

2012/06/28

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

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No. 2012/CE-II/CS/3

New Delhi, dt. 28.06.2012.

**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.  
**FA & CAO**, All Indian Railways.

**The General Managers (Engg.)** – ICF/Chennai, RCF/Kapurthla, DLW/Varanasi, CLW/Chitranjan, W&AP/Yelahanka, Bangalore & DMW/Patiala.

**The Director General (Track)**, RDSO/Alambagh, Lucknow.  
**Chief Commissioner of Railway Safety**, Lucknow.

**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.

**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., 1st Floor Jeeven Tara Building, Gate No.4, Parliament Street, New Delhi.

**Managing Director**, MRVC, Church Gate station Building 2<sup>nd</sup> Floor, Mumbai – 400020.

**Managing Director**, RLDA, IRCON Office Compound, Next to Safdarjang Rly. station, Motibagh-I, New Delhi.

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

**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.

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

*Sub: Advance Correction Slip No. 129 to the Indian Railways Permanent Way Manual.*

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Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.129 dated 28.06.2012, to relevant para of the IRPWM, be made.

Receipt of this letter may please be acknowledged.



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Please issue  
28/6/12*

*LM*  
*28/06/12*

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

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No. 2012/CE-II/CS/3

New Delhi, dt.28.06.2012.

**Copy to :**

Sr. PPS/PS to CRB, ME, ML, MS, MM, MT, FC, Secretary.

AM(CE), AM(Works), AM(Budget), AM(Elect.), AM(Fin.), AM(Sig.), AM(Plg.), AM(Staff), AM(Mech.), AM(PU.), AM(Tele.), AM(Traffic), Adviser(Bridges), Adv.Adv(Vig.), Adv(L&A), Adv(Safety), Adv(Project), AM(Stores), AM(IT), AM(T&C), Adv.(Rates), AM(Comml.).

EDCE(P), EDTK(M), EDTK(MC), EDTK(P), EDCE(G), EDCE(B&S)I, EDCE(B&S)II, ED(L&A)I, ED(L&A)II, ED(L&A)III, ED(Works), EDW(Plg.), EDV(E), ED(Project), ED(Safety), EDF(X)I, EDF(X)II.

DTK(MC), DTK(M), DTK(P), DCE(B&S), DCE(B&S)II, Dir(Works)-I, Dir(Works)-II, Dir.Works(Plg.), Dir(L&A), OSD(ME), DVE-I & DVE-II, Dir./TMS, IPWE(I).

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**INDIAN RAILWAYS PERMANENT WAY MANUAL**  
**ADVANCE CORRECTION SLIP No.129 dated 28.06.2012**

**The existing paras 302 (1) (a) and 248 (2) (a) of Indian Railways Permanent Way Manual shall be replaced with the following:-**

**Para 302 (1) (a)** Incidence of Rail Fractures/Failures – A spate of rail fractures on a particular sections having 5 withdrawals of rails per 10 km. in a year due to fracture and/or rail flaws detected ultrasonically falling in the category of IMR will have priority while deciding rail renewals. In case the rail failures at fish plated/ welded joints are pre-dominant, end cropping with or without welding could be considered. Through Rail Renewal is also allowed in locations of track where more than 30 defective welds per track km are existing.

**Para 248 (2) (a)** Broad Gauge – The following rail sections should be provided during renewals, construction of New lines, Gauge conversions, Doublings and sidings as per the details shown in the ensuing table.

<i>S. No.</i>	<i>In case of</i>	<i>All BG Routes</i>
(i)	Track Renewals & Doublings	60 kg
(ii)	All Gauge Conversion & New Line construction works except those indicated in (iii) below;	60 kg
(iii)	Gauge Conversion and New Line projects with dead end having expected traffic of less than 5 GMT and not likely to have CC+6+2t freight trains in the foreseeable future.	52 kg

**Note:** Minimum UTS of rails for sections mentioned above shall be 90 UTS.

**Loop Lines:**

60 kg (SH) or 52 kg (SH) should be used. New rails may be used on loop lines of Group A, B & C routes with prior approval of Board.

**Private and other sidings:**

(i) Sidings taking off from DFC or feeder routes to DFC or 25t axle load routes.	60 kg
(ii) Sidings other than (i) above with permissible speed up to 50 kmph.	52kg (SH) or 52 kg (IU)
(iii) Sidings other than (i) above with permissible speed more than 50 kmph	60 kg

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