

East Coast Railway
Sambalpur Division

GATE WORKING INSTRUCTIONS OF "C" CLASS TRAFFIC INTERLOCKED LEVEL CROSSING
GATE OF L.C. NO. 69 AT KM 110.357 SITUATED IN BETWEEN DN STARTER AND DN ADV.
STARTER SIGNALS OF HNPA STATION.

Date of issue:-01.01.2021

Date brought into force:-

1.0 GENERAL INSTRUCTIONS:-

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

- | | | |
|-----|---|---|
| 1. | Number of Level Crossing Gate: - | ST-69. |
| 2. | Engineering or Traffic Gate: - | Traffic. |
| 3. | Under control of SM/Permanent Way Inspector: | SM/HNPA. |
| 4. | Location KM | 110.357 (110/3-4) |
| 5. | At. Station: - | HNPA |
| 6. | In between Stations: - | HNPA-SRGP |
| 7. | BG/MG/NG: - | BG. |
| 8. | Single line/Double line/Multiple line: - | Double Line. |
| 9. | Normal Position: - | Open to road traffic. |
| 10. | Interlocked/Non Interlocked: - | Interlocked. |
| 11. | Means of interlocking: - | Controlled by-47 in VDU |
| 12. | Provision of Gate signal at KMs. | (i) Up line NIL
(ii) Dn line NIL |
| 13. | Signalling arrangement: - | Interlocked with station Stop Signal. |
| 14. | Means of Communication: | Magneto Telephone
Communication from Gate Goomty with SM/HNPA. |
| 15. | Width of level crossing Gate: - | 5.5 m. |
| 16. | Type of road. (NH/SH/Others): - | Others |
| 17. | Name of Road: - | NH 42-Papsara village Road. |
| 18. | Metalled/Non-Metalled: | WBC |
| 19. | Approach Road: - | WBC |
| 20. | Width of the road: - | 5.5 M. |
| 21. | Angle of road crossing (In case of the skew Gates) | 90 degree. |
| 22. | Road gradient (If any) | (i)North/East side- 1 in 100
(ii)South/West side- 1 in 100 |
| 23. | Road alignment (Straight/Curve): - | (i)North/East side- Straight
(ii)South/West side- Straight. |
| 24. | Provision of height gauges: - | Provided. |
| 25. | Type of Barriers: - | Electrical operated Lifting barriers. |
| 26. | Length of checkrails: - | 7.5 Meter. |
| 27. | Road surface in between Level Xings Gates | Hexagonal concrete Block. |
| 28. | Length of speed breakers: - | 5.5 Meters. |
| 29. | Road signs: - | Available |
| 30. | Speed breaker indication board: - | Provided. |
| 31. | TVU: - | 22830 on 09/2024 |
| 32. | Census next due on: - | 09/2027 |
| 33. | Demarcation for placement of Detonators: - | Displayed. |
| 34. | No of the Gateman working: - | 2 (12 Hours shift). |
| 35. | Nearest Railway Medical Assistance: - | Talcher. |
| 36. | Nearest Private Medical Assistance available (if any) | HNPA. |
| 37. | List of equipment available yes//No: - | Yes. |

1.2. **EQUIPMENTS:**

Sl. No.	Description	Requirement	To be used as
1.	LED Tri colour hand signal lamps	Two	One for use and another for spare.
2.	Green Hand Signal Flag	One flag mounted on sticks	To hold in furled condition while passing train.
3.	Red Hand Signal Flag	Two flags mounted on sticks.	One to hold in furled condition and another for spare.
4.	Red Banner Flag mounted with sticks.	Double Line-2	In case of obstruction, it is to be displayed on either side of the line.
5.	Spare chains with padlocks.	2 chains with 2 padlocks.	For securing gate against road traffic in case of gate boom cannot be closed.
6.	Stop Boards.	2 retro reflective stop boards with stands.	To display towards road traffic when gate is secured by gate chains due to failure of booms.
7.	Padlock	One	To lock the door of the gate lodge in case of necessity.
8.	Detonators.	Ten (10) in a tin case.	For use in case of obstruction of track.
9.	Tommy Bar	One	For levelling the soil surface or to clean the channels of rails.
10.	Bucket	One	To keep water.
11.	Whistle	One	For alerting road users on approach of train and LP/ Guard to call their attention.
12.	Wall Clock	One	To note down the timings in PN/Log book.
13.	A small size chain for use in case of failure of gate boom lock.	Two	For securing boom in closed condition in case of failure of boom lock.

1.3 **The gateman shall be provided with following registers: -**

- Gate working instructions in Hindi / English.
- Gate working instructions in local vernacular language.
- Gateman Rule Book in Local vernacular language.
- List for tools and books.
- Duty Roster.
- Certificate for working as gateman.
- Bio-Data particulars of Gateman, including date of passing vision test, initial/refresher course, safety camp etc.
- Accident Register.
- Records of last census of road traffic at level crossing gate.
- Public complaint Book.
- Inspection Book.

1.4 **DUTIES OF GATEMAN:**

- ALERTNESS:** The gateman on duty shall be alert. He should be prepared to take immediate action, when danger is apprehended. Keys of the gate shall be in his personal custody.
- POSITION OF GATE KEEPER DURING PASSAGE OF TRAINS:**
During passage of trains, gateman will stand in the manner indicated below:
 - Gateman will stand attentively in front of the gate – lodge facing the approaching train.
 - In daytime, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
 - In nighttime, gateman shall hold lighted hand signal lamp with white light facing the track.
 - He shall keep the whistle slung around his neck from a cord.

3. **ROUTINE DUTIES OF GATEMAN IN CASE OF OBSTRUCTION:**

- i) Gateman shall ensure that red banner flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles, in case of emergencies & obstruction on the track.
- ii) Gateman shall ensure that all gate lamps and hand signal lamps are lighted and kept burning continuously from sunset to sunrise.
- iii) Gateman shall perform his duties strictly according to the duty roster and shall not leave the gate unless his reliever arrives and takes over charge from him. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
- iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
- v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, any vehicle/wagons /trains/battery/box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder and OHE wire hanging or any other situation endangering safe running of trains.
- vi) Gateman shall also be prepared to repeat any signal which guard may give to Loco pilot on walkie – talkie or in any other way.
- vii) If lifting barriers get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
- ix) .Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- x) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xi) Gateman shall work the gate as per gate working instructions and remain well conversant with these instructions.
- xii) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xiii) Gateman shall see that the channel for the flange of the wheel is kept clear.
- xiv) Gateman must keep the road surface well-watered and rammed in case of unmetalled roads.
- xv) Gateman must be vigilant to see that inconvenience to road users due to closure of gate should be to the minimum possible extent.
- xvi) Gateman shall prevent tress passing by persons or cattle to the maximum extent.
- xvii) Gateman on electrified section shall watch that road vehicles/animals passing from gates should be to the minimum possible extent.

4. **ACTION IN CASE OF UNUSUAL OCCURRENCE OF TRAIN.**

In case gateman observes anything unusual with a passing train, he shall take following action:

- i) He shall take prompt action to warn the Loco Pilot /Guard of the passing train by showing red flag by day and red light by night.
- ii) He shall simultaneously try to draw the attention of the Loco Pilot /Guard by whistling continuously, shouting, gesticulating, and throwing ballast on the brake van or by any other means.
- iii) If Loco Pilot /Guard fails to take notice, gateman shall immediately inform the station Master, to take appropriate action, under exchange of private number.
- iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
- v) He shall endeavor to attract the attention of the Loco Pilot/Guard by whistling continuously, shouting, gesticulating, and by raising both hands vertically above, quickly parting them and bringing them together in repeated Up and Down motion as high and as low as possible.
- vi) In case the train does not stop, gateman shall immediately inform the Station Master to take appropriate action, under exchange of private number.

5. **ACTION IN EMERGENCY AT THE LEVEL CROSSING:**

- (i) In case of obstruction at the level crossing gate, the gateman shall maintain the gate signals if any, at “ON” position.

- (ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master/HNPA on duty, regarding the defects/obstructions at the gate, under exchange of private number.
- (iii) 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.

2. **Electrified Section:**

- (i) On noticing that, the whole or part of the OHE or a feeder or a cable falling down, the gate keeper shall ensure that, as far as possible, human beings, animals or vehicles etc are kept away in order to avoid any contact with the live equipment.
- (ii) As soon as it is noticed that, Pantograph of an electric rolling stock getting damaged and/or entanglement of the same with the OHE, he shall make every possible effort to stop the train and immediately inform SM on duty.
- (iii) Any damage to the track or structures of the OHE comes to the notice of on duty GK, he shall immediately inform SM on duty and take all necessary measure for protection of the line as under.

a) **THE GATE MAN SHALL PROTECT THE LINE AS UNDER :-**
ON DOUBLE LINE SECTION:

- (i) If both lines are obstructed the gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the line on which a train is expected to arrive first.
- (ii) The he will similarly plant the other red banner flag by day and red light by night on the other line 5 meters away from the site of obstruction.
- (iii) Gateman shall then proceed to protect the gate along with detonators and red flag by day and red hand signal lamp by night.
- (iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600 meters on BG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 on BG from the level crossing gate and place 3 detonators on the track in 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back.
- (v) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- (vi) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
- (vii) In case the gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.
- (viii) Thereafter, he shall warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

(b) **OTHER ACTIONS TO BE TAKEN BY GATEMAN:**

- i) At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.
- ii) If the gate is broken by a road vehicle, which is fouling the track, or if lifting barriers or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall take immediate action.
- iii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the Station Master and Signal Inspector regard in the particulars and obstructions at the level crossing gate, through messenger or other means available.

1.5 **ENGINEERING ITEMS:**

Refer para 916, 918, 919 of IRPWM for visibility requirement at level crossings, provision of speed breakers on the approach roads of level crossing and census of traffic at level crossings. Speed Breakers of approved design have been provided on either side of this Level Crossing gate and Periodical Census of traffic has been taken.

1.6 **SPECIAL INSTRUCTIONS:-**
 1. **MODE OF OPERATION:**

This is a Manned, interlocked traffic L.C.Gate situated at the SRGP end of the yard in between DN Starter signals and DN Adv. Starter at Km 110.357. This gate is interlocked with Station stop signals. Telephone communication is provided between the L C. gate lodge with SM office of HNP Station. The level crossing gate is of lifting barrier type and motor operated by means of HAND GENERATOR/MOTOR from panel provided at the gate lodge. The normal position of the gate is open to road traffic.

When it is necessary to close the gate, for taking of signals, the SM on duty shall inform the gate man to close and lock the gate. The gate man on duty shall close the barriers of the LC gate by operating the 'G' push button provided on the panel. Gate man will keep the green push button till gate is closed & locked against road traffic. Then key 'X' is to be extracted from EKT-1 and inserted in EKT-2. This Key 'X' will be transmitted electrically to panel in conjunction with switch "GS" reversed to control concerned signals. Switch 'GS' is provided in the gate lodge to put back the concerned signal to danger in case of emergency by the on duty gateman.

After passage of the Train, the SM on duty shall inform the gateman and click Trans control (47) for transmitting the key back to the gateman for operating the gate. After transmission the key in indication will start flashing in VDU suggesting that the key is transmitted to LC gate. An indication will appear near EKT at gate lodge suggesting the key-X can be extracted from the EKT-2. Key-X is inserted in EKT-1 and push button Y is pressed till the gate is opened. The LC gate shall be so worked as to cause least possible inconvenience to the vehicular traffic consistence with safety as per subsidiary rule 16.03.01 (a).

One emergency key mechanically free & electrically proved is provided in a red sealed glass box for emergency opening of the gate incase of failure in extracting key-X from EKT. Concerned signals will be put back to "ON" position when emergency key is extracted. The date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signed with reasons by the gateman.

OPERATION OF ELECTRIC LIFTING BARRIER DURING 24V DC POWER FAILURE

(Hand Generator Mode-During Power Failure)

In case of power failure(24 V DC), the barriers cannot be operated from the panel. But the barriers can be operated simultaneously by use of hand generator as mentioned below.

1. Put the Mode selector switch on the panel to MANUAL position.
2. To close the barriers rotate the lever on the main control panel in clock-wise direction till both the barriers reach the horizontal and locking takes place.
3. To open the barriers rotate the lever on the main control panel in anti-clock-wise direction .Both the Locks will open first and the barriers will start rising .Keep cranking till the required position is achieved.

OPERATION OF ELECTRIC LIFTING BARRIER WHEN 24 V DC POWER SUPPLY AS WELL AS HAND GENERATOR FAILS.

(During Power Failure and failure of hand generator)

In case of failure of 24 V DC power supply as well as fault in the hand generator system a provision of hand cranking of each barrier has been provided.

1. Insert the crank handle, which can be obtained from the emergency key box RKT 'K', on the slot provided in with the barrier pedestal.
2. Now crank in the anticlockwise direction to open the barrier, first the lock will open and then the barrier will start rising.
3. Crank in the clockwise direction till the barriers are fully closed. Keep cranking till the locking takes place.

INDICATIONS PROVIDED ON CONTROL PANEL FOR OPERATION OF ELECTRICAL LIFTING BARRIER

1. RED colour emergency push button which is to be pushed in case any or both of the booms do not get locked (GREEN indicators do not light up).It will be used only after physical verification of locking at both the lock posts.

2. LED INDICATOR (AMBER) LAMP (At the Top) which glows when power supply is available. NO GLOW will indicate that hand generator has to be used. It glows continuously.
3. SELECTOR SWITCH which allows you to choose operation on Manual or Auto mode.
4. LED INDICATOR (AMBER) LAMP (2 nos) - Glows when the plunger of the barriers has been detected. Meaning thereby that the barrier has reached its Horizontal position.
5. YELLOW COLOUR push button which has to be kept pressed till the barriers reach the horizontal position.
6. LED INDICATOR LAMP (GREEN) (2 nos) glows when the barrier has been securely LOCKED. The lamp will turn off as soon as the lock has been opened.
7. GREEN COLOUR push button which has to be kept pressed till the barriers reach the fully open position.
8. Mode Selector Switch provided in Operating panel to be kept either in Auto position or Manual position as per requirement. It is only to be kept in Manual position for using hand generator when power supply fails or else it is to be kept in AUTO position.
9. 'Power' indicator LED will glow continuously if power supply is available.

Gate is locked when a signal is taken off. Locking of the gate is released only when the train movement for which Signals are taken off is completed. For emergency opening of the LC Gate before completion of train movement or if the route given for a train has not been released, then emergency gate release operation has to be initiated in the following manner. Signal cancellation button and the concerned signal button has to be pressed. Then emergency gate release button along with control 25 button has to be pressed. A flashing Red indication will appear on the top of the emergency gate release button. When the Gate lock indication disappears (i.e. after 120 seconds) gate key can be transmitted by pressing gate key and group trans button simultaneously for opening the gate.

In the event of failure of reception and despatch signals or during Non Interlocking working the Traffic Gateman shall be informed and the Train shall be passed in terms of SR 3.69.02, 3.69.03 and 3.70.01 after ensuring correct closing and locking of L.C Gate. During this period the L.C Gate shall be opened only when necessary and safe to do so.

The level crossing gate shall be so worked as to cause the least possible inconvenience to vehicular traffic in consistence with safety.

INSTRUCTIONS FOR OPERATION OF SLIDING BOOM:

- a. In case of breakage of normal boom or LC gate cannot be closed due to failure, the Gateman shall release electro-mechanically free Key 'S' from "EKT- 5" provided in the Gate lodge. Extraction of Key 'S' from the "EKT-5" will put back the road signals to danger and the hooter will sound simultaneously. Key 'S' unlocks the Sliding Barrier-1 provided at the far end of Gate Lodge.
- b. Sliding Barrier-1 to be rolled across the road up to lock post. Key (chained with barrier) releases the lock plunger & Key 'SB-1' when extracted lock the Sliding Barrier-1.
- c. Similarly, Sliding Barrier-2 provided at the near end of Gate lodge, after unlocking the pad lock by Gateman (Key available with self custody with him) to be rolled across the road up to lock post. Key (chained with Barrier) along with Key 'SB-1' inserted releases the lock plunger & Key 'SB-2'. Key 'SB-2' when extracted locks the Sliding Barrier-2 & Key 'SB-1'.
- d. Finally released Key 'SB-2', is to be transmitted electrically to SM/HNPA through EKT-4 in conjunction with slot switch '47' reversed for taking 'OFF' concerned signals.
- e. In case of any damage to sliding boom when it is in closed condition to road traffic, leading to infringement or obstruction on track, the Gateman shall normalize the switch 'GS' to put back the concerned signals to danger.
- f. After passage of train, the SM will transmit the Key to the Gate man. The Gateman shall extract Key 'SB-2' from "EKT-4", normalize the switch 'GS', unlock the sliding boom and operate the gears in reverse sequence of operation to normalize the sliding boom.

INTIMATION TO GATEMAN:

- i) Before taking off reception/ departure signals, Station Master/HNPA shall inform the gateman, the number, description, and direction of the train.
- ii) The gateman shall close the gate and transfer the key to the Station Master/ HNPA The reception/departure signals will then be taken 'OFF'
- iii) In order to ensure that road traffic is not held up for a long time, the Station Master/ HNPA must ensure that the train is ready for departure in all respects before he advises the gateman for closing the gate.
- iv) When a train has to be piloted to and from the station yard or any shunting movement is to be done, the staff deputed to pilot the train to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

FAILURE OF TELEPHONIC COMMUNICATIONS:

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 on duty / HNPA shall send written advice to the gateman through the porter with full details of number, description and direction of the train.
- ii) Gateman on receipt of such advice shall close the gate and transmit the key to the Station Master/ HNPA, which will enable him to take 'OFF' reception/departure signals.
- iii) When sufficient time is not available because of greater frequency of train service, station Master/ HNPA will issue written authority to the train Loco Pilot to pass the signal at 'ON' position.
- iv) In addition Station Master/ HNPA shall also issue a caution order advising the Loco Pilot to

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whistle continuously and approach the gate cautiously.

- v) The train Loco Pilot shall be instructed to pass the gate cautiously, on before signaled by the gateman. If hand signal is not seen, driver should be prepared to stop short of the gate and ensure that gate is closed following GR.3.73 (2)(b).
- vi) In case of an approaching train, the Station Master/ HNPA shall advise the Station Master /SRGP, under exchange of private number that the telephone at the gate has failed.
- vii) The station Master/SRGP shall then issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
- viii) He should also advise S&T staff responsible for maintenance of the telephone rectify the defect at the earliest.
- ix) 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:

- i) When the gate cannot be closed due to failure of lifting barriers, the gateman will immediately inform, the Station Master on duty, under exchange private number, and ensure the lifting barriers of gates do not foul the track.
- ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first from which the train is approaching and then at the other end.
- iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
- iv) After securing the gate against road traffic, gateman shall show green hand signal flag by day and green light by night to the Loco pilot of the approaching train.
- v) Station Master on duty/ HNPA shall issue a caution order to the Loco pilot of a departing train.
- vi) He shall also advise the station Master /SRGP, under exchange of private number, to similarly issue a caution order to the Loco pilot before despatching a train into the block section from his end.
- vii) Station Master/ HNPA will advise maintenance staff responsible for maintenance of lifting barriers to repair the defect at the earliest.
- viii) Normal working will be resumed only after maintenance staff repair the barrier and issue reconnection/fit memo for the same.

Note: Authority to pass signals 'ON' position as per rules shall also be issued to the Loco pilots of both departing and arriving trains.

5. FAILURE OF THE GATE KEY WITH THE GATE IN CLOSED POSITION WHEN GATE KEY CANNOT BE EXTRACTED FOR OPENING THE GATE.

- i) If the gate key cannot be extracted from the key transmitter, then gateman must immediately inform the Station Master / HNPA on duty on telephone, under exchange of private number.
- ii) One emergency Key welded with EKT key, Electro-Mechanically free, has been provided at Gate Lodge in a locked and sealed red box. Gateman shall extract the key from EKT-3 breaking the seal of the box and open the individual lifting barriers by manual operation through crank handling.
- iii) Extraction of Key shall put back all the relevant signals at 'ON'.
- iv) The record of the date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signed with reasons.
- v) Station Master on duty / HNPA shall issue a caution order to the Loco pilot of a departing train.
- vi) He shall also advise the station Master/SRGP at the despatching end, under exchange of private number, to similarly issue a caution order to the Loco pilot before despatching a train into the block section from his end.
- vii) Station Master / HNPA will advise S&T staff responsible for maintenance of gate/key transmitter to rectify the defect at the earliest.
- viii) Normal working will resumed only after S&T staff repairs the gate/key transmitter and issue reconnection/fit memo for the same.

6. FAILURE OF THE GATE KEY WITH THE GATE IN OPEN CONDITION:

- i) If the gate key cannot be extracted from key transmitter then gateman must immediately inform the SM on duty/ HNPA on telephone, under exchange of PN.
- ii) One emergency Key welded with EKT key, Electro-Mechanically free, has been provided at Gate Lodge in a locked and sealed red box. Gateman shall extract the key from EKT-3 breaking the seal of the box and close the individual lifting barriers by manual operation

through crank handling.

- iii) Extraction of Key shall put back all the relevant signals at 'ON'.
- iv) The record of the date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signed with reasons.
- v) Station Master on duty/ HNPA shall issue caution order to the Loco pilot of a departing train.
- vi) He shall also advise the SM /SRGP at the despatching end, under exchange of PN, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- vii) Station Master HNPA will advise S&T staff responsible for maintenance of gate//key transmitter to rectify the defect at the earliest.
- viii) Normal working will resumed only after S&T staff repairs the gate/key transmitter and issue reconnection/fit memo for the same.

7. OBSTRUCTION AT THE GATE:

- i) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers 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 and red lamp 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/ HNPA on duty, regarding the defects/obstruction at the gate, under exchange of private number.
- iii) Stationmaster/ HNPA 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 / HNPA 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 flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of gateman under item No.1.4. (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 reply these details to the station Master who shall not start the trains unless he has been assured by the gateman that the road vehicle or the lifting barriers are not fouling the track.
- viii) The Station Master/ HNPA shall also inform the station Master /SRGP at the despatching end, under exchange of private number, asking him not to despatch any train in the block section from his end, until the track has been clear of all obstruction.
- ix) After the track has been cleared of all obstructions the gateman shall inform the Station Master accordingly, under exchange of private number.
- x) Station Master/ HNPA shall then issue a caution order to Loco pilots of all trains to proceed cautiously, and pass the gate signal at 'ON' position 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 they're after exhibit green hand signal, if the gate is not obstructed.
- xii) Station Master/ HNPA shall advise maintenance staff responsible for maintaining the lifting barriers to repair the same at the earliest.
- xii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers and issue reconnection/fit memo for the same.

8. OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING GATE:

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 SM/ HNPA will adopt the procedure given under item No.7. above. If the obstruction fouls the level Crossing Gate, gateman must keep the gate closed against road traffic till the track is cleared of the obstructions.

9. DUTIES OF GATEMAN IN CASE OF ACCIDENTAL ROLLING DOWN OF TRAIN:

When the Gateman seen that a train is rolling down or immediately after receipt of the information about accidental rolling down of the train the Gateman shall:

- (i) First close the gate against the road traffic.
- (ii) Then immediately inform the SM on Duty.
- (iii) He shall not open the gate till he ensured that the train has completely stopped.

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