

CHAPTER – XVI
LEVEL CROSSINGS

16.01. Knowledge of signals - No person shall be appointed to be a Gateman unless he has a knowledge of signals.

S.R.16.01/1. Gateman Competency Certificates - No person shall be appointed to work as a Gateman unless he is in possession of a certificate of competency. This certificate shall be issued as per the guidelines given below:

- (a) Every Gateman shall be tested by SE (Engg) or Traffic Inspector as the case may be, and issue a certificate of competency in the form given below before he is put to work independently which shall be valid for a period of three years.

CERTIFICATE OF COMPETENCY	
<p>Certified that I have examined Shri ----- s/o -----in his duties of Gateman at level crossing gate no. He is also conversant in the use of hand signals, detonators and other safety equipment provided at this gate. He is also conversant with the procedure to be adopted during abnormal conditions at this gate. This certificate is valid for three years from the date of issue.</p>	
Place-----	Signature-----
Date-----	SE (Engg) / TI

- (b) In addition to the above certificate, every Gateman shall be issued a certificate of training by the Instructor in charge of the Training School after passing initial/refresher course.
- (c) The competency of Cabinmaster/Cabinman/Leverman regarding working of the gate should be checked at ZTC/DTC. The competency certificate should include their competency regarding operation/working of the gate also.

16.02. Supply and care of equipment - Every Gateman shall -

- (a) **be supplied with day and night hand signals, detonators, and other prescribed equipment, and**
- (b) **keep such signals, detonators and other equipment in proper order and ready for use.**

16.03. Road Traffic -

- (1) **Subject to such special instructions in that behalf as are permitted by these rules, all gates at level crossings shall be kept constantly closed and securely fastened across the thoroughfare on both sides of the railway and shall only be opened when it is necessary and safe to open them for the passage of road traffic:**

Provided that any Railway Administration may from time to time issue special instructions for any particular level crossing or class of level crossing and may by such special instructions permit the gates at any level crossing or class of level crossing to be normally kept open to road traffic and may therein prescribe the conditions under which gates are to be kept closed against road traffic for the passage of a train or trains or for the purposes of any other railway operation; and all such special instructions so long as they be not cancelled or superseded shall for the purposes only of the Railway Administration issuing the same be deemed to be General Rules within the meaning and subject to the provision of section 60 of the Act.

- (2) **If for any reasons, the gates at level crossing can not be so closed/ fastened across the through fares on both sides of the track, action to prevent the approaching trains, if any, from running in to the gate may be taken in accordance with stipulations laid down under General Rules 16.06.**
- (3) **Gatemen, where provided, shall, at all level crossings be prepared, whenever such level crossings be open to road traffic, to show a Stop hand signal to any approaching train.**
- (4) **Where no Gateman is specially provided for night duty at a level crossing, the gates thereat shall, subject to special instructions, be locked at night and opened only to pass road traffic in such manner as may be prescribed by special instructions.**

S.R.16.03/1.

- (a) The detailed working instructions of level crossing gates including its normal position will be incorporated in the Station Working Rules in respect of level crossing gates, which are situated within station limits and also of those engineering gates, which are provided with telephonic communication with the station. All the gate working instructions, including Traffic and Engineering gates will be signed by Sr.DOM & Sr.DEN
In case of interlocked gates, the gate working instructions will be signed by Sr.DOM, Sr.DEN and Sr.DSTE. In addition to English version a signed copy of the instructions in Hindi language should be available at the level crossing gates.
- (b) The normal position of all non-interlocked gates will be closed to road traffic. In case of branch line, gates where road traffic has increased and rail traffic is less may be kept open to road traffic provided the following conditions are satisfied -
 - (i) The level crossing should not be on a suburban section.
 - (ii) All level crossing should be equipped with lifting barriers except those located on Branch lines where provision of lifting barrier need not be insisted upon.
 - (iii) The section concerned should not have automatic block signalling.
 - (iv) The level crossing should be provided with a telephonic connection with the Station Master and should have a system of obtaining private number from Gateman in token of having closed the gate.
 - (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.
- (c) When no Gateman is specially provided for night duty at a level crossing, the gates there at shall be closed and locked against road traffic by the Gateman of day duty after his duty hours and should give his private number to the station/cabin concerned and the key should be kept with the Gateman only.

In a traffic gate, such Gateman should give his private number after ensuring the closure and padlocking of gate and hand over the keys to the Station Master concerned. Likewise, while the Gateman resumes his duty at the gate in the day time, he should give his private number to the station/cabin concerned as an assurance of having resumed duty.

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

All gates shall be closed for road traffic in the event of failure of telephone or during night and also, if the visibility is impaired due to rain, thick, foggy or tempestuous weather and shall be opened only when necessary, provided no train is approaching.

- (d) Where there is no rail traffic during night, the gateman of day duty, after his duty hours may leave the gate open for road traffic. Before leaving the gate, the gateman will ask permission to do so from the controlling Station Master under exchange of private number. Station Master will give such permission only after ensuring that there is no train in the block section. Keys of gate lodge will be kept by gateman. Likewise, while the gateman resumes his duty at a gate in the daytime, he will exchange private number with the controlling Station Master as an assurance of having resumed duty. Station Master will ensure the availability of gateman at the gates in the section before resumption of train working in the block section.

S.R.16.03/2. Special instructions shall be embodied in the station working rules for level crossings situated within the station limit and also for those engineering level crossing gates, which are situated outside station limits but provided with telephone communications. These instructions shall be framed by engineering branch signed by Sr.DEN with prior approval of Sr.DOM and Sr.DSTE. If any communication is provided between station and level crossing whether situated within or outside station limits, procedure to be followed must be laid down in the special instructions. Action to be taken by the Gateman/SM in the event of failure of communication between the level crossing and the station/cabin should specially be maintained in such rules/instructions. A copy of these rules/relevant extract from the Station Working Rule should be hung up at the gate lodge at manned level crossing.

S.R.16.03/3. All entries regarding opening/closing of the gate should be recorded by the Gateman in a separate Log Register. Whereas Station Master/Cabinmaster will work the entries in their Log/Train Signal Register.

S.R.16.03/4. Working instructions for manned level crossing is given in Appendix 'A'.

16.04. Gateman to observe passing trains - Except where otherwise prescribed under special instructions, the Gateman shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

S.R.16.04/1. The Gateman at all level crossing gates should stand alternatively at the gate lodge side facing to the track with furled red and green flags during day in right and left hands respectively and at night hold the hand signal lamp with the white light pointing towards the track. He shall watch all passing trains to see any unusual condition like hot axle, chain hanging, any vehicle/wagon on fire, load-shifted etc. and take prompt action to warn the Loco Pilot and Guard of the train while showing danger hand signal and blow whistle also.

16.05. Channel for flange of wheels - The Gateman shall see that the channel for the flange of the wheels is kept clear.

S.R.16.05/1. Maintenance of road surface at Level crossing gates - In case of level crossing gates where Gate men are provided, the maintenance of the road surface will be done by Permanent Way gangs and the watering and ramming of road surface and keeping clear of the channel for flange of wheels will be done by the Gateman.

In the case of level crossing gates, which are operated by Lever men/ Cabin men of the nearby cabins, or by Points men deputed from the stations, the clearing of the channel for flange of wheels shall be done by Key man and maintenance of road surface, watering and ramming will be done by the Permanent Way gangs.

16.06. Defects at level crossings - If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall -

- (a) Take action to close the gates, if possible, against the road traffic;

- (b) **After closing the gates, hand signal the train movement past the level crossing;**
- (c) **If the gates cannot be closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and thereafter hand signal the train.**
- (d) **Report the fact to his superior or the nearest gang mate.**

S.R.16.06/1. Gate Signal Defective -

- (a) If any Gate signal of a level crossing gate outside station limits, which has been provided with a 'G' marker, becomes defective, it shall be kept at 'On'.

The Loco Pilot of an approaching train, finding a Gate signal with a 'G' marker at 'On' shall sound a long whistle and bring his train to a stop in rear of the signal. If after waiting for one minute by day and two minutes by night the signal is not taken 'Off' he should draw his train ahead cautiously and stop again short of the level crossing.

The Gateman, after closing and locking the gate across the road, shall hand signal the train past the level crossing. In the absence of the Gateman, this duty will be performed by one of the engine crew.

- (b) If any Gate signal of a level crossing gate in non-automatic signalling territory, which has not been provided with 'G' marker, becomes defective, it shall be kept in the 'On' position and the light shall be kept burning at night.

The Loco Pilot of an approaching train finding such Gate signal without 'G' Marker in the 'On' position, shall bring his train to a stop in rear of the signal and sound his whistle to attract the attention of the Gateman. The Gateman after closing and locking the gates against road traffic, shall proceed to the signal, report the defect to the Loco Pilot and Pilot the train past the level crossing gate.

- (c) In respect of Gate signals referred to in (a) and (b) above, the Loco Pilot of the first train shall stop the train at the next station and report the defective signal to the Station Master on duty, who will then advise the station at the other end when gate signal has failed in 'Off' position. The Station Master of the station immediately in rear shall stop all trains and issue Caution Order.

16.07. Obstructions at level crossing - Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall -

- (a) **take action to ensure that the fixed signals, if any, protecting the gate are kept at 'On'**
- (b) **show Stop hand signal and do his best to stop approaching trains and**
- (c) **shall protect the obstructions as per Rule 3.62.**

16.08. Parting of a train - If a Gateman notices that a train has parted, he shall not show a Stop hand signal to the Loco Pilot, but shall endeavour to attract the attention of the Loco Pilot and the Guard by shouting, gesticulating or other means.

16.09. Trespassing - Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

16.10. Transfer of charge of gate except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has taken charge of it.

16.11. Height gauges -

- (1) Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment or other equipment at every level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under the over head equipment or other equipment with adequate clearance.**
- (2) The adequate clearance referred to in sub-rule (1) shall be sanctioned under approved special instructions.**
- (3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the overhead equipment or other equipment except in accordance with special instructions.**

