

NORTH EASTERN RAILWAY

CE'S CIRCULAR NO. 40 OF 1964

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

ROAD TEST

During my inspection I happen to see that a few PWIs and AENs are maintaining a register named "Engine Inspection Register", wherein a record has been kept of the defects noted on track at every telegraph post as a result of their inspection on foot plate of engine or brakevan or by hallade Track Recorder. It is a very good practice and it is decided that such engine inspection registers should be maintained by all the AENs/PWIs and APWIs in a systematic manner.

Accordingly the engine inspection register has been standardized on this Railway in the form enclosed. Printed registers will be stocked by the Press Supdt and can be drawn on your indent.

Schedule of Inspection: DENs shall travel on the foot plate of the engine or rear most brakevan/or bogie whenever possible but not less than once in four months over their entire districts.

AENs shall inspect their entire sub-division by foot plate of engine or on the rear most trailing bogie of fast trains as frequently as possible and atleast once a month.

The PWIs should travel on the foot plate of the engine of fast trains at least twice a month and in the rearmost trailing brakevan or bogie once a month over his entire section. The APWIs/Section Mates shall travel on the foot plate of the engine as often as possible but not less than a month over their entire section.

Every time the road test is made on the foot plate of the engine or brakevan or by hallade, the results of the inspection should be entered in the engine inspection register. One page has been allotted for one kilometer and the telegraph post are entered on the margin. Each column is for one inspection.

Date of inspection, train number and the engine or brakevan number on which the inspection was carried should be entered in this column, against each telegraph post number. The entry should be made according to the following symbols:-

Low joint	...	V
High joint	...	
Cross level	...	XL
Loose/uneven		
packing	...	O
Centre binding	...	N
Rough riding	...	R
Lurch	...	L

If these registers are maintained properly and meticulously, it will bring out the mileage where extra care is required by the gangs. Persistent defects existing in a particular mileage will also come to light on which the P.Way men will be able to take better corrective steps. The above instructions should be brought into force with immediate effect.

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NORTH EASTERN RAILWAY

OFFICE OF THE
GENERAL MANAGER (ENGG.)
GORAKHPUR

NO.W/275/O/A/Pt.VI/W-4A Dated 18:9:1972.

The DEN/I,II,IZN,LJN,BSB &
DEN/I,II,III-SPJ.

Subject: ROAD TEST.

Chief Engineer's Permanent Way Circular No.40 of 1964 stipulates that road test shall be carried out and results of inspection entered in the engine inspection register. The instructions should be rigidly complied with.

Amongst other entries showing the condition of track, the entry for good running is also to be made. This is a positive record of the existing good condition of track.

In stretches where for some reasons, observations regarding track condition are not made, it has been decided that against such T.P.s, vertical line may be drawn which would indicate that no observations could be made in these T.P.s.

for GENERAL MANAGER (ENGG.)

Spare copies for AENs & PWIs.