
The Ministry of Railways (Railway Board) have decided that the following Para of Schedules I and drawings of IR’s Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 26:

1. Para 1 of Chapter-I
2. Para 8 (iii) of Chapter-I
3. Para 16 of Chapter-I
4. Para 17 of Chapter-I
5. Para 1 of Chapter-II
6. Para 11 of Chapter-II
7. Para 20 of Chapter-IV(A)
8. Para 24 & 25 of Chapter-IV(A)
9. Para 31 of Chapter-IV(A)
10. Para 11 of Chapter-IV(C)
11. Para 17 of Chapter-IV(C)
12. Drawing Nos. 1A, 1A(Modified), 1B, 1C, 1D, 2, 3(Fig I) and 3(Fig II)

Enclosure: ACS No. 26 (14 pages).

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I. Amendment To Para -1 of Chapter-I : General

(At Page – 4 of IRSOD 2004 Subsequently Revised Vide ACS No. 18)

Para- 1 shall be read as under:

Spacing of Track:-

1. Minimum distance centre to centre on straight tracks
   (i) For existing works
   (ii) For new works/addition to existing works

Note:
(a) See Appendix for extra clearance required on curves.
(b) For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, see item 13 (i).
(c) New/Additional works cover laying of new line and new running loops. Extension of existing line or replacement of points & crossings will not be treated as new work.
(d) OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the clearances mentioned in Para 1(ii) above shall be increased by equal to the width of such provisions / structures / foundation, as the case may be.
(e) In case of tunnels, ROBs, flyovers, through & semi-through girder bridges, where centre to centre distance lesser than 5300mm has been provided, lesser centre to centre distance can be provided on approaches also up to adequate distance to facilitate gradual increase in centre to centre distance up to 5300mm.

II. Amendment To Note (b), Para -8(iii) of Chapter-I : General

(At Page – 6 of IRSOD 2004)

Para 8(iii) shall be read as under:

(iii) (a) Below the rail level up to the formation level of the track on straight and curves up to radius of 875m
(b) Below the rail level up to the formation level of the track on curves with radius less than 875m

Note:-
(a) The required clearances as mentioned under item 8(iii) (a) and (b) above will be applicable in case of new lines/doubling/electrification.
(b) The various fixture which are attached to the track like traction bonds etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in item 8 (iii) (a) & (b) above will not be applicable to these fixtures.
(c) The clearances as mentioned in item no. 8(iii) (a) and (b) above will not be applicable for ballastless track (including washable apron).
III. Amendment To Para -16 of Chapter-I : General
{At Page – 9 of IRSOD 2004}

Para- 16 shall be read as under:

Formation width:-

16 Formation width for single line straight track

(i) For existing works
   (a) Minimum width in embankment 6850mm
   (b) Minimum width in cutting (excluding side drains) 6250mm

(ii) For new works/alteration to existing works
   (a) Minimum width in embankment 7850mm
   (b) Minimum width in cutting (excluding side drains) 7850mm

IV. Amendment To Para -17 of Chapter-I : General
{At Page – 9 of IRSOD 2004}

Para- 17 shall be read as under:

17 Formation width for double line straight track

(i) For existing works
   (a) Minimum width in embankment 12150mm
   (b) Minimum width in cutting (excluding side drains) 11550mm

(ii) For new works/alteration to existing works
   (a) Minimum width in embankment 13160mm
   (b) Minimum width in cutting (excluding side drains) 13160mm

Prem Sage
10.01.19
V. Amendment To Para -1 of Chapter-II: Station Yards
(At Page – 10 of IRSOD 2004 Subsequently Revised Vide ACS No. 19)

Para- 1 shall be read as under:

Spacing of Track:-

1. Minimum distance centre to centre on straight tracks
   
   (ii) For existing works 4265mm
   
   (iii) For new works/addition to existing works 5300mm

Note:
(a) See Appendix for extra clearance required on curves.
(b) For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, see item 13 (i).
(c) New/Additional works cover laying of new line and new running loops. Extension of existing line or replacement of points & crossings will not be treated as new work.
(d) OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the clearances mentioned in Para 1(ii) above shall be increased by equal to the width of such provisions / structures / foundation, as the case may be.
(e) In case of tunnels, ROBs, flyovers, through & semi-through girder bridges, where centre to centre distance lesser than 5300mm has been provided, lesser centre to centre distance can be provided on approaches also up to adequate distance to facilitate gradual increase in centre to centre distance up to 5300mm.

VI. Amendment To Para -11 of Chapter-II: Station Yard
(At Page – 14 of IRSOD 2004 Subsequently Revised Vide ACS No. 15 & ACS No. 16)

Para 11 shall be read as under:

11. Minimum Horizontal Distance From Centre of Track to Any Structure:

(A) For existing works:

   (i) From rail level to 305mm above rail level 1675mm
   (ii) From 305mm to 3355mm above rail level 2135mm
   (iii) From 3355mm to 41 15mm above rail level 2135mm decreasing to 1980mm
   (iv) From 4115 mm to 6250mm above rail level 1600mm
   (v) Below the rail level and upto the formation level of the track on straight and curves upto radius of 875m. 2575mm
   (vi) Below the rail level and upto the formation level of the track on curves with radius less than 875 m. 2725mm

Note :
(a) See appendix for 'extra clearances required on curves'.
(b) On lines other than main lines or existing main lines where electric traction is not likely to be introduced, the horizontal distance of 1370 mm for height from 4115mm to 6100 mm above rail level may be allowed to continue.
(c) The various fixtures which are attached to the track like lock bar, point machine, traction bonds, point & signal rodding etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item (v) & (vi) above will not be applicable to these items.
(d) In case of electrification works in existing yards, no foundation/ mast/ signal post/ any other
structure shall be provided between two tracks. In case it is inescapable, the minimum
distance of edge of foundation/mast/signal post/any other structure at and above formation
level up to rail level from centre of track, shall be 2360mm on straight track & on curve
having radius 875m & more, and 2510mm in case of curve having radius less than 875m; after
making full efforts for providing prescribed clearances as mentioned in items (v) and (vi)
above.

(e) Items (v) and (vi) above shall not be applicable in case of bridges, tunnels and ballastless track
(including washable apron).

(B) For new works or alteration to existing works:

(i) From rail level to 305mm above rail level 1905mm
(ii) From 305mm to 1065mm above rail level 1905mm increasing to 2360mm
(iii) From 1065mm to 3735mm above rail level 2360mm
(iv) From 3735mm to 4420mm above rail level 2360mm decreasing
to 2135mm
(v) From 4420mm to 4610mm above rail level 2135mm decreasing to 1980mm
(vi) From 4610mm to 6250mm above rail level 1600mm
(vii) Below the rail level and upto formation level of the
track on straight and curves upto radius of 875m 2575mm
(viii) Below the rail level and upto the formation level of
the track on curves with radius less than 875m 2725mm

Note:

(a) See Appendix for extra clearances on curves.

(b) Items (vii) & (viii) above shall not be applicable in case of bridges, tunnels, ballastless track
(including washable apron).

(c) For addition/ alteration to works in existing yard the minimum horizontal distance shall be
maintained as 2360mm on straight track and on curve having radius 875m & more, and
2510mm in case of curve having radius less than 875m, in case after making full efforts it is
not possible to provide prescribed clearances as mentioned in items (vii) and (viii) above.

(d) The various fixtures which are attached to the track like traction bonds etc. and are required
to be fitted with the rail can be provided and the clearance as mentioned in item (vii) and
(viii) above will not be applicable to these fixtures.
VII. Amendment To Para -20 of Chapter-IV(A): Rolling stock (Carriage & Wagon)

(At Page – 20 of IRSOD 2004 Subsequently Revised Vide ACS No. 14)

Para 20 shall be read as under:

20. Maximum length over centre buffer couplers or side buffers :

(a) 4-wheeled vehicle 9810mm
(b) Bogie vehicles 22300mm

Note: Maximum length over the centre buffer couplers or side buffers can be increased up to 24000mm for Bogie Vehicles, in accordance to maximum length of body or roof. However, the maximum length over the centre buffer couplers or side buffers for longer coaches shall be so arranged that difference between length over side buffers and length of body or roof is not less than 460mm.

VIII. Amendment To Para -24, 25 of Ch.-IV(A): Rolling stock (Carriage & Wagon)

(At Page – 21 of IRSOD 2004 Subsequently Revised Vide ACS No. 14)

Para 24 shall be read as under:

24 (a) Maximum width over all projections from 305mm above rail level to 940mm above rail level, when fully loaded 3050mm
(b) Maximum width over all projection from 940mm above rail level to 1082mm above rail level, when fully loaded 3050mm increasing gradually to 3150mm

Para 25 shall be read as under:

25 Maximum width over all projection from 1082mm above rail level to 1170 mm above rail level, when fully loaded 3150mm increasing gradually to 3250mm

Note: For freight bogie vehicles with maximum length of body or roof upto 14500 mm and bogie centre distance upto 10000 mm, maximum width overall projections from 305mm above rail level to 1060mm above rail level, when fully loaded, can be relaxed to 3135mm instead of 3050mm.

IX. Amendment To Para -31 of Chapter-IV(A): Rolling stock (Carriage & Wagon)

(At Page – 22 of IRSOD 2004)

Para 31 shall be read as under:

31 Minimum height above rail level when fully loaded for a width of 1220mm on either side of centre of track with the exception of wheels and attachments thereto (vide note below) 91mm

Note: A tyre or an attachment of a wheel may project below the minimum height of 91mm from a distance of 51mm inside to 216mm outside of the gauge face of the wheel.

Signature: [Signature]
Date: 10.01.19
X. Amendment To Para -11 of Chapter-IV(C): Rolling Stock (Locomotive)

{At Page – 25 of IRSOD 2004 Subsequently Revised Vide ACS No. 14}

Para 11 shall be read as under:

11.A Maximum Length of body or roof 21340mm

11.B Maximum length over centre buffer couplers or side buffers 22300mm

Note: (i) Maximum length of body or roof can be upto 23540mm, subject to tapering of the ends in a manner that the end-throw, when calculated as per Appendix, is same as that for ICF coach of 21340mm length and within this Schedule of Dimensions.

(ii) Maximum length over the centre buffer couplers or side buffers can be increased up to 24000mm for Bogie Vehicles, in accordance to maximum length of body or roof. However, length over the centre buffer couplers or side buffers be so arranged that difference between length over side buffers and length of body or roof is not less than 460mm.

11.C Maximum width over all projections:

(i) at 91mm above rail level, when fully loaded 2440mm

(ii) at 91mm to 305mm above rail level, when fully loaded 2440mm increasing gradually to 3050mm

(iii) from 305mm above rail level to 940mm above rail level, when fully loaded 3050mm

(iv) from 940mm above rail level to 1082mm above rail level, when fully loaded 3050mm increasing gradually to 3150mm

(v) from 1082mm above rail level to 1170mm above rail level, when fully loaded 3150mm increasing gradually to 3250mm

(vi) from 1170mm above rail level, when fully loaded to 3735mm above rail level, when empty 3250mm

Note: (i) Maximum width over all projections from 925mm (minimum in all conditions) above rail level to 1082mm above rail level, when fully loaded can be 3075mm (in the bogie portion only).

(ii) Maximum distance apart of bogie centres (i.e. pivot centres) for locomotives shall be 15810mm, subject to the condition that width of locomotive at the centre is such that mid-throw, when calculated as per Appendix, is same as that for ICF coach of 21340mm length and within this Schedule of Dimensions.

XI. Amendment To Para -17 of Chapter-IV(C): Rolling Stock (Locomotive)

{At Page – 25 of IRSOD 2004}

Para 17 shall be read as under

17 Minimum height above rail level when fully loaded for a width of 1220mm on either side of centre of track with the exception of wheels and attachments thereto (vide note below) 91mm

Note: A tyre or an attachment to a wheel or sand pipe in line with the wheel may project below the minimum height of 91mm from a distance of 51mm inside to 216mm outside of the gauge face of the wheel.

Prepared By
10.01.19
NOTE:-

1. WHERE THE LINE IS ON A CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX.

2. WHEN RE-SPACING EXISTING LINES, THE MINIMUM DISTANCE CENTRE TO CENTRE OF TRACKS MAY BE REDUCED FROM 4725 TO NOT LESS THAN 4495 FOR THE PURPOSE OF AVOIDING HEAVY ALTERATIONS TO TUNNELS OR THROUGH GIRDER BRIDGES. THE 4725 DIMENSION IS TO BE ADOPTED FOR ALL NEW WORKS.

NOTE:-

THIS CHAIN DOTTED LINE INDICATES THE MINIMUM OUTLINE WHERE ELECTRIC TRACTION IS NOT LIKELY TO BE USED VIDE ITEM 13 NOTE (I).
STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES
TO SUIT 25 k.V. A.C. TRACTION SCHEDULE I CHAPTER I

NOTE:- THE DISTANCES SPECIFIED APPLY ONLY IN CASE OF STRAIGHT TRACKS. ON CURVES, THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT 'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA, WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE, 'S' THE SUPER-ELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES

\[ D = H \times S / G \]

NOTE:- THIS CHAIN DOTTED LINE INDICATES THE MINIMUM OUTLINE WHERE ELECTRIC TRACTION IS NOT LIKELY TO BE USED VIDE ITEM 13 NOTE (I) OF CHAPTER I SCHEDULE I.

NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

- For existing works
- For new works or alteration to existing works
WHERE THE LINE IS ON A CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX.

NOTE:- MINIMUM HEIGHT WHERE D.C. ELECTRIC TRACTION IS IN USE OR LIKELY TO BE INTRODUCED (ITEM 10(i)) OF RISDQD, 2004

NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

* - For existing works
** - For new works or alteration to existing works
NOTE:- THE DISTANCES SPECIFIED APPLY ONLY IN CASE OF STRAIGHT TRACK. ON CURVES, THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT 'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA, WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE, 'S' THE SUPER-ELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES

\[ D = \frac{H \times S}{G} \]

NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

* - For existing works
** - For new works or alteration to existing works
NOTE: ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.
STANDARD DIMENSIONS IN STATIONS
TO SUIT 25 kV.A.C. TRACTION SCHEDULE I-CHAPTER II

NOTE:-
THE DISTANCES SPECIFIED, APPLY ONLY IN CASE OF STRAIGHT TRACK. ON CURVES, THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT 'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA, WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE, 'S' THE SUPERELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES

\[ D = \frac{H \times S}{G} \]

MINIMUM HEIGHT FOR CONTINUOUS COVERING IN PASSENGER STATIONS.

NOTE:-
MIN. HEIGHT WHERE ELC. TRACTIONS IN USE LIKELY TO BE USED (ITEM 30 NOTE 4)

NOTE:-
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

NOTE:-
* - For existing works
** - For new works or alteration to existing works
INFRINGEMENTS OF SCHEDULE - I
FOR 3660 mm GOODS STOCK & NEW STANDARD LOCOMOTIVES IN EXISTING BRIDGES ONLY

PERMITTED UNDER SCHEDULE-II
MINIMUM CLEARANCES ON EXISTING GIRDER BRIDGES

NOTES:-
FULL LINES SHOW MAXIMUM MOVING DIMENSIONS OF FUTURE 3660 WIDE STOCK & OF EXISTING 3200/3250 WIDE STOCK & OUTLINE OF EXISTING 3660 WIDE ELECTRIFIED STOCK DOTTED LINES SHOW OUTLINE OF NEW STANDARD E.E. & W.H. ENGINES & OF PROPOSED 3660 WIDE HIGH SIDED OPEN TRUCK.
FULL HATCHED LINES SHOW DIMENSIONS WHICH SHOULD NOT BE INFRINGED IN TUNNELS, DOTTED HATCHED LINES SHOW DIMENSIONS WHICH SHOULD NOT BE INFRINGED ON GIRDER BRIDGES WHERE THE TRACK IS FIXED TO THE GIRDER.

THE MINIMUM PERMISSIBLE CLEARANCES WILL BE.

(1) UNDER ANY CIRCUMSTANCES & SUBJECT TO ANY RESTRICTION OF SPEED WHICH IT MAY BE CONSIDERED NECESSARY TO IMPOSE.

IN TUNNELS ON GIRDER BRIDGES
AT A — 229mm AT A — 229mm (AT TOP OF SIDES OF VEHICLES)
AT B — 305mm AT B — 229mm (AT SIDES OF VEHICLES)
AT C — 380mm AT C — 305mm (BETWEEN MOVING TRAINS)
AT D — 229mm AT D — 152mm (ABOVE VEHICLES)

(2) FOR UNRESTRICTED SPEED:

IN TUNNELS ON GIRDER BRIDGES
AT A — 380mm AT A — 229mm (AT TOP OF SIDES OF VEHICLES)
AT B — 535mm AT B — 455mm (AT SIDES OF VEHICLES)
AT C — 610mm AT C — 535mm (BETWEEN MOVING TRAINS)
AT D — 305mm AT D — 229mm (ABOVE VEHICLES)

WHERE DOORS OPENING INWARDS OR OF THE RECESS OR SLIDING TYPE ARE PROVIDED, THE MINIMUM CLEARANCE IN TUNNELS & BRIDGES MAY BE REDUCED TO 380 AT B & 455 AT C FOR UNRESTRICTED SPEED.

TO THE ABOVE MUST BE ADDED THE EXTRA ALLOWANCES FOR CURVES (SEE APPENDIX)

NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

Diagram No. 3 (Fig 1)
1676mm GAUGE

Prepared by
/ 10.01.19
INFRINGEMENTS OF SCHEDULE - I
FOR 3660 mm GOODS STOCK & NEW STANDARD LOCOMOTIVES IN EXISTING TUNNELS ONLY
PERMITTED UNDER SCHEDULE-II
TUNNEL SECTION OF 1913

DIAGRAM NO. 3 (FIG II)
1676mm GAUGE

NOTE:
PLEASE REFER TO NOTES GIVEN IN DIAGRAM No. 3 (FIG I)

NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.