

NORTH EASTERN RAILWAY

CE'S P.WAY CIRCULAR NO.2 OF 1966.

CASE NO.W/67/13/W-11

DIVERSION OF LEVEL CROSSINGS WHILE EXTENDING
LOOPS IN THE STATION YARDS.

It has been generally noticed that the diversion of approach roads wherever level crossings are shifted in connection with extension of loops, is being done by taking the road diversion from the existing approach to the new site of the level crossing and back again to the existing approach on the opposite side within the existing railway land. This is not a satisfactory arrangement and should be avoided as far possible.

2. In case where there are two parallel public roads running at a distance away from the Railway land, it would be advantageous to connect the level crossing at its new site to the public roads by just extending the approach road perpendicular to the railway land till it meets the public road and any land acquisition beyond the existing railway land, may be considered. Alternatively, it may also be possible to prevail upon the Civil Authorities to construct their approach roads suitably to connect the new site of the level crossing. Therefore, in future while submitting the drawings of extension of loops involving diversion of level crossings, the above two alternatives should be tried before deciding upon the present method of diversion of level crossing as stated above.