GUARD

FILE

2020 Pt.II

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

2011/CEDO/SD/17/0/Pt.III

New Delhi, Dated 15.12.2020

Addressed to :
(as per list mentioned below)

Sub: **Addendum & Corrigendum Slip (ACS) No. 5** to "Standard Schedule of Dimensions, 1676mm Gauge (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013".

The Ministry of Railways (Railway Board) have decided that the following Clause of "Standard Schedule of Dimensions, 1676 mm Gauge (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013" be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 5.

1. Clause 2.1.2 of Chapter-II
2. Clause 9.1.2 of Chapter-IX

Enclosure: ACS No. 5 (2 page)

Prem Sagar
15.12.2020
(प्रेम सागर गुप्ता)
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5. Director General, National Academy of Indian Railways, Vadodara
6. Chief Commissioner of Railway Safety, Ashok Marg, lucknow
7. Commissioner of Railway Safety, All Circles
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Addendum & Correction Slip (ACS) No. 5 to Standard Schedule of Dimensions, BG, for Eastern and Western Dedicated Freight Corridors of Indian Railways January, 2013

Clause 2.1.2 of Chapter –II 'Station Yards' of Eastern Corridor and Clause 9.1.2 of Chapter–IX 'Station Yards' of Western Corridor shall be read as under:

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) Desirable/Recommended	1 in 1200
(ii) Maximum (Steepest)	1 in **400**

Note:

a) Desirable/Recommended gradient is generally the good practice, the adoption of which will lead to desirable uniformity on Dedicated Freight Corridor; but it is not to be treated as standards, a departure from which require sanction.

b) In case it is not possible to provide Desirable/Recommended gradient of 1 in 1200 in yards even after making effort to provide grades as flat as possible, reason for deviation from Desirable/Recommended gradient and up to the specified minimum gradient of 1 in **400** shall be recorded **on the ESP.**

c) No station yard shall be constructed nor shall any siding join a DFC main line on a grade steeper than 1 in **260** except where it is unavoidable & then also only with 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 of gradient steeper than specified standard maximum gradient of 1 in **400** shall be as under:

(i) Steeper than 1 in **400** and up to 1 in **260**	: Commissioner of Railway Safety
(ii) Steeper than 1 in **260**	: Railway Board through Chief Commissioner of Railway Safety

e) Station Yard means-

(1) Station Yard will be taken to extent-

(i) On single line to a distance of 50 m beyond stock rail joint of outer most points at either end of the station.

(ii) On double lines where 2 aspect signaling is provided, from home signal to a distance of 50 m beyond Stock Rail Joint of outer most points at the trailing end or where there are no loops, to last stop signal of each line.

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(iii) On double lines where multiple aspect signaling is provided to a distance of 50 m beyond Stock Rail Joint of outer most 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 grade within 30m of any point and crossing.

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15.12.20