

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

No. 2024/CEDO/SD/05/ NEW LALITPUR TOWN

New Delhi, dated 24.12.2024

The General Manager
North Central Railway,
Prayagraj

Sub : NEW LALITPUR TOWN Station Yard – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022, for infringement of grade of 1 in 180 between km: 1043.810 and km: 1044.710 (LAR-KURJ line), 1 in 175 between km: 1043.097 and km: 1043.830 (DWA-BRRI line), 1 in 165 between km: 1043.830 and km: 1044.180 (DWA-BRRI line), 1 in 179 between km: 1044.180 and km: 1044.580 (DWA-BRRI line), 1 in 165 between km: 1043.097 and km: 1044.310 (LAR-BRRI line) and 1 in 179 between km: 1044.310 and km: 1044.710 (LAR-BRRI line) for a length of 900m, 733m, 350m, 400m. 1213m & 400m respectively in connection with construction of Dailwara – Bilari Chord Line in Jhansi Division of North Central Railway.


Ref: (i) CCRS office letter no. Q.11010/01/24-TW/218, dated 08.11.2024

(ii) NCR letter no. JHS/C/II/DO/Dailwara-Birari Chord Line/Yards/1, dated --.10.2024

With reference to NCR's above applications {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated condonation of infringements (as per detailed in Form XVII) for Grade Condonation as per Note d(ii) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022, for infringement of grade of 1 in 180 between km: 1043.810 and km: 1044.710 (LAR-KURJ line), 1 in 175 between km: 1043.097 and km: 1043.830 (DWA-BRRI line), 1 in 165 between km: 1043.830 and km: 1044.180 (DWA-BRRI line), 1 in 179 between km: 1044.180 and km: 1044.580 (DWA-BRRI line), 1 in 165 between km: 1043.097 and km: 1044.310 (LAR-BRRI line) and 1 in 179 between km: 1044.310 and km: 1044.710 (LAR-BRRI line) for a length of 900m, 733m, 350m, 400m. 1213m & 400m respectively in connection with construction of Dailwara – Bilari Chord Line in Jhansi Division of North Central Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

- i. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 260 will be followed.
- ii. As far as possible, stabling of vehicles/load/train should be avoided particularly on running lines. If necessary, it may be done as per the provision of G & SR 5.23.
- iii. Locomotive attachment/detachment or reversal must be avoided at this station. Locomotives attachment/detachment if unavoidable shall be done after securing vehicles as per G& SR 5.20, sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent Vehicles out of control.
- iv. Following actions shall be taken by LP before leaving in case of load/train is stabled on line having isolation with locomotive attached or light engine(s) is/are shut down or stabled.
 - a. Application of both SA-9 and A-9 brakes.

- b. Application of Hand brakes and parking brakes.
- c. Securing the Loco with wooden wedges provided on loco.
- v. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
- vi. In terms of GR 5.23, the SM shall personally ensure that vehicles standing at the station are properly secured in accordance with special instructions to prevent vehicles from rolling down.
- vii. Minimum brake power as per guideline on Brake Power for freight operation issued by ECOR should be ensured. Load table for section should care about right powering of goods train to haul the load without wheel-slipping, if the train stops at the Home Signal and to ensure adequate brake powering of loco (Single/MU) under all weather conditions to prevent roll down in case of air leakage/pressure loss.
- viii. No shunting shall be allowed at both ends unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.
- ix. Shunting shall be supervised by person as specified in para 5.13 & 5.14 & 5.20 of GR and relevant SR
- x. Hand, loose and fly shunting is strictly prohibited.
- xi. Train should not be drawn up to the last stop signal and held on the steep gradient.
- xii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line
- xiii. An audio-visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.
- xiv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.
- xv. In view of continuous down gradient towards station steeper than 1 in 260, Placement of Home signals shall be in compliance of IRSEM Para 7.1.14(a).
- xvi. In case of S.No.3 of NCR^S proposal, if High Level Platform is proposed at later stage, it shall be ensured that top of High-Level Platform is within the prescribed limit from the Rail level as per IRSOD 2022.
- xvii. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.
- xviii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- xix. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in New Lalitpur Town station yard ESP, SIP SWR and SWRD.
- xx. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient.



(किशन रावत)

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No. 2024/CEDO/SD/05/ NEW LALITPUR TOWN

New Delhi, dated 24.12.2024

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/01/24-TW/218, dated 08.11.2024


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