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

****

EF No. 2021/CE-II/CS/IRPWM2020 New Delhi, dated 13.08.2021

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.

Principal Financial Advisor, All Indian Railways
The CAO/Const. 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 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, 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 General, IRICEN, Pune.
Director General, IRIEEN, Nasik.
Director, IRISET, Secunderabad.
Director, IRIMEE, Jamalpur.
Director General, 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. 2 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.2 dated 13.08.2021, to relevant para of IRPWM-2020 be made.

Receipt of this letter may please be acknowledged.

13/8/21

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

EF No. 2021/CE-II/CS/IRPWM2020 New Delhi, dated 13.08.2021

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(Staff), AM(Mech.&Engg.), AM(PU.), AM(Tele.), AM(TT), PED(Bridge), PED(Vigilance), PED(Safety), AM(M&BD), AM(T&C), AM(Comml.).

PEDCE(P), EDTK(M&MC), EDCE(G), EDCE(B&S), ED(L&A)&SD, ED(Works), EDV(E), ED(Project Monitoring), ED(Safety), EDF(X)I, EDF(X)II,
DTK(MC), DTK(M), DCE(B&S), DCE(B&S)II, Dir(Works)-I, Dir(Project Monitoring), DVE-I & DVE-II,

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

******

INDIAN RAILWAYS PERMANENT WAY MANUAL 2020 ADDENDUM AND CORRIGENDUM SLIP NO. 2 DATED 13.08.2021

(A) The existing **Para** 636(2)(e) of IRPWM 2020 shall be replaced by new Para 636(2)(e) of IRPWM 2020 as under:

I. Deep screening of Track shall be carried out

For Plain Track on Main line

i. if the clean ballast cushion is less than 200 mm for section having sectional speed of 130 kmph and above.

ii. if the clean ballast cushion is less than 150 mm for section having sectional speed less than 130 kmph.

For Turnout on Main line

If the clean ballast cushion is less than 200 mm.

II. All the loop lines should be deep screened once in 15 years.

(B) The existing **Para** 702(1)(2) of IRPWM 2020 on "Wear on rails" shall be read as **Para** 702(1)(b) of IRPWM 2020 on "Wear on rails".

(C) The existing **Para** 702(1)(d) of IRPWM 2020 shall be replaced by new Para 702(1)(d) of IRPWM 2020 as under:

Renewals on consideration of service life in terms of total GMT of traffic carried–
(i) The rail shall be planned for through renewal after it has carried the minimum total traffic as shown below–

Rail Section	Total GMT carried for	
	72 UTS rails	90 UTS rails
60 kg/m	550	800
52 kg/m	350	525

(ii) Service life in terms of total GMT of traffic carried for considering through rail renewal of 60 kg 90 UTS rail would be 1000 GMT on the routes covered by Rail Grinding, provided condition of rail is satisfactory as per the other stipulated criteria mentioned in Para 702(1) (a),(b) and (c) above.

(iii) The service life in terms of total GMT of traffic carried for considering through rail renewal on the bridge proper and in approaches (up to 100 m on either side) for all the important bridges and such of the major bridges where height of bank is 5.0 m or more, all tunnels and their approaches (up to 100 m on either side) shall be half of the GMT specified above.

(D) The existing **Para** 702 (2) of IRPWM 2020 shall be replaced by new **Para** 702(2) of IRPWM 2020 as under:

Criteria for Renewal of Sleepers– Generally a sleeper is serviceable if it can hold gauge, provide satisfactory rail seat and permit rail fastenings being maintained in tight condition, and retain the packing underneath the sleepers. Concrete sleepers will be considered for replacement/renewal if they have developed notches more than 3 mm at rail seat locations, their inserts are broken or elongated, or they are not able to provide required toe load, sleeper themselves are broken or any other reason for which they are not able to hold gauge and level. Where re-sleepering only is justified, this should be carried out in continuous stretches, the released serviceable sleepers being utilized for casual renewals elsewhere. Through sleeper renewal should be considered if the percentage of such sleepers exceeds 20% in a patch. On girder bridges when several sleepers are defective, renewals should be carried out for the full span, the released serviceable sleepers being used for casual renewals on the other spans.

13.8.21

(E) The existing **Para** 717 (1) (b) of IRPWM 2020 shall be replaced by new **Para** 717 (1) (` of IRPWM 2020 as under:

After it has carried the minimum total traffic as shown below or on condition basis as decided by Chief Track Engineer of the Railway for item at SN 1 & 2 below:

SN	Item	GMT carried	
		52 Kg	60Kg
1	Fabricated switch (ORS)	250	300
2	Thick Web Switch	500	800
3	CMS Crossing		
	i) After carrying out three rounds of in-situ reconditioning using Robotic welding machine	350	350
	ii) After carrying out three rounds of reconditioning using H3B/H3C IRS electrodes	300	300

(F) The existing **Para** 718 of IRPWM 2020 is replaced by new **Para** 718 of IRPWM 2020 as under:

Renewal of Track Fittings and other track components-

Renewal of track fittings to be planned after they have degenerated to a level where they are not able to serve their desired purpose. Service Life of different fittings are as under:

S. No	Item	Location	Criteria for Renewal
1	GFN-66 Liners	Plain Track	200 GMT or 4 years whichever is earlier or on condition basis as decided by CTE
2	Metal Liner	Plain Track	400 GMT or 8 years whichever is earlier or on condition basis as decided by CTE
3	ERC	Plain Track	400 GMT or 8 years whichever is earlier or on condition basis as decided by CTE
4	GRSP	Plain Track	200 GMT or 4 years whichever is earlier or on condition basis as decided by CTE
5	CGRSP	Plain Track	400 GMT or 8 years whichever is earlier or on condition basis as decided by CTE

Note: The service life of P. Way components at special locations like turnout, CC aprons, curves sharper than 5 Degree, SEJ, Gradient sharper than 1 in 100, coastal areas, station yards including approaches etc. is 50 % that of plain track or on condition basis as decided by CTE.

*****

13/8/24