



EAST COAST RAILWAY

Engineering Department



प्रमुख मुख्य अभियंता कार्यालय
नॉर्थ ब्लॉक, पहली मंजिल, रेल सदन
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PCE Circular No. 01/2025

Sub: Inspection & maintenance of SEJ

Frequent premature failure of Improved SEJ is a matter of serious concern. It appears that, the officials responsible for carrying out inspection of ISEJ, lack knowledge regarding vulnerable locations prone to failure to be especially watched for. Such lack of knowledge among supervisors and field staff will lead to non-detection of probable failures in advance and more importantly for appropriate maintenance attention to prevent failures.

The following important stipulations regarding inspection and maintenance of ISEJ, as laid down in IRPWM-24 are reproduced below:

Para 103: Inspection Schedule of SEJ:

(Table-1A):

Inspecting Authority	Item No.	Type of Asset	Frequency
ADEN	7	LWR / SEJ	Once in six months- All LWR / SEJs (Preferably in hottest and coldest months)

Para 109 (Table-1B):

Inspecting Authority	Item No.	Type of Asset	Frequency
SSE/P-Way/Incharge & JE/P-Way/Sectional	7	LWR / SEJ	Once in fortnight during two hottest and two coldest months on rotation by SSE/P.Way(Incharge) and JE/SSE/P.Way (Sectional) (The hottest and coldest months are specified by the DEN/Sr.DEN) Otherwise once in two months on rotation by SSE/P.Way(In-charge) and JE/SSE/P.Way (Sectional)



Para 345 (6): Maintenance of SEJ:

- (a) Once in a fortnight SEJs shall be checked, packed and aligned if necessary. Oiling and greasing of tongue and stock rails of SEJ and tightening of fastenings shall be done simultaneously.
- (b) During his daily patrolling, Keyman shall keep special watch on the SEJs falling in his beat.

Para 347: Destressing during Maintenance:

- (1) Abnormal behaviour of LWR/CWR can be inferred by observing one or more of the following –
 - (a) When the gap observed at SEJ
 - (i) Differs beyond limits specified in Annexure - 3/9.
 - (ii) Exceeds the maximum designed gap of SEJ
 - (iii) When tip of tongue rail/corner of Stock Rail crosses the reference line

Para 338: Gaps at SEJ:

- 1(b) Gaps at SEJ shall be adjusted at the time of de-stressing of LWR/CWR as under

Rail Section laid	Gap to be provided at t_d
52 Kg/m	40 mm
60 kg/m	

- 2(b) The gaps between the reference mark and tongue rail tip/stock rail corner, which is attached to the LWR/CWR side at various rail temperature shall not differ by more than plus/minus 10 mm from the theoretical range.

Keeping above in view, an 'Improved SEJ inspection flyer' has been issued vide letter No.W7/637/TMS/Pt-VIII/5296 Dated 19.07.2024. It was in four languages (English, Hindi, Odia & Telugu) so that it can be easily read and understood by the inspecting supervisors and subordinate staff. A copy of the English version of the same is attached herewith. It should be printed in good quality paper and distributed among all SSE/ P Ways (including SSE USFD), Mate and Keymen. In addition, it can also be displayed in SSE/P-Way offices and gang rest rooms.

All SEJs should be opened and examined for crack once in 03 (three) months. This should be done under traffic block.

All field officials including Sr DEN/DENs, ADENs, SSE/JE (P.Way)s must be directed to ensure dissemination and compliance.


 (B.S.K. Rajkumar)
 Principal Chief Engineer

Copy Forwarded to:

1. Secy. to GM for kind information of GM.
2. PS to AGM for kind information of AGM.
3. CAO (Con)/BBS.
4. All PHODs of ECoR.
5. CTE, CBE, CPDE, CGE, CE/TP, CE/TM, CE/Br. Rehab., CE/RSW & CE/SD.
6. DRM/KUR, SBP & WAT.
7. CPM/RVNL- I & II/BBS, CPM/RVNL/VSKP & CPM/RVNL/Raipur.
8. Sr. DEN (Co)/KUR, SBP & WAT for information and necessary action.