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| **Rail Break Report**A known condition must be entered in Ellipse for the broken rail, weld or glued insulated joint. |
| Meterage: |  | Basecode |  | Rail:  | **[ ]** Up | **[ ]** Down |
| Track |  | Method of restoring service: | **[ ]** Weld out | **[ ]** Plated |
| Date & Time Found: |  | Date & Time service restored: |  |
| Rail Head Height either side of break: |  | mm (city side of break) |  | mm (country side of break) |
| Rail Head Width: |  | mm  | Gap at break: |  | mm |
| Estimated air temperature at time of break |  | °C |
| Sleeper type: | **[ ]** Concrete | **[ ]** Timber | **[ ]** Steel |
| Break position relative to sleeper: | **[ ]** On Sleeper  | **[ ]** Between Sleeper  |
| Rail weight/s (kg): | **[ ]** 40 **[ ]**  41 **[ ]**  47 **[ ]**  50 **[ ]**  53 **[ ]**  60  | Rail type: | **[ ]** Head Hardened **[ ]** Standard Carbon  |
|  |
| Rail Break Section |
| Did the break occur in a closure rail? | **[ ]** Yes | **[ ]** No |
| Break through Bolt Hole: | **[ ]** Yes | **[ ]** No |
| If break occurred within 100mm of weld, record the shortest distance between break and weld: |  | mm |
|  |
| Broken Weld Section |
| Weld Type:(AT = Aluminothermic) | **[ ]** Standard AT  | **[ ]** Wide Gap AT  | **[ ]** Step AT  | **[ ]** Junction AT |
|  | **[ ]** Manual Arc  | **[ ]** Flash Butt | **[ ]** Head Repair |  |
| Welders Identification mark, name or weld number: |  |
|  |
| Broken GIJ Section |
| Break Mechanism: | **[ ]** Broken Fishplates | **[ ]** Other (specify): |  |
| Manufacturer: |  | Insulated Joint Number: |  |
|  |
| **Analysis Section** |
| Describe how break was found and the apparent cause of the break. Include TCR as applicable | **[ ]** Signal Failure | **[ ]** Visual | **[ ]** Ultrasonic Testing |
|  | **[ ]** Incident (Derailment etc.) | **[ ]** Train report | **[ ]** Other |
| TCR:  | Description of break and apparent cause:  |
| Likely Initiating Rail Defect:(where did the break start) | **[ ]** Head Defect | **[ ]** Web Defect | **[ ]** Foot Defect | **[ ]** No Visible Defect |
|  | **[ ]** Rail Surface Condition | **[ ]** Bolt Hole Crack | **[ ]** Plate Defect |
| Could the continuous Ultrasonics Testing Car have found this likely initiating defect? (your opinion) | **[ ]** Yes | **[ ]** No  |
| Related Known Conditions: | **[ ]** Mudhole | **[ ]** Pumping | **[ ]** Ballast Fouled / Powdered | **[ ]** Sleeper Condition |
|  | **[ ]** Track Geometry (Twist/Top/Super/Gauge) | **[ ]** Internal/weld defect | **[ ]** Rail Surface Condition | **[ ]** No Related Known Conditions |
| **Office Section** |
| Rail Break Known Condition Number: |  |  |  |
| **Note**: Related Known Conditions must be captured in Ellipse and numbers listed below;

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| **Photographs** |
| *Insert Pictures - long location shot* | *Insert Pictures - close location shot* | *Insert Pictures - fracture surface* |
| Photo 1 | Photo 2 | Photo 3 |
| ***Note:*** *To insert pictures, document must be unprotected. Go to: Review > Restrict Editing > Stop Protection* |