

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2003/CE-I/LX/59

New Delhi, dt. 21.6.2006.

The General Managers (Engg.)

CR, ER, ECR, ECoR, NR, NCR, NER, NFR, NWR, SR, SCR, SER, SECR, SWR, WR, WCR and Metro Railway/Kolkata.

The General Manager (Const.), N.F.Railway, Guwahati.

The CAO/Const. All Indian Railways.

The CAO/Const., Metro Railway, Mumbai & Chennai.

Managing Director, Konkan Railway Corporation Ltd, Rail Bhawan, New Delhi.

Managing Director, IRCON, New Delhi.

Managing Director, RITES, New Delhi.

Managing Director, DMRC, N.B.C.C. Building, Pragati Vihar, New Delhi.

Managing Director, CONCOR, New Delhi.

The Chief Project Officer, DMRC, Pragati Vihar, New Delhi.

Director, IRICEN, Pune.

Director, IRIEEN, Nasik.

Director, , IRISSET, Secunderabad.

Director, IRIMEE, Jamalpur.

Director, IRITM, Vill. Kanausi, Hardoi, Manik Nagar, Lucknow.

Director General, Railway Staff College, Vadodara.

FA & CAO, All Indian Railways.

The Director General (Track), RDSO/Alambagh, Lucknow.

Chief Commissioner of Railway Safety, Lucknow.

Genl. Secy., AIRF, Rail Bhavan.

Genl. Secy., NFIR, Rail Bhavan.

Genl. Secy., IRPOF, Rail Bhavan.

Genl. Secy., FROA, Rail Bhavan.

Genl. Secy., AIRPFA, Rail Bhavan.

Genl. Secy., DAI (Railways) Rail Bhawan, New Delhi.

Sub: Advance Correction Slip No.100 to the Indian Railways Permanent Way Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No. 100 dated 21.6.2006, to relevant para of the IRPWM, be made.

Receipt of this letter may please be acknowledged.

**(H.L. Suthar)
Director Civil Engg.(P),
Railway Board.**

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New Delhi, dt. 21.6.2006.

Copy to : CRB, ME, ML, MS, MM, MT, FC, Secretary.

AM(CE), AM(W), AM(Budget), AM(Elect.), AM(Fin.), AM(Sig.), AM(Plg.), AM(MS), AM(Mech.), AM(PU.), AM(Tele.), AM(Traffic), Adv.(Vig.), Ad.(L&A).

EDF(X)-II, ED(Safety), EDCE(P), ED(Works), EDV(E), ED(Proj.), ED(DMRC), EDTK(M), EDTK(MC), EDTK(P), EDCE(G), EDCE(B&S),

OSD(ME), DTK(MC), DTK(M), Dir.(Works) I & II, DLM, DCE(B&S), DVE-I & DVE-II, IPWE(I).

NDIAN RAILWAYS PERMANENT WAY MANUAL
Advance Correction Slip No. 100 dated 21.06.2006

The existing sub para (1) of Para 902 shall stand replaced by the following :-

902 (1) The classification of level crossings shall be based on the volume of rail and road traffic and visibility conditions.

The existing sub para 2 of Para 902 shall stand replaced by the following:

902 (2) 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
Or	
	Line capacity utilization 80% (on single line) and number of road vehicles greater than 1000
(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.	

The existing sub para 2 (a) of **Para 907** shall stand replaced by the following:-

907 (2) (a) 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.

Following sentence shall be added at the bottom of sub-para (1) (i) of para **916** :

“ However, the distance of W/L boards for unmanned level crossings on single line section where visibility is clear, should be reduced to 350 m.”

The existing sub para (1) of **Para 919** shall stand replaced by the following:

919 (1) 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. 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.

The existing sub-para (b) (i) of **Para 924** shall stand replaced by the following.

924 (b) (i) Based on traffic density, visibility and regular plying of buses etc. unmanned level crossings have been categories 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.

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.

Add following sentence at the end of sub-para (b) (ii) of **Para 924**:

“Further train route wise priority to be followed for manning will be ‘A’ route followed by ‘B’ ‘C’ ‘D’ ‘D Spl.’ ‘E Spl.’ And ‘E’.

Add following sentence at the end of sub para (c) of **Para 924**:

“However Railways may de-man an existing level crossing gate in case the TVU level falls below 80% of the value of the criteria laid down for manning in sub-para (b) (i) above.”