

CLASSIFICATION OF OPERATING STAFF
INTO 'A', 'B', 'C' & 'D' CATEGORIES

These instructions are in supersession of Railway Board's letter No.2002/Safety-I/18/2 dated 21.02.2002.

The important role of operating staff, especially those involved in train passing duties cannot be over-emphasized. Failures of train passing staff can result in serious accidents and bring down the reputation of Railways. In this context, it is absolutely essential that a proper system of monitoring and up-gradation of staff involved in train passing duties is instituted. Operating Staff may be categorized into 'A', 'B' 'C' & 'D' categories for the purpose of better and more effective monitoring of comparatively inefficient staff as also to upgrade their knowledge and competence.

(A) **METHOD OF CLASSIFICATION**

1. All Operating staff involved in train passing duties shall be classified under one of the four heads – 'A', 'B', 'C' & 'D'. Categorization will be made after an analysis of performance of that employee for the last 6 months. The important parameters to be taken into account while analyzing the performance of the employee alongwith the weightage of each is given below. The classification shall be done on the basis of 100 marks and marks for each parameter shall be as follows:-

(i)	Knowledge of Rules	25 marks
(ii)	Alertness and observance of rules	25 marks
(iii)	Safety Record	15 marks
(iv)	Leadership and Management	15 marks
(v)	Discipline	10 marks
(vi)	Appearance & neatness	10 marks

1. **For staff to be classified as A or B category, they must secure a minimum of 60% marks each in 'Knowledge of Rules' parameter as well as 'Alertness and observance of Rules' parameter.**

Staff shall be graded based on the total marks received. The gradation shall be as under :

Category 'A'	80 and above
Category 'B'	50 to 79
Category 'C'	49 to 26
Category 'D'	25 and below

3. All known alcoholics shall, however, be classified only in 'D' category, irrespective of marks received by them in other aspects of working.

(B) **SYSTEM OF GRADING**

The gradation of staff shall be made by the following :

- (i) The SS/SM in-charge of the station shall grade all Group-D staff working under his control.
 - (ii) Group-C staff including SMs/ASMs, Switchmen shall be graded by the TI of the Section or the Supervisory SS in Scale (9300-34800) Grade Pay of Rs.4600 and above.
 - (iii) SSs Scale (9300-34800) Grade Pay of Rs. 4600 and above shall be graded by AOM.
 - (iv) All Traffic Inspectors (any grade) shall be graded by AOM.
1. To ensure that the system is fair and objective, all classifications made by the SM/SS/TI shall be counter-signed and accepted by the next higher authority within 6 months.

(C) SYSTEM OF MONITORING

1. A Separate register shall be opened and the performance of the employee shall be recorded every 6 months. Record of performance shall be seen by the next higher authority once a year. This review shall decide the further course of action to upgrade staff, wherever necessary.
2. Staff classified as Category 'D' staff shall be monitored on a monthly basis by the SM/SS/TI/AOM.
3. Staff classified as Category 'C' staff shall be monitored on a quarterly basis by the SM/SS/TI/AOM.
4. A copy of the record of classification of Category 'C' and 'D' shall be maintained by AOM/DOM/Sr. DOM. Their record of performance shall be upgraded by the TI on a 6 monthly basis and reviewed every 6 months by the AOM.

(D) SYSTEM OF UPGRADATION

1. All attempts should be made to upgrade staff in 'D' and 'C' categories. In this context, wherever staff have been classified as category 'C' or 'D' inputs of knowledge, counseling and monitoring shall be done by the next higher authority . SM/SS/TI must make special efforts for upgrading staff classified as Category 'D'. The inputs given to the employee in a 6 month period shall be tabulated and a record maintained and reviewed by the DOM/Sr. DOM every year.
2. During monthly Safety Meetings conducted at stations, areas of weakness of the staff on the basis of which they have been classified in a lower category must also be discussed, along with ways to upgrade the same.
3. In the case of 'D' category staff where inputs cannot be given at the Divisional level, they shall be sent for Refresher Courses frequent intervals to be decided by the DOM/Sr.DOM based on the competence and knowledge seen during the time of analysis.

(E) INSPECTIONS

The inspection reports of SS/TI/AOM should specifically deal with the categorization staff and attempts to upgrade and reasons for downgrading of staff.

(F) ADVICE TO STAFF

Details of 'A', 'B', 'C' and 'D' classification must be notified to the concerned staff. However, the records should be maintained and handled by the Station Superintendent personally.

(G) AWARDS AND PUNISHMENTS

1. To ensure that this system not only results in a higher level of competence, but also becomes a self-motivating factor, any staff categorized as 'D' or 'C' who within a period of 6 months, upgrades himself to 'A' category, may be motivated suitably.
2. For being considered eligible for annual safety award, staff who have consistently maintained themselves in Category 'A' should generally be considered.
3. Categorization of staff should be taken into consideration while filling up the columns pertaining to Safety Consciousness etc, in the Annual Performance Reports.
4. However, staff who do not upgrade themselves despite inputs of knowledge, training and monitoring, need to be taken up suitably. Review of their service should be done and wherever necessary, their retirement from service should be planned as per existing rules.

GOVERNMENT OF INDIA – RAILWAY DEPARTMENT (RAILWAY BOARD)
 CLASSIFICATION AND STANDARD SPECIFICATION FOR LEVEL CROSSINGS
 (Within Railway Limits)

(No.IRS(M)2 of May 28 Revised June,31 and corrected up to September 1982)

- Note-(1) The revised specification apply only when any new level crossings constructed or old one altered.
 (2) Whenever the new standards differ from the old standards, the old standards have been given below the new standards for reference. In other cases the old standards and new standards are the same.

Item	Details	Dimensions and details for Various classes of crossings					Remarks
		Special	'A' Class	'B' Class	'C' Class	'D' Class	
1	2	3	4	5	6	7	8
1	Minimum width of gates at right angles to the centre line of the road.	The minimum width of gates will be governed by the class of roads on which the level crossing is situated and will be as under- Across Class I roads – 9 metres or X+2.5M, whichever is more. Across Class II roads -7.5 metres or X+2M, whichever is more. Across Class III roads – 5.0 metres or X+1.25 M, whichever is more. Across Class IV roads – suitable width subject to 2 M, being the minimum.					Where X=width of Carriage way. Gates shall be provided at special 'A' and 'B' class crossings. Gates or chains shall be provided at 'C' and 'D' class level crossings only in the following cases :- (i)When the line is on curve and the road and rail view is not clear. (ii) When speed of trains and volume of traffic are great. (iii) When the level crossing is within those limits at a station between which shunting is normally likely to be carried out. (iv) On portions of the line which are fence through out on one or both sides, except when efficient cattle guards are provided.
2	Old Standards :- Minimum length of guard rail (for a square crossing)	7.5 metres (24) or 9.0 metre (30). 2 metres more than width of gate	5.5 metres (18). 2 metres more than width of gate	5.5 metres (18). 2 metres more than width of gate	3.0 m. (3') if unmanned 5.5m(3') if manned 2 metres more than width of gate	2.0m (6') Not to be provided	In the case of skew crossing the length of the guard rail must be increased in accordance with the Formula : = $X = \frac{L}{\sin A}$ where X = required length. L = Minimum length measured at right angles to the centre line of the road. A = Angle between the centre line of the Road and Railway.
3	Angle of crossing between gates	Not less than 45 Between centre line of road and Railway	Not less than 45 Between centre line of road and Railway	Not less than 45 Between centre line of road and Railway	Not less than 45 Between centre line of road and Railway	At right angle to the centre line of the Railway

4	Provision of Wicket gates for foot passengers.	To be provided except where foot over bridges are provided Across or towards the line	To be provided except where foot over bridges are provided.	To be provided except where foot over bridges are provided.	Not to be provided	Not to be provided..	Design or Wicket gate should be such that trespassing by cattle is prevented.
5	Position of gates when open to road traffic.		Away from or towards but not across the line.	Away from or towards but not across the line.	Away from or towards but not across the line if gates are provided.	Same as 'C' class but stakes shall be fixed between the gate posts to prevent passage of Road.	(i) At new manned level crossing or when existing unmanned level crossings are upgraded to manned level crossings, lifting barriers should normally be provided, which should be coupled, so as to operate simultaneously Chain and Swing gates at existing manned level crossing should be replaced by lifting barriers on a programmed baste, giving priority to the important and busy level crossings.
6	Provision of lights on gates at nights. (a) Light as observed by road users.	Red when either gate is closed to the Road, white when both gates open to the Road	Red when either gate is closed to the Road, white when both gates open to the Road.	Red when either gate is closed to the Road, white when both gates open to the Road.	Find when either gate is closed to the Road, white when both gates open to the Road. But provision of gate lamps is not obligatory and should normally be provided at only those level crossings where there is Motor Traffic. Where there is no Motor Traffic the gate should be painted white and red disc provided. If posts and chains are provided the posts should be painted while with red disc. provided on the chains at the centre and reflectors, luminous	Not to be provided.	(ii) Where lifting barriers are provided, the beams will be in vertical position. (iii) At all important level crossing gates where electric power supply is available flashing lights to give indication to the road users about lowering or raising of lifting barriers should be provided. An economical arrangement would be to fit the gate lamp to the revolving hinge post and to fit the fixed gate post a cowl to mask the lamp in both directions along the track. If local conditions make it expedient to fit the lamp in the centre of the gate, a suitable rod operated cowl must be provided.

					paint or scotchlite tape may be provided on the red disc as an alternative to lamps. Nil		
	(b) Light as observed by Drivers of approaching trains.	Red when gates are closed across track.	Nil	Nil	Nil	Nil	
7	Minimum distance of gate posts from centre line of track.	For B.G. 3 metres For M.G.2.5 M. and N.G.	3 metres 2.5 metres	3 metres 2.5 metres	3 metres 2.5 metres	3 metres 2.5 metres	
8	Minimum distance of gate lodge from – (a) Centre line of nearest track.	6 metres	6 metres	6 metres	6 metres	6 metres	If the line of approach road is on a curve at or near a level crossing, the gate lodge must be built on the outside of curve.
	(b) Edge of Road metalling	6 metres	6 metres	6 metres	6 metres	6 metres	
	Old Standards –	6 metres	4.5 metres	4.5 metres	3 metres	3 metres	
9	Interlocking and Communications Devices to be provided (a) Normal position of gate	Open to road traffic	Open to road traffic	Closed to road traffic. Can be kept open to road traffic provided either gates are interlocked with signals and provided telephone communication with adjacent stations/cabins or when the following conditions are satisfied.	Closed to road traffic. Can be kept open to road traffic provided either gates are interlocked with signals and provided telephone communication with adjacent stations/cabins or when the following conditions are satisfied.		

LEVEL CROSSING AND GATE MAN

Item	Details	Dimensions and details for Various classes of crossings					Remarks
		Special	'A' Class	'B' Class	'C' Class	'D' Class	
1	2	3	4	5	6	7	8
				<p>(i) L.C. should not be located in a Suburban Section.</p> <p>(ii) L.C. should not be in Automatic Block Signaling or Automatic permissible block signaling territories.</p> <p>(iii) Should have a telephone connection with the nearest station with exchange of private numbers.</p> <p>(iv) Visibility at the level crossing should be good.</p> <p>(v) Should be provided with whistle boards on either side at adequate distance to enjoin the Drivers of approaching trains to give audible warning of the approach of a train to the road users.</p> <p>(vi) As long as the level crossing gate is kept open to road traffic a red flag by day time and red light (by using hand signal lamp) during night, should be displayed towards the approaching trains on either side of level crossing.</p>	<p>(i) L.C. should not be located in a Suburban Section.</p> <p>(ii) L.C. should not be in Automatic Block Signaling or Automatic permissible block signaling territories.</p> <p>(iii) Should have a telephone connection with the nearest station with exchange of private numbers.</p> <p>(iv) Visibility at the level crossing should be good.</p> <p>(v) Should be provided with whistle boards on either side at adequate distance to enjoin the Drivers of approaching trains to give audible warning of the approach of a train to the road users.</p> <p>(vi) As long as the level crossing gate is kept open to road traffic a red flag by day time and red light (by using hand signal lamp) during night, should be displayed towards the approaching trains on either side of level crossing.</p>		
			<p>Note : The above decision should be taken personally by D.R. M's. approved by PCE/C.E(Co-ordination) and C.O.M and position reviewed every two years.</p>				

LEVEL CROSSING AND GATE MAN

Item	Details	Dimensions and details for Various classes of crossings					Remarks
		Special	'A' Class	'B' Class	'C' Class	'D' Class	
1	2	3	4	5	6	7	8
	<p>(b) Interlocking of gates with signals -</p> <p>(i) If within stations limits.</p> <p>(ii) If outside station limits.</p> <p>(c) Telephone Communication from gate-lodge-</p> <p>(i) Within station limits.</p> <p>(ii) Outside station limits.</p>	<p>Should be interlocked with station signals.</p> <p>Should be interlocked with gate signals.</p> <p>Telecommuni- cation with ASM's Office to be provided.</p> <p>Telecommuni- cation with ASM's Office of adjoining station should be provided.</p>	<p>Should be interlocked with station signals.</p> <p>Should be interlocked with gate signals.</p> <p>Telecommuni- cation with ASM's Office to be provided.</p> <p>Telecommunica- tion with ASM's Office of adjoining station should be provided.</p>	<p>Should be interlocked with signals.</p> <p>(i) In Suburban Sections.</p> <p>(ii) In non-Suburban sections where operated from cabins.</p> <p>(iii) In Automatic Signaling and automatic permissive block territories.</p> <p>To be interlocked</p> <p>(1) In Suburban sections</p> <p>(2) In automatic signaling and automatic permissive block territories.</p> <p>Telecommunication with ASM's Office to be provided.</p> <p>Telecommunication with adjoining station to be provided on -</p>	<p>Should be interlocked with signals.</p> <p>(i) Within station limits where operated from cabin (ii) in automatic signaling and automatic permissive block territories.</p> <p>To be interlocked in automatic signaling and automatic permissive block territories.</p> <p>Telecommunication with ASM's Office to be provided in case of manned level crossings.</p> <p>Telecommunication with adjoining station to be provided -</p>		<p>(i) The level crossing inside station limits should be beyond the limits upto which shunting is normally carried out or at an adequate distance of at least 250 metres ahead of the starters and trailing points of the station where Advanced Starters/Shunting Limit Boards are not provided.</p> <p>(ii) In case of level crossings falling on Suburban Sections they may be considered for upgradation to 'B' class in the event of their not qualifying for upgradation to "Special" or 'A' class and when so upgraded to 'B' class the facilities as indicated in column 5 should be provided.</p> <p>(i) In the case of level crossings protected by signals where the sighting of the signal by an engine Driver is inadequate a warning board should be placed at not less than the emergency braking distance in rear of the gate stop signal. The board should be vertical 2000 mm. with alternate black and yellow strips 125 mm. wide painted on it at an angle of 45". The top of the board should be 4 M. above Rail level. The board need not be lit at night but should as far as possible be provided with scotchlite or other effective light reflectors.</p> <p>(ii) Where level crossing is situated outside station limits but in close proximity thereof, the clear distance between the level crossing and an outer signal should not be less than a full train length.</p> <p>In cases where communication with ASM is stipulated, the connection may be given to the Switchman in the Cabin as per the local condition.</p>

LEVEL CROSSING AND GATE MAN

Item	Details	Dimensions and details for Various classes of crossings					Remarks
		Special	'A' Class	'B' Class	'C' Class	'D' Class	
1	2	3	4	5	6	7	8
10	<p>(d) Warning bail operated by approaching train.</p> <p>Minimum no. of Gate Keepers.</p>	<p>Should be provided where L.C. is outside station limits.</p> <p>Three</p>	<p>Should be provided where L.C. is outside station limits in all a suburban sections and on non-suburban sections provided with automatic signaling and in APB territories.</p> <p>Two</p>	<p>(a) All level crossings on Rajdhani route ;</p> <p>(b) On suburban sections; and.</p> <p>(c) On curves obstructing the view of the level crossing from approaching.</p> <p>Shall be provided with L.C. is outside station limits. In all suburban sections and on non-suburban sections provided with automatic signaling and in APB territories.</p> <p>Two</p>	<p>(a) On all level crossings on Rajdhani route ;</p> <p>(b) On Suburban sections and</p> <p>© On curves obstructing the view of the level crossing from approaching train and vice versa.</p> <p>Shall be provided with L.C. is outside station limits. In all suburban sections and on non-suburban sections provided with automatic signaling and in APB territories.</p> <p>Two if manned (one if the gate is closed and locked at night in accordance with the provision of GR.16.03)</p>	<p>Two if manned (one if the gate is closed and locked at night in accordance with the provision of GR.16.03)</p>	<p>Provision of warning bells operated by approaching trains should be confined to interlocked level crossing only.</p> <p>Note –</p> <p>(1)Gate Keepers will not be provided at 'C' and 'D' class level. Crossings where gates/chains are not provided.</p> <p>(2)Gate Keepers may be dispensed with at gates within station limits when operated by station staff in accordance with special instructions.</p> <p>(3)Gate Keepers may be dispensed with at 'C' class level crossings on canal roads which are provided with gates if the following conditions are fulfilled-</p> <p>(a) The gates are generally closed to the road and locked.</p> <p>(b) The roads are the private property of the Irrigation, Public Works Department and are not public thorough fares.</p>

LEVEL CROSSING AND GATE MAN

Item	Details	Dimensions and details for Various classes of crossings					Remarks
		Special	'A' Class	'B' Class	'C' Class	'D' Class	
1	2	3	4	5	6	7	8
11	Fencing on lines which are not fenced throughout their length.	Minimum length of 15m. from each gate post parallel to track.	Minimum length of 15m. from each gate post parallel to track.	Minimum length of 15m. from each gate post parallel to track.	Minimum length of 15M for manned level crossing outside station limits and level crossing within station limits provided with gates/chains.	Fencing should be provided for level crossings if manned with gates/chains within station limits for 15 M length.	<p>© The keys of the gates are issued to a few responsible Government Officials.</p> <p>(d) The traffic over the level crossing is very light.</p> <p>(4) One Gate Keeper may be dispensed with if there is no traffic in the night in accordance with GR. 16.03.</p>
12	Width of metalling – (a) Between gates	Same as that of the width of gates.	Same as that of the width of gates.	Same as that of the width of gates.	Same as that of the width of gates or the width between gate posts where gate leaves are not provided.	Same as that of the width of gates or the width between gate posts where gate leaves are not provided.	
	(b) Outside gates...	Minimum width of metalling immediately outside gates (but tapering off to the existing carriage way width within a distance of 30 M from the gate) shall be as follows depending on the class of road over which the L.C. is situated -					
		Class I Road : 7 M or the width of existing carriage way whichever is greater.	Class II Road : 5.5 M or the width of existing carriage way whichever is greater.	Class III Road : 3.78 M or the width of existing carriage way whichever is greater.	Class IV road, suitable width subject to 2M being the minimum.		

LEVEL CROSSING AND GATE MAN

Item	Details	Dimensions and details for Various classes of crossings					Remarks	
		Special	'A' Class	'B' Class	'C' Class	'D' Class		
1	2	3	4	5	6	7	8	
13	Old Strands – (a) Type of pavement between gates. (b) Outside gates...	Same width as metalling outside the Railway Boundary.						If the surface outside is cement concrete, black top surface may be provided. For class I and II roads, it is desirable to have black topped surface for a distance of at least 30 m beyond each gate.
14	Minimum width of road formation outside the gates for a distance of 30 M beyond the gate.	Same standard as that of the road surface outside the Railway Boundary.						
		Same standard as that of the road surface outside the Railway Boundary.						
		Depending on the class of road over which level crossing is situated the minimum width of road formation will be as under -						
		Class I roads C+5 M.	Class II roads : C+5 M.	Class III roads: C+5 M	Class IV roads, suitable width 3 metres being the minimum.			
		Note – C=width of metalling just outside the gate.						
15	Old Standards - Level length and gradients – (a) Between gates... (b) Outside gates...	'Special class'- Same as rest of the road outside Railway Boundary.	'A' Class – 4 metres wider than metalling.	'B' Class – 3 metres wider than metalling.	'C' Class – 2 metres wider than metalling.	'D' Class – 3m.		
		Level	Level	Level	Level	Level		
		Depending upon the class of road over which the level crossing is situated the level length and gradient will be as follows -						

LEVEL CROSSING AND GATE MAN

Item	Details	Dimensions and details for Various classes of crossings					Remarks
		Special	'A' Class	'B' Class	'C' Class	'D' Class	
1	2	3	4	5	6	7	8
16	Level upto...	Class I roads-15 metres beyond	Class II roads-8 metres beyond	Class III roads-8 metres beyond	Class IV roads –	'D' Class –	Vertical curves should be provided at change of grades within Railway Boundary according to Indian Road Congress Standard, beyond the level portion.
	Not steeper than Old Standards ...	1 in 40 beyond ... Special...	1 in 30 beyond... 'A' Class ...	1 in 20 beyond... 'B' Class ...	1 in 15 beyond... 'C' Class ...		
	Level for...	8 metres beyond	6 metres beyond	6 metres beyond	6 metres beyond		
	Not steeper than	1 in 40 beyond	1 in 30 beyond	1 in 30 beyond	1 in 20 beyond	1 in 10 beyond	
	Minimum radius of centre line of road on curved approaches.	(i) In the case of Level crossing situated on National or State Highways, the following minimum radius may be adopted :- I Plain or rolling country....250 metres. Hilly country....90 metres (ii) In difficult terrain, the radius may be reduced with the concurrence of road authorities. (iii) The aim should be provide the greatest possible radius. (iv) In the case of other roads the best possible radius, having regard to safety of road traffic may be adopted.					
	Old Standards -	Special – 60 M. (200 ft.)	'A' Class – 45 M. (150 ft.)	'B' Class – 30 M. (100 ft.)	'C' Class – 21 M. (70 ft.)	'D' Class – 8 M. (25 ft.)	

Chapter XIV of Indian Railway Signal Engineering Manual (IRSEM) Part-II (Annexure 10 – Revised)						
Comprehensive Policy on Provision of Safety Devices at Level Crossings						
Year 2010						
	Spl. Class	A Class	B1 Class	B2 Class	C Class (Manned)	Other Stipulations
TVU →	>50000	>30000 and <50000	>25000 and <30000	>20000 and <25000	>3000 Cat I & >2500 Cat II	
1. Interlocking of Gates with Signals.						
a) Within Station Limits	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals in Suburban Section in Automatic Block Signaling. In Non Suburban Section, it should be interlocked with Station signal, if the LC gate is operated from the nearest Cabin or if it has to be interlocked for any other reason irrespective of the place of operation.	To minimize the Mean Waiting Time for road users, the arrangement Of Interlocking should be such that the last operation before taking 'OFF' of Signal should be the closing of the Gate and the first Operation after the train has cleared the Level Crossing and the Signa is put back to 'ON' position sound be opening of the Gate by the Gateman.
b) Outside Station Limits	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Station Signals	Should be Interlocked with Gate Signals in Automatic Block Signaling Sections	i) In case of level crossing protected by signal, where the sighting of the signal by an engine driver is inadequate and the Gate signal is not pre-warned through other means (Distant Signal/Independent Warner Signal/Repeater Signal etc.). A Warning Board should be placed at not less than the emergency braking distance in the rear of the Gate Stop Signal. The board should be vertical 2000 mm by 450 mm with Alternate black and yellow strips 125 mm width painted on it at an angle of 45 degree. The top of the board should be 4 M above rail level. The board need not be lit at night but should as far as possible be provided with scotchlite or other effective light reflectors or retro-reflective tape. ii) Where level crossing is situated outside station limits but in close proximity thereof, the clear distance between the level crossing and an outer signal should not be less than the full train length.
Note : All manned level crossing gates both within and outside station limits falling on suburban sections and Automatic Block Signaling section shall be interlocked Irrespective of the classification/TVUs of the gates.						
c) Normal Position of Gate		Shall be normally kept open to Road Traffic			If interlocked, shall be normally kept open to Road Traffic	
Chapter XIV of Indian Railway Signal Engineering Manual (IRSEM) Part-II (Annexure 10 – Revised)						
Comprehensive Policy on Provision of Safety Devices at Level Crossings						
Year 2010						
	Spl. Class	A Class	B1 Class	B2 Class	C Class (Manned)	Other Stipulations
TVU →	>50000	>30000 and <50000	>25000 and <30000	>20000 and <25000	>3000 Cat I & >2500 Cat II	
2. Telephonic Communication from the Gate Lodge.						
Within or Outside Station Limits	Telephone be provided with ASM's office with all Manned Level Crossing Gates.				In Block Sections having large number of Level Crossing Gates, the connections should be uniformly distributed between the Block Stations.	
3. Warning Bells or Hooters Operated by Approaching Train.						
Within or Outside Station Limits	Should be Provided	Should be Provided	Should be Provided	Should be Provided	Should be Provided, where Level Crossing is outside the Station limits in all Suburban Sections and Non-suburban Sections provided with Automatic Block Signalling Territories .	Provision of warning bells operated by Approaching Trains should be confined to Interlocked Level Crossing Gates only. Hooters shall be provided, where ever power supply is available.

4. Type of Lifting barrier						
Within or Outside Station Limits	Electrically Operated Lifting Barrier.	Electrically Operated Lifting Barrier.	Electrically Operated Lifting Barrier.	Electrically Operated Lifting Barrier.	Electrically Operated Lifting Barrier in Suburban Section	In Non-suburban Section. Electrically Operated Lifting Barrier be provided, where Power Supply is Reliable.
5. Approach Locking						
	(i) To be provided in Suburban Section (ii) Dead Approach Locking with Timing of 30 Secs in other sections				(i) To be provided in Suburban Section (ii) Dead Approach Locking with Timing of 30 secs in other Sections, where Electrically Operated Lifting Barriers are Provided.	

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