

पूर्व तट रेलवे/EAST COAST RAILWAY
(सतर्कता विभाग) / (Vigilance Department)

Office of the General Manager (Vig)
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No- GM/V/ECOR/Misc/2023/ 6868

Dt. 30.10.2023.

To
The Principal Chief Engineer
East Coast Railway,
Bhubaneswar.

Sub: System Advisory on mandated Rail painting of new panel rails before laying on track and ensuring proper procedure in distressing of track.

In the investigation of various contracts on P.Way works of three Divisions of ECoR, the following discrepancies are observed which requires system improvement and advisories to be passed on to field officials down below:

1. In the estimate of CTR/TRR works, it is seen that the rate for items of zinc metalizing of rails has been included in the estimate. However, the same has not been included in the tender schedule of the same works, nor does an item of rail painting exists in the schedule of work. Nor has the separate tender for the Zinc metalizing called in the section. During Preventive Check of the works at site, it was found that New Panel Rails are directly laid on the track without painting or Zinc metalizing of the rails, prior to renewal, especially in the coastal zone and main lines of group-B route. This is clearly deviation from CE's circular No. 38 in view of safety of track. In the absence of rail painting on new rails in the coastal zone, the life of rails would get deteriorated fast and would involve premature renewal of assets. Also in some of the case, it is seen that rail painting is executed through Zonal or maintenance contract works due to absence of the item in the contract schedule, resulting no painting in liner zone and foot of the rail sitting on the sleeper.

An advisory is required to be issued on this aspect to ensure proper new rail painting as per IRPWM-2020 prior to its renewal at site. Inclusion of NS item for painting of rail proposed in the same contract in some works is also queried upon by Accounts as item of zinc metalizing is available in the estimate. If zinc metalizing of rails item is not practical to be done at site parallel to track as cited by the executives during investigation, the same may be avoided in the estimate.

2. In scrutiny of the P.Way works pertaining to distressing in the track, it is observed that the entries of details of the distressing done at site in the TMS do not physically match with the details at the locations of check. The locations of AT welding are found vary from the locations of cut entered for the distressing as detected during investigation. It is understood that the procedure of the distressing was deviating from the defined instructions of the IRWPM-20, resulting improper distressing at the centre of LWR and purpose of distressing stands defeated.

An advisory is required to be iterated to the field officials for ensuring proper procedure as defined in IRPWM while executing distressing *i.e. opening of rail fittings from the free end and proceeding*



towards the central portion and closing of the site of works from the centre towards the free end;
which was not followed in the above case.

3. Rail painting works are not being called as per schedule which may lead to premature renewal of rails causing loss to railways. Invariably, estimates should be processed timely as per the CE's circular and IRPWM and agreements in place prior to close of the previous one, especially in coastal zones where rail deterioration is fast.

This is issued with the approval of SDGM



(Pritiraj Panigrahi)
Dy. Chief Vigilance Officer (E)
ECoR, Bhubaneswar

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1. CAO/C/BBS for kind information please.
2. SrDEN/Co./WAT,SBP,KUR for information and necessary action please.