
Board have approved that the following Para of Schedules I of IR’s Schedule of Dimensions 1676mm Gauge (B.G.) Revised, 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 22:

A. Schedule-I, Chapter I – General, Item 10 (Page- 6);
B. Schedule-I, Chapter II – Station Yards, Item 10 (Page- 14)
C. Schedule-I, Chapter II – Station Yards, Item 4, 5 & 6 (Page- 12).

Kindly find enclosed herewith the Addendum & Corrigendum Slip (ACS) No. 22 in this regard.

Enclosure : ACS No. 22 (04 pages).

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2. Principal Chief Engineers and Chief Administrative Officers (Con.), All Indian Railways
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4. Director General, NAIIR, Vadodara
5. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
6. Commissioner of Railway Safety, All Circles
7. Director, IRICEN, Rail Path, Pune – 411001 (Maharashtra)
8. Director, IRUEEN, P.B. No. 233, Nasik Road – 422101 (Maharashtra)
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Addendum & Corrigendum Slip (ACS) No. 22
To
Indian Railways Schedule of Dimensions (B.G.) Revised, 2004

Schedule-I, Chapter I-General

(A). Item 10 of Chapter-I shall be read as under:

10. Height of Road Over Bridges and Foot Over Bridges:

   (a) Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures : 4875mm

   (b) Where D.C. electric traction is in use or is likely to be used this dimension shall be : 5410mm

   (c) Where 25 KV A.C. traction is likely to be used, the minimum height above rail level for a distance of 1600mm on either side of the centre of track shall be as under:

      (i) Light overhead structure such as Foot Over : 6250mm

      (ii) Heavy overhead structure such as Road Over Bridges and Flyovers : 5870mm

Note:

(a) See appendix for ‘extra clearance required on curves’.

(b) In case of restricted height of existing structures, a special study shall be made, as indicated in Appendix-A to Chapter V-A before 25 kV A.C. traction is introduced. Accordingly, only in such cases, the minimum height above rail level shall not be lower than 5070mm in case of Heavy Overhead Structure (such as Road Over & Flyovers) and 5270mm in case of Light Overhead Structures (such as Foot Over Bridges) for a minimum contact wire height of 4800mm from above rail level. OHE arrangements shall be as per RDSO Drawings.

(c) In areas where 25 KV A.C. traction is used or likely to be used, if any turnout or crossover is located under a heavy overhead structure or within 40m from its nearest face, irrespective of the position of level crossing gate, the minimum height of such overhead structure shall be 6250mm*. In case the turnout is beyond 40m; but the level crossing gate is within 520m from the nearest face of the bridge, the height of such overhead structure shall be 6250mm*.

(d) The height mentioned against items 10(a), 10(b) & 10(c) above shall be measured from the higher or super elevated rail.

(e) On lines, existing or proposed to be electrified on 25KV A.C. system, necessary provision shall be made in overhead structure and overhead equipment, if necessary, by using longer traction overhead equipment masts to permit an extra allowance of 275mm for raising of track in future to cater for modern track structure in the form of increased ballast cushion, larger sleeper thickness and deeper rail sections.

* In case of restricted height of existing heavy overhead structure, minimum height above rail level shall not be lower than 5270mm, adhering to the provisions of note (b) above.

(f) For Mumbai Suburban, the height of Foot Over Bridges mentioned under para 10(c)(i) above may be reduced to 5750mm subject to following conditions:

   (i) The minimum height of the contact wire shall be 4800 mm.

   (ii) A special study shall be conducted as indicated in appendix A of chapter V-A to ascertain the feasibility of the contact wire height as 4800mm.

   (iii) There shall be no crossover below FOB or within 40 m from the face of FOB.
(iv) There shall be no level crossing within 520 m from face of FOB.
(v) The maximum height of rolling stock shall be restricted to 4420 mm.
(vi) The height shall be measured from the higher or super-elevated rail.
Schedule-I, Chapter II – Station Yards

(B) Item 10 of Chapter-II shall be read as under:

10. Height of Over Head Structures:

Minimum height above rail level for a width of 1600mm on either side of centre of track, of a foot over bridge or a signal gantry in a passenger station

Note:

(a) Where D.C. traction is in use or likely to be used, this minimum height shall be 5410mm.

(b) On secondary lines, where electric traction is not likely to be introduced, this minimum height shall be 4875mm. This also applies to overhead piping arrangements parallel to track wherever provided, which shall necessarily be changed over to the ground hydrants, when the section is electrified.

(c) However, for existing overhead structure, dimensions given in note (c) of para 10 of Chapter-1, Schedule – 1: General shall be applicable.

(d) Tunnel, through girder bridge and semi-through girder bridge in station yards shall be treated as heavy over head structures, such as ROB for electrification works and the same dimensions as mentioned in note (c) of para 10 of schedule 1, chapter -1: General shall be applicable.

(e) For Mumbai Suburban, the height of Foot Over Bridges mentioned above may be reduced to 5750mm subject to following conditions:

(i) The minimum height of the contact wire shall be 4800 mm.

(ii) A special study shall be conducted as indicated in appendix A of chapter V-A to ascertain the feasibility of the contact wire height as 4800mm.

(iii) There shall be no crossover below FOB or within 40 m from the face of FOB.

(iv) There shall be no level crossing within 520 m from face of FOB.

(v) The maximum height of rolling stock shall be restricted to 4420 mm.

(vi) The height shall be measured from the higher or super-elevated rail.

[Signature]
8.12.17
Schedule-I, Chapter II –Station Yards

(C). Item 4, 5 & 6 of Chapter-II shall be read as under:

4. Height above rail level for high passenger platforms 840mm maximum
   760mm minimum

5. Maximum height above rail level for medium level passenger platform 455 mm

6. Maximum height above rail level for goods platforms (except horse and end loading platforms) 1065 mm

Note: For items 4, 5 and 6
   (a) Platforms may be flush with rail level.
   (b) The ends of all platforms (except end loading platforms) must be ramped to a slope of 1 in 6 for a width of not less than 1 m from the face of the platform wall, the rest can either be ramped to the same slope or fenced.
   (c) The height of platforms serving canted track should be measured vertically from the face to a plane passing through the top of both the rails.
   (d) End loading platforms and platforms on sidings used exclusively for horse loading may be raised to a height of 1295mm above rail level.
   (e) Signal wires or supports for signal wires may be allowed underneath the platform coping.
   (f) The length of a passenger platform should be not less than the length of the longest passenger train excluding the engine, booked to stop at the platform.
   (g) No passenger platform in case of new line, would be constructed on a curve having radius less than 875 m.
   (h) In case of construction of a new platform on the existing line addition/alteration to existing platforms or in gauge conversion/doubling works, where either the new platform(s) are to be constructed or the old being dismantled and reconstructed, efforts should be made to ease out the existing curves having radii less than 875 m. However, for these works, having platform located/to be located on curves with radii less than 875 m, no condonation of CRS/Board would be necessary.
   
(ii) For Item 4: the height for Mumbai suburban passenger platform may be in range of 840mm-900mm for reducing gap between bottom of sole bar of EMU coach & platform floor and shall be applicable for operation of EMU stocks having height of bottom of sole bar above rail level not less than 1039mm above rail level in fully loaded condition. The height of platform more than 840mm shall be permitted by General Manager, after ensuring maintenance condition of track and rolling stock as under:

   i. Improvement in maintenance practices and monitoring condition of spring during trip inspection of EMU rakes.
   ii. Improvement in track maintenance on platform lines to the standards specified in Para 607(2) of IRPWM.
   iii. Improved monitoring and corrective action to control sinkage of vertical level of track.
   iv. In case, a new design EMU stock, different from the existing stock is to be introduced on suburban section, running trial over increased height suburban platforms shall be required before clearing the stock for passenger operation.

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