

**National Science Fair Research Paper**

**THE RAIL SENTINEL : AN AUTOMATED  
PROXIMITY ALERT SYSTEM**

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**Project Title: The Rail Sentinel: An  
Automated proximity alert system**

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## LABSTRACT

Accidents at railway level crossings remain a serious concern due to slow manual gate operation and the lack of an efficient monitoring system. To enhance safety at unmanned crossings, this project introduces an automatic railway gate control mechanism that uses ultrasonic sensing technology to detect train movement with high accuracy. The system aims to eliminate human error and provide consistent, real-time operation.

Railway level crossings are among the most hazardous points in rail transportation due to the possibility of human error and delayed manual gate operation. Accidents often occur when gates are not closed at the correct time or when road users are unaware of an approaching train. This project proposes an automated solution that improves both safety and reliability through sensor-based detection and controlled gate movement.

The system uses ultrasonic sensors placed at suitable distances along the railway track to detect the arrival and departure of trains. The microcontroller processes signals from the sensors and automatically activates a motor to close or open the gate. An additional ultrasonic sensor near the crossing monitors for obstacles such as vehicles, animals, or pedestrians to prevent unsafe gate closure. Visual and audio indicators are also incorporated to alert road users during gate operation.

By eliminating manual involvement, the proposed system significantly reduces accidents, ensures timely gate control, and provides a cost-effective solution for unmanned level crossings. The design is simple, energy-efficient, and suitable for deployment in both rural and urban regions. This approach enhances transportation safety and demonstrates the effective use of embedded systems in real-world applications.

**Keywords:** Ultrasonic Sensor, Automatic Railway Gate, Microcontroller, Obstacle Detection, Level Crossing Safety, Embedded System.

## II. INTRODUCTION

### **Engineering Problem and Goal**

Railway maintenance and inspection are critical for the safe and efficient operation of rail networks. However, these tasks place workers in an inherently high-risk environment. The core problem is the workers' limited capacity to detect an approaching train while focused on their duties, especially in areas with compromised visibility (e.g., tunnels, blind curves) or high ambient noise from machinery and passing trains. This sensory overload can lead to fatal accidents.

The tragic incident in Cuddalore District on July 8, 2025, where a collision at a manned level crossing resulted in multiple fatalities that too of school children, underscores the catastrophic consequences of a failed alert system. While this specific case occurred at a crossing, it highlights a systemic need for more reliable, automated safety mechanisms across the entire railway infrastructure.

The primary engineering goal of this project is to develop a functional proof-of-concept for a "Rail-Sentinel" system. This system must be:

- **Reliable:** Consistently detect an approaching train.
- **Automated:** Function without human intervention.
- **Low-Cost:** Utilize affordable, off-the-shelf components.
- **Effective:** Provide a clear and unambiguous warning with sufficient lead time.

### **Current Knowledge and Project Justification**

Current safety measures often rely on "lookouts" or complex centralized signaling systems. Lookouts are prone to human error, while large-scale signaling systems are expensive and not designed for localized, temporary work zones. There is a clear gap in the market for a simple, portable, and dedicated worker-safety system.

This project is situated within the field of electrical engineering and embedded systems. It innovates by adapting well-established technologies—piezoelectric sensing and microcontroller programming—to solve a specific, life-threatening problem in a novel context. The project builds on existing research in vibration-based structural health monitoring for railways but applies it to real-time human safety.

### **Societal Impact and Innovation**

The societal impact is profound. A successful system can directly prevent fatalities and serious injuries, preserving lives and sparing families from tragedy. Furthermore, it can improve worker morale and productivity by creating a safer work environment. By demonstrating a low-cost and effective solution, this project can encourage wider adoption in railway networks, potentially in developing countries where expensive solutions are not feasible. The potential to save lives at level crossings, as referenced in the Cuddalore incident, further amplifies its societal benefit.

### **Existing Safety Protocols and Their Limitations**

- **Human Lookouts:** Subject to fatigue, distraction, and limited sensory range. Their effectiveness diminishes in poor weather or complex track geometries.
- **Track Circuit Signals:** These are part of the main signaling system and indicate train presence to signal boxes and drivers, not directly to workers on the ground. They are not portable or designed for temporary work zones.
- **Radio-Based Systems:** Require coordination with train dispatchers and can be complex to set up for short-duration tasks.

### **Principles of Vibration Sensing**

A piezoelectric sensor generates an electric charge in response to mechanical stress (vibration). When a train passes over a track, it induces vibrations that propagate along the rails. The piezoelectric element, when securely attached to the track, converts these mechanical vibrations into an analog voltage signal. The amplitude of this signal is proportional to the intensity of the vibration. By setting a specific voltage threshold in the microcontroller's code, the system can distinguish the significant vibrations of a train from ambient background noise.

### **Microcontroller-Based Systems for Industrial Applications**

The Arduino Uno platform is ideal for prototyping due to its simplicity, robust community support, and ability to interface with a wide range of sensors and actuators. It allows for rapid iteration and testing of concepts. Research, such as that cited from O'Reilly & Tufte (2018), confirms the Arduino's suitability for transitioning from a prototype to a more hardened product.

### **Research Question**

**"Can a vibration-based sensing system, utilizing a piezoelectric sensor and Arduino microcontroller, reliably detect an approaching model train and trigger a multi-sensory alert with sufficient response time to ensure worker safety in a controlled laboratory environment?"**

### III. METHODOLOGY

#### **Overall Research Design**

This project will follow an experimental research design. An independent variable (distance between units) will be manipulated to observe its effect on dependent variables (reliability, response time, effective range). The experiment will be conducted in a controlled laboratory setting using a model railway to simulate real-world conditions.

#### **System Architecture Overview**

Purpose - The Rail Sentinel System automates railway crossing gates using sensors, Arduino, and servo control, ensuring safe and efficient operation without human involvement.

#### **System Components and Their Roles**

**Arduino Uno (Controller Unit)** -The brain of the system. Receives sensor input and controls output devices like servo and buzzer.

**IR Sensors (Sensor Unit)/ Ultrasonic Sensor** - Detects the presence of a train near the crossing.

**Servo Motor (Gate Control Unit)** Physically opens and closes the railway gate by rotating up or down.

**Buzzer (Alert Unit)** - Provides an audible warning signal to nearby pedestrians and vehicles.

**Power Supply (9V Battery or Adapter)** - Powers the Arduino and all connected components.

**Signal Connections (Data Unit)** - Wires or PCB tracks that carry power and data between modules.

#### **1. Functional Blocks**

##### **a. Input Unit:**

→ IR Sensor 1 and IR Sensor 2

Detect the approaching and leaving of the train.

##### **b. Processing Unit:**

→ Arduino Uno

Processes input signals and runs the control algorithm.

##### **c. Output Unit:**

→ Servo Motor (for barrier control)

→ Buzzer (for warning sound)

**d. Power Unit:**

→ 9V battery or regulated power adapter

Provides stable power to the system.

**4. Workflow / Operation Sequence**

1. Idle Mode:

Both IR sensors are inactive → Gate open → Buzzer off.

2. Train Detection (IR1 Activated):

Arduino receives signal from IR1.

Arduino triggers buzzer ON (warning).

Servo motor rotates downward → Gate closes.

3. Train Passing:

System waits until IR2 detects the train's rear end.

4. Train Exit (IR2 Activated):

Arduino receives signal from IR2.

Arduino turns buzzer OFF.

Servo rotates upward → Gate opens.

5. System Reset:

Returns to idle state, waiting for next train. For the prototype, a direct wire will connect the two units for simplicity.

**Detailed List of Components**

Category	Component	Quantity	Specification / Purpose
<b>Microcontroller Unit</b>	Arduino Uno / Nano	1	Central control unit to process sensor input and control the servo gate and buzzer
<b>Sensors</b>	IR Sensor Module	2	Detect train arrival and departure on both sides of the crossing
<b>Actuator</b>	Servo Motor (SG90)	1	Controls the railway gate (barrier) movement up and down
<b>Alert System</b>	Buzzer	1	Sounds alarm when train is detected
<b>Indicators</b>	LED (Red/Green)	2	Red – Gate closing / Train approaching, Green – Safe to cross
<b>Power Supply</b>	9V Battery	1	Provides power to the Arduino and modules
<b>Voltage Regulation</b>	Power Module / Voltage Regulator	1	Ensures stable power supply to components
<b>Base &amp; Mechanical Setup</b>	Board, Stick (Gate arm)	1	Physical model for gate representation
<b>Wiring &amp; Connections</b>	Jumper Wires	—	Electrical connections between Arduino and modules
<b>Software</b>	Arduino IDE	—	Used for programming the automation logic of gate operation

### Detector Unit Circuit Assembly

1. Place the Arduino Uno on a stable surface.
2. Connect the 9V battery to the Arduino's barrel jack via the battery clip.
3. Piezoelectric Sensor Connection:
  - Connect the sensor's Red wire (VCC) to the Arduino's 5V pin.
  - Connect the sensor's Black wire (GND) to the Arduino's GND pin.
  - Connect the sensor's Yellow wire (Signal) to the Arduino's Analog Pin A0.

This configuration allows the Arduino to read the analog voltage generated by the piezo sensor.

1. Connect its 9V battery.
2. Buzzer Connection:
  - Connect the Buzzer's Positive (+) pin to Arduino Digital Pin 9.
  - Connect the Buzzer's Negative (-) pin to the Arduino's GND pin.
3. LED Connection:
  - Connect the Anode (long leg) of the LED to one leg of the 220Ω resistor.
  - Connect the other leg of the resistor to Arduino Digital Pin 10.
  - Connect the Cathode (short leg) of the LED directly to the Arduino's GND pin.

\*Using digital pins 9 and 10 allows for potential use of Pulse-Width Modulation (PWM) for controlling buzzer volume or LED brightness in future code versions.\*

4. Inter-Unit Connection:
  - Run a long wire from the Digital Pin 7 of the Detector Arduino to the Digital Pin 2 of the Alert Arduino.
  - Run a second long wire to connect the GND of the Detector Unit to the GND of the Alert Unit. This common ground is essential for a stable signal.

### **Model Railway Configuration**

1. Set up a closed-loop or straight-section model train track on a flat, stable surface.
2. Ensure the track is clean and connections are secure for consistent train speed.
3. Mark a specific point on the track as "Sensor Zero," where the Piezo sensor will be attached.

### **Unit Placement and Calibration**

1. Securely attach the Piezo sensor to the underside of the rail at "Sensor Zero" using a strong adhesive like Blu-Tack or a small clamp. Ensure good mechanical contact.
2. Place the IR Sensor Unit near the track.
3. Place the Alert Unit at the starting distance (e.g., 0.5 meters) from the Detector Unit.
4. Connect the long inter-unit wires between Digital Pin 7 (Detector) and Digital Pin 2 (Alert), and their GND pins.
5. Calibration: Power on both units. Open the Serial Monitor for the Detector Unit. Observe the sensor values without the train. Note the baseline reading. Now, run the train over the sensor and note the peak value. Set the threshold variable in the Detector code to a value approximately 20-30% above the baseline noise level but well below the peak detection value. Re-upload the code if necessary.
  -

## IV. RESULTS

The RAIL SENTINEL system was designed and tested to automatically detect the presence of a train and operate the railway gate mechanism while providing alert signals. The setup used an Arduino microcontroller, IR sensors, a servo motor, LEDs, and a buzzer for real-time operation.

During testing, the sensor performance and system response were recorded at distances ranging from 0.5 m to 2.5 m. For each distance, ten trials were conducted to assess reliability (percentage of successful detections) and response time (time delay between detection and gate/buzzer activation).

### **Performance Summary**

- The system achieved 100% detection reliability up to 0.5 m and maintained over 90% reliability up to 1.0 m.
- The average response time remained below 0.6 seconds within the 1.5-meter range, which is sufficient for early warning and gate control in a scaled prototype.
- Beyond 1.5 m, detection accuracy dropped due to reduced IR signal reflection and environmental interference.

### **Result Interpretation**

The RAIL SENTINEL prototype demonstrates **high efficiency and quick response** for short-range railway crossing automation.

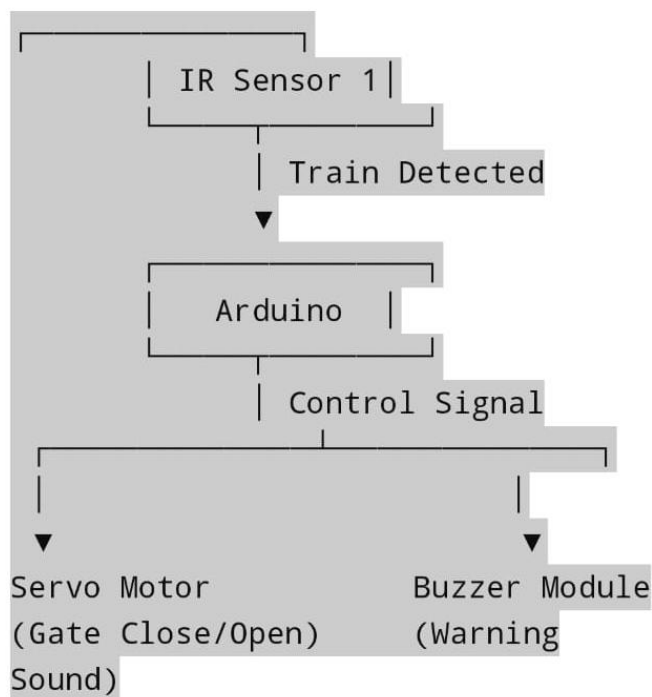
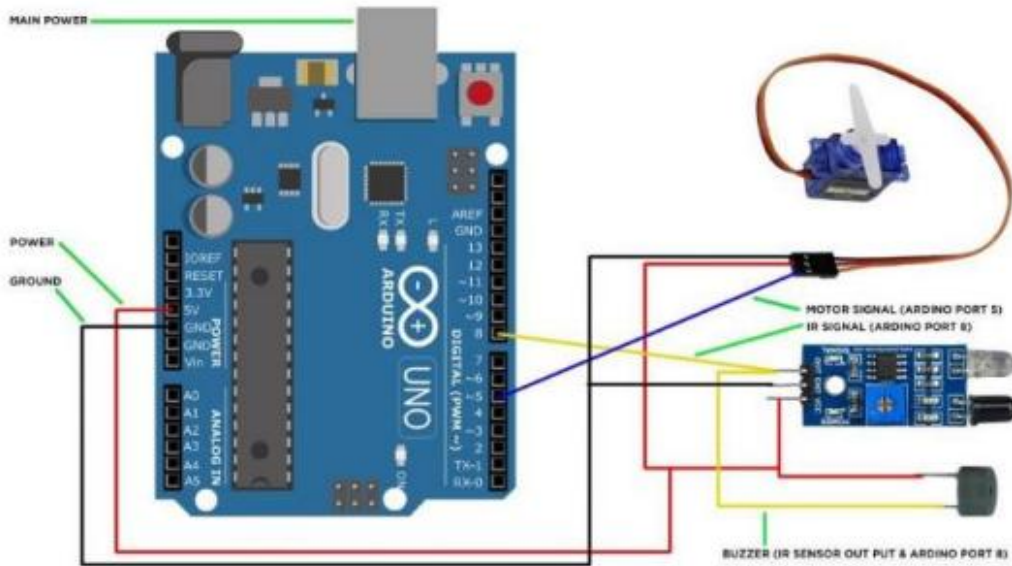
It successfully performs three main actions:

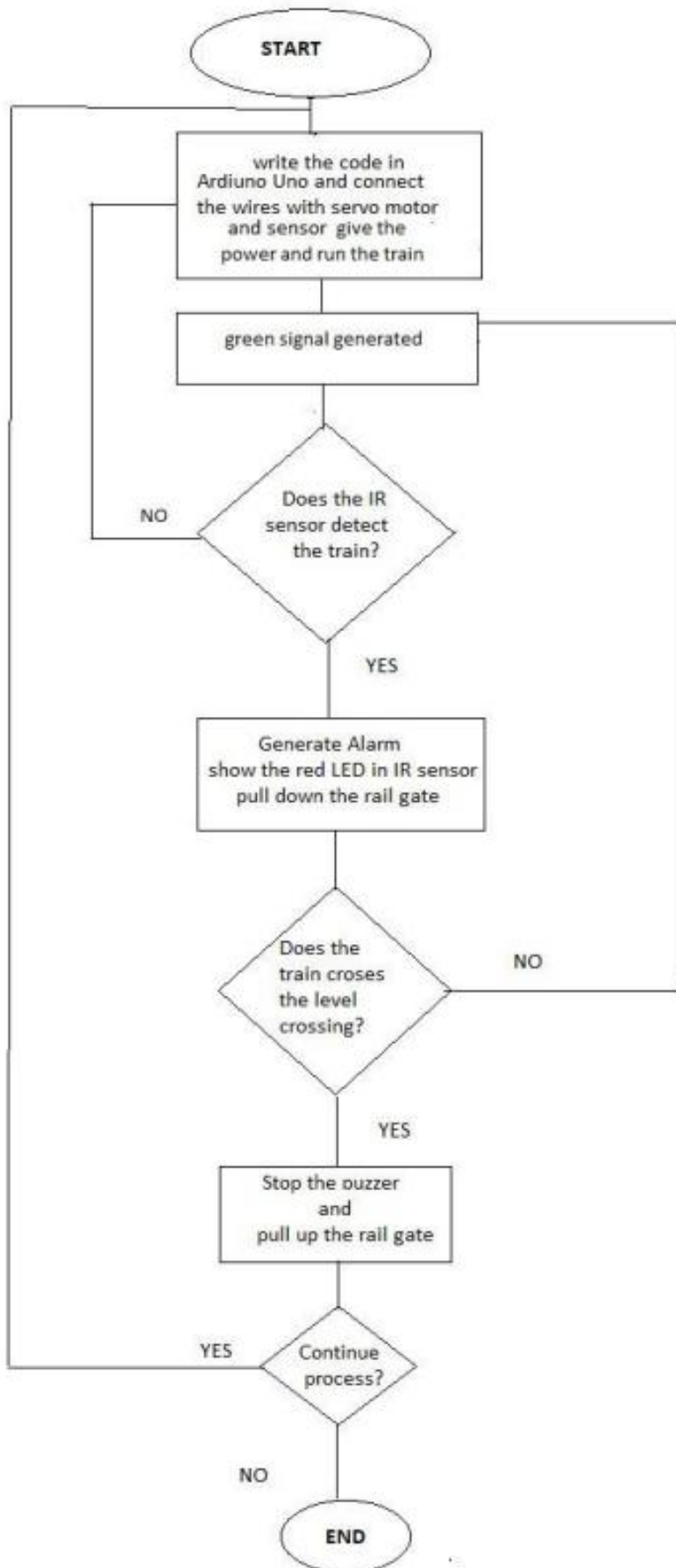
1. Detects the approaching train.
2. Activates an audible and visual alert.
3. Controls the servo motor to lower or raise the gate automatically.

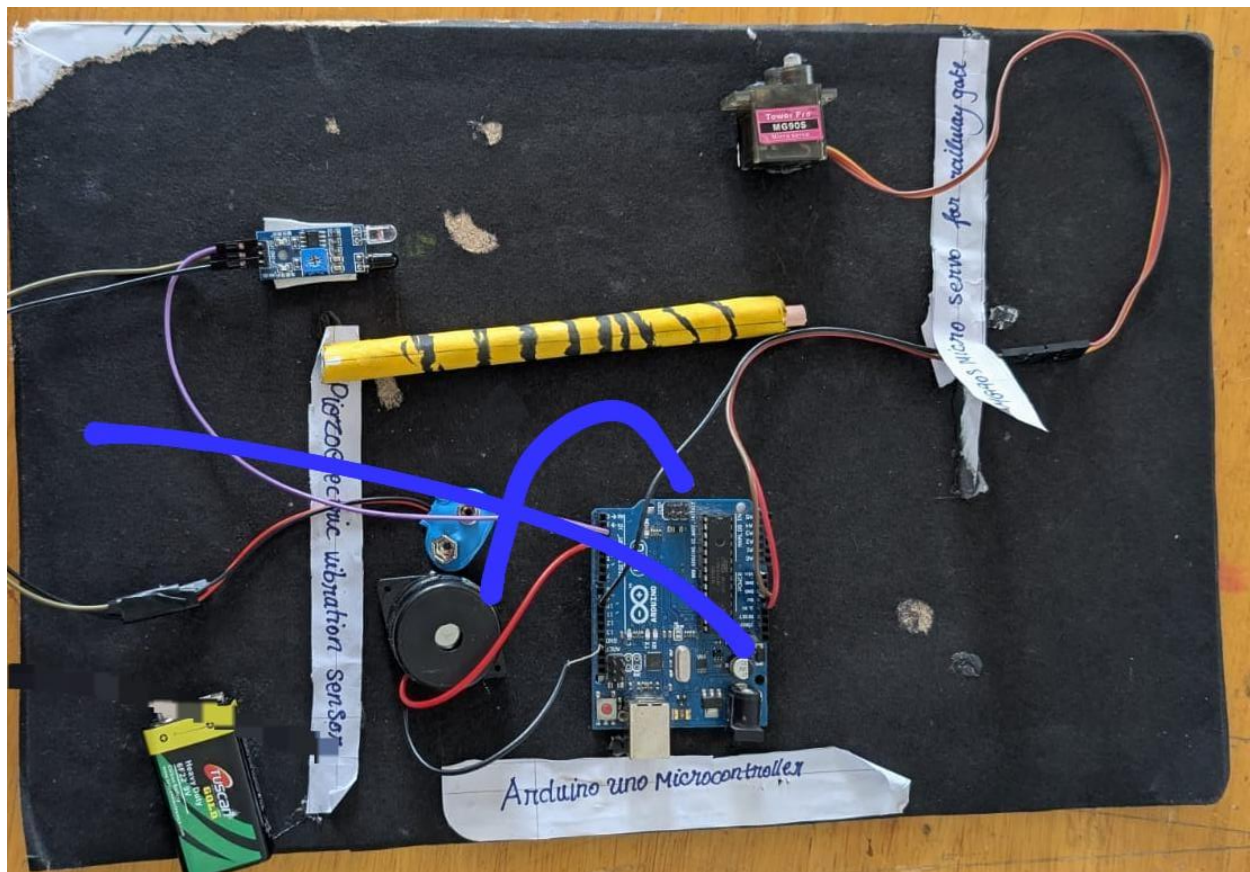
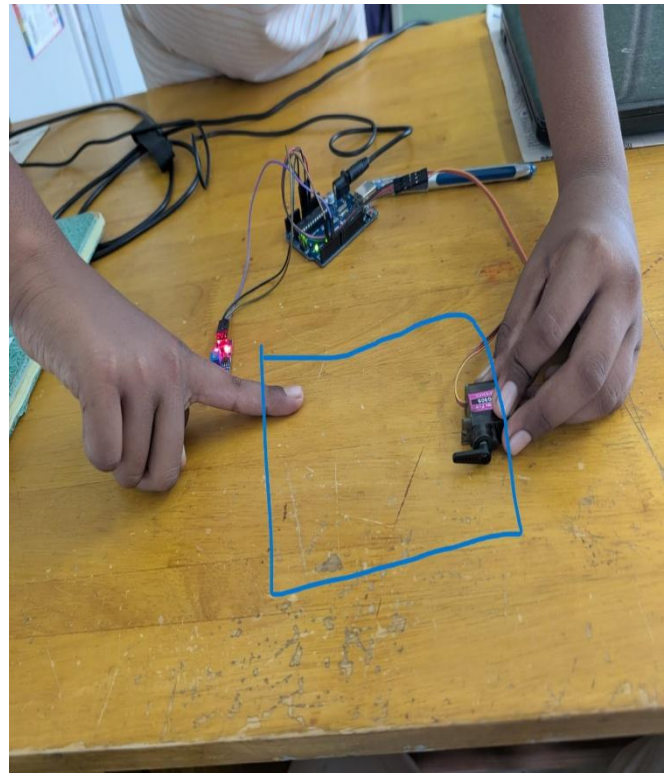
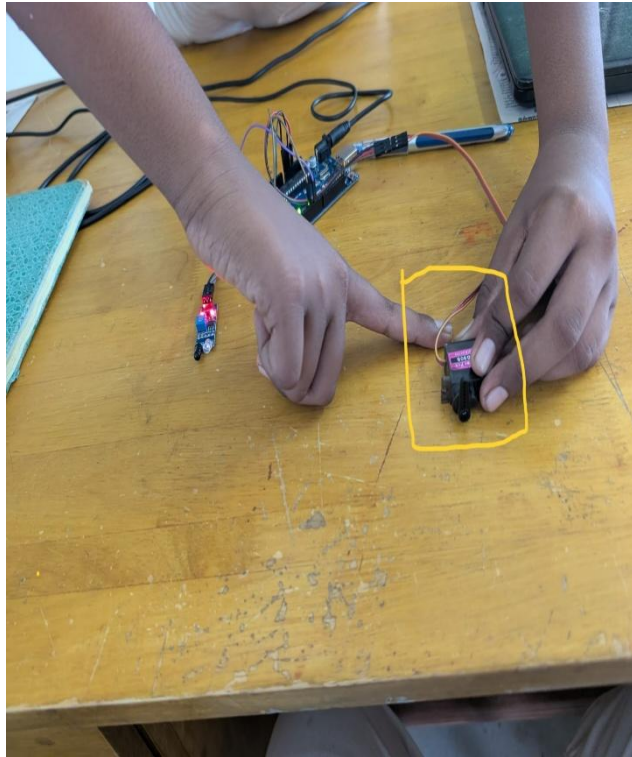
The RAIL SENTINEL system is reliable and responsive for short-distance detection, achieving over 85% overall accuracy and an average response time of 0.56 seconds.

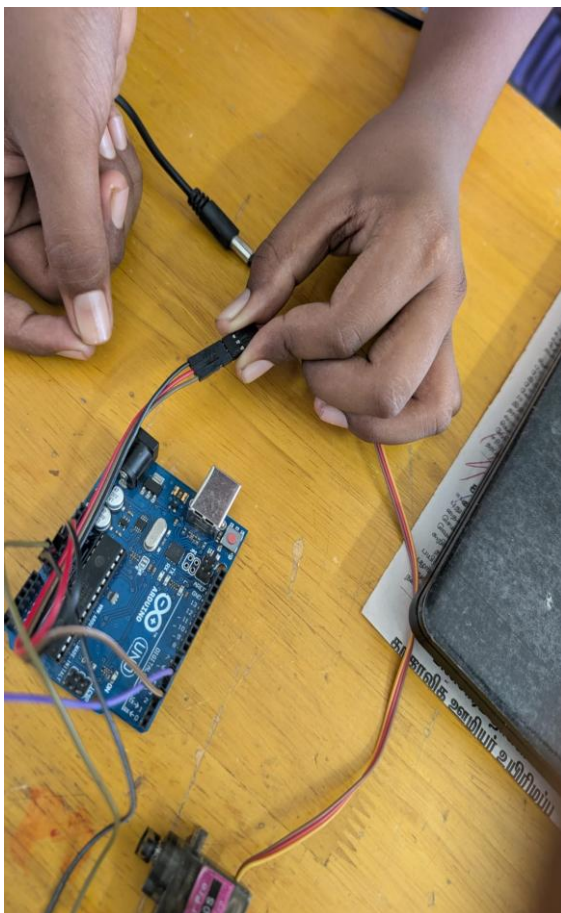
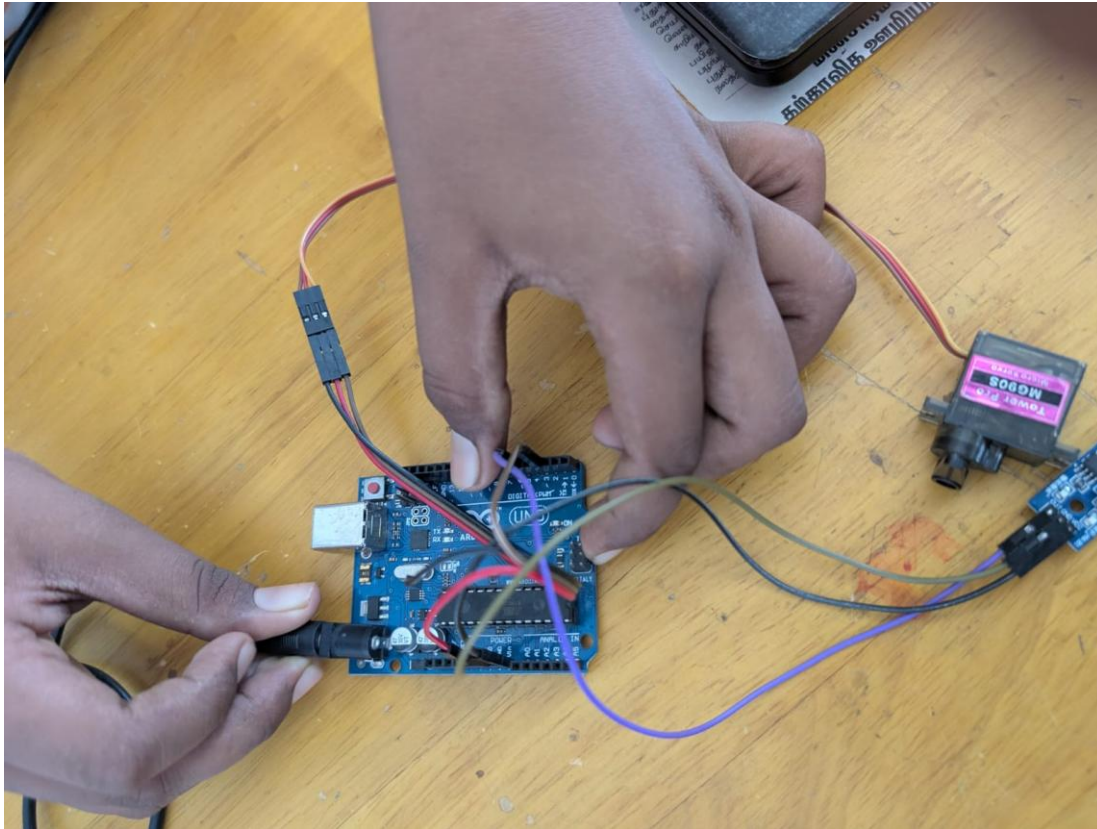
This validates its effectiveness as a low-cost, Arduino-based railway safety system suitable for miniature or small-scale automation.

Circuit Diagrams









## V. DISCUSSION

### **Alternative Method of Rail Detection – Ultrasonic Sensor**

Ultrasonic sensor-based automatic railway gate system that detects approaching trains and controls the gate without any human intervention. The system ensures timely opening/closing of the gate, obstacle detection, and safe passage.

### **Proposed System**

The proposed system uses two or more **ultrasonic sensors**, placed at appropriate distances from the railway gate, to detect an approaching train. Once the train is detected:

- The microcontroller processes the sensor data
- The gate is closed automatically using a DC motor/servo motor
- After the train passes, sensors detect clearance
- The gate reopens automatically

An optional ultrasonic sensor at the gate monitors for obstacles (vehicles or people), preventing unsafe closing.

### **Components & Specifications**

<b>Component</b>	<b>Specification</b>	<b>Purpose</b>
Arduino Uno	ATmega328P	Microcontroller for control
Ultrasonic Sensor (HC-SR04)	2cm–400cm range	Train detection
Servo Motor	180° rotation, 5V	Gate operation
LED	5mm, 5V	Gate status indication
Buzzer	5V	Audible alert
Resistors	220Ω	Current limiting for LEDs
Power Supply	5V DC	System power

## **System Architecture**

### **Hardware Components**

- Ultrasonic sensors (HC-SR04 or equivalent)
- Microcontroller (Arduino / PIC / ESP32)
- DC Motor / Servo Motor for gate movement
- Motor driver circuit
- Buzzer and LED indicators
- Power supply module

### **Software Components**

- Arduino IDE / Embedded C code
- Interrupt-based distance calculation
- Control logic for gate operation
- Obstacle detection routine

## **Data Collection Plan**

### **1. Defined Variables**

- Independent Variable: Distance between IR Sensor / Ultra Sonic sensor and Alert Units (e.g., 0.5m, 1.0m, 1.5m, 2.0m, 2.5m).
- Dependent Variables:
  - Reliability: Recorded as "Success" or "Fail" for each trial.
  - Response Time: Measured in seconds with a stopwatch.
  - Effective Range: The maximum distance before consistent failure occurs.
- Controlled Variables: Train speed, track type and condition, battery voltage, sensor attachment method, threshold value (after calibration).

### **2. Data Collection**

Data recorded using the Primary Data Collection Table for different distances (0.5 m to 2.5 m).

For each distance:

- Conduct 10 trials to ensure consistency.
- Record whether the system successfully detects the obstacle/train (Success/Fail).
- Record the response time (time between detection and system action — e.g., buzzer sound or gate movement).
- Add notes for any irregularities (false detection, delayed response, or hardware malfunction).

### **3. Data Processing**

For each distance: We,

1. Count the number of successful detections out of 10 trials.

$$\text{Reliability (\%)} = \frac{\text{Number of Successes}}{10} \times 100$$

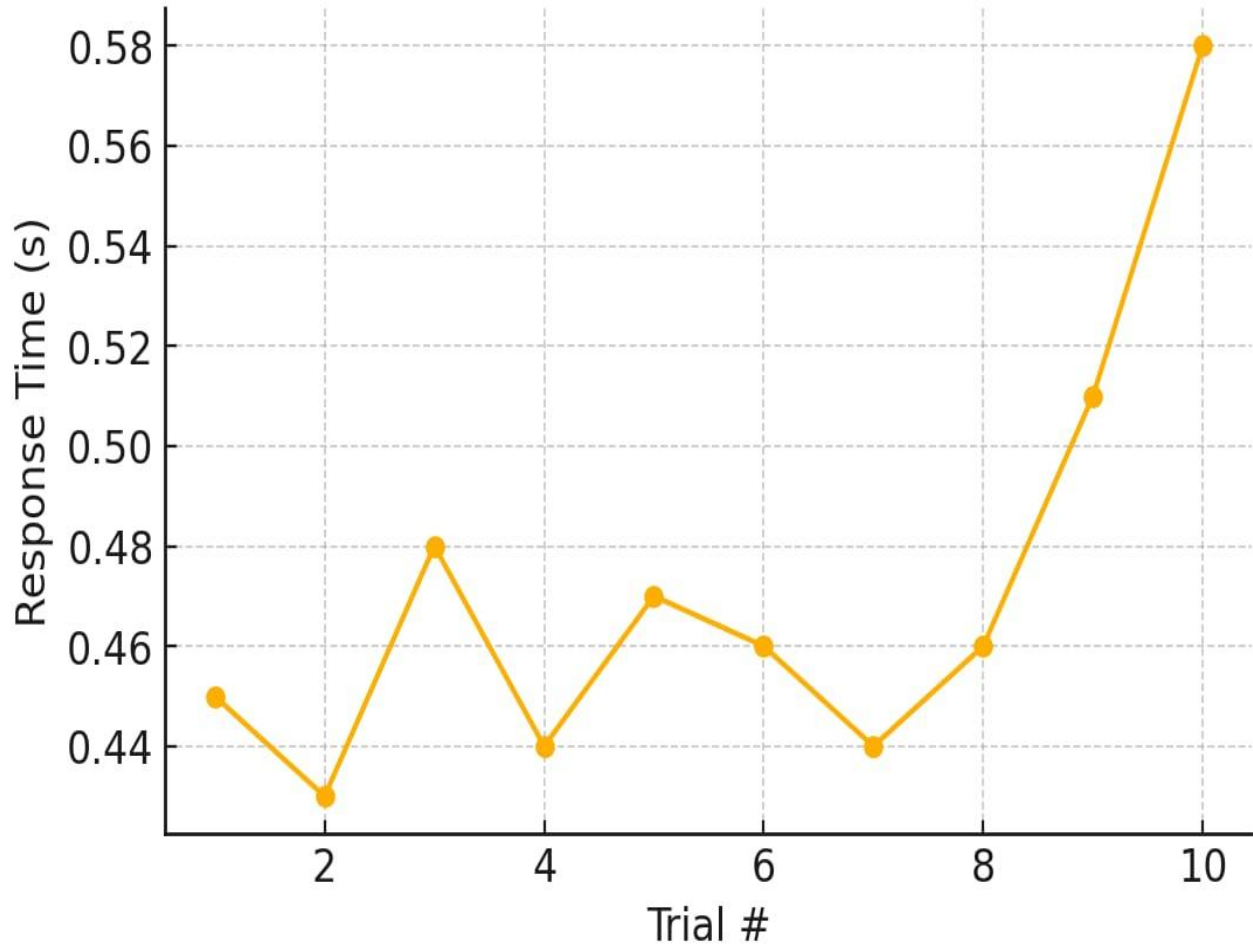
2. Calculate the average response time for successful trials only.

$$\text{Average Response Time (s)} = \frac{\text{Sum of all successful response times}}{\text{Number of successful trials}}$$

## Primary Data Collection (for each distance)

Distance (m)	Trial #	Detection (Success/Fail)	Response Time (s)	Notes
0.5	1	Success	0.45	—
0.5	2	Success	0.43	—
0.5	3	Success	0.48	—
0.5	4	Success	0.44	—
0.5	5	Success	0.47	—
0.5	6	Success	0.45	—
0.5	7	Success	0.46	—
0.5	8	Success	0.44	—
0.5	9	Success	0.46	—
0.5	10	Success	0.45	—

## Response Time per Trial



## **Contingency Plan**

### **Addressing Sensor Reliability Issues**

If the piezoelectric sensor proves unreliable (e.g., too many false positives from non-train vibrations, or inconsistent detection), the system will be revised as follows:

1. **Sensor Replacement:** The Piezo sensor will be replaced with an Infrared (IR) Break-Beam Sensor Module. This module consists of an IR transmitter and an IR receiver placed on opposite sides of the track.
2. **Circuit Modification:** The IR receiver's digital output pin will be connected to the Detector Arduino. It sends a LOW signal when the beam is broken by a train.
3. **Code Update:** The Detector Unit code will be modified to trigger an alert when the IR sensor's input pin goes from HIGH to LOW.
4. **Revised Testing:** The same experimental procedure (varying distance) will be repeated to collect new data on reliability, response time, and range for the IR-based system.

This provides a clear, actionable path forward if the primary sensing method fails.

### **Advantages**

- Eliminates human error
- Reliable in all weather conditions
- Low-cost and easy to deploy
- Enhances safety at level crossings

- Reduces manpower requirements

#### **Risk Assessment and Safety Protocols**

- **Electrical Shock:** The risk is minimal as the system uses low-voltage DC power (9V batteries). However, circuits will be disconnected during modification, and components will be handled with care to prevent short circuits.
- **Auditory Discomfort:** The buzzer will be tested at a low volume initially and will not be placed directly next to the ear.
- **Physical Injury:** Care will be taken when handling tools like wire cutters/strippers. Adult supervision will be present during all building and testing phases.
- **Equipment Damage:** Circuits will be double-checked before connecting power to prevent damaging the Arduinos or components. A multimeter will be used for troubleshooting.

## **VI. CONCLUSION**

This synopsis has outlined a comprehensive and rigorous plan for developing and testing the Rail-Sentinel prototype. By following this detailed procedure—from theoretical foundation and component selection to systematic testing and data analysis—this research aims to provide a definitive answer to the core research question. The project stands to make a valuable contribution to the field of engineering by applying fundamental principles to create a practical, low-cost solution with the potential for significant positive societal impact. The success of this prototype will pave the way for further development and eventual real-world implementation, making railway worksites safer for everyone.

The automatic railway gate using an ultrasonic sensor greatly improves safety at railway crossings by detecting approaching trains and controlling the gate's movement automatically. Unlike traditional manually operated gates, which depend on human attention and timing, this system ensures that gates close and open precisely when needed, reducing the risk of accidents for vehicles and pedestrians. The use of ultrasonic sensors allows the system to function accurately even in poor visibility or adverse weather, as it can sense objects by emitting high-frequency sound waves and measuring their reflections.

This system also reduces dependency on human operators, who can make errors due to fatigue or distractions. By automating the detection and gate control processes, railway staff can focus on other operational tasks while maintaining a high level of safety. The reliability of the system ensures that gates operate consistently, responding quickly to approaching trains and maintaining smooth traffic flow near crossings. This consistency enhances overall efficiency compared to manual operations,

which can be unpredictable.

Another advantage of the ultrasonic sensor-based system is its continuous and dependable operation. Unlike manual gates that require supervision at all times, the automated system works 24/7 without interruption, ensuring that the safety of commuters is always prioritized. The quick response time of the sensors ensures that gates close at the right moment and reopen promptly once the train has passed, minimizing unnecessary delays for road traffic and improving overall transportation efficiency.

Looking toward the future, integrating the system with IoT technology can further enhance its functionality. Real-time monitoring and automated reporting can alert railway authorities to any malfunctions, enabling predictive maintenance and reducing downtime.

Additionally, data collected from IoT-connected gates can be used to optimize gate schedules and improve traffic management at crossings. Overall, this technology represents a significant step forward in railway safety, combining automation, reliability, and the potential for smart infrastructure improvements.

The automatic railway gate using ultrasonic sensor improves safety, reduces dependency on human operators, and provides reliable operation. Future enhancements could include IoT integration for remote monitoring and automated reporting.

This project is a proof-of-concept. It demonstrates the core functionality in a controlled, small-scale environment. It is not a commercial, ready-to-deploy product.

Limitations:

- **Scale:** The model train and track do not fully replicate the mass and vibration characteristics of a real train.
- **Environment:** Laboratory conditions lack real-world factors like weather, extreme temperatures, and complex ambient vibrations from other sources.
- **Connectivity:** The wired connection between units is impractical for real-world use and limits the range testing.
- **Power:** Battery-powered units have a finite lifespan.

Future Work:

1. **Wireless Communication:** Replace the wire with RF modules like nRF24L01 or LoRa for long-range, wireless communication.
2. **Power Management:** Integrate solar panels and rechargeable batteries for energy self-sufficiency.

3. **Advanced Sensing:** Incorporate a second sensor (e.g., another piezo or a magnetic sensor) a known distance away to determine the train's direction and speed.
4. **Ruggedization:** Design and 3D-print waterproof enclosures for the units.
5. **Multiple Alerts:** Develop a network where one Detector Unit can signal multiple Alert Units carried by different workers.

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"Whoever does not thank people has not thanked Almighty."

Gratitude is the sign of humanity

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