भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

****

No. 2018/CE-II/CS/1 New Delhi, dated 08.01.2019

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/Allahabad.

The CAO/Const. All Indian Railways.
FA & CAO, All Indian Railways.
The General Managers (Engg.) – ICF/Chennai, RCF/Kapurthla, DLW/Varanasi, CLW/Chittranjan, Rail Wheel Factory /Yelahanka, Bangalore & DMW/Patiala.

The Director General (Track), RDSO/Alambagh, Lucknow.
Chief Commissioner of Railway Safety, Lucknow.

Managing Director, IRCON, New Delhi.
Managing Director, RITES, New Delhi.
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, IRCON Office Compound, Next to Safdarjang Rly. station, Motibagh-I, New Delhi.
Managing Director, Konkan Railway Corporation Ltd, Belapur Bhawan, Sector-11, CBD Belapur. Mumbai. Pin - 400614.

Director, IRICEN, Pune.
Director, IRIEEN, Nasik.
Director, IRISET, Secunderabad.
Director, IRIMEE, Jamalpur.
Director, IRITM, Vill. Kanausi, Hardoi, Manik Nagar, Lucknow.
Director General, Railway Staff College, Vadodara.
Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, AIRPFA, DAI (Railways) Rail Bhawan, New Delhi.

Sub: Correction Slip No. 148 to the Indian Railways Permanent Way Manual.

*****

Ministry of Railways (Railway Board) has decided that correction/addition as indicated in the enclosed Correction Slip No.148 dated 08.01.2019, to relevant para of the IRPWM, be made.

Receipt of this letter may please be acknowledged.

8/1/19

(Pradeep Nagar)
Director Civil Engg.(P)
Railway Board

No. 2018/CE-II/CS/1 New Delhi, dated. 08.01.2019

Copy to :

Sr. PPS/PS to CRB, FC, ME, MRS, MS, MT, M(Tr.), Secretary.

AM(CE), AM(Works), AM(Budget), AM(Elect.), AM(Fin.), AM(Sig.), AM(Plg.), AM(Staff), AM(Mech. Engg.), AM(PU.), AM(Tele.), AM(TT), PED(Bridge), PED(Vigilance), PED(Stn.Dev.Engg.) PED(Safety), DG(RS), AM(C&IS), AM(T&C), AM(Comml.).

EDCE(P), EDTK(M), EDTK(MC), EDTK(P), EDCE(G), EDCE(B&S), ED(L&A)I, ED(Stn. Dev. Engg.) ED(Works), ED(WP), EDV(E), ED(Project Monitoring), ED(Safety), EDF(X)I, EDF(X)II, ED/INFRA/Civil.

DTK(MC), DTK(M), DTK(P), DCE(B&S), DCE(B&S)II, Dir(Works)-I, Dir(Works)-II, Dir.Works(Plg.), ED/E(Co-ord), DVE-I & DVE-II,

Director/C&IS - for uploading on Railway Board website.

******

INDIAN RAILWAYS PERMANENT WAY MANUAL

CORRECTION SLIP NO. 148 DATED 08 .01.2019

The existing paras 275(1) & 275(3) of Indian Railways Permanent Way Manual shall be replaced by following:

275 Provision of Guard Rails on Bridges-

(1) Location- Guard rail should be provided on all girder bridges (including prestressed Concrete girder bridges without deck slab) whether major or minor. Guard rails should also be provided on all major and important ballasted bridges and also on such other minor bridges where derailment may cause serious damages.

On all flat top, arch and prestressed concrete girder bridges with deck slab, where guard rails are not provided, the whole width of the bridge between the parapet walls shall be filled with ballast upto the top of sleeper level.

The provision of guard rails along the inner rail can be dispensed with, in case of ballasted deck bridges located on sharp curves where the maximum permitted speed is not more than 30 kmph and track is laid with PSC sleepers having arrangement for provision of check rail due to which guard rail can not be provided.

275 (3) Fixing of Guard rails- The ends of guard rails should be bent vertically and buried and a block of timber fixed at the end to prevent entanglement of hanging loose couplings. To ensure that guard rails are effective, they should be spiked down systematically to every sleeper with two spikes towards the centre of the track and one spike on the opposite site. Notching of the rail foot for fixing the spikes of guard rails should be done on every sleeper. Sleepers should be tied at both ends by MS Flats/tie bars fixed through holding down bolts.

The fixing of guard rail on concrete sleepers shall be done as shown in drawing No.RDSO/T-4088 to 4097 or RDSO/T-8672 to 8680 (wider sleeper) by proper tightening of rail screws. Provision of MS flats/tie bars for tying PRC sleepers together at ends is not required.

The provision of guard rails along the inner rail can be dispensed with, in case of ballasted deck bridges located on sharp curves where the maximum permitted speed is not more than 30 kmph and track is laid with PSC sleepers having arrangement for provision of check rail due to which guard rail can not be provided. On such bridges, the fixing of check rail and guard rail shall be done as shown in concrete sleeper drawing No. RDSO/T-8695 or RDSO/T-8757 (wider sleeper) having arrangement for provision of check rail along inner rail and guard along outer rail.

*****