Ref:	**NR/L2/SIG/11201/ Mod X24**
Issue:	2
Date:	02/06/2012
Compliance date:	01/12/2012

Level 2

Signalling Design: Module X24 – Level Crossings: On Call Barriers

Endorsement and Authorisation

For endorsement and authorisation, please refer to NR/L2/SIG/11201

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Issue record

Issue	Date	Comments
1	December 2011	First Issue
2	June 2012	Second Issue

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 03/12/2011.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

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1 “ON CALL” BARRIERS (MCB-OC)

1.1 GENERAL DESCRIPTION

1.1.1 Where the number of trains exceeds the numbers of vehicles passing over the crossing it reduces the workload of signallers if the normal position of the barriers is lowered across the road. Such crossings require a means for a user at the crossing to inform the signaller that they require to cross. This gives rise to the name for this version of an MCB which shall be known as an “On Call Barrier” or “MCB-OC”.

1.1.2 This section sets out minimum requirements for an MCB-OC crossing.

1.1.3 An MCB-OC does not require Road traffic Lights (RTL’s), or the camera column associated with a MCB-CCTV crossing. However RTL’s and/or MCB-CCTV camera systems (complete with any appropriate floodlighting), may be provided if it is appropriate for other reasons.

NOTE One reason may be to make the operation of the crossing similar to existing MCB-CCTV types in the same signal box or workstation. If the extra facilities are provided, then they shall follow appropriate requirements of the MCB and MCB-CCTV sections but the RTL’s shall extinguish and audible warnings shall silence when the barriers become fully lowered.

1.1.4 This type of crossing shall not be provided where there are more than two tracks, or the maximum permitted speed is greater than 90mph, or where there is a station adjacent.

1.1.5 The general arrangement of a MCB-OC crossing shall comprise a pair of barriers together with a set of wicket gates for pedestrians. The barriers shall normally be maintained lowered and closed across the road. An “On-Call” unit comprising a plunger, indication and signs detailing its use shall be provided so that users can inform the signaller when they require to cross the railway. No RTL’s shall be provided. A CCTV system shall be provided with a full view of the crossing area plus sufficient view of the road approaches so that the remote operator can safely lower the barriers.

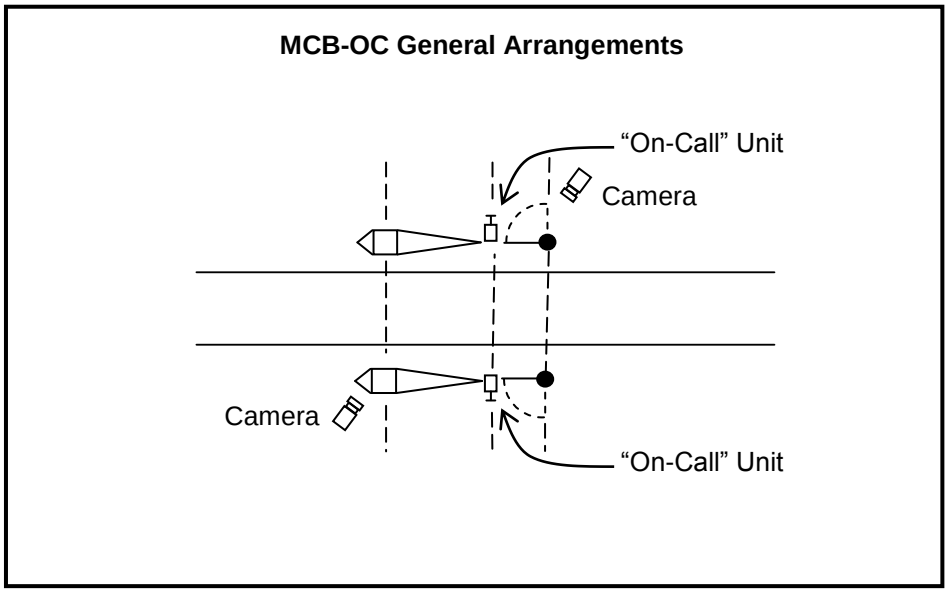

Figure 1 – MCB-OC General Arrangements

1.1.6 Two barriers shall be provided to close the road. Where wicket gates are

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