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

No. 2024/CE-II/CS/IRPWM2024 New Delhi, dated 26.02.2026

General Managers, All Indian Railways & Production Units
General Manager (Const.), N.F. Railway, Guwahati
General Manager/CORE/Prayagraj
Director General, RDSO/Alambagh, Lucknow
Chief Commissioner of Railway Safety, Lucknow
Director General, NAIR, Vadodara
Director General, IRICEN, Pune
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Director General, IRISET, Secunderabad
Director General, IRIMEE, Jamalpur
Director General, IRITM, Lucknow
Principal Chief Engineers, All Indian Railways & Production Units
CAO/Const., All Indian Railways
Principal Financial Advisors, All Indian Railways & Production Units
Managing Director, IRCON, New Delhi
Managing Director, RITES, Gurugram
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Managing Director, CONCOR, New Delhi
Chairman &Managing Director, RVNL, New Delhi
Managing Director, DFCCIL, New Delhi
Managing Director, MRVC, Mumbai
Vice Chairman, RLDA, New Delhi
Chairman & Managing Director, KRCL, Mumbai
Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, DAI (Railways) Rail Bhawan, New Delhi

**Sub: Correction Slip No. 11 to the Indian Railways Permanent Way Manual-2024.**

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Ministry of Railways (Railway Board) has decided that correction/addition as indicated in the enclosed Correction Slip No. 11 dated 26.02.2026 to IRPWM-2024 be made.

Receipt of this letter may please be acknowledged.

26.2.26

**(Saurabh Jain)**
**Director, Civil Engg. (Plg.)**
**Railway Board**

No. 2024/CE-II/CS/IRPWM2024

New Delhi, dated 26 .02.2026

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(Mech.Engg.), AM(PU.), AM(Tele.), AM(Traffic), AM(M&BD), AM(T&C), AM(Comml.).

PED(Bridge), PED(Vigilance), PED(Safety), PED(Staff), PEDTT(M), PEDTK(M&MC), EDCE(P), EDCE(G), EDCE(B&S), EDCE(B&S)-II, ED(L&A), ED/GS/SD,ED/Transf., ED/GS(Civil)-II, EDV(E), ED/GS(Civil)-I, ED(Safety), EDF(X)-I, EDF(X)-II, EDTK(P&P), EDTK(MC), DCE(B&S), DCE(B&S)-II, Dir./GS(Civil)-III, Dir./GS(Civil)-I, DVE-I & DVE-II

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# INDIAN RAILWAYS PERMANENT WAY MANUAL -2024

## ADDENDUM AND CORRIGENDUM SLIP NO. 11 DATED 26.02.2026

**1. Para 408 (4) of IRPWM, 2024 shall be read as under:**

(4) *Up-gradation of Speeds on Turnouts and Loops above 15 kmph-*

(a) *Length of Section* - Up-gradation of speeds on turnout should cover a number of contiguous stations at a time so as to derive a perceptible advantage of the higher speed in train operation. The works described below, should cover all the running loops on the stretch of line taken up.

(b) *Turnouts* - Speed, in excess of 15 kmph, should be permitted on turnouts laid on PSC sleepers only. All turnouts on the running loops shall be laid with curved switches, with minimum rail section being 52 kg/m. All rail joints on these turnouts should also be welded to the extent possible.

For different type of curved switches permissible speed are as under-

| SN | Type of Turnout | Permissible speed |
|---|---|---|
| 1 (a) | 1 in 8.5 curved switch (Over-riding & Thick Web) | 15 kmph |
| 1 (b) | 1 in 8.5 thick web curved switch on emergency crossover for freight stocks not in Exception List | 25 kmph |
| 2 (a) | 1 in 8.5 symmetrical split with-curved switches (Over-riding & Thick Web) | 30 kmph |
| 2 (b) | 1 in 8.5 thick web symmetrical split with curved switches and compliance of provisions of Para 408(5) | 40 kmph |
| 3 (a) | 1 in 12 curved switch (Over-riding & Thick Web) | 30 kmph |
| 3 (b) | 1 in 12 thick web curved switch with compliance of provisions of Para 408(5) | 40 kmph |

(c) *Track on Running Loops* - The minimum track structure on the running loops should be 52 kg/m rails laid as Short Welded Panels and sleeper density of 1540 Nos. per km. Proper drainage of the area should also be ensured.

(d) *Turn-in curves* - Turn-in curves should be laid with the same rail section as on the turnout with PSC sleepers with sleeper spacing being 65 cm centre to centre (maximum).

Turn-in curve should conform to **Para 408(2)** and especially so in respect of curvature of the lead curve. Extra shoulder ballast of 150 mm should be provided on outside of the turn-in curve.

The frequency of inspection of turn-in curves should be same as that for main line turnouts.

**2. A new Para 408 (5) shall be added in the existing Para 408 of IRPWM-2024 as under:**

(5) *For raising of speed on 1 in 12 thick web curved switch turnouts, 1 in 8.5 symmetrical split turnouts and loop lines to 40 kmph, following should be ensured:*

(i) *Turnouts* - Speed of 40 kmph should be permitted on 1 in 12 turnouts and 1 in 8.5 symmetrical split turnouts laid with thick web curved switches on pre-stressed concrete (PSC) sleepers. Minimum clean ballast cushion of 150 mm should be ensured. All rail joints on these turnouts should be welded. Joints of the CMS crossing may be fishplated.

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(ii) *Turnout taking off from curved track:* The permissible speed of turnout curve may be lesser than 40 kmph in case the turnout is taking off from curved track. The speed potential of such turnout curves should be determined as per the resultant radius of the turnout curve and the cant provided, if any, which may be negative for turnout in contrary flexure as per site conditions. For laying of thick web switches on curved track, instructions given under Para 411(2) & 412(3) should be followed.

(iii) *Turn-in/Connecting curve* - Turn-in/Connecting curve should have speed potential of more than or equal to 40 kmph. Radius of turn-in curve should not be lesser than the radius of the turnout curve. Turn-in curves should be laid with the same rail section as that of the turnout. Turn-in curve should be laid on PSC sleepers with maximum sleeper spacing of 65 cm centre to centre. Extra shoulder ballast of 150 mm should be provided on outside of the turn-in curve. These provisions shall also be applicable on any connecting curve of two turnouts in a crossover between two main lines or between main line and loop line.

(iv) The layout of the turnout and crossover should be checked for correct laying and geometry.

(v) Derailing switch - Derailing switch, if available in loop lines should be replaced with turnout of speed potential 40 kmph or more.

(vi) *Track on running loops* - The minimum track structure on the running loops including turn-in curve for permitting 40 kmph speed should be 52 kg rails laid on PSC sleepers with minimum sleeper density of 1540 Nos. per km. The minimum ballast cushion should be 250 mm with minimum clean cushion of 150 mm.

(vii) Speed of 40 kmph may also be permitted on loop lines provided with ballastless track laid as per the guidelines contained in RDSO's Report No. CT-31B.

(viii) Platform clearances should be verified before raising the speed to 40 kmph.

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