

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

No. 2008/CE-II/CS/4

New Delhi, dt. 23.04.2009

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.
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.
Managing Director, RVNL, August Kranti Bhawan, Bhikaji Cama Place, New Delhi.
Managing Director, DFCCIL, Metro Station, 5th Floor, Pragti Maidan, New Delhi- 110003.
Managing Director, PIPAVAV Railway Corp. Ltd., Ist Floor Jeeven Tara Building, Gate No.4, Parliament Street, New Delhi.
Managing Director, MRVC, Church Gate station Building 2nd Floor, Mumbai – 400020.
Managing Director, RLDA, IRCON Office Compound, Next to Safdarjang Rly. station, Motibagh-I, 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. Secretaries, AIRF, NFIR, IRPOF, FROA, AIRPFA, DAI (Railways) Rail Bhawan, New Delhi.

Sub: Advance Correction Slip No.116 to the Indian Railways Permanent Way Manual.

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.116 dated 23.04.2009, 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.

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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.), Adv(L&A), Adv(Safety).

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

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

INDIAN RAILWAYS PERMANENT WAY MANUAL

ADVANCE CORRECTION SLIP No. 116 dated 23.04.2009

The existing para 220 of Indian Railways Permanent Way Manual shall be replaced by the following:-

Para 220 – Trolley Refuges: (1) Maximum distance apart of trolley refuges shall not exceed 1 km, subject to following:

- (a) Cuttings – 200m on straight and 100 m in curve.
- (b) High banks – 200 m.

However Railways may provide trolley refuges at closer interval depending upon site conditions such as speed of the trains in section, visibility, timings of the trains, gradients etc.

(2) On double line these should be staggered, alternate trolley refuges being on up and down sides respectively. The space between the track should be filled with ballast and leveled up to the rail level for easy off-tracking of the trollys opposite to the trolley refuges.

(3) Maximum distance apart of trolley refuges on bridges will be as under:-

- (i) On bridges with main spans of less than 100 metres – 100 metres.
- (ii) On bridges with main spans of 100 metres or more – A refuge over each pier.
- (iii) On ballasted deck Bridges – 50 metres.

(4) In the case of tunnels, the maximum distance apart of trolley refuges shall not exceed 100 metres.

For easy identification of the location of trolley refuges in tunnels and deep cuttings a distinguishing mark such as a rail post, painted with luminous paint with a mark 'R' may be erected by the side of the trolley refuge.

Following is added as **sub-para (a) (7) of para 277** to Indian Railways Permanent Way Manual as under:-:-

Para 277 (a) (7) - Joggle fish plating of the thermit weld on the bridge along with its approaches up to 100m should be done using proper clamps.

A new **para 429** may be added to Indian Railways Permanent Way Manual as under:-

Para 429 - Maintenance of Thermit welds on curves: Joggle fish plating of the thermit welds on the outer rails of the curve should be done using proper clamps.
