Correction Slip No. 8 Dated 25.10.2004:

The following New Paragraph No. 5.1.3 is added under Para No. 5.1 at Page No. 132 of Chapter 5 of IRTMM-2000 as under:

Para 5.1.3:

Following track structures and track geometry standards shall be ensured before deployment of track machines on construction projects.

(a) Track laying standards is respect of gauge, joints, expansion gaps and spacing of sleepers for the new track as specified in Para 316 of IRPWM may be followed.

(b) The pre-tamping and post tamping operations as specified in Chapter 3 of IRTMM should be followed.

(c) A minimum cushion of 150mm of clean ballast alongwith adequate ballast on shoulders and cribs should be ensured before deploying the tamping machines.

(d) The track geometry prior to deployment of track machines for new works of new line, doubling, gauge conversion etc. should be as under:

- Peak value of Unevenness : 15mm on 3.6 m Chord.
- Peak value of Twist : 15mm on 3.6 in Chord.
- Peak value of Alignment : 15mm on 7.2 m Chord.

The above track geometry standards are not safety/slow down tolerances but are only a prerequisite for deployment of track tamping machines for better machine productivity and their optimum utilization.

(e) For achieving the track geometry parameters as above, suitable small track machines such as off-track tampers etc. may be used.

(f) Dy.CE.(Construction)/DEN(Construction) should certify the track geometry as mentioned above before deploying the track machines.

(g) Deployment of DGS alongwith tamping machines is desirable.

Para 5.1.4:

The existing Para No. 5.1.3 is renumbered as 5.1.4.