No. CT/SD/REV/BG/MG

Addressed to: -
The General Manager (Engg.) of all Indian Railways and others
( As per list attached 'A')

Sub: Addendum & Corrigendum Slip no.3 & Errata to the Indian Railways

The Ministry of Railways (Railway Board ) vide their letter no
2007/CEDO/SD/0 dated 22-8-2007 have decided that the relevant Para/Item of
Indian Railways Schedule of Dimension (BG) Revised,2004 be amended as shown
in the enclosed Correction Slip no.3 and Errata. Corrected diagrams based on these
changes are also enclosed herewith.

Receipt of the letter may please be acknowledged.

DA: As above.

(Anirudh Jain)
Executive Director/Track
For Director General/Track

Copy to: Executive Director/CE (G), Railway Board, Rail Bhawan, New Delhi-110 001 for
information please.
Addendum & Corrigendum Slip no.3 & Errata to the
Indian Railways Schedule of Dimension (BG) Revised 2004

(issued vide RDSO’s letter no. No. CT/SD/REV/BG/MG Dated 12.9.2007)

1. Read ‘EDO/T-1043 (for goods stock and locomotives)’ in place of ‘EDO/T-1043
(for goods stock)’ and ‘sketch 72227 (for double Decker coach)’ in place of
‘EDO/T-2227 (for double decker coach)’ appearing against item C, line no.2,
Page-3.

2. Read ‘150mm’ in place of ‘152mm’ appearing in line 8 against item 3 to
CHAPTER I-GENERAL of SCHEDULE-I on page 5.

3. Read ‘4725mm’ in place of ‘5300mm’ appearing against item 13(i)b to
CHAPTER I-GENERAL of SCHEDULE-I on page 8.

4. Item no. 19 of Chapter I-GENERAL of SCHEDULE-I at page 9 shall be read as
under:
Gauge on straight and curves: The gauge shall be as follows:
(i) Straight including curves of 350m radius or more -5mm to +3mm
   i.e. 1671mm to 1679mm
(ii) For curves of radius less than 350m  up to +10mm
    i.e. 1686mm

5. Item No. 5 of CHAPTER II-STATION YARDS of SCHEDULE-I shall be read as
'Maximum height above rail level for medium level passenger platform' in place
'Maximum height above rail level for low passenger platform' at page 12.

6. Read item 8A(ii) and (iii) to CHAPTER II-STATION YARDS of SCHEDULE-I at
page 13 as under:

'8A. (ii) From 305mm above platform level to
(a) 3980mm above rail level in case of existing works 4110mm
(b) 4310mm above rail level in case of new works or
to alterations existing works

(iii) (a) From 3980mm above rail level to 4115mm above rail
    decreasing level in case of existing works
    uniformly to 3810mm
(b) From 4310mm above rail level to 4610mm above rail
    decreasing
    level in case of new works or alteration to
    existing works
    uniformly to 3810mm'
7. Insert an additional note (d) below note (c) of item no.11 CHAPTER II - STATION YARDS of SCHEDULE-I at page 14

‘(d) (v) and (vi) above shall not be applicable in case of bridges.’

8. Note (b) to item no. 12 and 13 of CHAPTER II -STATION YARDS of SCHEDULE -I should be deleted and Note (a) to item no. 12 and 13 shall be read as ‘Note’ at page 15

9. Replace ‘C=11860/R’ appearing against item 22(i) to CHAPTER II-STATION YARDS of SCHEDULE-I at page 16 by following:

‘C= GV2/127R
Where,
G= Gauge of track + width of rail head in mm
V= Speed in Km/h
R=Radius in m
C=Superelevation in mm’

10. Read ‘1956mm’ in place of ‘1955mm’ appearing against item 12 to CHAPTER IV(A)-Rolling Stock (Carriage & Wagon) of SCHEDULE-I at page 19.

11. Item No. 13 of CHAPTER IV(A)-Rolling Stock (Carriage & Wagon)) of SCHEDULE-I at page 19 shall be read as under:

‘Maximum height above rail level for centers of buffers & CBC couplers for unloaded vehicle 1105mm’

12. Item No. 14 of CHAPTER IV(A)-Rolling Stock (Carriage & Wagon)) of SCHEDULE-I at page 19 shall be read as under:

‘Minimum height above rail level for centers of buffers & CBC couplers when fully loaded 1030mm’

13. Read ‘1170mm’ in place of ‘1082mm’ and ‘3735mm’ in place of ‘3380mm’ appearing against item 26 to CHAPTER IV(A)-Rolling Stock (Carriage & Wagon) of SCHEDULE-I at page 21.

14. Incorporate Diagram no. 4 as enclosed in reference to item 30, page 22, first line, Chapter IV(A)- Rolling stock (Carriage & Wagon) of SCHEDULE-I.

15. Read ‘1956mm’ in place of ‘1955mm’ appearing against item 8 to CHAPTER IV(C)- Rolling Stock (Locomotives) of SCHEDULE-I at page 25.

16. Item 9 to CHAPTER IV(C)-Rolling Stock (Locomotives) of SCHEDULE-I at page 25 shall be read as under:

‘Maximum height above rail level for centers of buffers & CBC couplers for empty locomotive 1105mm’
17. Item 10 to CHAPTER IV (C)-Rolling Stock (Locomotives) of SCHEDULE-I at page 25 shall be read as under:

'\text{Minimum height above rail level for centers of buffers}
\& \text{CBC couplers when fully loaded} \quad 1030\text{mm}'

18. Insert following note below item no. 15 to CHAPTER IV (C)- Rolling Stock (Locomotives) of SCHEDULE-I on page 25

'\text{The dimension given in item no.15 shall not be adopted without obtaining prior approval of Railway Board}'

19. Read '4875\text{mm}' in place of '6100\text{mm}' appearing against item 10, Chapter II, Schedule I to SCHEDULE-II at page 31

20. Additional Para no.12 is to be included in the Appendix on page no. 34

'12. The clearances worked out (Annexure I & II) are for a vehicle 21340\text{mm}
long with bogie centers 14785\text{mm} apart. For vehicles having different dimensions, the clearances can be worked out in the similar manner'.
ERRATA to the Indian Railways Schedule of Dimension (BG) Revised 2004.
(Issued vide RDSO’s letter no. No. CT/SD/REV/BG/MG Dated .9.2007)

For English Version:

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<th>Corrected Entry</th>
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*Annexure I and Annexure II: Insert Column no. below heading of columns in the Table as shown below:

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<th>Maxim. Permissible Speed</th>
<th>Super elevation</th>
<th>Extra clearance between structure and adjacent track inside of Curve</th>
<th>Outside of curve any ht.</th>
<th>Extra clearance between adjacent track when there is no structure between track</th>
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<td>From 840mm to 4420mm above rail level</td>
<td>At 5410mm above rail level</td>
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<td>Kmph</td>
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DIAGRAM No. 1A
1676mm GAUGE

STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES
SCHEDULE I-CHAPTER I

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.
STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES

TO SUIT 25 K.V. A.C. TRACTION SCHEDULE | 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, 'E' THE SUPER-ELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES

D = H x E x G

MAXIMUM MOLDING

WIDTH OVER OPEN DOORS INCLUDING ALL PROJECTIONS PASSENGER VEHICLES 4445 MAX

WIDTH OVER OPEN DOORS INCLUDING ALL PROJECTIONS PASSENGER VEHICLES 4480 MAX

NOTE: THIS CHAIN DOTTED LINE INDICATES THE MINIMUM OUTLINE WHERE ELECTRIC TRACTION IS NOT LIKELY TO BE USED (ITEM 13 NOTE I) OF CHAPTER 1 SCHEDULE I

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 SUPERELEVATION 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

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

NOTE:

ALL DIMENSIONS ARE IN MILLIMETRES
EXCEPT WHERE OTHERWISE SHOWN.

DIAGRAM No. 1D (EDO/T-2202)
1676mm GAUGE

INDIAN RAILWAYS SCHEDULE OF DIMENSIONS 1676 mm GAUGE (B.G.)
NOTE:-

ALL DIMENSIONS ARE IN MILLIMETRES
EXCEPT WHERE OTHERWISE SHOWN

INFRINGEMENTS OF SCHEDULE - I

FOR 3860 mm GOODS STOCK & NEW
STANDARD LOCOMOTIVES IN EXISTING
TUNNELS ONLY

PERMITTED UNDER SCHEDULE-II

TUNNEL SECTION OF 1913

MINIMUM CLEARANCES IN EXISTING TUNNELS

SECTION B SHOWING
MAX. LEVEL OF PRESSED HEND. IN
TUNNEL SECTION OF 1913 TO
FACILITATE PROVISION OF MINIMUM
CLEARANCES FOR 3860 WIDE STOCK

SECTION A SHOWING
MINIMUM CLEARANCES FOR 3660 WIDE
OPEN TRUCKS EXISTING ELECTRIC
STOCK & NEW STANDARD LOCOMOTIVES

NOTE:-

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

INDIAN RAILWAYS SCHEDULE OF DIMENSIONS 1676 mm GAUGE (B.G.)
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

Diagram No. 3 (Fig 11)
1876 mm GAUGE

NOTES:


- 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 — 229 mm
   At B — 305 mm
   At C — 380 mm
   At D — 229 mm

2. For unrestricted speed:

   In tunnels on girder bridges
   At A — 380 mm
   At B — 535 mm
   At C — 810 mm
   At D — 305 mm

WHERE DOORS OPENING INWARDS OR OF THE RECESSED OR SLIDING TYPE ARE PROVIDED, THE MINIMUM CLEARANCE IN TUNNELS & BRIDGES MAY BE REDUCED TO 360 AT B & 455 AT C FOR UNRESTRICTED SPEED.

TO THE ABOVE MUST BE ADDED THE EXTRA ALLOWANCES FOR CURVES (SEE APPENDIX.)
DIAGRAM NO. 4
1676 mm GAUGE

MAXIMUM MOVING DIMENSIONS OF 1929 PROFILE

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