

NORTH EASTERN RAILWAY

CE'S P.WAY CIRCULAR NO.51 OF 1966.
(CIRCULAR NO.39 OF 1964 SUPERSEDED)

CASE NO.W/275/1/W-7.

RECORDING AND CHECKING OF GANG WORK:

INTRODUCTION:

1.1 Paras 603 and 627 of IRWW contain instructions regarding maintenance of gang diary/chart in each gang, for entering the day to day track work of each gang, and the mode of checking the work of each gangs by P.Way Staff.

1.2 Instructions contained in CE's P.Way Circular No.39 of 1964 are now superseded in the light of item no.108 of Summary of Observations and Recommendations of Part II of Report of Railway Accidents Committee(1962). The Committee had suggested that the Mate's diary should be standardised for all Railways and should contain the detailed results of the checks by the Permanent Way Inspectors. The Board have now decided vide their letter No.64/WI/GNS/1 dated 8.10.1965 that the Mate's diary should be standardised in the form of "Gang Inspection Register".Accordingly it has now become necessary to revise the Gang diary according to the proforma enclosed with the Railway Board's letter Gang charts introduced vide CE's Circular No.39 of 1964 will, however, continue to be maintained with modifications mentioned in para 3 below:

1.3 The gang charts indicate at a glance the sequence of work of the gang, the regularity and frequency of the attention given to track and particularly bring out such spots where attention has not been paid. These also bring

out the presence of persistent defects despite repeated attention paid at a particular spot which may call for a more detailed investigation and action.

2. GANG INSPECTION REGISTER:

2.1 A revised form of the "Gang Inspection Register" modifying the existing gang diary form E 213(Revised), is enclosed herewith. The gang inspection register in this revised form should now be used in place of the gang diary.

2.2 The instructions for filling the Gang Inspection Register have been indicated on page 2 of the register. These should be followed for filling in the register.

2.3 Specimen of the manner in which the Gang Inspection Register is to be filled in the also given on page 3 of the Register.

2.4 In the Gang Inspection Register, on page 2 space has also been provided for entering "special features" on the Gang beat such as flood levels and damage due to floods, vulnerable bridges, bad banks vulnerable spots, etc. The P.W.I. should make it a point to fill in all these features in the Gang Inspection Register, for ready reference.

2.5 CHECK OF TOOLS:

2.5.1 In the old gang diary(E.213)(Revised) a number of pages were provided for the "Tool Book". As column 7 of the Gang Inspection Register will now indicate special remarks regarding the condition of tools and equipment, no space is now being provided for the tool book separately in the register.

2.5.2 A detailed scrutiny of the condition of tools must be made in trolly inspections by the PWIs and the AENs and timely action taken for the reconditioning/replacement of the damaged or worn out tools. Serious action will be taken against these inspecting officials if the gang tools are not found in a well-maintained condition.

2.6 DETAILS OF GANG BEAT:

The scale of tools and equipment has now to be indicated on the front page of the gang inspection register and the same should be properly filled in. Other details of the gang length such as track particulars, details of welding, details of anchorage, the percentage of sleepers of marked 'Ø' needing immediate renewal, and percentage of sleepers marked 'O' due renewal after a year, have also to be indicated on the front page of the Gang Inspection Register.

3. GANG CHART:

3.1 RECORDING OF TRACK MAINTENANCE WORK:

3.1.1 Each horizontal division on the gang chart should be made to denote the stretch of the track between two telegraph posts, the number of telegraph posts being indicated against the vertical lines, in the appropriate columns. Each vertical division indicates duration of a day, the date and month being already printed on the left hand side of the chart. In this manner work done in one telegraph post on any particular date can be easily denoted, using appropriate symbols mentioned at the bottom of the gang chart.

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3.1.2 In the old gang diary the details of the work done as against the orders given for the work to be carried out on particular days were also indicated. As the details of work to be done have now to be indicated only on the Gang chart, the following procedure should be followed for indicating both the orders given, for specific work to be done on specific days, and the work actually done on these days. The PWI/APWI during his inspection of the gang should indicate in pencil, according to the appropriate symbols, the programme of work for the gang for the next 7 days. The work actually done by the gang should then be indicated by ink on the portions, already marked in pencil, without rubbing out the orders given in pencil. This will, at a glance, indicate the orders that were issued for work on a particular day and the work actually carried out on that day. If for any reason the programme intended could not be followed, reason for the same may be recorded on the back of the gang chart. The attendance of the gang is already being indicated on the gang charts and should be scrupulously filled in to know the gang strength on each day, in order to correlate this with the work actually done.

3.2 According to CE's Circular No.16 of 1965 the Schedule for annual track maintenance has not been received and accordingly certain modifications are not necessary to be made in the existing form E.277 of the gang chart to indicate these revised schedules of maintenance. Apart from this, it is also felt that the symbols S & J are difficult to fill in the gang chart and these have been replaced by earlier symbols. A copy of the revised proforma of the gang chart is also enclosed

for ready reference .The existing gang chart with the PWIs should be suitably corrected by incorporating the alterations made in the chart.

4. ISSUE OF THE "GANG INSPECTION REGISTERS" AND GANG CHARTS TO GANGS :

Each Mate should be supplied with a "Gang Inspection Register" meant for one year and one Gang Chart for each half year. One chart will be issued for the period October to March and another for April to September. The former chart should be kept with Mate till June for checking the work done during the season by an Inspecting Official.

5. ANALYSIS OF THE GANG CHART RECORDS :

On withdrawal of gang charts, the PWI should carefully analyses the work done and take note of mileages that frequently gave trouble during the year with a view to formulate such special measures as may be necessary.

6. CHECKING WORK OF GANGS BY PWIs/APWIs :

6.1.1 The work done by a gang either on the previous day or during the interval when the PWI/APWI is next with the gang should be examined for alignment, top and boxing throughout.

6.1.2 The PWI/APWI should inspect rails and sleepers and their fastenings and check cross-levels, gauge, squareness of sleepers, packing, shoulder-widths of ballast and depth of cess below rail level.

6.1.3 The mate's muster sheet should be checked, the gang chart/gang Inspection Register entered and such instructions as necessary issued to the mate.

6.1.4 The AENs shall check these Registers and charts quite frequently. DENs shall test check the maintenance of registers and charts.

6.2 EXAMINATION OF TOOLS:

6.2.1 The permanent Way Inspector should examine and replace, when necessary, worn tools. He shall record the actual condition of tools in the Gang Inspection Register.

6.2.2 He should check the accuracy of the spirit level, gauge and straight edge every month, this examination being entered in the Mate's Gang Inspection Register.

6.3 INSTRUCTIONS & TUITION:

6.3.1 The PWI/APWI should ensure that every men in the gang is aware of the following rules:

6.3.1.1 Protecting the line in an emergency or during work effecting the running of trains.

6.3.1.2 Method of fixing end safety range of detonators.

6.3.1.3 Showing of Signals with or without hand Signal flags during day and with hand signal lamps during night.

6.3.1.4 Action to be taken when a train is noticed to have parted.

6.3.1.5 "Safety First" rules.

6.3.1.6 Petrolling of the line during heavy rains.

6.3.2 The PWI/APWI should test each gangmen once in every quarter and AENs should test check atleast once in six months.

6.3.3 The PWI/APWI should instruct the men in the proper use of tools and upkeep of the road. The instructions should not be of casual nature, they should be demonstrative.

GENERAL:

The gang chart shall be kept with the mate in a tin case along with the muster roll and should be handled carefully.

7.2 This supercedes this office letter No. W/7/13/W-7 dated 13.10.1958 and No. W/81/10/2/W-5 dated 28.9.1959 and CE's Circular No. 39 of 1965.

7.3 The Gang Inspection Registers will be maintained in addition to the P.Way Inspection Note Books, prescribed in CE's P.Way Circular No. 37 of 1964, as vide item Nos. 110 & 111 of the Summary of observations and Recommendations of part II of the Railway Accidents Enquiry Committee (1962 Report), the Committee had recommended that PWIs should take the detailed notes regarding the work of Gangs and also make observations about track variations sleepers by sleeper over a short test length of the track, in their own note books, in addition to the recordings in the Mate's diary. Old gang charts and gang diaries/gang inspection registers shall be kept with the gangs for a period of two years from the date of issue and after analysis by PWI, sent to the office of the AEN and filed properly to be retained their for a further period of 8 years.

7.4 The above instructions should be brought into force immediately.