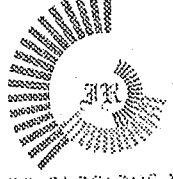


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	सुरेश गुप्ता मुख्य रेल पथ इंजीनियर Saresh Gupta Chief Track Engineer	 150 GLORIOUS YEARS	कार्यालय महाप्रबन्धक / इन्जी० पूर्वोत्तर रेलवे, गोरखपुर Office of the General Manager/Engg North Eastern Railway, Gorakhpur
No CE/NER/Track/Circular/2001/275/Pt.II			Dated: 12-09-2004

Sr. DEN(Co-ord.),
N E Railway,
IZN, LJN & BSB.

(CE Circular No-89)

Sub:- Concrete Sleepers Track – Maintenance program.

(1) **General:-** It is a well known fact that concrete sleeper tracks are best suited to machine maintenance and therefore following are the basic introductory guidelines as per para 1408 of IRPWM:-

- (i) Heavy duty on tracks tampers shall invariably be used for maintenance of concrete sleeper track.
- (ii) For spot attention/ slack picking, multipurpose tampers and off track tampers shall be used as a regular measure on concrete sleeper track, in the following areas of application:
 - (a) Picking of slack in isolated stretches.
 - (b) Points & Crossing areas.
 - (c) Approach to bridges and level crossings.
 - (d) Buffer rail joints / SEJ in LWR sections
 - (e) Block insulated joints/ glued joints in track circulated stretches.
- (iii) Off Track Tampers, wherever available shall be used effectively and the record of the progress and program shall be maintained by the PWI Incharge.

For off track tampers the working instructions, issued by Railway Board / RDSO as amended from time to time, should be followed. As an interims measure, where off track tampers are not available, the packing may be done with the help of Crowbar / beater, duly taking care that the concrete sleepers are not damaged.

- (iv) An annual machine deployment program shall be drawn by CTE and be circulated to the Divisions before the beginning of the year.

(2) **Tamping by Machines:-** Salient features to be adhered are as under:-

- (i) Mechanized maintenance of track should be planned on long continuous stretches.
- (ii) Pre requisites to introduction of machine maintenance as per para 226 (2) of IRPWM and para 3.1.1 of IRTMM must be ensured.
- (iii) Pre tamping attentions, attentions during tamping and post tamping attentions given in para 226 (3),(4)&(5) of IRPWM and Para 3.1.2,3.1.3& 3.1.4 of IRTMM must be strictly followed. In case of tamping of Points and crossings, additional provisions of pre tamping attentions, attentions during tamping and post tamping attentions given in para 3.2.1, 3.2.2 & 3.2.3 of IRTMM should also be adhered.

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- (iv) PWIs and AENs should be advised at least one month in advance of the program of machine to enable them to complete pre tamping operations.
 - (v) General note on working by machines given in Para 226(6) of IRPWM must be adhered.
 - (vi) Cycle of tamping, with machines is passage of 100 GMT of traffic or 2 years whichever is earlier as per Para 5.7.4 of IRTMM. If condition of track of a particular section warrants, the tamping machines may be deployed early with consent of CTE.
 - (vii) Tamping shall be done from one end to other end of the planned stretch in a continuous manner.

(3) **Annual Systematic Attention by Gangs :-** In addition to machine tamping, the gangs will carry out annual systematic attention to track from one end of gang beat to the other end during working season. This will include-

- (a) Examination of rails, sleepers and fastenings and there attention including measurement of toe load of ERCs and follow up action.
- (b) Inspection of and attention to insulated joints, SEJs etc.
- (c) Packing and attention of approaches of bridges, L-xings, Breathing lengths of LWRs and bad formation areas, picking up of slacks etc. with Off Track Tampers preferably or with the help of crow bar / beater if Off Track Tamper are not available.
- (d) Shallow screening of track.
- (e) Through packing of tracks not maintained by machine eg. tracks not on PSC sleepers including all running line yards & Pts- Xing in such running lines.
- (f) Minor repairs to cess & bank.
- (g) Boxing & dressing of ballast, Jungle cleaning and attention to drains.
- (h) Replacement of damaged / missing rubber pads, liners & ERCs.

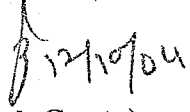
(4) **Annual Program of maintenance :-** The maintenance program for machine maintained concrete sleepers track would be as under:

Period	Work
(a) Post monsoon attention (for 6-7 months after end of monsoon)	Immediately after end of monsoon, attend to run down stretches in the entire gang length. Thereafter, the following schedule of work shall be followed- (i) Picking of slacks 1-2 days in a week, (ii) Remaining days shall be allotted to; (a). Annual systematic attention. (b) Overhauling of Level crossings. (c) Destressing of LWRs. (d) Spot renewals of rails, sleepers etc. (e) De-weeding. (f) Cold weather patrolling, etc.
(b) Pre monsoon attention (for 2 months prior to onset of monsoon)	(i) Picking of slacks 1-2 days in a week (a) Remaining days shall be allotted to :- (a) Cleaning and repairs to side and catch water drains and cleaning of water ways. (b) Attention of yard drainage. (c) Spot-renewals of rails, sleepers etc. (d) Shallow-screening of specified length. (e) Hot weather patrolling.
(c) Attention during monsoon (for 3-4 months)	(a) Picking of slacks as required (b) Normal track maintenance of yard lines (c) Cleaning, removal of loose boulders from cutting and tunnels to ensure free flow of water. (d) Monsoon patrolling (e) Maintenance of side and catch water drains. (f) Repairs to cess bank.

(5) **Miscellaneous Works:-** Following other essential activities to be carried out on PSC sleeper track which are not covered in Annual Systematic Attention by gangs are required to be carried out by gangs or out sourcing:-

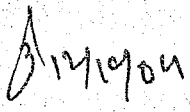
- 1- Lubrication of ERCs and maintenance of other fastenings as per para 1411 of IRPWM.
- 2- Oiling and Greasing of F. P. Joints as per para 241 of IRPWM on F.P/SWR stretches.
- 3- Gap survey and Corrective Action as per para 510 of IRPWM in SWR stretches.
- 4- Deep Screening of track as per para 238 of IRPWM and para 6.3.2 (Renumbered as per C/S No 5) of LWR Manual.
- 5- Activities and precautions of maintenance of LWR on LWR stretches as per LWR Manual.
- 6- Activities and precautions of maintenance of SWR on SWR stretches as per para 509 of IRPWM.
- 7- Patrolling and other activities as per provisions given in different paras of IRPWM.
- 8- Printing of rails on corrosion prone areas.
- 9- Pre tamping, During tamping and Post tamping attentions.
- 10- Attention to cess and muck removal to ensure proper drainage of track.
- 11- Maintaining Ballast Profile as per IRPWM and LWR manual.

Kindly bring above instructions to the knowledge of all Railway Officers, Supervisors and field staff for compliance.


(Suresh Gupta)
Chief Track Engineer

copy to-

- (i) Secy. to CE for information of CE.
- (ii) CBE, CE/PI & TP.
- (iii) Dy. CE/Track, Dy CE/TP, Dy CE/P.& D, Dy. CE/Br./HQ.
- (iv) DRM/IZN,LJN & BSB.
- (v) Sr. DEN/I/IZN.LJN & BSB.
- (vi) Sr. DEN/II/IZN,LJN & BSB.
- (vii) DEN/HQ/ IZN,LJN & BSB.


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Chief Track Engineer