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

No. 2021/EEM/148/3/ACTM New Delhi, Dt. 15.01.2026

**The General Manager**
**All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore**

**The Chief Administrative Officers,**
**DMW/Patiala, RWP/Bela**

**Director General,**
**RDSO/ Lucknow and NAIR, Vadodara.**

**Chief Commissioner of Railway Safety, Lucknow.**
**CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.**

**Commissioner of Metro Railway Safety/Delhi**

**Director General/Director,**
**IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior**

**Chairman & Managing Director,**
**RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.**

**Sub: Compendium of Advance Correction Slips to ACTM.**

A Compendium of Advance Correction Slips to ACTM has been prepared **(copy attached)**. The same should be circulated to all field units for necessary action and compliance accordingly.

**DA: As above.**

18/01/2026

**(Akash Sharma)**
**Director (TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), ED/GS(Elect), PEDEE(Dev.), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2021/EEM/148/3/ACTM

New Delhi, Dated: 19.12.2022

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

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CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 34 to Railway Manual of AC traction (ACTM) Vol. II Part II Appendix-I Para No. 18.11, ACTM Volume-II, Part-II, Fig. A1.10 & ACTM Vol. II Part-I, Chapter-VII, para 20703-Sub Para 4(i) with regard to distance between OHE structures and signal post.**

Please find enclosed herewith the Advance Correction slip No. 34 (Modification/Revisions) in Para of Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-I Para No. 18.11, ACTM Volume-II, Part-II, Fig. A1.10 & ACTM Vol. II Part-I, Chapter-VII, para 20703-Sub Para 4(i) with regard to distance between OHE structures and signal post for your information and necessary action.

These issues with the approval of Board (Member/T&RS)

This ACS-34 shall be treated as ACS-1 after last revision of ACTM in Nov-2022

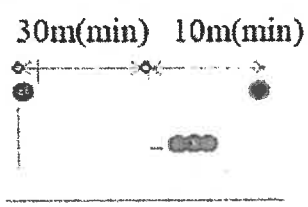
19.12.22

**(Nisha Manohar Patil)**
**Director Elect. Engg. (PS)**
**Phone:011-47845419**
**Email- rbelectricaleem@gmail.com**

**Copy to** : PPS to M/TRS, PPS to M/Infra, PPS to MST, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), ED(GS)/Elect, PEDEE(Dev.), EDEE/G, EDCE(G), DEE(RS), DEE(G), Director (GS)/Electrical, Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

File No: 2021/EEM/148/3/ACTM

## ACTM Correction slip no. 34 dated 19.12.2022

| SN | ACTM Para No. | Existing Details | Modified Para |
|---|---|---|---|
| 1. | ACTM Volume-II, Part-II, Appendix-1, Para 18.11 | No masts shall be located beyond a signal post at a distance less than 10 m. In case the OHE mast is located in the front of the signal the distanc e between the OHE mast and signal post should not be less than 30 m (Ref. Fig. A1.10) | (a) The distance between the signal post and traction mast shall be as large as possible. In case the traction mast is located in front of signal post, the distance between the traction mast and signal post should not be less than 30 meters. In addition, it should be ensured that no mast shall be located beyond a signal post at a distance less than 10 meters. Layout plan (LOP) showing placement of traction mast and signal shall be approved by PCSTE (or his authorised representative) with concerned Electrical officer.<br><br>(b) In case, minimum distance stipulated in para (a) above cannot be adhered due to field constraint, PCSTE and PCEE (jointly) are empowered to give dispensation for further reduction in the distance, keeping in view the visibility of signal and safety aspects (Ref. A.1.10). |
| 2. | ACTM Volume-II, Part-II, Fig. A1.10 |  |  <br>X= Preferably 30m (min)<br>& Y = preferably 10m (min).<br>Reduction in distance X and Y with dispensation of PCSTE and PCEE both jointly after ensuring visibility of signal and safety aspects. |
| 3. | ACTM Volume- II, Part I, Chapter-VII, Para 20703 Sub-Para 4 (i) | Location of signals<br>i) The distance between the signal post and the traction mast shall be as large as possible. In case the traction mast is located in front of the signal post the distance between the traction mast and signal post should not be less than 30m. No traction mast shall be located beyond the signal post at a distance less than 10m. | (a) The distance between the signal post and traction mast shall be as large as possible. In case the traction mast is located in front of signal post, the distance between the traction mast and signal post should not be less than 30 meters. In addition, it should be ensured that no mast shall be located beyond a signal post at a distance less than 10 meters. Layout plan (LOP) showing placement of traction mast and signal shall be approved by PCSTE (or his authorised representative) with concerned Electrical officer.<br><br>(b) In case, minimum distance stipulated in para (a) above cannot be adhered due to field constraint, PCSTE and PCEE (jointly) are empowered to give dispensation for further reduction in the distance, keeping in view the visibility of signal and safety aspects (Ref. A.1.10). |

**(Nisha Manohar Patil)**
**Director Elect. Engg. (PS)**
**Phone:011-47845419**
**Email- rbelectricaleem@gmail.com**

आज़ादी का अमृत महोत्सव

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2021/EEM/148/3/ACTM-Part(9) E-3430744

New Delhi, Dt. 18.05.2023

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officer,
DMW/Patiala, RWP/Bela

Director Genaral,
RDSO/ Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow.
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 2 to Railway Manual of AC traction (ACTM) Vol. II Part II Appendix-I Para 18.12 with regard to arrangement of traction mast on abutments of bridges and level crossings.**

Please find enclosed herewith the Advance Correction slip No. 2 (Modification/Revisions) in Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-I Para 18.12 with regard to arrangement of traction mast on abutments of bridges and level crossings for your information and necessary action.

2. Earlier ACS no. 34 to ACTM Vol. II Part II Appendix-I Para no. 18.11 was issued on 19.12.2022 may be treated as ACS no. 1 to ACTM Vol. II Part II November-2022.

*This issues with the approval of Competent Authority.*

18.05.23

**(Nisha Manohar Patil)**
**Director Elect. Engg.(PS)**
**Phone: 011-47845419**
**Email- rbelectricaleem@gmail.com**

**Copy to :** PPS to M/TRS, PPS to M/Infra, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), PED/GS, EDGS(Elect), PEDEE(Dev.), EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

# ACTM Correction slip no. 2 dated 18.05.2023

| ACTM Para No. | Existing Para | Modified Para |
|---|---|---|
| Para No. 18.12 Appendix-I of ACTM Vol. II Part-II November-2022 | Mast should be located sufficiently far away from level crossing and back of abutments of bridges. The distance between the mast and the end of the level crossing/abutment shall not normally be less than 10 m. the distance between the mast and the end of the abutment may be reduced to minimum 5m by PCEE on case specific basis after getting approval of CBE subject to the following conditions:<br><br>i. The reduction of distance upto 5m shall result in avoidance of OHE masts over the pier of the bridge.<br>ii. The mast at abutment shall carry single cantilever assembly and must not be used for ATD provision or anti creep anchor.<br>iii. The implantation of OHE mast may be suitably increased as per site condition.<br>iv. Cost of strengthening the approaches due to this modification to be borne by Electrical Department. | Mast should be located sufficiently far away from level crossing and back of abutments of bridges. The distance between the mast and the end of the level crossing/abutment shall not normally be less than 10m. The distance between the mast and the end of level crossing may be further reduced by PCEE on case specific basis who may prescribe any special precaution as may be considered necessary. The distance between the mast and the end of the abutment may be reduced to minimum 5m by PCEE on case specific basis after getting approval of CBE subject to the following conditions:<br><br>i. The reduction of distance upto 5m shall result in avoidance of OHE masts over the pier of the bridge.<br>ii. The mast at abutment shall carry single cantilever assembly and must not be used for ATD provision or anti creep anchor.<br>iii. The implantation of OHE mast may be suitably increased as per site condition.<br>iv. Cost of strengthening the approaches due to this modification to be borne by Electrical Department. |

आज़ादी का अमृत महोत्सव

**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**
**RAILWAY BOARD**

No. 2006/Elect(G)/170/2/Pt-II E-3422660 New Delhi, Dated: 17.08.2023

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

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Director General,
RDSO/ Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 3 to Railway Manual of AC traction (ACTM) Vol. II Part I, Para 20317 (2) with regard to Periodicity of TXR inspection for Tower wagon.**

Please find enclosed herewith the Advance Correction slip No. 3 (Modification/Revision) of Railways Manual of AC Traction (ACTM) Vol. II Part I, Para 20317 (2) with regard to Periodicity of TXR inspection for Tower wagons for your information and necessary action.

*This issues with the approval of Board (M/T&RS)*

17.08.23

**(Nisha Manohar Patil)**
**Director Elect. Engg. (PS)**
**Phone: 011-47845419**
**Email- rbelectricaleem@gmail.com**

**Copy to :** PPS to M/TRS, PPS to M/Infra, PPS to MST, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), PED/GS, ED(GS)/Elect, PEDEE(Dev.), EDEE/G, EDCE(G), DEE(RS), DEE(G), Director (GS)/Electrical, Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

File No: 2006/Elect(G)/170/2/Pt-II

**ACTM Correction slip no. 03 dated 17.08.2023**

| SN | ACTM Para No. | Existing Details | Recommendation of Committee Modified Para |
|---|---|---|---|
| 1. | 20317 | 2. A monthly mechanical inspection of the bogies and running gear of each OHE Inspection car(Tower wagon) shall be done by a nominated supervisor of electrical department(Electric Loco Shed or diesel Loco shed or Electrical supervisor who has been trained to check all issues related to safe to run examination)/TXR of the Mechanical Department, headquartered close to the OHE depot where the car is normally stabled. For each car on a Zonal Railway, the nominated supervisor of electrical department (Electric Loco Shed or diesel Loco shed or Electrical supervisor who has been trained to check all issues related to safe to run examination) /TXR responsible for monthly mechanical inspection will be nominated by PCEE/PCME respectively clearly laying down his duties. | 2. A periodic (45 days/4500km, whichever is earlier) inspection of the bogies and running gear of each OHE Inspection Car (Tower Wagon) shall be done by a nominated supervisor of nearest Electric Loco shed or Diesel Loco Shed or EMU/MEMU Car Shed or Diesel/Electric Loco Trip Shed who has been trained to check all issues related to safe to run examination/C&W depot supervisor of the Mechanical Department, headquartered close to the OHE depot where the OHE Inspection Car is normally stabled. For each OHE Inspection Car (Tower Wagon) on a Zonal Railway, the Supervisor of nearest Electric Loco shed or Diesel Loco Shed or EMU/MEMU Car Shed or Diesel/Electric Loco Trip Shed who has been trained to check all issues related to safe to run examination/C&W depot supervisor responsible for Periodic mechanical inspection will be nominated by PCEE/PCME respectively clearly laying down his duties and a joint circular to this effect to be issued by PCME & PCEE ". |
| | | The SSE/JE(TRD) in charge of the car will advise the nominated supervisor of electrical department(Electric Loco Shed or diesel Loco shed or Electrical supervisor who has been trained to check all issues related to safe to run examination)/TXR concerned the date on which it is required to be inspected and running repairs carried out. Such advise shall be given at least 48 h. in advance. SSE/JE(OHE) should ensure that this monthly advise is issued regularly and the car is offered for inspection and attended to every month. The nominated supervisor of electrical department(Electric Loco Shed or diesel Loco shed or Electrical supervisor who has been trained to | "The SSE (OHE) in - charge of the OHE Inspection Car will advise the nominated Supervisor of nearest Electric Loco shed or Diesel Loco Shed or EMU/MEMU Car Shed or Diesel/Electric Loco Trip Shed who has been trained to check all issues related to safe to run examination/C&W depot supervisor of the Mechanical Department concerned, the date on which Tower Wagon (OHE Inspection Car) is required to be inspected and running repairs carried out. Such advice shall be given at least 48 hrs. in advance. SSE (OHE) in - charge should ensure that this periodic inspection (45 days/4500km, whichever is earlier) advice is issued regularly and the OHE Inspection Car is offered for inspection and attended. The nominated |

| | | | |
|---|---|---|---|
| | | check all issues related to safe to run examination)/TXR will arrange for examination of bogies, running gear, underframe, under gear fittings and axle boxes only, in accordance with IRCA rules, Part-III. He will also arrange for stenciling the date of monthly examination on the sole bar of the car. The POH of the car shall be done at an interval of 6 years (72 months) or as per latest instructions of RDSO/Railway Board in an EMU shop /Electric loco shed/Electric workshop/Diesel shed, as per RDSO's SMI No. TI/MI/0052 Rev.0 or latest revision for 4-wheeler tower wagon and SMI No. TI/MI/0043 Rev.2 or latest revision for 8-wheeler tower wagon. | Supervisor of nearest Electric Loco shed or Diesel Loco Shed or EMU/MEMU Car Shed or Diesel or Electric Loco Trip Shed who has been trained to check all issues related to safe to run examination/TXR of Mechanical Department will arrange for examination of bogies, running gear under - frame, under gear fittings and axle boxes only, in accordance with IRCA rules, Part - III. He will also arrange for stenciling the date of periodic examination on the sole bar of the OHE Inspection Car." |

17.08.23

**(Nisha Manohar Patil)**
**Director Elect. Engg.(PS)**
**Phone: 011-47845419**
**Email- rbelectricaleem@gmail.com**

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

2021/EEM/148/3/ACTM-Part (3) E-3402261 New Delhi, Dated: 30.11.2023

**The General Manager**
**All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore**

**The Chief Administrative Officers,**
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**Director General/Director,**
**IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior**

**Chairman & Managing Director,**
**RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.**

**Sub: Advance Correction Slip No. 4 to Railway Manual of AC traction (ACTM) Vol. II Part II Para 17.3 & para 21.2 with regard to power line crossing.**

Please find enclosed herewith the Advance Correction slip No. 4 (Modification/Revisions) in Para of Railways Manual of AC Traction (ACTM) Vol. II Part II, Para 17.3 & Para 21.2 with regard to power line crossing for your information and necessary action.

30-11-23

**(Nisha Manohar Patil)**
**Joint Director Elect. Engg.(PS)**
**Phone: 011-47845419**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MST,PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, ED/GS(Elect), PEDEE(RS), PEDEE(Dev.), EDEE/G, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

# ACTM Correction Slip No. 4 dtd. 30.11.2023

## Existing para

(a) Vertical clearance for OHE (Other than high rise OHE) :

Table: **17.3 (a)**

| S.N. | Overhead crossing voltage | Minimum clearance from Rail Level | | Minimum clearance to be maintained between lowest transmission line crossing conductor and railway structure as per clause 61 CEA | Minimum clearance to be maintained between highest traction conductor and lowest transmission line crossing conductor as per clause 69 CEA |
|---|---|---|---|---|---|
| | | Existing power line crossing for existing Non-electrified line | New power Line crossing (for electrified or non-electrified routes) or existing power line crossing planned for alteration or modification (for electrified or non-electrified routes) | At structure | At Mid span |
| (1) | (2) | (3) | (4) | (5) | (6) |
| 1 | Upto & including 11 kV | By underground cable | | | |
| 2 | Above 11 kV & upto 33 kV | 10860 | 14660 | 3700 | 2440 |
| 3 | Above 33 kV & upto 66 kV | 11160 | 14960 | 4000 | 2440 |
| 4 | Above 66 kV & upto 132 kV | 11760 | 15560 | 4600 | 3050 |
| 5 | Above | 12660 | 16460 | 5500 | 4580 |

## Proposed Para

(a) Vertical clearance for OHE (Other than high rise OHE) :

Table: **17.3 (a)**

| S.N. | Overhead crossing voltage(AC) | Minimum clearance from Rail Level | | Minimum clearance to be maintained between lowest transmission line crossing conductor and railway structure as per clause 63 of CEA Regulation-2023 | Minimum clearance to be maintained between highest traction conductor and lowest transmission line crossing conductor as per clause 71of CEA Regulation-2023 |
|---|---|---|---|---|---|
| | | Existing power line crossing for existing Non-electrified line | New power line Crossing (for Electrified or non-electrified routes) or existing power line crossing planned for alteration or modification (for Electrified or non-electrified routes) as per Clause 60 of CEA Regulation (measures related to safety and electric supply) 2023 | At structure | At Mid span |
| (1) | (2) | (3) | (4) | (5) | (6) |
| 1 | Upto & including 66 kV | By underground cable | | | |
| 2 | Above 66 kV & upto 132 kV | 11760 | 15560 | 4600 | 3050 |
| 3 | Above 132 kV & upto 220 kV | 12660 | 16460 | 5500 | 4580 |
| 4 | Above 220 kV & upto 400 kV | 14460 | 18260 | 7300 | 5490 |
| 5 | Above 400 kV & upto 500 kV | 15360 | 19160 | 8200 | 7940 |
| 6 | Above 500 kV & upto 765KV | 18060 | 21860 | 10900 | 7940 |

| | | | | | |
|---|---|---|---|---|---|
| | 132 kV & upto 220 kV | | | | |
| 6 | Above 220 kV & upto 400 kV | 14460 | 18260 | 7300 | 5490 |
| 7 | Above 400 kV & upto 500 kV | 15360 | 19160 | 8200 | 7940 |
| 8 | Above 500 kV & upto 800KV | 18060 | 21860 | 10900 | 7940 |

| Existing Para | | | | | | Proposed Para | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| b) Vertical clearance for high rise OHE: Table: **17.3 (b)** | | | | | | b) Vertical clearance for high rise OHE: Table: **17.3 (b)** | | | | | |
| S.N. | Overhead crossing voltage | Minimum clearance from Rail Level | | Minimum clearance to be maintained between highest traction conductor and lowest transmission line crossing conductor | | S.N. | Overhead crossing voltage(AC) | Minimum clearance from Rail Level | | Minimum clearance to be maintained between lowest transmission line crossing conductor and railway structure as per clause 63 of CEA Regulation-2023 | Minimum clearance to be maintained between highest traction conductor and lowest transmission line crossing conductor as per clause 71of CEA Regulation-2023 |
| | | Existing power Line crossing For existing non-electrified line | New power Line crossing (for electrified or non electrified routes) or existing power line crossing planned for alteration or modification (for electrified or non electrified routes) | At structure as per clause 61 CEA | At Mid Span as per clause 69 CEA | | | Existing power line crossing for existing Non electrified line | New power Line crossing (for electrified or non electrified routes) or existing power line crossing planned for alteration or modification (for electrified or non electrified routes) as per Clause 60 of CEA Regulation (measures Related to safety and electric supply) 2023 | At structure | At Mid span |
| (1) | (2) | (3) | (4) | (5) | (6) | (1) | (2) | (3) | (4) | (5) | (6) |
| 1 | Upto & including 11 kV | By underground cable | | | | 1 | Upto & including 66kV | By Underground cable | | | |
| 2 | Above 11 kV & upto 33 kV | Normally clearances mentioned in 4 are applicable for double stack container routes; however | 16660 | 3700 | 2440 | | | | | | |
| 3 | Above 33 kV & upto 66 kV | | 16960 | 4000 | 2440 | | | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Above 66 kV & upto 132 kV | EIG may relax as per clause 21.4 | 17560 | 4600 | 3050 | 2 | Above 66 kV & upto 132 kV | 11760 | 17560 | 4600 | 3050 |
| 5 | Above 132 kV & upto 220 kV | | 18460 | 5500 | 4580 | 3 | Above 132 kV & upto 220 kV | 12660 | 18460 | 5500 | 4580 |
| 6 | Above 220 kV & upto 400 kV | | 20260 | 7300 | 5490 | 4 | Above 220 kV & Upto 400 kV | 14460 | 20260 | 7300 | 5490 |
| 7 | Above 400 kV & upto 500 kV | | 21160 | 8200 | 7940 | 5 | Above 400 kV & upto 500 kV | 15360 | 21160 | 8200 | 7940 |
| 8 | Above 500 kV & upto 800 KV | | 23860 | 10900 | 7940 | 6 | Above 500 kV & upto 765 kV | 18060 | 23860 | 10900 | 7940 |

| | |
|---|---|
| **Note** (Applicable for 17.3 (a) & (b):<br>**i.** All height/ clearance are in mm under condition of maximum sag.<br>**ii.** For existing power line crossing<br>(a) In case of new line (with or without electrification) column 4 shall be applicable.<br>(b) Dimensions at column 5 are applicable if the nearest OHE structure/fixed structure is within 6000 mm from overhead crossing conductor. In other cases, dimensions at column 6 are applicable.<br>**iii.** If the crossing is provided with guarding, a minimum clearance of 2000 mm shall be maintained between bottom of the guard wire and highest traction conductor.<br>**iv.** Height of double stack container to be taken as 7100 mm. | **Note** (Applicable for 17.3 (a) & (b):<br>i All height/ clearance are in mm under condition of maximum sag.<br>**ii.** For existing power line crossing dimensions at column 5 are applicable if the nearest OHE<br>structure/fixed structure is within 6000 mm from overhead crossing conductor. In other<br>cases, dimensions at column 6 are applicable.<br>**iii.** If the crossing is provided with guarding, a minimum clearance of 2000 mm shall be<br>maintained between bottom of the guard wire and highest traction conductor.<br>**iv.** Height of double stack container to be taken as 7100 mm. |
| **21.2** For electrification works of existing lines and existing electrified lines, existing power line crossings can continue, if dimensions are as per column (5) & (6) above. EIG of the concerned Railway to ensure fulfillment of vertical clearances at column (5) & (6) above, with additional safeguards if necessary. Wherever feasible special design of traction overhead equipment, return conductor, 25kV feeder line be developed keeping in view the need for economy. | **21.2** For electrification works of existing track or construction of new track/gauge conversion with electrification existing power line crossing can continue, if dimensions are as per column (5) & (6) above, even if dimensions of column (3) are not satisfied i.e. for electrification works column (3) is not applicable. EIG of the concerned Railway to ensure fulfillment of vertical clearances at column (5) & (6) above, with additional safeguards if necessary. Wherever feasible special design of traction overhead equipment, return conductor, 25kV feeder line be developed keeping in view the need for economy. |

आजादी का अमृत महोत्सव

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2021/EEM/148/3/ACTM-Part(2) E-3375993 New Delhi, Dt. 06.12.2023

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officers,
DMW/Patiala, RWP/Bela

Director General,
RDSO/ Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow.
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 5 to Railway Manual of AC traction (ACTM Revised 2022) Vol. II Part II Appendix-I Para 20.1, 20.2, 20.9 & 30.2**

Please find enclosed herewith the Advance Correction slip No. 5 (Modification/Revisions) in Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-I Para 20.1, 20.2, 20.9 & 30.2.

This is for your information and necessary action.

06.12.23

**(Nisha Manohar Patil)**
**Director Elect. Engg.(PS)**
**Phone: 011-47845419**
**Email- rbelectricaleem@gmail.com**

**Copy to :** PPS to M/TRS, PPS to M/Infra, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), PED/GS, EDGS(Elect), PEDEE(Dev.), EDCE(G), DEE(RS), DEE(G), Director/GS(Elect), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

**Annexure-I**

**ACTM Correction slip no. 5 dated 06.12.2023**

| Existing Provision in ACTM dated Nov 2022 | | Proposed Modification |
|---|---|---|
| Para 20.1 to ACTM Vol. II, Part-II - **Tangent Track** | **20.1 Tangent Track**<br>The standard setting i.e. the normal distance of the nearest part of the traction mast from the centre line of tangent track shall be 2.50 m for the broad gauge and 2.35 m for the metre gauge. The setting may be reduced to a minimum of 2.36m for the broad gauge and 2.14 m for the metre gauge only in special circumstances such as yards, cuttings and bridges etc. with the approval of the Chief Electrical Engineer of railway concerned. | **20.1 Implantation on Tangent Track (New Lines/ Doubling/ Electrification)**<br><br>**(A) For Mast Carrying Single OHE**<br>i. The standard setting i.e. the normal distance of the nearest part of the traction mast from the centre line of tangent track shall be 2.80m for the broad gauge and 2.35m for the meter gauge in main line as well as in yards.<br><br>If minimum formation width in embankment as per Para 16, 17 Schedule I, chapter 1 of the IRSOD (BG)- Revised 2022 is not available, implantation may be permitted upto 2.575m with approval of PCEE(open line) who may prescribe any special precautions like buried foundation etc. as may be considered necessary.<br><br>ii. The setting distance may be reduced to a minimum of 2.36 m for the broad gauge and 2.14 m for the meter gauge only in special circumstances such as tunnels, bridges, cuttings & ballast-less tracks (including washable apron) with the approval of the Principal Chief Electrical Engineer(open line) of railway concerned who may prescribe any special precaution as may be considered necessary.<br><br>iii. In yards if it is not possible to provide prescribed Implantation of 2.8m, the setting distance may be reduced to 2.585m with the approval of PCEE(open line).<br><br>iv. In exceptional cases where the clearances available is insufficient to cast normal foundations, foundation in yards can be buried below the ground level with the approval of PCEE(open line) to get the Implantation 2.36m. (RDSO guidelines vide letter No. **TI/CIV//FNDS//2017** dated 26.09.2017). |

| | | |
|---|---|---|
| | | **Note for (i) & (iv): For technical details of buried foundation, refer para iv, v, vi of RDSO letter no. TI/CIV//FNDS//2017 dtd. 26.09.2017. Special Identification mark should be painted on such structure to easily identify it at site. The maintenance record of the OHE structure with buried foundation should be kept in the separate register.** |
| | In case of portal uprights, masts carrying more than one OHE and head span masts, the setting should not normally be less than 3.00 m which may be relaxed to 2.80 m, with the personal approval of PCEE (open line) who may prescribe by special precaution as may be consider necessary. | **(B) For portal uprights, masts carrying more than one OHE & head span masts**<br><br>i. In case of portal uprights, masts carrying more than one OHE & head span masts, the setting distance on broad gauge lines should not normally be less than 3.4 m which may be relaxed to 2.575m, with the personal approval of PCEE(open line) who may prescribe any special precaution like buried foundation etc. as may be considered necessary.<br><br>ii. The setting distance may be reduced to 2.36 m for the broad gauge only in special circumstances such as tunnels, bridges, cuttings & ballast-less tracks (including washable apron) with the approval of the Principal Chief Electrical Engineer(open line) of railway concerned who may prescribe any special precaution as may be considered necessary.<br><br>iii. In yards if it is not possible to provide prescribed Implantation of 3.4m, the setting distance may be reduced to 3.185m with the approval of PCEE(open line).<br><br>iv. In exceptional cases where the clearances available are insufficient to cast normal foundations, foundation in yards can be buried below the ground level with the approval of PCEE(open line) to get the Implantation 2.36m. (RDSO guidelines vide letter No. **TI/CIV//FNDS//2017** dated 26.09.2017).<br><br>**Note for (i) & (iv): For technical details of buried foundation, refer para iv, v, vi of RDSO letter no. TI/CIV//FNDS//2017 dtd. 26.09.2017. Special Identification mark should be painted on such structure to easily identify it at site. The maintenance record of the OHE structure with buried foundation should be kept in the separate register.** |

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|---|---|---|
| Para 20.2 to ACTM Vol. II, Part-II – Curved Track on main line | The minimum setting distance of masts including portals, head-span masts etc on curves is obtained by adding the curve allowance and 150mm slewing allowance to the setting distance specified for tangent track in Para 20.1. For trunk routes and main lines where the speed may be increased in near future, curve allowance should be taken as per table-III. For other routes, branch lines and yards where there is no prospect of increase in above 105 km/h in near future, the curve allowance should be taken as per table- I for Broad gauge and Table-II for metre gauge. Normally, the standard setting distance on broad gauge main lines on curves should not be less than the values given below:<br><br>**a) On outside curves:**<br><br>**Standard setting (m):**<br><br>(i) Radius of curvature greater than or equal to 875m. — 2.50m<br>(ii) Radius of curvature less than 875m. — 2.65m | **20.2 Implantation on Curved Track**<br>i. The minimum setting distance of masts including portals, head-span masts etc on curves is obtained by adding the curve allowance and 150mm slewing allowance to the setting distance specified for tangent track in Para 20.1.<br><br>ii. For trunk routes and main lines where the speed may be increased to 200kmph in near future, curve allowance should be taken as per table-III.<br><br>iii. For trunk routes and main lines where the speed may be increased to 160kmph in near future, curve allowance should be taken as per table-IV (Table IV is attached at Annexure-II).<br><br>iv. For other routes, branch lines and yards where there is no prospect of increase in above 105 km/h in near future, the curve allowance should be taken as per table-I for Broad gauge and Table-II for metre gauge.<br><br>v. In exceptional cases, the setting distance can be relaxed by relaxing slewing allowance of 150mm & Curve Allowance of 160 kmph with the approval of the Principal Chief Electrical Engineer(open line) of concerned zonal railway who may prescribe any special precaution as may be considered necessary. In exceptional cases the minimum setting distance on curves can be obtained by adding curve allowance & slewing allowance in 3.4/3.185/2.8/2.575/2.36 m minimum Implantation on tangent as mentioned in Para 20.1.<br><br>vi. Normally, The standard setting distance on broad gauge main lines on curves should not be less than the values given below:<br><br>**Implantation on main line for speed potential upto 160kmph**<br><br>**S.N.** / **Radius of Curvature** / **Implantation**<br>**Outside curve**<br>i — ≥ 875 m — 2.96 m<br>ii — <875 m — 3.245 m |

| | | |
|---|---|---|
| | **On inside curves:**<br>(i) Radius of curvature greater than or equal to 3500m. — 2.90m<br>(ii) Radius of curvature greater than or equal to 2350m. but less than 3500m. — 3.05m<br>(iii) Radius of curvature greater than or equal to 1150m but less than 2350m. — 3.25m<br>(iv) Radius of curvature greater than equal to 300mbut less than 1150m. — 3.30m | **Inside curve**<br>i. ≥ 1750 m — 3.23 m<br>ii 1167 m to < 1750 m — 3.39 m<br>iii 875 m to < 1167 m — 3.47 m<br>iv 583 m to < 875 m — 3.64 m<br>v 438 m to < 583m — 3.655 m<br>vi 350 m to < 438 m — 3.67 m<br>vii 292 m to < 350 m — 3.69 m<br>viii 250 m to <292m — 3.705 m<br>ix 219 m to <250 m — 3.720 m<br>x 194 m to < 219 m — 3.735 m<br>xi 175 m to < 194 m — 3.750 m |
| Para 20.9 to ACTM Vol. II, Part-II | Minimum horizontal distance from Centre line of track to face of foundation of OHE Mast/Portal for facilitating working of track machines, following dimensions may also be ensured in the new electrification works either connected with new lines/work of laying multiple lines/RE/ Gauge conversion:<br><br>Minimum horizontal distance from centre line of track to face of foundation of OHE Mast/Portal:<br><br>1. Below the rail level upto the formation level of the track on straight line and curves upto radius of 875 m – 2575 mm.<br><br>2. Below the rail level upto the formation level of the track on curves with radius less than 875 m- 2725 mm. | **20.9 (a)** Minimum horizontal distance from centre line of track to face of foundation of OHE Mast/Portal for facilitating working of track machines, following dimensions may also be ensured in the new electrification works either connected with new lines/work of laying multiple lines/RE/ Gauge conversion:<br><br>1. Below the rail level upto the formation level of the track on straight line and curves upto radius of 875 m – 2575 mm.<br><br>2. Below the rail level upto the formation level of the track on curves with radius less than 875 m- 2725 mm.<br><br>**20.9 (b) Minimum horizontal distance from Centre line of track to face of foundation of OHE Mast/Portal, if it is not possible to provide prescribed clearances as mentioned in Para 20.9(a) following dimensions may also be ensured in the new electrification works in existing yards, addition/ alteration to existing works in existing yards:**<br><br>1. Below the rail level upto the formation level of the track on straight line and curves upto radius of 875 m – 2360 mm.<br><br>2. Below the rail level upto the formation level of the track on curves with radius less than 875 m- 2510 mm. |

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| Para 30.2 to ACTM Vol. II, Part-II | Normally a stop signal is provided before the Insulated overlap i.e isolator so that approaching train is stopped from entering the isolated section. Although the distance between the stop signal and the sectioning point has not been specified in the rules, it is desirable to provide 120m between the stop signal and the centre line of the insulated overlap/section insulators i.e. the sectioning point. | Normally a stop signal is provided before the Insulated overlap i.e isolator so that approaching train is stopped from entering the isolated section. Although the distance between the stop signal and the sectioning point has not been specified in the rules, it is desirable to provide 120m between the stop signal and the centre line of the insulated overlap/section insulators i.e. the sectioning point.<br><br>**As per site condition this distance may be reduced with the approval of the Principal Chief Electrical Engineer(open line) of railway concerned who may prescribe any special precaution as may be considered necessary.** |

**Annexure-II**

**Note: Table-IV of Appendix I of ACTM Vol. II, Part II is modified as per the table in Annexure-I of IRSOD (BG)-Revised-2022 as under:**

**Table IV- CURVE ALLOWANCE FOR MAXIMUM SPEED OF 160KMPH**

| Degree of Curvature | Radius of Curve | Maximum permissible speed | Super Elevation | Extra clearance between Structure and Adjacent Track | |
|---|---|---|---|---|---|
| | | | | Inside of Curve (At 4420mm above rail level) | Outside of Curve any height |
| degree | m | kmph | mm | mm | mm |
| 1 | 1750 | 158 | 95 | 280 | - |
| 1.5 | 1167 | 145 | 142 | 440 | - |
| 2 | 875 | 130 | 164 | 520 | 10 |
| 3 | 583 | 106 | 165 | 540 | 25 |
| 4 | 438 | 92 | 165 | 555 | 45 |
| 5 | 350 | 83 | 165 | 570 | 60 |
| 6 | 292 | 75 | 165 | 590 | 75 |
| 7 | 250 | 70 | 165 | 605 | 95 |
| 8 | 219 | 65 | 165 | 620 | 110 |
| 9 | 194 | 62 | 165 | 635 | 130 |
| 10 | 175 | 58 | 165 | 650 | 145 |

**Note:** i. Above Clearances are as per Annexure -I of SOD(BG)-2022.

ii. For any other heights extra clearance shall be worked out as per Appendix of Schedule of Dimension (BG)-2022.

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

No. 2021/EEM/148/3/ACTM-Part(9) E-3430744 New Delhi, Dt. 28.05.2024

The General Manager,
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officer,
PLW/Patiala, RWP/Bela

Director General,
RDSO/ Lucknow and NAIR, Vadodara

Chief Commissioner of Railway Safety, Lucknow.
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi

**Sub: Advance Correction Slip No. 6 to Railway Manual of AC traction (ACTM) Vol. II Part II Appendix-6, Annexure A6.01 Sr. No. 83 & Annexure A6.02 Sr. No. 74 with regard to provision of Hand Gloves used in 25 kV electrified sections by staff of TRD and other departments.**

Please find enclosed herewith the Advance Correction Slip No. 6 (Modification/Revisions) in Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-6, Annexure A6.01 Sr. No. 83 & Annexure A6.02 Sr. No. 74 with regard to provision of Hand Gloves used in OHE & PSI depots and provided to other concerned Departments in 25 kV electrified sections for your information and necessary action.

*This issues with the approval of Competent Authority.*

28/05/24

**(Akash Sharma)**
**Director (TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

**Copy to** : PPS to M/TRS, PPS to M/Infra, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), PED/GS, EDGS(Elect), PEDEE(Dev.), EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

## ACTM Correction Slip no. 6 dated 28.05.2024

| ACTM Para No. | Existing Para | Modified Para |
|---|---|---|
| ACTM Vol-II Part II Appendix-6, Annexure A6.01 Sr. No. 83 | 33 kV Hand Gloves | Class 4 Hand Gloves with 36 kV working voltage as per IEC 60903:2014 |
| ACTM Vol-II Part II Appendix-6, Annexure A6.02 Sr. No. 74 | 33 kV Hand Gloves | Class 4 Hand Gloves with 36 kV working voltage as per IEC 60903:2014 |

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

2006/Elect(G)/170/2/Pt-II-Part(3) E-3479317 New Delhi, Dated: 16.12.2024

**The General Manager**
**All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore**

**The Chief Administrative Officer,**
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**Director General,**
**RDSO/ Lucknow and NAIR, Vadodara.**

**Chief Commissioner of Railway Safety, Lucknow.**
**CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.**

**Commissioner of Metro Railway Safety/Delhi**

**Director General/Director,**
**IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior**

**Chairman & Managing Director,**
**RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.**

**Sub: Advance Correction Slip No. 7 to Railway Manual of AC traction (ACTM) Vol. II Part I, Chapter-3 Para 20319 Sub Para (c.) with regard to movement of Tower wagon.**

Please find enclosed herewith the Advance Correction Slip No. 7 (Modification/Revisions) in Para of Railways Manual of AC Traction (ACTM) Vol. II Part I, Chapter-3 Para 20319 Sub para (c.) with regard to movement of Tower wagon for your information and necessary action.

16/12/24

**(Akash Sharma)**
**Director(TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), ED/GS(Elect), PEDEE(Dev.), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

**ACTM Correction Slip No. 7 dtd. 16.12.2024**

| ACTM Para No. | Existing para | Proposed New Additional Para |
|---|---|---|
| ACTM Vol II Part I Chapter-3 Para 20319 Sub Para 1(c.) | c. Movement:<br><br>*The movement of OHE Inspection Car on track will be governed by all the rules governing movement of train.* | c. Movement:<br><br>*The movement of OHE Inspection Car on track will be governed by all the rules governing movement of train.*<br><br>Movement of multiple tower wagons in block sections (under traffic & power block for TRD maintenance) will be done as under:<br><br>**c.i. Tower Wagons as coupled vehicle:**<br><br>Multiple tower wagons should be moved in coupled condition while entering and leaving the working area within the traffic & power block permitted territory, wherever possible.<br><br>**c.ii. Tower Wagons as separate vehicles:**<br><br>In the traffic block, if multiple Tower Wagons are to work, they may be allowed under master and slave composition, in which one Tower Wagon may work as master and other as slave. Master shall take all blocks and slave shall work in their respective areas. Movement of Tower Wagon shall be as a convoy with a gap of minimum 200 meters between two Tower Wagons with first Tower Wagon up to maximum permissible speed, second Tower Wagon with speed up to 40 kmph, third Tower Wagon with speed up to 30 kmph and forth Tower Wagon with speed up to 20 kmph, subject to observance of existing PSR/TSR or any other restrictions of the section and rolling stock. If any of the Tower Car is required to slow down or stop due to some reason, **Driver of Tower Car** should ensure that Red Hand Signal is displayed, by waving vigorously.<br><br>For above movements, following guidelines will be followed:<br><br>i) When more than one Tower Wagon is running in a block section, there should be a minimum distance of 200 metres between two units.<br><br>ii) in case of down gradient and curvature |

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| | | where visibility is impaired, the speed should be further reduced along with maintaining safe distance as per the decision of site supervisor in- charge to ensure safety.<br><br>iii) All Tower Wagons shall be worked only under traffic & power block with the permission of the concerned Station Masters and in accordance with the special instructions issued in this regard.<br><br>iv) Each Tower Wagons shall be in direct charge of a nominated Tower Wagon Driver. The Driver shall be responsible for the working of the Tower Wagon under his charge. He shall be fully conversant with the rules of working of trains and of protection in case of emergency. He shall hold a valid certificate of competency for driving and working of the Tower Wagon.<br><br>v) All Tower Wagons shall work as per provision given in Para 17.08 of General Rules for Indian Railways supplemented by Subsidiary Rules of Railways. |

आज़ादी का अमृत महोत्सव

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2021/EEM/148/3/ACTM (E-office-3368798) New Delhi, Dt. 25.06.2025

**The General Manager**
**All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore**

**The Chief Administrative Officers,**
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**Director General,**
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**Commissioner of Metro Railway Safety/Delhi**

**Director General/Director,**
**IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior**

**Chairman & Managing Director,**
**RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.**

**Sub: Advance Correction Slip No. 8 to Railway Manual of AC traction (ACTM) Vol. II Part I, Chapter-10 Paras/Sub paras 21001, 21002, 21005, 21007, 21008, 21009, 21010, 21011, 21013 and 21018 with regard to Commissioning of Electric Traction.**

Please find enclosed herewith the Advance Correction Slip No. 8 (Modification/Revisions) in Paras/Sub-paras of Railways Manual of AC Traction (ACTM) Vol. II Part I, Chapter-10 Paras/Sub-paras 21001, 21002, 21005, 21007, 21008, 21009, 21010, 21011, 21013 and 21018 with regard to Commissioning of Electric Traction for your information and necessary action.

25/06/25

**(Akash Sharma)**
**Director(TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), ED/GS(Elect), PEDEE(Dev.), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

## ACTM Correction Slip No. 8 dtd. 25.06.2025

Annexure-I

| Para No. | Existing Provision in ACTM Nov- 2022. | Modified |
|---|---|---|
| 21001 | **Preparation by Open Line** | |
| 21001 | 5. final tests and trials with rolling-stock; | 5. Administrative Officers' inspection and sanction to the energization of substations, switching stations and OHE by Electrical Inspector; |
| 21001 | 6. Administrative Officers' inspection and sanction to the energization of substations, switching stations and OHE by Electrical Inspector; | 6. final tests and trials with rolling-stock; |
| 21001 | 7. final Inspection of OHE and installations by CRS, commissioning and putting into commercial service | 7. final Inspection of OHE and installations by PCEE, commissioning and putting into commercial service. |
| 21002 | **Organization for Inspection and Taking over** | |
| 21002 | 2. When electrification is introduced for the first time on the zonal railway, a nucleus set up at the headquarters office should also be created. | 2. When electrification is introduced for the first time on the zonal railway, a nucleus set up at the headquarters office should also be created. Having nucleus setup of key officers is an important step which enables establishing a good rapport with, and making full use of the resources of the construction organization in creating full facilities for the open line maintenance. Opportunity to select right type of men with skill for different jobs from a number of sources viz. direct recruitment, other open line units and sheds, contractor's skilled labor etc. can be taken by the officers if they are in position in good time. This enables the change of traction from the very first day of energization on trial basis and increase it to a very significant level immediately after PCEE's inspection and sanction for introduction of electric traction. |
| 21002 last para after 21002(8) | Having nucleus setup of key officers is an important step which enables establishing a good rapport with, and making full use of the resources of the construction organization in creating full facilities for the open line maintenance. Opportunity to select right type of men with skill for different jobs from a number of sources viz. direct recruitment, other open line units and sheds, contractor's skilled labour etc. can be taken by the officers if they are in | Deleted. |

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| | position in good time. This enables the change of traction from the very first day of energization on trial basis and increase it to a very significant level immediately after CRS's inspection and sanction for carriage of passenger traffic. | |
| 21005 | **Responsibility of Construction Organization** | |
| 21005 | 1. the design of all installation is in accordance with approved standards and where any departure from accepted norms becomes necessary approval of Railway Board/ RDSO/ CRS/ Electrical Inspector is obtained; | 1. the design of all installation is in accordance with approved standards and where any departure from accepted norms becomes necessary approval of Railway Board/ RDSO/ CRS/Electrical Inspector is obtained; |
| 21007 | **Notification for energization:** -<br>1. A notification indicating the intention to energize completed section/s of OHE, a month in advance of the approximate date on which the line is expected to be energized, will have to be issued to the following:- | A notification indicating the intention to energize completed section/s of OHE, a month in advance of the approximate date on which the line is expected to be energized, will have to be issued to the following:- |
| 1(b): | The CRS and PCEE and Electrical Inspector | 1(b) The PCEE and Electrical Inspector |
| 21008 | **Sanction of Electrical Inspector to the Railway (EIG sanction) & OHE energization** | |
| 21008 | d. Prior approval of EIG to be obtained for OHE clearance study under critical over line structures where CRS/RB condonation is required. | d. Prior approval of EIG to be obtained for OHE clearance study under critical over line structures where CRS/RB condonation is required. |
| 21009 | **Introduction of services on Electric Traction:** | |
| 21009 | 21009 (1-6) | 21009 (a-f) |
| 21009 | 2. Safety Certificate for electrical works, signed by field level Electrical officer of SAG/SG/JAG rank from the organization undertaking the electrification works and counter signed by PCEE (Open Line) in acceptance thereof. | b. Safety Certificate for electrical works, signed by field level Electrical officer of SAG/SG/JAG rank from the organization undertaking the electrification works and counter signed by CEDE of open line/Electrical SAG officer of open line. |
| 21009 | 3. Safety Certificate in respect of electric rolling stock signed by PCEE, P CME, PCOM, PCE & PCSTE of the Open Line Railway. | c. Joint Safety Certificate in respect of electric rolling stock signed by PCEE, PCME, PCOM, PCE & PCSTE of the Open Line Railway and GM sanction for running of Electric Locomotive/Rolling stock in newly electrified sections as per the Para 2.1 of revised Policy circular No. 6 of Railway Board dated 01.05.2023. |

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| 21009 | **1. CRS Sanction:-** Sanction is required from the CRS in respect of — Introduction of electric traction for passenger services on any railway or section of a railway. | **1. PCEE Sanction:-** Sanction is required from the PCEE in respect of — Introduction of electric traction for passenger services on any railway or section of a railway. |
| 21009 | **2. Introduction of Electric traction in yard lines/loop lines/sidings** | |
| 21009 | 2b. In consideration of the application for sanction, for introduction of passenger traffic, CRS may at his discretion decide not to inspect the section prior to according the sanction. | 2b. In consideration of the application for sanction, for introduction of passenger traffic, PCEE may at his discretion decide not to inspect the section prior to according the sanction. |
| | ----- | 2c. Contents of documents and proforma to be supplied to the Principal Chief Electrical Engineer of Zonal Railways for introduction of electric traction and grant the sanction to open the section with electric traction are given in Railways (Opening for Public Carriage of Passengers) amended Rules 2024 or latest. Details of procedure given in Railways (Opening for Public Carriage of Passengers) amended Rules 2024 shall be followed for energization of traction installation. |
| 21009 | **3. Procedure for introduction of goods traffic on electric traction** | |
| | A line once energized should not be left remunerative longer than is absolutely necessary. The Principal Chief Electrical Engineer/ Manager in charge of the electrification should fix the date of commencement of goods operation on electric traction in consultation with the General Manager of the connected open line administration.<br><br>The General Manager may, if necessary, arrange to have inspection of the electrified line by responsible officers of the traffic, civil, electrical and S&T departments so that they may satisfy themselves that adequate facilities will be provided before commencement of goods operations on electric traction.<br><br>The GM shall satisfy himself that the minimum<br>required maintenance infrastructure for sustaining goods operations safely and | No change is required in existing para of ACTM- 2022. |

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| | reliably is in place before according his approval. | |
| 21010 | **Inspection by CRS for the Introduction of Passenger Services on Electric Traction:** | **Inspection by PCEE for the Introduction of Passenger Services on Electric Traction:** |
| 21010 | 1. The inspection of the entire section will be carried out by CRS along with PCEE or his HODs, Chief Project Director(CPD)/ RE along with the concerned Divisional Officers. | 1. The inspection of the entire section will be carried out by PCEE along with Chief Project Manager or the Chief Electrical Engineer (Construction/executing agency of electrification work) and Senior Administrative Grade officer of Electrical Department along with the concerned Divisional Officers. |
| 21010 | 2. During this inspection CRS will particularly examine the safety and operational aspects, inspect the rule books, register in possession of staff and test the knowledge of the staff such as engineering gangs, substation staff, transportation staff at stations, cabin etc. | 2. During this inspection PCEE will particularly examine the safety and operational aspects, inspect the rule books, register in possession of staff and test the knowledge of the staff such as engineering gangs, substation staff, transportation staff at stations, cabin etc. |
| 21011 | **Sanction of CRS for introduction of passenger services on Electric Traction:** Subject to the inspection being satisfactory, an "all concerned message" may be issued by the CRS communicating his sanction for the introduction of passenger service under electric traction.<br><br>After the receipt of CRS's sanction, passenger services may be commenced immediately. | **Sanction of PCEE for introduction of Electric Traction:**<br>Subject to the inspection being satisfactory, an "all concerned message" may be issued by the PCEE communicating his sanction for the introduction of electric traction.<br>After the receipt of PCEE's sanction, passenger services may be commenced immediately with electric traction. |
| 21013 | **Responsibility for Maintenance and Provisional Acceptance Certificate** | **Responsibility for Maintenance and Provisional Acceptance Certificate** |
| 21013 | 1. When a long sections is under Electrification, shorter sub-sections are often energized as an antitheft measure. Till such time commercial services are not introduced after CRS's inspection and sanction, the OHE and other power supply and switching installations shall be maintained by the construction organization. | 1. When a long section is under Electrification, shorter sub-sections are often energized as an antitheft measure. Till such time commercial services are not introduced after PCEE's inspection and sanction, the OHE and other power supply and switching installations shall be maintained by the construction organization/executing agency of electrification work. |

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| 21013 | 2. With the energization of the OHE and CRS's sanction and introduction of commercial services, all electrical equipment including sub-stations and all other connected equipment are deemed as having been taken over the Open Line of the Railway and thereafter the responsibility for operation and maintenance shall devolve on the Divisional Officers concerned. | 2. With the energization of the OHE and PCEE's sanction and introduction of commercial services, all electrical equipment including sub-stations and all other connected equipment are deemed as having been taken over by the Open Line of the Railway and thereafter the responsibility for operation and maintenance shall devolve on the Divisional Officers concerned. |
| 21018 | Standard Forms<br><br>2. Public Notification regarding level crossing: 10-02 Proforma,<br><br>13. Completion certificate for booster transformer Station: 10-13 Proforma deleted | Standard Forms<br><br>2. Public Notification regarding level crossing: 10-02 (HR) Proforma for is added for High Rise OHE. Copy of same is attached as Annexure-II.<br><br>Proforma 10-13 deleted. |

**Annexure-II**

Proforma 10-02 (HR)

INDIAN RAILWAY

INTRODUCTION OF AC 25 kV TRACTION ON HIGH RISE OHE ROUTES

"WARNING TO ROAD USERS"

It is notified for information of the Public that in connection with introduction of 25 kV ac electric traction over the section..... of the ..... Railway, height gauges have been erected at all the level crossings with clear height between 5.48m and 5.5m above road level with a view to prevent loads of excessive height from coming into contact or dangerous proximity to live traction wire (contact wire), which shall be at a height of minimum 7184 mm above the rail level at level crossings.

Public are hereby notified to observe the height specified above for the purpose of loading vehicles and to see that the loads carried in road vehicles do not infringe the height gauges under any circumstances.

The dangers of a load of excessive height are as follows: -

i) Danger to the height gauge and consequent obstruction to the road as well as the railway line.
ii) Danger to the materials or equipment carried or the vehicle itself.
iii) Danger of fire and risk of life due to contact with or dangerous proximity to the conductors.

No.
Date:

**Chief Project Director**
**Railway Electrification**

(To be given wide publicity through the press and posters well in advance of erection of height gauges).

आज़ादी का अमृत महोत्सव

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

2006/Elect(G)/170/2/Pt-II-Part(3) E-3479317 New Delhi, Dated: 25.06.2025

**The General Manager**
**All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore**

**The Chief Administrative Officers,**
**DMW/Patiala, RWP/Bela**

**Director General,**
**RDSO/ Lucknow and NAIR, Vadodara.**

**Chief Commissioner of Railway Safety, Lucknow.**
**CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.**

**Commissioner of Metro Railway Safety/Delhi.**

**Director General/Director,**
**IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior**

**Chairman & Managing Director,**
**RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.**

**Sub: Advance Correction Slip No. 9 to Railway Manual of AC traction (ACTM) Vol. II Part I, Chapter-3 Para 20319 Sub Para (c.) with regard to movement of Tower wagon.**

Please find enclosed (Annexure A) herewith the Advance Correction Slip No. 9 (Modification/Revisions) in Para of Railways Manual of AC Traction (ACTM) Vol. II Part I, Chapter-3 Para 20319 Sub para (c.) with regard to movement of Tower wagon for your information and necessary action.

Akash 25/06/25

**(Akash Sharma)**
**Director(TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), PEDEE(Dev.), ED/GS(Elect), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

**Annexure-A**

**Advance Correction Slip 9 to ACTM Vol-II, Part-I (Chapter-3), Para-20319 Sub Para-1(c):**

**This ACS supersedes the previously issued ACS-7 (dated 16.12.2024) of ACTM Vol-II, Part-I.**

Following is to be read in place of ACS-7 as tabulated below:

"Following new para is added in sub-Para-1-c. 'Movement' under Para 20319 (Rules for Operation of OHE Inspection Car) of ACTM Vol-II Part-I (Chapter-3), for safe working of multiple Tower Wagons during block working:

| ACTM Para No. | Existing para as per ACS-7 dtd. 16.12.2024 | Proposed New Additional Para |
|---|---|---|
| ACTM Vol II Part I Chapter-3 Para 20319 Sub Para 1(c.) | **c. Movement:**<br><br>The movement of OHE Inspection Car on track will be governed by all the rules governing movement of train.<br><br>Movement of multiple tower wagons in block sections (under traffic & power block for TRD maintenance) will be done as under: | **c. Movement:**<br>The movement of OHE Inspection car on Track will be governed by all the rules governing movement of trains.<br><br>Movement of multiple Tower Wagons in block sections (under traffic & power block for TRD maintenance) will be done as under: |
| | **c.i. Tower Wagons as coupled vehicle:**<br><br>Multiple tower wagons should be moved in coupled condition while entering and leaving the working area within the traffic & power block permitted territory, wherever possible. | **c.i. Tower Wagon as coupled vehicle:**<br><br>Multiple tower wagons should be moved in coupled condition while entering and leaving the working area within the traffic & power block permitted territory, wherever possible. |
| | **c.ii. Tower Wagons as separate vehicles:**<br><br>In the traffic block, if multiple Tower Wagons are to work, they may be allowed under master and slave composition, in which one Tower Wagon may work as master and other as slave. Master shall take all blocks and slave shall work in their respective areas. Movement of Tower Wagon shall be as a convoy with a gap of minimum 200 meters between two Tower Wagons with first Tower Wagon up to maximum permissible speed, second Tower Wagon with speed up to 40 kmph, third Tower Wagon with speed up to 30 kmph and fourth Tower Wagon with | **c.ii. Tower Wagon as separate vehicle:**<br><br>In the traffic block, if multiple Tower Wagons are to work, they may be allowed under master and slave composition, in which one Tower Wagon may work as master and other as slave. Master shall take all blocks and slave shall work in their respective areas. Movement of Tower Wagon shall be as a convoy with a gap of minimum ***250*** **meters** between two Tower Wagons subject to observance of existing PSR/TSR or any other restrictions of the section and rolling stock. If any of the Tower Car is required to slow down or stop due to some reason, **Driver of Tower Car** should ensure that Red Hand Signal is displayed, by waving vigorously. |

| | | |
|---|---|---|
| | observance of existing PSR/TSR or any other restrictions of the section and rolling stock. If any of the Tower Car is required to slow down or stop due to some reason, **Driver of Tower Car** should ensure that Red Hand Signal is displayed, by waving vigorously. | |
| | **For above movements, following guidelines will be followed:** | **For above movements, following guidelines will be followed:** |
| | i) When more than one Tower Wagon is running in a block section, there should be a minimum distance of 200 metres between two units. | i) When more than one Tower Wagon is running in a block section as separate vehicle, minimum safe distance of **250m** to be maintained between each Tower Wagon in convoy. |
| | | ii) First Tower Wagon while moving in convoy in traffic block shall move with maximum permissible speed and following Tower Wagon in convoy shall move with the speed **not more than 40 kmph** or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in the section. |
| | ii) in case of down gradient and curvature where visibility is impaired, the speed should be further reduced along with maintaining safe distance as per the decision of site supervisor in-charge to ensure safety. | iii) In case of down gradient and curvature where visibility is impaired, the speed should be further reduced along with maintaining safe distance as per the decision of site supervisor in-charge to ensure safety. |
| | iii) All Tower Wagons shall be worked only under traffic & power block with the permission of the concerned Station Masters and in accordance with the special instructions issued in this regard. | iv) All Tower Wagons shall work only under traffic & power block with the permission of the concerned Station Masters and in accordance with the special instructions issued in this regard. |
| | iv) Each Tower Wagons shall be in direct charge of a nominated Tower Wagon Driver. The Driver shall be responsible for the working of the Tower Wagon under his charge. He shall be fully conversant with the rules of working of trains and of protection in case of emergency. He shall hold a valid certificate of competency for driving and working of the Tower Wagon. | v) Each Tower Wagons shall be in direct charge of a nominated Tower Wagon Driver. The Driver shall be responsible for the working of the Tower Wagon under his charge. He shall be fully conversant with the rules of working of trains and of protection in case of emergency. He shall hold a valid certificate of competency for driving and working of the Tower Wagon. |
| | v) All Tower Wagons shall work as per provision given in Para 17.08 of General Rules for Indian Railways supplemented by Subsidiary Rules of Railways. | vi) All Tower Wagons shall work as per provision given in Para 17.08 of General Rules for Indian Railways supplemented by Subsidiary Rules of Railways. |

GOVERNMENTOFINDIA
MINISTRYOFRAILWAYS
RAILWAY BOARD

No. 2021/BEM/148/3/ACTM-Part(9) B-343074 New Delhi, Dt. 27.08.2025

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officer, DMW/Patiala, RWP/Bela

Director General,
RDSO/Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow.
CRS/Northern Circle/Central Circle/Eastern Circle/Southern Circle/South Central Circle/South Eastern Circle/Western Circle.

Commissioner of Metro Railway Safety/Delhi Director

General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 10 to Railway Manual of AC traction (ACTM) Vol. II Part II Appendix-6, Annexure A6.01 Sr. No. 83 & Annexure A6.02 Sr. No. 74(earlier issued ACS no. 6 to ACTM) with regard to provision of Hand Gloves used in 25 kV electrified sections by staff of TRD and other departments.**

Please find enclosed herewith the Advance Correction Slip No. 10 (Modification/Revisions) in Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-6, Annexure A6.01 Sr. No. 83 & Annexure A6.02 Sr. No.74 (earlier issued ACS no. 6 to ACTM) with regard to provision of Hand Gloves used in OHE & PSI depots and provided to other concerned Departments in 25 kV electrified sections for your information and necessary action.

*This issues with the approval of Competent Authority.*

27/08/25

**(Akash Sharma)**
**Director(TrD)**
**Phone:011-47845421**
Email-rbelectricaleem@gmail.com

Copy to : PPS to M/TRS, PPS to M/Infra, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), PED/GS, EDGS(Elect), PEDEE(Dev.), EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

## ACTM Correction Slip no. 10 dated 27.08.2025

| S. N. | Para No. of ACTM | As per Existing Para (Correction Slip no. 6 ) | Modified Para |
|---|---|---|---|
| 1. | ACTM Vol-II Part II Appendix-6, Annexure A 6.01 Sr. No. 83. | Class 4 Hand Gloves with 36 kV working voltage as per IEC 60903: 2014. | Class 4 Hand Gloves with 36 kV working voltage as per IEC 60903: 2014/ IS 13774: 2021 (rev-2). |
| 2. | ACTM Vol-II Part II Appendix-6, Annexure A 6.02 Sl. No. 74. | Class 4 Hand Gloves with 36 kV working voltage as per IEC 60903: 2014. | Class 4 Hand Gloves with 36 kV working voltage as per IEC 60903: 2014/ IS 13774: 2021 (rev-2). |

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

No. 2021/EEM/148/3/ACTM (E-office-3368798) New Delhi, Dt. 02.12.2025

**The General Manager**
**All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore**

**The Chief Administrative Officers,**
**DMW/Patiala, RWP/Bela**

**Director General,**
**RDSO/ Lucknow and NAIR, Vadodara.**

**Chief Commissioner of Railway Safety, Lucknow.**
**CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.**

**Commissioner of Metro Railway Safety/Delhi**

**Director General/Director,**
**IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior**

**Chairman & Managing Director,**
**RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.**

**Sub: Advance Correction Slip No. 11 to Railway Manual of AC traction (ACTM) Vol. II Part II Appendix-10, Page no 298 with regard to use of 9-tonne adjusters on both contact and catenary wires at termination locations.**

Please find enclosed herewith the Advance Correction Slip No. 11 (Modification/Revisions) in 25 kV OHE Diagrams of General Arrangement and Fittings of Railways Manual of AC Traction (ACTM) Vol. II Part II, Appendix-10, Page no 298 with regard to use of 9-tonne adjusters on both contact and catenary wires at termination locations for your information and necessary action.

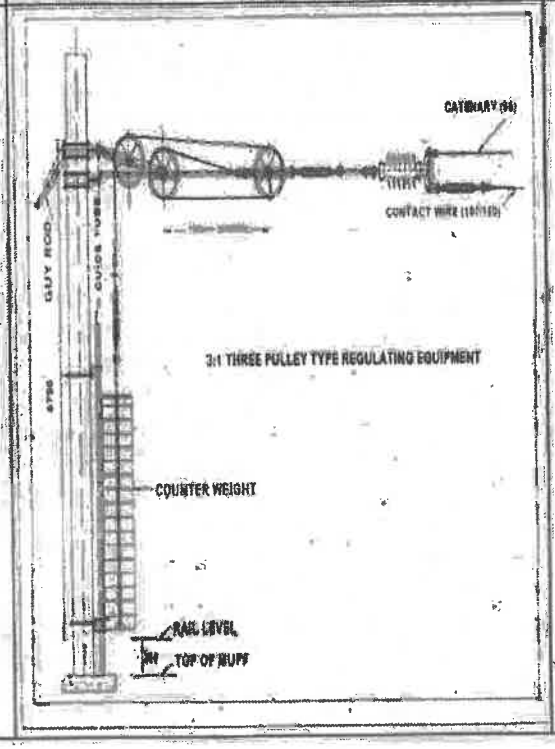
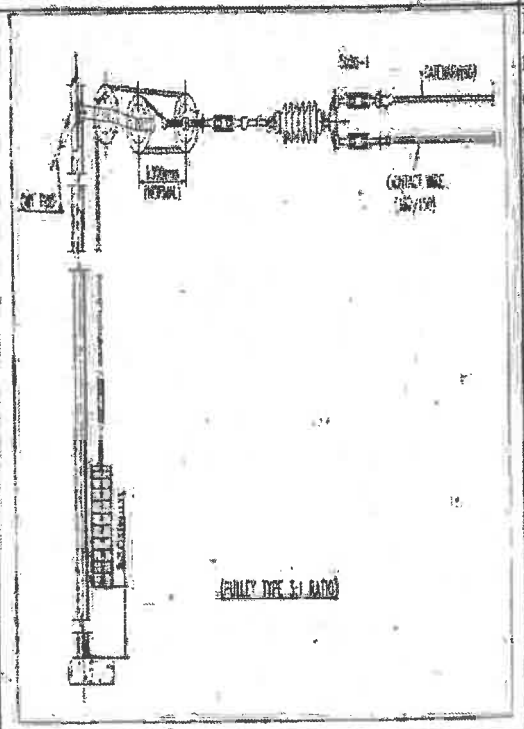
02/12/25

**(Akash Sharma)**
**Director (TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), ED/GS(Elect), PEDEE(Dev.), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

## ACTM Correction Slip No. 11 dtd. 11.2025

**Annexure-I**

| Page no | Existing Provision in ACTM Nov- 2022 | Proposed Modification | Justification |
|---|---|---|---|
| 98 |  |  | Regarding modification in the diagram in relation to use of 9-tonne adjusters w.r.t. RDSO's drawing no ETI/OHE/G/0312 1 (Mod F). |

02/12/25

**(Akash Sharma)**
**Director (TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

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

2021/EEM/148/3/ACTM-Part.(3) New Delhi, Dated: 11.12.2025

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officers,
DMW/Patiala, RWP/Bela

Director General,
RDSO/ Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow.
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 12 to Railway Manual of AC traction (ACTM) Vol-II Part II of appendix-I of Clause No. 6.2 with regard to use Two Track Cantilever.**

Please find enclosed herewith the Advance Correction slip No. 12 (Modification/Revisions) in Para of Railways Manual of AC Traction **(ACTM) Vol-II Part II of appendix-I of Clause No. 6.2(Two Track Cantilever)** with regard to use Two Track Cantilever for your information and necessary action.

11/12/25

**(Akash Sharma)**
**Director TrD**
**Phone: 011-47845421**
Email: rbelectricaleem@gmail.com

**Copy to:** PPS to M/TRS, PPS to M/Infra, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, ED/GS(Elect), PEDEE(RS), PEDEE(Dev.), EDEE/G, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

**Annexure**

## ACTM Correction Slip No. 12 dtd. 11.12.2025

| SN | Clause No. | Existing Provision in ACTM | Modification Proposed |
|---|---|---|---|
| 1 | 6.2 (Two Track Cantilever) of appendix-I to ACTM Vol.-II Part-II, issued on November 2022. | "In the yards and sidings when the mast cannot be erected near the track to be equipped, it may be erected spanning one or two tracks using a two track cantilever (Drg. No. ETI/C/009/69, Sheet 1). This is generally used for supporting OHE near turnouts and X-overs. This arrangement should not be used for supporting OHE of two main lines. The OHE can be supported upto a distance of 10.5 m from the upright with this arrangement. Two Track Cantilever structure TTC-17 (drg. No. - ETI/C/0077 SH-3A) with 10 m Boom, can be used along with the track on Bridge approaches" | "In the yards and sidings when the mast cannot be erected near the track to be equipped, it may be erected spanning one or two tracks using a two track cantilever (Drg. No. ETI/C/009/69, Sheet 1). This is generally used for supporting OHE near turnouts and X-overs having same elementary section.<br><br>This arrangement should not be used for supporting OHE of two main lines. The OHE can be supported upto a distance of 10.5 m from the upright with this arrangement.<br><br>If provision of independent OHE masts is not feasible as per site condition, portal shall be used to hold OHE of independent lines (different elementary sections) as a standard arrangement.<br><br>Only in un-avoidable circumstance, Two Track Cantilever (TTC) Structure may be used to hold OHE of two independent OHE lines with same elementary section with the approval of PCEE (PHOD of ZR).<br><br>Two Track Cantilever structure TTC-17 (drg. No. - ETI/C/0077 SH-3A) with 10 m Boom, can be used along with the track on Bridge approaches" |

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

No. 2022/EEM/161//8/Punct-Part(4)-Part(1) E- 3433453 New Delhi, Dt. 15.12.2025

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

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Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi

**Sub: Advance Correction Slip No. 13 to Railway Manual of AC Traction (ACTM) Vol. II Part I.**

Please find enclosed herewith the Advance Correction Slip No. 13 (Modification/Revisions) to Railways Manual of AC Traction (ACTM) Vol. II Part I with regard to :

**A)** Para no. 20611 of ACTM Vol II Part I (Procedure for Obtaining Traffic or Power Blocks and Permits-to-work).

**B)** Para No. 6.1 of Annexure-2.04 of ACTM Vol.-II Part-I (Data Collection and Analysis).

15/12/25

**(Akash Sharma)**
**Director(TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : **PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), ED/GS(Elect), PEDEE(Dev.), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).**

**ACTM Correction Slip No. 13 dtd. 12.2025**

**Annexure-I**

| S. N. | Para No. | Existing Provision in ACTM | Modified Provision |
|---|---|---|---|
| 1. | 20611(a)of ACTM Volume-II, Part I November 2022 | **Procedure for Obtaining Traffic or Power Blocks and Permits-to-work**<br><br>Officials in the electrified area who require prearranged traffic blocks, power blocks or permits-to work in the danger zone of traction equipment, or who require OHE and or bonding staff to be present at site for scheduled maintenance works, shall deliver at the office of Sr DEE (TrD) not later than 10 hours on the first working day of the week statements in the prescribed form showing-<br><br>1. the nature of the work and the date on which it is to be performed;<br>2. by whom the work isto be carried out<br>3. location of the work and the section of the lines to be blocked;<br>4. The trains between which the block is required; and<br>5. Whether the track will be available for steam or diesel traffic.<br>2. The requirements of all departments will be co-ordinated in the office of Sr.DEE (TrD) and a consolidated statement forwarded to the Senior Divisional Operating Manager concerned, by 12 hours on every Wednesday, for inclusion in the weekly programme of traffic and power blocks.<br>3. Works of an urgent nature shall be attended to by obtaining emergency blocks and permits-to-work from TPC. | **Procedure for Obtaining Traffic or Power Blocks and Permits-to-work**<br><br>1. Officials in the electrified area who require prearranged traffic blocks, power blocks or permits-to work in the danger zone of traction equipment, or who require OHE and or bonding staff to be present at site for scheduled maintenance works, shall deliver at the office of Sr DEE (TrD) not later than 10 hours on the first working day of the week statements in the prescribed form showing-<br><br>i. the nature of the work and the date on which it is to be performed;<br>ii. by whom the work is to be carried out<br>iii. location of the work and the section of the lines to be blocked;<br>iv. The trains between which the block is required; and<br>v. Whether the track will be available for steam or diesel traffic.<br>2. The requirements of all departments will be co-ordinated in the office of Sr.DEE (TrD) and a consolidated statement forwarded to the Senior Divisional Operating Manager concerned, by 12 hours on every Wednesday, for inclusion in the weekly programme of traffic and power blocks.<br>3. Works of an urgent nature shall be attended to by obtaining emergency blocks and permits-to-work from TPC. |

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|---|---|---|---|
| | | 4. A weekly programme of work involving traffic blocks, power blocks and permits-to-work shall be prepared in the office of Sr. DOM and dispatched to all concerned (TPC, TLC, Loco Sheds, Station Masters/Yard Masters concerned and Traffic Controller in addition to the departmental officials who asked for the blocks).<br>5. Most of the traction sub-stations have two sets of traction power transformers and associated switch gear. Maintenance of equipment of the traction sub-station, therefore, does not necessitate total shut down of 25 kV supply at each sub-station. Whenever any maintenance or breakdown is to be attended in the traction sub-station, the permit to work should be obtained by the Supervisor incharge from the TPC and after completing the work, the permit to work should be returned by the Supervisor incharge to the TPC. Similarly at the switching stations normally the alternative feed is available to the concerned sub-sector and therefore, does not necessitate the power block but only a permit to work should be obtained from the TPC and after completion of the work, the same should be returned to the TPC. In case of attending to the gantry of a switching station, complete block of the switching station is required for which power block has to be taken from the TPC. | 4. A weekly programme of work involving traffic blocks, power blocks and permits-to-work shall be prepared in the office of Sr. DOM and dispatched to all concerned (TPC, TLC, Loco Sheds, Station Masters/Yard Masters concerned and Traffic Controller in addition to the departmental officials who asked for the blocks).<br>5. Most of the traction sub-stations have two sets of traction power transformers and associated switch gear. Maintenance of equipment of the traction sub-station, therefore, does not necessitate total shut down of 25 kV supply at each substation. Whenever any maintenance or breakdown is to be attended in the traction sub-station, the permit to work should be obtained by the supervisor incharge from the TPC and after completing the work, the permit to work should be returned by the Supervisor incharge to the TPC. Similarly at the switching stations normally the alternative feed is available to the concerned sub-sector and therefore, does not necessitate the power block but only a permit to work should be obtained from the TPC and after completion of the work, the same should be returned to the TPC. In case of attending to the gantry of a switching station, complete block of the switching station is required for which power block has to be taken from the TPC. |

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| 2. | New Para 20611(b) | **Rolling Block Programme and Maintenance Planning:**<br><br>(a) Planned Maintenance (repair & replacement) and execution of infrastructure work shall normally be executed as per Rolling Block Programme as per GR para15.02(c).<br><br>(b) Maintenance Planning: - Every SSE/TrD (in-charge) should prepare a perspective maintenance plan of his section in advance based on various testing/schedules, exception reports etc. This requirement should also take into account of items noticed during trolley/footplate inspections, yard/section inspections and inspection notes of higher officials. Every SSE/TrD (in-charge) should also ensure that necessary arrangements are made for adequate materials, tools, labour, man power and necessary disconnection/ caution orders/blocks, as may be necessary as per the approved rolling block programme. The maintenance planning shall be based broadly onweek/fortnight/month/annual schedule and to include:<br>(i) System integrity tests for testing of OHE, PSI, SCADA interfaces, remote control equipment, etc.<br>(ii) Maintenance, repair and replacements of OHE&PSI, Assets.<br>(iii) Preventive and Predictive Maintenance Activities.<br>(iv) Breakdown Prevention Measures.<br>(v) Any Other Activity Requiring Disconnection or Affecting TrD Asset Functioning. | |
| 3 | Para no. 6.1 of Annexure-2.04 of ACTM Vol.-II Part-I | It is recommended that DGA be performed irregularly once a year on every transformer upto 4 years of service and thereafter twice a year up to 10 years and the frequency thereafter may be increased to thrice a year. | It is recommended that DGA be performed regularly once a year on every transformer up to 4 years of service and there after twice a year up to 10 years and the frequency thereafter may be increased to thrice a year. |

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

No. 2021/EEM/148/3/ACTM-Patt(9) E-3430744 New Delhi, Dt. 09.01.2026

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai, CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officers,
DMW/Patiala, RWP/Bela

Director General,
RDSO/ Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow.
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

**Sub: Advance Correction Slip No. 14 to Railway Manual of AC traction (ACTM) Vol. II Part II, Appendix-6, Annexure A6.02 with regard to "T&P for PSI Depots"**

Please find enclosed herewith the Advance Correction Slip No. 14 (Modification/Revisions) in Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-6, Annexure A6.02 with regard to "T&P for PSI Depots" for your information and necessary action.

09/01/2026

**(Akash Sharma)**
**Director (TrD)**
**Phone: 011-47845421**
**Email- rbelectricaleem@gmail.com**

Copy to : PPS to M/TRS, PPS to M/Infra, PPS to MOBD, PPS to AM/RE, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PED/GS, PEDEE(RS), ED/GS(Elect), PEDEE(Dev.), EDEE/G, ED/EE/Safety, EDCE(G), DEE(RS), DEE(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

**Annexure**

## ACTM Correction Slip No. 14 dtd. 09.01.2026

**Appendix-6, Annexure- A6.02: T&P for PSI Depots.**

Addition of new item as Sr. No. 85 in the list as following:

| Sr. No. | Description | Quantity |
|---|---|---|
| 85. | HV VCB testing kit for testing the health of vacuum bottles | 1 |