

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/01/2016

Fly Leaf No. 01/2016

Attention....

STATION MASTERS

“Know the correct procedure of LC Gate Working related Instructions”

In order to ensure uniformity in the practical working, following rules related to Station Masters as given under Appendix II of G&SR are given below:

Type of LC Gate	Intimation to Gateman
Interlocked Engineering LC Gate	<ol style="list-style-type: none">1. If the running time is more than 10 minutes – intimation to Gateman shall be given immediately after departure of the train.2. If the running time is less than 10 minutes from either end of the section, SM shall intimate the Gateman before obtaining/granting line clear for a train.3. In case of failure of telephone communication, the SM shall issue Caution Order to the Loco-Pilot.4. No exchange of PN is necessary as long as interlocking is working. <p style="text-align: center;">However, in case of failure of interlocking, SMs shall ensure that PN is exchanged before granting / obtaining line clear for a train.</p>
Interlocked Traffic LC Gate	<ol style="list-style-type: none">1. Before taking ‘off’ reception/departure signals, SM shall inform the Gateman who in turn closes the LC Gate and then only the reception/departure signals can be taken ‘off’.2. In case of failure of telephone communication, the SM shall send a written advice to the Gateman.3. If sufficient time is not available due to greater frequency of trains, SM shall issue a written authority to pass the stop signal at ‘ON’ in addition to the Caution Order.4. No exchange of PN is required.5. During failure of lifting barriers, if sliding boom arrangement exist and taking ‘off’ signal/s is proved in the interlocking, the SM & Gateman shall exchange PNs before & after introduction / suspension of the sliding boom arrangement.
Traffic non-interlocked Gate which is normally kept ‘closed’ for road traffic	<ol style="list-style-type: none">1. Before obtaining / granting line clear for a train, SM shall intimate the Gateman under exchange of PN for closure of the LC Gate.2. In case of failure of telephone communication, SM shall send a written advice to the Gateman, who shall close the gate (if it is not already closed) and intimate the SM with a PN on the written advice.3. If sufficient time is not available due to greater frequency of trains, SM shall serve a Caution Order to the LP of the train.
Engineering non-interlocked LC Gate which is normally kept ‘open’ to road traffic	<ol style="list-style-type: none">1. Before granting / obtaining line clear for a train, SM shall inform the Gateman under exchange of PN for closure of the LC Gate.2. <u>In case of failure of telephone communication:</u><ul style="list-style-type: none">• The SM under whose control the level crossing gate is connected shall issue a Caution Order to the LP before despatching a train into the block section.• If the LC Gate is under the control of the SM at the other end – that SM shall not grant line clear for a train unless the SM at

	the despatching end is intimated about the failure of telecommunication under exchange of messages and for issuing a Caution Order to the LP of the incoming train.
Engineering LC Gate non-interlocked normally 'closed' for road traffic	<ol style="list-style-type: none"> 1. Before obtaining/granting line clear for a train, the SM shall intimate the Gateman under exchange of PN. 2. <u>In case of failure of telephone communication:</u> <ul style="list-style-type: none"> • The SM under whose control the level crossing gate is connected shall issue a Caution Order to the LP before despatching a train into the block section. • If the LC Gate is under the control of the SM at the other end – that SM shall not grant line clear for a train unless the SM at the despatching end is intimated about the failure of telecommunication under exchange of messages and for issuing a Caution Order to the LP of the incoming train. <p><u>NOTE:</u> There is no need of exchanging PNs between SM and Gatemen for opening the gate to clear road traffic. Only oral permission is sufficient. However, before opening the gate for clearing road traffic, the Gatemen shall protect the track by placing banner flag / red lamp by day / night and keep a record about opening and closing timings in the PN Exchange Register.</p>

Note: In all the above cases, if more than one LC is controlled by one station, information regarding despatch of trains & exchange of PN for closure of LC Gate should be done in the sequence as per the direction of the train as far as possible.

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION**