

No. 2024/CEDO/SD/01/GHAZIPUR-1 in 102

New Delhi, dated 07.02.2024

The General Manager  
North Eastern Railway,  
Gorakhpur.

**Sub: Ghazipur Ghat Station** – Sanction for Grade Condonation as per Note d of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 102 grade, **between Ch: 0.579 km and Ch: 0.647 km, for 68.380m length**, ( i.e. From Ch: 0.579 km to FM at Ch:0.597 Km and from FM to beyond 50m, i.e. up to Ch: 0.647 ) at Ghazipur Ghat station yard in connection with construction of Mau – Ghazipur-Tarighat new BG line in Varanasi Division of North Eastern Railway.

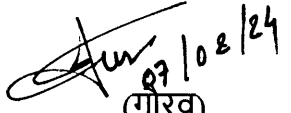
Ref: (i) CCRS office letter no. Q.11015/01/2023-24-TW, dated 31.01.2024  
(ii) NER letter no. W/98-4219/GZT/W-1, dated 24.01.2024

With reference to NER's above applications dated 24.01.2024 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated (as per detailed in Form XVII) for Grade Condonation as per Note d of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 102 grade **between Ch: 0.579 km and Ch: 0.647 km, by 68.380m length**, at Ghazipur Ghat station yard in connection with construction of Mau – Ghazipur - Tarighat New BG line in Varanasi Division of North Eastern Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

- i. The following points shall be incorporated in SWR and should be displayed in front of Station Master-
  - a. No load should be stabled on main line without a live engine attached.
  - b. Stabling of vehicles on non-isolated line of the yard is not permitted without live engine attached. Train stabled on isolated lines shall be properly secured as per the provision of GR/SR.
  - c. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line.
  - d. During attachment and detachment of locomotive, wagon of the train shall be properly secured by providing sufficient No. of sprags, wedges/skids, chains and ensuring that no other train is in block section.
  - e. Train engine of passenger train occupied by passengers should not be detached under any circumstances.
  - f. No shunting shall be allowed at either end of the station unless sufficient number of brakes are put on and all precautions are taken to prevents 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 GR.

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- g. Locomotives attachment/detachment or reversal must be avoided unless become inescapable. Locomotives attachment/detachment or reversal, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.
- h. Shunting shall be supervised by person as specified in Para 5.13 & 5.14 & 5.20 of GR and relevant SR.
- i. While shunting it shall be ensured that visibility is clear and weather is fair
- j. Hand, loose and fly shunting is strictly prohibited.
- k. Train should not be drawn up to the last stop signal and held on the steep gradient to clear approach to the following train.
- ii. Considering the unique terrain like continuous long steep gradient on curve and multiple entry & exit points near the gradient alignment and possibility of actual gradient difference at site, a catch siding may be considered near the FSS.
- iii. All the special instructions for the station master shall be incorporated in SWR of Ghazipur Ghat station yard.
- iv. Infringing yard gradients and special instructions in Para 3 above shall be displayed in panel/SM room.
- v. Stipulations of condonation of SOD infringement shall be mentioned in Ghazipur Ghat station yard ESP, SIP, SWR and SWRD.
- vi. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- vii. The yard gradients shall be prominently displayed in yard diagram available in SM's room/Panel/VDU.
- viii. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
- ix. Brake power as per guideline of brake power requirement for freight operation shall be ensured to prevent roll down in case of air leakage/pressure loss. Further right powering of freight train to haul the load shall be ensured to avoid wheel slipping.
- x. 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.
- xi. 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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New Delhi, dated 07.02.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.11015/01/2023-24-TW, dated 31.01.2024
2. Commissioner of Railway Safety, North Eastern Circle, Vibhuti Khand, Gomti Nagar, Lucknow- 226010

  
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