

भारतसरकार (GOVERNMENT OF INDIA)
रेलमंत्रालय (MINISTRY OF RAILWAYS)
रेलवेबोर्ड (RAILWAY BOARD)

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

New Delhi, dated 15.03.2024

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.

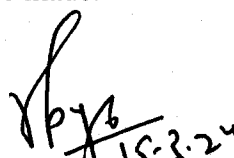
Managing Director, IRCON, New Delhi.
Managing Director, RITES Bhawan, 1, Leisure Valley Rd, Sector 29, Gurugram, Haryana
Managing Director, DMRC, Metro Bhawan, Barakhamba lane, New Delhi.
Managing Director, CONCOR, New Delhi.
Managing Director, RVNL, August Kranti Bhawan, Bhikaji Cama Place, New Delhi.
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, 7th Floor, Konnectus Tower-2, DMRC Building, Ajmeri Gate Delhi 110002
Managing Director, Konkan Railway Corporation Ltd, BelapurBhawan, 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.18 to the Indian Railways Permanent Way Manual 2020.

Ministry of Railways (Railway Board) has decided that correction/addition as indicated in the enclosed Correction Slip No.18 dated 15.03.2024, to relevant para of IRPWM-2020 be made.

Receipt of this letter may please be acknowledged.


(Pradeep Nagar)
Executive Director (Plg.)
Railway Board

INDIAN RAILWAYS PERMANENT WAY MANUAL, 2020
ADDENDUM AND CORRIGENDUM SLIP NO.18 DATED 15.03.2024

- 1.0 The existing **Table-III{Para 637(2)}** under heading “Deep Screening with BCM (Ballast Cleaning Machine)” of IRPWM, 2020 shall be replaced by new **Table-III{Para 637(2)}** of IRPWM, 2020 as under:

Table- III		
SCHEDULE OF SPEED RESTRICTION FOR DEEP SCREENING BY BCM FOLLOWED BY TAMPING AND STABILIZATION BY DYNAMIC TRACK STABILIZER (DTS) MACHINE		
Details of work	Days of work	Speed Restriction
Deep screening of track by BCM, ballast equalization followed by initial packing and initial stabilization by DTS in maximum settlement mode.	1 st day	40 Kmph
First round of tamping followed by stabilization of track by DTS in maximum settlement mode.	2 nd day (1 st Tamping)	40 Kmph
Ballasting for recoument of ballast deficiency (if required), boxing of ballast section and tidying.	3 rd day	40 Kmph
Boxing of ballast section and tidying.	4 th day	40 Kmph
Second round of tamping followed by stabilization of track by DTS in maximum settlement mode.	5 th day (2 nd Tamping)	40 Kmph
Survey of track for design mode tamping as per annexure 2.16 of IRTMM, boxing of ballast section and tidying.	6 th day	75 Kmph
Inspection of track, boxing of ballast section and tidying.	7 th day	75 Kmph
Third round of tamping in design mode followed by two rounds of stabilization of track by DTS in controlled settlement mode.	8 th day (3 rd tamping)	110 Kmph
Footplate/last vehicle inspection and speed raising.	10 th day	130 Kmph
Footplate/last vehicle inspection and speed raising	12 th day	160 Kmph
Note: The period of schedule shown above can be suitably increased to suit local conditions of track consolidation. Full ballasting as per prescribed ballast profile to be ensured before the third round of tamping		

- 2.0 Para 708 may be modified as under:

708 Speed Restrictions – The speed restrictions to be imposed during various sequences of work are given in Table I, II and III which are as shown below:

Table-I – No Change

Table-II(A), II(B) and II(C)- No Change

A new Table-III(A) “**Mechanized laying of track by Track Laying Equipment (TLE) followed by machine tamping without Dynamic Track Stabilizer (DTS)**” & new Table III(B) “**Mechanized laying of track by Track Relaying Train (TRT) followed by machine tamping without DTS**” are added as under:-

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Table-III (A)

Mechanized laying of track by TLE followed by machine tamping without DTS		
Day	Sequence of Events	Speed in kmph
1 st	Opening, relaying, equalization of ballast and manual packing.	20 Kmph
2 nd & 3 rd	Rail renewal, welding and attention to track as required.	20 Kmph
4 th	First tamping in smoothening mode	20 Kmph
5 th & 6 th	Ballasting, Picking up of slacks and stabilization of track by passage of traffic.	40 Kmph
7 th	Second tamping in smoothening mode.	40 Kmph
8 th & 9 th	Survey of track for design mode tamping as per annexure 2.16 of IRTMM, boxing of ballast section and tidying. Stabilization of track by passage of traffic.	75 Kmph
10 th	Third tamping in design mode.	75 Kmph
11 th & 12 th	Boxing of ballast section, tidying and stabilization of track by passage of traffic.	110 Kmph
14 th	Foot plate/last vehicle inspection and speed raising.	130 Kmph
16 th	Foot plate/last vehicle inspection and speed raising.	160 Kmph

Note- i. Above schedule is based on para 337(5) and shall be followed for minimum 10 GMT traffic density routes. For routes having traffic density less than 10 GMT, consolidation period provided should be suitably increased to ensure passage of minimum 50000 tonnes of traffic before relaxation of speed after each round of tamping.

ii. Full ballasting as per prescribed ballast profile to be ensured before the third round of tamping.

Table-III (B)

Mechanized laying of track by TRT followed by machine tamping without DTS		
Day	Sequence of Events	Speed in kmph
1 st	Opening, relaying, equalization of ballast and manual packing.	30 Kmph
2 nd	Welding & manual attention to track as required.	30 Kmph
3 rd	First tamping in smoothening mode.	30 Kmph
4 th & 5 th	Ballasting, Picking up of slacks and stabilization of track by passage of traffic.	40 Kmph
6 th	Second tamping in smoothening mode.	40 Kmph
7 th & 8 th	Survey of track for design mode tamping as per annexure 2.16 of IRTMM, boxing of ballast section and tidying. Stabilization of track by passage of traffic.	75 Kmph
9 th	Third tamping in design mode.	75 Kmph

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10 th & 11 th	Boxing of ballast section, tidying and stabilization of track by passage of traffic.	110 Kmph
13 th	Foot plate/last vehicle inspection and speed raising.	130 Kmph
15 th	Foot plate/last vehicle inspection and speed raising.	160 Kmph

Note- i. *Above schedule is based on para 337(5) and shall be followed for minimum 10 GMT traffic density routes. For routes having traffic density less than 10 GMT, consolidation period provided should be suitably increased to ensure passage of minimum 50000 tonnes of traffic before relaxation of speed after each round of tamping.*

ii. *Full ballasting as per prescribed ballast profile to be ensured before the third round of tamping.*


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