

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

No. 2024/CEDO/SD/04/SHIMILIGUDA

New Delhi, dated 19.12.2024

**The General Manager**  
**East Coast Railway,**  
**Bhubaneswar.**

**Sub :** **SHIMILIGUDA Station Yard** – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade of 1 in 60.78 between Ch: 710m and Ch: 839m (UP line) and 1 in 60.15 between Ch: 703m and Ch: 839m (DN line) for proposed slip siding on KTV end for a length of 129m & 136m respectively in SHIMILIGUDA Station yard at KM. 93.123(F/KTV) in connection with proposed doubling between Kottavalasa-Koraput on Kottavalasa-Kirandul line in Waltair Division of East Coast Railway.

Ref: (i) CCRS office letter no. Q.11010/03/24-TW/217, dated 08.11.2024


(ii) ECoR letter no. W-1/PLG/CRS/Cond/SMLG Yard/6789, dated 26.09.2024

With reference to ECoR's above applications dated 26.09.2024 {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(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade of 1 in 60.78 between Ch: 710m and Ch: 839m (UP line) and 1 in 60.15 between Ch: 703m and Ch: 839m (DN line) for proposed slip siding on KTV end for a length of 129m & 136m respectively in SHIMILIGUDA Station yard at KM. 93.123(F/KTV) in connection with proposed doubling between Kottavalasa-Koraput on Kottavalasa-Kirandul line in Waltair Division of East Coast Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

- i. Provision of Slip siding shall meet safety requirements of all lines at station. The track profile in yard/approaches as well as location & adequacy of lengths of Slip siding shall be approved by CTE of zonal railway in consultation with PCSO.
- ii. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 100 will be followed.
- iii. 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.
- iv. 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.
- v. 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.
- vi. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
- vii. 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.
- viii. 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.
- ix. 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.
- x. Shunting shall be supervised by person as specified in para 5.13 & 5.14 & 5.20 of GR and relevant SR.
- xi. Hand, loose and fly shunting is strictly prohibited.
- xii. Train should not be drawn up to the last stop signal and held on the steep gradient.
- xiii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line
- xiv. 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.
- xv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.
- xvi. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.
- xvii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- xviii. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in SHIMILIGUDA (SMLG) station yard ESP, SIP SWR and SWRD.
- xix. 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

  
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(किशन रावत)

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**No. 2024/CEDO/SD/04/SHIMILIGUDA**

**New Delhi, dated 19.12.2024**

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/03/24-TW/217, dated 08.11.2024

  
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