

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2011/Safety(A&R)/3/1

New Delhi, dated 3.5.2011.

General Managers
All Indian Railways.

Sub:- Emergency Cross Over.

CRB has desired that a drive be launched to survey all emergency cross overs to check whether they are operational or not. In case any emergency crossover has been dummied for more than 15 days, responsibility should be fixed and advised to Board.

A feed back in this regard should reach Board by 23rd May/2011.

(Sunil Kumar)
Adviser/Safety

Format for reporting

Railway

S.No.	Division	Section	Station	Emergency cross-over (No.) dummied for > 15 days.	Remarks (Reason/fixing responsibility)
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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2011/Safety(A&R)/3/1 New Delhi, dated 1.5.2011.

General Manager,
North Central Railway,

Sub:- Sample checking of points and crossings.

In the wake of derailment of Train No. 14163 at Khaga Station due to worn out tongue rail, Board desires that an exercise of sample checking of two points/crossing each at 15 nominated stations in Kanpur-Tundla Section for the parameters as detailed at Annexure should be done by CSO.

A report of the same may be submitted to Board by 23rd May/2011.

(Sunil Kumar)
Adviser/Safety

ANNEXURE

S.No.	Name of the Station	Points/Xing No. to be checked
1	Allahabad Jn.	397,272
2	Bamrauli	60,41
3	Saiyid Sarawan	60,43
4	Manohar Ganj	60,41
5	Sujatpur	60,43
6	Athsarai	60,41
7	Khaga	299,203
8	Satnaraini	60,41
9	Faizullahpur	55,42
10	Kurastikalan	299,203
11	Malwan	79,64
12	Bindki Road	299,203
13	Karbigaon	299,201
14	Rooma	299,203
15	Kanpur Central	174,132

Sample Format for reporting

Station : Allahabad Jn.

Section – CNB – ALD

S.No.	Parameter	Remarks for Pt.No. 397		Remarks for Pt.No. 272	
		'a'end	'b'end	'a'end	'b' end
1.	Check rail gap opposite to nose of crossing (should be 44 mm to 48 mm)				
2.	Gap between tongue and stock rail when point is set should be zero.				
3.	Wear of tongue rail: 60 kg. turnout – Vertical and lateral should not be more than 8 mm. For 52 kg. turn out – vertical wear and lateral wear should not be more than 5 mm and 6 mm respectively.				
4.	Check the condition of sleeper. The top of Sleepers which are to support the point Machine are at level and that surrounding Ballast is well tamped to prevent sinkage during passage of trains				
5.	Check the ground connection for any cracks in the Rodding.				
6.	Obstruction test to be conducted with 5 mm test piece.				
7.	Test effectiveness of track locking with train shunt resistance.				
8.	Test crank hand releasing and its interlocking with signals.				
9.	Check Lubrication of moving parts of the points and graphite chair plate.				
10.	Check rain water drainage arrangements.				