



भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
(रेलवे बोर्ड) (Railway Board)

No. 2015/CEDO/SD/IRSOD/O/01

New Delhi, Dated 12.05.2015

Addressed to :

(As per list mentioned below)


Sub : Addendum & Corrigendum Slip (ACS) No. 16 to the Indian Railways Schedule of Dimensions (BG) 2004.

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. 16 :

Amendment 1 Para- 2 Of Chapter - II : Station Yards (page 10)

Amendment 2 Para-11 Of Chapter - II : Station Yards (page 14)

Enclosure : ACS No. 16 (02 pages)


(आलोक कुमार) 12/5/15

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Addendum & Corrigendum Slip (ACS) No. 16
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

1. Amendment To Para-2 : Chapter-II : Station Yards

{At Page – 10 of IRSOD 2004 and Subsequently Revised vide ACS No. 12} In Schedule-I of IRSOD, Revised 2004
Para 2 shall be read as under :

Para 2 : Maximum (Steepest) Gradient in Station Yards –

2. **Maximum (Steepest)** gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions :
- (i) For New Works & Alteration to Existing Works –
- | | | |
|------------------------|---|--------------------|
| (a) Recommended | : | 1 in 1200 (0.083%) |
| (b) Maximum (Steepest) | : | 1 in 400 (0.25%) |
- (ii) For Existing Works : 1 in 400 (0.25%)

Note :

- (a) Recommended dimension is generally the good practice, the adoption of which will lead to desirable uniformity on Indian Railways; but it is not to be treated as standards, a departure from which requires sanction.
- (b) In case, it is not possible to provide recommended gradient of 1 in 1200 (0.083%) in yard even after making efforts to provide grades as flat as possible, reasons for deviation from recommended gradient and upto the specified maximum (steepest) gradient of 1 in 400 (0.25%) shall be recorded by the Zonal Railway.
- (c) No station yard shall be constructed nor shall any siding join a passenger line on a grade steeper than 1 in 260 (0.38%), except where it is unavoidable and then also only with the previous sanction of Railway Board, obtained through the Commissioner of Railway Safety, when a slip siding or other arrangement is made sufficient to prevent accident.
- (d) The powers of condonation for gradient steeper than the specified standard maximum gradient of 1 in 400 (0.25%) shall be as under :
- | | | |
|---|---|--|
| (i) Steeper than 1 in 400 (0.25%) and upto 1 in 260 (0.38%) | : | Commissioner of Railway Safety |
| (ii) Steeper than 1 in 260 (0.38%) | : | Railway Board through Chief Commissioner of Railway Safety |
- (e) For above purpose, a Station Yard means –
- (1) Station Yard will be taken to extend –
- (i) On single line to a distance of 50 metres beyond Stock Rail Joint of outermost points at either end of the station.
 - (ii) On double line where 2 aspect signalling is provided, from Home signal to a distance of 50 metres beyond Stock Rail Joint of outermost points at the trailing end, or where there are no loops, to last stop signal of each line.
 - (iii) On double line where multiple aspect signalling is provided to a distance of 50 metres beyond Stock Rail Joint of outermost points at either end of the station or where there are no loops, from Block Section Limit Board to last stop signal of each line.
- (2) There must be no change of grades within 30 metres of any points or crossings.
- (3) These provisions shall also apply to Flag station and Halt station.

2. Amendment To Para-11 Of Chapter-II : Station Yards

{At Page – 14 Of IRSOD 2004 And Subsequently Revised vide ACS No. 15} In Schedule-I of IRSOD, Revised 2004

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 4115mm above rail level | 2135mm decreasing to 1980mm |
| (iv) | From 4115mm to 6250mm above rail level | 1600mm |
| (v) | Below the rail level and upto formation level of the track on straight and curves up to radius of 875m | 2575mm |
| (vi) | Below the rail level and upto the formation level of the track on curves with radius less than 875m | 2725mm |

Note :

- See Appendix for 'extra clearances required on curves'.
- On lines other than main lines or existing main lines, where electric traction is not likely to be introduced; the horizontal distance of 1370mm for height from 4115mm to 6100mm above rail level may be allowed to continue.
- The clearance mentioned above in item (v) and (vi) shall be applicable only in new yards including its electrification works. The various fixtures, which are attached to the track; like lock bar, point machine, traction bonds, point and signal rodding etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item 11(v) and 11(vi) above will not be applicable to these items.
- In case of electrification works in existing yards, no foundations / 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 upto rail level from centre of track, shall be 2360mm. The distance shall be proportionately increased, based on available track centre distance upto minimum distance of 2575mm / 2725mm, as the case may be; as specified in Items 11A(v) and 11A(vi) above respectively.
- Items 11(A)(v) and 11(A)(vi) above shall not be applicable in case of bridges, tunnels, ballast-less track (including washable aprons).

(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 :**
- See Appendix for extra clearances required on curves.
 - Items 11(B)(vii) & 11(B)(viii) above shall not be applicable in case of bridges, tunnels, ballast-less track (including washable aprons).
 - Further, in case of alteration to works in existing yards, for Items 11(B)(vii) & 11(B)(viii), the minimum horizontal distance shall be maintained as 2360mm and 2510mm respectively, after making full efforts for providing prescribed clearances as far as possible.

[There is change only in Note (c) below Para 11(B) and no change elsewhere.]