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

No. 2024/CE-II/CS/IRPWM2024 New Delhi, dated 17.12.2025

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
Director General, IRIEEN, Nasik.
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
Managing Director, DMRC, New Delhi
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: Clarification regarding ACS-9 (Para 304) to IRPWM- 2024.
Ref: Addendum and Corrigendum Slip No. 09 to IRPWM-2024 circulated vide RB's letter of even no. dated 28.11.2025.

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Para 304 of IRPWM has been revised vide ACS-9 to IRPWM dated 28.11.2025. In this regard, it is clarified that only following sentence shall be deleted from Para 304:

"Separate portion and moulds shall be used for execution of combination welds for 60 kg / 52 kg rails from RDSO approved vendors only."

All other provisions of Para 304 shall remain unchanged.

Receipt of this letter may please be acknowledged.

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

No. 2024/CE-II/CS/IRPWM2024 New Delhi, dated 17.12.2025

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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17.12.25

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Chairman & Managing Director, KRCL, Mumbai
Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, DAI (Railways) Rail Bhawan, New Delhi

Sub: Correction Slip No. 09 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. 09 dated 28.11.2025 to IRPWM-2024 be made.

Receipt of this letter may please be acknowledged.

28.11.25

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

No. 2024/CE-II/CS/IRPWM2024 New Delhi, dated 28.11.2025

Copy to:-

Sr. PPS/PS to CRB & CEO, MF, MI, M(T&RS), M(O&BD), Secretary.
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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

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INDIAN RAILWAYS PERMANENT WAY MANUAL -2024

ADDENDUM AND CORRIGENDUM SLIP NO. 09 DATED 28.11.2025

1. The existing Sub-Para 226(3) shall be replaced by the following:

SWR on Bridges –

(a) SWR may be continued over girder bridges with un-ballasted decks up to 13.3 m opening if the length of SWR is symmetrical to the centre line of bridge and up to 6.1 m opening if the length of SWR is unsymmetrical to the centre line of the bridge. No fishplated joint should be located on the girder or within six metre from either abutment. In all such cases rail free fastenings, such as rail free clips shall be used, so that relative movement between rail and sleepers may take place.

Irrespective of length of the bridge, 26 m long rolled rails may be laid on un-ballasted girder bridges with 1.0 m long fishplates and 06 bolts and with rail free fastenings only. Joint gaps are to be provided and maintained as per Para 319 & 320.

(b) SWR may be provided as a normal track over ballasted deck bridges (with bearing) of any length with following instructions:

(i) SWR shall be isolated from LWR/CWR by a minimum length of 30 m of well anchored PSC sleeper track on either side.

(ii) 26/39 m long rolled rails may be laid on bridges with 1.0 m long fishplates and 06 bolts. Joint gaps shall be provided and maintained as per Para 319 & 320.

(iii) Ballast cushion shall be as per Para 212(2)(a) on bridge and approaches.

(c) SWR can be continued over ballasted deck bridges (without bearing) of any length.

2. New item at Sl. No.11A shall be added in Annexure - 2/4(A) as under:

S. No.	Component	Drg. No.	Description
11A	Combination Fishplate	RT-8533-8536 (Alt.-1)	Fishplate Combination for 60E1/UIC 60 & 52 kg (1 m long)

3. The existing Para 304 shall be replaced by the following:

Portion for welding – The portion used for welding shall conform to the technical requirements as mentioned in *"Indian Railway Standard Specification for Fusion Welding of Rails by Alumino – Thermic Process"*. The suitability of the 'portion' for the welding process in respect of the type and section of rails to be welded shall be ensured before commencing welding. Thermit welding portions and consumables to be used for welding shall be from RDSO approved sources only. Welding Parameters viz. preheating time, preheating pressure, mould waiting time etc., as approved by the RDSO for the particular source and particular welding technique shall be ensured, while executing the AT weld at site.

28.11.25

4. The existing Para 330 shall be replaced by the following:

Bridges with Ballasted Deck and Ballastless Track (BLT) (With Bearing)

Detailed calculations shall be done by the Design office of Chief Bridge Engineer/CAO(C) to ascertain the effect of LWR on such bridges and its effect on the substructure of the bridge as per Para 2.8.1.2 of *"Bridge Rules"*.

The LWR/CWR may be permitted as per RDSO's report BS-126 Rev 1, December 2023 *"Guidelines for continuation of LWR/CWR over ballasted deck bridges on Indian Railways"* subject to satisfactory results of Rail Structure Interactions (RSI) analysis. In case, LWR cannot be permitted to continue due to any site specific conditions, SWR may be provided. The LWR/CWR on BLT Bridges may only be permitted, if found satisfactory on the basis above calculations. Chief Bridge Engineer/CAO(C) may further permit use of special arrangements to control RSI effects as stipulated in the RDSO Report No. BS-114.

5. The existing Para 428 shall be replaced by the following:

LWR through Points and Crossings: - The turnouts shall be isolated from LWR/CWR by provision of SEJs on either side. However, in case of LWR/CWR taken through turnouts the provisions contained in RDSO Report No. CT-48 shall be followed.

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28.11.25