

NORTH EASTERN RAILWAY.

GE'S P.WAY CIRCULAR NO.65 OF 1976.

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GORAKHPUR

NO

D.O.NO.W/275/0/Pt.II/W-4A

Dated 10.11.1976.

My dear (All DSEs and All DENs)

Reg: Level crossings and check rails.

On this Railway at many of the level crossings in almost all the Divisions which I have thus far on occasion to see, continuous check-rails for the width of the level crossings are not being provided and more than 2 rails are used, the defence being economy.

Quite often two check rails are provided in the level crossings and in that manner, a short distance is left without the advantage of check railing.

At Nirmali, in a level crossing falling on the triangle line, the two check rails stood provided, as usual everywhere. At the time of my inspection on 15.9.76, an engine while moving on the triangle line had derailed due to 'spread gauge'. DEN-II-Samastipur alongwith PWI/Sakri were put in charge of the re-railing operation and restore the triangle line which they did quite expeditiously.

I am, however, inviting pointed attention to this episode so that the PWIs put a continuous rail as check rail at level crossings and don't use joints and definitely don't use 2 check rails which leaves a short gap for wheel to be unguided. That type of thing should surely not be done in a curve, as that can lead to derailments as had happened on 15.9.76 on the curve of the triangle line at Nirmali.

(2) The maintenance of the triangle line should also be at a higher standard, not only at Nirmali, but all such stations where triangle lines are in use, as otherwise at a critical time the derailment takes place and the operation gets affected.

Yours sincerely,

Sd/-
(B.N.GUPTA)

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