The Ministry of Railways (Railway Board) have decided that the following Para/Item of Schedule of Dimensions 1676mm Gauge (B.G.) 2004 are amended as shown in the enclosed Addendum & Corrigendum Slip No. 7:

I. Para-10 of Chapter-1 : General at Page 6 & 7 in Schedule-I : "Height of ROBs & FOBs During Railway Electrification Work"

II. Para-11(i), Chapter-I, Schedule-I (Page 7, 8) : "Clearance For Power Line Crossings Including Telephone Line Crossings Of Railway Tracks"

III. Chapter V-A Electrical Traction (Page 27, 28)

IV. Appendix 'A' To Chapter V-A : Clearances Required For AC-Electric Traction (Page-37, 38, 39)

Enclosure : ACS No. 7 (seven pages)

List For Distribution:
1. General Managers, All Indian Railways & Production Units
2. Principal Chief Engineers and Chief Administrative Officers (Con), All Indian Railways
3. Director General, RDSO, Manak Nagar, Lucknow
4. Director General, Railway Staff College, Vadodara
5. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
6. Commissioner of Railway Safety, All Circles
7. Director, IRICEN, Rithl, Pune - 411001 (Maharashtra)
8. Director, IRIEEN, P.B.No.-233, Nasik Road - 422101 (Maharashtra)
9. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
10. Director, IRIMEE, Jamolpur - 811214 (Bihar)
11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

Copy to:
- Sr. PPS to ME, MM, MT and ML for kind information of ME, MM, MT and ML please.
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(Tele), AM(Sig.), AM(Traffic), Adv.(Projects), Adv.(L&A), Adv.(Bridges)
- EDCB(G), EDCB(P), EDCB(MC), EDCB(P), EDCB(L&A)-II, EDCB(Works), EDCB(Plg.), EDCB(Project Mon.), EDCB(L&A)-I, EDCB(L&A)-II, EDCB(L&A)-III, EDCB(PSU), EDCB(P), EDCB(Safety), EDCB(Sig.), EDCB(Tele), EDCB(Chg.), EDCB(Frt.), EDCB(Dev.), EDCB(W), EDCB(Plg.), EDCB(S) in Railway Board.
Addendum & Corrigendum Slip (ACS) No. 7 To Indian Railways Schedule Of Dimensions (B.G.) 2004

Addendum & Corrigendum Slip (ACS) No. 7
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

I. Amendment To Para-10 Of Chapter-I : General at Page - 6 & 7
In Schedule-I of IRSOD, Revised 2004

"Height of ROBs & FOBs During Railway Electrification Work"

10. Height of ROBs & FOBs During Railway Electrification Work :

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

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

(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:

<table>
<thead>
<tr>
<th>Item</th>
<th>Light Overhead Structures, such as Foot Over Bridges</th>
<th>Heavy Overhead Structures, such as Road Over Bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) For New Overhead Structures and alteration to existing Overhead Structures</td>
<td>6250mm</td>
<td>5870mm</td>
</tr>
<tr>
<td>(ii) For Existing Overhead Structures : Wherever feasible, the height of Contact Wire shall be as high as possible, under the Overhead Structures, to allow the passage of Over Dimensional Consignment/Rolling Stock of 4.8m height. (For 4.8m height of Rolling Stock/Over Dimensional Consignment)</td>
<td>6250mm</td>
<td>5870mm</td>
</tr>
<tr>
<td>(iii) For Existing Overhead Structures : Under restricted height of Overhead Structure, the minimum height above rail level for a distance of 1600mm on either side of the centre of track for 4.8m height of contact wire from rail level</td>
<td>5270mm</td>
<td>5070mm</td>
</tr>
</tbody>
</table>

Note:
(a) See Appendix for extra clearance required on curves
(b) In case of existing structures, a special study shall be made, which will be accepted by the concerned Electrical Inspector of the Railways, as indicated in Appendix-A to Chapter V-A before 25 kV A.C. traction is introduced.
(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

Railway Board's letter no. 2011/CEDO/SD/IRSOD/Elect./02, Dated 14.03.12

Page 1 of 7
6250mm*. Also, in case the turnout is beyond 40 m; 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 proposed to be electrified on 25 kV A.C system and also in other sections, necessary
 provision shall be made in overhead structure and overhead equipment, if necessary by using
 longer traction overhead equipment masts to permit an allowance of 275mm for raising of track
 in connection with the introduction of modern track structure in future and for catering to
 increased ballast cushion, larger sleeper thickness and deeper rail sections.

* (under restricted situations, the minimum height shall be 5270mm for 4.80m high contact wire)

II. Clearance For Power Line Crossings Including Telephone Line Crossings Of
Railway Tracks
(Para-11(i), Chapter-I, Schedule I of SOD 2004 BG)
(Page-7, 8 to IR50b 2004)

Para-11(i) Minimum height above rail level of the lowest portion of any conductor of
crossing, including guard wire, other than telegraph, telephone and other
such low tension wires or traction trolley wire, under conditions of maximum
sag shall be as follows:

a. For Existing Power Line Crossings:

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Over Head Crossing Voltage</th>
<th>Minimum Clearances From Rail Level</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(1)</td>
</tr>
<tr>
<td>1.</td>
<td>Upto &amp; including 11 kV</td>
<td>Normally By Underground Cable</td>
</tr>
<tr>
<td>2.</td>
<td>Above 11 kV &amp; upto 66 kV</td>
<td>14100 mm</td>
</tr>
<tr>
<td>3.</td>
<td>Above 66 kV &amp; upto 132 kV</td>
<td>14600 mm</td>
</tr>
<tr>
<td>4.</td>
<td>Above 132 kV &amp; upto 220 kV</td>
<td>15400 mm</td>
</tr>
<tr>
<td>5.</td>
<td>Above 220 kV &amp; upto 400 kV</td>
<td>17900 mm</td>
</tr>
<tr>
<td>6.</td>
<td>Above 400 kV &amp; upto 500 kV</td>
<td>19300 mm</td>
</tr>
<tr>
<td>7.</td>
<td>Above 500 kV &amp; upto 800 kV</td>
<td>23400 mm</td>
</tr>
</tbody>
</table>

b. For New Power Line Crossings or Alteration to Existing Power Line Crossing in electrified
sections:

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Over Head Crossing Voltage</th>
<th>Minimum Clearances From Rail Level</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(1)</td>
</tr>
<tr>
<td>1.</td>
<td>Upto and including 11 kV</td>
<td>Normally By Underground Cable</td>
</tr>
<tr>
<td>2.</td>
<td>Above 11 kV &amp; upto 33 kV</td>
<td>14660 mm</td>
</tr>
</tbody>
</table>

Railway Board's letter no. 2011/CEDO/SD/IR5OD/Elect./02, Dated 14.03.12
### Addendum & Corrigendum Slip

**No. 7 To Indian Railways Schedule Of Dimensions (B.G.) 2004**

<table>
<thead>
<tr>
<th>SL</th>
<th>Overhead Crossing Voltage</th>
<th>Minimum Clearance On Existing Routes From Rail Level For New Track/Additional Line Or Gauge Conversion When Line Is Not Anticipated To Be Electrified</th>
<th>Minimum Clearances From Rail Level For New Power Line Crossing Or Alternation To Existing Power Line Crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upto and including 11 kV</td>
<td>By Underground Cable</td>
<td>By Underground Cable</td>
</tr>
<tr>
<td>2</td>
<td>Above 11 kV &amp; upto 33 kV</td>
<td>10860 mm</td>
<td>14600 mm</td>
</tr>
<tr>
<td>3</td>
<td>Above 33 kV &amp; upto 66 kV</td>
<td>11160 mm</td>
<td>14960 mm</td>
</tr>
<tr>
<td>4</td>
<td>Above 66 kV &amp; upto 132 kV</td>
<td>11760 mm</td>
<td>15560 mm</td>
</tr>
<tr>
<td>5</td>
<td>Above 132 kV &amp; upto 220 kV</td>
<td>12660 mm</td>
<td>16460 mm</td>
</tr>
<tr>
<td>6</td>
<td>Above 220 kV &amp; upto 400 kV</td>
<td>14460 mm</td>
<td>18260 mm</td>
</tr>
<tr>
<td>7</td>
<td>Above 400 kV &amp; upto 500 kV</td>
<td>15360 mm</td>
<td>19160 mm</td>
</tr>
<tr>
<td>8</td>
<td>Above 500 kV &amp; upto 800 kV</td>
<td>18060 mm</td>
<td>21860 mm</td>
</tr>
</tbody>
</table>

#### c. For Power Line Crossings in Non-Electrified Sections:

<table>
<thead>
<tr>
<th>SL</th>
<th>Overhead Crossing Voltage</th>
<th>Minimum Clearance Between Highest Traction Conductor &amp; Lowest Crossing Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upto &amp; including 11 kV</td>
<td>Normally By Underground Cable</td>
</tr>
<tr>
<td>2</td>
<td>Above 11 kV &amp; upto 66 kV</td>
<td>2440 mm</td>
</tr>
<tr>
<td>3</td>
<td>Above 66 kV &amp; upto 132 kV</td>
<td>3050 mm</td>
</tr>
<tr>
<td>4</td>
<td>Above 132 kV &amp; upto 220 kV</td>
<td>4580 mm</td>
</tr>
<tr>
<td>5</td>
<td>Above 220 kV &amp; upto 400 kV</td>
<td>5490 mm</td>
</tr>
<tr>
<td>6</td>
<td>Above 400 kV &amp; upto 500 kV</td>
<td>7940 mm</td>
</tr>
<tr>
<td>7</td>
<td>Above 500 kV &amp; upto 800 kV</td>
<td>7940 mm</td>
</tr>
</tbody>
</table>

**Note:**

(i) All height/clearances are in mm and under maximum sag conditions.

(ii) Clearances at mid OHE span (Column-4) in Para 11(i)(b) can be adopted if the OHE structure/fixed structure is beyond 6000 mm of nearest conductor of overhead crossing.

(iii) If the crossing is provided with a guarding, a minimum clearance of 2000 mm shall be maintained between the bottom of the guard wire and highest traction conductor.

(iv) Power line crossing in yards & stations area shall be avoided.
Para-11(ii) Minimum clearance between any conductor not adequately insulated and any railway structure under most adverse conditions.

<table>
<thead>
<tr>
<th>SL</th>
<th>Voltage</th>
<th>Minimum Clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
</tr>
<tr>
<td>a.</td>
<td>Upto and including 650 volts</td>
<td>2500 mm</td>
</tr>
<tr>
<td>b.</td>
<td>Above 650 volts and upto &amp; including 33 kV</td>
<td>3700 mm</td>
</tr>
<tr>
<td>c.</td>
<td>Above 33 kV and upto &amp; including 66 kV</td>
<td>4000 mm</td>
</tr>
<tr>
<td>d.</td>
<td>Above 66 kV and upto &amp; including 132 kV</td>
<td>4600 mm</td>
</tr>
<tr>
<td>e.</td>
<td>Above 132 kV and upto &amp; including 165 kV</td>
<td>4900 mm</td>
</tr>
<tr>
<td>f.</td>
<td>Above 165 kV and upto &amp; including 220 kV</td>
<td>5500 mm</td>
</tr>
<tr>
<td>g.</td>
<td>Above 220 kV and upto &amp; including 400 kV</td>
<td>7300 mm</td>
</tr>
<tr>
<td>h.</td>
<td>Above 400 kV and upto &amp; including 500 kV</td>
<td>8200 mm</td>
</tr>
<tr>
<td>i.</td>
<td>Above 500 kV and upto &amp; including 800 kV</td>
<td>10900 mm</td>
</tr>
</tbody>
</table>

[There is no change in this Para w.r.t. the existing provisions of IRSOD 2004]

Para-11(iii) Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway 6100mm

[There is no change in this Para w.r.t. the existing provisions of IRSOD 2004]

Para-11(iv) Minimum Horizontal Distance Of Structures

The minimum horizontal distance measured at right angles from the centre of nearest track to any part of a structure carrying electrical conductors crossing a railway shall be:

(a) For rigid and well founded post/structure, its fitting and projections:

For Existing Works:

(i) From rail level to 305 mm above rail level 1675mm
(ii) From 305mm above rail level to 4420mm above rail level and beyond 2135mm

For New Work/Alteration to existing works:

(i) From rail level to 305 mm above rail level 1905mm
(ii) From 305mm above rail level to 4420mm above rail level and beyond 2360mm

Note: Any post/structure which is so constructed or guyed as to remain in a vertical position, or failing this to continue to provide the clearances specified above, with one or all of the conductors broken or, with its conductors attached, when subjected to maximum wind pressures, may be considered to be a "rigid well founded post/structure".

(b) However, for other structures not covered in (a) above, it shall be equal to the height of structure in metres above ground level plus 6 metres.

Railway Board's letter no. 2011/CEDO/SD/IRSOD/Elect./02, Dated 14.03.12
III. CHAPTER V-A ELECTRICAL TRACTION [25 kV AC 50 Cycles]

(Page-27, 28 to IRSOD 2004)

[Only Para 1, 2 & 5 are modified and remaining Para 3 is unchanged version of earlier Para 4]

Note: Wherever electric traction is in use, special precautions shall be taken in accordance with provisions made in Chapter XVII of 'General Rules' for all Open Lines of Railways.

Electrical Clearances:

1. Vertical and lateral distance between 25 kV live parts and earthed parts of fixed structures or moving loads/rolling stocks shall be as large as possible. The minimum vertical and lateral electrical clearances to be maintained under worst condition of temperature, wind etc. between any live part of the overhead equipment or pantograph and parts of any fixed structures (earthed or otherwise) or moving loads / rolling stocks shall be as under:

   (i) Long duration : 250mm
   (ii) Short duration : 200mm

   Note: (a) Long Duration means when the conductor is at rest and Short Duration means when the conductor is not at rest.
   (b) A minimum vertical distance of 270mm shall normally be provided between rolling stock and contact wire to allow for a 20mm temporary raising of the track during maintenance. Wherever the allowance required for track maintenance exceeds 20mm, the vertical distance between rolling stock and contact wire shall correspondingly be increased.
   (c) Where adoption of above clearance is either not feasible or involves abnormally high cost, Permanent Bench Mark to be provided to indicate the level of track to be maintained.

2. Minimum height from rail level to the underside of live conductor:

   (i) Under Bridges and in Tunnels : 4.80m
   (ii) In the Open : 5.50m
   (iii) At Level Crossings : 5.50m
   (iv) In Running And Carriage Sheds : 5.80m

   Note:
   (a) In cases where it is proposed to allow only Locomotives or Stocks not higher than 4.42 m, the minimum height of Contact Wire, specified under Item 2(i), may be reduced to 4.69 m.
   (b) In sections, where the minimum height of contact wire has been kept at 4.54m as per earlier provisions of IRSOD, 2004, a board showing the restriction and specifying "locomotives or stocks higher than 4.27m are not permitted to ply on this section", should be exhibited at the entrance to the section.
   (c) For movement of Over Dimensional Consignments, the height specified under Item 2(i) above shall be increased by the difference between the height of the consignment contemplated and 4.42m. In case, such an Over Dimensional Consignment is moved at speed not exceeding 15 kmph and is also specially escorted by authorized Railway Staff, the derived height of Contact Wire may be reduced by 50 mm.
   (d) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation.
(e) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different heights.

3. Maximum variation in alignment of the live conductor wire on either side of the centre line of track under static condition:
   (i) On straight track: 200mm
   (ii) On curves: 300mm

   **Note:** These limits would not apply to special locations like insulated overlaps and out of run wires.

4. Maximum width of pantograph collector: 2030mm

   **Note:** A tolerance of plus 10mm on maximum width specified is permissible to accommodate variation in manufacture and mounting with respect to the centre line of vehicle.

---

**IV. APPENDIX 'A' TO CHAPTER V-A**

Clearances Required For 25KV, Single Phase, AC-Electric Traction

(Page 37, 38, 39 to IRSD 2004)

[Only Para 1, 4 and 5 are modified and remaining Para 2 and 3 are unchanged]

1. It is desirable to provide the maximum possible clearances in the case of lines equipped for 25 kV AC 50 cycle single phase electric traction.

   **Minimum Clearances between live bare conductors / pantographs and structure:**
   (a) Short Term Clearances - Vertical and lateral distance between live conductors and earth (normally existing only for a brief period): 200mm
   (b) Long Term Clearance - Vertical and lateral distance between live conductors and earth (which may remain for a considerable period): 250mm

2. In order to ascertain whether the requisite clearance would be available under an existing structure, the permissible height of the contact wire shall first be determined by competent authority. For this purpose the following particulars should be known:
   (i) Particulars of the structure including profile
   (ii) Allowance for slewing of track
   (iii) Allowance for low joints in tracks
   (iv) Radius of curvature of track under the structure
   (v) Super-elevation of track under the structure
   (vi) Maximum permissible speed under the structure
   (vii) Maximum dimensions of over-dimensional consignments which are permissible and safety measures which would be taken for movement of over-dimensional consignments
   (viii) Location of the structure in relation to level crossings, water columns and turnouts in the vicinity
   (ix) Type of overhead equipment
3. After determining permissible height of the contact wire based on above particulars, the clearance required between the lowest portion of the bridge or structure and the top most position of the overhead wire shall be determined in each case after study of the following:

(a) System of tensioning of the overhead equipment
(b) Atmospheric conditions
(c) Maximum permissible number of electric locomotives per train (double or triple headed)
(d) Location of the structure in relation to points and crossings, overlap, spans etc.
(e) Length of structure along tracks
(f) Type of structure, girder, masonry etc.
(g) The span of overhead equipment under the bridge
(h) Presence of traction feeder
(i) Likelihood of diesel locomotive halting under the structure

4. (a) The minimum height of contact wire for a stock height of 4.42m to be able to run on all sections electrified with 25 kV A.C. traction system with live traction overhead equipment:

(i) Height of the locomotive : 4.42m
(ii) Minimum short time clearances to contact wire : 0.25m
(iii) Allowance for track maintenance : 0.02m
(iv) Minimum height of contact wire (Total) : 4.69m

Note: For OHE span length of 49.5m or below, the oscillations of contact wire get reduced to 0.05m and the minimum height of contact wire in Para 4(a)(iv) can be reduced to 4.69m.

(b) After determining the minimum height of contact wire on the assumption that it would permit passage of standard locomotives and stock, the maximum height of over Dimensional Consignments (ODC) with the live over head equipment at speed over 15km/h (when vertical oscillation of overhead equipment is pronounced) is derived as under:

Minimum height of Contact Wire

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height of the locomotive</td>
<td>4.42m</td>
</tr>
<tr>
<td>Minimum short time clearances to contact wire</td>
<td>0.25m</td>
</tr>
<tr>
<td>Allowance for track maintenance</td>
<td>0.02m</td>
</tr>
<tr>
<td>Minimum height of contact wire (Total)</td>
<td>4.69m</td>
</tr>
</tbody>
</table>

(c) If an Over Dimensional Consignment is moved at slow speed not exceeding 15 kmph, there will be no downward displacement (due to oscillation) of contact wire. However, to cater for the likelihood of an Over Dimensional Consignment halting under a structure, a clearance of 0.25 m under rest condition is to be provided, vide item 1 of Chapter V-A. In this case the derived height of contact wire may be reduced by 50 mm.

5. In the case of light structures such as foot-over bridges, it would be desirable to keep a standard height of contact wire of 5.50m. In case of heavy structures, such as flyover bridges or road over bridges, it is desirable to keep the height of contact wire as low as possible, consistent with the requirements of movement of Standard Class ‘C’ Over-Dimensional Consignments of height 4.80m.