LEVEL CROSSING

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TOPICS

- Level Crossing
- Level crossing gate
- Passing of gate stop signal at ON

LEVEL CROSSING

- **Level crossing** means, the intersection of road with railway track at the same level.
- According to availability of gateman the level crossing can be divided in two categories
  1) Manned level crossing
  2) Unmanned level crossing
- Based on conditions related to opening
  1) Open to road
  2) Closed to road

(A) All manned level crossing gates shall be classified, adopting the following criteria:-

	Class	Criteria
(i)	Special class for roads	TVUs greater than 50,000
(ii)	'A' class... for roads	TVUs between 50000 & 30,000 Or Line capacity utilisation 80% (on single line) and number of road vehicle greater than 1000.
(iii)	'B' class... for roads	TVUs between 30000 and 20000 and number of road vehicles greater than 750.
	'B' class is further subdivided as following -	
	B-1 class... for roads	TVUs between 30000 and 25000
	B-2 class ... for roads	TVUs between 25000 and 20000
(iv)	'C' class ... for roads	All other level crossings for road not covered in above classes
(v)	'D' class	for cattle crossings.

- The norms for normal position of level crossing gates whether opened or closed to road traffic shall be decided on the basis of quantum of road / rail traffic
- All level crossing gates in Special, A, B-1 and B-2 classes will be interlocked and protected by Signals and kept normally “Open to Road Traffic.
- C class level crossing gates will be kept normally “Closed to Road Traffic”
- In general the LC is kept CLOSED TO ROAD but railway administration can keep the LC to Open to road condition

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.

TYPES OF L C GATES

- **Traffic Gates**: The manning and operation of the gates at level crossings located between the outermost stop signals shall be under the control of Operating Department. All LCs of Mumbai sub-urban also comes under **Operating Department**. Such rules should also be part of SWR
- **Engineering Gates** : LC gates which don't fall under above mentioned category are controlled by **Engineering Department.**
- Maintenance of signals, Interlocking and communication equipment of all LC gates are controlled by **Signal Department**

LC GATE ASPECT

- All LC gates shall be closed and securely fixed across the thorough fare on both sides of railways and shall only be opened when it is necessary and safe for the passage of road traffic except under special instructions. **(G.R. 16.03(1))**
- Above provision shall not be applicable if Rly. Admin., under special instructions, permit certain class of LC can normally be opened to road traffic and prescribe conditions where gates can be closed against road traffic for the passage of trains or other railway operations.
- If for any reasons the gates cannot be so closed or securely fixed, then actions may be taken to prevent the approaching train from running into gate as per stipulations given for Defects at LC. (G.R. 16.04)

PASSING OF GATE SIGNAL AT ON

- LP will sound the prescribed code of whistle and bring his train to a stop in rear of the signal.

If the signal is G Marker :(G in black on yellow disk)

- the LP shall wait at the signal for one minute by day and two minutes by night and if the signal is not taken 'OFF' within this period, he may draw his train ahead cautiously up to the level crossing AND
- if the Gateman is available and exhibiting hand signals, proceed further past the gate caution

OR

- 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 the Gateman, if there is one or in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that gates are closed against road traffic. (G&SR 3.73(2A))

CONTINUE

- **IF NO G MARKER IS THERE :**
- LP should stop his train and call the guard, who after satisfying himself that the line is free from obstruction and safe for his train to proceed, shall permit the Loco Pilot to proceed upto the level crossing. Thereafter consulting the Gateman (if he is at the spot) as to the cause of the signal being at ' ON ' he will arrange for the train to be hand signalled past the level crossing by the Gateman or in his absence by Assistant Loco Pilot or by himself (i.e. Guard.)(G&SR 3.73(1)(A))

- **PASSING A GATE SIGNAL PROVIDED WITH AG MARKER :**
- **IF A MARKER IS ILLUMINATED :** LP will stop his train rear of signal and wait for one minute in day and two minute in night. If still it remain in on he shall give the whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop signal in advance exercising great caution so as to stop short of any obstruction. Speed 15 kmph or 10 kmph.

- **IF A MARKER IS NOT ILLUMINATED :**
- he shall sound the prescribed code of whistle to warn gateman 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 shall draw his train ahead cautiously up to the level crossing, and
- if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously, or

- 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 whistle and cautiously proceed up to the next stop signal

THANKYOU