



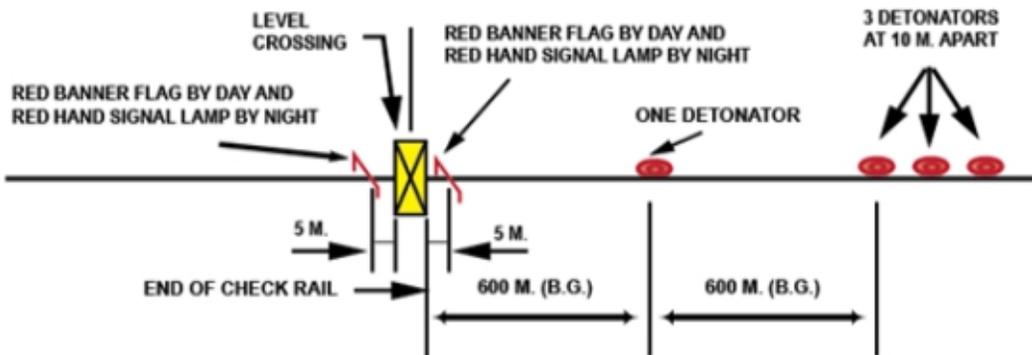
मध्य रेल  
CENTRAL RAILWAY

# LEVEL CROSSING SAFETY DEPARTMENT MUMBAI DIVISION



# SINGLE LINE

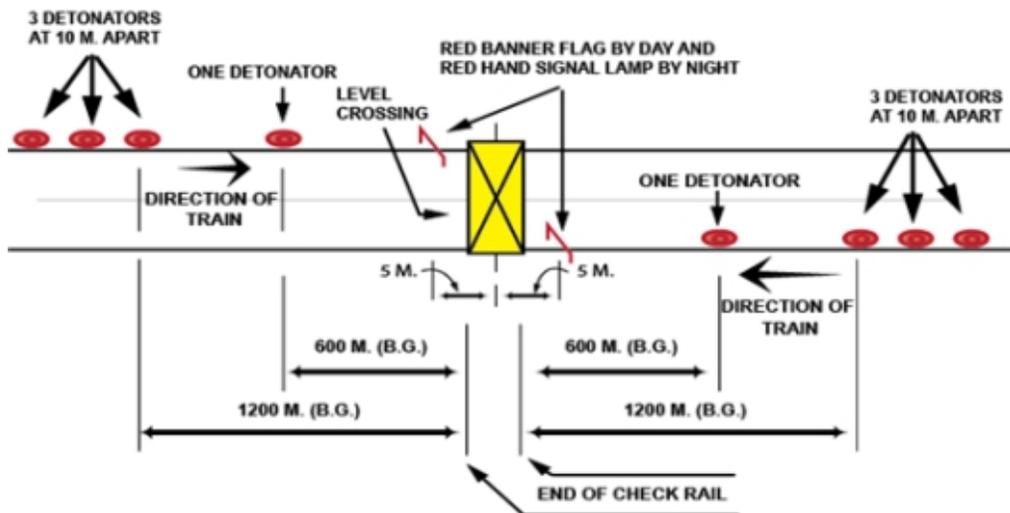
←  
DIRECTION OF  
APPROACHING TRAIN



## NOTE

PROTECTION FOR THE DIRECTION OPPOSITE TO THAT OF APPROACHING TRAIN TO BE REPEATED ON THE OTHER SIDE ALSO.

# DOUBLE LINE





## कर्मचारियों से दो शब्द

“ समपार फाटक पुस्तिका हू का उद्देश्य यह सुनिश्चित करना है कि फाटक वालों को समपार फाटक कार्य संचालन से संबंधित नियमों की जानकारी हो जिससे समपार फाटक पर सम्पूर्ण संरक्षा सुनिश्चित हो सके । इसको पढ़कर वे उन नियमों और हिदायतों को अच्छी तरह समझ सकते हैं जिनको उन्हें रोजाना के कार्य में अमल में लाना पड़ता है । इसमें उनके लिए बनाये गए नियमों को आसान भाषा में समझाया गया है । यह किताब फाटक के नियमों के अतिरिक्त उनका रेल में क्या स्थान और महत्व है और अच्छे कर्मचारी होने के नाते उनके क्या कर्तव्य और जिम्मेदारियां है इस बारे में भी जानकारी देगा ।

समपार फाटक की अधिकतर दुर्घटनाएं मानवीय भूलों के कारण होती हैं ।

मैं सभी फाटकवाले कर्मचारियों से अपेक्षा करता हूँ कि भविष्य में मानवीय भूलों को न दोहराए जिससे हम शून्य दुर्घटना के लक्ष्य को प्राप्त कर सकें । हर समय सजग, सतर्क एवं सावधान रहें ताकि दुर्घटना न होने पाये ।

मुझे उम्मीद है कि इस पुस्तिका के अध्ययन से समपार फाटक पर होनेवाली दुर्घटना रोकने में सहायता मिलेगी ।



**SHALABH GOEL**  
**DRM MUMBAI**



## **PREFACE**

Level Crossing in general and unmanned level crossings in particular, are an issue of great concern to Indian Railways. In percentage terms, level crossings account for the maximum number of accidents over this vast network. Apart from loss of human life and interruption of services, such accidents project a negative image of Indian Railways.

Mumbai Division Central Railway has endeavoured for elimination of Unmanned Level Crossings. This elimination would be done by various means such as outright closure, diversion, Limited Height Sub-way, Road over Bridges & Road under Bridges.

While elimination is one aspect, it is equally important to ensure that the existing Level Crossing Gates are maintained to proper standards and the approach road condition, speed breakers, provision of mandatory warning boards etc. are in its place. In addition, based upon TVUs, busy gates should be interlocked or, where the figures warrant, proposed for ROBs.

Safety Department of Central Railway Mumbai Division has brought out a Compendium on LC Gates, covering all aspects. It is expected that wide distribution of this Compendium shall be of immense use to staff over Central Railway, Mumbai Division.

**SHALABH GOEL**  
**DRM MUMBAI**



**ROBIN KALIA**  
SR. DSO MUMBAI



## **FOREWORD**

Accidents at level crossing gates form the single largest component of the overall accidents over Indian Railways and accordingly, assume a high priority for any railway staff, especially those connected with safety. Gates available in the system have to conform to the laid down instruction sets and be maintained as per the same.

It is the endeavour of the safety department that the gates available on the system be maintained in good fettle and there should be no ambiguity in the instructions for the same. Considering the geographically disperse nature of field staff, need was felt to bring together all such instructions in one place and ensure wide circulation. Instructions on level crossing gates are available in a large number of manuals, rule books and letters and an effort has by made by the Safety Organization of Mumbai Division to compile the same.

It is expected that this compendium shall prove to be of use to the field staff. Feedback is Welcome.

**ROBIN KALIA**  
SR. DSO CSMT

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### **DISCLAIMER**

This booklet is only indicative, not exhaustive, The railway codes and circulars referred to should be read in conjunction with relevant policy and circulars for proper appreciation. In case of conflict the after will prevail. This booklet should also not be produced in any court of law and wherever necessary reference should always be made to the original orders on the subject.

यह पुस्तिका सामान्य तथा सहायक नियम, विशेष परिपत्र या समय समय पर अधिकृत अधिकारियों द्वारा दिये हुये निर्देशोंका विस्थापन नहीं करती है । नियमों का पालन करने के लिए नियम पुस्तक को ही प्रमाणित माना जायेगा ।

# DEFINITIONS

## **Level Crossing -**

Level crossing means the intersection of road with Railway track at the same level.

## **Level Crossing Gate -**

Level crossing gate means any form of movable barrier, including a chain, capable of being closed across the road at the level crossing, but does not include a wicket or a turnstile for the use of pedestrians.

## **Road Vehicle Unit -**

Road Vehicle Units (RVU): Average no. of road vehicles including a Bullock carts except two wheelers which are passing through level crossing in a period of 24 hours.

All four wheelers, Bullock Carts & Tongas – **One Unit.**

Cycle rickshaw/Auto rickshaw – **Half Unit.**

Motorized two wheelers – **0.25 Unit.**

## **Train Vehicle Unit -**

No of road vehicle unit units (RVU) multiplied by no. of trains in 24 hours in both directions gives the TUV. The formula for deriving TVU is **Total No. of road vehicles x Total No. of trains (UP & DN together) = TVU.**

## **Census for working out TVU's –**

Periodical census of traffic at all level crossings, unmanned/manned shall be taken once in every 3 years to review the classification. However, for manned level crossing with traffic density 75000 TVUs or more but less than 1 lakh TVUs, the census should be taken up once in 2.5 years to determine their eligibility and priority for replacement with ROB/RUB/LHS

on cost sharing basis. Census shall be carried out for 7 days and total Train Vehicle Units (TVUs)/Day (Train Units x Road Vehicle Units) are worked out. The census shall be carried out by a multi-disciplinary inspectorial team consisting of representative of Engineering, S&T and Traffic Departments. The mechanism shall be setup by the Divisional Railway Manager to ensure that the representatives are present for the census by laying down advance timetable for carrying out of census of level crossings.

**In case of unmanned level crossing involved in an accident, census should be conducted immediately, to determine whether manning is required.**

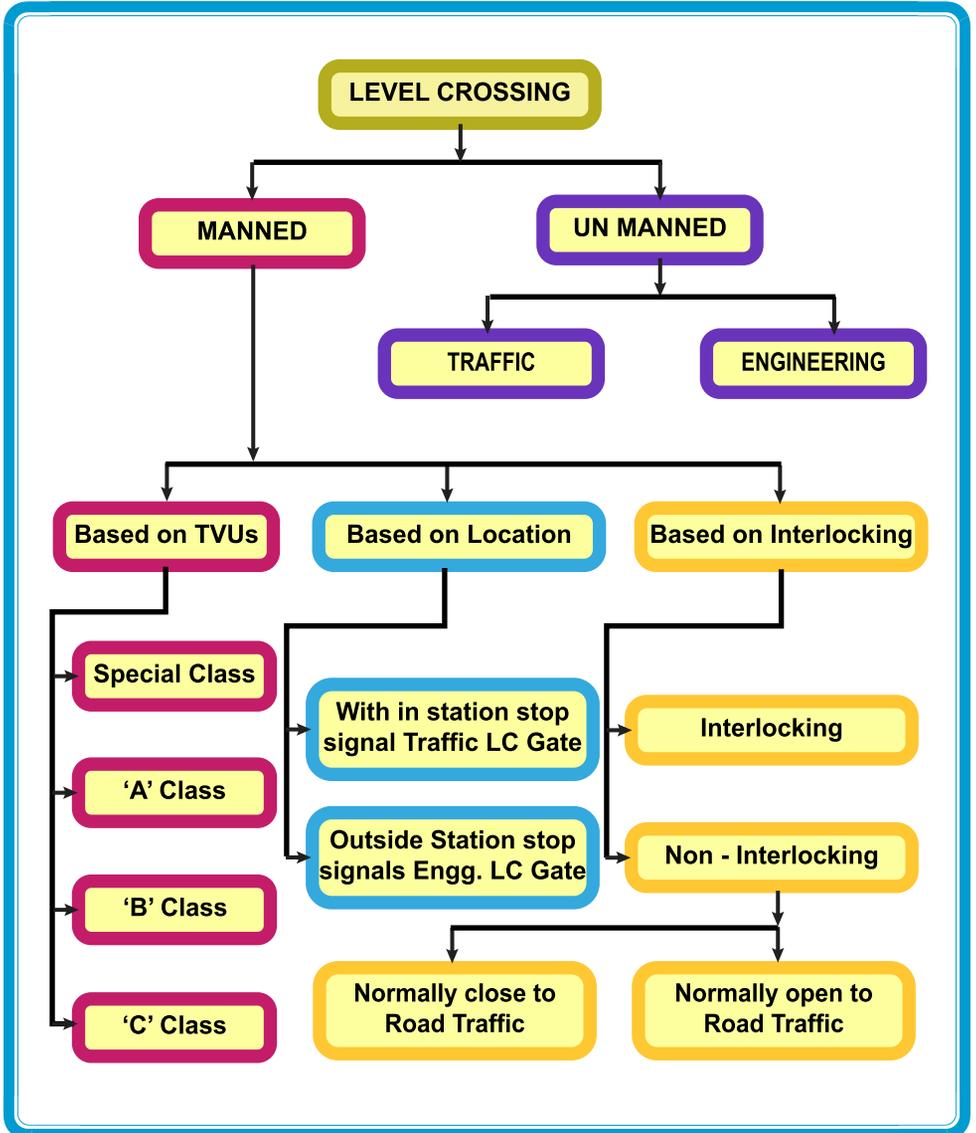
#### **Action to be taken after census –**

- Up gradation of LC gate from one class to another.
- Planning for interlocking if TVUs > 20,000.
- Proposing to the State Govt. for ROB on cost sharing basis, if TVU is more than 75,000 and less than one lakh.

However, this could be relaxed in the following cases-

- Suburban section having high frequency of train.
- Near stations where detention to road traffic are very high on account of either shunting operation or stabling of trains multi directional receipt/dispatch of trains etc.

# CLASSIFICATION



**The classification of level crossings, based on the volume of rail and road traffic, shall be as under:**

<b>Class of LC</b>	<b>Criteria</b>
Special.....for roads	TVUs greater than 50,000
'A' class.....for roads	TVUs from 50,000 & up to 30,000; or Line capacity utilization 80% (on single line) and number of road vehicles greater than 1000
'B' class.....for roads	TVUs less than 30,000 and up to 20,000 and number of road vehicles greater than 750 'B' Class is further subdivided as following- B1 class... TVUs less than 30,000 and up to 25,000 B2 class... TVUs less than 25,000 and up to 20,000
'C' class..... for roads	All other level crossings for road, not covered in above classes

**Classification of manned LC gates based on location:**

**Traffic Gates-**

- a) Within outermost stop signals of station.
- b) Manned by gatekeeper (Pointsman) under control of operating.
- c) Competency certificate issued by Sectional TI & SSE (Sig.). Counter signed by AOM(G) for interlocking traffic gates & by TI and counter signed by AOM(G) for non-interlocked traffic gates.
- d) Validity of Competency certificate for 3 Years.
- e) Medical Classification – A2.

**Engineering Gates -**

- a) Beyond the outermost stop signals of station.
- b) Manned by gatekeeper (Engg.) under control of Engineering department.
- c) Competency certificate issued by Sectional SSE (P-Way) & SSE (Sig.). Counter signed by ADEN for interlocking traffic gates & by SSE (P-Way) and counter signed by ADEN for non-interlocked traffic gates.
- d) Validity of Competency certificate for 3 Years.
- e) Medical Classification – A3.

## **Classification of manned LC gates based on interlocking :**

### **(a) Interlocking :**

- 1) Within station limits
- 2) Special Class (TVUs>50,000)
- 3) 'A' Class (TVUs>30,000)
- 4) 'B1' Class (TVUs>25,000)
- 5) 'B2' Class (TVUs>20,000)

### **(b) Non-interlocked : Normally Closed to Road traffic**

#### **1. Normally 'Open to road traffic' - Criteria to keep in 'open' condition.**

- a) Prior approval of PCE & COM.
- b) LC gate should not be in suburban section.
- c) LC gate should not be in Automatic Block Section.
- d) Telephone connection must be provided.
- e) Banner flag/red light shall be placed when the LC gate is 'open' to traffic.

#### **2. Normally 'Closed to road traffic' - Criteria to keep in 'Close' condition.**

- a) Visibility not adequate.
- b) LC gate located in suburban section.
- c) Telephone not provided.

### **Normal position of the gate: Open to road traffic -**

- a) All interlocked level crossings shall be kept '**Normally Open to Road Traffic**' and may only be closed against the road traffic for the passage of trains or for any other Railway operation by taking off the signals.
- b) Non-interlocked LC gates having clear visibility of 600 m for road users with prior approval of COM & PCE.

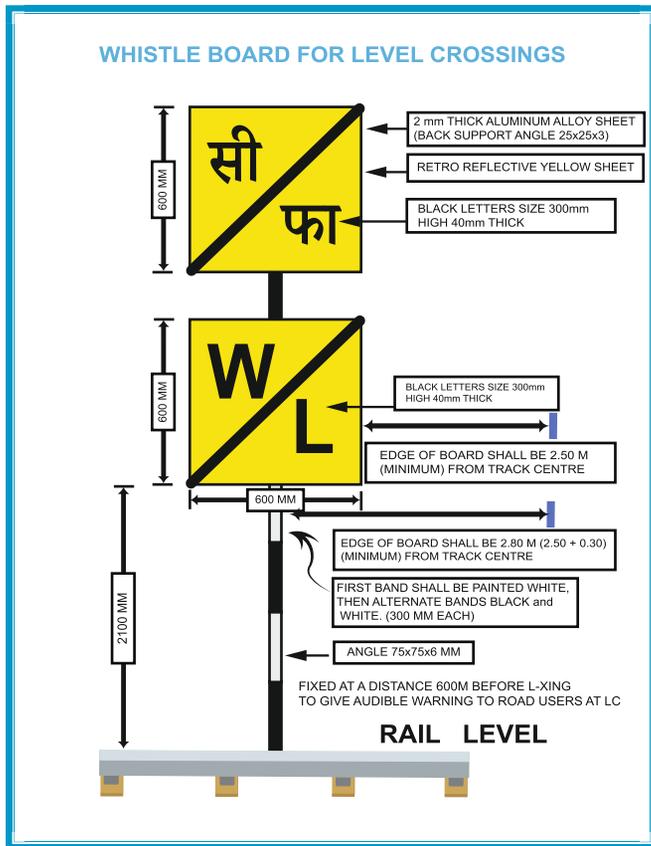
### **Closed to road traffic-**

The Non-interlocked LC gates must normally be kept closed and securely fastened against road traffic and may only be opened for the passage of road traffic when it is necessary and safe to do so.

# LEVEL CROSSING INDICATORS

## 1. Whistle Indicator:

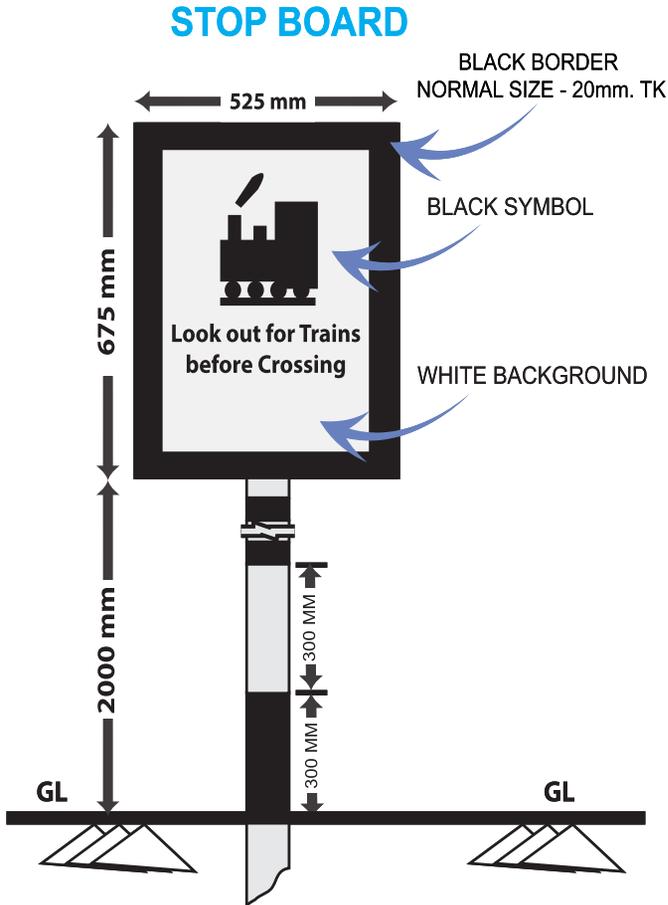
At the approaches to all level crossings where the view is not clear on either side for a distance of 600 metres and those which have normal position open to road traffic, without interlocking and protection by signals, under special conditions, bilingual whistle boards as per approved design (**Annexure 9/4**) should be erected at 600 metres along the track from the level crossing to enjoin the Drivers of approaching trains to give audible warning of the approach of a train to the road users. The Drivers of approaching trains should whistle continuously from the time they pass whistle boards to the time they cross the level crossing.



## DETAILS OF WHISTLE BOARD ON THE APPROACH OF A LEVEL CROSSING

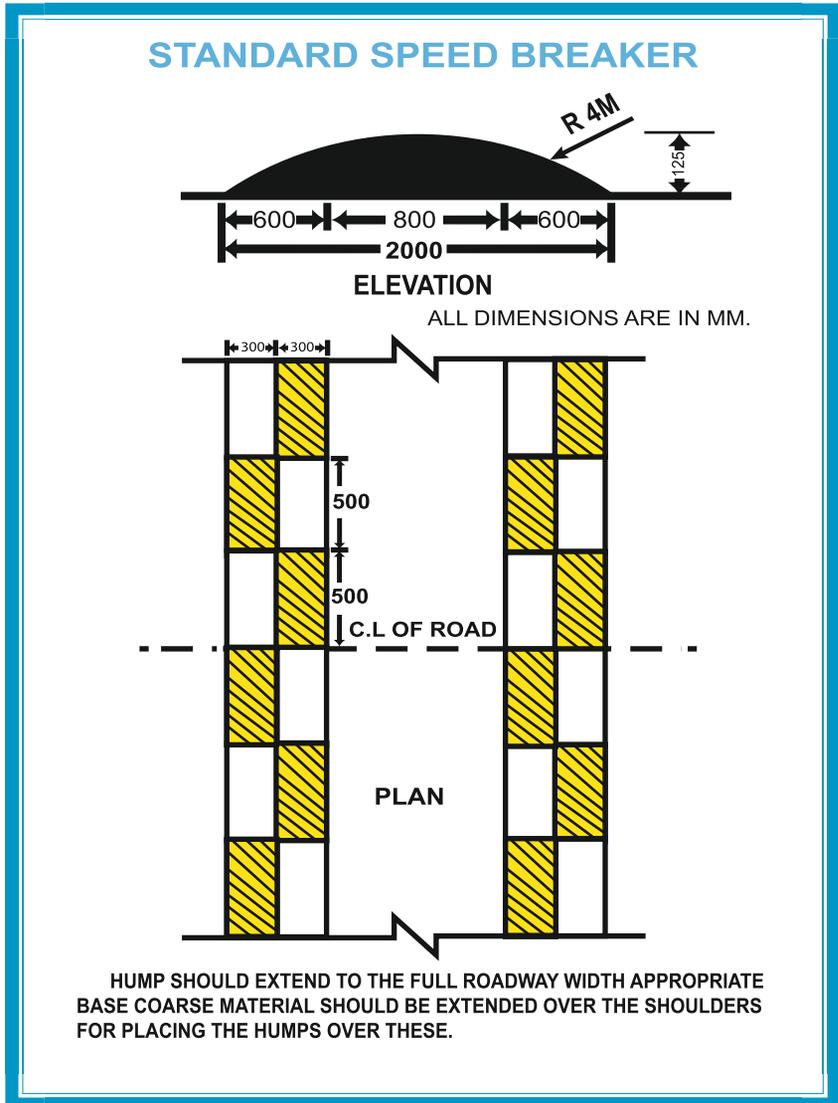
## 2. Stop Board:

Stop board (675 mm x 525 mm) bearing the indication of an engine and the legend “Stop, look out for train before crossing” in English, Hindi and Regional language should be provided on the road approaches to all 'C' class unmanned level crossings at 5 m from the centre of the nearest track, within the Railway Boundary.

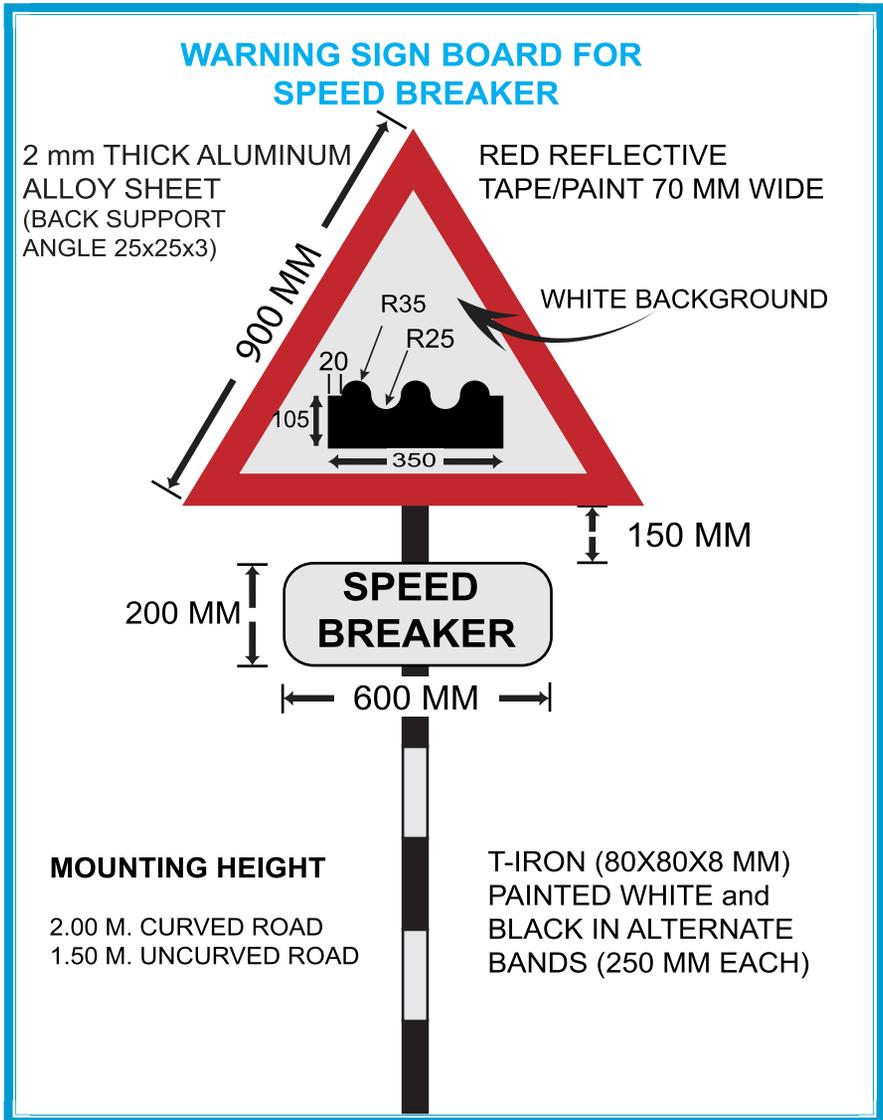


**Note : Boards are to be provided at the approaches to all unmanned Level-X-ing on the road at either side of Level-X-ing at suitable points within the Railway boundary**

3. **Speed Breaker & Standard warning signs for speed breaker:**
1. One speed breaker of standard design with paint marking should be provided by Railways on either approach of level crossings at a distance of about 20 m from the gate post of the level crossing, covering full width of the road including berms.

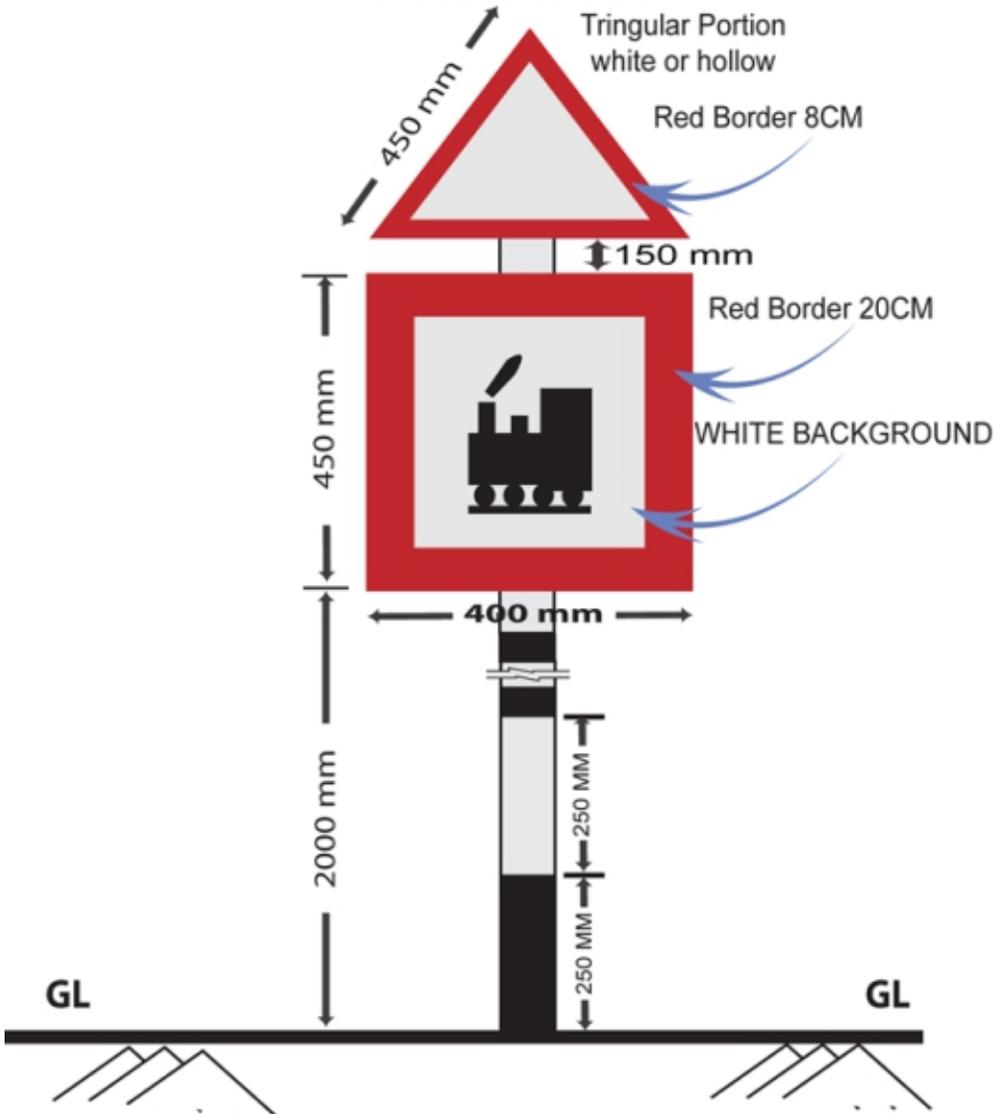


2. Standard warning signs for speed breakers should be invariably provided at prescribed distance as follows: -



**LOCATION – TO BE SO PLACED ON ROAD FORMATION THAT NO PART OF SIGN COMES TO THE VEHICLE.**

**Motor Vehicle Act. 1989**  
**8th Edition of 1981, Level Crossing**  
**(UNGUARDED)**

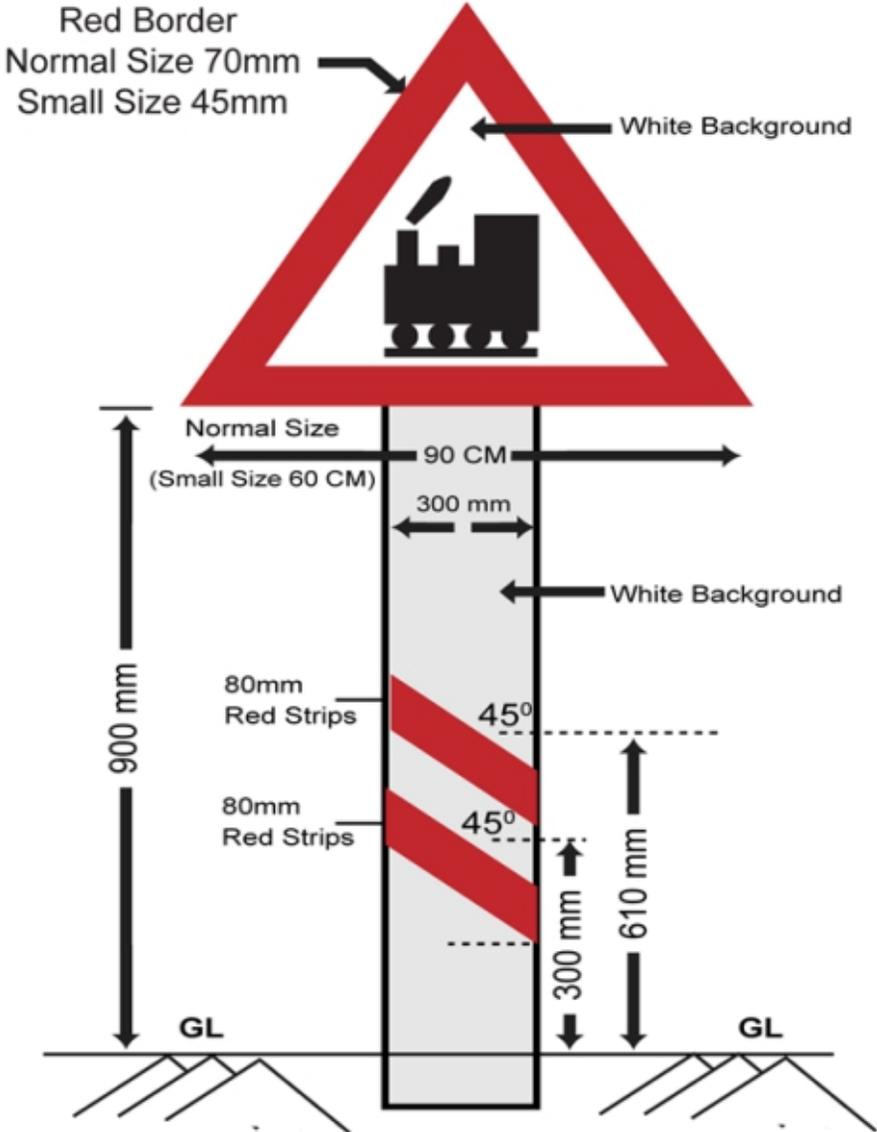


**Note: Boards to be provided at the approaches to all unmanned Level-X-ing on the road at either side of Level-X-ing. At suitable points outside the Railway Boundary.**

# Motor Vehicle Act. 1989

## 8th Edition of 1981, UNGUARDED L-XING

### 200 METERS FOR ROAD USERS

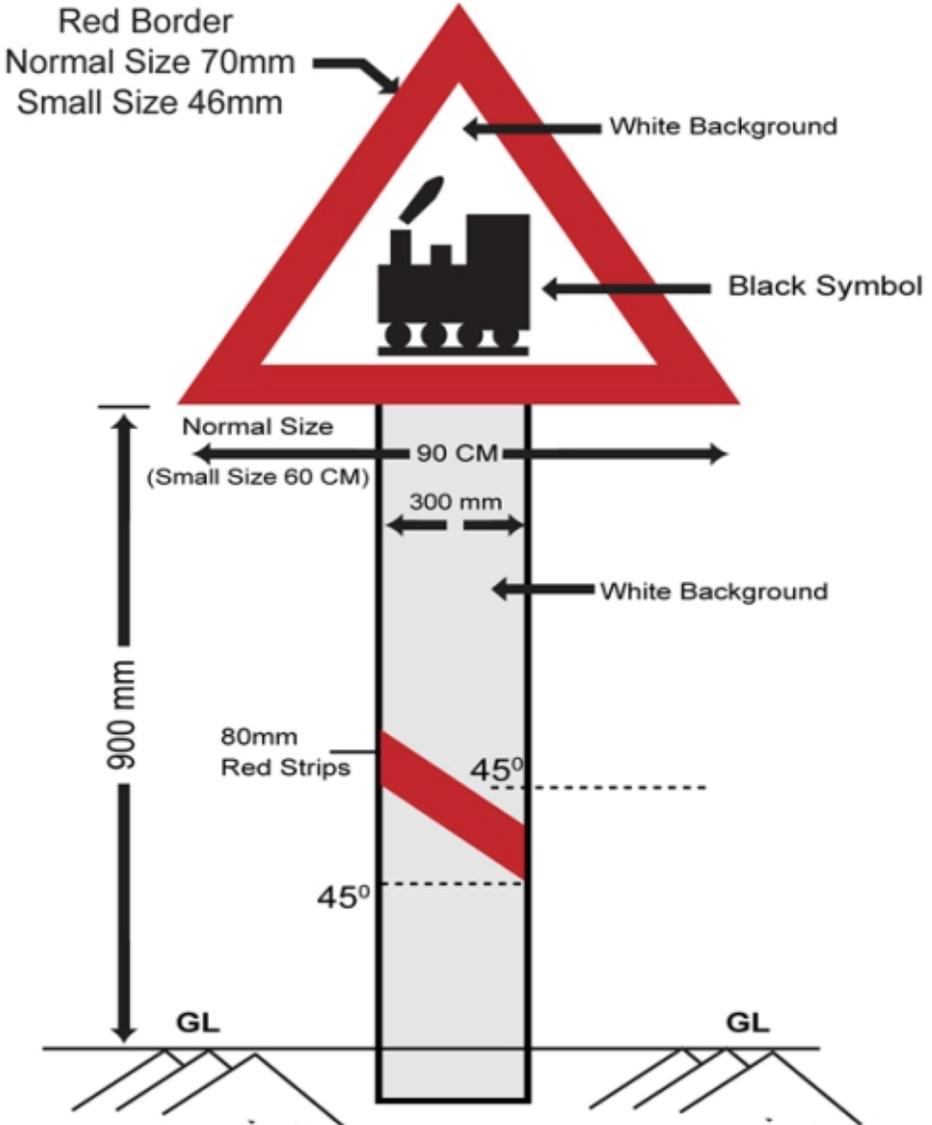


**Note:** For each Level-X-ing both sign Nos. C-34 & C-35 is to be used. Distance of sign from Level-X-ing is indicated in brackets below the sign heading.

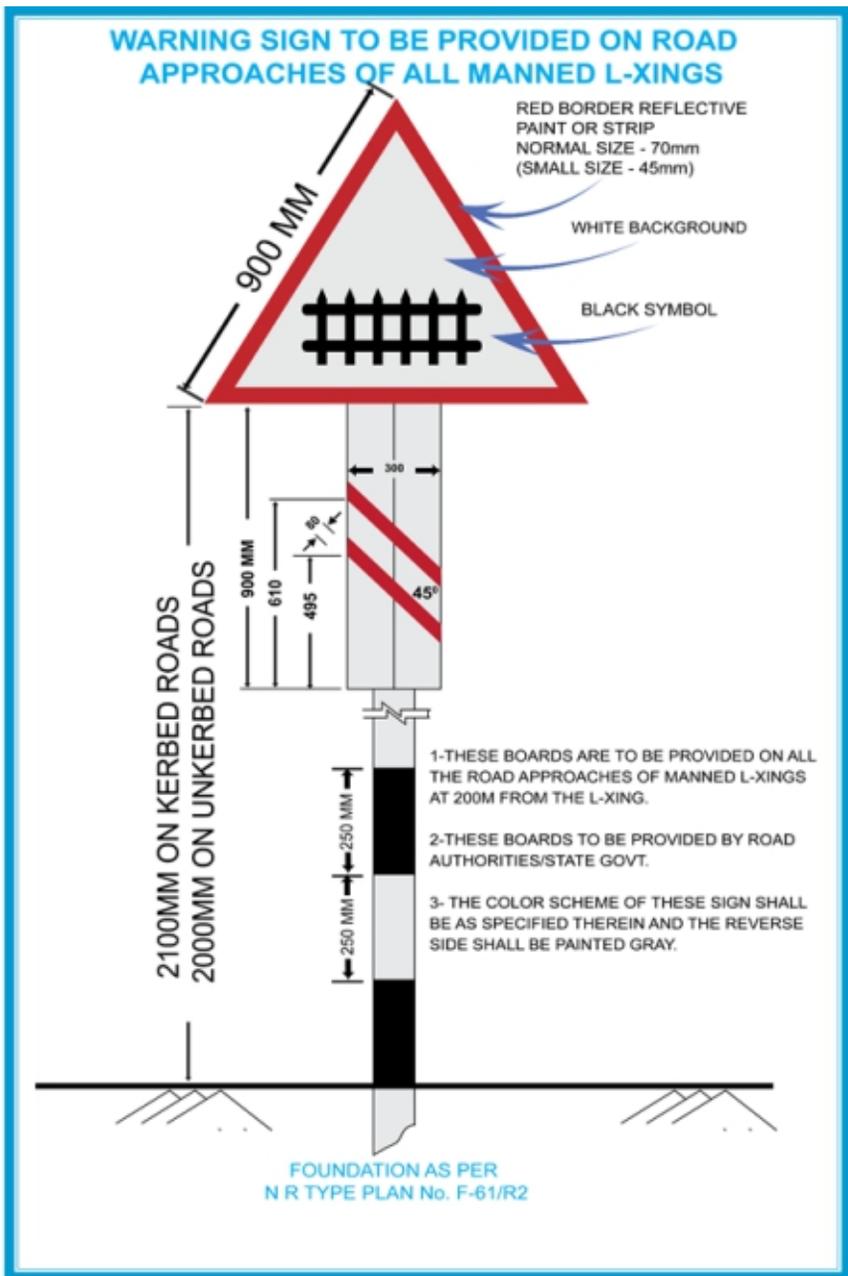
# Motor Vehicle Act. 1989

## 8th Edition of 1981, UNGUARDED L-XING

### 50-100 METERS FOR ROAD USERS

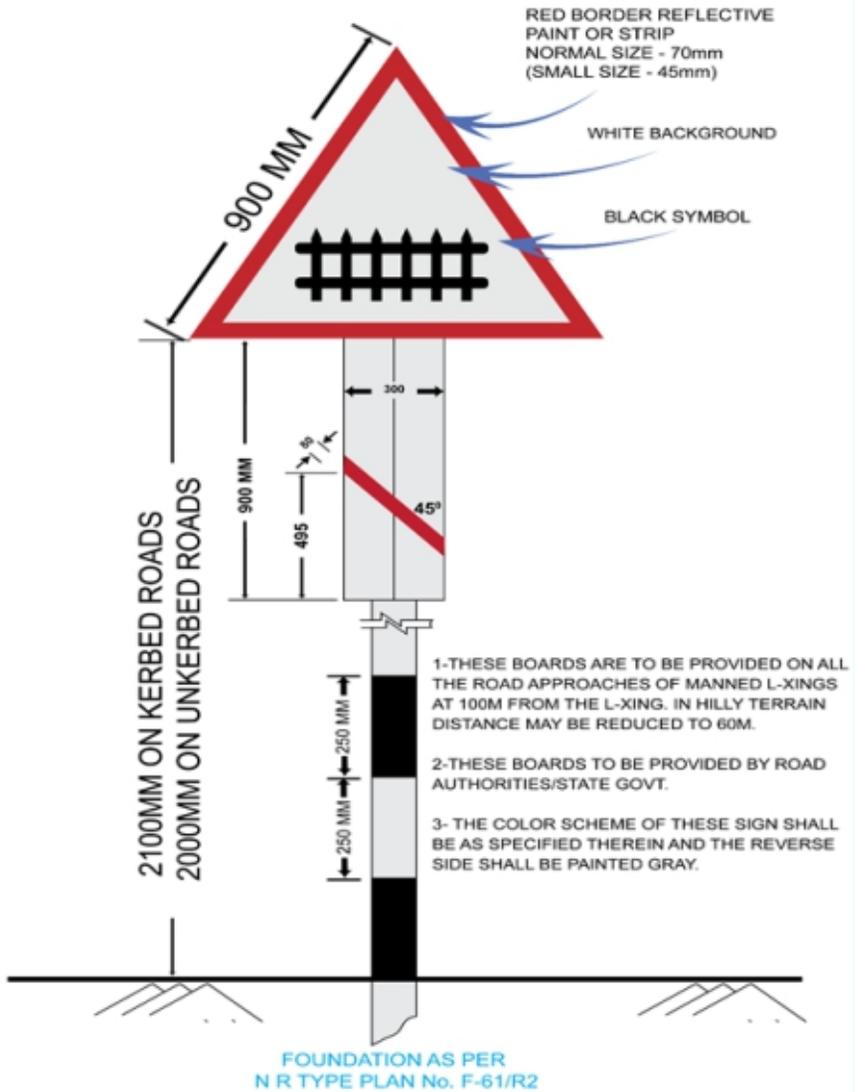


**Note:** For each Level-X-ing both sign Nos. C-34 & C-35 is to be used. Distance of sign from Level-X-ing is indicated in brackets below the sign. Heading in hilly terrain distance may be reduced to 30-60M.



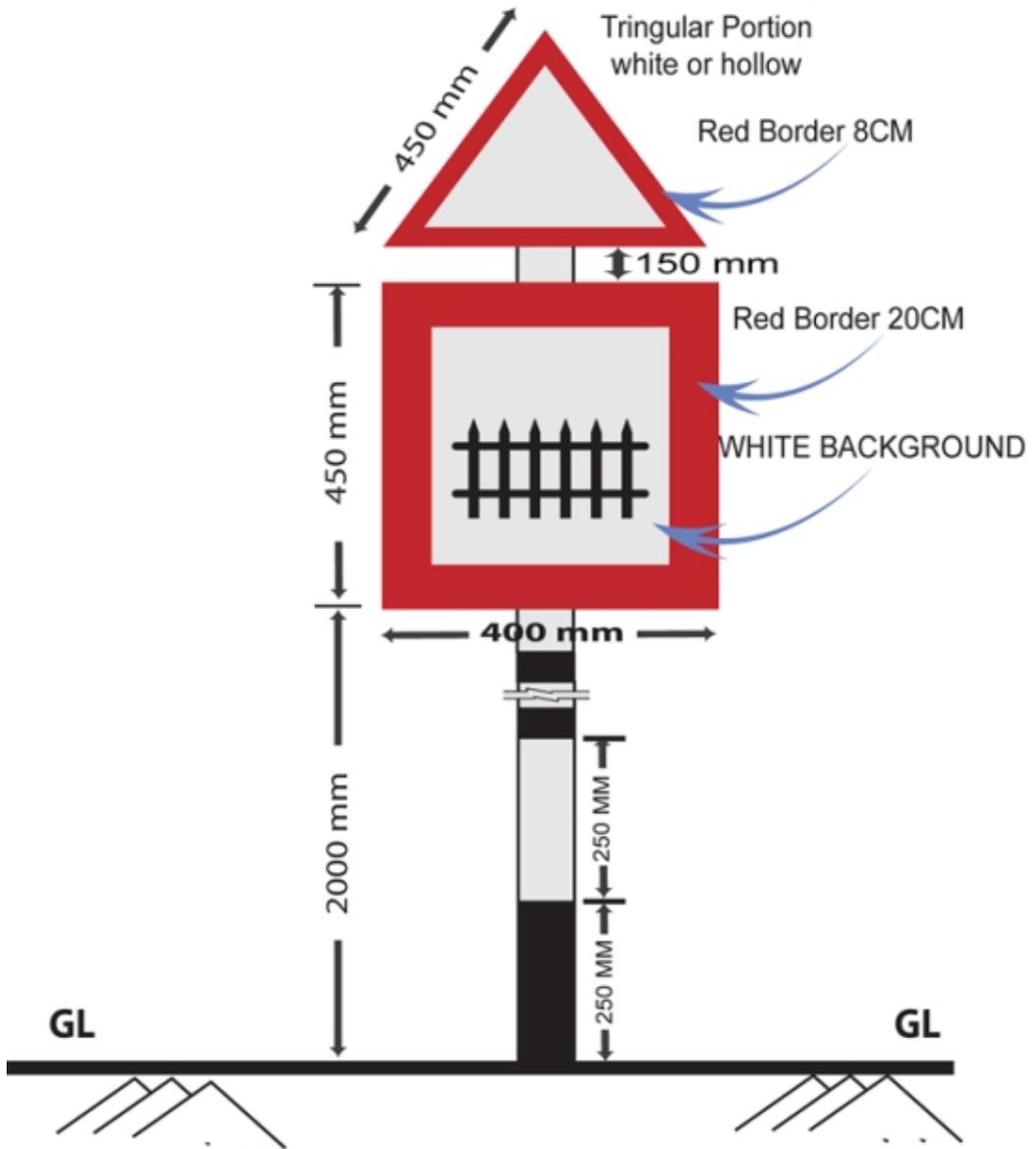
**Note:** For each Level-X-ing both sign Nos. C-36& C-37 is to be used. Distance of sign from Level-X-ing is indicated in brackets below the sign heading.

## WARNING SIGN TO BE PROVIDED ON ROAD APPROACHES OF ALL MANNED L-XINGS



**Note:** For each Level-X-ing both sign Nos. C-36 & C-37 is to be used. Distance of sign from Level-X-ing is indicated in brackets below the sign heading. In hilly terrain distance may be reduced to 30-60M.

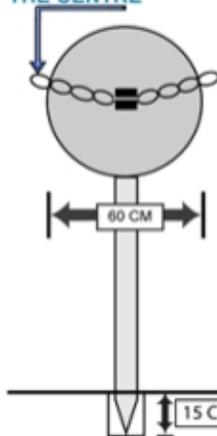
# LEVEL CROSSING (GUARDED)



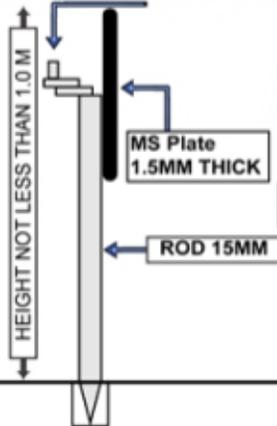
**Note: Board to be provided at the approaches to all manned Level X-ing on the road at either side of Level X-ing at suitable points outside the Railway Boundary.**

## DETAILS OF STOP DISC TO BE PROVIDED ALONG WITH SAFETY CHAIN AT MANNED L-XINGS

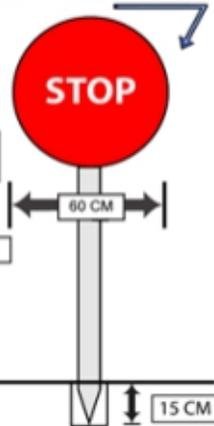
CHAIN HUNG ON A SUITABLE HOOK AT THE CENTRE



HOOK (BENT PLATE) FIXED TO DISC FOR HANGING THE CHAIN

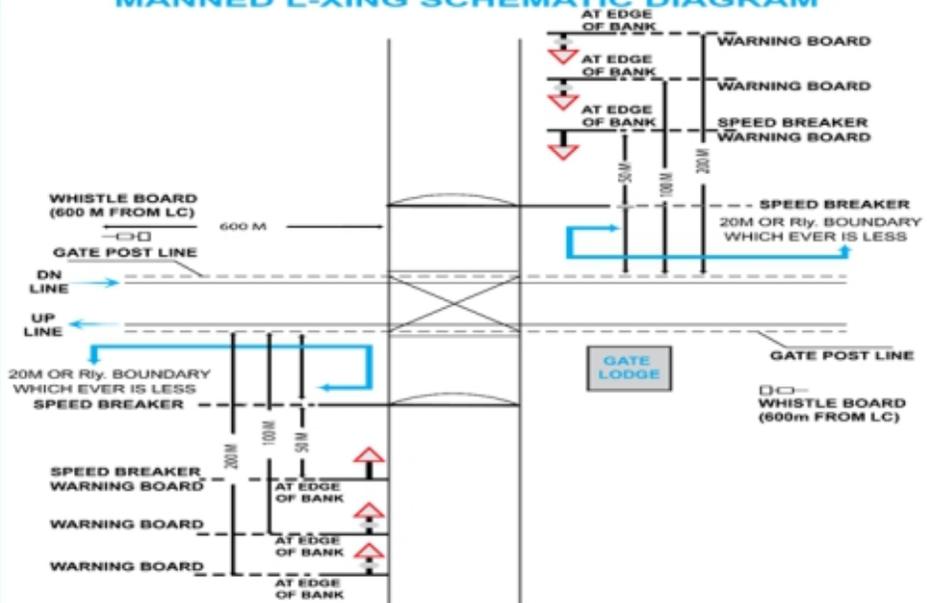


RED BACKGROUND WITH WHITE LETTERS

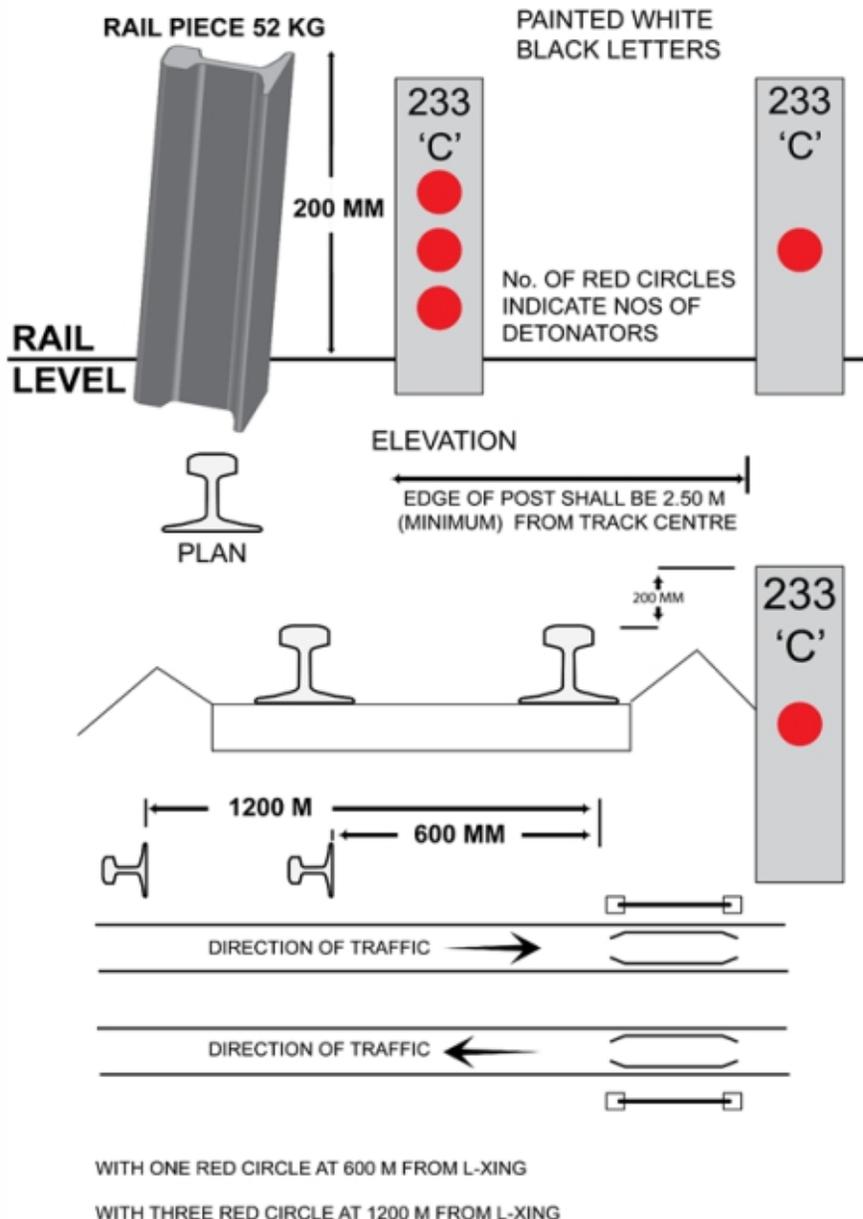


PIPE EMBEDDED IN TO THE CENTER OF ROAD

## MANNED L-XING SCHEMATIC DIAGRAM



## DETAIL OF PROTECTION POST



## ELIMINATION OF UNMANNED LEVEL CROSSING

A detailed review/survey of the existing level crossings should be carried out with a view to eliminate them by-

- (a) Construction of Subways, along with adequate drainage arrangements.
- (b) Construction of roads along Railway boundary to divert road traffic to the nearest level crossing/grade separator. The roads for closure of LC gates can be diverted through existing water way bridges if the water way remaining after treating one span as closed is sufficient to cater to the requirement of design discharge.
- (c) Closure of low TVU gates,
- (d) Construction of ROB/RUB/LHS
- (e) During execution of Gauge conversion & doubling works, etc.

**Criteria for Replacement of Existing Level Crossings (other than those provided on deposit terms) with Road Over/Under Bridges on Cost Sharing Basis: –**

Comprehensive guidelines for this purpose are given below as **per Para 1814 to 1818 of “Code for the Engineering Department”**. These should be followed while taking up such works.

**1814. Level- crossing, road over bridges and underbridges. -**

The cost of level-crossings, road over and underbridges constructed at the time of construction of a railway line or at any time thereafter in order to meet Railway’s statutory, liability under the Railway Act is chargeable to the Railway.

**1815.** If the construction of a bridge is found necessary otherwise than in pursuance of a Railway's liability under the Railway Act, its cost will be borne by the Railway if its necessity has arisen from railway requirements, and by the Road Authority if its necessity has arisen from the growth of road traffic or other requirements of the Road Authority, provided that in either case any extra cost due to additional width or length or other facilities required on account of probable future developments will be borne by the Authority requiring such addition or facilities.

**1816.** If an existing busy level crossing originally provided at Railway's cost is to be replaced by a road over or under bridge the apportionment of the cost of replacement will be as under:-

- (i) The Railway will bear 50 per cent of the total cost of the over or under-bridge including approaches. The total cost would include the cost of diversion of road, sewers, cables, gas and water mains, etc., but would exclude the cost of acquisition of any land and structures thereon required for approaches or diversions.
- (ii) The Road Authority will bear 50 per cent of the total cost of over or under-bridge including approaches, etc., as referred to above and the cost of acquisition of any land required for approaches and diversions and structures thereon.
- (iii) The bridge will generally be of 7.2m.(24 ft.) width to suit two lanes of road traffic. In area within or close to cities and towns, two foot paths (each 1.8/6 ft. wide), may also be provided if required by the Road Authority.
- (iv) If provision is required to be made in the bridge structure for crossing additional railways tracks in future, the cost of such extra length of the bridge structure will be borne by the Railway in addition to its share of the cost for the rest of the

bridge and its approaches. If the provision for extra tracks is already a sanctioned scheme or included in the Work Programme the cost of extra length of bridge on that account shall also be shared on a 50 : 50 basis between the Railway and Road Authority.

- (v) If additional width of roadway is required by the Road Authority over and above the limits of the width specified in item (iii), the cost of this additional width will be borne-
  - (a) Fully by the Road Authority for the length of the bridge required to span the existing tracks and the future tracks the provision of which has already been sanctioned or included in the Works Programme.
  - (b) Equally by the Road and Railway Authorities for any extra length provided for crossing additional railway tracks in future, not covered in (a) above.

The Railway will be responsible for the construction of the over or under-bridge proper across the tracks and the Road Authority for the construction of the approaches. On the actual completion of the work, a completion certificate for the work (excluding cost of land and structures thereon) giving the total cost of the work carried out by the Railway and by the Road Authority, separately, will be signed by the representatives of State Government/Road Authority and the Railway. The amount incurred by any party in excess of 50 per cent or its due share of the total cost will be reimbursed by the other party. With a view to ensure that the amount required to be spent in excess of the sanctioned share does not remain under suspense in the books of the party responsible for the execution of the works, arrangement will have to be made in with the State a Government/Road Authority for adjustment in the same year's accounts

through transfer transactions of any amount spent by either party in excess of its share of the cost of the bridge.

**1817.** If an existing road over or under-bridge is required to be raised, lowered, extended widened or rebuilt on a new site, the cost will be borne by the authority requiring such raising, lowering, extension or relocation. Any extra cost due to additional width or length or other facilities required by any authority shall be borne by that authority. Where an existing bridge constructed originally at the cost of the Railway has reached a stage where its regirdering or rebuilding is justified on age or condition basis and the Road Authority desire to have the same regirdered or rebuilt to improve standards, the Railway should agree to bear a portion of the cost of the improved bridge to the extent of the expenditure necessary to replace or rebuilt the existing bridge to the original standards at present day rates.

**1818.** The maintenance and lighting of the roadway of the bridge and its approaches after its opening to public traffic is a charge against the Road Authority, while the maintenance of the bridge structure generally (excluding the roadway) is a charge against the Railway. Where, however, the cost of the bridge structure is shared by the Railway and State Government/Road Authority, the maintenance charges shall be borne by the parties in proportion to their share of the cost. In case the Road Authority concerned is agreeable, the capitalised value of the maintenance charges may be recovered, calculated on the basis of the average rate of interest applicable to Commercial Departments for that particular year.

# PROVISION OF DIFFERENT ACTS RELEVANT TO RAILWAY LEVEL CROSSING

## **Motor Vehicle Act.1988**

### **Section 131:**

#### **Duty of the driver to take certain precautions at unguarded railway level crossings. —**

Every driver of a motor vehicle at the approach of any unguarded railway level crossing shall cause the vehicle to stop and the driver of the vehicle shall cause the conductor or cleaner or attendant or any other person in the vehicle to walk up to the level crossing and ensure that no train or trolley is approaching from either side and then pilot the motor vehicle across such level crossing, and where no conductor or cleaner or attendant or any other person is available in the vehicle, the driver of the vehicle shall get down from the vehicle himself to ensure that no train or trolley is approaching from either side before the railway track is crossed.

### **Section 201:**

#### **Penalty for causing obstruction to free flow of traffic. —**

Whoever keeps a disabled vehicle on any public place, in such a manner, so as to cause impediment to the free flow of traffic, shall be liable for penalty up to fifty rupees per hour, so long as it remains in that position: Provided that the vehicle involved in accidents shall be liable for penalty only from the time of completion of inspection formalities under the law:

1[Provided further that where the vehicle is removed by a Government agency, towing charges shall be recovered from the vehicle owner or person in-charge of such vehicle.]

2[(2) Penalties or towing charges under this section shall be recovered by such officer or authority as the State Government may, by notification in the Official Gazette, authorise.]

### **Railway Act 1989:**

#### **Section 146: Obstructing railway servant in his duties. —**

If any person wilfully obstructs or prevents any railway servant in the discharge of his duties, he shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

#### **Section 160: Opening or breaking a level crossing gate. —**

- (1) If any person, other than a railway servant or a person authorised in this behalf, opens any gate or chain or barrier set up on either side of a level crossing which is closed to road traffic, he shall be punishable with imprisonment for a term which may extend to three years.
- (2) If any person breaks any gate or chain or barrier set up on either side of a level crossing which is closed to road traffic, he shall be punishable with imprisonment for a term which may extend to five years.

#### **Section 161: Negligently crossing unmanned level crossing. —**

If any person driving or leading a vehicle is negligent in crossing an unmanned level crossing, he shall be punishable with imprisonment which may extend to one year.

**Explanation.** — For the purposes of this section, “negligence” in relation to any person driving or leading a vehicle in crossing an unmanned level crossing means the crossing of such level crossing by such person—

- (a) without stopping or caring to stop the vehicle near such level crossing to observe whether any approaching rolling stock is in sight, or

- (b) even while an approaching rolling stock is in sight.

**Section 176: Obstructing level crossing. —If any railway servant unnecessarily:**

- (a) allows any rolling stock to stand across a place where the railway crosses a public road on the level; or
- (b) keeps a level crossing closed against the public, he shall be punishable with fine which may extend to one hundred rupees.

**Indian Penal Code**

**Section 279: Rash driving or riding on a public way. —**

Whoever drives any vehicle, or rides, on any public way in a manner so rash or negligent as to endanger human life, or to be likely to cause hurt or injury to any other person, shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

**Section 337: Causing hurt by act endangering life or personal safety of others. —**

Whoever causes hurt to any person by doing any act so rashly or negligently as to endanger human life, or the personal safety of others, shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

## PROVISION OF GR & SR

**GR 16.01.** Knowledge of signals -No person shall be appointed to be a Gateman unless he has a knowledge of signals.

**S.R. 16.01-1** Gateman competency certificate:

- (a) No person shall be appointed to work as a Gateman unless he is in possession of a certificate of competency. This certificate shall be issued as per the guidelines given below:

Particulars of staff	Competency Certificate to be signed by	Counter signed by
Gateman working on Interlocked Traffic gates.	TI and SSE (Sig)	AOM(G)
Gateman working on Interlocked Engineering gates.	SSE (P.Way) and SSE (Sig)	ADEN
Gateman working on Non-interlocked Traffic gates	TI	AOM(G)
Gateman working on Non-Interlocked Engineering gates.	SSE (P.Way)	ADEN

- (b) Preferably, these certificates shall be issued at the time of refresher or initial training in Divisional Training Centres after proper training, counselling and evaluation of knowledge and understanding of the Gateman. The validity of the certificate will be three years.
- © The controlling officials must ensure that Gatemen posted at a level crossing gate under their control are fully conversant with its working before they are posted to work independently and in possession with the competency certificate.

- (d) The competency of Cabin Master/ Cabin man / Lever man regarding working of gate should be checked at ZRTI/ Divisional Training Centre. The Cabin Master/ Cabin man/ Lever man competency certificate should include their competency regarding operation/ working of gates also. The format of the competency certificates should be modified accordingly.

**GR 16.02.**Supply and care of equipment - Every Gateman shall - (a) be supplied with day and night hand equipment, and (b) keep such signals, detonators and other equipment in proper order and ready for use.

**S.R.16.02-1** The following equipment should be available at every manned level crossing –

- I. Whistle
- ii. Three LED based flashing tri-colour Hand signal lamps.
- iii. Hand signal flag (Green)-1 (mounted on stick).
- iv. Hand Signal Flags (Red)-3 (mounted on sticks).
- v. Spare chains with padlocks 2.
- vi. Detonators in a case -10 (or more if prescribed).
- vii. Tommy-bar -1.
- viii. Water-pot or bucket -1.
- ix. Mortar-Pan -1.
- x. Rammer -1.
- xi. Pick-axe -1.
- xii. Staves suitable for exhibition of red flag or red lamp-2.
- xiii. Phowrah -1.
- xiv. Banner Flags.

**S.R. 16.02-2.** Each manned level crossing must also have the following and should be maintained up to date

- i. Working Instructions of the level crossing gate.
- ii. Gateman's Rule Book.
- iii. Gate Inspection Book.
- iv. Duty Roster.
- v. Public Complaint Book.

**GR 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 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 cannot be so closed/fastened across the thorough fares 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 stipulation 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.

#### **S.R.16.03-1**

- (a) The detailed working instructions of level crossing gates including its normal position will be incorporated in the Station Working Rules in respect of level crossing gates which are situated within station limits and also of those engineering gates which are provided with telephonic communication with the station, All the gate working instructions, including Traffic and Engineering gates will be signed by Sr.DOM/DOM and Sr.DEN/DEN. In case of interlocked gates, the gate working instructions will be signed by Sr.DOM/DOM, Sr.DEN/DEN. and Sr. DSTE/DSTE. In addition to Hindi and English version a signed copy of the instructions in regional language should be available at the level crossing gates.

- (b) The normal position of all non-interlocked gates will be closed to road traffic. On exceptional circumstances, B & C class level crossing gates where road traffic is heavy may be kept open for road traffic with the prior approval of PCOM and PCE provided the following conditions are satisfied.
- i. The level crossing should not be on a suburban section.
  - ii. All level crossings should be equipped with Co-acting lifting barriers except those located on branch lines or on sections where road traffic is heavy and rail traffic is comparatively light where provision of lifting barriers need not be insisted upon.
  - iii. The section concerned should not have Automatic Block signalling.
  - iv. The level crossing should be provided with a telephonic connection with the Station Master and should have a system of obtaining Private Number from Gateman in token of having closed the gate.
  - v. The railway track at the level crossing should be straight on either side to afford a clear view of an approaching train.
  - vi. As long as the gate is kept open for road traffic a red flag by day time and a red light during night should be displayed towards the approaching train on either side of the level crossings.
  - vii. The level crossing shall be provided with Whistle Board on either side at an adequate distance to enjoin the Loco Pilot of approaching train to give audible warning of the approach of train to the road users.

viii. Adequate numbers of Gatemen are provided. All such proposals should be personally decided by the D.R.M and with details submitted for approval of the PCOM and PCE. Review of such level crossings should be taken every year and attempts should be made to provide necessary facilities and upgrade them to 'A' class at the earliest.

All level crossing gates shall be closed for road traffic in the event of failure of telephone and also, if the visibility is impaired due to rain, thick, foggy or tempestuous weather and shall be opened only when necessary provided no train is approaching.

(c) Where no Gateman is specially provided for night duty at a level crossing, the gates there at shall be closed and locked against road traffic by the Gateman of day duty after his duty hours and shouldl give his Private Number to the station/cabin concerned and the key should be kept with the Gateman only. In a traffic gate, such Gateman should give his Private Number after ensuring the closure and padlocking of gate and handover the keys to the Station Master concerned. Likewise, while the Gateman resumes his duty at a gate in the day time, he should give his Private Number to the station/cabin concerned as an assurance of having resumed duty.

(d) Where there is no rail traffic during night, the Gateman of day duty, after his duty hrs, may leave the gate open for road traffic. Before leaving the gate, the Gateman will ask permission to do so from the controlling SM under exchange of Private Numbers. SM will give such permission only after ensuring that there is no train in the

block section. Keys of gate lodge will be kept by Gateman. Likewise, while the Gateman resumes his duty at a gate in the day time, he will exchange Private Numbers with the controlling SM as an assurance of having resumed duty. SM will ensure the availability of Gateman at the gates in the section before resumption of train working in the block section.

### **S.R.16.03-2**

#### **(a) Non-interlocked level crossing gate not provided with telephone:**

- (i) Traffic Gate:** It will be the responsibility of the Station Master to ensure that before taking 'Off signals for reception/despatch of trains or for passage of trains at stations where signals are not provided or become operations, the level crossing gates are closed and locked to the road traffic and key of the gate is in possession of the Station Master. The detailed instructions should be incorporated in the Station Working Rules.
- (ii) Engineering Gate:** The normal position of gate shall be closed and locked to the road traffic. A Stop Board (with luminous paint and with care reflector) facing towards approaching train shall be fixed at a distance of 100 meters in either side of the gate. All trains must stop at the Stop board and Loco Pilot, after ensuring that the gate is closed to the road traffic shall pass his train cautiously.

The Gateman, before opening the gate for road traffic, shall ensure that no train is approaching the gate. Then he shall display danger signal at either side of the track at a distance of 5 meters. Then he shall open the gate for

passing road traffic keeping a red flag/ hand signal lamp ready in his hand to stop any approaching train. After passing road traffic, the Gateman shall again close and lock the gate. Thereafter, he will remove the danger signal planted on either side of the gate.

## **SR 16.03-2**

### **(b) Non-interlocked gates provided with telephonic communication with Station/Cabin, the normal position of which is closed or open to road traffic –**

- (i) Before permitting each train to enter the block section, the Station Master shall ask the Gateman on the telephone whether the gate is closed to the road traffic for the passage of a train. The Gateman after ensuring that the gate is actually closed to the road traffic and locked, shall give a Private Number to the Station Master in assurance of gate being actually closed and locked to the road traffic.
- (ii) The Station Master shall not permit any train to enter the block section unless he is assured of the closure and locking of the gate against the road traffic by the Gateman supported by a Private Number.
- (iii) 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 S.R. 16.03-2 (e) & (f) below.
- (iv) a) In case the Gateman desires to open the Gate for passing road traffic, he should ensure that he has not issued any

Private Number to the station/cabin as per (b)(i) above and no train is approaching the gate. Before opening the gate for road traffic he shall display danger signal at either side of the track at a distance of 5 meters. Then he shall open the gate for passing the road traffic keeping a red flag/hand signal lamp ready in his hand to stop any approaching train.

- (b) For 'Closed to Road Traffic' Level crossing Gates Gateman shall immediately close the Gate against the road traffic after passage of Road traffic and thereafter he will remove the danger signal planted on either side of the gate.

**Note:** Normal position of all Non-Interlocked Level Crossing Gates should be strictly adhered to, by Gateman.

- (v) In the event of failure of the 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 will then plant a red 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/hand signal lamp ready in his hand to stop any approaching train till the road traffic is clear. After the passage of road traffic he shall close the gate against the road traffic and lock it retaining the key in his personal custody. Thereafter he will remove the danger signal planted on either side of the gate.
- (vi) The Station Master and Gateman shall maintain records of issue of private numbers for all trains in a register as per the Performa given below:

## STATION MASTER / GATEMAN REGISTER

Gate	Train no.	Time when ASM asked assurance for closure of the gate.	Time and Private number given by Gateman no. assurance of closure of the gate.	
			Time	Private Number

**Note:** In any section where the working of the gates can not be done in accordance with the SRs given under GR 16.03, the suitable gate working instructions will be made by the division and sent to HQ for PCOM's approval as Special Instructions.

### **S.R. 16.03-2 (c) Interlocked Level Crossing gate provided with telephone and gate signals –**

- i. The normal position of which is closed or open to road traffic.
- ii. The Station Master shall advise the Gateman of the passage of train on the telephone, before permitting a train to enter into the block section.
- iii. On getting advice of a train, the Gateman shall ensure that the gate is closed and locked to the road traffic and then take off Gate signals.
- iv. In case the Gateman is not responding on the telephone or in case the telephone becomes defective, the Station Master shall adhere to the procedure prescribed in S.R.16.03-2 (e) & (f).
- v. In the event of failure of the telephone, the Gateman shall act as follows - He shall ensure that the gate signal is in On' position and the signal lights are burning brightly during night. Where the normal position of gate is open to road traffic, he shall Keep a good look out to ensure that no train is approaching from either side. Whenever

he finds a train approaching the gate he shall ensure that the gate is closed and locked to the road traffic and then take off the gate signal. Through the Loco Pilot of the first train, he shall inform the Station Master that the gate phone is not working.

- vi. In case the interlocking of the gate and signals fails due to damage to the gate leaves/ barriers or any other reason the gate signal protecting the gate shall be treated as defective and it should be ensured that the signal is kept in 'On' position. The signal shall not be taken 'Off' unless the interlocking is restored. The train shall be worked as per the procedure laid down in S.R. 16.03-2(b).
- (d) A level crossing gate once closed for road traffic, after the advice of the approach of a train received from Station/Cabin, shall not be reopened until after the passage of the entire train past the gate. In the case of extreme emergency (e.g. train parting, accident etc. in the section). When the Gateman has to open the gate for road traffic before the passage of the train, he shall put back the signal, if any, to 'On' if a train is not approaching it. The Gateman shall also advise the Station/Cabin before opening the gate and take his guidance, if any. The Gateman shall plant the staves on either side of the gate with red Banner flag/lamp at 5 meters' length on the line and then open the gate for road traffic. In addition, he shall be prepared to stop any approaching train short of the gate with danger hand signal.

- (e) In the event of failure of the telephone or the Gateman failing to attend the telephone, the Station Master shall not allow any train to enter the section, unless the Guard and Loco Pilot have been advised to the effect by means of a Caution Order. The Station Master having the telephonic communication with the gate, shall advise the Station at the other end under the exchange of private numbers to issue Caution order before he grants "Line Clear"
- (f) The Loco Pilot on receipt of Caution Order shall –
- i. Use engine whistle frequently to attract the attention of the Gateman.
  - ii. Proceed cautiously and be prepared to stop short of the level crossing gate.
  - iii. Pass the gate cautiously, if the Gateman is present and the gate is closed.

If the Loco Pilot does not find the Gateman at the gate, he must stop short of the level crossing and depute his Assistant Loco Pilot to see the condition of the gate. If the gate is closed, the Assistant Loco Pilot will give the all right signal. If the gate is not closed the Assistant Loco Pilot must close the gate and then give the all right signal. In the absence of the Assistant Loco Pilot, the Loco Pilot may take the assistance of the Guard.

After passing the gate, the Loco Pilot shall stop clear of it to pick up the Assistant Loco Pilot who will reopen the gate for passage of road traffic.

In case, Loco Pilot does not find the Gateman at the gate, he must

stop at the next station (even if it is a run through train) and advise the Station Master stating the condition of the level crossing gate.

The Station Master, on receipt of the message from the Loco Pilot, will advise the station in rear, Caution Notice station and Section Controller, SSE (P. Way) and ASM concerned and the Gang mate of the gang for posting of a Gateman.

The Caution Order will continue to be issued till such time the Station Master has got the assurance of the presence of the Gateman at the gate.

**GR 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.

**S.R. 16.04-1** 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 pointing towards track. He shall watch all passing trains to see any unusual condition like hot axle, 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.

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

**S.R. 16.05-1 Level crossing gates- Maintenance of road surface at –**  
In case of level crossing gates where Gatemen are provided, the maintenance of the road surface will be done by Permanent Way gangs

and the watering and ramming of road surface and keeping clear of the channel for flange of wheels will be done by the Gateman.

In the case of level crossing gates, which are operated by Levermen/Cabinmen of the nearby cabins, or by Pointsmen deputed from the stations, the clearing of the channel for flange of wheels shall be done by Keyman and maintenance of road surface, watering and ramming will be done by the Permanent Way gangs.

**GR. 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 movement past the level Crossing.
- c) If the gates cannot be 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 gang mate.

**S.R. 16.06-1 Gate Signal Defective –**

- (a) If any Gate signal of a level crossing gate which has been provided with a 'G' marker becomes defective, it shall be kept at 'On' and the light shall be kept burning at night. The Loco Pilot of an approaching train, finding a Gate signal with a 'G' marker at On' shall sound continuous long whistle and bring his train to a stop in

rear of the signal. If after waiting for one minute by day and two minutes by night the signal is not taken Off he should draw his train ahead cautiously up to the level crossing, and

- i) if the Gateman is available and exhibiting hand signals, proceed further past the gate cautiously, or
- ii) if the Gateman is not available, or, is available but not exhibiting hand signals, he shall stop short of the level crossing, where he shall then be hand-signalled past the gate by one of the member of the engine crew (In the absence of the Assistant Loco Pilot, the Loco Pilot may take the assistance of the Guard) of the train after ascertaining that gates are closed against road traffic, then Loco Pilot passes the gate cautiously.

(b) If any Gate signal of a level crossing gate in non-automatic signalling territory, which has not been provided with 'G' marker prescribed in S.R. 3.34-1, becomes defective, it shall be kept in the On' position and the light shall be kept burning at night. The Loco Pilot of an approaching train finding such Gate signal without 'G' Marker in the On position, shall bring his train to a stop in rear of the signal and sound continuous long whistle to attract the attention of the Gateman. The Gateman after closing and locking the gates against road traffic, shall proceed to the signal, report the defect to the Loco Pilot and Pilot the train past the level crossing gate.

(c) In respect of Gate signals referred to in (a) and (b) above, the Loco Pilot of the first train shall stop the train at the next station and report

the defective signal to the Station Master on duty, who will then advise the Station at the other end.

- (d) When gate signal has failed in "Off position, the level crossing gate shall be treated as Non-Interlock and S.R. 16.03-2(b) to b followed

**GR.9.15. Passing a gate stop signal at On' in Automatic signalling territory - if the Loco Pilot finds a gate Stop signal at "On' in an Automatic signalling territory-**

- a) he shall comply with the provisions of Rule 9.02 or 9.07 as the case may be, if the A' marker is illuminated, or
- b) (i) if the 'A' marker light is extinguished; he shall sound the prescribed code of the whistle to warn the Gateman and bring his train to stop in rear of the signal, and
- (ii) if after waiting for one minute by day and two minutes by night, the signal is not taken Off, he shall draw his train ahead cautiously up to the level crossing, and
- (iii) if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously or
- (iv) if the Gateman is not available, or, is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman, and in his absence from Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed up to the next stop signal complying with the rule 9.02 or 9.07 as the case may be.

## **S.R. 9.15-1**

- a) The Loco Pilot shall sound one continuous long whistle when the train comes to a stop at a gate signal and one long and one short whistle before passing the gate signal and also the level crossing gate.
- b) In case of EMU trains the Motormen shall give 2 pause 2 rings,**
- i. if after waiting for one minute by day and two minutes by night, the signal is not taken Off, he shall draw his train ahead cautiously up to the level crossing, and
  - ii. if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously, or
  - iii. if the Gateman is not available, or, is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman, and in his (Gateman) absence motorman shall give 3 rings to call for the Guard for ascertaining closure of the gate and on getting hand signals from the Guard, he shall sound the prescribed code of whistle and cautiously proceed up to the next stop signal complying with the rule 9.02 or 9.07 as the case may be.

**S.R. 9.15-2** Passing a Semi-Automatic Gate Stop Signal, provided with illuminated 'A' and illuminated 'AG' markers, at On' in Automatic signalling territory-

**If the Loco Pilot finds such a gate signal at 'On' in an Automatic signalling territory –**

- a) he shall comply with the provisions of General Rules 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated but the 'AG' marker light is extinguished, or
- b) If the 'A' marker light is extinguished but the 'AG' marker light is lit, he shall comply with the provisions of clause (b) of General Rule 9.15 or
- c) If both the 'A' marker and 'AG' marker light are extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in the rear of the signal. Thereafter, he shall proceed further only in accordance with the procedure laid down under Special Instructions.

**GR. 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 obstructions as per Rule 3.62.

**S.R. 16.07-1.** In the 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 the obstruction, protect the line as follows:

I. **Double line:** If both the lines are obstructed the Gateman shall plant a red Banner flag by day and a red light by night or during day when visibility is not clear, 5 meters away duly fixed to the staff on the line on which a train is expected to arrive first. Then he will similarly plant the other staff with the danger hand signal on the other line 5 meters away from the site of obstruction. Then he shall proceed exhibiting the danger hand signal on the line, on which a train is expected to arrive first, to a point 600 meters on B.G. and 400 meters on N.G. and place one detonator on the line. Thereafter he shall proceed to a distance not less than 1200 meters on B.G. and 800 meters on N.G. from the level crossing and place 3 detonators on the line about 10 meters apart.

Having thus protected the line on which a train is expected to approach first, he shall return to the level crossing gate picking up the intermediate detonator on his way back. Then he shall proceed on the other line, showing the danger hand signal, place detonator similarly and return to the site of obstruction, picking up the intermediate detonator on his way back. Then he must take steps to remove the obstruction.

II. **On Single Line:** If the line is obstructed the Gateman shall plant a red Banner flag by day and red light by night or during day when visibility is not clear, duly fixed to the staff 5 meters away towards the direction in which a train is expected to approach. Then he will similarly plant the other staff with the danger hand signal towards

the other direction 5 meters away from the site of obstruction. Thereafter he shall proceed exhibiting danger hand signal on the line, towards the direction a train is expected to arrive, to a point 600 meters on B.G. and 400 meters on N.G. and place one detonator on the line. Then he shall proceed further to a distance not less than 1200 meters on B.G. and 800 meters on N.G. from the level crossing and place 3 detonators on the line about 10 meters apart. Having thus protected the line on one side, the Gateman shall return to the level crossing gate picking up the intermediate detonator on his way back. Then he shall proceed with all haste exhibiting danger hand signal on the other side, place detonator similarly and return to the site of obstruction, picking up the intermediate detonator on his way back. Then he should take steps to remove the obstruction.

**GR. 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.

**S.R. 16.08-1 Gateman's duty when a train parts –**

If a Gateman observes a train running in two or more portions, he will draw the attention of the Loco Pilot, Guard by shouting and/or whistling. He should also show green hand signal during day and white light during night waving up and down vertically as high and as low as possible. He should show no other signal.

Should he fail to attract the attention of the Loco Pilot and if there is sufficient distance between the parted portions of the train, he must place 3 detonators on the line 10 meters apart for the following portion or portions to attract the attention of the Guard by shouting and/or whistling. He should also wave green hand signal during day and wave white light up and down at night vertically as high and as low as possible.

**GR 16.09. Trespassing.** - Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

**GR 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.

**GR. 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.

## EQUIPMENTS & RECORDS AT LC GATES

### A. Essential equipments to be kept at LC gate:

Sr.No.	ITEMS	QUANTITY/NUMBERS
1	Hand signal Lamp (LED) Tri Colour	3
2	Hand signal flag Green	1
3	Hand signal flag Red	3
4	Banner flag Red	2
5	Staff suitable for exhibition of red lamp or red flag	2
6	Spare chain with padlocks	2
7	Detonators	10 in the case.
8	Tommy Bar	1
9	Mortar Pan	1
10	Phowrah	1
11	Rammer	1
12	Pick Axe	1
13	Water pot/Bucket	1
14	Gate Protection Diagram painted in gate lodge	1
15	Basket	1
16	Whistle Thunderer	1
17	Wall Clock	1

### B. Records to be kept at LC gate –

Following record shall also be kept at the LC gate

- 1) Gate working instruction (GWR) in English/Hindi & in Local vernacular language.
- 2) Gateman's rule book in Local vernacular language.
- 3) List of Tools.
- 4) Duty Roster.
- 5) Certificate for working as gateman.
- 6) Bio-data particular of Gateman, including date of PME, Initial/Refresher course, safety camp etc.
- 7) Accident Register.
- 8) Record of last Census done at level crossing gate.
- 9) Public Complaint Book.
- 10) Gate Inspection Book.
- 11) S&T register in case of Interlocked Engineering Gate.

## DUTIES OF GATEMAN

### **Alertness:**

The Gateman should be on the alert and be prepared to take immediate action, should danger be apprehended. The keys of the gates shall be on his person.

### **Position during passage of trains:**

The Gatemen should stand facing the track on the gate-lodge side of the approaching train.

He should observe all passing trains and be prepared to take such action as may be

necessary to ensure safety of trains.

### **Routine duties of Gateman:**

- i. The gateman shall be in Prescribed Uniform.
- ii. Ensure that he is having valid competency certificate in his possession while on duty.
- iii. He will be conversant with the Gate Working instructions & work accordingly.
- iv. The Gateman should ensure that the equipment supplied to the gate is in good order and ready for immediate use.
- v. The Gateman should see that the channel for the flange of the wheel is kept clear.
- vi. Red banner flag during day & red lamp during night is placed across the track whenever the gate is kept in open condition for passage of road traffic at non-interlocked level crossing gates and during emergencies or obstruction on track at interlocked level crossing gates.

- vii. Performing his duty strictly according to roster.
- viii. No Gateman shall leave his gate unless other Gateman has taken charge of it. If it is necessary to leave his gate in an emergency, before doing so, he should close and lock the gates against the public road.
- ix. At level crossings, if any gate or barrier gets damaged/out of order the Gateman should use the spare chain and disc, for closing against the road traffic.
- x. Every Gateman shall as far as possible prevent trespassing by persons or cattle.
- xi. In the event of a gate signal becoming defective the Gateman should maintain the signal in the 'ON' position by disconnecting the signal or the wire if necessary.
- xii. Watch that no damages are caused to the height gauges in case of electrified section.

### **Action by Gateman in case of unusual occurrence on train:**

#### **1. During Train Parting.**

- i. The Gateman shall never exhibit danger signal, instead he shall show green flag by day/white light during night waving it up & down vertically as high as low as possible.
- ii. The Gateman shall endeavour to attract the attention of the Driver and the Guard by shouting, gesticulating or other means.
- iii. If the gateman fails to draw the attention of the crew, he shall advise the SM/DySS/CASM.

#### **2. During hot axle or any other situation endangering safe running of trains.**

## **Symptoms of hot axle :**

- i. Light smell of burning grease.
- ii. Splashing of grease on wheel disc.
- iii. Axle box cover cut or bulged or missing.
- iv. Wheel not rotating (skidding).
- v. Screeching sound (Metallic sound).
- vi. Smoke.
- vii. Axle box become Red hot or burning flames coming from it.

## **On observation any one of the above symptoms on a passing Train.**

- i. The Gateman shall exhibit red flag/red light during day/night.
- ii. He shall try to attract the attention of the LP/ALP & Guard by whistling continuously, shouting and gesticulating.
- iii. If the gateman fails to draw the attention of the crew, he shall advise the SM/DySS/CASM.

## **3. Flat tyre:**

Flat tyre can be identified by the hammering sound. If the gateman notices a flat tyre on the train, he should immediately report the matter to SM on duty. If the hammering sound is several & if it unsafe for the train to proceed, the gateman shall take appropriate steps to stop the train by showing hand danger signal.

## **4. Action in case of obstruction at the level crossing:**

- i. He shall put back the gate signal under his control to "ON" position or use emergency switch if provided.
- ii. He shall try to remove the obstruction, if possible.
- iii. Make attempts to inform the SM.
- iv. He shall take steps to protect the gate as follow:

## **On Double line**

- if both lines are obstructed during day/night, he shall plant a red banner flag/red light at a distance of 5 metres from the end of check rails on the line on which a train is expected to arrive first, then plant another red banner flag/red light on the other line at the site of obstruction.
- He shall then pick up detonators, red hand signal and showing it, proceed on that line towards the direction of an approaching train to a point 600 metres from the level crossing and place one detonator on the line, after which proceed further to not less than 1200 metres from the level crossing and place 3 detonators on the line about 10 metres apart. Having thus protected the line on which a train is expected to approach first, the should return to the level crossing, picking up the intermediate detonators on his way back.& proceeds to another direction and place detonators in the same manner as above.
- In case the gateman observes or hears a train approaching, he shall place detonators on the line at a distance as far away as he can go and make efforts to warn the approaching train LP/ALP.

## **On Single line**

- if both lines are obstructed during day/night, he shall plant a red banner flag/red light at a distance of 5 metres from the end of check rails on both the direction.
- He shall then pick up detonators, red hand signal and showing it, proceed on that line towards the direction from which a train

is expected to arrive first. Place one detonator at 600 metres from the level crossing, after which proceed further to not less than 1200 metres from the level crossing and place 3 detonators on the line about 10 metres apart. He should return to the level crossing, picking up the intermediate detonators on his way back. & proceeds to another direction and place detonators in the same manner as above.

- In case the gateman observes or hears a train approaching, he shall place detonators on the line at a distance as far away as he can go and make efforts to warn the approaching train LP/ALP.

# CLASSIFICATIONS OF LEVEL CROSSING ACCIDENTS

All Level Crossing accidents are classified as “C” and further subdivided into 9 sub-classes as given below:

**Class 'C' – Trains running into road traffic, and/or traffic running into trains, At level crossings.**

- C-1** Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting into loss of human life and/or grievous hurt and/or damage to Railway property and/or interruption to traffic is more than the threshold value.
- C-2** Trains not carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting into loss of human life and/or grievous hurt and/or damage to Railway property and/or interruption to traffic is more than the threshold value.
- C-3** Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting into loss of human life and/or grievous hurt and/or damage to Railway property and/or interruption to traffic is more than the threshold value.
- C-4** Trains not carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting into loss of human life and/or grievous hurt and/or damage to Railway property or/and interruption to traffic is more than the threshold value.

- C-5** Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-1.
- C-6** Trains not carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-2.
- C-7** Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-3.
- C-8** Trains not carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-4.
- C-9** Shunting engine with or without vehicles or loose vehicles running into road traffic and/or road traffic running into shunting engine with or without, vehicles or loose vehicles, at level crossings.

**Note:** - If a road vehicle is not capable of being physically cleared off the track promptly by single person operating it, it should be termed as road traffic for the purposes of classifying such an accident as a train accident, irrespective of its mode of traction.

## EX-GRATIA

### Amount of ex-gratia for train accidents/untoward accidents:

- 1) The amount paid as ex-gratia relief payable to the dependants of dead or injured passengers involved in train accidents as defined under section 124 should be as under: -
  - a. In case of death ----- Rs. 50,000/-
  - b. In case of grievous injury----- Rs. 25,000/-  
(Irrespective of the period of hospitalisations)
  - c. In case of simple injury----- Rs. 5,000/-
  
- 2) The amount paid as ex-gratia relief payable to the dependants of dead or injured passengers involved in untoward incidents as defined under section 124-A should be as under: -
  - a. In case of death ----- Rs. 15,000/-
  - b. In case of grievous injury ----- Rs. 5000/-  
(Irrespective of the period of hospitalisations)
  - c. In case of simple injury ----- Rs. 500/-

The amount paid as ex-gratia for train accidents/untoward incidents is not to taken into account at the time of formal claims for compensation.

- 3) The amount paid as ex-gratia relief admissible to road users who meet with an accident due to Railway's prima facie liability at manned level crossing gate accidents will be as under: -
  - a. In case of death ----- Rs. 50,000/-
  - b. In case of grievous injury ----- Rs. 25,000/  
(Irrespective of the period of hospitalisations)
  - c. In case of simple injury----- Rs. 5,000/-

Such payments will be counted towards the amount of compensation payable, if action is tenable against the Railways under the Law of Tor ts and an award in actually granted by a Court of Law.

**Authority: - Board Letter No. 2011/TC-III/27/29/Ex-gratia dated 26.07.2012**

# INSPECTION SCHEDULES & CHECKLIST FOR LEVEL CROSSING

## 1. Inspection schedule for LC Gates (Manned & Unmanned)

Designation	Minimum Schedule	Authority
<b>ADEN</b>	<b>Once in Six Months</b>	<b>IRPWM Table 1A (para 103)</b>
<b>SSE/P-Way (In-charge) &amp; JE/SSE/P-Way (Sectional)</b>	<b>Once in Month by rotation.</b>	<b>IRPWM Table 1B (para 106 &amp; 109)</b>
<b>SSE/Signal (In-charge)</b>	<b>Once in Three Months</b>	
<b>JE/SSE/Signal(Sectional)</b>	<b>Once in Month</b>	
<b>ADSTE</b>	<b>Once in Six Months</b>	
<b>AOM (G)</b>	<b>2 LCs in a month</b>	<b>Operating Manual</b>
<b>TI</b>	<b>3 LCs in a month</b>	<b>Operating Manual</b>

## CHECKLIST FOR MANNED LEVEL CROSSING

1. Level crossing gate No. : .....  
 [Interlocked/Non interlocked leaf/Lifting barrier]  
 Location : .....
2. Name of the gateman : .....  
 PME done on ..... Next due .....  
 Refresher course done on ..... Next due .....  
 Gate competency certificate issued by.....on.....  
 and valid up to .....
3. Last Gate census was done on .....and TVUs was .....
4. Safety equipments available at gate as per SR 16.02-1 (The list given in Gate Working Rules).
5. Gate phone is in working condition.
6. Gate working instructions dated ..... available in Hindi / English. Revalidation due on .....

7. Records available at gate:
  - (i) Gate working instructions (GWR) in vernacular and English/Hindi languages.
  - (ii) Gateman's rule book.
  - (iii) Gate Inspection Book.
  - (iv) Duty Roaster.
  - (v) Public complaint book etc.
8. Gate protection diagram painted in gate lodge.
9. Private Nos. conveyed to adjacent SM by the Gateman of non interlocked gate. Cross check last 3 private Nos. If any irregularities noticed, give details. Check whether proper printed private number sheet is in use, in case of non-interlocked LC gates check the availability of private number sheets.
10. Whether entries are separately made for UP & DN trains in the log book by the Gateman.
11. Whether SM/TI, JE/SE/SSE(P.Way) and JE/SE/SSE(Signal), as the case may be are inspecting the gate regularly & their observations recorded in Inspection Register provided at the Gate Lodge.
12. Whether chains provided are of correct length and have proper hooks at either end for immediate use with locking arrangement.
13. Whether drainage facility is available & has clear passage or not?
14. Compliance of deficiencies in inspections.
15. Display of safety posters/Safety slogans.
16. Whether whistle boards for trains are provided at 600 mtrs distance on either side?
17. General condition of road surface within the track portion & on approaches.

18. Whether road surface is level upto 15m or beyond in Special Class (class I road)? In case of other class of roads, 8m surface shall be level.
19. Availability of Road sign boards: Double strip (200 mtr), single strip (50-100 mtrs), Road warning board (within Rly. boundary), Speed breaker board (5-10 mtrs from speed breaker) & Speed breaker board (rail post to 20 mtr distance or within Rly boundary) whether provided as per standards?
20. Sign boards are put at proper location and painted with fluorescent paint
21. Weather stop boards are available along with spare board.
22. Whether adequate fencing to restrict unauthorized movement is provided.
23. Effective wicket gate available (Mandatory at manned LC gates).
24. Whether height gauge available at proper location on either side and provided with 25 KV danger board. (for gates located in electrified section)
25. Whether the parameter i.e. vertical clearance and contact wire height are painted on height gauge.
26. Weather relay room at the gate is locked and keys available with S&T staff and not with gateman, if gate is interlocked.
27. Check whether the height of boom from the road surface in close condition of gate is within 0.8 mtr to 1.0 mtr.
28. Functioning of gate bell/hooter.
29. Whether the gate has a clear visibility of 600 mtrs for rail and road users.
30. Whether the gate lamps are clean and properly focused towards the road in case of mechanical non- interlocked gates where provided.

31. Whether the check rail clearances are clean? Prescribed Lateral, Vertical clearances of check rails (Lateral = 51 to 57 mm, Vertical minimum 38 mm).
32. General upkeep of the gate and condition of gate lodge.
33. Test the efficacy of the interlocking in case of interlocked LC Gate by trying to lift the lifting barrier after transmitting the EKT/releasing the Slot for taking off the Signals.
34. Proper whistling by train crew from whistle board to level crossing.
35. Is there necessity to up-grade the gate (justification should also be given).
36. Is there necessity to interlock the gate (justification should also be given).
37. Weather any other suggestion is made. (Give it in detail)
38. Whether Gateman conversant with following rules:
  - (i) Symptoms of seizure of roller bearing and brake binding and distinguishing factor between the two.
  - (ii) Symptoms of hot axle/flat tyre.
  - (iii) Train parting precautions to be taken.
  - (iv) Use of whistle.
  - (v) Knowledge of gate working instructions.
  - (vi) Precautions to be taken when signals blank.
  - (vii) Precautions to be taken while opening the gate.
  - (viii) Action to be taken when unsafe condition is noticed and gate phone has gone defective.
39. Weather length of check rail is more than 2.00m from gate width.
40. Weather proper Earthing has been done for the gate /Iron fencing provided at level crossing situated in electrified section.
41. Whether 25 KV caution board is provided outside the gate lodge in electrified section.
42. Whether the tumbler switch provided for replacing the signals to danger in emergency, is working properly.

43. Check whether the competency certificate issued to Gateman at interlocked gates is jointly signed by S&T and Engineering / Operating supervisors, as the case may be.
44. Whether sliding boom provision is available and in working condition which will be used during damages to lifting barrier. Whether the sliding boom is also having interlocking provision.
45. Whether the audio buzzer is properly functioning and audible while closing/opening the lifting barrier. Is the buzzer is interlinked with the movement of lifting barrier or to be switched on manually?
46. The crank handle where provided should be kept in a sealed box, and record of its use should maintained.
47. Check the records for the last damages caused to lifting barriers – In case of interlocked LC gates, whether Private Number was exchanged by Gateman with SM till the lifting barrier is restored/repaired.
48. Check the general condition of gate lodge with regard to Civil/fabricated structure and electrical fittings, alternate power supply, water source etc.
49. Whether the infrastructure is enhanced according to the class of LC Gate as per Annexure 9 of IRPWM?  
Whether the Gateman are functioning as per official roster.

## CHECKLIST FOR UNMANNED LEVEL CROSSING

1. Level crossing gate No. ....  
Location of the gate .....
2. Check for the minimum visibility of 800m for both road & rail users. If not, whether any speed restriction is imposed or not. Any suggestion for Improving visibility for rail/road users?
3. Whether W/L boards is available at 600 mtrs & 2nd W/L board at 250 mtrs for whistling till passing the LC.
4. Whether check rails have been provided.
5. Lateral, vertical clearances of check rails (lateral 51 to 57mm; vertical >38mm). Length of check rail & road width should be as per standards (length of check rail = road width + 2.0m). (road width for Class-I: 9.0m; class-II: 7.5m; class-III: 5.0m)
6. **Availability of Road sign boards:** Double strip (200 mtrs), Single strip (50-100 mtrs), Road warning board (within Rly boundary), Speed breaker board (5-10 mtrs) from speed breaker & Speed breaker (rail post to 20 mtrs distance or within Rly boundary) whether provided as per standards.
7. Whether speed breakers are provided.
8. Whether height gauge is provided at proper location. (For gates located in electrified section).
9. Condition road surface - Good/Bad/Satisfactory.
10. Whether channel for wheel flange is kept clean with proper gap.
11. Whether the gate is visible to Rail/Road users from 600 m.
12. Whether stop board of size (675mm x 525mm) provided 5 m from center line of track.
13. Whether train crew whistling properly from whistle board to the level crossing.
14. Whether the existing TVUs qualify for manning? Whether barricading is available for both Road & Rail side.

15. Feasibility for closure by diverting or by providing limited height subway or for clubbing.
16. Whether approach road gradient (beyond 8 mtr) is 1 in 20 for Class III roads, 1 in 15 for Class IV roads.
17. Ambush checks: Whether road users are following the following instructions:
  - (i) Stop short of sign board.
  - (ii) Driver/Conductor get down.
  - (iii) Watch in either direction for approaching train.
  - (iv) Pass cautiously.
  - (v) Do not take risk of crossing in the face of an approaching train.
  - (vi) Check the traffic census figure.

# PROVISION OF SLIDING BOOM

## **EMERGENCY SLIDING BOOM:**

Emergency Sliding Boom is provided in addition to Electric Lifting Barrier at Level Crossing gates for passage of trains on proper signal when Electric Lifting barrier is defective or damaged due to hitting of any road vehicle or Failed due to any other reason and barriers cannot be closed properly.

### **1.1. Operation of Sliding Boom:**

Two Emergency Sliding Booms are installed on either side of the track.

Emergency Sliding Booms are operated and locked by means of man power to close and lock the LC gate for passage of trains on proper signal when Electric lifting barrier is defective due to any reason and gate cannot be Closed and locked against road traffic.

**Emergency Sliding Booms are operated and locked as per the following.**

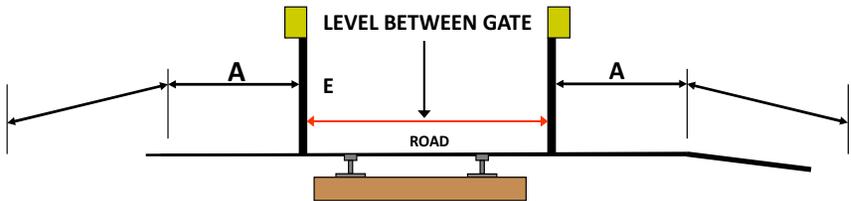
- First one sliding boom situated at far end of the LC Gate hut is operated first by man power and forward end of the boom is inserted in the hole provided on the locking post fitted on the other side of the road.
- Key of 'E' type lock (painted in yellow colour) attached to the boom with iron chain is inserted in the lock fitted on the locking post and turned. This lock is unlocked and make the other 'E' type lock key (painted in red colour) free for turning and locking the boom in locking post.
- Now this boom installed at far end of LC Gate hut is locked by turning this key( painted in red colour) in the locking post fitted at

other end of the road. Now Key (painted in red colour) is released from this locking post grounded at Far end of the LC Gate hut and this key is inserted in the other locking post grounded at near end of the LC Gate hut and turned to unlock the lock fitted on the locking post.

- Now 2nd Sliding Boom is operated by man power and key (painted in yellow colour) attached with the boom with iron chain is inserted in the 'E' type lock fitted on the 2nd locking post at near end of the LC Gate hut and turned to unlock the lock.
- Space is available to insert the forward end of the boom in the hole of the locking post. Now forward portion of the boom is inserted in the hole provided on locking post.
- Now 3rd key (painted in green colour) can be operated to lock the boom in the locking post and released after locking the boom in the locking post.

## LEVEL LENGTH & GRADIENT

- Between gates—Level (for all classes)
- Outside gates----class I– level up to 15 m beyond & not steeper than 1 in 40 beyond
- class II– level up to 8 m beyond & not steeper than 1 in 30 beyond
- Class III---level up to 8 m beyond & not steeper than 1 in 20 beyond.
- class IV---not steeper than 1 in 15 beyond



CLASS OF ROAD	LEVEL LENGTH- A	GRADIENT - B
CLASS I	15 M	NOT STEEPER THAN 1 IN 40
CLASS II	8 M	NOT STEEPER THAN 1 IN 30
CLASS III	8 M	NOT STEEPER THAN 1 IN 20
CLASS IV	-----	NOT STEEPER THAN 1 IN 15

# GENERAL KNOWLEDGE

## A. INTERLOCKING OF LC GATES

Sr.No.	Items	Reference
1	Minimum TVU on level crossing should be more than 20,000 per day to become eligible for interlocking.	RB's Letter No. 2010/SIG/LX/2 Dtd. 11.10.2010
2	Level crossing having TVUs less than 20,000 per day should be interlocked when:  i. Operated from cabins. ii. Situated in suburban sections. iii. Situated in automatic signalling and automatic permissible block territories.	RB's Letter No. 2010/SIG/LX/2 Dtd. 11.10.2010

## B. EXCHANGE OF PRIVATE NUMBERS FOR OPERATION OF GATES

Sr.No.	Operation of LC Gates	Exchange of Private No.	Reference
1	Interlocked LC Gates protected by signals	Not Required	RB's Letter No. 2000/Safety (A&R) 19/39 Dtd. 04.11.2003
	Non-Interlocked LC Gates	Required	RB's Letter No. 2000/Safety (A&R) 19/39 Dtd. 08.05.2002

## C. GENRAL

Sr.No.	Items	Reference
1	The competency certificate issued to gateman shall be valid for THREE years	G&SR SR- 16.01-1
2	Minimum TVUs on Level Crossing should be 1 lakh per day to become eligible for ROB/RUB/LHS on cost sharing basis.	IRPWM
3	Minimum visibility at a level crossing for road users/train driver shall be 800 m.	RB's Letter No. 2006/ CE-I/LX/WP Dtd. 10.06.2006
4	The Gateman should have medical fitness for A3 class.	IRPWM Annexure 14/3
5	Periodical census of traffic at all level crossings shall be taken once every three years.	IRPWM Para 917
6	The distance of W/L boards should be 600 m at the approaches of all level crossings.	IRPWM Para 915
7	The frequency of Overhauling of Lcs laid with PSC sleepers must be at least once in TWO Years.	IRPWM Para 913
8	A Speed restriction of 30KMPH should be imposed on LC gates location with the arrangements for passage of road traffic when the check rails are removed for the maintenance work.	IRPWM Para 913

Sr.No.	Items	Reference
9	At all level crossings the gate post shall be fixed square to the road	IRPWM
10	Height gauge should be located at a minimum distance of 8m, from gate posts (In exceptional circumstances with permission of CE 8m from centre line of track.	IRPWM
11	Road surface up to the height gauge may be at the same level as the road surface inside the gate posts.	IRPWM
12	Where the LC is on curve, the gate lodge should be built on the outside if the curve.	IRPWM
13	In the case of unmanned LC involved in an accident, census should be conducted immediately, to determine whether manning is required.	IRPWM
14	Rail Joints should be avoided in check rails and on the running rails, within the level crossing & 3m on either side.	IRPWM
15	Level crossings situated in LWR/CWR territory shall not fall within the breathing lengths.	IRPWM Para 326
16	Minimum Distance of Gate lodge from centre line of nearest track & from edge of road metalling is 6m.	IRPWM Annexure 9/1
17	Visibility of level crossing is assessed from a distance of 5 m from the centre line of nearest track.	IRPWM
18	The Assistant Divisional Engineer should inspect the equipment at every manned level crossing on the sub-division once in six months.	IRPWM Para 913

Sr.No.	Items	Reference
19.	No gateman shall change his hour of duty without the order of JE/SSE/P-Way	
20	Minimum & Maximum Clearance of check rails at level crossing (BG) is 51 mm & 57 mm respectively.	SOD
21	Minimum depth of space for wheel flange from the rail level (BG) is 38 mm.	SOD
22	speed breaker should be provided on either approach of level crossings at a distance of about 20 m from the gate post of the Level Crossing, covering full width of the road including berm.	IRPWM Para 916
23	If any unmanned level crossing gets involved in more than 3 accidents in 3 years, it should be manned immediately irrespective of the category to which it belongs	
24	Separate rail post (Independent of gate post) should be provided near the gate to fix safety chains during emergency.	
25	The distance of the 'STOP' board (675 mm x 525 mm) from the track on the approaches of the unmanned level crossings shall be 5 m from the centre line of the nearest track, within the railway boundary.	
26	Whistle board should be provided at the approaches to all unmanned 'C' class level crossings or manned level crossings, where the view is not clear on either side for a distance of 600 m and those which have normal position open to road traffic, without interlocking and protected by signals.	

Sr.No.	Items	Reference
27	Wicket gates for pedestrians should be provided at 'SPL', A, & B class level crossings.	IRPWM Annexure 9/1
28	Gate Situated within the "Outermost stop signals" of the station are called traffic gates.	IRPWM Para 909
29	Gate Situated beyond the "Outermost stop signals" of the station are called Engineering gates.	IRPWM Para 909
30	<p>In manned LCs</p> <ul style="list-style-type: none"> <li>· Two long spare chains with loops at both ends &amp; stop marked disc attachment at the centre to cover the full width of the gate should be kept reserve for use as an alternate to the barrier/gate, in case of damage to them.</li> <li>· Two spare small chains &amp; padlocks for locking gates should be kept, in case locking arrangement of gate become defective.</li> </ul>	IRPWM
31	Angle of crossing between gates not less than 45* between centre line of road & railway.	IRPWM Annexure 9/1
32	Indicator post should be provided with one dot and three dots at 600m & 1200m distance respectively to indicate the number of detonators to be placed in case of obstruction at the (BG) LC.	
33	Boom height from road surface shall be 0.8m to	1m.
34	Speed breaker shall be located outside height gauge so that speeding vehicles do not hit and damage height gauges.	

Sr.No.	Items	Reference
35	The maximum height of the top member of LC gauge above the road shall be 4.78m and contact wire shall be at a height of minimum 5.5m above the rail level at Level Crossing.	ACTM correction slip no.32 Dtd. 09.10.2020
36	Minimum length of check rails at level crossing should be 2 m more than the width of the gate.	IRPWM Annexure 9/1
37	Fencing on lines---for all classes, minimum length of 15 m from each gate post parallel to track.	IRPWM Annexure 9/1
38	Minimum distance of gate post from centre line of track----BG =3.0 m	IRPWM Annexure 9/1
39	The road surface between the gate and up to 8 m beyond gate should be level for class-II & III roads and 15 m for class-I roads.	IRPWM Annexure 9/1
40	The gradient of approach road beyond the level length should not be steeper than 1 in 40, 1 in 30 & 1 in 20 for class-I,II & III roads respectively.	IRPWM Annexure 9/1
41	The desirable straight length of road outside the gate will be 15 m, 9 m & 4.5 m for class- I,II & III roads respectively.	IRPWM Annexure 9/1

Sr.No.	Items	Reference
42.	<p>Minimum width of gates at right angles to centre line of road;</p> <p>Class-I road-9m or <math>x + 2.5m</math> whichever is more.  Class-II road-7.5m or <math>x + 2m</math> whichever is more.  Class-III road-5.0m or <math>x + 1.25m</math> whichever is more.  Class-IV road-suitable width subject to 2.0m being minimum. NOTE: x is the carriage way width.</p>	IRPWM Annexure 9/1
43	<p>At all important level crossing gates where electric supply is available flashing lights to give indication to the road users about lowering or raising of lifting barriers should be provided.</p>	
44	<p>The distance of road sign posts from level crossing will be:</p> <ul style="list-style-type: none"> <li>· 120 m, 60 to 90 m &amp; 40 m for class-I, II &amp; III roads respectively in plane country.</li> <li>· 60m, 40 to 50m &amp; 30m for Class-I, II &amp; III roads respectively in hilly country.</li> </ul>	IRPWM Annexure 9/1
45	<p>Level crossing accidents falling under categories C1 &amp; C4 will be termed as consequential train accidents.</p>	Accident Manual
46	<p>The height of the W/L board from rail level to the bottom of W/L board shall be 2 m.</p>	

# Level Crossings of BB Div.

Sr.No.	LC. No.	Section	Location KM/TP	Classification as per SWR	Manned Un-Manned	Gauge	PWI/HQ	Engineering (E) Traffic (T)
1	28	KLVA-MBQ	36/5-6	SPL	M	BG	TNA	E
2	29	DW Yard	42/3	SPL	M	BG	W/KYN	T
3	2A	TMBY-TATA	20/8-9	C	M	BG	SION	T
4	2B	TMBY-BPCL	20/8-9	C	M	BG	SION	T
5	4A	TMBY-HPCL	21/4-5	C	M	BG	SION	E
6	47	SHD-ABY	57/16-58/0	SPL	M	BG	VSD	E
7	48	ABY-TLA	59/16-17	SPL	M	BG	VSD	E
8	51	ABY-TLA	63/21-22	SPL	M	BG	VSD	T
9	54	TLA-KDV	66/5-6	SPL	M	BG	VSD	E
10	54	TLA-KDV	67/6-7	C	M	BG	VSD	E
11	55	TLA-KDV	68/4-5	C	M	BG	VSD	E
12	56	TLA-KDV	69/9-10	C	M	BG	VSD	E
13	57	TLA-KDV	70/24-25	C	M	BG	VSD	T
14	58	KDV-VSD	72/4-5	C	M	BG	VSD	T
15	59	KDV-VSD	74/11-12	C	M	BG	VSD	E
16	60	KDV-VSD	76/11-12	C	M	BG	VSD	E
17	61	KDV-VSD	77/17-18	C	M	BG	VSD	E
18	64	VSD-ASO	80/12-13	B-1	M	BG	VSD	E
19	65	VSD-ASO	82/7-8	A	M	BG	VSD	E
20	67	ASO-ATG	87/6-7	B-1	M	BG	KSRA	E
21	68	ASO-ATG	89/13-14	B-1	M	BG	KSRA	E
22	69	ASO-ATG	93/0-1	B-1	M	BG	KSRA	E
23	73	KE Yard	106/13-14	C	M	BG	KSRA	T
24	74	KE-OMB	109/7-8	C	M	BG	KSRA	E
25	76	OMB-KSRA	117/11-12	B-1	M	BG	KSRA	E
26	1-A	KYN-VLDI	54/8-9	SPL	M	BG	KYN(E)	T
27	4	ULNR-ABH	58/13-14	SPL	M	BG	NRL	E
28	7	ABH-BUD	63/6-7	C	M	BG	NRL	E
29	16	BUD-VGI	76/3-4	C	M	BG	NRL	E
30	17	BUD-VGI	77/13-14	C	M	BG	NRL	T
31	18	VGI-SHLU	79/17 - 80/1	C	M	BG	NRL	E
32	19	VGI-SHLU	81/6-7	C	M	BG	NRL	E
33	20	SHLU-NRL	84/2-3	C	M	BG	NRL	E
34	21	NRL-BVS	86/11-12	B-1	M	BG	NRL	T
35	22	NRL-BVS	89/12-13	C	M	BG	NRL	E

Sr.No.	LC. No.	Section	Location KM/TP	Classification as per SWR	Manned Un-Manned	Gauge	PWI/HQ	Engineering (E) Traffic (T)
36	1	NRL-MAE	HM 2/3-4	C	UM	NG	NRL	UM
37	2	NRL-MAE	HM 6/0-1	C	M	NG	NRL	E
38	3	NRL-MAE	HM 13/0-1	C	M	NG	NRL	T
39	4	NRL-MAE	HM 91/0-1	C	UM	NG	NRL	UM
40	5	NRL-MAE	HM 117/4	C	UM	NG	NRL	UM
41	6	NRL-MAE	HM 122/0-1	C	UM	NG	NRL	UM
42	7	NRL-MAE	HM 126/3-4	C	UM	NG	NRL	UM
43	8	NRL-MAE	HM 133/4	C	UM	NG	NRL	UM
44	9	NRL-MAE	HM 181/3-4	D	UM	NG	NRL	UM
45	10	NRL-MAE	HM 184/3-4	D	UM	NG	NRL	UM
46	11	NRL-MAE	HM 192/12	D	UM	NG	NRL	UM
47	12	NRL-MAE	HM 193/3-4	D	UM	NG	NRL	UM
48	13	NRL-MAE	HM 194/3-4	D	UM	NG	NRL	UM
49	14	NRL-MAE	HM 196/0-1	D	UM	NG	NRL	UM
50	15	NRL-MAE	HM 198/3-4	D	UM	NG	NRL	UM
51	16	NRL-MAE	HM 200/1-2	D	UM	NG	NRL	UM
52	23	NRL-BVS	92/5-6	C	M	BG	KJT	T
53	25	BVS-KJT	95/4-5	A	M	BG	KJT	E
54	26	BVS-KJT	96/7-8	C	M	BG	KJT	E
55	27	BVS-KJT	97/13-14	C	M	BG	KJT	E
56	29	MHC-KAD	123/27-28	B-1	M	BG	LNL	T
57	30	KAD-LNL	124/46-125/0	SPL	M	BG	LNL	E
58	31	KAD-LNL	126/30-32	SPL	M	BG	LNL	T
59	32	LNL-MVL	128/16-17	SPL	M	BG	LNL	T
60	34	LNL-MVL	130/7-8	SPL	M	BG	LNL	T
61	1	PDI-KHPI	103/7-8	C	M	BG	KJT	E
62	4	PDI-KHPI	107/4	C	M	BG	KJT	E
63	5	PDI-KHPI	108/7-8	C	M	BG	KJT	E

Sr.No.	LC. No.	Section	Location KM/TP	Classification as per SWR	Manned Un-Manned	Gauge	PWI/HQ	Engineering (E) Traffic (T)
64	6	PDI-KHPI	110/8-9	C	M	BG	KJT	E
65	6A	PDI-KHPI	111/10	C	M	BG	KJT	E
66	7	PDI-KHPI	112/10-11	B-2	M	BG	KJT	E
67	1A	DW-NILJ	43/7-8	C	M	BG	PNVL	E
68	1	DW-NILJ	44/9-45/0	A	M	BG	PNVL	E
69	2	DW-NILJ	47/7-8	C	M	BG	PNVL	T
70	6	NILJ-TPND	52/8-9	C	M	BG	PNVL	E
71	9	NILJ-TPND	55/8-9	C	M	BG	PNVL	E
72	11	TPND-KLMG	58/8-9	C	M	BG	PNVL	E
73	1	PNVL-APX	70/2-3	C	M	BG	PNVL	E
74	2	PNVL-APX	75/2-3	C	M	BG	PNVL	E
75	3	PNVL-APX	78/6-7	C	M	BG	PNVL	E
76	4	PNVL-APX	79/7-8	C	M	BG	PNVL	E
77	5	PNVL-APX	81/3-4	C	M	BG	PNVL	E
78	6	PNVL-APX	82/4-5	C	M	BG	PNVL	T
79	6	APX-JITE	90/3-4	C	M	BG	PEN	E
80	10	JITE-PEN	96/5-6	C	M	BG	PEN	E
81	11	JITE-PEN	97/2-3	C	M	BG	PEN	E
82	13	JITE-PEN	98/2-3	SPL	M	BG	PEN	E
83	22	PEN-KASU	108/2-3	C	M	BG	PEN	E
84	23	PEN-KASU	109/0-1	C	M	BG	PEN	E
85	24	PEN-KASU	109/5-6	C	M	BG	PEN	E
86	25	PEN-KASU	110/6-7	SPL	M	BG	PEN	E
87	26	PEN-KASU	111/3-4	A	M	BG	PEN	E
88	27	PEN-KASU	112/2-3	C	M	BG	PEN	E
89	30	PEN-KASU	114/6-7	C	M	BG	PEN	E
90	31	PEN-KASU	115/4-5	C	M	BG	PEN	E
91	32	PEN-KASU	115/8-9	B1	M	BG	PEN	E
92	35	KASU-NGTN	119/0-1	C	M	BG	PEN	E
93	40	KASU-NGTN	123/9-124/0	B2	M	BG	PEN	E

Sr.No.	LC. No.	Section	Location KM/TP	Classification as per SWR	Manned Un-Manned	Gauge	PWI/HQ	Engineering (E) Traffic (T)
94	41	KASU-NGTN	125/6-7	C	M	BG	PEN	E
95	42	KASU-NGTN	126/6-7	C	M	BG	PEN	E
96	42A	KASU-NGTN	127/5-6	C	M	BG	PEN	E
97	43	KASU-NGTN	128/8-9	B1	M	BG	PEN	E
98	44	NGTN Yard	129/8-9	A	M	BG	PEN	T
99	46	NGTN-ROHA	134/0-1	A	M	BG	PEN	E
100	47	NGTN-ROHA	137/8-9	B1	M	BG	PEN	E
101	52	NGTN-ROHA	141/7-8	SPL	M	BG	PEN	E
102	57	ROHA Yard	142/8-9	C	M	BG	PEN	T
103	23	PNVL-JASAI	73/10-11	C	M	BG	PNVL	E
104	25	PNVL-JASAI	77/15-16	C	M	BG	PNVL	E
105	29	JASAI-URAN	83/4-5	C	M	BG	PNVL	E
106	30	JASAI-URAN	85/11-12	PS	UM	BG	PNVL	UM
107	33	JASAI-URAN	90/11-12	PS	UM	BG	PNVL	UM
108	2	JASAI-NAVA SHEVA PORT TRUST	84/9-85/0	C	M	BG	PNVL	T
109	3	JASAI-NAVA SHEVA PORT TRUST	85/6-7	C	M	BG	PNVL	E
110	6A	JASAI-NAVA SHEVA PORT TRUST	94/2-3	C	M	BG	PNVL	T

Sr.No.	LC. No.	Section	Location KM/TP	Classification as per SWR	Manned Un-Manned	Gauge	PWI/HQ	Engineering (E) Traffic (T)
111	1	PEN-THAL	115/13-14	C	UM	BG	PEN	UM
112	2	PEN-THAL	118/10-11	C	UM	BG	PEN	UM
113	3	PEN-THAL	118/11-12	C	UM	BG	PEN	UM
114	4	PEN-THAL	119/10-11	C	UM	BG	PEN	UM
115	5	PEN-THAL	120/10-11	C	UM	BG	PEN	UM
116	6	PEN-THAL	120/14-15	C	UM	BG	PEN	UM
117	7	PEN-THAL	122/10-11	PS	UM	BG	PEN	UM
118	8	PEN-THAL	123/1-2	PS	UM	BG	PEN	UM
119	10	PEN-THAL	124/8-9	PS	UM	BG	PEN	UM
120	11	PEN-THAL	124/12-13	C	UM	BG	PEN	UM
121	12	PEN-THAL	125/3-4	C	UM	BG	PEN	UM
122	13	PEN-THAL	125/14	C	UM	BG	PEN	UM
123	14	PEN-THAL	127/8-9	C	UM	BG	PEN	UM
124	15	PEN-THAL	127/11-12	SPL	M	BG	PEN	E
125	16	PEN-THAL	127/14	C	UM	BG	PEN	UM
126	17	PEN-THAL	128/6-7	C	UM	BG	PEN	UM
127	18	PEN-THAL	129/3-4	C	UM	BG	PEN	UM
128	19	PEN-THAL	130/14-15	A	M	BG	PEN	T
129	1	DW-BIRD	50/9-11	SPL	M	BG	BIRD	E
130	4	DW-BIRD	55/17-19	SPL	M	BG	BIRD	E
131	6	BIRD-KHBV	63/23-25	A	M	BG	BIRD	E
132	8	KHBV-KARD	71/43-45	B-2	M	BG	BIRD	E
133	9	KARD-BSR	78/12-14	SPL	M	BG	BIRD	E
134	10	KARD-BSR	80/7-9		M	BG	BIRD	E
135	7	SVE-VDLR	7/3-4		M	BG	WB	T
136	1T	CHF-CLA	13/12-13		M	BG	WB	T
137	9A	CLA-CMBR	15/36-39		M	BG	MNKD	T



समयार फाटक पुस्तिका

## १. परिभाषाएँ

- I. **गैंगमैन** का अभिप्राय रेलपथ या उससे संबंधित काम पर नियुक्त रेल सेवक से है ।
- II. **गैंगमेट** का अभिप्राय रेलपथ या उससे संबंधित काम पर लगाए गए कर्मकारों के गैंग के कार्यभारी (इंचार्ज) व्यक्ति से है ।
- III. **फाटक वाला** का अभिप्राय फाटक के प्रचलन के लिए समपार (लेबल क्रासिंग) पर नियुक्त सक्षम रेल सेवक से है ।
- IV. **समपार** – समपार का अभिप्राय एक ही धरातल पर सड़क और रेलपथ का एक दूसरे को पार करने वाले स्थान से है ।
- V. **समपार फाटक** (लेबल क्रासिंग गेट) का अभिप्राय समपार पर सड़क को बंद करने वाले किसी भी प्रकार के चल अवरोध से है, जिसके अंतर्गत जंजीर भी है किंतु इसके अंतर्गत पैदल चलने वालों के उपयोग के लिए लगे छोटे दरवाले (विकेट) या चक्रद्वार नहीं है ।
- VI. **यातायात फाटक**: जो स्टेशन के बाह्यतम रोक सिगनलों के बीच स्थित है, उन्हें यातायात फाटक कहते हैं । इन यातायात फाटकों पर कर्मचारी रखना और परिचालन करना, परिचालन विभाग के नियंत्रण में रहेगा ।
- VII. **इंजीनियर फाटक**: सबसे बाहरी स्टॉप सिगनलो के बाहर पड़नेवाले समपार, परिचालन एवं रखरखाव दोनों ही के लिए एस एस ई /रेल पथ (प्रभारी) के नियंत्रण में रहेंगे ।
- VIII. **रात** का अभिप्राय सूर्यास्त से सूर्योदय तक का समय है ।
- IX. **अवरोध** का अभिप्राय अवरोध तथा सजातीय पदों के अंतर्गत गाड़ी वाहन या अवरोध जो रेल लाइन पर हो या रेल लाइनों का उल्लंघन करता हो, या कोई ऐसी स्थिति जो गाड़ी के लिए खतरनाक हो ।
- X. **सहायक नियम** का अभिप्राय उस विशेष अनुदेश से है जो तत्संबंधी (उसके संबंधी) साधारण नियम का सहायक है तथा किसी साधारण नियम से विसंवाती (विरुद्ध) नहीं है ।

## २. फाटक वाले के लिए आवश्यक बातें

२.१ नियमों की प्रति देखभाल: प्रत्येक फाटकवाला, जिसे नियमों की प्रति दी गई है।

- I. ड्यूटी के समय उसे अपने पास सहज रूप में उपलब्ध रखेगा।
- II. उसमें सभी शुद्धि-पत्र (करेक्शन स्लिप) समाविष्ट (शामिल) करता रहेगा।
- III. अपने किसी भी वरिष्ठ अधिकारी की मांग पर उसे प्रस्तुत करेगा।
- IV. प्रति खो जाने या खराब हो जाने पर अपने वरिष्ठ अधिकारी से एक नई प्रति प्राप्त करेगा।

२.२ नियमों की जानकारी तथा सक्षमता प्रमाणपत्र:

- I. फाटकवाला अपनी ड्यूटी से संबंधित नियमों से परिचित रहेगा, चाहे उसे नियमों की प्रति या उसकी ड्यूटी से संबंधित नियमों का अनुवाद दिया गया है अथवा नहीं।
- II. यदि कोई परीक्षाएं निर्धारित की गई है तो वह उन्हें पास करेगा।
- III. फाटकवाले को सिगनलों की आवश्यक जानकारी होनी चाहिए।
- IV. कार्यसमय में प्रत्येक फाटकवाले के पास "फाटकवाला सक्षमता प्रमाणपत्र", "सामयिक वैद्वकीय परीक्षा प्रमाणपत्र" और "संरक्षा कैम्प उपस्थिति प्रमाणपत्र" साथ में होना आवश्यक है।
- V. ड्यूटी पर हमेशा सतर्क रहना चाहिए। सोना पूर्णतः प्रतिबंधित है।
- VI. सड़क उपभोक्ता से सौजन्यपूर्ण व्यवहार करना चाहिए।
- VII. शिकायतकर्ता को शिकायत पुस्तिका मांगे जाने पर तुरंत देना चाहिए।
- VIII. जिन फाटकवाले को अपनी ड्यूटी ठीक तरह से करने के लिए चश्मा लगाना निर्धारित किया गया है उन्हें ड्यूटी पर आते समय अपने पास चश्मा अवश्य रखना चाहिए और जब वे वास्तव में ड्यूटी कर रहे हो तब उन्हें चश्मा अवश्य लगाना चाहिए।

## २.३ सुरक्षा के कर्तव्य

- १) फाटक वाला रेल प्रशासन का ऐसी सभी संपत्ति की सुरक्षा और रक्षा के लिए जिम्मेदार है जो उसके कार्यभार (चार्ज) में है ।
- २) फाटक वाला निम्नलिखित बातों को रोकने का पूरा प्रयास करेगा
  - क) रेल परिसरों में अतिचार (ट्रेस पासिंग)
  - ख) रेल संपत्ति की चोरी, नुकसान या हानि,
  - ग) स्वयं या अन्य लोगों को क्षति और,
  - घ) रेल परिसरों (प्रेमाइसिस) में आग लगना ।

## २.४ ड्यूटी पर उपस्थिति

- १) प्रत्येक फाटकवाला ऐसे समय और स्थान पर उतनी अवधि के लिए ड्यूटी पर उपस्थित रहेगा जो इस बारे में रेल प्रशासन निश्चित करे और यदि किसी अन्य ,समय और स्थान पर उसकी सेवाओं की आवश्यकता पड़ती है तो वहां भी उपस्थित होगा ।
- २) गाड़ी के संचालन से सीधा संबंधित कोई भी रेल सेवक (फाटकवाला) अपनी ड्यूटी आरंभ करने से आठ घंटे के भीतर कोई मदिरा तथा अन्य नशीली, पीनक, बेहोशी, नींद वाली या उत्तेजक दवाओं या उससे बनी अन्य वस्तुएं नहीं लेगा या उनका प्रयोग नहीं करेगा या ड्यूटी पर ऐसे किसी पेय, औषधि या उनसे बनी हुई वस्तु का सेवन नहीं करेगा ।

## २.५ फाटक वाले का आचरण : प्रत्येक फाटक वाला-

- १) ड्यूटी के समय निर्धारित की गई वर्दी पहनेगा और देखने में साफ सुथरा, चुस्त, सभ्य और शिष्ट रहेगा ।
- २) अवैध पारितोषिक न तो मांगेगा और न स्वीकार करेगा ।
- ३) जनता को हर प्रकार की उचित सहायता देगा और सही जानकारी देने में पूरी सावधानी बरतेगा ।
- ४) पूछे जाने पर, बेहिचक अपना नाम और पदनाम बताएगा ।

## २.६ संरक्षा सुदृढ करने का कर्तव्य

### १. प्रत्येक फाटकवाला

- १) जनता की संरक्षा सुनिश्चित करने के लिए पूरा प्रयत्न करेगा ।
- २) ऐसी हर घटना की, जिसका उसे पता लगे और जिससे रेल के सुरक्षित या उचित कार्यचालन पर असर पड़ता हो, रिपोर्ट तुरंत अपने वरिष्ठ अधिकारी को देगा और,
- ३) दुर्घटना अथवा अवरोध उत्पन्न होने पर तथा मांग किए जाने पर सभी संभव सहायता देगा ।

### २. यदि फाटकवाला यह देखता है कि

- १) कोई सिगनल खराब है,
- २) रेल पथ अथवा निर्माण के किसी भाग में कोई अवरोध या खराबी है या उसकी संभावना है ।
- ३) गाड़ी में कोई खराबी है अथवा
- ४) कोई ऐसी असाधारण परिस्थितियां है जिनके कारण गाड़ियों के निरापद परिचालन में अथवा जनता की संरक्षा में कोई बाधा पड़ने की संभावना है, तुरंत संबंधित अधिकारी या कर्मचारी को सूचित करना चाहिए और नियमानुसार रेल पथ पर प्रोटैक्शन करना चाहिए ।

## भूमिका

१. जब कोई सड़क रेलवे लाइन को एक ही सतह पर पार करती है तो जो चौराहा बनता है, उसे समपार (रेल क्रसिंग) कहते हैं। समपार पर गुजरती रेल की पटरियों के साथ भीतर की ओर एक चेक-रेल लगी होती है, इससे उस पर चलने वाले पहियों की कोरों के लिए रास्ता बन जाता है। पटरियों और सड़क की एक ही सतह होने के कारण सड़क की गाड़ियां बिना किसी अडचन के समपार को पार कर लेती है।
२. समपार पर एक ही जगह से रेलगाड़ी और सड़क की गाड़ियां गुजरती है, इसलिए इनमें आपस में टक्कर होने का खतरा बना रहता है। यह खतरा उन समपारों पर और भी अधिक हो जाता है जिन पर सड़क की गाड़ियां और रेल- गाड़ियों की आवाजाही अधिक होती है। इन सभी समपारों पर फाटक लगाये जाते हैं जिनको खोलने और बन्द करने वाले को गेटमैन कहते हैं। इन फाटकों को बन्द करके सड़क और रेल की गाड़ियों का बचाव किया जाता है। इस तरह भारतीय रेलों के करीब १८,३१६ समपारों पर गेटमैन नियुक्त हैं। सड़क और रेलगाड़ियों की आवाजही को ध्यान में रखकर भिन्न-भिन्न समपार के फाटकों पर सिगनल, चेतावनी को घंटी, टेलीफोन आदि सुरक्षा के और भी साधन इस्तेमाल किए जाते हैं।

## समपार का वर्गिकरण

३. समपार के चार वर्ग होते हैं : स्पेशल, ए, बी, और सी।
४. डी वर्ग के समपार केवल मवेशियों के आने-जाने के लिए होते हैं। इसलिये उन पर फाटक या गुमटी नहीं होती। सी वर्ग के कुछ कम महत्वपूर्ण समपारों पर भी फाटक नहीं होते। इसलिये उन पर भी गेटमैन तैनात नहीं किए जाते। बाकी वर्ग के सभी समपारों पर ऊपर उठने वाले या चूल पर घुमने वाले फाटक या जंजीर लगायी जाती है। और सड़क और रेल की गाड़ियों की सुरक्षा की देखभाल के लिए एक या एक से अधिक गेटमैन तैनात किए जाते हैं। ऐसे समपार की गुमटी वाला फाटक कहा जाता है।
५. गुमटी वाले समपारों को स्पेशल, ए, बी या सी वर्गों में सड़क और रेल की गाड़ियों की बहुतायत और उन समपारों को सड़क से देख सकने की दूरी के आधार पर रखा जाता है। इस तरह प्रत्येक वर्ग के समपारों की चौड़ाई, फाटकों की किस्म, बचाव के विभिन्न यंत्रों और उन पर तैनात गेटमैन की संख्या एवं उनके काम क घंटों को तय किया जाता है।

६. गेटमैन के नाते आपकी यह जिम्मेदारी है कि सड़क की गाड़ियों के लिए फाटक खोलने से पहले यह देख ले कि कोई रेल गाड़ी तो नहीं आ रही है और किसी रेल गाड़ी के आने से पहले संरक्ष के लिए फाटक बन्द कर दें।

### गुमटी का सामान

७. आप को ऐसे सामान दिए जाते है जिनसे आप :  
(क) रेल गाड़ियों और सड़क की संरक्ष करते हैं,  
(ख) समपार की ठीक से देख-रेख करते हैं।

इन समानों को गुमटी में ही रखना चाहिए ताकि जरूरत पडने पर उनका तुरन्त इस्तेमाल किया जा सके।



८. आपकी रेलवे आप को इस्तेमाल के लिए कुछ सामान देती है जिस में से कम से कम नीचे लिखी चीजे आप के पास जरूर होनी चाहिए.
१. दो हाथ बत्तियां (सफेद, हरे एवं लाल रंग के शीशों के साथ)
  २. दो लाल झंडियां और एक हरी झंडी
  ३. दो जोड़ीदार (जिन पर लाल झंडी या लाल बत्ती लगायी जा सकती हो)
  ४. दो लोहे की जंजीर प्रौर ताले फाटक बन्द करने के लिए
  ५. टीन के डिब्बे में १० पटाखे
  ६. एक कटौनी
  ७. एक बाल्टी
  ८. एक तगाड़ी या तसला
  ९. एक फावड़ा
  १०. एक दुर्मट
  ११. खुदाई की एक गेती
  १२. फाटक पर रखे गए सामान (उपकरणों) की सूची
  १३. फाटक संचालन नियमों की पुस्तिका हिन्दी अथवा क्षेत्रीय भाषा में इसके अतिरिक्त फाटक निरीक्षण पुस्तिका, फाटक शिकायत रजिस्टर तथा समपार संचालन अनुदेश संरक्षा नियमो से युक्त स्वचालित सिगनल पद्धति वाले उपनगरिय इलाके वाले घाट सेक्शन तथा दो या दो से अधिक लाइन वाले क्षेत्रों में तीन वॉर्निंग सिगनल और अवश्यकतानुसार अन्य सामान जो आपको दिया गया हो अच्छी और चालू हालत में रखना आप का काम है।
९. इस किताब में काम करने के वे खास कायदे और संरक्षा के तरीके बतलाये गये है, जिन्हे अपका जानना और अमल में लाना जरुरी है। आपको चाहिए कि इस किताब को ध्यान से पढ़े और काम करते समय इसमें बतलो गये कायदों और तरीकों को अमल में लाएं।

इसके अलावा आपको कायदों की स्टेशन संचालन नियम एक किताब और मिलती है। इसमें आपके काम के सभी कायदे दिये हुए हैं। आपको इन कायदों को जानना, अच्छी तरह समझना और उन पर पूरा अमल करना चाहिए।

आपको दी गई निरीक्षण की किताब के साथ ही यह किताब भी निरीक्षण के लिए आये हुए अधिकारी के सामने पेश करनी चाहिए । इनके अलावा उनको दिखाने के लिए आपको अपना सामान कायदे से गुमटी के बाहर निकाल कर रखना चाहिए ।

१०. जो सामान आपको दिये गये है, उन्हे अच्छी हालत में रखना आपका काम है । इसके लिए आपको देखना चाहिए कि :

- (क) हाथ सिगनल बतियों के एल ई डी बल्ब ठीक से जल रहें हों, शीशे टूटे न हो और साफ हो और पर्याप्त मात्रा में सेल हो । मतलब यह कि बतियां इस हालत में हों कि जरूरत पडने पर फौरन जलाई जा सके,
- (ख) झंडिया फटी, मैली या गायब न हों । उनमें डंडे ठीक से लगे हों,
- (ग) सांकल और तालो में जंग न लगा हो ताकि उनके इस्तेमाल में कोई अडचन न हो,
- (घ) (जोडीदार, कटौनी, बाल्टी, तगाड़ी, फावडा, दुर्मट और गेंती में जंग न लगा हो और वे टूटे हुए न हों.
- (ङ) आपके पास कम से कम दस पटाखे हो और उनमें से कोई भी पुराना न हो ।

## फाटको की स्थिति

११. रेल फाटक या तो स्टेशन की हद के भीतर या उसके बाहर होते है । स्टेशन की हद स्टेशन के दोनो आखिरी सिग्नलों के बीच होती है । अगर आपक फाटक स्टेशन की हद के भीतर है तो आप स्टेशन मास्टर के मातहत हैं । अगर फाटक स्टेशन की हद के बाहर है, तो आप उस सैक्शन के जे.ई./एस.एस.ई. साहब के मातहत हैं ।

## स्टेशन की हद के भीतर वाले फाटक

१२. स्टेशन की हद के भीतर वाले समपार फाटक के खोलने और बंद करने की हिदायते स्टेशन नियमावाली में दी गयी हैं । आपको उन हिदायतों को अच्छी तरह जानना चाहिए । स्टेशन मास्टर इन हिदायतों को विस्तार के साथ आपको समझायेंगे । अगर कोई बात आपको समझ में न आये, तो किसी प्रकार का संकोच या देर किये बिना आपको उसे स्टेशन मास्टर से साफ-साफ समझ लेना चाहिए ।

१३. आपके लिए वह जरूरी है कि रेलवे फाटक पर काम शुरू करने से पहले आप इन हिदायतों को अच्छी तरह समझ लें, क्योंकि आपको स्टेशन आश्वासन रजिस्टर में इस के लिए सही करना पड़ता है।

अगर आप अपने फाटक से गुजरने वाली सवारी गाड़ियों का समय जानते हैं तो आपको काम करने में आसानी होगी।

१४. अगर रेलवे फाटक स्टेशन की हद के भीतर हों तो इन बातों को ध्यान में रखिए :

- (क) किन गाड़ियों की आवाजाही या शंटिंग के लिए फाटक बन्द करना और ताला लगाना होता है।
- (ख) फाटक और स्टेशन या केबिन के बीच टेलीफोन, घंटियां या चेतावनी देने वाले दूसरे यंत्र लगे हैं या नहीं।
- (ग) फाटक और सिगनल के बीच इंटरलॉकिंग है या नहीं।
- (घ) अगर इंटरलॉकिंग है तो किन सिगनलों के साथ है।
- (ङ) फाटक बंद करके उसमें ताला लगाने के बाद किन लोगों से हाथ सिगनल मिलाना होता है।
- (च) क्या प्राइवेट नम्बरों का इस्तेमाल करना पड़ता है।

### स्टेशन की हद के बाहर वाले फाटक

१५. स्टेशन की हद के बाहर वाले रेलवे फाटक एस.एस.ई.(रेलपथ)साहब के कन्ट्रोल में होते हैं। ऐसे फाटक पर काम करने के बारे में वह आपको नियमावाली देते और समझाते हैं। आपको उन नियमों को और काम करने के ढंग को अच्छी तरह समझ लेना चाहिए। अगर कोई बात आपकी समझ में न आए तो किसी प्रकार का संकोच या देर किये बिना आपको अपने जे.ई./एस.एस.ई. साहब से उसे साफ-साफ समझ लेना चाहिए।

१६. अगर आप स्टेशन की हद के बाहर वाले फाटक पर तैनात है तो इन बातों को अच्छी तरह समझ लीजिए :
- (क) फाटक पर बचाव के लिए सिगनल है या नहीं । अगर है तो कितने सिगनल है ?
  - (ख) क्या फाटक और फाटक के सिगनलों के बीच इंटरलॉकिंग है ?
  - (घ) क्या प्राइवेट नम्बरों का इस्तेमाल होता है ?
  - (ङ) क्या आप को इस बात की सूचना स्टेशन को देनी होती है कि फाटक बन्द करके उसमें ताला लगा दिया गया है ?
१७. बहुत से ऐसे फाटक होते हैं जहां टेलीफोन, घंटी या चेतावनी देने वाला दूसरा कोई यंत्र नहीं होता । ऐसे फाटकों पर आपकी जिम्मेदारी और भी बढ़ जाती है । आप की हरदम चौकस रहना चाहिए । किसी इंजन का धुवा, फाटक से दूर लगे सिगनल का संकेत, इंजन की सीटी या गाड़ी की रोशनी और पटरियों की झनझनाहट को देख-सुन कर समझ लेना चाहिए कि कोई गाड़ी आ रही है ।
१८. डीजल या बिजली से चलनेवाली गाड़ियों के बारे में तो आपको और भी अधिक सचेत रहना चाहिए क्योंकि ये गाड़ियां खड़खड़ाहट, छकछक की आवाज या धुएं के बगैर चली आती है ।

### **आटोमैटिक ब्लाक सिस्टम वाले फाटक**

१९. आटोमैटिक ब्लाक सिस्टम में फाटक स्टेशन की हद के भीतर या बाहर होने से फर्क नहीं पडता । इंटरलॉकिंग की दशा में समपार के दोनों और मुनासिब फासले पर स्टाप सिगनल होने पर उन्ही से फाटक सिगनलों का भी काम लिया जाता है । जब मुनासिब फासले पर ऐसे स्टाप सिगनल नहीं होते तो फाटक सिगनल लगाये जा सकते है ।

## फाटकों की सामान्य स्थिति

२०. समपार फाटकों को औमतौर से :

- (क) कम महत्वपूर्ण सडकों वाले समपारों पर सड़क यातायात के लिए बराबर बन्द रखा जाता है ।
- (ख) अधिक महत्वपूर्ण सडकों वाले समपारों पर सड़क यातायात के लिए खुला रखा जाता है ।

## सड़क की और बन्द फाटक

ऐसे फाटके को आमतौर से बन्द करके ताला लगा दिया जाता है और सड़क की गाड़ियां नहीं निकल पातीं । ताला लगाना इसलिए जरुरी है ताकि कोई बाहरी आदमी फाटकों को खोल न सके । आपको ऐसे फाटक को तभी खोलना चाहिए जब कोई सड़क की गाडी उससे गुजरने के लिए आ गयी हो । फाटक खोलने से पहले आपको यह इत्मीनान कर लेना चाहिए कि किसी और से कोई रेलगाड़ी तो नहीं आ रही है । जितनी देर तक सड़क यातायात निकालने के लिए फाटक खुला रहे आप आने वाली रेल गाड़ी को रोकने के लिए सतर्क रहे ।

## सड़क की और खुला फाटक

ऐसा फाटक आमतौर से सड़क की और खुला रहता है । जब कोई रेलगाड़ी आने वाली हो या शंटिंग होनी हो तो आपको सड़क की गाड़ियां रोकने के लिए फाटक बन्द करके ताला लगा देना चाहिए । ताला लगाना इसलिए जरुरी है कि कोई बाहरी आदमी फाटक न खोल सके ।

रेलगाड़ी आने के बारे में आपको हमेशा चौकस रहना चाहिए ताकि जब कोई गाड़ी आने वाली हो तो आप उसके आने के पहले इत्मीनान से फाटक बन्द कर सकें ।



पटखा



सांकल

## फाटक पर बचाव के साधन

२१. फाटक पर बचाव के चार साधन हो सकते हैं :

- (क) फाटक बन्द करने और उनमें ताला लगाने के यंत्र
- (ख) सिगनल,
- (ग) बत्ती और चांद
- (घ) चेतावनी की व्यवस्था

## फाटक बन्द करने और ताला लगाने के यंत्र

- (१) सड़क की गाड़ियों को रोकने लिए फाटक बन्द करना होता है । इसके लिए आपके फाटक पर कोई न कोई व्यवस्था जरूर होगी जैसे
- (क) ऊपर उठने वाले फाटक
  - (ख) चूल पर घूमने वाले फाटक
  - (ग) जंजीरे
  - (ड) स्लाडिंग बूम

## ताला बन्द करने के यंत्रों में :

- (क) इंटरलाक ताले, या
- (ख) सांकल और ताले होते हैं ।

अगर इंटरलाक ताले खराब हो जाएं तो सांकल और तालों को इस्तेमाल करना चाहिए । गुमटी के सामान में सांकल और ताले मिलते हैं ।

- (२) खुलने वाले फाटकों के मामले में आपको यह ध्यान रखना चाहिए कि ये फाटक लाइन की और खुलते समय रेलमार्ग में रुकावट या बाधा न पैदा करें और उन पर रोक (स्टाप) लगे हों । इसी तरह यह भी देखना जरूरी है कि फाटक के दरवाजे समपार पर लगे कुत्तों में अटक जाएं जिससे वे सड़क की किसी गाड़ी से लगने न पायें ।

## सिगनल

रेल फाटक के बचाव के लिए दो तरह के सिगनल होते हैं

- (क) फाटक सिगनल
- (ख) स्टेशन सिगनल

जब फाटक स्टेशन की हद के बाहर होते हैं तब फाटक सिगनल लगाये जाते हैं। समपार फाटक से गुजरने वाली सड़क और रेल की गाड़ियों की आधिकता के कारण उस पर सिगनलों का लगाना जरूरी हो जाता है। सिगनल फाटक के साथ इंटरलाक होते हैं। यानी फाटकों के बन्द होने और उनमें ताला लग जाने पर ही फाटक सिगनल ऑफ किये जा सकते हैं।

**फाटक सिगनल लगे हो तो यह देख लेना चाहिए कि :**

- (क) सिगनल की बतियां
- (ख) अच्छी तरह साफ हैं
- (ग) दिन डूबने पर या बदरी या कुहरे के समय जला दी गयी है
- (घ) लगातार ठीक जल रही है, और
- (ङ) दिन निकलने पर या मौसम खुल जाने पर बुझा दी गयी है।
- (ई) आपके फाटक से सिगनल की बेकलाइट दिखाई पड़ती है जिससे मालूम होता है कि सिगनल लाल है और बतियां जल रही हैं।

यदि फाटक स्टेशन की हद के भीतर हो तो उसके बचाव का काम स्टेशन के सिगनलों से लिया जाता है। ऐसी हालत में, अगर स्टेशन इंटरलाक है तो फाटक को भी स्टेशन के सिगनल या सिगनलों के साथ इंटरलॉक कर दिया जा सकता है।

ऐसे सिगनल या सिगनलों को ऑफ करने से पहले आपको हमेशा फाटक को बन्द करके ताला लगा देना चाहिए, क्योंकि फाटक के साथ इंटरलाक सिगनल कोशिश करने पर भी तब ऑफ न होगा जब तक कि फाटक बन्द करके उसमें ताला ना लगा दिया जाये।



सांकल और ताला



उपर उठने वाला फाटक

## बत्ती और चांद

- ३) फाटक के दोनों पल्लों पर लाल रंग का बड़ा सा डिस्क या चांद होता है। फाटक बन्द रहने पर यह लाल डिस्क या चांद सड़क की गाड़ियों के लिए खतरे के सिगनल का काम करता है। आप को इस लाल डिस्क या चांद को साफ और चमकता हुआ रखना चाहिए।

रात के समय काफी दूर से फाटक या लाल चांद दिखाई नहीं देता। इसलिए फाटक पर बत्ती लगाई जाती है।

## फाटक की बत्तियों से :

- (क) जब फाटक सड़क की गाड़ियों के लिए खुला हो तो सड़क की ओर सफेद रोशनी दिखाई देगी।
- (ख) जब फाटक सड़क की गाड़ियों के लिए बन्द हो, तो सड़क की ओर लाल रोशनी दिखाई देगी।

फाटक चाहे बन्द हो या खुला उस पर रेल गाड़ियों की ओर कोई रोशनी नहीं दिखाई देगी।

## स्पेशल श्रेणी के फाटको पर जब फाटक के दरवाजे लाइन के आर पार हों तो :-

- (क) सड़क की गाड़ियों के लिए फाटक बन्द होने पर फाटक की बत्ती से लाल रोशनी सड़क की ओर दिखाई देगी। लाइन की ओर कोई भी रोशनी न होगी।

## चेतावनी की व्यवस्था

- (४) स्टेशन की हद के बाहर स्थित जिन रेल फाटकों पर गाड़ियों की आवाजही अधिक होती है, आम तौर से उन्ही पर चेतावनी की व्यवस्था की जाती है। इस व्यवस्था में ये चीजे शामिल है:

- (क) एक घंटी जो स्टेशन केबिन से बजायी जाती हो, (हूँटर)
- (ख) टेलीफोन या
- (ग) गाड़ियों के पहियों के निकलने से बजने वाली घण्टी जिसे ट्रेडिल कहते हैं। यह फाटक से काफी दूरी पर लगी होती है। जब ट्रेडिल पर से गाड़ी गुजरती है तो घंटी लगाई जाती है।

आपको सिर्फ घंटी टेलीफोन या चेतावनी के दूसरे यंत्रों पर ही निर्भर नहीं रहनी चाहिए, बल्कि स्वयं भी चौकस और सावधान रहना चाहिए। क्योंकि टेलीफोन या ट्रेडिल खराब हो सकते हैं। ऐसी हालत में आपकी चौकसी से ही दुर्घटना बच सकती है।

२२. आपके काम और जिम्मेदारी पर दो पहलुओं से विचार किया जा सकता है।

- (क) आपको रोज का काम
- (ख) विशेष स्थिति में आपका काम।

### आपका रोज का काम

२३. आपका रोजाना ये काम करने होते हैं।

- (क) समपार को ठीक हालत में रखना।
- (ख) गुमटी के सामान को इस तरह सम्भाल कर रखना कि किसी भी समय उसका फौरन इस्तेमाल हो सके, और
- (ग) फाटक को कायदे-कानून के मुताबिक ठीक तरह से खोलना और बन्द करना।

### इसके लिए आपको चाहिए कि..

- (१) गुमटी के सामान को इस तरह तैयार रखें कि जरूरत पड़ने पर उसको तुरन्त इस्तेमाल किया जा सके। निरीक्षण और शिकायत की किताबें मांगने पर दे देनी चाहिए।
- (२) सड़क की सतह दुर्मट से ठीक कर के उस पर अच्छी तरह पानी छिड़कें।
- (३) पहियों की कोरों के लिए रेलों के बीच की जगह साफ रखें।
- (४) आस-पास साफ सुथरा रखें और ऐसी कोई चीज न रहने पाये जिससे समपार दिखाई पड़ने में बाधा हो।
- (५) जहां तक हो सके, आदमियों और मवेशियों को फाटक के बाहर की ओर से लाइन पार करने से रोके।
- (६) अगर फाटक पर सिग्नल हों तो उनकी बत्तियों और फाटक की बत्तियों की ठीक वक्त पर जलाए और उन्हें रात में या बदली या कुहरे के मौसम में भी जला कर रखें।
- (७) ठीक समय पर और ठीक ढंग से रेल गाड़ियों की आवाजाही के लिए फाटक को बन्द करके उसमें ताला लगा दें।

- (८) अगर फाटक पर शंटिंग हो रही हो तो फाटक के पास आप को सतर्क खड़ा रहना चाहिए । काफी देर से रुकी सड़क की गाड़ियों को निकालने के लिए कभी-कभी शंटिंग मास्टर, गार्ड या यार्ड फोरमैन से पूछकर फाटक को खोल देना भी ठीक होगा । लेकिन ऐसी हालत में आपको फाटक खोलने से पहले यह इत्मीनान कर लेना चाहिए कि शंटिंग पूरी तरह रुक गयी है । सड़क पर रुकी गाड़ियों के निकल जाने पर आपको फिर फाटक बन्द करके ताला लगा देना चाहिए ।
- (९) फाटक बन्द करते समय सड़क की कोई भी गाड़ी लाइन के भीतर या फाटक के पल्लों के बीच में नहीं रुकनी चाहिए ।
- (१०) आपको स्टेशन की हद से बाहर वाले रेलवे फाटक को तब तक नहीं छोड़ना चाहिए जब तक कि आपका बदलीदार न आ जाए ।
- (११) अगर किसी खास हालत में आपको फाटक को छोड़कर जाना पड़े तो सड़क की गाड़ियों को रोकने के लिए आपको फाटक बन्द करके ताला लगा देना चाहिए । ऐसी खास हालत आस पास में किसी गम्भीर दुर्घटना के हो जाने से हो सकती है । अब आप को ऐसी किसी दुर्घटना की सूचना दी जाये और पास के रेलवे स्टेशन, अस्पताल, पुलिस अधिकारियों या दूसरे लोगों को खबर देने या बचाव कार्यों के लिए आपकी मदद मांगी जाये तो आपको उसके लिए तैयार रहना चाहिए । अगर कोई बदली वाला या आफ ड्युटी वाला मिले तो उसे ऐसी जरुरी मदद देने के लिए भेज देना चाहिए ।
- १२) फाटक बन्द करने के पश्चात जब तक रेलगाड़ी गुजर न जाय आप गुमटी की तरफ दिन के समय लपेटी हुई लाल झण्डी दाये हाथ में और हरी झण्डी बाये हाथ में एवं रात के समय सफेद हाथ बत्ती, लेकर सतर्क खड़े हो और उस गाड़ी की हालत गौर से देखें । अगर आप गार्ड को किसी मौके पर ड्राइवर की और कार्ड संकेत करता देखें तो आप उस संकेत को दोहरा दे ।
- १३) अगर ट्रेन में कोई ऐसी बात नजर आये जिससे दुर्घटना की सम्भावना हो अथवा किसी डिब्बे से खतरे की आशंका हो तो लाल झण्डी लाल बत्ती दिखाकर गाड़ी को रोकने की पूरी कोशिश करनी चाहिए । गार्ड या ड्राइवर का ध्यान चिल्लाकर या इशारों से भी अपनी ओर आकर्षित किया जा सकता है ।

- १४) फाटक से गुजरती हुई गाड़ी को देखते समय नीचे लिखी बातों का खास ख्याल रखना चाहिए ।
- १) गाड़ी के सभी डिब्बे सुरक्षित हों ।
  - २) किसी डिब्बे का बक्सा गर्म न हो गया हो ।
  - ३) कोई डिब्बा पटरी से उतर न गया हो ।
  - ४) किसी डिब्बे में आग न लगी हो ।
  - ५) गाड़ी को खतरा पहुंचाने वाली कोई बात न हो यात्री -मालगाड़ी से कोई माल गिर या खिसक न रहा हो ।
  - ६) ट्रेन के किसी डिब्बे से कोई चीज लटक न रही हो ।
  - ७) ट्रेन पार्ट न हो गयी हो । इत्यादी
- १५) हाट-एक्सिल (गर्म बक्से) का पता आपको इस तरह लग सकता है ।
- १) गर्म तेल और सड़े गुदड की दुर्गन्ध आती हो ।
  - २) धुरी बक्से से सीटी की सी आवाज निकलती हो ।
  - ३) धुआ या लपटें निकल रही हो ।

### बाल बियरिंग वाली गड़ियों के बक्से से

- १) ग्रीज पिघल कर बाहर गिरती या जर नजर आती है ।
  - २) खट-पट की तरह से आवाज निकलती हो ।
  - ३) धुरी बक्सा लाल सुर्ख हो जाता है या लपटे निकलती है ।
- १६) अगर फाटक पर टेलिफोन हो तो केबिन या स्टेशन को ऐसी हालत या खतरनाक हालत की खबर तुरन्त देनी चाहिए ।
- १७) अगर फाटक या उसके सिगनल या गुमटी में कोई खराबी या कोई कमी हो तो स्टेशन मास्टर/ गैंगमैट/चाबी वाला या जे.ई./ एस.एस.ई को आवश्यक खबर कर दे ।
- १८) अगर किसी खराबी के कारण फाटक गेट बन्द न किए जा सके तो सिगनल (यदि हो) ऑफ नही करना चाहिए ।

- १९) अगर फाटक सिग्नल खराब होतो फाटक बन्द करके उसमे ताला लगा दे और उसके बाद हाथ सिग्नल देकर गाड़ीको पास करें।
- २०) यदि ट्रेन पार्ट हो जाये तो ड्राइवर को लाल बत्ती दिखाकर नही रोकना चाहिए बल्कि दिन में हरी झण्डी या रात में ही हरी बत्ती सिर से पैर तक ऊपर नीचे हिलाकर ट्रेन के पार्ट होने की सूचना देनी चाहिए। ट्रेन के पार्ट हुए भाग को छोटे ईट या पत्थर रखकर रोकने की कोशिश नही करनी चाहिए। ब्रेक पास आने पर चिल्ला कर गार्ड को ट्रेन पार्ट होने की सूचना देनी चाहिए जिससमे हाथ ब्रेक लगा कर ट्रेन का पिछला भाग रोका जा सके।

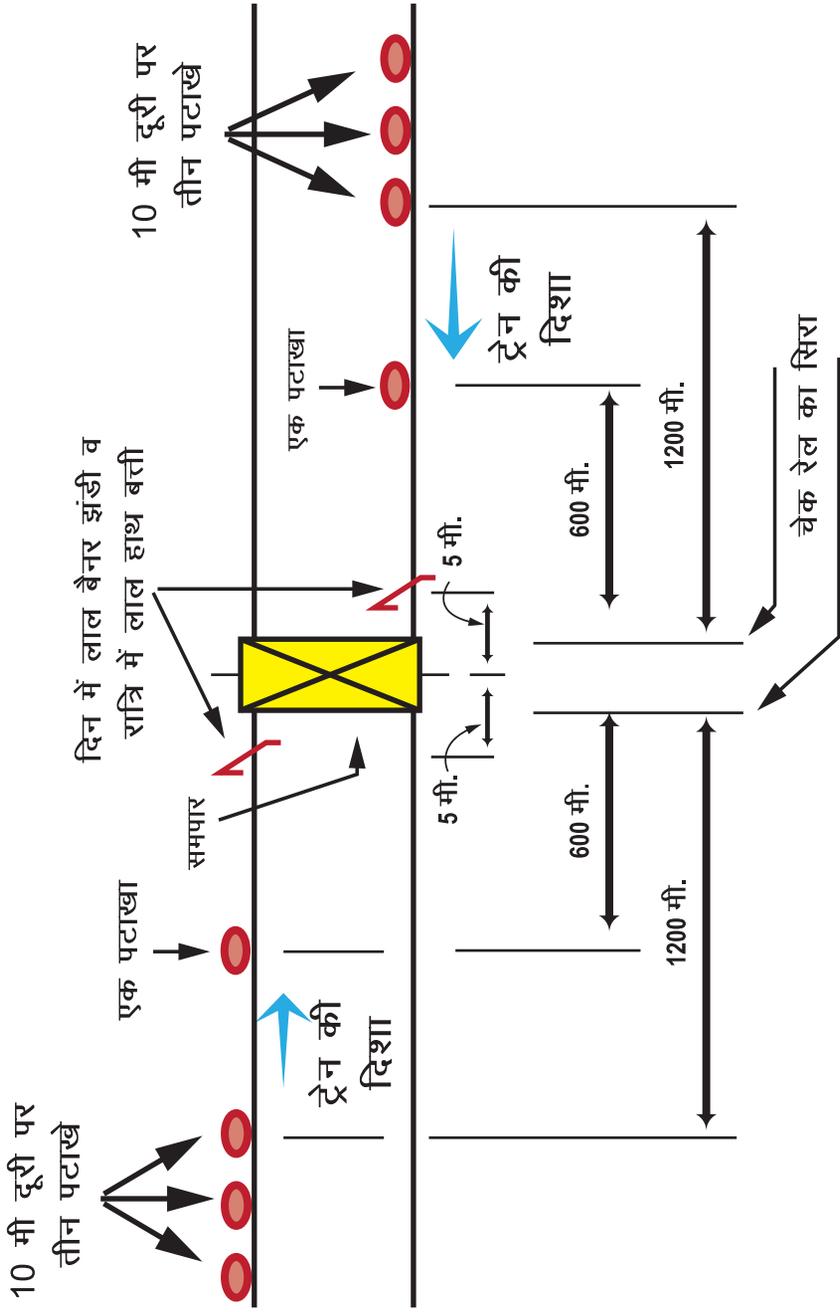
### विशेष स्थिती मे आपका काम

२४. अगर फाटक पर कोई सड़क की गाड़ी आकर फंस जाये और रेलवे लाइन साफ न हो सके तो आपको चाहिए कि अगर फाटक सिग्नल हो तो उसे लाल कर दें। अगर फाटक और स्टेशन/केबिन के बीच टेलिफोन का सम्पर्क हो तो हर खतरे की सूचना स्टेशन मास्टर को तुरन्त दे देनी चाहियें। फिर आपको उस गाड़ी को लाइन से हटाने की कोशिश करनी चाहिए। अगर उसे न हटा सके तो लाइन के बचाव के लिए आपको फौरन नीचे लिखी जरुरी कारवाई करनी चाहिए।

### १) दोहरी लाइन पर

- क) दिन के समय यदि दोनों लाइने बाधित है, लाल जाम झण्डा चेक रेल के सिरे से ५मी. पर लगा दे और तब दूसरा लाल जाम झंडा बाधित स्थल के दूसरी तरफ लगा दे। तब आप लाल हाथ संकेत को लेकर तथा इसे दिखाते हुए आनेवाली गाड़ी की तरफ समपार से ६०० मी दूर तक चलोगे तथा वहा एक पटाखा लगा दे। जिसके बाद आप और आगे चलें तथा समपार से कम से कम १२००मी दूर पर लाइन पर तीन पटाखे लगा दे जो आपास मे १० मी की दूरी पर हों। इस प्रकार जिस लाइन पर गाड़ी पहले आने की संभावना हो, उसे सुरक्षित कर आप समपार पर लोट आऐंगे तथा लौटते हुए, बीच मे लगे पटाखों को उठा लेंगे। इसके पश्चात आप लाल हाथ झण्डी दिखाते हुए दुसरी लाइन पर चलोगे तथा पहले की भांति पटाखे लगाना है। तथा अवरोध स्थल पर लौट आना है। जिससे आनेवाली गाड़ी के ड्राइवर को बाधा की चेतावनी दे सके।

# दोहरी लाइन



## २) सिगल (इकहरी) लाइन पर

- ख. दिन के समय लाइन बाधित है, तो जीस तरफ से गाड़ी आने की सभावना पहले है, लाल जाम झण्डा चेक रेल के सिरे से ५मीटर पर लगा दे। तब आप लाल हाथ संकेत लेकर उपरोक्त उप पैरा (क) की भांति उस लाइन जिस पर गाड़ी पहले आने की संभवना हो -को सुरक्षित कर बाधा के स्थल पर लौट आए तथा पूरी शीघ्रता से लाइन को दूसरी दिशा में सुरक्षित करने के पश्चात बाधा के स्थल पर खड़े होकर आनेवाली गड़ियों के ड्राइवरों को बाधा की चेतावनी देना है।
- ग.) रात्रि के समय फाटक पर आपको दो हाथ सिगनल बत्ती जलानी चाहिए और लाल बत्ती को दिखाने की कार्यवाही करना चाहिए तथा उपरोक्त उप-पैरा (क) और (ख) के अनुसार लाइन को सुरक्षित करना चाहिए।
- घ.) आपको समपार पर अवरोध के विषय में सूचना तुरंत मेट जेई/एसएसई/रेलपथ और निकटतम स्टेशन मास्टर को संदेशवाहक या अन्य उपलब्ध साधनों द्वारा देने की कार्यवाही करनी चाहिए।

गेटमैन की फाटक पर ड्युटी लेते समय आश्वासन रजिस्टर में आश्वासन देने से पहले फाटक के संचालन नियम भली प्रकार समझ लेना चाहिए और पटाख लगाने की ठीक दूरी तार के खम्बों या अन्य साधनों द्वारा जैसा कि निर्धारित किया गया हो स्टेशन मास्टर जेई/एसएसई/रेलपथ से ज्ञात कर लेनी चाहिए।



## रेलगाड़ी से कुचली लाश

२५. किसी रेलगाड़ी का गार्ड या ड्राइवर कोई लाश लाकर आपको सौंप सकता है। ऐसे मामले में आपको चाहिए कि एक मेमो लिखा कर ले लें। यह मेमो पुलिस को लाश देते समय दे देना चाहिए। अगर आप किसी आदमी को गाड़ी से कुचल कर मरा पाये तो आप जितनी जल्दी हो सके, स्टेशन मास्टर को इत्तला करें और जब तक लाश को लेने के लिए पुलिस न आये, उसकी देखभाल करते रहें।

इस बात का ध्यान रखें कि मृत शरीर का किसी प्रकार अनादर न हो।

## ऐसा न होने दीजिए

२६. समपारों पर रेल और सड़क यातायत को खतरा रहता है। हमारी रेलों पर हर साल समपारों पर रेल और सड़क की गाड़ियों में टक्कर की ७५-१०० दुर्घटनाएं हो जाती हैं जिससे बहुत लोगों की जान-माल का नुकसान होता है। और चोटें लगती हैं। यह देखा गया है कि अगर गेटमैनो ने अपना काम ठीक से किया होता तो ये दुर्घटनाएं न होने पाती। कुछ गेटमैनो ने गाड़ी गुजरने के पहले फाटक ठीक तरह से बन्द नहीं किये थे, कुछ और गेटमैनो ने आने वाली गाड़ी का पता लगाये बिना ही फाटक खोल दिये थे।

आप यह जरूर जानना चाहेंगे कि गेटमैनो की ऐसी कौन सी भूलें हैं जिनके कारण ऐसी दुर्घटनाएं होती हैं। वे भूलें इस प्रकार हैं

- १) ड्यूटी पर सोना।
- २) ड्यूटी पर होते हुए फाटक छोड़कर चला जाना।
- ३) जोड़ीदार के आने से पहले फाटक छोड़कर चला जाना इस उम्मीद में कि वह आ जायेगा।
- ४) शंटिंग होते समय फाटक पर चौकन्ना न रहना अथवा फाटक को बंद किये बिना शंटिंग होने देना।
- ५) फाटक को ठीक से बंद न करना यानी फाटक बंद करके उसमें ताला न लगाना।
- ६) एक ओर का फाटक बन्द करते समय, दूसरी ओर के खुले फाटक से सड़क की गाड़ियों को आने से न रोकना।

- ७) लाइन पर कोई फंसाव या बाधा होने पर फाटक को खुला रखना ।
- ८) खतरे से बचाव की पूरी जानकारी न रखना जिससे आवश्यकता पडने पर घबराहट में उल्टा काम कर जाना ।
- ९) फाटक संचालन नियमों के अनुसार काम न करना अथवा गलत तरीके से काम करना ।
- १०) फाटक से गुजरती हुई गाड़ी को सतर्कता पूर्वक जांच न करना और गाड़ी को खतरनाक स्थिति में गुजर जाने देना ।
- ११) संरक्षा के सामानों जैसे हाथबत्ती, पटाखे, हाथ झण्डी, चैन और ताले इत्यादि सबको ठीक से न रखना जिससे आवश्यकता पडने पर उनका उपयोग किया जा सके ।
- १२) फाटक या इंटरलार्किंग में किसी खराबी को मामूली समझकर उसकी सूचना स्टेशन मास्टर/चाबी वाला/ स्थायी पथ निरीक्षक को न देना जिससे वह खराबी बढकर दुर्घटना का कारण बन सकती है ।

आपको हमेशा इस बात का ध्यान रखना चाहिए कि आपसे इस तरह की भूलें न हों जिनसे सड़क की गाड़ियों में चलने वाले लोगों की जाने चली जायें या उनके शरीर और सम्पति को नुकसान पहुंचे । इससे गलती करने वाले गेटमैन को रेलवे से सजा पाने के साथ-साथ पुलिस की कारवाई को भी झेलना पडता है । अगर आप इन कायदों का कडाई के साथ पालन करे और ड्यूटी पर चौकस रहें तो ऐसी दुर्घटनाओं को बचा सकते हैं । आपको गांठ बांध लेनी चाहिए कि आपकी ड्यूटी में ऐसी कोई दुर्घटना न होने पाये ।

## रेलवे की नामवरी करिये

२७. आप रेल के गेटमैन है। आप की सेवा बहुत उत्तरदायित्व पूर्ण है। रेलवे के गेटमैन के रूप में आप रेल और सड़क की गाड़ियों और यात्रियों के बचाव के लिए बड़ी जरूरी सेवा करते हैं। अगर आप अपना काम ठीक-ठीक, समझ बूझ और चौकसी के साथ करते हैं तो रेलवे फाटकों पर होने वाली दुर्घटनाएं बहुत हद तक रोकी जा सकती है। इस तरह रेल यात्रियों की जान-माल की रक्षा आप के हाथ में है। इससे स्वयं आपकी, आपके महकमे की और रेल प्रशासन की नेकनामी होगी।

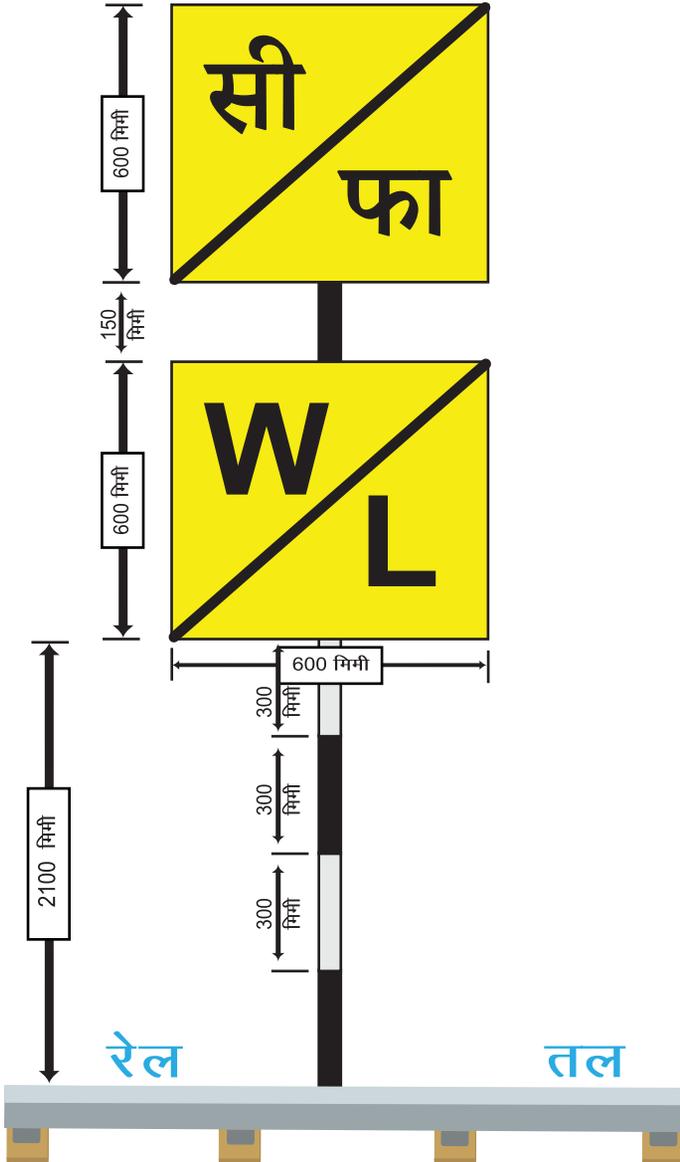
अपने फाटक पर आप न जाने कितने लोगों से मिलते हैं। इसलिए आपको साफ-सुधरा और पूरी वर्दी में सिटी के साथ रहना चाहिए। आपको भलमनसाहत और सेवाभाव रखना चाहिए। लेकिन याद रखें कि भलमनसाहत के नाते कहीं आप किसी रेलगाड़ी के लिए बन्द फाटक को किसी ट्रक, कार घोडा या बैलगाड़ी को निकालने के लिए न खोल दें।

गुमटी और फाटक आपके रहने और काम करने की जगह है। आपको इन्हे साफ-सुथरा और सुन्दर बनाये रखना चाहिए। उन्हे लीप-पोत कर रखना चाहिए। फाटक के चारों और फूलों के पौधे और हरी घास लगाकर सजाया जा सकता है। आपको इसके लिए खाली समय भी जरूर मिल जायेगा।

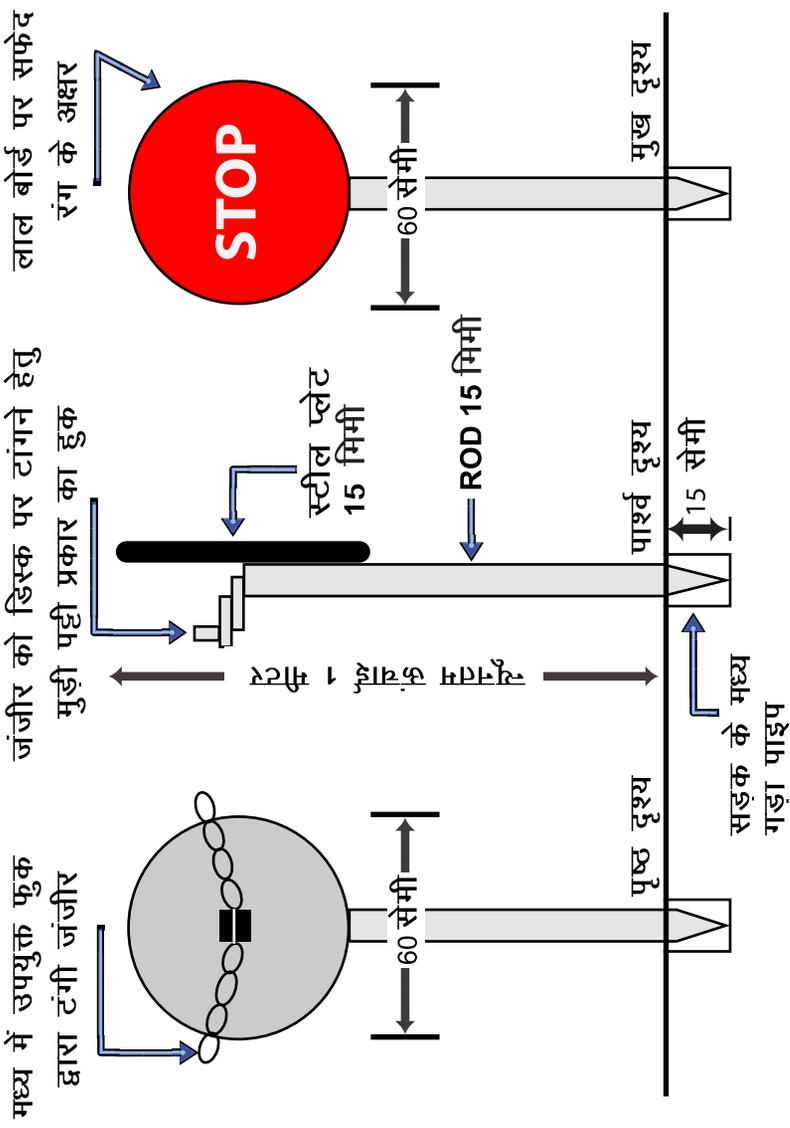
आप जानते है कि आपके डिवीजन में सबसे अच्छे रेल फाटकों के लिये इनाम दिये जाते हैं। वयों न आप भी कोशिश करे, जिससे वह इनाम आपको ही मिले।

आपको सदैव ध्यान रखना चाहिए कि, सतर्क रेल कर्मचारी ही संरक्षा का सर्वश्रेष्ठ साधन हैं। आप के द्वारा किया गया अच्छा काम आपको स्टेशन मास्टर/निरीक्षक गण और अधिकारियों द्वारा जाना जायेगा। ऊँचे ग्रेड या श्रेणी में उन्नति के समय आपका रिकार्ड स्वयं आपकी कार्यकुशलता के बारे में बतायेगा। आपकी उन्नति परिचालन विभाक में कांटेवाला, लीवरमैन, स्विचमैन या केबिनमैन, शंटिंग जमादार या शंटिंग मास्टर, वाणिज्य विभाग में लिपीक, टीसी तथा इंजिनियरिंग विभाग मे कनिष्ठ अभियंता (जे.ई.) आदि श्रेणियों में हो सकती है। एक अच्छे और कुशल कर्मचारी होने के नाते आपको पीछे नहीं देखना है। एक बार आप तृतीय श्रेणी के कर्मचारी बन जाते हैं फिर आगे की उन्नति के लिए आपका मार्ग खुला है।

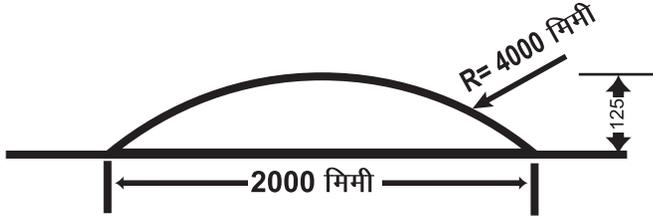
# समपार के पहुंच सीटी बोर्ड का विवरण



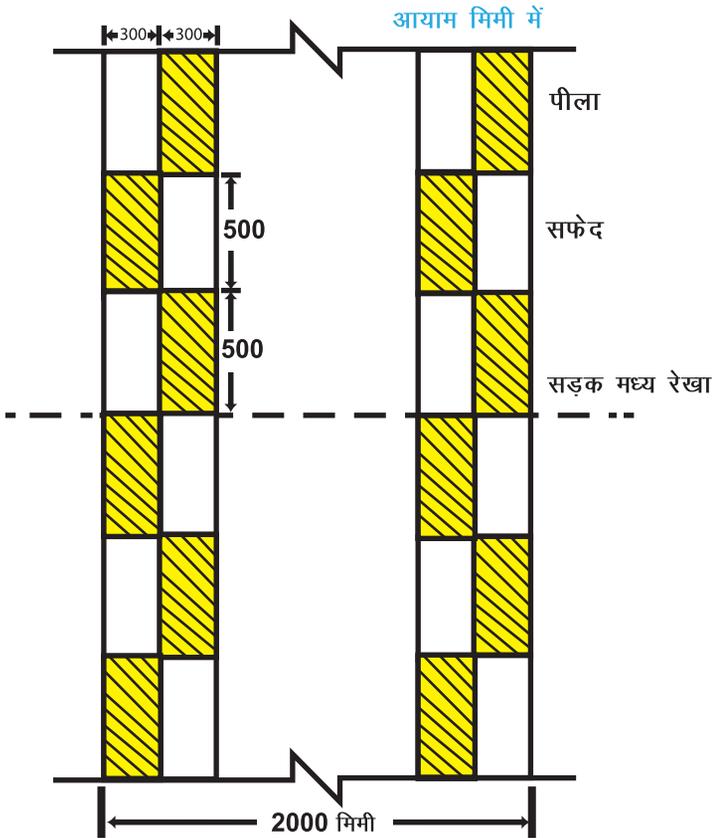
# मानव रक्षित समपारों पर सुरक्षा जंजीर के साथ स्टॉप डिस्क का विवरण



# गति अवरोधक अभिकल्प



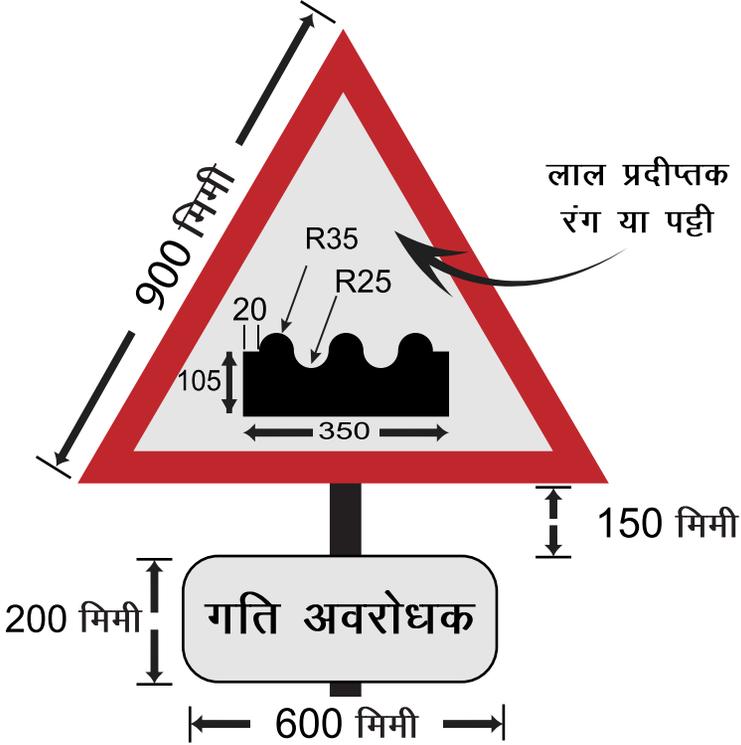
गति अवरोधक - सेक्शन - 'एए'



## टिप्पणी -

हम्प, सड़क की संपूर्ण चौड़ाई तक विस्तारित होना चाहिए। हम्प बनाने के लिए शोल्डरों पर उचित आधार सामग्री को फैलाना चाहिए।

## चेतावनी संकेत (आयाम मिमी में)



आरोहण ऊंचाई  
2मी. कर्ब वाले सड़क पर  
1.5मी. बिना कर्ब वाले सड़क पर

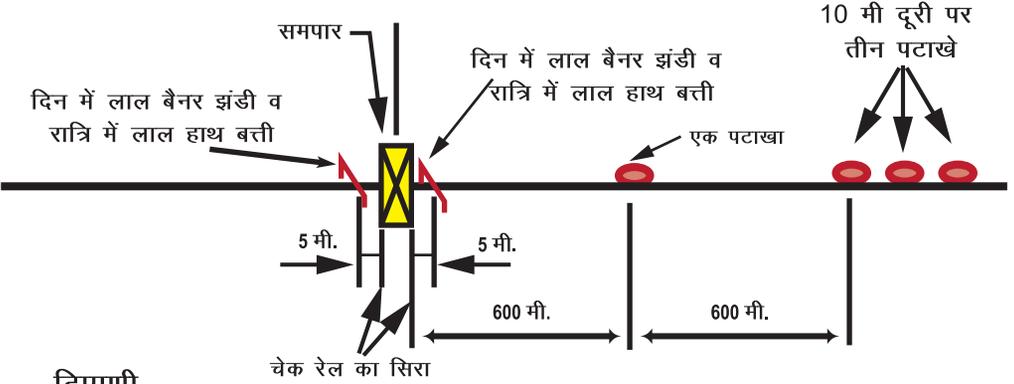
टी आयरन  
(8सेमी X 8सेमी X 0.8सेमी)  
25सेमी की क्रमवार  
सफेद व काले रंग की पट्टियां

स्थिति: सड़क आधार तल पर इस प्रकार लगाया जाए की  
संकेत का कोई भी भाग वाहनों पर ना आने पाए।  
(आयाम मिमी में)

# इकहरी लाइन



आने वाली ट्रेन की दिशा



टिप्पणी-

ट्रेन आने की दिशा की दिशा विपरीत में भी संरक्षा को इसी तरह दोहराना चाहिए

# दोहरी लाइन

10 मी दूरी पर तीन पटाखे

