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)(A) Certificate of Competency - Every Gateman shall be tested by SSE(P.Way) or Transportation Inspector as the case may be, and issued a certificate of competency in the form given below before he is put to work independently. The competency certificate shall be valid for a period of five years.

Certificate of Competency

Certified that I have examined Shri .....S/o Shri..... Designation.....in his duties of Gateman at level crossing Gate No.....He is also conversant in the use of hand signals, detonators and other safety equipments 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 five years from the date of issue.

Place..... *Signature*
Date..... *Designation*
[SSE(P.Way)/TI]

(B) In addition to the above certificate, every gateman shall be issued a certificate of competency by the instructor incharge of the school which has attended for Initial/Refresher course, in the following proforma:-

Certificate of Competency

Certified that Shri.....S/o Shri.....Designation..... Station.....has been examined in the duties of Gateman during normal as well as abnormal circumstances and found conversant. He is also conversant in the use of hand signals, detonators, flare signals and other equipment provided at the gate.

This certificate is valid for a period of five years from the date of issue.

Place..... *Signature*
Date..... *Instructor Incharge*
Divl. Traffic/P.Way
Traning School

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.

S.R. 16.02. (1) The Gateman should always keep their hand signal lamps trimmed and ready for lighting and use at a moment's notice. During night, one of the hand signal lamps should be kept lit throughout to show danger stop signal to an approaching train when required. When the level crossing is closed to road traffic, the hand signal lamp should be kept it dimly only.

S.R. 16.02.(2) Every gateman working on double line/ multiple line sections, Ghat sections, suburban sections and automatic block territories shall be supplied with three fusees and every gateman working on Single line section with 'one' fusee. These fusees may be used particularly at night or in thick, foggy and tempestuous weather to stop the approaching train/trains short of the obstructed level crossings when the gateman does not have sufficient time to protect the obstruction as laid down in G.R. 6.03 and S.Rs. there under.

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 thorough fare 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 purpose 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 47 of the Act.

(2) If for any reasons the gates at level crossings cannot be so closed/fastened across the thorough fares on both sides of the track, action to prevent the approaching trains, if any, from running into the gate may be taken in accordance with stipulations laid down under General Rules 16.06.

(3) Gateman, 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 there at 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 instrutions.

S.R. 16.03.(1) Special instructions shall be embodied in the Station Working Rules for level crossings situated within the station limits and also for those Engineering Level Crossing Gates which are situated outside station limits but provided with telephonic communication.

These instructions shall be framed by Engineering Branch signed by Sectional D.E.N. with prior approval of Sr. D.S.O/D.S.O and Sr. DSTE/DSTE. If any communication is provided between a 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 Gateman/S.M. in the event of failure of communication between the level crossing and the station/cabin should specially be mentioned in such rules/instructions. A copy of these rules/ relevant extract from the Station Working Rules should be hung up at the gate lodge at manned level crossing.

S.R. 16.03.(2) Classification of and Specification for level crossing. - For classification of, and standard specification for, level crossing and other rules pertaining to level crossings and gateman, a reference must be made to Chapter IX of Indian Railways Permanent Way Manual 1986 issued by the Railway Board.

S.R. 16.03.(3) All special and A class level crossings which are interlocked and protected by signals are exempted from G.R. 16.03(1) and also such non-interlocked 'B' and 'C' class level crossings which are equipped with lifting barriers, have telephonic connection with the station and where track at the level crossing is straight on either side to afford clear view of an approaching train and are not on suburban or Automatic signalling sections.

These 'B' and 'C' class level crossings should be provided with Whistle Board on either side at adequate distance and Divisional Railway Manager should personally decide to keep them open to road traffic and should get approval of CE and CSO.

S.R. 16.03.(4) In case of level crossing gates not protected by gate/station stop signals, the following procedure will be followed for display of danger signal :-

(a) At level crossing gates with normal position 'Closed' to road traffic, the gateman after ensuring that there is no train in sight nor there is any audible sound of it, will fix red flag/red lamp on the wooden/metal staff provided on both side of the gate before he proceeds to open the gate for passing road traffic and the red flag/ red lamp will remain fixed as long as the gate remains in 'Open' position. After closing the gate he will remove the red flag/red lamp.

(b) At level crossing gates whose normal position is open to road traffic, the gateman, on being aware or on being informed of an approaching train will fix red flag/red lamp on the wooden/ metal staff provided on both sides of the gate till he closes the gate. After closing the gate he will remove the red flag/red lamp.

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. The gateman at all level crossing gates should stand attentively at the gate lodge side, facing 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. He shall watch all passing trains to see any unusual condition like hot axles, chain hanging, any vehicle/wagon on fire, load shifted, etc. and take prompt action to warn the Driver and Guard of the train by showing a danger signal. The Drivers and the Guards should be on the lookout for such danger signals.

16.05. CHANNEL FOR FLANGE OF WHEELS. - The Gateman shall see that the channel for the flange of the wheels is kept clear.

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 so 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 Gangmate.

S.R. 16.06.(1) The Station Master who first receives intimation about defective gate signal shall pass on the intimation telegraphically/telephonically or otherwise to the SE (Signal) and MSM/ ESM.

S.R. 16.06.(2) At manned level crossing gates, provided with telephone, if the SM on duty is unable to contact the Gateman on duty due to telephone becoming defective, the Gateman being absent or for any other reason, he shall issue a Caution Order to the Driver of a train leaving his station or get it issued by the SM of the Block station at other end before granting line clear. The Caution Order would mention about the possibility of the level crossing being open to road traffic and the line being obstructed. The gate number and the kilometerage shall be clearly indicated in the caution order. The Station Master shall not allow any train to proceed towards the level crossing unless the caution order is issued to the Driver. Driver would only pass such level crossing gate after ensuring that it is closed against road traffic.

16.07. OBSTRUCTION AT LEVEL CROSSINGS. - 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 obstruction 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 Driver, but shall endeavor to attract the attention of the Driver 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.

SR 16.10. If on account of inescapable circumstances the Gateman has to be absent, he should close and lock the gate against road traffic and his absence should be for barest minimum period. At gates provided with telephones, the Gateman must take prior permission of the S.M. before leaving the gate.

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 overhead 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.

Note: *Working instructions for all types of Manned Level Crossing Gates are given in Appendix 'H'.*

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