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LEVEL CROSSING

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- **“Level crossing” means the intersection of road with railway track at the same level;**
- **“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**

LEVEL CROSSING

- (i) Traffic gates** – Level crossing gates which are located within the outer most stop signals in either direction of a block station are termed as traffic gates. The manning and operation of traffic gates shall be under the control of operating department.
- (ii) Engineering gates** – The level crossing gates other than traffic gates are termed as engineering gates.

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The classification of level crossings shall be further based on the volume of rail and road traffic and visibility conditions.

LEVEL CROSSING

The classification of level crossings shall be as under:

Class Criteria

(a) 'Special :- for roads TVUs greater than 50,000

(b) 'A' class :- for roads TVUs between 50,000 & 30,000

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(c) 'B' class :- for roads TVUs between 30,000 and 20,000 and number of road vehicles greater than 750

'B' Class is further subdivided as following:

B1 class :- for roads TVUs between 30,000 and 25,000

B2 class :- for roads TVUs between 25,000 and 20,000

(d) 'C' class :- for roads All other level crossings for road not covered in above classes.

(e) 'D' class :- for cattle crossings.

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- All level crossings in Special, A, and B₁ classes will be interlocked and protected by Signals and 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.

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Periodical census:-

- **Periodical census of traffic at all level crossings, unmanned/manned shall be taken once every three years.**
- **This shall be carried out for 7 days and total Train vehicle Units (TVUs)/day (train units x Road vehicle units) are worked out.**
- **Train, Road vehicle, Bullock carts and Tongas being considered as one unit; cycle rickshaw/Auto rickshaw being considered as half unit.**

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- **The census shall be carried out by a multi-disciplinary inspectorial team consisting of representatives of CE, S&T and Traffic Departments.**
- **The mechanism shall be set up by the Divisional Railway Manager to ensure that the representatives are present for the census by laying down advance time table for carrying out of census of level crossings**

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Based on traffic density, visibility and regular plying of buses etc. unmanned level crossings have been categorized into I-III for manning at Railways cost in a phased manner on a programmed basis as per following priority.

Category I- Level crossing where TVUs exceed 6000, number of road vehicles exceed 180 and where visibility is clear.

Category II – Level crossing where TVUs exceed 6000. number of road vehicles exceed 120 and where visibility is restricted.

Category III – Level crossing where TVUs is between 3000 and 6000 and where visibility is restricted.

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- Further, manning of any unmanned level crossing shall not be done if motor vehicles do not ply regularly.
- Manning of category -III level crossings should be considered once manning of first two categories is over.
- Further, if any unmanned level crossings gets involved in more than 3 accidents in 3 years, it should be manned immediately irrespective of the category to which it belongs.
- All proposals for manning of unmanned level crossings should be processed in consultation/association with the Chief Safety Officer of the Railway.

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➤ **NOTE :-**

However Railways may de-man an existing level crossing gate of category (iii) in case the TVU level falls below 80% of the value of the criteria laid down for manning.



THANKYOU