

NORTH EASTERN RAILWAY

CE'S P.WAY CIRCULAR NO. 26 OF 1962.

CASE NO.W/218/O/W-7

In the last few weeks several serious accidents have been taken place at the level crossings. Reports have been received that the gatemen are not vigilant and even leave the gates open to road traffic, at the time of passage of trains, particularly at 'C' class level crossings. In some cases they close the gates but do not lock them particularly at night when they even leave the level crossing unmanned.

A drive should be made to stop this practice effectively by intensive inspections of level crossings, warning the gatemen against such practices and taking deterrent action against defaulters.

It is expected that PWIs must examine and record the results thereof every manned level crossing in their jurisdiction at least once a month. During this inspection they should examine.

- (a) The equipment.
- (b) Maintenance of the level crossing gates, check rail clearances and road surface.
- (c) The knowledge of rules not only on the part of regular gateman, but also his relief.

It should be ensured that the inspection book contains the names of all the men in the gang who have passed Medical Category A-3 and are required to work as relief at the level crossing. Against each such name the date of last medical examination and the next due should be recorded.

The AENS should similarly inspect these level crossings at least once in 3 months and record the results thereof in the level crossing inspection books.

AENs and PWIs should conduct surprise checks of the level crossings, especially of 'C' Class at night to see:-

- (a) Whether the gatemen stay in the gate lodge and
- (b) Whether they keep the gates not only closed, but also locked while they are either inside the gate lodge or have to leave the same on urgent and unavoidable work for a short duration of a few minutes.

During the day inspections, gatemen should be warned that it is a very serious lapse to leave the gate-lodge during the night and worse to leave it with gate open or unlocked any time. The implications should be explained so that they desist from the practice, if they have been indulging in it so far.

Those who are detected defaulting, must be immediately removed from the gate and put in the gang before they are charge-sheeted for removal from service.

Please start this drive immediately and submit a report after one month along with number of cases of default and action taken against gatemen concerned.

You should also make surprise checks and detailed inspections of as many level crossings as you can.

Spare copies are enclosed for use of your AENs and PWIs. Please acknowledge receipt.