

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/8/2012

Fly Leaf No. 08/2012

Attention Engineering Officials

Common defects noticed in different locations of Points and Crossings which need rectification:

Switch Portion:

1. Provision of non-standard sleepers at sleeper No.1 & 2 i.e., provision of approach sleepers in place of 1 & 2.
2. Welding of avoidable Joints at SRJ.
3. Improper housing of switch rails i.e., tongue & stock rails.
4. Failure in renewal of thin head bolt at sleeper No.3, otherwise breakage of head, drop in between tongue rail and stock rail and cause failure of point.
5. Missing of plate screws in switch portion due to breakage of head and obstruction of broken pieces in dowel holes.
6. Missing/Loose stud bolts, stretcher bar bolts & fastenings.
7. Unserviceable sleepers in isolated location due to breakage in Points & Crossings PSC sleepers.
8. Correct spacing of sleepers should be ensured according to the standard lay-out drawings.

Leading portion:

1. Correct spacing of sleepers should be ensured according to the standard lay-out drawings.
2. Missing GFN liners, GR rubber pads, seized/missing ERCs should be recouped.
3. Provision of 'J' type ERCs at prescribed locations i.e., GJ/Block Joint locations.
4. Failure of Greasing of Gauge Face side Turn-in, Turn-out curves.

Crossing Portion:

1. Provision of Non-standard crossing distance blocks at heel of crossing and missing of crossing bolts (one meter fish plate with 6 bolts)
2. Dropping of ERCs in crossing portion.
3. Provision of 'J' type ERCs at prescribed locations Fish plate Joint locations i.e., at toe / Heel of crossing joints.

4. Wide gaps in toe / Heel of crossing joints instead of Gapless (Machine Joints)

Inherent defects while laying Points & Crossings:

1. Laying of Points & Crossings without ensuring it overall lengths of cross over resulting permanent kinks in cross over portion.
2. Laying of Non-standard 1 in 8 ½ Turn-outs in passenger running lines.
3. Laying of similar flexure on curves sharper than one degree.
4. Laying of correct switches with respect to right hand and left hand turn-out.
5. No change of cant between Points 20m on BG outside the toe of switch and nose of the crossing.

**CHIEF SAFETY OFFICER
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