

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

No. 2023/CE-II/Safety/Instruction

New Delhi, dated 03.01.2025

**Principal Chief Engineer,
All Zonal Railways.**

Sub: Precautions to be observed while working in LWR/CWR territory.

1. An unusual incidence of buckling has occurred in one of railways in the month of Dec-24. At the site of incidence, the gangmate had opened 16 numbers of continuous sleepers to replace the crushed rubber pads, thereby violating the provisions of Para 345 of IRPWM-2024. The relevant extracts are reproduced below:

345(1)(a):

The regular track maintenance in LWR/CWR shall be confined to hours when the rail temperature is between $t_d+10^{\circ}\text{C}$ and $t_d-30^{\circ}\text{C}$ and shall be completed well before onset of summer. However, for LWR on wider base sleepers, regular track maintenance shall be confined to hours when the rail temperature is between $t_d+15^{\circ}\text{C}$ and $t_d-30^{\circ}\text{C}$.

345(5):

Renewal of fastenings – The work of renewal of fastenings shall be carried out when rail temperature is within the limits specified in Para 345 (1) (a) & (b) with following additional precautions:-

(a) ***Renewal of fastenings not requiring lifting of rail*** – Fastenings not requiring lifting of rails, shall be renewed on not more than one sleeper at a time. In case fastenings of more than one sleeper are required to be renewed at a time, then at least 15 sleepers in between shall be kept intact. Work shall be done under supervision of Keyman.

(b) ***Renewal of fastenings requiring lifting of rail*** – Fastenings requiring lifting of rails i.e., grooved rubber pads, etc. shall be renewed on not more than one sleeper at a time. In case fastenings of more than one sleeper are required to be renewed at a time, then at least 30 sleepers in between shall be kept intact. Work shall be done under supervision of Gang Mate.

Alternatively, if prevailing rail temperature is lower than t_d-10 , fastening up to 5 sleepers on either side may be removed for replacement of rubber pad under the rail.

2. Time and again, it has been emphasized that maintenance of LWR/CWR needs to be carried out diligently as per provisions of IRPWM, duly considering the distressing temperature and prevailing rail temperature.

3. Railways are again requested to sternly instruct supervisors in the field to follow laid down instructions while working in LWR/CWR territory. Field staff also must be regularly trained and counseled regarding precautions to be observed during maintenance of LWR/CWR. Further, during field inspections, officers should also check the knowledge of P.Way officials regarding precautions to be taken while working in LWR/CWR territory and counsel them, if needed.

**Director, Civil Engg. (Plg)
Railway Board**