

NORTH EASTERN RAILWAY

CE'S P.WAY CIRCULAR NO.31 OF 1962.

MAINTENANCE OF POINTS & CROSSINGS.

In accordance with para 632(1) the permanent way Inspector should carry out thorough inspection of points & crossings in running lines once in three months and all others once a year.

(ii) The PWI shall be personally responsible to ensure that all points & crossings are in proper working order, complete in every respect and that the correct dimensions are maintained according to the layout plans for points & crossings and slips of the various sections of rails and angles of crossings. Defects beyond his power to remedy should be specially brought to the notice of the Assistant Engineer through entries in the half yearly permanent way report.

(c) Assistant Engineer's Inspection-The Asstt. Engineer should thoroughly inspect all points and crossings on the sub-division once a year in rotation.

(d) District Engineer's Inspection-District Engineer should at his discretion, inspect a certain number of points & crossings particulars in running lines and those recommended for renewals.

(e) Cleaning and lubrication of points-At all interlocked and partially inter-locked stations, the Signal staff will be responsible for the periodical cleaning and lubrication of slide chairs of all points interlocked with signals or provided with locks. The Permanent way Inspectors shall be responsible for the cleaning and lubrication of slide chairs of all hand operated points on their sections.

Recent inspections have shown that the points and crossings, specially those which are hand operated, are not being maintained properly. The Optg. Deptt. is maintaining Accident chart at all stations and in this chart, the accidents, such as

derailments on points, are marked on the diagram and the cause of the accident and the person responsible are also noted in the chart.

We have old points & crossings of 50 lbs. NS and 41 $\frac{1}{2}$ lb. which are hand operated and where the switches are only 9' long which is much shorter than the wheel base of 4 wheeler wagon. Most derailments have taken place on such points and the cause attributed is mismanipulation of points.

My inspections have shown that there is creep in the line which throws out the points and crossings. Creep bars are generally provided to overcome this difficulty but this is not being following by most of the PWIs.

Two long sleepers to which the hand point lever box is fixed are not being maintained in a satisfactory stage. The holes in the sleepers through which the bolts fixing the level box to the sleepers are fixed are elongated or the sleepers ends are decayed with the result that when the hand lever is reversed instead of the tongue rails moving it is the point box which moves causing gaping points.

The sliding chairs are not being lubricated as often as they should be in order to maintain them in good order and in perfect state of repairs, similarly the expansion at the joint between the tongue rail and the rails in the curve lead are not being maintained keeping the minimum expansion joints with the result that the sleepers at the heel remain low and the tongue rail rides on all the sliding chairs and due to friction the tongue rails remain gaping when the lever is reversed instead of correctly closing.

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There is no arrangement/ to prevent the tongue rails from lifting when wheels pass over the heel. On same turnouts the Henry William Stretcher bar had been provided but not correctly. This stretcher bar should be rubbing against the under side of the stock rails so as to prevent the tongue rail from lifting.

There is no shortage of crossings sleepers as we are getting from the U.P. Forest nearly 90% of the supplies promised by the deptt. The Distt. Engineers should, therefore, ensure that the points and crossings are properly maintained.

Ballast cushion should be provided for the heel joint sleepers so that under load the heel joint can maintain its level.

Please acknowledge receipt.