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EAST COAST RAILWAY
(Engineering Department)

Office of the Chief Engineer
Rail Vihar, CS Pur, BBS-751 023

C.E Circular No.18

Sub: -Fixing of spare joggled fishplates.

There are examples of rail/weld failures occurring suddenly other than those detected during USFD. Such defects are detected either by drivers of the trains or Key men/Patrolmen. For protection of these defectives rails/welds, and restoration of the traffic, joggled fishplates with clamps are required to be taken from the PWI's store or Stations. This leads to a lot of delay in restoration of traffic. To avoid such instances and to restore traffic quickly, following measures are to be adopted in the field.

Fixing of spare joggled fishplates near manned level crossings and kilometer posts should be introduced with immediate effect.

Spare joggled fishplates should be clamped on track near every manned level crossing and at every kilometer post. These spare joggled fishplates should be painted with yellow colour. The joggled fishplates, which are clamped on defects, need not be painted. The spare fishplates are painted yellow for better identification of these joggled fish plates and for distinguishing between spare and in use joggled fish plates.

Whenever any defective rail/weld is detected, these spare joggled fishplates should be taken out from the nearest kilometer post/manned level crossing and clamped on the defective rail/weld but these should be replaced with ordinary (non painted) joggled fishplates within 24 hours. The painted joggled should be reclamped on the location (kilometer post /manned level crossing) from where these were taken out.

The above should come into force with immediate effect.

R. Richardson Asir

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Chief Engineer

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