

(147)

CE'S CIRCULAR NO. 70 OF 1982
(Case No. W/275/4/Pf. I/W-4A)

Sub.: Extensive casual renewals of unserviceable wooden sleepers.

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Casual renewal of wooden sleepers, on this Railway is carried out as per CE's Circular No. 48 of 1966. However, where extensive casual renewal of sleepers is to be carried out on sections falling on conversion routes and on sections which are to be maintained temporarily by casual renewals of sleepers, the following procedure shall be adopted.

1. CASUAL RENEWAL OF WOODEN SLEEPERS.

Renewal of 4 sleepers or less scattered in a rail length will be termed as casual renewal of wooden sleepers and no speed restricted to considered necessary for carrying out renewal of such few sleepers.

2. EXTENSIVE CASUAL RENEWAL OF SLEEPERS.

Renewal of more than 4 sleepers (more than 25%) in one rail length will be termed as Extensive Casual Renewal of sleepers.

PROCEDURE TO BE FOLLOWED

i) The sleeper beds are likely to be disturbed during the extensive casual renewal of sleepers and so it is necessary that such works are undertaken under the temporary speed restrictions of 30 kmph over the affected section.

ii) The order of priority for changing the unserviceable sleepers shall be as follows :-

- a) Joint Sleepers.
- b) Shoulder sleepers.
- c) One of the 2 consecutive unserviceable sleepers.

iii) While carrying out the renewals of sleepers it must be ensured that no 2 consecutive sleepers are taken out from the track at a time and care should be taken that there are 3 undisturbed sleepers between two disturbed sleepers.

3. i) It must be ensured that when a sleeper is renewed and packed, the adjoining sleepers are also packed every time.

ii) The second through packing should be done over the length again on 3rd or 4th day.

- iii) The 3rd through packing shall be done on the 7th or 8th day and the speed over the section should be raised to 50 Kmph.
 - iv) Speed beyond 50 kmph should be raised by PWI after testing the track by engine inspection so that the stability of the track is ensured.
4. On some sections due to presence of high percentage of unserviceable sleepers, speed restriction has already been imposed earlier. This speed restriction should also be gradually relaxed when the percentage of unserviceable sleepers is brought down to less than 25% and it is also ensured that there are no 2 consecutive unserviceable sleepers in the track.
 5. After sufficient traffic has passed over the length where extensive casual renewal of sleepers has been done, the speed shall be restored to normal on the 21st day after attending to the slacks and joints sleepers.
 6. Extensive casual renewal of unserviceable sleepers shall be taken out in such block sections depending upon the availability of extra time for engineering works. Where the renewal could not be taken for want of extra time, imposition of speed restriction is necessary depending upon the percentage of unserviceable sleepers and the Headquarters should be intimated immediately about such speed restrictions.
 7. Whenever a speed restriction is imposed for extensive casual renewal of sleeper speed, caution and termination indicators shall be displayed at prescribed distances and shall be lit at night and also these shall be shifted as the work progresses. Necessary men shall be deputed at night to prevent theft of lamps from speed indicator boards. Whenever any violation of speed restriction by the driver is noticed, control and divisional officers shall be intimated through messages.

All instructions contained in P.Way Circular No.48 and para 644 and 648 of I.R.W. Manual shall continue to be followed.