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

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EF No. 2021/CE-II/CS/IRPWM2020 New Delhi, dated 03.11.2021

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, Unit No.702-B, 7th Floor, Konnectus Tower-2, DMRC Building, Ajmeri Gate Deelhi 110002
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, NAIR, Vadodara.
Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, DAI (Railways) Rail Bhawan, New Delhi.

Sub: Correction Slip No. 4 to the Indian Railways Permanent Way Manual 2020.

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Ministry of Railways (Railway Board) has decided that correction/addition as indicated in the enclosed Correction Slip No.4 dated 03.11.2021, to relevant para of IRPWM-2020 be made.

Receipt of this letter may please be acknowledged.

3/11

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

EF No. 2021/CE-II/CS/IRPWM2020 New Delhi, dated 03.11.2021

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,

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INDIAN RAILWAYS PERMANENT WAY MANUAL 2020
ADDENDUM AND CORRIGENDUM SLIP NO. 4 DATED 03.11.2021

Para 408 (2)(e) of IRPWM 2020 shall be replaced with the following:-

408 (2) Turnouts on running lines with passenger traffic:

(e) The turnouts have inbuilt curvature as a part of the design. Therefore, it is desirable that laying of turnouts should normally be avoided on curved main line from the consideration of maintainability & comfort. If the laying of turnout on curved main line is inevitable due to site constraints, following stipulations shall be followed:

(i) for laying of turnouts with 1 in 12 or flatter crossings taking off from curve, it shall be ensured that the resultant lead curve radius as well as the radius of main line curve shall not be less than 350m.

(ii) 1 in 8.5 turnout shall not be laid from inside of a curved track.

(iii) 1 in 8.5 turnout with curved switches may be laid from outside of a curve up to five degree in exceptional circumstances with the approval of PCE, where due to limitation of room it is not possible to provide 1 in 12 turnout.

Note:

1) The existing turnouts not conforming to the stipulations given in Sub-Para (e) above may continue. However, efforts shall be made to eliminate such layouts in a planned manner/during yard remodeling.

2) During yard remodeling in existing yards, under exceptional circumstances, where due to site constraints and techno economic reasons, it is not practicable to adhere to the stipulation given in Sub-para 408(2) (e) (i), laying of 1 in 12 or flatter turnout with curved switch may be allowed from inside of curved main line so that the resultant lead curve radius is not less than 290m, with the personal approval of PCE.

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3/11/21