

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2007/CE-II/CS/2

New Delhi, dt. 04/03/2008.

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 CAO/Const. All Indian Railways.

The CAO/Const., Metro Railway, Mumbai & Chennai.

Managing Director, Konkan Railway Corporation Ltd, Rail Bhawan, New Delhi.

Managing Director, IRCON, New Delhi.

Managing Director, RITES, New Delhi.

Managing Director, DMRC, N.B.C.C. Building, Pragati Vihar, New Delhi.

Managing Director, CONCOR, New Delhi.

The Chief Project Officer, DMRC, Pragati Vihar, New Delhi.

Director, IRICEN, Pune.

Director, IRIEEN, Nasik.

Director, , IRISSET, Secunderabad.

Director, IRIMEE, Jamalpur.

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

Director General, Railway Staff College, Vadodara.

FA & CAO, All Indian Railways.

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

Chief Commissioner of Railway Safety, Lucknow.

Genl. Secy., AIRF, Rail Bhavan.

Genl. Secy., NFIR, Rail Bhavan.

Genl. Secy., IRPOF, Rail Bhavan.

Genl. Secy., FROA, Rail Bhavan.

Genl. Secy., AIRPFA, Rail Bhavan.

Genl. Secy., DAI (Railways) Rail Bhawan, New Delhi.

Sub: Advance Correction Slip No.110 to the Indian Railways Permanent Way Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No. 110 dated 04.03.2008, to relevant para of the IRPWM, be made.

Receipt of this letter may please be acknowledged.

**(P.K.SHARMA)
Director Civil Engg.(P),
Railway Board.**

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New Delhi, dt. 04.03.2008.

Copy to : CRB, ME, ML, MS, MM, MT, FC, Secretary.

AM(CE), AM(W), AM(Budget), AM(Elect.), AM(Fin.), AM(Sig.), AM(Plg.), AM(MS), AM(Mech.), AM(PU.), AM(Tele.), AM(Traffic), Adv.(Vig.), Ad.(L&A).

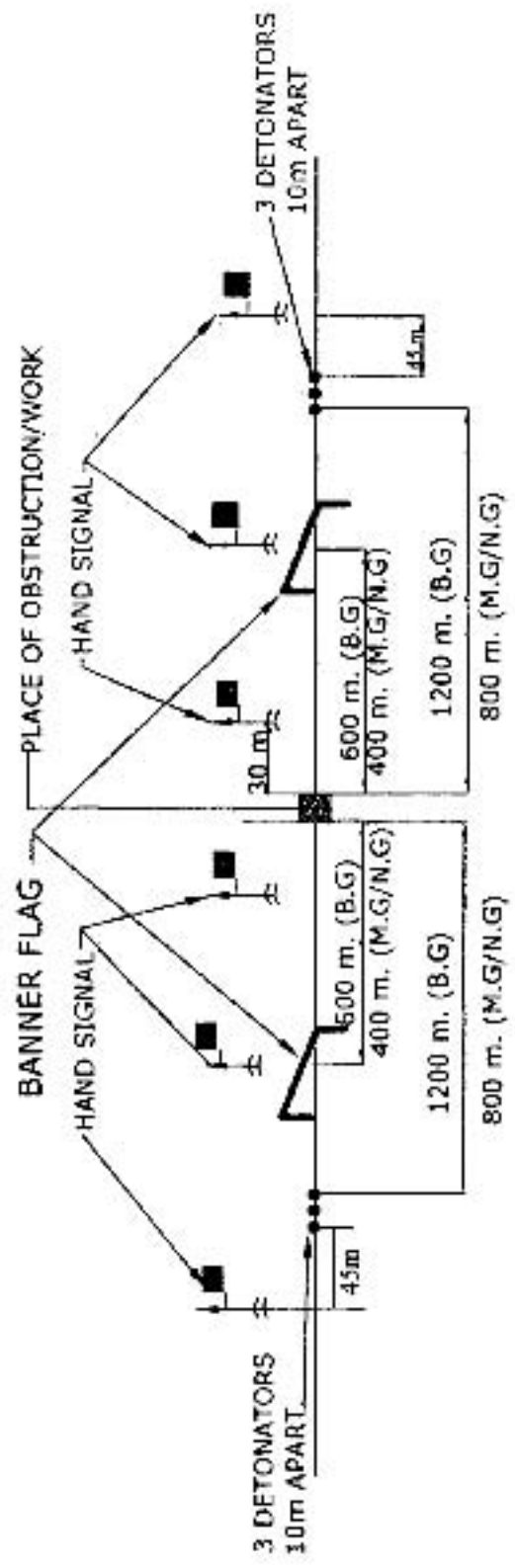
EDF(X)-II, ED(Safety), EDCE(P), ED(Works), EDW(Plg.), EDV(E), ED(Proj.), ED(DMRC), EDTK(M), EDTK(MC), EDTK(P), EDCE(G), EDCE(B&S), EDCE(B&S)II.

DTK(MC), DTK(M), Dir.(Works) I & II, DLM, DCE(B&S), DTK(P), ODS/ME, DVE-I & DVE-II, IPWE(I).

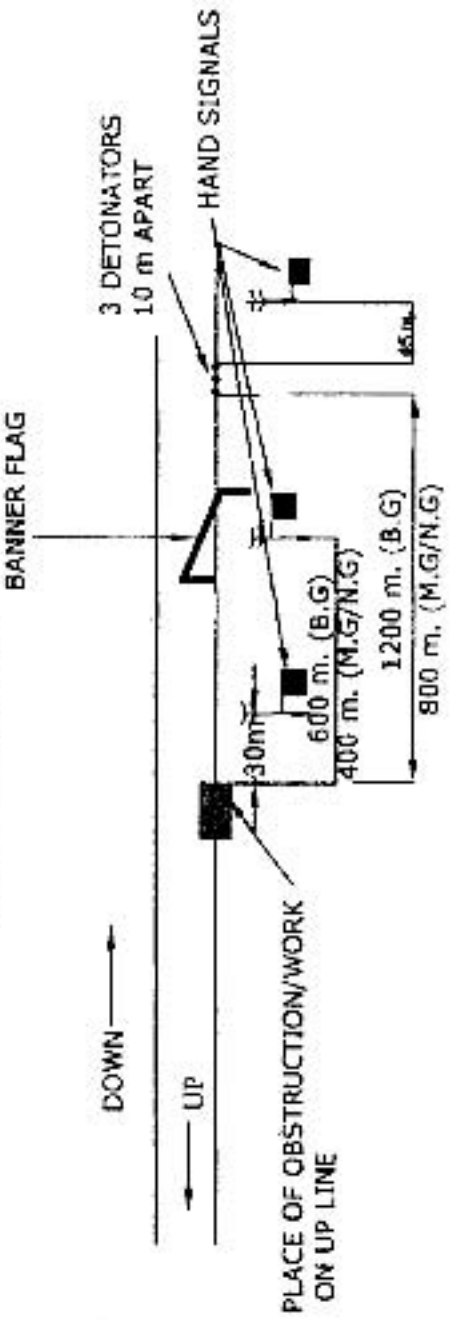
INDIAN RAILWAYS PERMANENT WAY MANUAL
ADVANCE CORRECTION SLIP No. 110 dated 04.03.2008.

The existing Annexure 8/1 - Para 806 (1), 8/2 – Para 806 (2), 11/4- Para 1118 (5) and 11/5-1120 (4) (C) of Indian Railways Permanent Way Manual shall be modified by the enclosed annexures in 4 pages.

**WORKS OF SHORT DURATION-PROTECTION
ON LINE IN CASE OF STOP DEAD RESTRICTION**



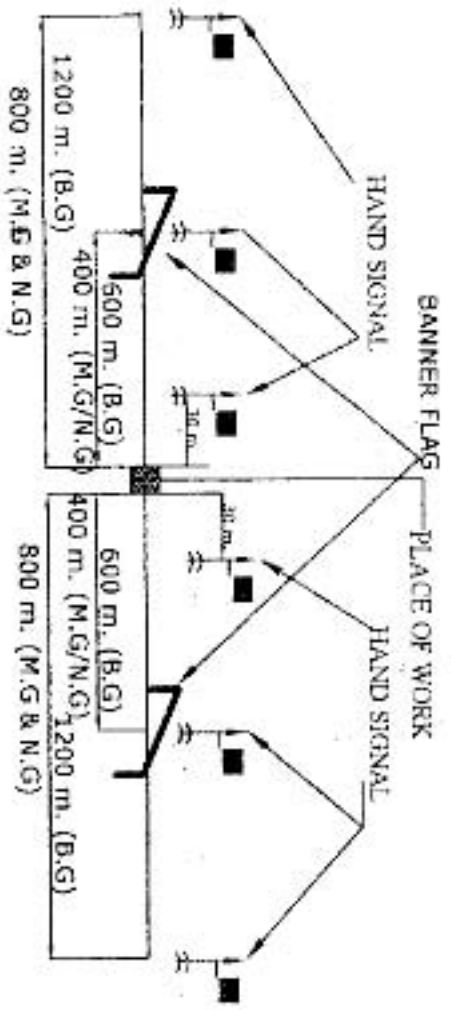
SINGLE LINE



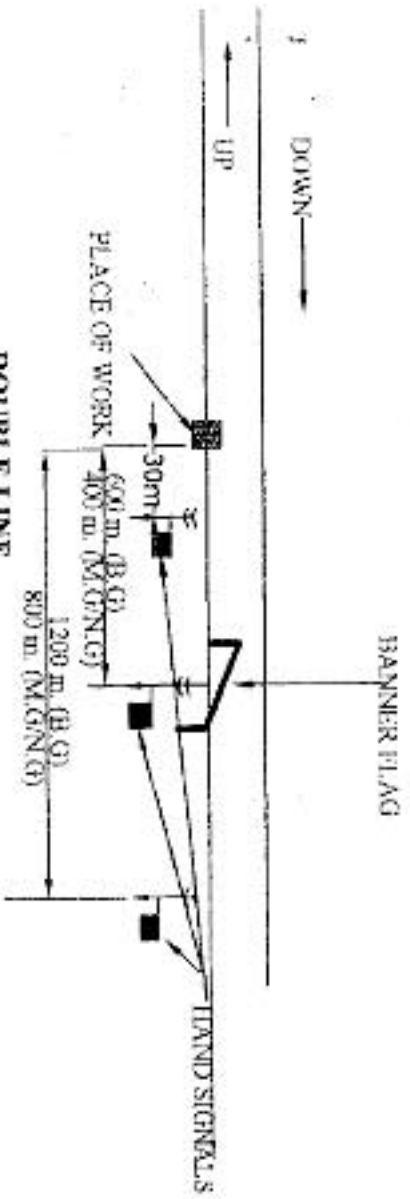
DOUBLE LINE

NOTE:- 1. IN CASE OF M.G SECTIONS, WHERE THE TRAINS RUN AT A SPEED MORE THAN 75 Kmph, THE DISTANCES OF HAND-SIGNALS AND DETONATORS SHALL BE INCREASED SUITABLY AS PER APPROVED STANDARD INSTRUCTIONS.

**WORKS OF SHORT DURATION-PROTECTION
OF LINE IN CASE OF REDUCED SPEED**



SINGLE LINE

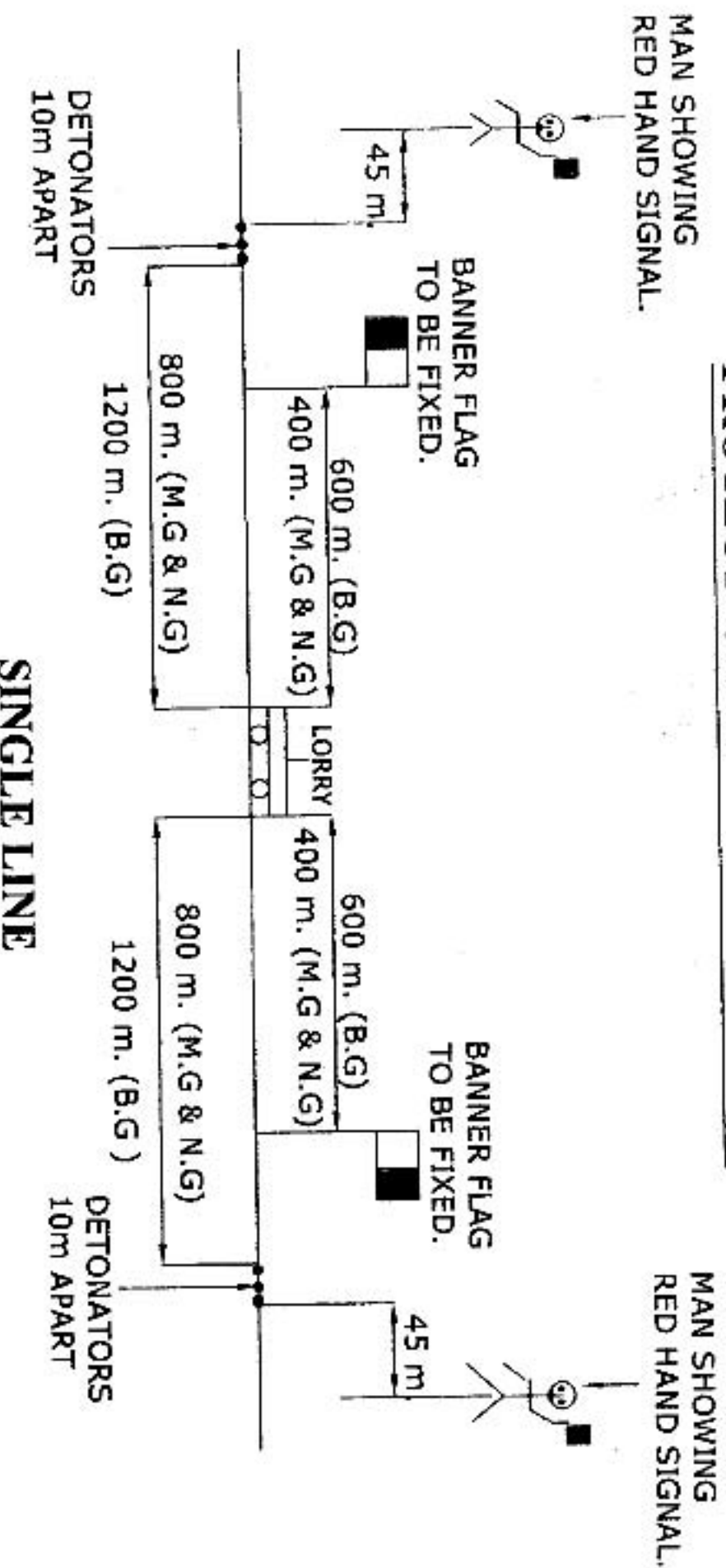


DOUBLE LINE

NOTE:-

1. INTERMEDIATE FLAGMAN WILL KEEP BANNER FLAG UNTIL THE SPEED OF THE TRAIN HAS BEEN REDUCED, AFTER WHICH THE BANNER FLAG WILL BE REMOVED AND TRAIN HAND SIGNALLED FORWARD
2. IN CASE OF M.G SECTIONS WHERE THE TRAINS RUN AT A SPEED MORE THAN 75 Kmph, THE DISTANCE OF HAND SIGNALS AND DETONATORS SHALL BE INCREASED SUITABLY AS PER APPROVED SPECIAL INSTRUCTIONS.

PROTECTION OF LORRY ON LINE

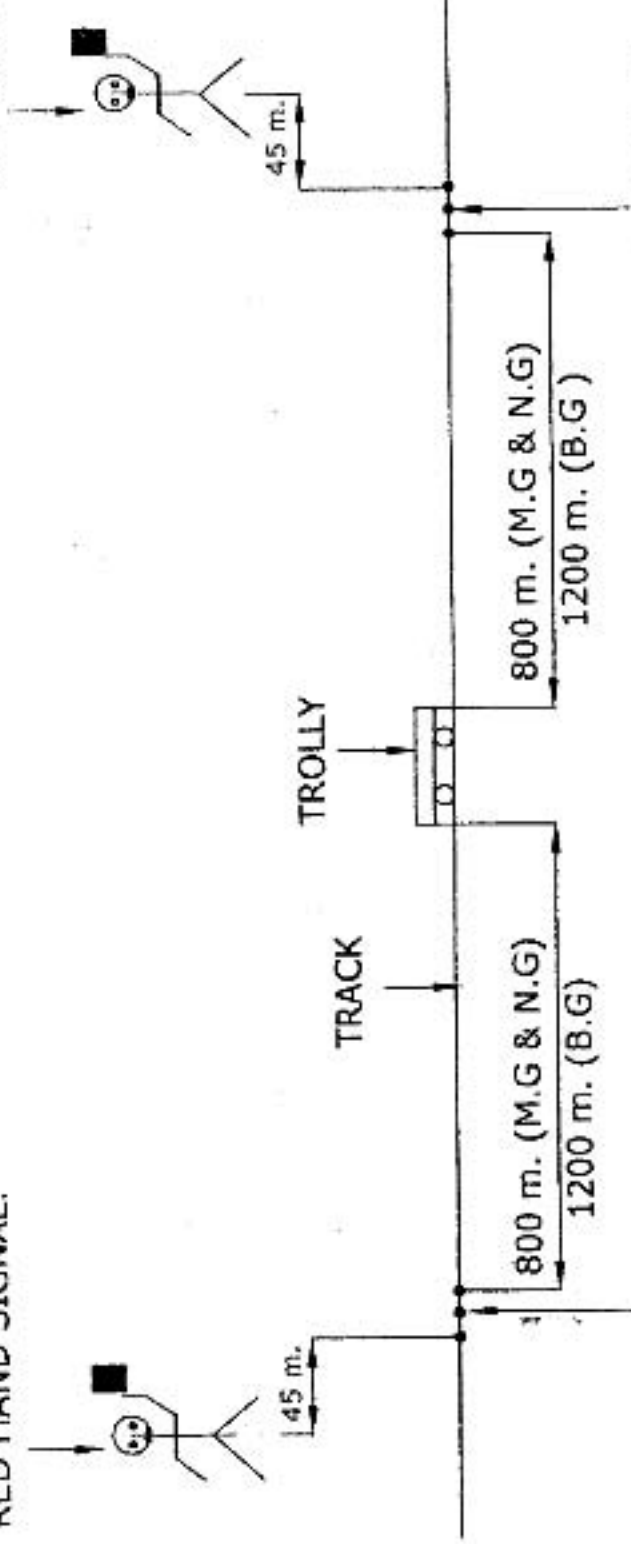


- NOTE:-** 1. In meter gauge sections, where maximum speed is more than 75 Kmph, the distance of protection will be increased as specified by the administration.
2. In double line, the protection is to be done in direction of approaching train.
3. Detonators should be placed on the line when the lorry comes to a stop.

PROTECTION OF TROLLY ON LINE

MAN SHOWING
RED HAND SIGNAL.

MAN SHOWING
RED HAND SIGNAL.



DETONATORS 10m APART ON
SEEING A TRAIN APPROACHING.

DETONATORS 10m APART ON
SEEING A TRAIN APPROACHING.

SINGLE LINE

NOTE:-

1. In meter gauge sections, where sanctioned speed is more than 75 Kmph, the distance of protection will be increased as specified by the administration
2. In case of double line, the flag-man is to be deputed either to follow or to proceed through trolley, as the case may be.