

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2021/Track-III/TK/12

New Delhi, Dtd. 23.07.2025

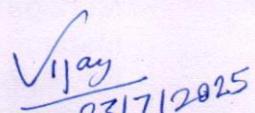
Addressed to:
As per list attached.

Sub: Correction Slip No. 7 to Indian Railway Track Machine Manual (IRTMM-2019).

The Ministry of Railways (Railway Board) have decided to make correction/addition/deletion as indicated in the enclosed Correction Slip No. 7 to relevant para/annexures of Indian Railway Track Machine Manual-2019.

This has the approval of Additional Member, Civil Engineering (AM/CE).

Encl.: as above


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List

The General Managers (Engg.)- CR, ER, ECR, ECoR, NR, NCR, NER, NFR, NWR, SR, SCR, SECR, SER, SWR, WCR, WR and Metro Railway/Kolkata.

The General Manager (Const.), N.F. Railway, Guwahati.

The CAO/Const. All Indian Railways.

PFA All Indian Railways.

The General Managers (Engg.) – ICF/Chennai, RCF/Kapurthala, DLW/Varanasi, CLW/Chittranjan, W&AP/Yelahanka, Bangalore & DMW/Patiala, MCF/Rai Bareli, CORE/PRYJ

The Director General (Track), RDSO/Alambagh, Lucknow.

Chief Commissioner of Railways Safety, Lucknow.

Managing Director, IRCON, New Delhi.

Managing Director, RITES, 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., 1st Floor Jeevan Tara Building, Gate No. 4, Parliament Street, New Delhi.

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Director General, IRICEN, Pune.

Director General, IRIEEN, Nasik.

Director General, IRISSET, Secunderabad.

Director General, IRIMEE, Jamalpur.

Director General, Railway Staff College, Vadodara.

Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, AIRPFA, DAI (Railways) Rail Bhawan, New Delhi.

Copy to:

PPS to, Chairman & CEO, Member (Fin.), Member (Infra), Member (T&RS), Member (O&BD) and Secretary/Rly. Board. *

PPS/PS to AM(CE), AM (Works), AM (PL), AM (F), AM (T), AM(Staff).

AM(L&A), PED (Infra), PED(Bridge), PED(Vig)

PEDTK (M&MC), EDCE (G), EDCE (P), EDCE (B&S) ED (W), ED(Plg), ED(INF), ED(L&A), ED(PSU), EDVE,

Correction Slip No. 7 to Indian Railways Track Machine Manual-2019

Para 606 (1) shall be replaced by new para 606 (1) as under:

(1) Track machines are deployed for variety of track works and their proper utilization has to be ensured by making available minimum duration of blocks for smooth, safe and effective working. Minimum duration of block is fixed based on setting up/winding up time, ineffective time and progress per effective hour. Minimum block duration etc. for different types of machines is given in table below:

S.No.	Machine Type	Minimum Block in Hour (min)	Ineffective time in hour (minute)	Output / effective Hour
1	DUO	2.50 (150 min)	0.50 (30 min)	800 m
2	CSM	2.50 (150 min)	0.50 (30 min)	1200 m
3	TEX- DYNAMIC	2.50 (150 min)	0.50 (30 min)	1600 m
4	UNIMAT	2.50* (150 min)	0.50 (30 min)	1 turnout
5	MPT	2.50* (150 min)	0.50 (30 min)	1000 PRC/ 1 turnout
6	DTS	2.50* (150 min)	0.50 (30 min)	2500 m
7	PCCM	3.00 (180 min)	1.25(75 min)	1 turnout per 1.75 Hr.
8	BCM(Plain)	3.00 (180 min)	1.00 (60 min)	200 m
9	BCM (P&C)	4.50 (270 min)	3.00 (180 min) #	One turnout track
10	HOBCM	4.00 (240 min)	1.33 (80 min)	350 m
11	SBCM	2.50 (150 min)	0.50 (30 min)	400 m
12	BRM	2.50 (150 min)	0.33 (20 min)	1500 m
13	TLE	3.00 (180 min)	0.75 (45 min)	200 m
14	TRT	4.00 (240 min)	1.25 (75 min)	400 m
15	RGM (72 stone)	4.00 (240 min) \$\$	0.33 (20 min)	12-15** km
16	RGM(96 stone)	4.00 (240 min) \$\$	0.33 (20 min)	15-18** km
17	SRGM	4.00 (240 min) \$\$	0.50 (30 min)	4 Turnout/3 km
18	RIV	2.50 (150 min)	0.50 (30 min)	40-50 km
19	RMM	4.00 (240 min) \$\$	0.75 (45 min)	0.7-1.5 km

- *Time for turnout is for main line & turnout side and connection and disconnection time required for S&T.
- **Depending on the length on curves in the section.
- # For deep screening of P&C, ineffective time includes movement, preparatory works and S&T works.
- \$\$ If one block of 4 hrs block is not possible then two blocks of 2.5 hrs / four blocks of 1.5 hrs to be provided.
- Output may vary depending upon the age of the machine and track features.
- For output less than 90% of the normal output, the reason should be analysed and corrective action taken, if any.
- MPT is used for spot attention of both plain track and Points and Crossing, hence requirement will vary depending on work to be performed.
- Ineffective time may increase while machine will work in group.