

MANUAL OF INSTRUCTIONS ON LONG WELDED RAILS (1996)

ADDENDUM & CORRIGENDUM SLIP NO. 9 OF 2005

1. Existing Para 6.2.1 (i) of the Manual shall be replaced by the following: -

“6.2.1 (i) (a) Track structure consisting of other than concrete sleepers in LWR/CWR.

The regular track maintenance in LWR/CWR shall be confined to hours when rail temperature is between $t_d + 10^{\circ}\text{C}$ and $t_d - 30^{\circ}\text{C}$ and shall be completed well before onset of summer. If rail temperature after maintenance operation exceeds $t_d + 20^{\circ}\text{C}$ during the period of consolidation as per para 1.18, the speed restriction of 50 kmph on BG and 40 kmph on MG shall be imposed when shoulder and crib compaction has been done and 30 kmph and 20 kmph respectively when shoulder and crib compaction has not been done in addition to posting mobile watchman.

(b) Track structure consisting of concrete sleepers: -

The regular track maintenance in LWR/CWR shall be confined to hours when the rail temperature is between $t_d + 10^{\circ}\text{C}$ and $t_d - 30^{\circ}\text{C}$ and shall be completed well before onset of summer. If rail temperature after maintenance operation exceeds $t_d + 20^{\circ}\text{C}$ during the period of consolidation as per para 1.18, then the speed restriction of 50 kmph on BG and 40 kmph on MG shall be imposed.”

2. Existing Para 4.4.1 of the Manual shall be replaced by the following: -

“4.4.1 (i) Rails of the following sections shall be welded into LWR/CWR: -

Gauge	Rail section
BG	90R/52kg/60kg
MG	75R/90R

LWR/CWR already laid with 60R rails on MG may be allowed to continue.

(ii) In one LWR, two different rail sections are not permitted. In case of any change in rail section, LWR should be isolated by providing SEJ.

(iii) In case of LWRs laid on concrete sleepers having different rail section on either side of SEJs, instead of providing three normal rail lengths of each rail section between SEJs, two 3 rail panels, one of each rail section, shall be provided with combination fish plated joint, between the two panels. ”

3. New para 4.5.7.1 (v) may be added as under:

“Para 4.5.7.1 (v) Welded rails may be provided over a single span bridge with rail free fastenings and SEJs at 30m away from both abutments. The rail shall be box anchored on four sleepers at the fixed end of the bridge if bridge is supported on rollers on one side and rockers on other side. In case of bridge supported on sliding bearings on both sides, the central portion of the welded rails shall be box anchored on four sleepers. On both side of approaches fully creep anchored fastening shall be used. The length of single span bridge permitted temperature zone-wise shall be as under:

Temperature Zone	Maximum length of single span girder bridge with SEJ (190mm gap) at 30m away from both abutments with full creep resistant fastenings at approaches ($t_d = t_m$)
IV	75m
III	87m
II	110m
I	146m”