

Correction slip no.01
Date of Issue: 20.11.2024

EAST COAST RAILWAY

Serial No - LCG/Traffic/ST-14

Date of Issue - 20.05.2023

Date brought in to force.....

1 WORKING INSTRUCTIONS OF 'C' CLASS INTERLOCKED LEVEL CROSSING GATE (No.ST-14) AT KM 14.615 in MANE STATION YARD.-

1.1 GENERAL INSTRUCTIONS:-

1.1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:-

1.	Number of level crossing gate	:	ST-14
2.	Engineering or Traffic Gate	:	Traffic
3.	Under control of Station Master or Permanent Way Inspector	:	SM/MANE
4.	Location at KM	:	14/6-7(14.615)
5.	At station	:	MANE
6.	In between station	:	MANE-SBPY
7.	BG/MG/NG	:	BG
8.	Single line/Doubling Line/Multiple Line	:	Double line
9.	Normal position	:	Open to road traffic
10.	Interlocked/Non-interlocked	:	Interlocked
11.	Means of interlocking	:	EKT
12.	Provision of gate Signal at Kms	:	UP Line- Nil DN Line- Nil
13.	Signalling arrangement	:	Interlocked with Station stop signal
14.	Means of communications Telephone/Bell etc.	:	Telephone connection with SM Office/MANE
15.	Width of Level Crossing Gate	:	7.5mt
16.	Type of Road	:	Others(PWD)
17.	Name of Road	:	Bada Maneswar village Road
18.	Metaled/Non Metaled	:	Asphalt
19.	Approach Road	:	Asphalt
20.	Width of the Road	:	5.5 MTRS.
21.	Angle of Road Crossing (incase of the SKEW gates)	:	90°
22.	Road Gradient (if any)	:	(a) North-East side--- 1 in 40 (b) South/West side--- 1 in 20
23.	Road alignment (straight/curve)	:	(a) North-East side--- Straight (b) South/Westside--- Straight
24.	Provision of height gauge	:	Provided
25.	Type of Barrier	:	Electrically operated lifting barrier
26.	Length of check Rail	:	9.5 Mt
27.	Road surface in between level crossing gates.	:	Leveled with Hexagonal blocks
28.	Length of Rumble strip/speed breakers.	:	7.5 mt
29.	Road Signs	:	Available
30.	Speed breakers indication board	:	Provided
31.	TVU	:	4031 on 10/2024
32.	Census next due on	:	10/2027

SAURAV SAINI
DSTE/SBP

L.B.JENA
DEN/EAST/SBP

LINGARAJ GARTIA
DOM(G)/SBP

33.	Demarcation for placement of detonators.	:	Provided
34.	No. of gateman working	:	02 (Twelve hours)
35.	Nearest Railway Medical Assistance	:	Sambalpur
36.	Nearest Private Medical Assistance available (any)	:	Maneswar
37.	List of equipment available Yes / No.	:	Yes

1.2 **THE ESSENTIAL EQUIPMENTS TO BE AVAILABLE AT THE TRAFFIC LC GATE:**

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, one flag each is to be displayed on either side on double 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.	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 **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 camps, etc
- 8) Accident Register.
- 9) Record of last census of road traffic at level crossing gate.

SAURAV SAINI
DSTE/SBP

L.B.JENA
DEN/EAST/SBP

LINGARAJ GARTIA
DOM(G)/SBP

- 10) Public Complaint Book.
- 11) Inspection Book.

1.4 **DUTIES OF GATE MAN:**

1. **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.

2. **POSITION OF GATE KEEPER DURING PASSAGE OF TRAINS:**

During passage of trains, Gateman will stand in the manner indicated below:

- i) Gateman will stand attentively in front of the Gate – lodge facing the approaching train.
- ii) In daytime, Gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
- iii) In nighttime, Gateman shall hold lighted hand signal lamp with white light facing the track.
- iv) He shall keep the whistle slung around his neck from a cord.

3. **ROUTINE DUTIES OF GATEMAN:**

- i) Gateman shall ensure that red banner flag by day and red light by night is placed across the track in case of emergency or obstruction on the track.
- ii) Gateman shall ensure that all gate lamps are burning properly and tri colour hand signal lamps are kept ready for use 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 gate 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 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 resort to sliding boom operation. When sliding boom fails he shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- viii) Gateman shall report to the SM/MANE, 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 un-metalled 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/animal passing from the gate are within the height loading gauge provided on either side of the level crossing gate.

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 driver/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 SM on duty 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 LP/ALP/Guard fail to respond, Gateman shall immediately inform the SM to take appropriate action, under exchange of private number.

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

- i) In case of an obstruction at the level crossing gate, gateman shall maintain the concerned station signals in the 'ON' position.
- ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master 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.

The gateman shall protect the line as under: -

2.ACTION IN ELECTRIFIED SECTION:

- (i) On noticing that, the whole or part of OHE of a feeder or a cable falling down, the Gate keeper shall ensure that, as far as possible human beings, animals or vehicle etc are kept away in order to avoid any contact with the live equipments.
- (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 the on duty GK, he shall immediately inform SM on duty and take all necessary measures for protection of the line as under.
- a) **ON DOUBLE LINE SECTION:**
- i) 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) Then 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 towards the line, which a train is expected to arrive first, to a point 600 meters and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters 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 to the other line, showing red hand signal, similarly place detonators as described in (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 fouls 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 nearest Station Master or PWI regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.
- c) **ENGINEERING ITEMS:**
- i) Visibility: -

Direction	Side	Visibility Distance
UP	Right	1000 M.
	Left	1000M
DN	Right	700 M
	Left	1000 M

- i) Speed Breaker: - Speed Breakers of approved design are provided on either side of this Level Crossing gate.

- ii) Periodical Census of traffic has been taken and the latest TVU is 4031 on 10/2024.

1.5 SPECIAL INSTRUCTIONS-
1. MODE OF OPERATION:

This is a Manned, interlocked Traffic L.C. Gate situated at Km 14.615 at SBPY end of the yard in between the DN starters and DN Adv. starter signals. This gate is interlocked with DN starter of the station in DN direction and UP Home signal of the station in UP direction. Telephone communication is provided between the L C. gate lodge and SM office of MANE Station. The level crossing gate is electrically operated lifting barrier type and 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 OFF 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 pressing the close push button provided on the panel. Gate man will keep the close push button pressed till gate is closed & locked against road traffic. Then key 'G' is to be extracted from EKT-1 and inserted in EKT-2. This Key 'G' will be transmitted electrically to SM 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 train, the SM on duty shall inform the gateman and click Trans control '49' for transmitting the key back to the gateman for opening the gate. After transmission, the 'key in' indication will start flashing on the VDU suggesting that the key is transmitted to LC gate. An indication will appear near EKT at gate lodge suggesting that the key-G can be extracted from the EKT-2. Key-'G' is then inserted in EKT-1 and switch 'GS' is normalized then open push button provided on the gate panel 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 'L' mechanically free & electrically proved is provided in a red sealed glass box for emergency opening of the gate incase of failure in extracting key-G from EKT-2. 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.

WORKING OF EMERGENCY KEY FOR ELECTRICALLY OPERATED GATE.

Normally a boom crank handle chained with key "L" remains inside the EKT-3 (provided in the sealed red box). When the normal operation (closing/opening) of boom fails from the gate panel, the gate man on duty will inform the SM on duty regarding the failure supported by private number and seek his permission to use emergency key. After obtaining the permission from SM on duty supported by private number, the gate man on duty will break the seal of the red box, open it and take out the key chained with boom crank handle from the EKT-3. By using this crank handle closing/opening of the booms are to be done. After completing the operation the key chained with boom crank handle is to be inserted in EKT-3 and the box is to be closed and S&T staff is to be advised to seal the red box.

In the event of failure of UP reception signal or DN starter signals or during Non Interlocking working, the 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.

INSTRUCTIONS FOR OPERATION OF SLIDING BOOM:

- a. Sliding boom provided at the far end of gate lodge (sliding barrier – 2) has been padlocked with chain in open position and sliding boom at near end (sliding barrier – 1) in open position has been locked by E-type lock.

- b. In case of breakage of normal boom or LC gate cannot be closed due to failure, the gate man shall release electro-mechanically free Key 'G1' from "EKT-1" provided in the gate lodge. Extraction of Key "G1" from "EKT-1" will put back the road signals to danger and simultaneously hooter will sound.
- c. The gate man shall insert the Key "G1" in E type lock provided at far end sliding boom and unlock the emergency sliding boom. He will slide the boom against the road traffic up to the lock post and lock it in closed position by pushing the locking plunger. Locking plunger initially in locked condition can be released by unlocking the E-type lock with the key attached to the chain of the boom. This will also release key "SB-1" attached to the lock post. Key "SB-1" when released locks the far end sliding boom.
- d. The near end sliding boom is normally in padlocked condition and the key is in the custody of gateman. The gateman shall unlock the sliding boom by this key and slide it against the road traffic up to the lock post and lock it in closed position by pushing the locking plunger. The locking plunger is initially in locked condition. This can be freed by unlocking the E-type lock with the help of key "SB-1". This will also release key "SB-2" attached on the lock post. Key "SB-2" when extracted locks the near end sliding boom and key "SB-1". This key "SB-2" is to be transmitted to SM by inserting it in "EKT-5" provided in the gate lodge in conjunction with the GS (gate slot) switch provided in the gate lodge to enable the SM on duty to take off concerned signals.
- e. After passage of train, SM on duty shall transmit the gate Key. The gateman shall extract key "SB-2" from "EKT-2", normalize the switch GS, unlock the sliding boom and operate the gears in reverse sequence of operation to normalize the sliding boom.
- f. In case of any damage to sliding boom 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.

In the event of failure of reception and dispatch 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 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)

2. **INTIMATION TO GATEMAN:**

- i) Before taking off reception/ departure signal Station Master/MANE 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/MANE
- 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 Master/MANE must ensure that the train is ready for departure in all respects before he advises the gateman for closing the gate.
- v) 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.

3. **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 /MANE shall send written advice to the gateman through the pointsman with full details of number, description and direction of the train.

SAURAV SAINI
DSTE/SBP

L.B.JENA
DEN/EAST/SBP

LINGARAJ GARTIA
DOM(G)/SBP

- ii) Gateman on receipt of such advice shall close the gate and transmit the key to the Station Master/MANE, 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/ MANE will issue written authority to the train Loco Pilot to pass the signal at 'ON' position.
- iv) In addition, Station Master/MANE shall also issue a caution order advising the Loco Pilot to whistle continuously and approach the gate cautiously.
- v) The train driver shall be instructed to pass the gate cautiously, on being signalled 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/ MANE shall advise the Station Master /SBPY, under exchange of private number that the telephone at the gate has failed.
- vii) The station Master/SBPY 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 OF GATE:**

- 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) The Gateman shall resort to sliding boom operation. If sliding barriers fail the Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
- iv) when ELB is defective in open condition and sliding barrier is in operation, signal for road users should display RED.
- v) After securing the gate against road traffic, gateman shall show green hand signal flag by day and green light by night to the driver of the approaching train.
- vi) Station Master on duty/MANE shall issue a caution order to the Loco Pilot of a departing train.
- vii) He shall also advise the station Master /SBPY, 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.
- viii) Station Master/ MANE will advise maintenance staff responsible for maintenance of lifting barriers to repair the defect at the earliest.
- ix) Normal working will resume 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 gate leaves or the key transmitter, then gateman must immediately inform the Station Master /MANE on duty on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non – interlocked and procedure for reception/dispatch of trains as prescribed for non – interlocked gates should be adopted.
- iii) Station Master on duty/MANE shall issue a caution order to the Loco Pilot of a departing train.
- iv) He shall also advise the station Master/SBPY at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
- v) Station Master /MANE will advise S&T staff responsible for maintenance of winch/key transmitter to rectify the defect at the earliest.
- vi) Normal working will resumed only after S&T staff repairs the winch/key transmitter.

Note:

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

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

- i) If the gate key cannot be extracted from the winch, gate lever or key transmitter then gateman must immediately inform the Station Master on duty/MANE on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gates should be adopted.
- iii) Station Master on duty/MANE shall issue caution order to the Loco Pilot of a departing train.
- iv) He shall also advise the station Master /SBPY at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
- v) Station Master/MANE will advise S&T staff responsible for maintenance of winch//key transmitter to rectify the defect at the earliest.
- vi) Normal working will resumed only after S&T staff repairs the winch/key transmitter 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.

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 normalize the GS Switch to put back the signals to "ON" position and then 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/MANE on duty, regarding the defects/obstruction at the gate, under exchange of private number.
- iii) Stationmaster/MANE 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 /MANE 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 on the other line
- 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/MANE shall also inform the station Master /SBPY at the dispatching end, under exchange of private number, asking him not to dispatch any train into 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/MANE accordingly, under exchange of private number.
- x) The gateman shall then resort to sliding boom operation.
- xi) If sliding boom working also fails, Station Master/MANE shall then issue a caution order and written authority in form T/369(3b) to Loco Pilots of all trains to proceed cautiously, and pass the reception/Departure Stop signal at 'ON' position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- xii) 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.
- xiii) Station Master/MANE shall advise maintenance staff responsible for maintaining the lifting barriers to repair the same at the earliest.
- xiv) 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/MANE will adopt the procedure given under item No.7. 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.

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

When the Gateman observes 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.

CERTIFICATE:-

NOTHING IN THESE RULES SHALL BE READ AS CANCELLING AMENDING OR MODIFYING ANY GR & SR'S OR ANY OTHER RELEVANT RULES.

SAURAV SAINI
DSTE/SBP

L.B.JENA
DEN/EAST/SBP

LINGARAJ GARTIA
DOM(G)/SBP