

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

No. 2024/CE-II/CS/IRPWM2024

New Delhi, dated 13.03.2025

General Manager, All Indian Railways & Production Units
General Manager (Const.), N.F. Railway, Guwahati
General Manager/CORE/Prayagraj
Director General RDSO/Alambagh, Lucknow
Chief Commissioner of Railway Safety, Lucknow
Principal Chief Engineer, All Indian Railways & Production Units
CAO/Const. All Indian Railways
Principal Financial Advisor, All Indian Railways
Managing Director, IRCON, New Delhi
Managing Director, RITES, Gurugram
Managing Director, DMRC, New Delhi
Managing Director, CONCOR, New Delhi
Chairman & Managing Director, RVNL, New Delhi
Managing Director, DFCCIL, New Delhi
Managing Director, MRVC, Mumbai
Vice Chairman, RLDA, New Delhi
Chairman & Managing Director, KRCL, Mumbai
Director General, NAIR, Vadodara
Director General, IRICEN, Pune
Director General, IRIEN, Nasik.
Director General, IRISSET, Secunderabad
Director General, IRIMEE, Jamalpur
Director General, IRITM, Lucknow
Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, DAI (Railways) Rail Bhawan, New Delhi

Sub: Correction Slip No. 3 to the Indian Railways Permanent Way Manual-2024.

Ministry of Railways (Railway Board) has decided that correction/addition as indicated in the enclosed Correction Slip No. 3 dated 13.03.2025, to relevant para of IRPWM-2024 be made.

Receipt of this letter may please be acknowledged.


(Saurabh Jain)
Dir. Civil Engg. (Plg.)
Railway Board

No. 2024/CE-II/CS/IRPWM2024

New Delhi, dated 13.03.2025

Copy to:-

Sr. PPS/PS to CRB & CEO, MF, MI, M(T&RS), M(O&BD), Secretary.

AM(CE), AM(Works), AM(Budget), AM(Traction), AM(Fin.), AM(Sig.), AM(Plg.), AM(Mech. Engg.), AM(PU.), AM(Tele.), AM(Traffic), AM(M&BD), AM(T&C), AM(Comml.).

PED(Bridge), PED(Vigilance), PED(Safety), PED(Staff), PEDTT(M), PEDTK(M&MC), EDCE(P), EDCE(G), EDCE(B&S), EDCE(B&S)-II, ED(L&A), ED/GS/SD, ED/Transf., ED/GS(Civil)-II, EDV(E), ED/GS(Civil)-I, ED(Safety), EDF(X)-I, EDF(X)-II, EDTK(P&P), EDTK(MC), DCE(B&S), DCE(B&S)-II, Dir./GS(Civil)-III, Dir./GS(Civil)-I, DVE-I & DVE-II



INDIAN RAILWAYS PERMANENT WAY MANUAL - 2024

ADDENDUM AND CORRIGENDUM SLIP NO. 3 DATED 13.03.2025

- 1 New item at Sl. No. 2 shall be added in Table 1B as under:

Sl. No.	Type of Inspection	Schedule of Inspection
2	Measurement of track parameters of loop lines and yard lines	<p>Track parameters (gauge, cross level, twist & versine) of all loop lines and yard lines excl. main lines (which are measured by ITMS/TRC), shall be measured by JE/SSE/P.Way (Sectional) by manual or mechanized means:</p> <p>(a) Passenger running loop lines including cross overs: Once in 3 months</p> <p>(b) All other running and non-running lines including cross overs: Once in 6 months</p> <p>Note: Records of measurement will be kept in the form of registers, which will be countersigned by SSE/P.Way (In-charge) and ADEN during their Foot/Push Trolley inspections.</p>

- 2 Item at Sl. No. 25 of Table 1B shall be deleted.

- 3 Sub-para 116 (12) shall be deleted and sub-paras 116 (13) & (14) shall be renumbered as 116 (12) & (13) respectively.

- 4 Para 330 shall be read as under:

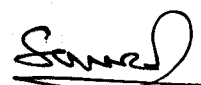
Bridges with Ballasted Deck and Ballastless Track (BLT) (With bearing)

Detailed calculations shall be done by the Design office of Chief Bridge Engineer/CAO(C) to ascertain the effect of LWR on such bridges and its effect on the substructure of the bridge as per Para 2.8.1.2 of "Bridge Rules".

The LWR/CWR may be permitted subject to satisfactory results of Rail Structure Interaction (RSI) analysis. In case, LWR cannot be permitted to continue due to any site-specific conditions, SWR may be provided. Chief Bridge Engineer/CAO(C) may further permit use of special arrangements to control RSI effects as stipulated in the RDSO report no. BS-114.

- 5 Para 515 shall be read as under:

To assess the track quality, vertical and lateral acceleration peaks of 0.15g or above are to be considered.


13.3.25

- 6 The existing **Para 517, 518 and Annexure 5/1** shall be deleted.

Para 517 "Oscillograph Car" - Para deleted

Para 518 "Use of Oscillograph Car Recordings" - Para deleted

Annexure 5/1 - Annexure deleted

Also, the term "Oscillograph Car" appearing in Contents under heading 'Chapter - 5', para 103 (11), para 106 (13), para 501 (3) & para 606 (1) shall be deleted.

- 7 **Para 613 (2) (c)** shall be read as under:

Greasing and sealing of liner contact area - In identified corrosion prone areas, the rail liner seat should be greased using graphite grease *IS-408-1981 Gr. O* specification after proper cleaning. The grease is also applied all around the liner on the rail foot to prevent the ingress of toilet droppings in the gap between the liner and the rail foot. Greasing and sealing of liners contact area shall be done once in year for both gauge face as well as non-gauge face side of rail.

- 8 **Para 632** shall be read as under:

Maintenance of Yard Lines – Train movement takes place through yard lines though at a slower speed. Normally track recording to these lines is not covered by TRC/OMS; hence, track parameters on these lines will have to be measured by manual or mechanized means.

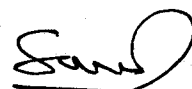
Measurement of track parameters will be recorded as per proforma given in Annexure - 6/10 once in three months for passenger running loop lines including cross overs and once in six months for all other running & non-running lines including cross overs. Records of measurement and action taken will be kept in the form of registers, which will be countersigned by ADEN and SSE/P.Way (In-charge) during their Foot/Push Trolley inspections.

The defects noticed during inspection of yard lines shall be attended by deploying the gangs or machine.

Preferably, all passenger running loop lines should be maintained by track machines and other lines can be maintained by manual/mechanised methods.

- 9 **Para 841 (2)** shall be read as under:

Manning of Rail Dolley - Every rail dolley shall be manned by not less than 2 able bodied persons. The person-in-charge for the working of rail dolleys shall be a railway servant not lower in rank than a JE/P.Way.


13.3.25

10 Item no. 7.1 of Annexure - 9/1 shall be read as under:

Item	Details	Dimension and details for various classes of crossings				Remarks
		Special	'A' class	'B' class	'C' class	
1	2	3	4	5	6	7
7.1	Minimum distance of gate posts from centre line of track	3.5 meters	3.5 meters	3.5 meters	3.5 meters	

Sand
13.3.25

Station No	G	XL	Twist	Version	Sign
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Annexure - 6/10

[illegible]

Countersign by SSE/P.Way (In-charge)

Countersign by ADEN

13.3.25