

**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	

**At Gate Lodge**

Date	Train 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 Gateman
		Time	PN	Time	PN	

**Note:** In case of interlocked LC gates, train number and time of advice only need to be filled up.

**2. Certificate of Competency**

The certificate of competency issued by training centre after completion of stipulated period of initial/ refresher training course will be valid for a period of 5 years from the date of issue.

**Certificate of competency**

E&amp;T/1601

Certified that Shri-----S/o-----Designation-----  
-----Staff number ----- has been examined in the duties of Gateman. He is considered competent to work at different classes of level crossing gates and conversant in use of hand signals, detonators and other equipment provided at gate. He is also conversant in the procedure adopted during abnormal conditions.

He has attended initial/refresher course number ----- from----- to -----at this centre.

Place:

Date of issue:

Valid up to:

Office Seal:

Signature

Designation

(In charge of Training centre)

**3. Action to be taken in case of failure of interlocking at interlocked level crossing gates:**

The interlocked level crossing gates should be treated as non-interlocked in the following circumstances:-

- i) When a reception/departure/IB signal protecting the LC gate becomes defective and necessary authority is required to pass such defective signal.
- ii) The movement of trains required on wrong line during TSL working or traffic / line blocks on double line.

Station Master shall adhere to the procedure pertaining to the non-interlocked gate before allowing any train in such circumstances.

**4. Action to be taken in case of change in planning/cancellation of movement at non-interlocked gates:**

After getting the private number in assurance of closure of level crossing gate from Gateman, if the train has not left due to change in planning/some circumstances, Station Master on duty shall inform the cancellation of the train movement supported by a private number. Then only he can permit Gateman to open the level crossing gate to the road traffic. In case, the same train has to be despatched after some time, Station Master shall exchange private numbers with the Gateman afresh.

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