|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **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;   |  | | --- | |  | | | | | | | | | | | | | | | | | | | | | |

|  |  |  |
| --- | --- | --- |
| **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* | | |