govt./Road Owning Authority, the cost of land acquisition, R&R and utility shifting shall be charged to the



project and kept in the estimate at the time of sanction and shall be borne by State Govt/ Road Owning Authority/ Local Authority.

1.9. All LCs may be eliminated while executing doubling/multi tracking Projects. Work of elimination of LCs may be undertaken by revising estimate, if not provided in the original estimate (such revision shall not be treated as material modification). If it is not possible to sanction such works as a part of the original project, new work may be sanctioned on priority under PH-30.

1.10. LC elimination works already sanctioned on cost sharing basis shall be examined by GM for funding entire project through Railways in case of inadequate response/unwillingness of State Govt./Road Owning Authority, as this will improve safety in train operation and mobility of trains. The same should be submitted for sanction of Railway Board. Estimate shall be revised for such changes, and this change will not be treated as material modification.

1.11. Zonal Railway may sanction additional works under PH-30 for rectification, improvements and up-gradation in already completed work, including making good the deficiency. Additional works may include such as providing additional RUB/ LHS/ FOB/ Ramp/ subway etc, where ROB/RUBs has been commissioned. Additional works for RUBs may include solutions for water-logging and other functional problems.

2. Sanction and execution of additional crossings

2.1. The demand/need for such additional crossing arrangements can be considered as under:

2.1.1.Demand for permitting Water-Way Bridge for road/ pedestrian movement:

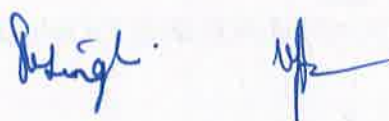
Use of Water-way bridge openings for road/ pedestrian crossing shall not be permitted on technical considerations for safety of bridge. However, if the location is a source/potential source of trespass, affecting safety in train operations, mobility of trains and fixed infrastructure of railway, and impacting mobility of nearby inhabitants, subways/ FOBs etc may be provided at a suitable nearby location as per feasibility at railways cost.

2.1.2.Demand for providing RUB/ FOB/ pedestrian subway at locations where no LC exists or LC closed in past:

If the location is a source of trespass, affecting safety in train operations, mobility of trains and fixed infrastructure of railway, Railway may consider providing suitable subways/FOB etc. as per feasibility at railways cost.

2.1.3.Demand for providing RUB/ FOB/ pedestrian subway at locations where no LC exists, but proper roads already in use upto railway land boundary:

In exceptional cases, if the location is a source of trespass, affecting safety in train



operations, mobility of trains and fixed infrastructure of railway, Railway may consider providing suitable RUBs/ LHS/ FOBs as per feasibility at railways cost.

- 2.2. Proposals for additional road crossing can generally be considered looking at presence of habitation on either side of the tracks.
- 2.3. Consideration of proposals under PH-30 as above shall be based on demand, justification and priority with approval of General Manager.
3. This supersedes previous policy issued vide even no letter dated 28.07.2022 & 14.02.23.

This is issued with the approval of Board (MI, MoBD, MF, and CRB& CEO).

DA/- as above)


02.03.2023
(Vijay Pratap Singh)

Principal Executive Director/ Bridge

No. 2017/CE-IV/LX/Misc./244(LCs) Pt

New Delhi, Date:02.03.2023

Copy to:

1. The PFA, all Zonal Railways for information and necessary action please.
2. Dy. Comptroller & Auditor General of India (Railways), Room No. 224, Rail Bhavan, New Delhi



for Member/ Finance

Copy to:

1. Concerned PSO for kind information of Chairman cum CEO, M/Infra, M/O&BD, M/Finance, M/TRS Railway Board.
2. Adv./MR, EDPG/MR, OSD/MR, OSD(Co-ord)/MR
3. AM/B, AM/Works, AM/CE, AM/Plg., AM/Sig., AM/Ele. Railway Board for information please.
4. PED/GS, PED/CE(P), EDCE/B&S, ED/GS-I&II, ED/CE(G), EDW/Plg., ED/L&A, ED/Sig., ED/Tele, EDF/X-I, EDF/X-II, ED/Acc., ED/Plg., EDRE, EDEE(G), EDFE, Railway Board for information please.
5. The Pr.CE, CAO/C all Zonal Railways for information and necessary action please.
6. The DG/IRICEN, Pune for information and record please.
7. The DG/RDSO, PED/Infra-II/RDSO Lucknow for information and record please.
8. CMD/IRCON, CMD/RVNL, CMD/RITES, MD/MRVC, CMD/KRCL, MD/DFCCIL for information please.
9. DRM's, all Divisions of Indian Railway for information and necessary action please.