

C E'S CIRCULAR NO. 4

No.W-7/636/Pt.I/

Dated: 14.11.2003

Sub: Inspection of breathing length & SEJ on LWR by Sr.DEN/
DENs of the Section and recording of fractures and cuts
in LWR alongwith Rail Temperatures.

This circular is a reproduction of Eastern Railway CE's Circular
(P.Way) No.233 and is issued for adoption on East Coast Railway.

1. It has been observed with reference to para 8 of LWR Manual that there is no prescribed inspection schedule for Sr.DENs/DENs in regards to inspection of breathing lengths & SEJs on LWR in their respective section. It is also observed that provision in para 9.1.8 of the LWR Manual para are inadequate. To overcome the present situation, it has become necessary that the inspection of Sr.DENs/DENs need to be streamlined in respect to inspection of breathing lengths and SEJs whose behaviour and movement are considered to be very vital.
2. Considering the above aspects, it is directed that Sr.DENs/DENs must inspect at least 10% of the breathing lengths & SEJs on LWR in their respective jurisdiction positively in a year and note down the behaviour of movement of SEJ and compare the same with the HYSTERESIS CURVE, which should be remarked upon by them in the LWR register. Their inspection should be distributed as 5% during the hottest and 5% during the coldest months of the year, as also, the stretches of LWR should be selected in rotation from year

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to year. All other inspections will remain as in vogue and as provided for in IRPWM and LWR Manual.

3. It is also observed that no proper guidelines are available in respect of record of related temperature at the time of detection of Rail/Weld fractures and cuts for LWR/CWR.
4. It is emphasized that for ensuring records of all fracture gaps and cuts in LWR/CWR, a register be maintained by PWIs as per proforma given below. At the time of detection of rail fracture, the particulars of rail temperature and gap on rail created due to fracture are to be recorded. Temperature prevailing at the time of cutting LWR/CWRs for temporary repair of rail fracture is also to be recorded.

Sl No	Date	Up DN	Location of fracture	Rail temp. at the time of detection of fracture	Gap created on fracture	Temp. at the time of temporary Repair	No. of cuts Made in the LWR/CWR For Undertaking Repairs	Date of distressing & dt on permanent Repairs	Signature of the PWI	Remarks
1	2	3	4	5	6	7	8	9	10	11


 4.11.03
 (K. Gangopadhyay)
 Chief Engineer

Copy to:-

1. CBE, CGE
2. Dy. CE/TP, TR, BR, GEN
3. All Sr. DENs (Co-ord)
4. All Sr. DENs/DENs
5. C.T.E/ E.Rly/Kolkata.



EASTERN RAILWAY

CE's Circular (P. Way) No.233

Sub: Inspection of breathing length & SEJ on LWR by Sr.DEN/DENs of the section.
AND
Recording of Fractures and cuts in LWR alongwith Rail Temperatures.

- 1) It has been observed with reference to para 8 of LWR Manual that there is no prescribed inspection schedule for Sr.DENs/DENs in regards to inspection of breathing lengths & SEJs on LWR in their respective section. It is also observed that provision in para 9.1.8 of the LWR Manual para are inadequate. To overcome the present situation, it has become necessary that the inspection of Sr.DENs/DENs need to be streamlined in respect to inspection of breathing lengths and SEJs whose behaviour and movement are considered to be very vital.
- 2) Considering the above aspects, it is directed that Sr.DENs/DENs must inspect at least 10% of the breathing lengths & SEJs on LWRs in their respective jurisdiction positively in a year and note down the behaviour of movement of SEJ and compare the same with the HYSTERESIS CURVE, which should be remarked upon by them in the LWR register. Their inspection should be distributed as 5% during the hottest and 5% during the coldest months of the year, as also, the stretches of LWR should be selected in rotation from year to year. All other inspections will remain as in vogue and as provided for in IRPWM and LWR Manual.
- 3) It is also observed that no proper guide lines are available in respect of record of related temperature at the time of detection of Rail/Weld fractures and cuts for LWR/CWR.
- 4) It is emphasized that for ensuring records of all fracture gaps and cuts in LWR/CWR, a register be maintained by PWIs as per proforma given below. At the time of detection of rail fracture, the particulars of rail temperature and gap on rail created due to fracture are to be recorded. Temperature prevailing at the time of cutting LWR/CWRs for temporary repair of rail fracture is also to be recorded.

Sl. No.	Date	Up Dn	Location of fracture	Rail temp. at the time of detection of fracture	Gap created on fracture	Temp. at the time of temporary repair	No. of cuts made in the LWR/CWR for undertaking repairs	Date of distressing & td on permanent repairs	Signature of the PWI	Remarks
1	2	3	4	5	6	7	8	9	10	11

PA
 Circular issued.
 CE's Circular No. 3
 dt. 14/11/03
 17/11

(D.C. MITRA)
 CHIEF TRACK ENGINEER
 17/10/2003

(7)

No. W (7) 632/70 Pt 4

Dated 17.10.2003

Copy for information & n.a. to:

1. Secretary to GM for kind information of GM
2. CAO/C/E. Rly./Kolkata
3. Secretary Engineering for kind information of PCE
4. Secretary to PCE for kind information of Pr.CE/CR,SER,NR,NFR,SCR,SR,NER & WR,CE/ECOR,SECR,WCR,ECR.
5. CTE/TP, CPDE, CGE, CBE for information and necessary action please.
6. All Dy.HODs at HQ
7. All Sr.DEN(C)s HWH,ASN,SDAH & MLDT for information and necessary action please.
8. AM/CE, Railway Board.
9. Director IRICEN, PUNE.
10. CVO(E)/ Kolkata
11. Principal, Zonal Training Centre, Bhuli
12. OS(G) to keep one copy in CE's Circular file.