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(1). Certificate of Competency. - In case of Non-interlocked gate every Gateman shall be tested by Section Engineer (P.Way) or Traffic Inspector as the case may be, and issued a certificate of competency in the form given below before he is put to work independently. The competency certificate shall be valid for a period of five years.

Certificate of Competency.

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

Place........................................
Date........................................

Signature
Designation - T.I / SE(P.Way)
(Strike out whichever is not applicable)

SR 16.01(2) Certificate of competency -

Section Engineer (Signal) must invariably be associated with the test in case of Gateman posted at interlocked Level Crossing Gate. The certificate of competency should be jointly signed by SE (Signal) and T.I / SE (P.Way) as the case may be. The competency certificate shall be valid for a period of five years.

Certificate of Competency.

Certify that we have examined Sri ............................................................
S/o, Sri..................................................................................................Designation........................................
In the duties of Gateman. He is conversant in the use of hand signals, detonators and other equipment provided at the gate. He is also conversant with the procedure to be adopted during abnormal conditions.

Signature
Designation - SE(Signal)

Signature
Designation - T.I /SE(P.Way)
(Strike out whichever is not applicable)

Place........................................
Date........................................

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 signals, detonators and other equipment in proper order and ready for use.
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 purposes of any other railway operation; and all such special instructions so long as they be not cancelled or superseded shall for the purposes only of the Railway Administration issuing the same be deemed to be General Rule within the meaning and subject to the provision of section 60 of the Act.

2] If for any reason the gates at level crossings cannot 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] Gateman, 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. [i] Traffic Gates. – The operation of gates at level crossings within the Outermost Stop signals in either direction of a block station shall be under the control of the Operating Department while the level crossing and structures appertaining thereto shall be maintained by the Engineering Department. Working instructions for these gates shall be incorporated in the Station Working Rules of the block station in question and a copy of the same shall be posted at the gate lodge.

[ii] Engineering Gates. – Level Crossings outside the Outermost Stop signals in either direction of a block station shall be under the control of the Engineering Department both, as regards their operation and maintenance. Such level crossings may be –

[a] Outside the Outermost Stop Signal in either direction of a block station but within its station limits. – Working Instructions for such level crossings, if manned, shall be incorporated as an Appendix to the Station Working Rules of the station concerned and a copy of the same will be posted at the gate lodge.

[b] Outside the Station Limits of any block station. – In case of such level crossings, if manned, a copy of the Working Instructions shall be posted only at the gate lodge.
**Note.** – Where a level crossing is equipped with signals and is situated outside the Stop signals of a block station, signalling and interlocking diagrams shall, in addition to the Working Instructions, be posted at the gate lodge.

[iii] **Operation of gates provided with telephones.** – Where a gate, not interlocked with signals of a station, is provided with a telephone connected with the adjoining station/Cabin, the opening/closing of the gate will be done in the manner indicated below –

[a] Where the gate is normally “closed to road traffic” the Gateman before opening the same shall ensure by exchange of Private Numbers with the Asstt. Station Master/Cabinmaster on duty of the connected station that no train is approaching the level crossing.

Similarly after clearing the road traffic on either side, the Gateman shall close the gates against road traffic and lock them, keeping the keys in his personal custody and advise the Assistant Station Master/Cabinmaster on duty at the connected station under exchange of Private Numbers that the gates have been closed and locked. Till this advice of closure of the gate is received, the Assistant Station Master/Cabinmaster shall not allow a train in the section.

[b] Where the gate is normally “open to road traffic” the Asstt. Station Master/Cabinmaster of the connected station shall ensure by exchange of Private numbers that the gate is closed to road traffic before a train enters the block section towards the level crossings.

[c] In the event of a Station Master/Cabinmaster not being in a position to get in touch with a Gateman, due to the telephone being out of order or the Gateman being absent or for any other reason, he should not allow any train to proceed towards such level crossing unless the Loco Pilot has been served with a Caution Order to warn the Loco Pilot about the possibility of the level crossing being open to road traffic and the line being obstructed. The number and kilometrage of the level crossing should also be indicated clearly in the Caution Order.

Similarly, it shall be the responsibility of the Station Master/Cabinmaster of the gate controlling station to attend promptly all telephone calls from the Gateman without fail as, any call could also be for reporting any emergency.

[d] Specific instructions regarding opening / closing of the gate should be laid down in Station/Gate Working rule.

[iv] In case of level crossings situated within the station limit, its working instructions shall be embodied in the Station Working Rule of its controlling station and in case of level crossing situated outside the station limit, the working instructions shall be maintained by the SSE/SE/JE( P.Way) of the section. The Station Master and the SSE/SE/JE( P.Way)s controlling such level crossings shall ensure that copy of these working instructions along with regional language as applicable are invariably kept hung at a conspicuous place at the gate lodge of each manned level crossing situated in and outside the station limit. They shall also ensure that the Gateman to be posted for independent duty at such level crossings thoroughly understand the working instructions of the level crossing concerned and that they give an assurance to that effect like other station staff in the Assurance Register to be maintained for this purpose at the gate lodge of each manned level crossing. In respect of traffic level crossings such Assurance Register may be maintained at the controlling station.
The Officers and Senior subordinates and the SSE/SE/JEs(P.Way) and TI(M)s whenever on line/inspection shall invariably examine the Gateman to ensure that they have a correct knowledge of the working rules of the gate and that they have signed the Assurance Register as well.

[v] **Position during passage of trains.** – At a manned level crossing where the gates are not designed to close across the track, the Gateman should stand at the middle of the gate facing the track, on the gate lodge side of the approaching train, and hold hand signal in the manner indicated below –

[a] During day he should hold red and green hand signal flags furled on separate sticks, the green in the left hand and red in the right hand and be prepared to take action should any danger be apprehended, or to repeat any signal which the Guard may intend to convey to the Loco Pilot.

[b] During night he should carry a lighted hand signal lamp which will not be exhibited in the direction of the approaching train but will be held in readiness, so that he may show a danger signal in case of necessity as laid down in sub-paragraph (a) above.

[c] During night, in order to be able readily to show any danger signal to any approaching train, when level crossings are opened to road traffic, Gateman must invariably keep their hand signal lamps set to show red throughout the period their level crossings are open to road traffic.

[vi] In case of level crossing gates not protected by gate/station Stop signal, Gateman should display a red flag by day time and red light during night towards the approaching trains on either side of the level crossings as long as the gate is kept open to road traffic subject to rigid observance of GR 16.03 and SR 16.03(i) to 16.03(v).

[vii] [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 to road traffic at important Level Crossings, such Gates shall not normally be closed for more than 10 minutes at a stretch or as mentioned in SWR / Gate Working Rules.

[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 sharp look out for the motor trolley and shall close the gates when it is actually in sight. The same procedure shall also be followed by Cabinmen/Cabinmasters in the case of gates operated from the Cabins.

**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 – 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 hands 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, any 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.
16.05 Channel for flange of wheels. - The Gateman shall see that the channel for the flange of the wheels is 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] 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.

[d] report the fact to his superior or the nearest Gangmate.

16.07 Obstructions at level crossings. - 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 3.62.

SR. 16.07. – In case of an obstruction at the level crossing, the Gateman should maintain the Gate Signals, if any, in the ‘ON’ position and if unable to remove it, protect the line as follows –

[i] On double line, if both lines are obstructed during day, he shall plant a red flag at a distance of 5 metres on the line on which a train is expected to arrive first, then attach another red flag to the staff and fix it on the other line at the site of obstruction. He shall then pick up the first danger signal and showing it proceed on that line to a point 600 metres on Broad Gauge and 400 metres on the Narrow Gauge from the level crossing and place one detonator on the line after which proceed further to a distance of 1200 metres on Broad Gauge and 800 metres on Narrow Gauge from the level crossing and place three detonators on the line about 10 metres apart. Having thus protected the line on which a train is expected to approach first, he should return to the level crossing, picking up the intermediate detonator on his way back, remove from the other line the staff with the red flag and plant it on the line towards the direction protected with detonators. He shall then proceed on the other line showing the danger signal, place detonators similarly and return to the site of obstruction to warn the Loco Pilot of an approaching train.

[ii] On single line, if the line is obstructed during day, he shall plant a red flag towards the direction from which a train is expected to arrive first, then attach another red flag to the staff and fix it towards the opposite direction at the site of obstruction. He shall then pick up the first danger signal and as in sub-paragraph[i], protect the line in the direction from which a train is expected to approach first return to the site of obstruction, re-fix the staff to show the danger signal on the side the line is protected and proceed with all haste in the other direction to protect the line. Having protected the line on both sides, he should station himself at the place of obstruction to warn the Loco Pilot of an approaching train.
[iii] At night the Gateman should light the two hand signal lamps and take action to exhibit red light and protect the line/lines as in sub-paragraphs [i] and [ii].

[iii] Immediate steps to protect the line/lines, as detailed above, must be taken in case control of the level crossing gate is forcibly taken over by outsiders such as – snatching the gate key etc.

Suitable instructions to this effect must be embodied in the SWR / GWR.

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.

SR. 16.08 – In the event of train parting, the Gateman shall draw the attention of Loco Pilot and Guard of the train by shouting and during day by also putting both his hands together above his head and separating them smartly and during night by waving a white light up and down vertically.

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. No Gateman may leave his post without being properly relieved. In case of Engineering gate, the relief must be arranged by the SSE/SE/JE (P.Way) except in case of emergency, when it may be arranged by the mate of the gang in whose length the gate lies. In case of traffic gate, such relief must be arranged by SS / SM / CYM as the case may be.

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