

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

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No. 2006/CE-I/AC-1 (Pt.)

New Delhi, dt. 23.04.2008.

**Principal Chief Engineers/Chief Engineers**

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 111 to the Indian Railways Permanent Way Manual -1986.*

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Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.111 dated 23.04.2008, 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.**

**No. 2006/CE-I/AC-1 (Pt.)**

**New Delhi, dt. 23.04.2008.**

**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), EDV(E), ED(Proj.), ED(DMRC), EDTK(M), EDTK(MC), EDTK(P), EDCE(G), EDCE(B&S), ED/L&A, EDCE(RC&F), EDW(Plg.).

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

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**INDIAN RAILWAYS PERMANENT WAY MANUAL 1986 - ( Second Reprint 2004)**  
**ADVANCE CORRECTION SLIP NO. 111 DATED 23-04-2008**

The existing paras 222, 701 (2), 1301 (1). 1302 (1), (1) (i), (2) (g), 1307 (1) (g), 1309 (1), 1309 (2), 1309 (4) and Annexures 13/1 (2), (4), (5) & Annexure 13/6 (heading) of Indian Railways Permanent Way Manual may be modified to read as under:-

**222. Felling of trees obstructing view –**

Trees and bushes that interfere or tend to interfere with the view from a train or trolley, of signals or level crossings or along the inside of curves, shall be cut. When cut, it should be ensured that they do not foul the track.

When trees and bushes require to be cut in terms of sub-para above, on private lands, action should be taken as laid down in **Section 14 of the Railways Act 1989 (24 of 1989)** reproduced below :

“14. (1) Where in the opinion of a railway administration -

- (a) there is imminent danger that any tree, post or structure may fall on the railway so as to obstruct the movement of rolling stock; or
- (b) any tree, post, structure or light obstructs the view of any signal provided for movement of rolling stock; or
- (c) any tree, post or structure obstructs any telephone or telegraph line maintained by it, it may take such steps as may be necessary to avert such danger or remove such obstruction and submit a report thereof to the Central Government in such manner and within such time as may be prescribed.”

**Para 701 (2)** Rules for reporting and joint enquiries into the accidents are contained in the Accident Manual issued by Railways and in the Railway (Notices of and Enquiries into Accident) Rules, 1998, issued under Section 122 of Railways Act, 1989 (24 of 1989).

**Para 1301 - References to Rules –**

(1) The safety of travelling public is governed (ensured) by the rules laid down in :

- (a) Railways Act 1989 (24 of 1989) (as amended from time-to-time),
- (b) The General Rules of Indian Railways,
- (c) The Railways (Opening for Public Carriage of Passengers) Rules, 2000 (as amended from time-to-time), and
- (d) The Indian Railway Schedule of Dimensions (as amended from time-to-time).

**Para 1302 - Works requiring the sanction of Commissioner of Railway Safety and Notice therefore –**

(1) Under section 23 of Railways Act, 1989 (24 of 1989) and chapter VII of the “Railways (Opening for Public Carriage of Passengers) Rules, 2000”, the sanction of Commissioner of Railway Safety is required for the execution of any work on the open line, which will affect the running of trains carrying passengers and any temporary arrangement necessary for carrying it out, except in cases of emergency.

**Para 1302 (1) (i)** - Permanent diversion (deviation) more than 2 km in length without any station in between and irrespective of length, when a new station is involved.

**Note:**— Permanent diversions more than 2 km in length, and irrespective of length when a new station is involved, are to be treated as new lines covered by the provisions of section 21 to 23 of the Railways Act, 1989 (24 of 1989).

**Para 1302 (2) (g)** - New bridges including road over and under bridges, foot over- bridges, strengthening, raising, reconstruction, dismantling or extension of existing bridges, addition or replacement of existing girders, including provision of temporary girders. Here, bridges shall include road over and under bridges, foot over bridges and subways affecting running lines.

**Para 1307 (1) (g)** – A statement in the **Form XVII of the Railways (Opening for Public Carriage of Passengers) Rules, 2000**, detailing any infringement of maximum and minimum dimensions involved in the running of the locomotive or rolling stock.

**Para 1309 (1)** - An abbreviated procedure to be adopted in the case of accidents as laid down in Section 24 of the Railways Act, 1989 (24 of 1989) is reproduced below :

“When an accident has occurred on a railway resulting in a temporary suspension of traffic, and either the original lines of rails and works have been restored to their original standard or a temporary diversion has been laid, for the purpose of restoring communication, the original lines of rails and works so restored, or the temporary diversion, as the case may be, may, without prior inspection by the Commissioner, be opened for the public carriage of passengers, subject to the following conditions, namely :

(a) the railway servant in-charge of the works undertaken by reason of the accident has certified in writing that the opening of the restored lines of rails and works, or of the temporary diversion will not in his opinion be attended with danger to the public; and

(b) a notice of the opening of the lines of rails and works or the diversion shall be sent immediately to the Commissioner.

**Para 1309 (2)** – A certificate on Form (**Annexure 13/6**) which is worded in accordance with Section 24 of Railways Act, 1989 (24 of 1989), must be written out and signed by representative of Engineering Department in-charge of the work before opening it. This certificate shall be dispatched by quickest means to the Officers concerned followed by confirmatory copies by letter. The Engineering representative should hand over a copy of the certificate to the representative of the Operating Department at the site of accident; the latter will not permit the passage of traffic over the restored road or the diversion until he is in possession of the certificate.

**Para 1309 (4)** - The Certificate to Commissioner of Railway Safety need not be sent when the line is restored for through communication within 24 hours.

**Annexure 13/1 (2)** – **With reference to Chapter VII of the Railways (Opening for Public Carriage of Passengers) Rules, 2000, I beg to enquire whether you wish to inspect the work prior to its opening for the public carriage of passengers, in which case intimation will be given of the date of completion.**

**Annexure 13/1 (4)** – The application for the use of locomotives and rolling-stock to be drawn or propelled thereby on the proposed line, in accordance with **Section 22(a) of the Railways Act, 1989 (24 of 1989)**, is sent herewith/not required.

**Annexure 13/1 (5)** – The following documents are appended :–

(1) Temporary works –

- (a) Description of proposed works.
- (b) Drawing of temporary works.
- (c) List of infringements to Schedule of Dimensions.
- (d) List of deviations from the Manuals of Instructions for Signalling and Interlocking and Block Signalling.
- (e) List of deviations from General and Subsidiary Rules.
- (f) Restrictions.
- (g) Rules for Traffic Working.
- (h) Documents for bridges as **Chapter VII of the Railways (Opening for Public Carriage of Passengers) Rules, 2000**.

(2) Permanent works –

- (a) Description of proposed works.
- (b) Drawing of permanent works.
- (c) List of infringements to Schedule of Dimensions.
- (d) List of deviations from the Manuals of Instructions for Signalling and Interlocking and Block Signalling.
- (e) List of deviations from General and Subsidiary Rules.
- (f) Restrictions.
- (g) Rules for Traffic Working.
- (h) Documents for bridges as per **Chapter VII of the Railways (Opening for Public Carriage of Passengers) Rules, 2000**.

**Annexure 13/6 (heading)** – **Certificate in connection with Restoration of through Running after Accidents.**

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