

**Appendix K**  
**Other Level Crossing and**  
**Road Rail Interface Issues**  
Photographic Evidence

## Appendix K

### K.1 Introduction

This appendix shows photographic evidence of the issues noted whilst visiting the level crossings in connection with this dissertation; details of these level crossings can be found in Appendix A. This appendix should be read in conjunction with Chapter 10.



*Figure K.1*

*South Scarle AHB LC in rural Lincolnshire looking north-west. A pleasant level crossing with excellent signposting, barriers and road traffic lights visible from a fair distance.*

*Is the crossing safe? See the next page for the answer!*

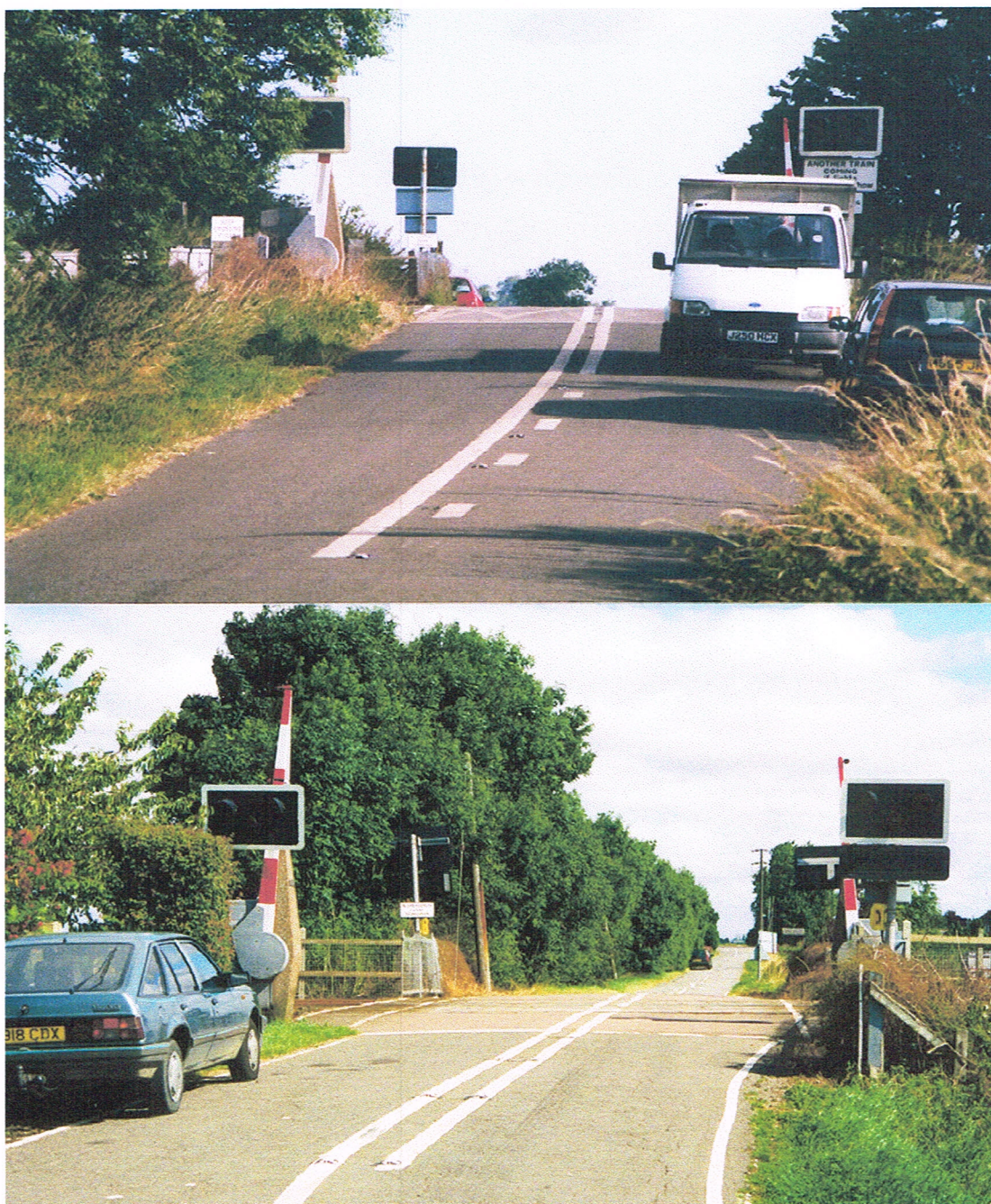




*Figure K.2*

*South Scarle AHB LC in rural Lincolnshire looking south-east a few minutes later. The pleasant level crossing is now a highly dangerous interface to the railway, with the motorist being 'blinded' by the mid-morning sun. Note how the signposts, road signals and level crossing have blended into the vegetation in the surrounding area. If your eyesight is good you may just make out the red and white backboard chequering of the road signals facing the motorist!*





*Figure K.3*

*Moronic and illegal parking! Milkman delivering to the house adjacent to Winthorpe AHB LC, Nottinghamshire (top) and Lucks Road AHB LC, Lincolnshire (bottom) where the house owner has parked within a few metres of the barrier; note hedging is also beginning to obscure the lower side of road traffic signals in both pictures. Note also the lack of backboard chequering and the un-maintainable ATC sign, in the lower picture. At Winthorpe a motorist travelling towards the camera will be in a very dangerous position if a vehicle is proceeding the other way as he reaches the crown of the level crossing and finds the milk float blocking his exit.*





*Figure K.4*

*Quarrington AHB LC, Lincolnshire. Photographs from both sides of the LC on the same pavement.*

*Note the wicket gate that does not shut itself; the ATC sign that is not maintainable nor, more importantly, no longer shown in the Highway Code (the author noted 10 such LCs with this sign in Lincolnshire alone!); the phone unit held together by yellow tape.*

*Adjacent to the crossing is a mental hospital entrance/exit with vulnerable patients who possibly will not understand the significance of the wicket gate or level crossing.*





*Figure K.5*

*Lockington, AHB LC, East Yorkshire, 29.5.99.*

*Scruffy with a look of being not maintained very well. Road signals that do not have the red and white chequering as shown in SI 1519. The HMRI Inquiry report recommended closure of two of the four LCs in this vicinity; they are all still open. When are recommendations going to be acted upon for everyone's benefit ?*



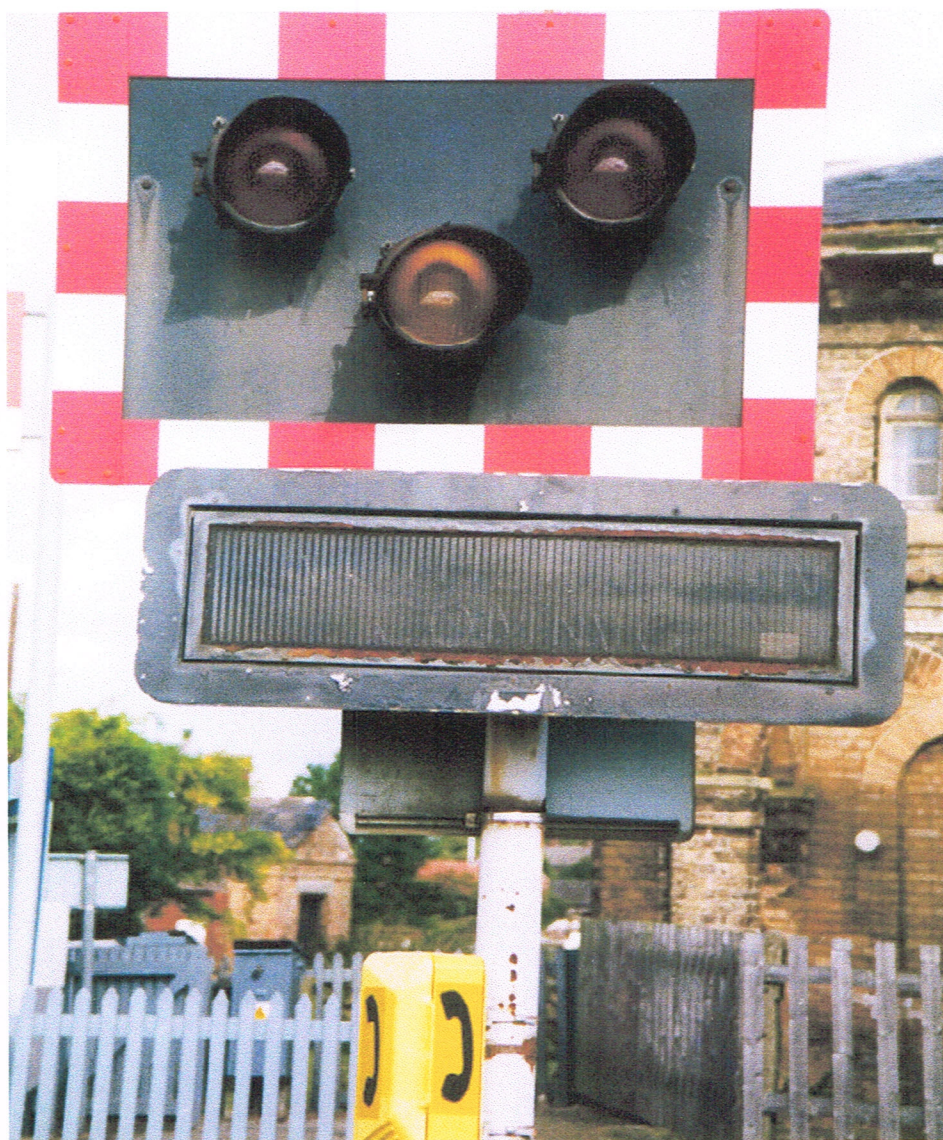


*Figure K.6*

*Callerton AOCL LC (top) and Fawdon AOCL LC (bottom), TMR;*

*Note the central reservation at Callerton to stop overtaking; At Fawdon the side turning is obviously causing problems for articulated lorries. The lorry driver is unlikely to hear the yodalarms nor be able to see the road signals when undertaking such a manoeuvre. See also figure 10.18.*





*Figure K.7*

*Collingham AHB LC, Lincolnshire;*

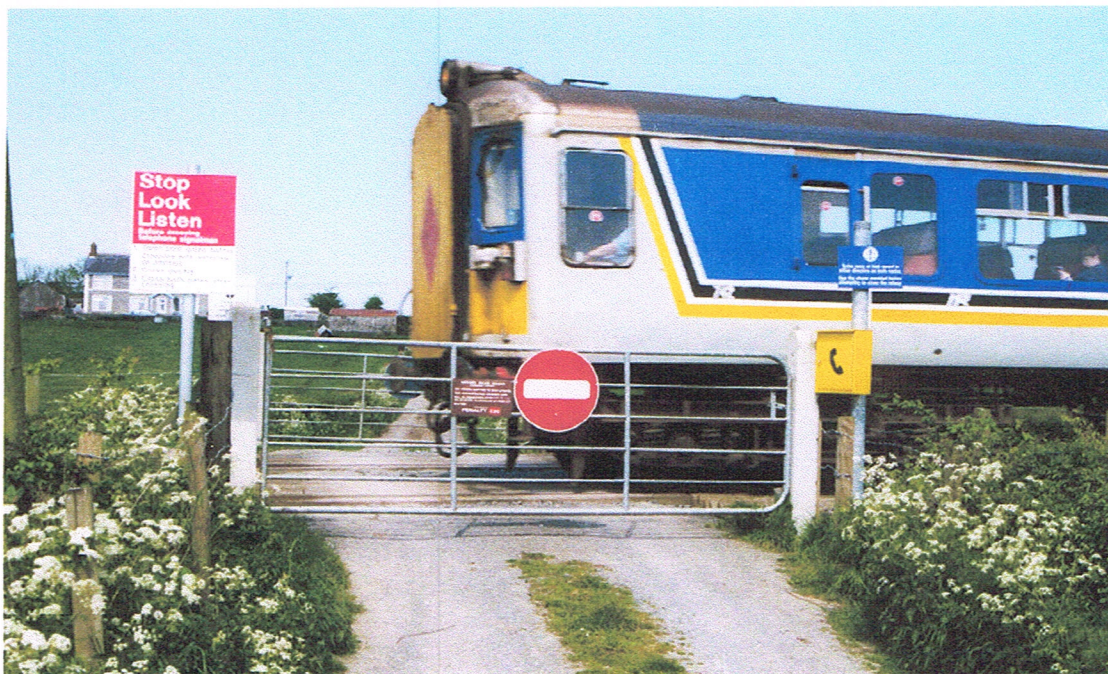
*The Another Train Coming sign, no longer shown in the Highway Code, not maintainable and probably not understood any longer by the public.*





*Figure K.8 (top) & Figure K.9 (bottom)*

*Swinedyke MSLUWG LC, Lincolnshire (top) Robinson's Occupation Crossing, NIR (bottom); Gates left open by the last user, thus endangering future users, particularly youngsters who may not fully appreciate the dangers. Accommodation and Occupation crossings cause railways regular safety scares with such behaviour and farm vehicles etc. The fine for leaving gates open is £50 on NIR; It should be far higher and rigorously enforced by the courts.*







*Figure K.10*

*A train drivers view of a level crossing on the Malmo to Stockholm line.  
The tilting train is travelling at 200kmph and would not be able to stop in an emergency if  
something appeared on the level crossing in front of it.*





*Figure K.11*

*Confusion (1) !*

*Which is the current sign for a risk of grounding ?*

*Locations: (top) South Drove AHB LC, Lincs; (bottom) left to right, Stowgate 21 AHB LC, Lincs, Thorpe on the Hill AHB LC, Lincs, Loxley Lane AHB LC, Staffs.*

*The lower triangular sign at Thorpe on the Hill is the correct sign shown in SI 1519.*

*Highway authorities seem to be allowed an inordinate time to bring signs up to current standards.*





*Figure K.12*

*Confusion (2) !*

*Harbour MCB LC, Folkestone (left);*

*Showing two conflicting instructions on the same post; Stop when lights show and Give Way. Which does the motorist obey first ? The Give Way sign actually refers to a white line adjacent to the post which has been worn away by traffic.*

*Carnaby AHB LC, East Yorkshire (right);*

*Does the No Motorcycles sign refer to the left hand footpath or the one over the crossing ?*

*Why do we not have a common range of prohibition signs all with 45° red stripes ?*

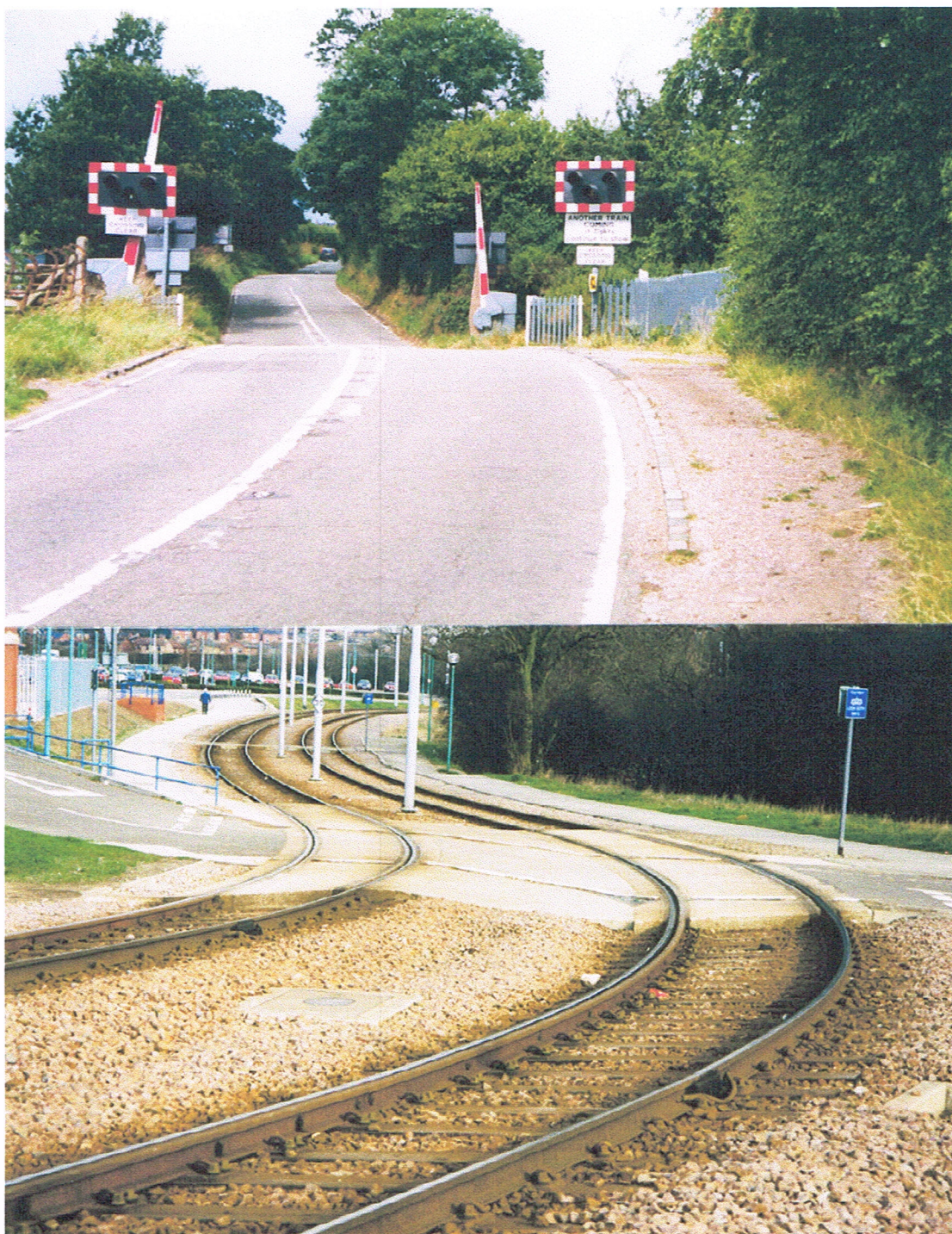
*We go to great lengths to ensure that railway signals do not cause confusion but there are many instances of road signs and signals that no such consideration has been given to.*





*Figure K.13  
Bank Foot AOCL LC (top), and  
Callerton AOCL LC (lh side), TMR;  
England is a green and pleasant  
land.....  
particularly when it comes to obscuring  
vital road signs with vegetation.*





*Figure K.14*

*Loxley Lane AHB LC (top) and Crystal Peaks OC, Sheffield Supertram (bottom); Graphically showing the risk of grounding and why the road surfaces need to be as level as possible; no risk of grounding signs noted in Sheffield. Loxley Lane is on a steep hill with only the LC road surface level, the rest is on a 1 in 8 slope or so.*





**Figure K.15**

***Kempston Hardwick ABCL LC, Beds, (top) and Waterthorpe, SS (bottom);***

***We now have trams running in several places in the UK; The author fails to understand why a Sheffield tram on segregated track weighing 53 tons and capable of 50mph needs less protection, e.g. conventional traffic lights, no fencing, than a single car DMU on a rural railway weighing 35 tons and travelling at 40-50mph (although capable of 75mph) which requires an AHB, AOCL or ABCL and with traffic levels in some places minute compared to that in Sheffield.***

***It appears to be another legislative inconsistency.***





*Figure K.16*

*Rowland Hall AHB LC, East Yorks (top) and Star AHB LC, Sussex (bottom); Rowland Hall is displaying an additional sign indicating the blind summit on the LC, effectively a 'hump back bridge' effect; The fencing at Star has been additionally painted with a white stripe to emphasise the roadway and warn motorists not to turn left down the track. (See the comments in Chapter 4 relating to Upper Denton LC in Cumbria)*





*Figure K.17*

*Callerton AOCL LC, TMR;*

*Note the additional St Andrews Cross on the road sign to give further warning, the second track symbol is now illegal.*





*Figure K.18*

*An AHB LC on the Cologne Tramway system in Germany;*

*Note the additional small barrier to stop pedestrians and the flashing red man signal on the opposite side so that it is in view of the pedestrian.*

*One anomaly in the UK Highway Code apparent in rural areas, is the lack of any barrier to prevent pedestrians walking onto the LC if they are obeying the Highway Code and walking facing oncoming traffic; if the person is deaf or has a sight problem they may not hear yodalarm or see the road lights and could thus walk into the side of the approaching train.*





*Figure K.19  
William Street MCB LC, Lurgan,  
NIR, County Armagh (top) and  
Howden AOCL LC, TMR  
(lh side);  
Vandals are a problem in a lot of  
places and are a sad reflection on  
life in the '90s. In Northern  
Ireland and particularly in the  
Lurgan and Portadown areas  
special measures are needed.*





*Figure K.20*

*Howden AOCL LC, TMR;*

*Note how the road surface suddenly changes to an upward slope in the top picture; note also the damage vehicles are doing to the LC decking (Strail panels) and the concrete; this indicates that numerous vehicles are scraping the road with a subsequent risk of grounding*



## **K.2 Conclusion**

If the foregoing illustrations have not yet bought home the difficulties and dangers the railway faces from level crossings, the following four illustrations will do so. The photographs are taken from camera footage recorded from video cameras mounted at the roadside at Umbra level crossing in County Londonderry, Northern Ireland. At the time, 1990, the level crossing was an AOCL. It has since been converted to an AHB. The pictures are reproduced by kind permission of Northern Ireland Railways and show the level crossing during the sequence of operation.

The first illustration is about 9 seconds into the sequence; the second about 19 seconds; the third at about 27 seconds; the fourth is identical to the third but from the opposite side of the crossing.





*Figure K.21*

*Umbra AOCL LC, NIR;*

*9 seconds into sequence, note red lights are clearly working.*





*Figure K.22*

*Umbra AOCL LC, NIR;*

*19 seconds into sequence, note red lights are clearly working.*





*Figure K.23*

*Umbra AOCL LC, NIR;*

*27 seconds into sequence, note red lights are clearly working; the second bus!*





*Figure K.24*

*Umbra AOCL LC, NIR;*

*27 seconds into sequence, note red lights are clearly working; the second bus!  
(from the other side of the crossing)*

**Level crossings should be abolished with all haste.**