

**All Concerned  
Pune Division****Safety Circular No. 03 / 2010-11****Sub:** Cold Weather Patrolling.**Ref:** Manual of instructions on long Welded Rails

Cold weather patrolling shall be introduced when rail temperature is less than t d - 25 degree C for 1540 nos of sleepers per km and t d – 20 degree for 1660 nos of sleeper for km. Period and section where cold weather patrolling is to be done shall be laid down by the Chief Engineer and patrol charts prepared where necessary. Patrolling shall be organized by PWI accordingly. Following guidelines may be followed for issuing detailed guidelines by the Chief Engineer.

<b>1.</b>	<b>Procedure of cold weather patrolling.</b> ( Ref. LWR Manual Page 9.1.2(ii))			
		<b>Road</b>	<b>No of patrolman</b>	<b>Length to be covered</b>
	a)	Single line having LWR	One	Two km
	b)	Double line having LWR on both Road.	One	One km
	c)	Changes in beat length & man power deployment may be decided by CE. Depending on prevailing local condition, frequency of train service, weather condition etc.		
<b>2.</b>	<b>Cold weather patrolman should carry the following equipments.</b>			
	a.	10 fog signals in a tin case.	b) Two tri-colour hand signal lamps	
	c.	One match box.	d) Two red flags and one green flag.	
	e.	One three-cell electric torch.	f) One staff.	g) Number plate.
<b>3.</b>	<b>Duties of cold weather patrolmen are as follows :-</b> He will walk over his beat slowly along one rail in one direction and on the other rail in the return direction. On double line, he will repeat this procedure alternately on UP and DN tracks. He will be vigilant and look out for rail/weld failure. He will also notice the gaps at SEJs if they fall in his beat. In case he notices a rail/weld failure or gap at SEJ becomes more than the designed maximum gap, he will take immediate action to suspend the traffic and protect the line. After protecting the track the patrolman will arrange to report Keyman/Gangmate/PWM/PWI, who shall arrange for marking emergency repairs to pass the traffic immediately.			
<b>4.</b>	<b>Maintenance of SEJ / B/Rails &amp; inspection Schedule.</b>			
	<b>By whom</b>	<b>Schedule</b>	<b>Ref. - LWR Manual</b>	
	Keyman	Once in fortnight + Daily during patrolling	6. 2. 6 Page 24	
	Cold weather Patrolman	Coldest part of night	9.1.2 Page 33	
	Gagemate / PWM	As instructed by their supervisor	9.1.3 page 34	
	ADEN	Once in 6 month	9.17 page 37	
DEN/Sr. DEN	Who will specify coldest months in which fort night by observation of SEJ gap is done.	9.1.8 page 38		

<b>5</b>	<b>Frequency of testing for Rail.</b>			
	<b>Route</b>	<b>Route having GMT.</b>		<b>Testing frequency once in.</b>
	BG routs	$\leq 5$		24 months
		$>5 \leq 8$		12 months
		$>8 \leq 12$		9 months
		$> 12 \leq 16$		6 months
		$> 16 \leq 24$		4 months
		$> 24 \leq 40$		3 months
		$> 40$		2 months
	<b>Frequency of testing of AT welds shall be as under.</b>			
<b>No.</b>	<b>Types of Welds</b>	<b>Type of testing</b>	<b>Testing Schedule</b>	<b>Ref. -USFD Manual</b>
1.	Conventional AT	Initial acceptance test	Just after execution of weld as per AT welding manual	6.8.2
2.	Conventional AT	First periodic test	On completion of one year service life by weld.	6.8.2
3.	Conventional AT	Subsequent periodic tests	Every 40 GMT after first periodic test.	6.8.2
4.	SKV	Acceptance test	Immediately after welding	6.8.2
5.	SKV	First periodic test	One year.	6.8.2
<b>Further test based on route GMT</b>				
$> 45$		2 years		
$> 30 \leq 45$		3 years		
$> 15 \leq 30$		4 years		
0 - 15		5 years		

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**DSO/PUNE**