Sub: Summer Precautions

Summer is about to set in most parts of the country. Railways must have already taken action in regard to necessary precautions as prescribed in Para 509 & 510 of IRPWM for free rail/SWR track and Para 6.2 & 6.3 of LWR Manual of LWR track. Hot weather patrolling should be introduced, wherever required as per annexeure-X A to Para 9.1.2 (i) of LWR Manual. Some of the activities related to subject are mentioned below:

I  De-stressing of LWRs based on behavior of LWR, stretches of LWR where renewals/deep screening has been carried out in recent past, stretches where new LWRs have been laid.

II Recoumpent of fittings to ensure zero missing fittings and renewal of ineffective fittings to ensure adequate toe load.

III Ensuring adequate ballast in shoulder and crib portion in general and on bridge approaches, LC approaches and trespass locations in particular.

IV Planning for hot weather patrolling. Monitoring of rail temperature record and availability of requisite contingent of tools and plants of Patrolman.

V Mates, Keymen and P. Way Supervisors should be educated/counseled regularly in regard to DO’s and DONTs for working in LWR and SWR territory.

VI Foot Plate inspection by SSE/P-way, ADEN and Sr. DENs during Hottest part of day.

Railways should confirm the action taken in this regard and report.

(Satish Kumar Pandey)
Executive Director Civil Engg.(P)
Railway Board.

Copy to:
  • PSO/ME for kind information of ME
  • PPS/AMCE for kind information of AM(CE)
D.O.No.2017/CE-II/Accd/Reporting by ZR.       New Delhi, date 23.03.2017

My dear

Sub:- Reporting of Accidents.

Instructions exist that any unusual incident/accident shall be promptly reported by concerned CTE to EDCE(P) for information of ME and AM(CE) and in case of derailment involving passenger train, PCE should also telephonically apprise the details to ME and AM(CE).

On one of the railway, an incident occurred on 27.02.2017 involving derailment of a loaded goods train and only brief information about derailment giving section was advised. But the details viz track structure, feature of derailment, relevant site details, photograph etc. were not sent even till late hours on 28.02.2017.

Railway was also supposed to send appreciation report for every accident occurred on the Railway (Board Cases) promptly. But in the above case, appreciation report was also not sent even after lapse of 36 hours of occurring of accident. The prima facie cause as rail fracture was received from Safety Dte., Railway Board only, but no Engineering Officer from site/HQ bothered to inform about the same. This has been viewed very seriously by Member Engineering, Railway Board. It shall be appreciated that unless details information is available, it is not possible to evaluate the case, which is essentially required during discussion at Board level.

It may please be ensured that such lapses are not repeated. It is the responsibility of PCE & CTE to ensure instructions on reporting accidents are fully complied with and all relevant details including photographs of site are furnished promptly. This should be immediately followed up with appreciation report giving details, photographs from site, site sketch for information.

Please put in a mechanism for prompt reporting of complete details of accidents/unusual occurrences on your Railway.

Your sincerely,

(Alok Ranjan)

All Zonal Railways
Principal Chief Engineer
Sub: Availability and working of Weighbridges

1.0 Railway Board vide above referred letter has issued instructions for installation of Weighbridges in connection with running of CC+8+2 loaded trains. The important decisions conveyed to Zonal Railways are as under:

(i) All weighbridges catering to iron ore loading should be commissioned with in two months

(ii) All weighbridges planned/proposed to be installed on Zonal Railways should be commissioned within next six months on war footing.

(iii) Provision of an in-motion weighbridges is mandatory in all new private sidings having outward traffic.

2.0 JPO on operation of CC+8+2/CC+6+2 trains was issued vide Railway Board letter no 2007/CE-II/TS/8 dated 02/04/2009. The provisions regarding functioning of weighbridges are as under:

"Functioning of weigh bridges in the division should be reported in the daily position. If a weigh bridge goes out of order then loading shall be permitted upto 7 days by DRM; upto 30 days by COM; upto 6 months by GMs with their personal approval. If the weighbridge remains out of order for more than six months, loading of CC+8+2/CC+6+2 shall not be permitted."

3.0 However, recently SECR advised about a case where weighbridge has not been provided in a private siding commissioned long ago. It is therefore desired that the details of all such private siding where weighbridges have not been provided alongwith date of commissioning of siding and action taken by Zonal Railways in case of weighbridges goes out of order beyond 30 days shall be sent to Railway Board immediately by return fax for perusal of Board.

(Pankaj Tyagi)
Director Civil Engg. (Plg.)
Railway Board