

## INDIAN RAILWAYS PERMANENT WAY MANUAL 2024

### Addendum and Corrigendum Slip No.6 Dated 18.08.2025

#### Para: 838

NEW

1. The existing para 838 shall be replaced by the following:
2. मौजूदा पैरा 838 को निम्नलिखित द्वारा प्रतिस्थापित किया जाएगा

#### 838 Working of Motor Trolleys – मोटर ट्रॉलियों का संचालन –

- (1) A motor trolley shall be run only under block protection or following a train/motor trolley in accordance with special instructions.

मोटर ट्रॉली को केवल ब्लॉक संरक्षण के तहत या विशेष निर्देशों के अनुसार ट्रेन/मोटर ट्रॉली के पीछे चलाया जाएगा।

- (2) When a motor trolley that is worked under block protection or following a train /motor trolley, breaks down (i.e. it cannot be propelled even by hand) in the block section, the official-in-charge should remove it clear off the track and send a written advice to the nearest Station Master/Block Hut-in-charge returning the 'Authority to proceed'/ Motor Trolley permit/ line clear ticket/ token/ tablet or advise the nearest Station Master/Control through the emergency telephone with exchange of Private Number about the same. He should not place again the motor trolley on the line without the written permission of either Station Master/ Block Hut-in-charge at the end of the block section concerned.

जब ब्लॉक सुरक्षा के अंतर्गत या किसी रेलगाड़ी/मोटर ट्रॉली के पीछे चल रही मोटर ट्रॉली ब्लॉक सेक्शन में खराब हो जाती है (अर्थात् उसे हाथ से भी नहीं चलाया जा सकता), तो प्रभारी अधिकारी को उसे तुरंत ट्रैक से हटा देना चाहिए और निकटतम स्टेशन मास्टर/ब्लॉक हट प्रभारी को लिखित सूचना भेजकर 'आगे बढ़ने का अधिकार'/मोटर ट्रॉली परमिट/लाइन क्लियर टिकट/टोकन/टैबलेट वापस कर देना चाहिए या निजी नंबर के आदान-प्रदान के साथ आपातकालीन टेलीफोन के माध्यम से निकटतम स्टेशन मास्टर/कंट्रोल को इस बारे में सूचित करना चाहिए। संबंधित ब्लॉक सेक्शन के अंत में स्थित स्टेशन मास्टर/ब्लॉक हट प्रभारी की लिखित अनुमति के बिना उसे मोटर ट्रॉली को दोबारा लाइन पर नहीं रखना चाहिए।

- (3) **Following a Train/Motor Trolley** – Motor trolley may follow a fully vacuum/air brake train or a light engine or another motor trolley in the same block section during daylight hours and in clear weather under special instructions issued by the Railway Administration.

**ट्रेन/मोटर ट्रॉली का पीछा करना** - मोटर ट्रॉली दिन के समय और साफ मौसम में रेलवे प्रशासन द्वारा जारी विशेष निर्देशों के तहत एक ही ब्लॉक सेक्शन में पूरी तरह से वैक्यूम/एयर ब्रेक ट्रेन या एक लाइट इंजन या अन्य मोटर ट्रॉली का पीछा कर सकती है।

## INDIAN RAILWAYS PERMANENT WAY MANUAL 2024

*Addendum and Corrigendum Slip No.6 Dated 18.08.2025*

NEW

2. A new sub-para 852(7) shall be added to the existing para 852 as under:

मौजूदा पैरा 852 में एक नया उप-पैरा 852(7) जोड़ा जाएगा, जो इस प्रकार होगा:

07 (a) JE/SSE/P.Way may impose suitable speed restriction along with deployment of lookout man for adjacent line during unloading of ballast or sleeper DMT.

जेई/एसएसई/पी.वे गिट्टी या स्लीपर डीएमटी उतारने के दौरान आसन्न लाइन के लिए लुकआउट मैन की तैनाती के साथ-साथ उपयुक्त गति प्रतिबंध लगा सकते हैं।

(b) After unloading of ballast or sleepers, first train shall pass with restricted speed of 45 kmph or less, as imposed by JE/SSE/P.Way. Caution Order shall indicate the location where the material has been unloaded and also that the temporary engineering indicator boards are not displayed at site.

गिट्टी या स्लीपर उतारने के बाद, पहली ट्रेन जेई/एसएसई/पी.वे द्वारा निर्धारित 45 किमी प्रति घंटे या उससे कम की प्रतिबंधित गति से गुजरेगी। सतर्कता आदेश में उस स्थान का उल्लेख होगा जहाँ सामग्री उतारी गई है और यह भी कि अस्थायी इंजीनियरिंग संकेतक बोर्ड उस स्थान पर प्रदर्शित नहीं किए गए हैं।

**NOTE:** पैराग्राफ 852 में पहले कुल 06 पॉइंट था जिसमें एक और पॉइंट 07 जोड़ा गया है.

Paragraph 852 earlier had a total of 06 points to which another point 07 has been added.

## INDIAN RAILWAYS PERMANENT WAY MANUAL 2024

*Addendum and Corrigendum Slip No.5 Dated 18.08.2025*

3. The existing sub-para 902(1) shall be replaced by the followings:

Class of LC	Criteria
Special.....for roads	TVUs greater than 50,000
'A' class.....for roads	TVUs from 50,000 & up to 30,000; or Line capacity utilization 80% (on single line) and number of road vehicles greater than 1000
'B' class.....for roads	TVUs less than 30,000 and up to 10,000 and number of road vehicles greater than 750 'B' Class is further subdivided as following– B1 class...TVUs less than 30,000 and up to 25,000 B2 class... TVUs less than 25,000 and up to 10,000
'C' class.....for roads	All other level crossings for road, not covered in above classes

NEW

Class of LC	Criteria
Special.....for roads	TVUs greater than 50,000
'A' class.....for roads	TVUs from 50,000 & up to 30,000; or Line capacity utilization 80% (on single line) and number of road vehicles greater than 1000
'B' class.....for roads	TVUs less than 30,000 and up to 20,000 and number of road vehicles greater than 750 'B' Class is further subdivided as following – B1 class... TVUs less than 30,000 and up to 25,000 B2 class... TVUs less than 25,000 and up to 20,000
'C' class..... for roads	All other level crossings for road, not covered in above classes

OLD

**INDIAN RAILWAYS PERMANENT WAY MANUAL 2024**  
*Addendum and Corrigendum Slip No.5 Dated 18.08.2025*

5. New items at S. No. 20 & 21 shall be added in Annexure 9/1 as under:

Item	Details	Dimensions and details for various classes of crossings				Remarks
		Special	'A' Class	'B' Class	'C' Class	
1	2	3	4	5	6	7
20	Vertical clearance between the underside of the top member of the height gauge and the road surface.	4.76 m to 4.78 m				
21	Clearance between the road surface and the boom of lifting barrier when the gate is closed to Road Traffic	0.8 m to 1 m				As per Para 14.2.1 (h) of IRSEM

NEW ADD

## INDIAN RAILWAYS PERMANENT WAY MANUAL 2024

### Addendum and Corrigendum Slip No.6 Dated 18.08.2025

5. New items at S. No. 20 & 21 shall be added in Annexure 9/1 as under:

Annexure - 4/5 (Para 429)

**PARTICULARS OF TONGUE RAILS SHOWING LOCATION AND HEAD THICKNESS AT LEVEL POINT OF STOCK AND TONGUE RAIL**

S No.	Description of switches	Drg. No. of tongue rails	Location of 13 mm head from ATS	Location of JOH from ATS	Location of level point of stock & tongue rail from ATS	Head thickness of tongue rail at level point
			mm	mm	mm	mm
1	6400 mm c/s on PSC BG 52 kg RT-4866	RT-4866/2	476.5	3023	1512	31.6
2	6400 mm c/s on PSC BG 60 kg RT-4966	RT-4966/1	476.5	3229	2348	48.25
3	10125 mm c/s on PSC, BG, 60 kg RT-4219	RT-4325/1	1682	5836	4244	43.4
4	10125 mm c/s on PSC BG 52 kg RT-4733	RT-4733/1	1682	5540	4029	40.34
5	7000 mm c/s on PSC, RDSO/T-5363, RDSO/T-5364 for 52 kg 1 in 8 ½ Diamond	RDSO/T-5364/1 to RDSO/T-5364/3	480	3095	1547.5	32
6	7000 mm c/s on PSC, RDSO/T-6493, RDSO/T-6494 for 60 kg 1 in 8 ½ Diamond	RDSO/T-6494/1 to RDSO/T-6494/3	585	3308	2406	50

NEW

Annexure - 4/5 (Para 429)

**PARTICULARS OF TONGUE RAILS SHOWING LOCATION AND HEAD THICKNESS AT LEVEL POINT OF STOCK AND TONGUE RAIL**

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			mm	mm	mm	mm
1	6400 mm c/s on PSC BG 52 kg RT-4866	RT-4866/2	476.5	3023	1512	31.6
2	6400 mm c/s on PSC BG 60 kg RT-4966	RT-4966/1	476.5	3229	2348	48.25
3	10125 mm c/s on PSC, BG, 60 kg RT-4219	RT-2581/1	1682	5836	4244	43.4
4	10125 mm c/s on PSC BG 52 kg RT-4733	RT-4325/1	1682	5540	4029	40.34
5	7000 mm c/s on PSC, RDSO/T-5364 for 52 kg 1 in 8 ½ Diamond	RDSO/T-5364/1 to RDSO/T-5364/3	476	3095	1547.5	32
6	7000 mm c/s on PSC, RDSO/T-6494 for 60 kg 1 in 8 ½ Diamond	RDSO/T-6494/1 to RDSO/T-6494/3	476	3008	2406	50

OLD