

SOUTHERN RAILWAY

Headquarters office  
Works Branch,  
Chennai – 600 003.  
Date:02.06.2015.

No.W.349/A/RTIA/2015/Mohana/26

Smt. Mohana,  
New No.30/Old No.13, Thirumangalam Road,  
Anna Nagar West,  
Chennai – 600 040.

Dear Madam,

Sub: Seeking information under RTIA – 2005.  
Ref: Your RTI application dated 20.04.15.

With reference to your RTI application cited under reference, seeking information on metallurgical investigation on the broken rail pieces containing AT weld referred by Dy.CE/TMS vide his letter No.W.413/6/Vol.XXII dt. 18-04-2013, the following information is furnished:

Sl.No	Information Sought	Information furnished
1	After metallurgical investigation whether the rail pieces were sent back to Southern Railway or not	Two rail pieces (counter parts) were sent to RDSO for metallurgical investigation & testing. One of these pieces was consumed in investigation & testing. The left over piece was sent back to Southern Railway.
2	If the answer to question no 1 is yes, then kindly furnish record	A copy of Director/M&C, RDSO letter No.M&C/MIT/I&T/8dated 31.5.2013 is enclosed.
3	Is there any metallurgical /scientific tests available to find out the service life of AT weld.	M&C directorate of RDSO may be contacted in this regard.
4	In the investigation report no.32/13, the AT weld was having carbon content of 0.46%, hardness of 199 BHN which was much lower than T-19 specification. Is there any metallurgical / scientific tests available and done to prove whether such a week weld carried out a total traffic of 325.48 GMT before failure.	M&C directorate of RDSO may be contacted in this regard.
5	As per SSE/P.WAY/WJR records the date of welding of AT weld was 06.05.2006. The AT weld was not having any rust, scales or corrosion. Is it possible when the AT weld on track was exposed to atmospheric conditions for 7 years.	As per available records, the date of AT welding is 06.05.2006. Further, as per the RTI Act, 2005, only the information which is available in print and electronic medium can only be furnished and no information can be created. Hence the question of giving opinion does not arise.
6	Is there any scientific test or visual examination methods available to identify whether the AT	M&C directorate of RDSO may be contacted in this regard.

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	weld was done using 2 pieces or 3 pieces Pre Fabricated mould.(PFM)	
7	In the investigation report no.32/13, Fig 5 &6 shows that the AT weld was not having fins appearance at the bottom of flange. It clearly reveals the AT weld was done with 3 piece Pre Fabricated Mould. What is your view.	As per the RTI Act, 2005, only the information which is available in print and electronic medium can only be furnished and no information can be created. Hence the question of giving opinion or view does not arise.
8	The AT weld was having dust, luting sand which was not properly cleaned and weld collar painting was done. It clearly indicates the weld was done recently. What is your view.	As per the RTI Act, 2005, only the information which is available in print and electronic medium can only be furnished and no information can be created. Hence the question of giving opinion or view does not arise.
9	In the investigation report no.32/13, the lack of fusion was present at foot edge of rail having about length as 51 mm & width of 10.5mm as shown in fig.3&5 covering approximately 30% of foot area. Is there any metallurgical/chemical tests available and done to prove that the AT weld on track carried out 325.48 GMT and complete 7 years before failure.	As per available records, the date of AT welding is 06.05.2006. There is no metallurgical/chemical tests to establish the GMT carried by the rail.
10	The AT weld was done after USFD testing on 10/05/2011 so it was not at all possible to detect the flaw in the AT weld. What is your view.	As per the RTI Act, 2005, only the information which is available in print and electronic medium can only be furnished and no information can be created. Hence the question of giving opinion or view does not arise.

The above information is furnished under the provisions of RTIA 2005.

In case of any doubts/clarifications/further information on the subject, you may contact the Chief Track Engineer who is the information holding officer, on any working day with prior appointment.

First appeal if any, in this regard may be filed before the Appellate Authority and Additional General Manager, Southern Railway, Park Town, Chennai-600003, within 30 days from the date of receipt of this letter.

Yours faithfully,  
*D.R. Shyama Sundar*  
 (D.R. Shyama Sundar) 2/06/2015.  
 Chief General Engineer &  
 Public Information Officer.

C/- CTE

JD&APIO for information with reference to his letter No.G.50/RTI/2015/0162 dated 05-05-2015.