

NORTH EASTERN RAILWAY

OFFICE OF THE  
GENERAL MANAGER (ENGG.)  
GORAKHPUR

NO.W/275/4/W-4A.

Dated January:11:1982.

All Divisional Railway Manager (Engg.),  
North Eastern Railway,  
IZN LJN BSB SEE & SPJ

SUB: SPEED RESTRICTION FOR  
TRACK RENEWAL WORKS..

The practice of imposing speed restriction on track renewal works as per Chief Engineer's Circular No.35, 1963 is amended. The relevant paras amended in this connection are sent herewith. The circular No.35 may kindly be corrected accordingly.

It is once-again repeated that there shall be no speed restrictions of STOP DEAD OF 8 KMPH on track renewal works.

The instructions as given in the amendment come into force with immediate effect.

Spare copies are enclosed for distribution amongst the sub-ordinates.

Encl:AS ABOVE.

Sd/-  
for GENERAL MANAGER (ENGG.)

AMENDMENT TO CE'S CIRCULAR NO.35 OF 1963

CASE NO.W/275/4/W-4A.

Sub: SPEED RESTRICTION FOR  
TRACK RENEWAL WORKS.

The approval of the Railway Board to the recommendation of 4th TSC on the pattern of speed restrictions, has already been circulated to all DSS (Engg.) vide this office letter No. W/568/32/W-4A dated 18.9.1975.

The pattern of speed restrictions in-force on North Eastern Railway as given in CE's Circular No.35 of 1963 is amended and replaced by the pattern of speed restrictions as approved by the Board. The relevant amended paras are given below:-

Page 1 to 4: No change  
Page 5 & 6: The paras from 'Aligning & Packing' at page no.5 to Released Materials at page 10.6 are replaced as given below:

ALIGNING AND PACKING:

By the time this work has to be taken in hand, it will be seen that the labour which proceeded with the work of dismantling and breaking the dumplings would have completed their work and would be ready to take up the work of aligning and packing. An experienced Mate with a good eye for alignment, should be entrusted with this work. He should be able to align the track more or less correctly and pack up the track for correct gauge and level. At least one packing should be given for all the sleepers before the block is removed and first train allowed to pass over it at a restricted speed of 15 KMPH.

The PWI will release the block by issuing Safety Certificate to the Station Masters on either side of stations and to the Traffic Control. Copies of messages will be given to concerned AEN, DEN, DRM and Traffic/ Mechanical Officers and Loco Foreman, etc. The PWI will follow all formalities and observe normal Safety rules while issuing the Safety Certificate.

#### ON THE DAY OF RELAYING:

After the block is removed and the first train has passed over the relaid portion usually there is a tendency amongst the labourers to idle for rest of the day. No doubt rest should be given to the labourers but it should be arranged in rotation batch-wise. Continuous packing of the track immediately after relaying should receive the utmost attention.

#### MAINTENANCE OF THE RELAID LENGTH:

The maintenance of the relaid track needs much more vigilance than the relaying itself. Sufficient care should, therefore, be taken and adequate efforts must be put in so that the newly laid track is nursed properly. Since the ballast section is still to be consolidated any negligence in the maintenance will result in permanent damage to the rails which may result in bad running perhaps throughout its life till it is again replaced. Therefore, P. Way staff should take all timely precautions to maintain the track.

Considering the day of Relaying as D1, the following maintenance & speed restriction schedule will be followed:

| DAY        | OPERATION                                                     | Speed Restriction          |
|------------|---------------------------------------------------------------|----------------------------|
| D1         | Relaying & Consolidation packing.                             | (                          |
| D2         | Through packing I                                             | (                          |
| D3         | Through packing II                                            | ( 15 KMPH                  |
| D4 to D9   | Picking up slacks as required (6 days)                        | (                          |
| D10        | Through packing III                                           | ( 30 KMPH                  |
| D11 to D19 | Picking up slacks as required (9 days)                        | (                          |
| D20        | Through packing IV                                            | ( 60 KMPH                  |
| D21        | Need based maintenance or Scheduled Programme to be followed. | ( Normal a sectional speed |

During the period mentioned above, the post ballasting should also be carried out to give sufficient ballast for boxing and making up the shoulders.

On D22 the section should be handed over to Open Line PWI. A post maintenance gang should be formed to assist the regular maintenance gang for 2 months. In these 2 months two turnovers of Through Packing should be completed, the track fully ballasted to the standard ballast section and all connected works like building up of cess, repairs to level crossings, etc. be completed and track brought to the standard.

Released Materials & onwards.. No change.

Page 7 0  
 Page 8 & 0 No change.  
 Page 9 0