
The Ministry of Railways (Railway Board) have decided that the following Para / Item of Schedules I of IR’s Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 14:

Amendment I  Para - 5, 17, 19, 20, 23, 24 & 25 Of Chapter - IV(A) : Rolling Stock (Carriage & Wagon) (pages 19, 20 & 21)

Amendment II  Para - 3 Of Chapter - IV(B) : Rolling Stock (3660mm wide stock) (page 23)

Amendment III  Para - 11 Of Chapter - IV(C) : Rolling stock (Locomotive) (page 25)

Enclosure : ACS No. 14 (11 pages)

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4. Director General, NAIR, Vadodara
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8. Director, IRTEEN, P.B. No. 233, Nasik Road - 422101 (Maharashtra)
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I. Amendment To Para-5, 17, 19, 20, 23, 24 & 25 Of Chapter-IV(A) Rolling Stock (Carriage & Wagon) 

{At Page – 19, 20, 21 of IRSOD, Revised 2004 in Schedule-I}

Para - 5, 17, 19, 20, 23, 24 & 25 shall be read as under:

5. Maximum thickness of flange of tyre, measured from wheel gauge face at 13mm from outer edge of flange 29.4mm

17. Maximum distance apart of bogie centres for bogie vehicles 14900mm

19. Maximum length of body or roof for:
   (a) 4 - wheeled vehicle 8540mm
   (b) Bogie vehicles 21340mm

Note:
(i) Maximum length of body or roof of bogie vehicles 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) A cornice may project beyond the maximum permissible length of the roof up to 51mm in the case of (a) above, beyond each end of the vehicle.
(iii) Fittings on the end of a vehicle, such as step iron, vacuum brake piping, electrical connections, vestibule etc., need not be kept within the prescribed maximum permissible lengths for bodies of vehicles, but may project beyond the end of the body to a reasonable extent.

20. Maximum length over centre buffer couplers or side buffers:
   (a) 4 - wheeled vehicle 9810 mm
   (b) Bogie vehicles 22300 mm

Note: Maximum length over the centre buffer couplers or side buffers can be 24000mm for Bogie Vehicles, having maximum length of body or roof as 23540mm. However, the maximum length over the centre buffer couplers or side buffers for longer coaches as per Item 20 above shall be so arranged that difference between length over side buffers and length of body or roof is not less than 460mm.

23. Maximum width over all projections, at 305mm above rail level, when fully loaded 3050mm

24. Maximum width over all projections from 305mm above rail level, to 1082mm above rail level, when fully loaded 3050mm

25. Maximum width over all projection from 1082mm above rail level, to 1170mm above rail level, when fully loaded 3050mm increasing gradually to 3250mm
Addendum & Correction Slip (ACS) No. 14 to Indian Railways Schedule Of Dimensions (B.G.) 2004

Note: For freight bogie vehicles with maximum length of body or roof upto 14500mm and bogie centre distance upto 10000mm, maximum width over all projections from 305mm above rail level to 1082mm above rail level, when fully loaded, can be relaxed to 3135mm instead of 3050mm.

II. Amendment To Para-3 Of Chapter IV(B) : Rolling Stock (3660mm Wide Stock)
(At Page 23; In Schedule-I of IRSOD, Revised 2004)

Para 3 shall be read as under:

3. Maximum width over open doors, including all projections, for goods vehicles

4500mm

III. Amendment To Para-11 Of Chapter IV(C) : Rolling Stock (Locomotive)
(At Page 25; In Schedule-I of IRSOD, Revised 2004)

Maximum Moving Dimensions: (See New Diagram No. 1D)

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 for bogie vehicles can be 24000mm for locomotives, having maximum length of body or roof of 23540mm.

11.C Maximum width over all projections:

(i) At 102mm above rail level, when fully loaded

2440mm

(ii) At 305mm above rail level, when fully loaded

3050mm

(iii) From 305mm above rail level to 1082mm above rail level, when fully loaded

3050mm

(iv) From 1082mm above rail level to 1170mm above rail level, when fully loaded

3050mm increasing gradually to 3250mm

(v) From 1170mm above rail level, when fully loaded, to a height of 3735mm 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.
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:-
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

Railway Board's letter no. 2012/CEDO/SD/IRSOD/O/03, dated 18.11.2013
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:

\[ D = \frac{h \times s}{g} \]

STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES

WIDTH OVER Open DOORS including all projections Passenger Vehicles 4040 MAX

WIDTH OVER Open DOORS including all projections Goods Vehicles 4265 MAX

Diagram No. 1A (Modified)

1676 mm GAUGE

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:- MINIMUM HEIGHT WHERE ELECTRIC TRACTION IS IN USE OR LIKELY TO BE INTRODUCED (ITEM 10 (ii))

RAIL LEVEL

MAXIMUM MOVING DIMENSIONS

OF STANDAR CLASS ENGINES

FOR NUMBER PLATES, RESERVATION CARD HOLDERS.

FOR LAMPS, DESTINATION BOARDS, GUTTERING & ALARM SIGNAL DISC.

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

STANDARD DIMENSIONS OUT OF STATIONS

SCHEDULE 1 - CHAPTER 1

NOTE:- 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.

RAILWAY BOARD'S LETTER NO. 2012/CEDO/SD/IRSOD/O/03, DATED 18.11.2013

ATLAS OF RAILWAY TRACK DIMENSIONS
STANDARD DIMENSIONS OUT OF STATIONS

TO SUIT 25 kV. A.C. TRACTION

SCHEDULE I - CHAPTER I

NOTE:-

ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

RAIL

MAXIMUM MOVING DIMENSIONS

DIAGRAM No. 1C

1676 mm GAUGE

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 DIMENSION BEING IN METRES

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

Railway Board's letter no. 2012/CEDO/SD/IRSOD/O/03, dated 18.11.2013
MAXIMUM MOVING DIMENSIONS

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

MAX & MIN HEIGHT FOR A HIGH PASSENGER PLATFORM
MAX HEIGHT FOR A LOW PASSENGER PLATFORM
MAX HEIGHT FOR GOODS PLATFORM
NOTE:- MIN. HEIGHT WHERE D.C. TRACTION IS IN USE OR LIKELY TO BE USED (ITEM 10, NOTE a).
MINIMUM HEIGHT FOR CONTINUOUS COVERING IN PASSENGER STATIONS.
MAXIMUM MOVING DIMENSIONS OF EXISTING STANDARD X CLASS ENGINES
MAX & MIN HEIGHT FOR A HIGH PASSENGER PLATFORM
MAX HEIGHT FOR A LOW PASSENGER PLATFORM
NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

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=HxS/G

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

Railway Board's letter no. 2012/CEDO/SD/IRSOD/O/03, dated 18.11.2013

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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 X.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 GIRDERS.

THE MINIMUM PERMISSIBLE CLEARANCES WILL BE:

(I) 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 TOP OF SIDES OF VEHICLES) AT B—229mm (AT SIDES OF VEHICLES) AT C—305mm (BETWEEN MOVING TRAINS) AT D—152mm (ABOVE VEHICLES)

WHERE DOORS OPENING INWARDS OR OF THE RECESSED 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.)

INFRINGEMENTS OF SCHEDULE - I
FOR 3660 mm GOODS STOCK & NEW STANDARD LOCOMOTIVES IN EXISTING BRIDGES ONLY

PIERMITTED UNDER SCHEDULE-II

MINIMUM CLEARANCES ON EXISTING GIRDER BRIDGES

DIGRAM NO. 3 (FIG I)
1676mm GAUGE

Railway Board's letter no. 2012/CEDO/SD/IRSOD/O/03, dated 18.11.2013
Addendum & Correction Slip (ACS) No. 14 to Indian Railways Schedule Of Dimensions (B.G.) 2004

NOTE:-

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

INFRINGEMENTS OF SCHEDULE - I

FOR 3660 mm GOODS STOCK & NEW STANDARD LOCOMOTIVES IN EXISTING TUNNELS ONLY

PERMITTED UNDER SCHEDULE-II

TUNNEL SECTION OF 1913

NOTE:-

ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN

Railway Board's letter no. 2012/CEDo/SD/IRSOD/O/03, dated 18.11.2013
MAXIMUM MOVING DIMENSIONS OF 1929 PROFILE

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