

- (v) The railway track at the level crossing should be straight on either side to afford a clear view of an approaching train.
- (vi) As long as the gate is kept open for road traffic a red flag by day time and a red light during night should be displayed towards the approaching train on either side of the level crossings.
- (vii) The level crossing shall be provided with Whistle Board on either side at an adequate distance to enjoin the Loco Pilot of approaching train to give audible warning of the approach of train to the road users.
- (viii) Adequate number of Gatemen are provided. All such proposals should be personally decided by the DRM and with details submitted for approval of PCE/CE (Co-ordination) and PCOM.

Review of such level crossings should be taken every two years and attempts should be made to provide necessary facilities and upgrade them to 'A' class at the earliest.

#### **1.7. Gate Working Rules for Engineering LC Gates:**

The instructions for working of the level crossings, situated outside Stop signals (including the working of bell and/or telephone communications with station, if provided) and also for the procedure to be followed by the Gateman to protect the line, if an obstruction is caused at the level crossing, shall be issued by the Engineering branch and a copy is kept at the gate lodge. Where a level crossing is equipped with gate signals, a copy of the signalling and interlocking diagram shall also be posted at the gate lodge.

#### **1.8. Gateman's action in case of train parting:**

If a Gateman observes a train running in two or more portions, he shall draw the attention of the Loco Pilot, Guard or Brakes-man by shouting and/or by whistling. He shall also show green hand signal during day and white light during night waving up and down vertically as high and as low as possible. He shall in no case show the red signal. Should he fail to attract the attention of the Loco Pilot and if there is sufficient distance between the parted portions of the train, he must place 3 detonators on the line, 10 metres apart for the following portion or portions to attract the attention of the Guard. Gateman shall also look out for the tail board or tail lamp, as the case may be and advise the Station Master, if telephone communication is provided.

#### **1. Special Instructions for different types of level crossings:**

Instructions for different types of level crossing gates are given in Annexures as follows:

Annexure	Description
I	Engineering level crossing gate, interlocked with gate signals, provided with telephone, with normal position 'open to road traffic'.
II	Traffic level crossing gate, interlocked with stop signals of the station, provided with telephone, with normal position 'open to road traffic'.
III	Traffic level crossing gate, non-interlocked, provided with telephone, with normal position 'closed to road traffic'.
IV	Engineering level crossing gate, non-interlocked, provided with telephone, with normal position 'open to road traffic'.
V	Engineering level crossing gate, non-interlocked, provided with telephone, with normal position 'closed to road traffic'.
VI	Engineering level crossing gate, non-interlocked, not provided with telephone, with normal position 'closed to road traffic'.

Annexure	Description
VII	Proforma of the register, to be maintained at station / gate lodge and proforma of certificate of competency.

### **Annexure-I**

#### **Working instructions for Engineering level crossing gates interlocked with gate signals, provided with telephone with normal position 'open to road traffic'**

(General Instructions are common for all types of LC gates)

#### **1. Mode of operation:**

Detailed mode of operation for opening and closing the LC gate shall be provided in the respective SWR and Gate Working Instructions incorporating local operational requirements. When LC gate is required to be opened for passage of road traffic, the Gateman must first open the gate farthest away from approaching road traffic and then open the gate on the side nearest the approaching road traffic.

#### **2. Intimation to Gateman**

- (i) Immediately after departure of the train, Station Master/Switchman shall advise the Gateman through telephone connected at his end, the number, description and direction of the train.
- (ii) If the telephone is connected to the station at the receiving end, this advice shall be given by the Station Master/Switchman to the Gateman, as soon as he receives train entering section advice from the dispatching station.
- (iii) If the actual running time of the train from either end of the section is less than 10 minutes, Station Master/Switchman will convey this advice to the Gateman before obtaining/granting Line Clear.
- (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.

#### **3. Failure of telephonic communication:**

When telephonic communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted:

- (i) If the telephone fails at the gate connected with the station at the dispatching end, Station Master shall issue a Caution Order to the Loco Pilot of the departing train.
- (ii) Station master shall advise the loco pilot to give intermittently long whistles (-----) and proceed cautiously while approaching the gate.
- (iii) In case the gate signal is at 'on', he should stop short of the gate signal and follow the procedure laid down under Rule 3.73.
- (iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end that the telephone at the gate has failed.
- (v) The Station Master at the dispatching end shall then issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.
- (vi) Station Master will also advise the Gateman through Gangman/Patrolman/ Loco Pilot of the first train that the telephone has become defective.
- (vii) Station Master should also advise S&T staff responsible for maintenance of the telephone to rectify the same at the earliest.