

NORTH EASTERN RAILWAY

GE'S P.WAY CIRCULAR NO.21 OF 1961.

CASE NO.W/537/1/1/IZN/W-7

PROVISION OF DOG SPIKES IN TRACK.

In some sections of this Railway, the number of dog spikes to be provided in different locations in the track, had been followed as per the practice in vogue before the amalgamation of different Railways.

On a recent derailment it has been found out by the Enquiry Committee that number of dog spikes as was existing was less than the numbers that has been specified in IRWW.

This matter has been considered and now it has been decided that a uniform practice should be followed in all sections of this Railway and therefore the provisions as laid down in Para 648(F) should be complied-with fully.

While drawing the attention of all concerned to Para 648 of IRWW, the Sub-Para 648(F) is reproduced for ready reference.

"Dogspikes at rail seat-(a) The number of spikes per rail seat should be as given below:-

- (i) All joint sleepers, bridge sleepers, turn-out sleepers and ash pit timbers-four.
- (ii) Intermediate sleepers on curves-
Primary lines-three, two outside & one inside.
Secondary and tertiary lines-two.
- (iii) Intermediate sleepers on straights on primary,
Secondary- tertiary lines - two.

The Permanent Way Inspector must carry out thorough inspection of points and crossings in running lines once in 3 months and all others once a year. The Assistant Engineer should thoroughly inspect all points and crossings on the sub-division once a year in rotation.

P.W. Inspectors should record their inspection and initiate immediate action, sending a copy of their inspection note to AEN. PWI's inspection note should be entered in AENs register date-wise along with the AENs inspection note. AEN's inspection notes should be entered by PWI in his register.

PWIs and AENs should frequently scrutinize their registers and take suitable action, for proper maintenance of points and crossings. DENs during their inspection must test check and ensure that remedial action as per inspections are taken in time by the PWIs and AENs.

It had been and it will be the pride of our P.Way staff to use their initiative and ingenuity and ensure safe and smooth running of train under all conditions. It is hoped they will live up the expectations and discharge their responsibility promptly and well.

For all P.Way men safety of the train should come first, always and every time.