

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

No. 2022/Track-III/TK/Misc./2

New Delhi, dated 26.10.2023.

**Principal Chief Engineers,
All Zonal Railways.**

Sub:- Design mode tamping of track.

IR is heading towards achieving speed of 160 kmph on trunk routes and 130 kmph on other important routes. To meet this requirement, it is essential to maintain higher quality of track by utilizing the available modern track tamping machines in design mode of tamping on all routes (especially on ≥ 130 kmph route).

The design mode working of track machines gives best results of tamping. For guidance, Chapter 2 of IRTMM-2019 (para 215, 216, 218, etc.) may be referred, which stipulate the method of design mode working for tamping machines with or without ALCs. Therefore, the curves on sections having speeds greater than 130 kmph should be tamped only in design mode by 3-point method. The design alignment may already be available or it may be obtained through track data measuring trolleys. This design alignment can be fed in ALC prior to tamping. Other option may be there to have ALC run and then the measured distance of track from permanent reference points is fed in ALC. Pre and post-tamping operation shall be ensured for better results. Pre survey of curve shall be done by SSE Pway to achieve the desired results.

In this regard, it is also advised that IRTMTC/PRYJ should stress on design mode tamping in curriculum and conduct practical training for knowledge/benefit of trainees.

Action taken may please be apprised on regular basis.


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Copy to:

1. CE/Track Machines/All Zonal Railways for information & necessary action.
2. Principal/IRTMTC/PRYJ for information & necessary action.

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