

भारत सरकार (GOVERNMENT OF INDIA)  
रेल मंत्रालय (MINISTRY OF RAILWAYS)  
रेलवे बोर्ड (RAILWAY BOARD)

EF No. 2022/CE-II/CS/IRPWM2020

New Delhi, dated 18.04.2023

**The General Managers (Engg.)-** CR, ER, ECR, ECoR, NR, NCR, NER, NFR, NWR, SR, SCR, SER, SECR, SWR, WR, WCR and Metro Railway/Kolkata.

**The General Manager (Const.), N.F. Railway, Guwahati.**

**The General Manager/CORE/Prayagraj**

Principal Financial Advisor, All Indian Railways

The CAO/Const. All Indian Railways.

The General Managers (Engg.) – ICF/Chennai, RCF/Kapurthla, BLW/Varanasi, CLW/Chittranjan, Rail Wheel Factory /Yelahanka, Bangalore & PLW/Patiala.

The Director General (Track), RDSO/Alambagh, Lucknow.

Chief Commissioner of Railway Safety, Lucknow.

Managing Director, IRCON, New Delhi.

Managing Director, RITES Bhawan, 1, Leisure Valley Rd, Sector 29, Gurugram, Haryana

Managing Director, DMRC, Metro Bhawan, Barakhamba lane, New Delhi.

Managing Director, CONCOR, New Delhi.

Managing Director, RVNL, August Kranti Bhawan, Bhikaji Cama Place, New Delhi.

Managing Director, DFCCIL, Pragati Maidan, Metro Station, New Delhi.

Managing Director, PIPAVAV Railway Corp. Ltd., 14th Floor, B-Wing, Statesman House 148, Barakhamba Road, Canaught Place New Delhi Central Delhi

Managing Director, MRVC, Church Gate station Building 2nd Floor, Mumbai – 400020.

Managing Director, RLDA, Unit No.702-B, 7<sup>th</sup> Floor, Konnectus Tower-2, DMRC Building, Ajmeri Gate Delhi 110002

Managing Director, Konkan Railway Corporation Ltd, Belapur Bhawan, Sector-11, CBD Belapur. Mumbai. Pin - 400614.

Director General, IRICEN, Pune.

Director General, IRIEEN, Nasik.

Director, IRISSET, Secunderabad.

Director, IRIMEE, Jamalpur.

Director General, IRITM, Vill. Kanausi, Hardoi, Manik Nagar, Lucknow.

Director General, NAIR, Vadodara.

Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, DAI (Railways) Rail Bhawan, New Delhi.

**Sub: Correction Slip No.12 to the Indian Railways Permanent Way Manual 2020.**

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Ministry of Railways (Railway Board) has decided that correction/addition as indicated in the enclosed Correction Slip No.12 dated 18.04.2023, to relevant para of IRPWM-2020 be made.

Receipt of this letter may please be acknowledged.



(Atul B. Khare)

Principal Executive Director Civil Engg.(Plg.)

Railway Board

Copy to:-

Sr. PPS/PS to CRB & CEO, MF, MI, M(T&RS), M(O&BD), Secretary.  
AM(CE), AM(Works), AM(Budget), AM(Traction), AM(Fin.), AM(Sig.), AM(Plg.),  
AM(Mech.Engg.), AM(PU.), AM(Tele.), AM(Traffic), AM(M&BD), AM(T&C), AM(Comml.).

PED(Bridge), PED(Vigilance), PED(Safety), PED(Staff), PEDCE(P), PEDTT(M),  
EDTK(M&MC), EDCE(G), EDCE(B&S), ED(L&A), ED/GS/SD, ED/Transf., ED/GS(Civil)-II,  
EDV(E), ED/GS(Civil)-I, ED(Safety), EDF(X)I, EDF(X)II, DTK(MC), DTK(M), DTK(P&P),  
DCE(B&S), Dir./GS(C)-III, Dir./GS(Civil)-I, DVE-I & DVE-II,

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**INDIAN RAILWAYS PERMANENT WAY MANUAL 2020**  
**ADDENDUM AND CORRIGENDUM SLIP NO.12 DATED 18.04.2023**

A new Para 604 (A) shall be added to the existing para 604 of IRPWM 2020:

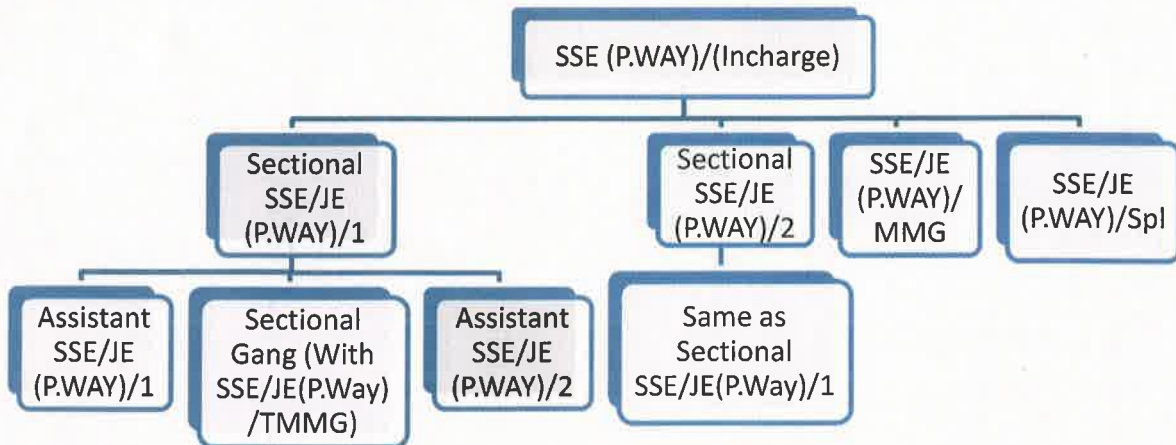
**604 (A) Modified Three Tier System of Track Maintenance**

Principal Chief Engineer of the Railway may decide to implement Modified Three Tier System of Track Maintenance on existing lines, new lines and all gauge conversion projects, where traffic density is light and less than 10 GMT. Principal Chief Engineer may also decide to implement this system on sections having more than 10 GMT on case to case basis.

The Modified Three Tier System of Track Maintenance, shall consist of following three tiers:

- On-track Machines Unit (OMU)
- Mobile Maintenance Gang (MMG)
- Sectional Gangs

The organisation structure under SSE/P.Way (In Charge) will be as given below:



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The structure and functions to be performed by the three tiers shall be as detailed below:

- 1) **On-track Machines Unit (OMU)**- This tier will be same as in para 604 (1). However, each DEN/Sr DEN in whose section Modified Three Tier System of Track Maintenance is implemented shall have minimum one Multipurpose Tamper(MPT) and minimum one Utility Vehicle (UTV) nominated exclusively for such sections.
- 2) **Mobile Maintenance Gang (MMG)**-This tier will be same as per para 604 (2) and will have same jurisdiction and same function. It will also have same set of equipment's for MMG as mentioned in Annexure-6/1.

Additional infrastructure and responsibility for this unit are:

- a. SSE/P.Way (In-charge) shall also be provided with one truck for transportation of materials.
  - b. In addition to RBMV, one pickup van shall also be provided with each MMG for giving them alternative mode of mobility for attending locations approachable by road.
  - c. MMG shall be provided with adequate skilled and unskilled manpower for operation and maintenance of RBMV and its equipment's. For this, it will be supplemented with manpower through Zonal and Special P.Way Contracts.
  - d. SSE/P.Way (In-charge) shall inspect his section on foot, once in six month.
  - e. He shall be assisted by one SSE/JE (P.Way)/Spl for executing special works in the section.
- 3) **Sectional Gangs:**
- a. Sectional SSE/JE (P.Way) will have a jurisdiction of 35-40 Km in single line section and 17 to 20 Km in double/multiple line section and shall comprise of:
    - Assistant SSE/JE(P.Way)
    - Keymen
    - Sectional Gang
  - b. Sectional SSE/JE (P.Way) will inspect his section on foot, once in three months
  - c. Assistant SSE/JE(P.Way), whose beat shall be about 17 to 20 km in single line and 8-10 Km in double/multiple line covering the beat of 2 to 3 Keyman will perform following duty:
    - Inspect his beat once in a fortnight on foot.
    - Supervise the maintenance and special works going on in his beat like keyman and other patrolling activity, machine working, works especially requiring the presence of JE(P.Way) including the working of contractors etc.
    - He will also supervise TMMG when the same is deployed in his section as per requirement.
  - d. The track shall be inspected daily by Keymen with a jurisdiction of about 6-8 km each in single line and 3-4 Km in double/multiple line.
  - e. On foot inspection schedule of SSE/JE/P.Way (In-charge) and SSE/JE/P.way (Sectional), as mentioned in Table 1-B (Para 106 and 109) and for SSE/JE(P.Way) (Other than In-charge or Sectional) in Table-1C (para 110) of IRPWM-2020 shall not be applicable in sections under Modified Three Tier System of Track Maintenance.



- f. Sectional gang will maintain the entire jurisdiction of Sectional SSE/JE (P.Way). It will be supplemented with manpower through Zonal and/or Special P.Way Contracts. The sectional gang will comprise of:
- Mobile Track Maintenance and Monitoring Gang (TMMG) with a multi-utility road vehicle that transports the track maintainers, equipment and materials and will have the same jurisdiction as that of sectional SSE/JE(P. Way). It will be headed by one SSE/JE (P.Way)/TMMG.
  - Manpower for patrolling of track
  - Stationary watchmen
  - Boulder gangs
  - Gatemen for manning level crossing gates in the section including rest giver.
- g. The TMMG will generally be responsible for:
- Looking after overall safety of track in their beat.
  - Carrying out works of casual renewal.
  - Spot maintenance.
  - Attention to fittings.
  - Assisting the Mobile Maintenance Gang (MMG).
  - Assisting the working of On-track machines.
  - Protection of work sites.
  - Other miscellaneous repair/maintenance activities etc. assigned by Sectional JE/SSE(P.Way)
- h. Each SSE(P. Way) (In-charge) shall be provided with a Zonal P. Way contract and activity specific Special P. Way Contracts for the maintenance works not covered under the works to be carried out by sectional gangs. The Zonal Contract will supplement the departmental manpower and will cover the entire jurisdiction of the SSE(P.Way)(In-charge). The special P. Way contracts shall be awarded for specific maintenance works with predetermined quantities and locations.

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