

- (iv) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.
- (v) Gateman shall then rush with detonators and red HS flag / red hand signal light in the direction of the approaching train and protect the gate as stipulated in General Instructions for duties of Gateman under item No. 1.5(5).
- (vi) Thereafter he shall protect the gate from the other direction also.
- (vii) He shall note down the particulars of the road vehicle, name of the Driver, owner and relay these details to the Station Master who shall not start the train unless he has been assured by the Gateman that the road vehicle or the lifting barriers/leaf gates are not fouling the track.
- (viii) The SM shall also inform the Station Master at the dispatching end, under exchange of PN, asking him not to despatch any train into the block section from his end, until the track has been cleared of all obstructions.
- (ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly, under exchange of PN.
- (x) Station Master shall then issue a Caution Order to Loco Pilots of all trains to proceed cautiously, and pass the gate on green hand signal of the Gateman, if the gate is broken, but is clear of any obstruction.
- (xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.
- (xii) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same at the earliest.
- (xiii) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same.

6. Obstruction on the track near level crossing:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the Gateman, the Gateman and Station Master will adopt the procedure given under item number 5 above. If the obstruction fouls the level crossing gate, Gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

Annexure – VI

Working instructions for engineering level crossing gates, non – interlocked, not provided with telephone with normal position 'closed 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.

- (i) Whenever the Gateman has to pass a road vehicle across the level crossing gate, he must ensure that no train is in sight in either direction, nor there is any audible sound of an approaching train.
- (ii) He shall then plant red banner flags by day/red flashing light by night on posts provided on both sides of the gate for this purpose.

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- (iii) He shall then open the gate to pass road traffic, and close it again immediately thereafter.
- (iv) He shall then remove the red banner flags by day/red flashing light s by night.
- (v) If the Gateman sees or hears the train approaching the level crossing gate when the gate is in open condition, he shall rush with detonators, fusee and red hand signal flag/red hand signal light towards the approaching train.
- (vi) If the train is too close, he shall place detonators on the line at a distance as far away as he can go.
- (vii) Thereafter he shall light up and fix the fusee to warn the Loco Pilot and stop the approaching train by waving his red hand signal flag by day/red hand signal light by night repeatedly.
- (viii) If there is sufficient time, the Gateman will protect his gate as stipulated in general instructions for duties of Gateman under item number 1.5 (5).

2. Failure of lifting barriers or leaf gates:

(a) Failure when the gate is in open condition –

- (i) Gateman shall first ensure that the lifting barriers/leaf gates do not foul the track.
- (ii) Gateman shall secure the gate against road traffic by means of Sliding Booms/safety chains and padlocks. (Item no. 47 of AS-2 dt. 18.08.2021)
- (iii) He shall fix red banner flags by day/red flashing light s by night on posts provided at both sides of the gate for this purpose.
- (iv) If he sees a train approaching a gate before he has secured the gate, he shall rush towards the train with detonators, fusee and red hand signal flag / red hand signal light.
- (v) He shall place detonators on the line at a distance as far away as he can go.
- (vi) Thereafter, he shall light up and fix the fusee to warn the Loco Pilot and stop the approaching train by waving his red hand signal flag/red hand signal light repeatedly.
- (vii) He shall send information through Gangmate / Patrolman / Keyman or Loco Pilot of a passing train to the PWI/SM concerned, asking for necessary action.
- (viii) Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train.
- (ix) He shall also advise the Station Master at the dispatching end, under exchange of PN, to similarly issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.
- (x) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gates to rectify the same at the earliest.
- (xi) Normal working will be resumed only after maintenance staff repair the lifting barriers/leaf gates and issue reconnection/fit memo for the same.

(b) Failure when the gate is in closed condition:

The Gateman shall send information through Gangmate / Patrolman / Keyman or Loco Pilot of a passing train to the PWI/Station Master concerned, asking for necessary action.

3. Obstruction at the gate:

- (i) If the gate is broken by a road vehicle which is fouling the track or if lifting barriers/leaf gates or any other part of the gate foul the track or if there is any other obstruction at the gate, the Gateman shall immediately fix red banner flags by day/red flashing light s by night on the posts provided at both ends of the gate, for this purpose.
- (ii) Gateman shall then rush with detonators and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for duties of Gateman under item No.1.5(5).
- (iii) Thereafter he shall protect the gate from the other direction also.
- (iv) He shall note down the particulars of the road vehicle, name of the driver, owner and relay these details to the nearest Station Master & PWI through a Gangman/ Patrolman/Keyman or any other railway employee or through the Loco Pilot of a passing train.
- (v) After being informed, the Station Master shall not start any train unless he has verified that the obstruction has been removed and the gate is safe for the passage of trains.
- (vi) He shall also inform the Station Master at the dispatching end, under exchange of PN, not to despatch any train into the block section, until the track has been cleared of all obstructions.
- (vii) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly.
- (viii) Station Master shall then issue a Caution Order to Loco Pilots of all trains to proceed cautiously and pass the gate on green hand signals of the Gateman, if the gate is broken, but is clear of any obstruction.
- (ix) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.
- (x) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same at the earliest.
- (xi) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same.

4. Obstruction on the track near level crossing:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the Gateman, the Gateman and Station Master shall adopt the procedure given under item number 3 above. If the obstruction fouls the level crossing gate, Gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

Annexure-VII**1. Pro-forma of the Register to be maintained at station and gate lodge****At Station**

Date	Train No.	LC No.	Time & PN given by SM to the gateman about the train		Time & PN received by SM from Gateman in assurance of closure of the gate		Signature of Station Master
			Time	PN	Time	PN	