SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/21/2025

Fly Leaf No. 21 / 2025

Attention..... All Concerned .....

"WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES, NON-INTERLOCKED, PROVIDED WITH TELEPHONE (OPEN & CLOSED TO ROAD TRAFFIC)".

(Annexure – IV & V of Appendix – II of G & SR for NI LCs Open & Close to Road Traffic.)

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I. Working instructions for Engineering Level Crossing gates, Non–interlocked, provided with telephone with normal position "open to road traffic"

(General Instructions are common for all types of LC Gates)

1. Mode of operation :

(i) 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.

(ii) At non-interlocked gates, the Gateman, before opening the gate for road traffic, shall fix a banner flag by day and red light by night on the staff at the prescribed location of 5 metres distance on either side of the gate on the single line sections and direction wise on double line sections. The banner flag / red light can be removed only after closing the gate against road traffic for passage of trains.

2. Exchange of PN:

(i) Before obtaining/granting Line Clear, Station Master shall inform the Gateman the particulars of train (the number, description and direction) and advise him to close the gate and give PN. Gateman shall record the particulars in the register provided at gate lodge. After the above, where APNG system is provided and working, SM shall initiate an advice through the system and record the concerned system generated number in the register. (AS-19 Dt: 21.11.2024).

(ii) The Gateman on receipt of the particulars of the train shall close the gate and confirm the same by giving his PN to the Station Master.

(iii) Only after receiving the PN from the gateman the Station Master shall proceed for obtaining/granting Line Clear. Where APNG system is provided and working, SM shall also observe system generated number on gate closure and record the same in the register, before proceeding for obtaining/granting Line Clear. (AS-19 Dt:21.11.2024)

(iv) Gate once closed can be opened by the Gateman after passage of train/trains. If there is any change in planning of train movement SM has to inform gateman under exchange of PN and then the gateman can open the gate.

3. Failure of telephonic communication:

When telephonic communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted –

(i) Station Master at the dispatching end shall issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.

(ii) In addition, the station master shall also issue a caution order advising loco pilot to give intermittently long whistles (----------) and proceed cautiously while approaching the gate.

(iii) The Loco Pilot should be instructed to pass the gate cautiously, on being hand signalled by the Gateman. If hand signal is not seen, Loco Pilot should be prepared to stop short of the gate and depute his Assistant Loco Pilot to see the condition of the gate. If the gate is closed, Assistant Loco Pilot will give the 'all right' signal and if the gate is not closed, the Assistant Loco Pilot must close the gate and then give the 'all right' signal. In the absence of Assistant Loco Pilot, the Loco Pilot may take the assistance of the Assistant Guard/Guard and shall stop clear of the level crossing to pick up the Assistant Loco Pilot / Train Manager (Guard) who will reopen the gate for passage of road traffic.

(iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of PN that the telephone at the gate has failed.

(v) The Station Master at the dispatching end shall then issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.

(vi) Station Master shall also advise the Gateman through Gangman/Patrolman or Loco Pilot of the first train that the telephone has become defective.

(vii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.

(viii) Normal working will be resumed only after S&T staff rectifies the telephone and issue reconnection/fit memo for the same.

4. Failure of lifting barriers or leaf gates:

(i) When the gates cannot be closed due to failure of lifting barriers or leaf gates, the Gateman will immediately inform the Station Master on duty under exchange of PN and ensure that lifting barriers or leaf gates do not foul the track.

(ii) He shall immediately fix red banner flag by day/ red flashing light by night on the post at that end first from which the train is approaching and then at the other end.

(iii) If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate. Before resorting to the use of sliding booms for closing the gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect. (Item no. 41 of AS-2 dt.18.08.2021).

(iv) Where Sliding Booms are not available/ not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks. (Item no. 42 of AS-2)

(v) After securing the gate against road traffic, Gateman shall show green hand signal to the Loco Pilot of an approaching train.

(vi) Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train.

(vii) 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 despatching a train into the block section from his end.

(viii) He should also advise maintenance staff responsible for maintenance of the lifting barriers/leaf gates to rectify the defect at the earliest.

(ix) Normal working will be resumed only after maintenance staff rectify the lifting barrier/leaf gates and issue reconnection/fit memo for the same.

5. 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 flag by day / red flashing light by night on posts provided at both ends of the gate, for this purpose.

(ii) Immediately after this, the Gateman shall advise the Station Master on duty, regarding the defects/obstruction at the gate, under exchange of PN.

(iii) Station Master on duty shall be advised to put the reception/departure signals back to 'on' position, if taken 'off' for a train.

(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 hand signal flag / red flashing 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 Station Master shall also inform the Station Master at the despatching 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.

II. Working instructions for Engineering Level Crossing gates, Non–interlocked, provided with telephone with normal position "closed to road traffic"

(General Instructions are common for all types of LC Gates)

1. Mode of operation :

(i) 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.

(ii) At non-interlocked gates, the Gateman, before opening the gate for road traffic, shall fix a banner flag by day and red light by night on the staff at the prescribed location of 5 metres distance on either side of the gate on the single line sections and direction wise on double line sections. The banner flag / red light can be removed only after closing the gate against road traffic for passage of trains.

2. Exchange of PN: (AS - 19 Dt: 21.11.2024)

(i) Before obtaining/granting Line Clear, Station Master shall inform the Gateman the particulars of train and give PN. Gateman shall record the particulars and after closing the gate, if not already closed, against the road traffic shall communicate a PN to the Station Master. After the above, where APNG system is provided and working, SM shall initiate an advice through the system and record the concerned system generated number in the register and shall also observe system generated number on gate closure and record the same in the register, before proceeding for obtaining/granting Line Clear.

(ii) Gate once closed following the above rule shall be permitted by Station Master for opening to road traffic only

(a) after confirming from Gateman that the train passed through the gate; or
(b) when Line Clear was neither obtained nor granted; or cancelled subsequently due to change in planning of train movement.

(iii) Gate can be opened by the Gateman after passage of train with the permission of the Station Master, duly exchanging private number and entering in the Register.

(iv) After passage of road traffic and when it is clear between the Gate posts, Gateman shall close the gate, lock it and confirm this to the Station master duly exchanging the PN.

(v) The opening and closing timings along with PN exchanged shall be recorded in the gate PN exchange register by the gateman and SM on duty.

3. Failure of telephonic communication:

When telephonic communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted –

(i) Station Master at the dispatching end shall issue a Caution Order to the Loco Pilot of the departing train.

(ii) The Caution Order shall advise the Loco Pilot to give intermittently long whistles and approach the gate cautiously.

(iii) The Loco Pilot shall be instructed to pass the gate cautiously, on being hand signalled by the Gateman. If hand signal is not seen, Loco Pilot should be prepared to stop short of the gate and depute his Assistant Loco Pilot to see the condition of the gate. If the gate is closed, Assistant Loco Pilot will give the 'all - right' signal and if the gate is not

closed, the Assistant Loco Pilot must close the gate and then give the 'all-right' signals. In the absence of Assistant Loco Pilot, the Loco Pilot may take the assistance of the Assistant Guard/Guard.

(iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of PN that the telephone at the gate has failed.

(v) The Station Master at the dispatching end shall then issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.

(vi) Station Master shall also advise the Gateman through Gangman/Patrolman or Loco Pilot of the first train that the telephone has become defective.

(vii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the same at the earliest.

(viii) Normal working will be resumed only after S&T staff rectify the telephone and issue reconnection/fit memo for the same.

4. Failure of lifting barriers or leaf gates:

(i) When the gates cannot be closed due to failure of lifting barriers or leaf gates, the Gateman will immediately inform the Station Master on duty under exchange of PN and ensure that lifting barriers or leaf gates do not foul the track.

(ii) He shall immediately fix red banner flag by day / red flashing light by night on the post at that end first from which the train is approaching and then at the other end.

(iii) If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate. Before resorting to the use of sliding booms for closing the gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect. (Item no. 44 of AS-2 dt. 18.08.2021).

(iv) Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks. (Item no. 44 of AS-2)

(v) After securing the gate against road traffic, he shall show green hand signal to the Loco Pilot of approaching train.

(vi) The Gate Controlling Station Master on duty shall issue Caution Order to the Loco Pilot of a departing/receiving train, intimating that the gate is closed using safety chains and pad locks. The Station Master shall also advise the Station Master at the dispatching end, to similarly issue a Caution Order to the Loco Pilot intimating that the gate is closed using Safety Chains and pad locks before despatching a train into the block section. (Item no. 45 of AS-2 dt.18.08.2021)

(vii) He should also advise maintenance staff responsible for maintenance of the lifting barriers/leaf gates to rectify the same at the earliest.

(viii) Normal working will be resumed only after maintenance staff rectify the lifting barriers/leaf gates and issue reconnection/fit memo for the same.

5. 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 flag by day/red flashing light by night on posts provided at both ends of the gate, for this purpose.

(ii) Immediately after this, the Gateman shall advise the Station Master on duty, regarding the defects/obstruction at the gate, under exchange of PN.

(iii) Station Master on duty shall be advised to put the reception/departure signals back to 'on' position, if taken 'off' for a train.

(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:

(i) 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.

(ii) 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.

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SAFETY ORGANISATION **SOUTH CENTRAL RAILWAY**

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