

**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.