

CORRECTION SLIPS TO IRTMM MARCH 2000

Correction Slip No. 8 Dated 25.10.2004:

The following New Paragraph No. 5.1.3 is added under Para No. 5.1 at Page No. 132 of Chapter 5 of IRTMM-2000 as under:

Para 5.1.3:

Following track structures and track geometry standards shall be ensured before deployment of track machines on construction projects.

- (a) Track laying standards in respect of gauge, joints, expansion gaps and spacing of sleepers for the new track as specified in Para 316 of IRPWM may be followed.
- (b) The pre-tamping and post tamping operations as specified in Chapter 3 of IRTMM should be followed.
- (c) A minimum cushion of 150mm of clean ballast alongwith adequate ballast on shoulders and cribs should be ensured before deploying the tamping machines.
- (d) The track geometry prior to deployment of track machines for new works of new line, doubling, gauge conversion etc. should be as under:

Peak value of Unevenness	:	15mm on 3.6 m Chord.
Peak value of Twist	:	15mm on 3.6 m Chord.
Peak value of Alignment	:	15mm on 7.2 m Chord.

The above track geometry standards are not safety/slow down tolerances but are only a prerequisite for deployment of track tamping machines for better machine productivity and their optimum utilization.

- (e) For achieving the track geometry parameters as above, suitable small track machines such as off-track tampers etc. may be used.
- (f) Dy.CE.(Construction)/DEN(Construction) should certify the track geometry as mentioned above before deploying the track machines.
- (g) Deployment of DGS alongwith tamping machines is desirable.

Para 5.1.4:

The existing Para No. 5.1.3 is renumbered as 5.1.4.

Authority: Board's office's letter No. 2000/Track-III/TK/18 dated 25.10.2004.