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'RAILMANAK', Lucknow
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कार्यालय अधिकाक
Office Supdt.
निदेशक
Director
भारत सरकार
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
Dated: 20.01.2009

No. CT/IM/LWR

Principal Chief Engineer/Chief Engineer
(Administration),

1. Central Railway, Mumbai CST - 400 001.
2. Eastern Railway, Fairlie Place, Kolkata-700 001.
3. Northern Railway, Baroda House, Delhi-110 001.
4. Gorakhpur Railway, Gorakhpur-273 012.
5. N.F.Railway, Maligaon, Guwahati - 781011.
6. Southern Railway, Park Town, Chennai-600 003.
7. S.C.Railway, Rail Nilayam, Secunderabad- 500 371.
8. South Eastern Railway, Garden Reach, Kolkata-700043
9. Western Railway, Churchgate, Mumbai-400 020.
10. East Central Railway, Hajipur - 844 101.
11. East Coast Railway, Bhubaneshwar - 751016.
12. North Central Railway, Allahabad - 211 001.
13. North Western Railway, Jaipur - 302001.
14. South East Central Railway, Bilaspur-495004.
15. South Western Railway, Hubli - 589020.
16. West Central Railway, Jabalpur - 482001.

प्रधान मुख्य अभियन्ता/ मुख्य
अभियन्ता (समन्वय)

1. मध्य रेलवे, मुम्बई सीएसटी-400001
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता-700001
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली-110001
4. पूर्वोत्तर रेलवे, गोरखपुर-273012
5. पूर्व सीमान्त रेलवे, मौलीगाँव, गुवाहाटी-781011
6. दक्षिण रेलवे, पार्क टाउन, चेन्नई-600003
7. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद-500371
8. दक्षिण पूर्व रेलवे, गार्डनरिच, कोलकाता-700043
9. पश्चिम रेलवे, चर्चगेट, मुम्बई-400020
10. पूर्व मध्य रेलवे, हाजीपुर-844101
11. पूर्व तटीय रेलवे, भुवनेश्वर-364001
12. उत्तर मध्य रेलवे, इलाहाबाद-211001
13. उत्तर पश्चिम रेलवे, जयपुर-755001
14. दक्षिण पूर्व मध्य रेलवे, बिलासपुर-495004
15. दक्षिण पश्चिम रेलवे, हुबली-580023
16. पश्चिम मध्य रेलवे, जबलपुर-482001

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Sub: Manual of Instructions on Long Welded Rails 1996 - Correction Slip.
विषय: लम्बी वेल्डित रेलों की अनुदेश नियमावली 1996 - शुद्धिपत्र।
Ref: Railway Board's letter no. 2000/CE-II/TK/13 dated 19.12.08.
संदर्भ: रेलवे बोर्ड पत्र संख्या 2000/सीई/टीके/13 दिनांक 19/12/2008।

Please find enclosed a copy of Addendum & Corrigendum Slip No. 12 of 2009 to Manual of Instructions on Long Welded Rails 1996 as Annexure-I for information and further necessary action. The Correction Slip is approved by Railway Board vide letter under reference.

मम 20/11/09

(मदन सेन)

कार्य. निदेशक/रेलपथ-1

कृते महानिदेशक/रेलपथ

संलग्नक: उपरोक्त

प्रति संलग्नक की प्रति के साथ सूचनार्थ प्रेषित:-

1. The Executive Director/(Civil) (P), Railway Board, Rail Bhawan, New Delhi 110001.	1 कार्यकारी निदेशक/सिविल (प्लानिंग), रेलवे बोर्ड , रेल भवन, नई दिल्ली -110 001
2. The Executive Director, Track (P), Railway Board, Rail Bhawan, New Delhi 110001.	2 कार्यकारी निदेशक/रेलपथ (पी) , रेलवे बोर्ड रेल भवन, नई दिल्ली -110 001
✓ 3. The Director, IRICEN, Pune-411001	✓ 3 निदेशक , भारतीय रेलवे, सिविल इन्जीनियरिंग संस्थान, पुणे -411001
4. The Director General, Railway Staff College, Vadodara	4 निदेशक, रेलवे स्टाफ कॉलेज, बडोदरा -320004
5. The Director, IRCAMTECH, Maharajpur, Gwalior-474020.	5 निदेशक, इरकेमटेक, महाराजपुर, ग्वालियर - 474020.
6. The Chief Commissioner of Railway Safety, NE Railway Compound, Ashok Marg, Lucknow- 226001.	6 मुख्य सुरक्षा आयुक्त रेलवे, उत्तर पूर्व रेलवे कम्पाउन्ड, अशोक मार्ग, लखनऊ - 226001

मम 20/11/09

(मदन सेन)

कार्य.निदेशक/रेलपथ-1

कृते महानिदेशक/रेलपथ

संलग्नक: उपरोक्त

MANUAL OF INSTRUCTIONS ON LONG WELDED RAILS (1996)

ADDENDUM AND CORRIGENDUM SLIP NO.12 OF 2009

Para-1.16 of Manual be replaced by the following

Para-1.16 **Hot weather patrol is the patrol carried out when the rail temperature exceeds.**

- (i) $td + 25^{\circ}C$ on PSC sleeper track with sleeper density 1540 nos. Per km and above.
- (ii) $td + 20^{\circ}C$ on PSC sleeper track with sleeper density less than 1540 nos. Per km and track other than PSC sleeper.

2. In Annexure -XA (Para-9.1.2 (i)) of Manual the introductory para be replaced by the following.

Hot Weather Patrolling

Period for hot weather patrolling shall be laid down by the Chief Engineer for each section and patrol charts prepared where necessary. Patrolling shall be organised by PWI accordingly. In addition, the PWI/PWM and the Gangmate shall be vigilant during summer and on hot days. Patrolling will also be introduced when the rail temperature rises above.

- (i) $td + 25^{\circ}C$ on PSC sleeper track with sleeper density 1540 nos. Per km and above.
- (ii) $td + 20^{\circ}C$ on PSC sleeper track with sleeper density less than 1540 nos. Per km and track other than PSC sleeper.