

## EASTERN RAILWAY

No.W(7) 632/1/Pt.7

Kolkata, the 03<sup>rd</sup>, Dec.'25

**Sr.DEN(Co-ordn.)**

Eastern Railway,  
HWH, SDAH, ASN & MLDT

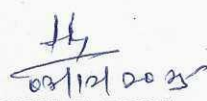
**Sub: Lifting of track during maintenance work.**

**Ref:** Railway Board's letter No. 2023/CE-II/Safety/Instructions dated 29.05.2025 (*Copy enclosed*).

The letter under reference was earlier circulated to all concerned. However, it has been noted in the recent past that some violation of the provisions of the letter have taken place in this Railway. Therefore, the following are reiterated-

1. For lifting of track in stages of 50 mm, only non-infringing type hydraulic jacks or equivalent devices are to be used with proper track protection/speed restriction, if required, following the extant provisions of IRPWM. **It is to be ensured that no mechanical jacks are used for lifting of track.**
2. The provisions of the para 638 and 345(2)(b) of IRPWM should specifically be mentioned in the terms & conditions of contract to ensure that lifting of track does not exceed 50 mm at a time and the easement gradient does not exceed 25 mm in one rail length of 13 m (1:520).
3. All divisions are requested to ensure compliance of above at the field level.

DA: As above.

  
(ABHIJIT ROY)

**CHIEF TRACK ENGINEER**

**Copy to:** Secy. to PCE for kind information of PCE please.

Signature Not  
Verified

Digitally signed by  
NATINDER KUMAR  
Date: 2026.03.20  
Time: 11:01:01  
Reason: IREPS-CRIS  
Location: New Delhi



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

No. 2023/CE-II/Safety/Instructions

New Delhi, Date: 29.05.2025

Principal Chief Engineers,  
All Zonal Railways.

**Sub: Lifting of track during maintenance work.**

1. An instance has come to the notice that in one of the railways, one side track was lifted more than 150 mm in single stage using infringing type mechanical jack that too, without any track protection/ speed restriction resulting into derailment of a train. This shows gross negligence and violation of Para 638 of IRPWM, on the part of supervisor and has been viewed seriously in the Board.
2. Guidelines for lifting of track for maintenance purpose have been covered under para 638 of IRPWM which inter-alia mentions: -  
*"The lifting should not exceed 50 mm at a time so as to allow proper consolidation. The easement gradient for the passage of trains should not be steeper than 25 mm in one rail length of 13 metres. Heavy lifting should always be carried out under suitable speed restriction and under the protection of corresponding engineering signals."*
3. As per para 345(2)(b) of IRPWM, lifting in excess of 50 mm shall be carried out in stages with adequate time gap in between successive stages to ensure proper consolidation of previous stage.
4. To ensure safety during execution and to facilitate controlled lifting in stages of 50 mm, as specified in the IRPWM (Para 638), it is essential that only non-infringing type hydraulic jacks or equivalent devices are used with proper track protection/ speed restriction, if required, following the extant provisions of IRPWM.
5. Further, most of the railways undertake this item in P. way Zone work based on USSOR item numbers 073000 & 083000 which pertain to lifting and packing of plain track and turnouts. However, the description of these items does not specify the tools and equipment to be used for the lifting and packing of PSC track. The provisions of para 638 and 345(2)(b) of IRPWM should specifically be mentioned in the terms & conditions of contract to ensure that lifting of track does not exceed 50 mm at a time and the easement gradient does not exceed 25 mm in one rail length of 13 meters (1:520).
6. Zonal Railways are requested to ensure compliance of above at field level.

This is issued with the approval of Competent Authority.

29/24  
29.05.25  
(S.M.Pandey)  
Exe. Dir./CE(P)  
Railway Board