

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.

SR 16.01.01.- Every Gateman before he is put to work independently at particular level crossing, shall be tested by the SE/SSE(P way) or Transportation Inspector as the case may be, to ensure that he has a thorough knowledge of the rules pertaining to the working of gate, gate signals, hand signals, detonators and other equipment provided for the gateman and also the rules pertaining to the protection of the line during an emergency and issued a certificate of competency in the form given below. The competency certificate shall be valid for a period of five years and revalidated after due test. For level crossing within outermost stop signals of the stations (traffic gates), the test shall be carried out by the Transportation Inspector.

Certificate of competency

Certified that I have examined Sri _____
S/o _____ Designation _____ in the duties of
Gateman. He is conversant in the working of the gates, gate signals
if any, hand signals, detonators and other equipment provided at the
gate. He is also conversant with the procedure to be adopted during
abnormal conditions.

Gate No _____ Gate at KM _____

Signature _____

Place _____ Designation _____

Dated _____

SR 16.01.02.- (a) The Gateman shall stand facing the track on the gate lodge side of the approaching train and be prepared to repeat any signal which the Guard may give to the Loco Pilot as well as to show a caution or danger signal should anything appear to be wrong with the train as it passes. For this purpose he shall, by day, hold his flags furled on separate sticks, the green in his left hand and the red in his right hand and, by night, he shall carry a lighted hand signal lamp. The hand signals shall not be exhibited in the direction of an approaching train, unless need arises.

(b) "Every Guard, Loco Pilot/ Motorman and Asstt. Guard of running train while passing through any manned level crossing shall keep a good look-out for gateman's signal. They shall exhibit a green hand signal towards the gateman as an indication that they are alert except when the gateman has exhibited a stop' hand signal or in the situation covered by GR 16.08.

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 signal, detonators and other equipment in proper order and ready for use.

SR 16.02.01.- (a) Standard equipments to be provided at the midsection manned level crossings:-

	<u>Items</u>	<u>Quantity/Numbers</u>
1.	Hand Signal Lamp Tri Colour	3 (5 on Quadruple Line or twin single line)
2.	Hand Signal Flag Green	1 Mounted on sticks
3.	Hand Signal Flag Red	3 (6 on Quadruple line or twin single line and 7 in case Hexaple Section mounted on sticks.)
4.	Banner Flag Red	3 (5 on Quadruple line or twin single line.)
5.	Posts for exhibiting red banner flag	2(4 on Q/Twin single line and 5 on Hexaple Section
6.	Spare chains with Padlocks	2 with stop mark.
7.	Detonators	10 in tin case.
8.	Gate lamps	2
9.	Tommy Bar	1
10.	Mortar Pan	1
11.	Spade/Fowrah	1
12.	Rammer	1 (in case of asphalted road this may not be provided)
13.	Pick Axe	1 (in case of asphalted road this may not be provided)
14.	Tin case for flags	1
15.	Can for oil	1

16.	Water pot/Bucket	1
17.	Canister for Muster Roll	1
18.	Set of spare spectacles of gateman wearing glasses	1
19.	Board, demarcating protection of level crossing gate diagram in case of obstruction on gate.	1
20.	Basket	1
21.	Whistle	1
22.	Wall Clock	1
23.	A small size chain for use in case of failure of gate boom/leaf lock.	1

(b) The Supervisory officials in-charge should ensure that all Gateman under them are correctly supplied with the above mentioned equipment, and also that sufficient hand signal lamps, kerosene oil (wherever necessary), are supplied to enable the Gateman to keep their gate lamp and hand signal lamps burning all night.

SR 16.02.02.- At level crossings where K.Oil hand signal lamps are only provided, the gateman shall 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 shall be kept lit through out. At all times when the level crossing is open to road traffic, this hand signal lamp shall be kept set to the red aspect so as to be in readiness for being shown to an approaching train if the need arises. When the level crossing is closed to road traffic, the lamp may be burning at half wick, but whenever a train is expected, the wick shall be raised and the lamp kept burning brightly for ready use.

At level crossings where LED tri colour hand signal lamps are only provided, the gateman shall always keep their LED tri colour hand signal lamps in working condition and ready to display RED aspect at a moment's notice.

SR 16.02.03.- Each manned level crossing shall also be provided with the following items and these shall be maintained upto date.

Records to be kept at Gate Lodge :

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.
3. Gateman Rule Book in local vernacular language.
4. List for tools and books.
5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S & T Register in case of Interlocked Engineering Gate.

SR 16.02.04- (a) The cabin-operated level crossing gates shall be provided with the following equipments and books.

- (i) One red and one green hand signal flag,
- (ii) 2 hand signal lamps,
- (iii) 2 red banner flags with side props,
- (iv) 10 detonators in a case,
- (v) 2 gate lamps.
- (vi) 2 Chains with pad locks for locking the gates.
- (vii) A small size chain for use in case of failure of gate boom/leaf lock
- (viii) 2 Pad locks for the gate lamps.
- (ix) 2 staves for fixing hand signal lamps.
- (x) Gate working rules.
- (xi) Level Crossing inspection book.
- (xii) Complaint book.

(b) The Supervisory officials in charge of the gate/cabin shall ensure similar action as contained in SR 16.02.01 (b).

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 purpose of any other railway operation; and all such special instructions so long as they be not cancelled or superseded shall for the purpose 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 can not be so closed / fastened across the thoroughfares 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) 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 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 instructions.

SR 16.03.01.- (a) All level crossing gates shall be so worked as to cause the least possible inconvenience to vehicular traffic, consistent with safety.

(b) In order to eliminate frequent and undue detention of road traffic at important level crossings, such gates shall not normally be closed for more than 10 minutes at a stretch.

(c) At level crossings which are provided with telephone, the Gateman, on receipt of information about a motor trolley being on line

clear, shall not close the gates immediately, but shall keep a look out for the motor trolley and only when it is actually in sight shall close the gates. The same procedure shall also be followed by cabinmen in the case of gates operated from the cabins.

SR 16.03.02.- (a) Gates of all manned level crossings shall be provided with road sign boards and gate lamps. These gate lamps will show red to the road traffic approaching from either direction, when either gate is closed across the road. The lamps shall show white to the road when the gates are open to road traffic and shall be so screened that they show no indication to approaching trains, whether the gates be opened or closed to road traffic.

(b) The lifting barriers shall be painted retro reflected with alternate bands of yellow and black. In addition, each gate shall be provided with a disc not less than 0.6m in diameter to furnish a clear indication to road users during day-light hours. The disc shall be painted red on both sides, irrespective of whether the gates are coupled or not.

(c) In case of any absence/damage of road sign boards or failure of gate lamps, the Gateman shall intimate to the immediate incharge for rectification.

SR 16.03.03.- Working of level crossing gates : Detailed mode of operation and closing the gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating the local operational requirements. Wherever gate leaves are provided, when level crossing 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.

Private numbers are not required to be exchanged in case the level crossings gates are interlocked with gate stop signals or stop signals of the stations. However, gateman should be intimated in advance by the Station Master/Cabinmaster/Cabinman about the movement of the train on the section.

(a) Working of Engineering level crossing gates interlocked with gate signals provided with telephone with normal position 'Open to road traffic' :

i) Immediately after departure of the train, Station Master/Cabinmaster/Cabinman shall inform the gateman through telephone connected at his end, the number, description, direction and expected time of passage of the train at the gate.;

ii) If the telephone is connected to the station at the receiving end, this advice shall be given by the Station Master/Cabinmaster/Cabinman to the gateman as soon as he receives train entering section advice from the despatching station.

iii) If the actual running time of the train from either end of the section is less than 10 minutes, Station Master/Cabinmaster/Cabinman will convey this advice to the gateman before obtaining/granting line clear.

iv) It should be the duty of the gateman to ensure that the gate is closed in time, so that there is no detention to the train or excessive detention to road traffic.

(b) Working of Traffic level crossing gates interlocked with stop signals of the station provided with telephone with normal position 'Open to road traffic' :

i) Before taking off reception/departure signals, Station Master/Cabinmaster/Cabinman shall inform the gateman, the number, descriptor and direction of the train.;

ii) The gateman shall close the gate and transfer the key to the Station Master/Cabinmaster/Cabinman;

iii) The reception/departure signals will then be taken OFF.

iv) In order to ensure that road traffic is not held up for a long time, the station/Cabinmaster/Cabinman must ensure that train is ready for departure in all respects before he advice to the gateman for closing the gate.

v) If the gate is operated from the cabin itself, Station Master/Cabin Master/Cabinman shall ensure that the gate is closed against road traffic, before taking OFF reception/departure signals.

vi) 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 or 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.

(c) Working instructions for Engineering Level crossing gates being Non-Interlocked and provided with telephone with normal position 'Open to road traffic' :

a) When the gate is connected with the station at the despatching end:

i) Station Master/Cabinmaster/Cabinman at the despatching

end shall advise the gateman the number, description, direction and expected time of the passage of the train at the gate under exchange of private number;

ii) Such advice shall be given before taking OFF departure signals or giving an authority to proceed to the loco pilot.

iii) The Gateman on receipt of the advice shall close the gate well in time and confirm the same under exchange of private number;

iv) Station Master/Cabinmaster/Cabinman will lower the departure signals after getting the private number of the gateman;

v) The gateman shall be authorized to open the level crossing after complete passage of train from the gate by observing tail board/tail lamp. The gateman before opening the gate shall ensure that SM has not advised him to keep the gate closed for any other train from the same direction or from other direction. He shall display a banner flag across the track while the gate is in open condition.

b) When the gate is connected with the station at receiving end :

i) Station Master/Cabinmaster/Cabinman at the despatching end shall advise the Station Master/Cabinmaster/Cabinman at the receiving end the number, description, direction and expected time of passage of the train at the gate under exchange of private number;

ii) Such advice shall be given before obtaining line clear;

iii) Station Master/Cabinmaster/Cabinman at the receiving end shall in turn convey the same advice to the gateman, under exchange of private number.

iv) Gateman shall close the gate and thereafter give his private number to the Station Master/Cabinmaster/Cabinman.

v) Only then the Station Master/Cabinmaster/Cabinman shall at the receiving end grant line clear to the Station Master/Cabinmaster/Cabinman at the despatching end;

vi) The gateman shall be authorized to open the level crossing after complete passage of train from the gate by observing tail board/tail lamp. The gateman before opening the gate shall ensure that SM has not advised him to keep the gate closed for any other train from the same direction or from other direction. He shall display a banner flag across the track while the gate is in open condition.

(d) Working instructions for Engineering Level crossing gates, Non-Interlocked provided with telephone with normal position 'Closed to road traffic'

(i) The normal position of the level crossing gate being “closed to Road Traffic” it should always be in closed condition against road traffic, except when, it is opened for passage of road traffic over the level crossing, subject to conditions prescribed below.

(ii) The Station Master/Cabin Master before permitting each train to enter into the block section, shall ask Gateman on the telephone by giving a Private Number whether, gate is closed against road traffic for the passage of train. The Gateman only after ensuring that the gate is actually closed and locked against road traffic shall give a Private Number to the Station Master/Cabin Master in assurance of gate being closed & locked against road traffic.

(iii) The Station Master/Cabin Master shall not permit any train to enter the block section, unless he is assured of the closure and locking of the gate by the gateman supported by exchange of private number.

(iv) When the gateman desires to open the gate for passage of road traffic he should ensure that :

(1) He has not exchanged any private number with the station/cabin as per (d)(ii) above.or

(2) If he has exchanged private number with the Station Master/Cabin Master, the whole of the train with last vehicle indicator has passed over the level crossing gate and the Station Master/Cabin Master has not exchanged private number with him for any other movement immediately in rear of that train or on the adjacent line(s).

Before opening the gate for road traffic, he shall display banner flag/danger signal at either side of the track at a distance of 5 meters away from the gate. Then he shall open the gate for passing the road traffic, keeping a red flag/red hand signal lamp ready in his hand to stop approaching train if any.

(v) In case the Gateman is not responding on the telephone or in case the telephone becomes defective or private number is not received from the Gateman, the Station Master shall adhere to the procedure prescribed in SR.16.03.04 below.

(vi) In the event of failure of telephone, if the gate is required to be opened for the passage of road traffic, the gateman shall look out in both directions before opening the gate to ensure that no train is approaching from either end. He shall then plant a banner flag during day and a hand signal lamp with the red light during night, 5 meters away from the gate on the track on either side. He will thereafter, open the gate for passing the road traffic keeping a red flag/red hand signal lamp ready in his hand to stop approaching train if any.

SR16.03.04.- In the event of failure of telephone communication between the station and non-interlocked mid-section level crossing gate or of failure to get Gateman’s acknowledgement over the phone, the following procedure shall be adopted for passing trains :

(a) The Loco Pilot and the Guard of every train proceeding into the affected section shall be served with a caution order, giving the number and kilometreage of the level crossing and directing the Loco Pilot:-

- (i) To whistle frequently to attract the attention of the gateman,
- (ii) To proceed cautiously, and stop 30m. short of the level crossing and be guided by hand signal.

(b) (i) The Loco Pilot after stopping, if the gateman is available and apparently in a fit condition to continue his duty and the gates are closed, shall arrange to advise the Station Master/Cabin Master/Cabinman as the case may be of the fact using the telephone provided at the gate. The Station Master on receipt of such an advice from the Loco Pilot shall discontinue issue of caution order to the following trains provided the acknowledgement of the gateman is available over the telephone.

(ii) In the above circumstance, the Loco Pilot should not stop his train at the next station to advise the Station Master.

(c) (i) If the Loco Pilot does not find the gateman at the level crossing or if the gateman is apparently unfit for duty and the gates are not closed, he shall depute his Assistant to close the gates and give proceed hand signal. In the absence of Assistant, the Loco Pilot shall seek assistance of the Assistant Guard or Guard of the train. The same should be informed to the Station Master on gate telephone.

(ii) The Loco Pilot, after being hand signalled, shall pass the level crossing and stop clear of it by at least 2 bogie length to pick up the Assistant or Assistant Guard/Guard, as the case may be. The Railway servant deputed for closing the gate shall reopen it for road traffic after the passage of the last vehicle of the train.

(iii) If, however, the telephone is out of order or the gateman is not available or is apparently unfit to continue his duty and intimation of the fact could not be given to the station from the gate, the Loco Pilot shall stop his train at the next station (even if it is through passing station) and give a memo to the Station Master indicating the condition of the gateman, gate and telephone.

(iv) The Station Master on receipt of the Loco Pilot's report regarding absence or unfitness of the gateman, shall advise the Station Master in rear, the Notice Station, the Section Controller, JE/SE/SSE (P way) and AEN concerned and the Gangmate of the nearest gang

for immediate posting of a gateman. He shall also inform the maintenance staff to attend and repair the telephone, if required. Issue of caution order should continue till normal working condition is restored.

(d) Before giving line clear to a train, the Station Master shall advise the Station Master of the station in the rear of the facts by message supported by a Private Number, and obtain his acknowledgement with a Private Number. The latter shall issue a caution order to the Loco Pilot as detailed in para (a).

(e) Necessary entries shall be made in the Caution Order Register, Station Diary or Signal Failure Register as the case may be by Station Masters at either end of the affected section. The Section Controller shall also keep a note in his chart indicating the action taken by him.

SR 16.03.05.- In case of failure of telecommunication between station and any non-interlocked manned level crossings whose normal condition is open to road traffic, the gates can be worked as mentioned in SR 16.03.04. If the visibility at the level crossing is not clear to afford a clear view of an approaching train i.e. where the visibility of the rail to road is restricted, train can be worked as in case of normal position 'closed to road traffic'.

Note : Such level crossing should be recommended for interlocking with gate signals.

SR 16.03.06.- The level crossing whose normal condition is closed to road traffic when opened to road traffic, the gateman, in order to readily show "Stop" hand signal to an approaching train, shall at night keep his hand signal lamp to show 'Red' and in day keep the red hand signal flag furled in his hand through out the period when the level crossing is opened to road traffic.

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.

SR 16.04.01.- 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 hand 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, and vehicle/wagon on fire, load shifted etc, and take prompt action to warn the Loco Pilot and guard of the train by showing a

danger signal. The Loco Pilots and the guards should be on the look out for such danger signals. The gateman also inform the Station Masters on telephone, if provided.

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

SR 16.05.01.- During the dry months of the year, in order to allay the dust, level crossings where water is available from any near by source shall be thoroughly watered by the gateman daily, both morning and evening, and also immediately before Mail/Express and Passenger trains are due to pass.

SR 16.05.02.- At unmanned and cabin-operated level crossings the keyman of the P. Way gang in whose beat the level crossing falls shall, in the course of his daily rounds, ensure that the flangeway channels are 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 road traffic.

(b) After closing the gates, hand signal the train movements past the Level Crossing.

(c) (i) 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,

(ii) report the fact to his superior or the nearest gangmate.

SR 16.06.01.-In the event of a gate signal becoming defective, the Gateman shall maintain the signal in the 'on' position and close and lock the gates across the road immediately on sighting a train.

SR 16.06.02.- In case of failure of gate signal in the 'off' position, the gateman shall at once close and lock the gates across the road, place a detonator 90 metres away from the defective signal and renew it after the passage of every train. The gateman may open the gates to pass road traffic only after the signal is so protected. If this condition happens at night or if it continues after dark, the green glass of the signal arm in question shall be broken so as to prevent a green light being seen by the Loco Pilot of an approaching train.

SR 16.06.03.- In either of the cases referred to in SRs 16.06.01 and 16.06.02, the gateman shall also advise the fact over the telephone or through the Loco Pilot of a passing train or through a gangman to the Station Master of one of the adjoining stations, who in turn shall advise the signal maintainer and other concerned officials of the section for immediate rectification. The Station Master shall also arrange for issue of caution orders to the Loco Pilots of passing trains from both directions on the single line section or from the concerned direction on the double/multiple line section till the defect is rectified. Until the defect is rectified, the gateman shall pass the trains over the level crossing by showing "Proceed" hand signal provided the gates are closed and locked across the road traffic.

SR 16.06.04. - (a) If a gate boom/barrier is damaged, the gateman shall-

(i) Close the level crossing against the road traffic with chain and padlock immediately or before allowing the movement of train as the case may be,

(ii) Report the fact over telephone or through the Loco Pilot of a passing train or through a Gangman to the Station Master/Cabin Master/ Cabinman of the adjacent station and the nearest Gangmate.

(b) The Station Master on duty on receipt of the above information shall arrange to issue caution orders to the Loco Pilots and Guards of all trains entering into the section.

(i) To whistle frequently,

(ii) To stop 30m, short of the level crossing, and be guided by the hand signal given by the gateman.

(c) The Station Master shall intimate the fact to the Station Master at the other end of the block section for issue of caution order with the similar instructions as mentioned in (b) above.

The caution order shall continue to be issued till the defect is rectified. The Station Master shall also advise the JE/SE/SSE(Signal), JE/SE/SSE(P way) and other officials concerned for immediate rectification and other necessary action.

(d) The Loco Pilots shall ensure that the level crossing is not obstructed and on being hand signalled by the Gateman, negotiate the level crossing cautiously.

(e) Necessary entries shall be made in the Caution Order Register and Station Diary by the Station Masters at either end of the affected section.

16.06.05. In case of failure of locking arrangement of gate boom or leaf, the gate boom/leaf should be properly secured by using a small chain and padlock. In such case trains shall be worked as mentioned in SR 16.06.04.

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 obstruction as per Rule 6.03.

SR 16.07.01.- In case of an obstruction on the line at a level crossing not protected by station signals, the gateman shall maintain the gate signals, if provided, in the 'on' position and, if unable to remove the obstruction forthwith, he shall protect the line in the following manner:-

(a) On Double Line :

(i) In case both lines are obstructed, he shall, during day light hours, first plant a banner flag across the track in the direction from which a train is expected to arrive first and then plant the second banner flag across the other track, against any train in the opposite direction. The banner flag shall be planted clear of the level crossing and at a distance of about 5 metres from the edge of the road/obstruction.

(ii) He shall, thereafter, close and lock the gates.

(iii) At level crossings provided with telephones, the gateman shall, if time permits, inform the Station Master/Cabinman about the obstruction and ascertain the position of trains, after he has taken action as per clauses (i) and (ii) above.

(iv) The gateman shall then proceed in haste, exhibiting a red hand signal flag, towards the direction from which a train is expected first and place one detonator on the track at a distance of 600 m on BG and three detonators 10m apart at distance of 1200m on B. G from the level crossing. Having thus protected one line, he shall immediately return to the level crossing, picking up the intermediate detonator on the way and then proceed with the same haste in the opposite direction and protect the other line also in an identical manner. Having duly protected both the lines, the gateman

shall return to the level crossing and endeavour to clear the obstruction, mobilising any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warn the Loco Pilot of any approaching train.

(v) In case only one line is obstructed the aforesaid protection need be done only for the obstructed line.

(b) On Single Line :-

The gateman shall take action as laid down in sub-rule (a), except that the banner flags and the detonators shall be placed on the same line on either side of the level crossing.

(c) On Multiple lines and parallel single lines

The procedure for protection shall be as indicated in sub-rule (a) or (b) above, as applicable, duly amplified by local instructions as may be warranted in each case. Banner flags shall be planted and detonators placed on each of the obstructed lines in the directions from which trains are likely to approach.

SR 16.07.02.- In case of an obstruction at a level crossing situated between the outermost signals of a station, but not protected by the station approach stop signals, the gateman shall, in addition to protecting the line in the manner laid down in SR 16.07.01, inform the Station Master/Cabinman, who shall there upon keep the relevant signals in the 'on' position. Placing of detonators towards the station side may be dispensed with if it is assured by the Station Master/Cabinman that no train shall be allowed to leave the station until the obstruction is removed.

SR 16.07.03.- In case of an obstruction at a level crossing protected by station stop signals, which may also include cabin operated level crossings, the gateman or cabinman, as the case may be shall at once close the gates across the road and ensure that the stop signals controlling the passage of trains over the obstructed lines are maintained at 'on'. In addition, banner flags shall be planted in the manner indicated in SR 16.07.01 (a) (i). However, if in the meantime he notices any train coming from either side, he shall be prepared to stop the same by the use of hand signals and detonators.

SR 16.07.04.- By night the gateman shall use his hand signal lamps exhibiting the red aspect in place of banner flags and red hand signal flags. Since only two hand signal lamps are provided even on double lines, he shall, for the purpose of hand-signal, pick up the hand signal lamp planted in lieu of the banner flags in the direction in which he is proceeding to place detonators, and shall exhibit the same as he goes along. He shall replace the lamp in position, on his return.

SR 16.07.05.- In case of an obstruction on the line at a level crossing situated in Automatic block signalling territory, the gates of which are inter-locked with Semi-Automatic Gate Stop signal as per sketch 9 of GR 3.17 (1), the gateman shall at once take steps to extinguish the 'A' marker of the Semi-Automatic Gate Stop signal by operating its control lever/switch where provided. But at such of the level crossings where the control of the 'A' marker is only through the closing of the boom, the gateman of such level crossings, shall close the level crossing against thoroughfare by using spare gate leaves, if any or by using the chains and pad locks. He shall thereafter inform the Station Master about the obstruction and ascertain position of trains. The gateman, if unable to remove the obstruction forthwith, shall protect the line in the following manner:-

(a) (i) On Double line, after taking action as detailed under clauses (i), (ii) and (iii) of sub-rule (a) of SR 16.07.01, shall proceed in haste, exhibiting a red hand signal towards the direction from which a train is expected first and place one detonator on the track at a distance of 90m and two detonators 10m apart at a distance of 180 m. from the level crossing. Having thus protected one line, he shall immediately return to the level crossing and then proceed, with the same haste, in the opposite direction and protect the other line also in the identical manner. Having duly protected both the lines, the gateman shall return to the level crossing and endeavour to clear the obstruction, mobilising any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warn the Loco Pilot of any approaching train.

(ii) In case only one line is obstructed, the aforesaid protection need be done for the obstructed line towards the direction from which normally trains approach the level crossing.

(b) On single line, after taking action as contained in clauses (i), (ii) and (iii) of sub-rule (a) of SR 16.07.01, action shall be taken to place detonators and banner flags on the same line on either side of the level crossing in the manner detailed under sub-rule (a) (i) above.

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.

SR 16.10.01.- (i) in case he is not relieved by another gateman, the gateman shall not leave his level crossing until the gangmate, in whose length the level crossing falls, places a Trackman, competent to work as gateman, in charge of it.

(ii) In the case of traffic level crossings in similar circumstances, the Station Master on receipt of such information, shall take necessary action to relieve the gateman.

SR 16.10.02.- At level crossings where only one man is employed, he shall not leave the level crossing, even for a short time, without closing them to the road and locking them.

SR 16.10.03.- No person shall be allowed to perform the duties of a gateman unless he has been examined and found competent.

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 level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under the overhead equipment of 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.

