

NORTHERN RAILWAY

**DRM Office
S.E.Road, New Delhi**

**No.10-T/SD/05/2024/Safety
Dated: 12.02.2025**

**All Concerned Branch Officers,
NR, DLI Division.**

Divisional Safety Drive No. 05/2025

Sub:- Special Drive on Shunting Precautions covering all shunting locations of Northern Railway

**Ref: (i) PCSO L.No. 81-T/SD/04/2025/SAFETY dated 11.02.2025
(ii) RB Letter no 2025/Safety I/3/2/2 on dated 11.02.2025.**

A Safety Drive for 15 days is to be launched w.e.f. 12.02.2025 to 26.02.2025, covering all major shunting yards. Shunting should be done strictly following rules in GR 5.13 to 5.21 and associated SR especially in gradient sections. Concerned BO's are requested to give special emphasis on the following aspects: -

- 1. Hand signals as per GR 3.58 should be shown in such a manner as to be clearly visible to the Loco Pilot. There should be no ambiguity.**
- 2. Shunting staff should be counseled thoroughly and educated by Concerned TI or In-charge SM about the knowledge of hand signals under GR 3.58.**
- 3. Shunting operation should be monitored in accordance with GR 5.13 and the associated SRs.**
- 4. The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger (GR5.14).**
- 5. While shunting on falling gradients, all the precautions enshrined in GR5.20 shall strictly be observed.**
- 6. Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.**
- 7. Attention should be given to the following aspects:**
 - In accordance with G& SR 5.14, Shunting should not be done at both ends of a train at the same time.**
 - Riding on buffer, hand brake, gear or screw coupling of vehicles or on the cowcatchers of the engine should be avoided.**
 - Hand shunting by the contractors or traders employees unless supervised by the Station Master on duty or other responsible railway staff should be avoided.**
 - Passing under vehicle during shunting operation should not be done.**
 - Sheltering under wagons should be avoided.**
 - Uncoupling the vehicles in motion should be avoided.**
 - Shortcut methods should not be adopted during the shunting**
- 8. Clear instructions should be given to the staff conducting shunting including the train crew.**
- 9. Clear instructions for shunting movement should be given as per instructions of G&SR.**



10. The person, who initially gives instructions for shunting operations, shall not change instructions and authorize the changing of points etc, unless he has satisfied himself that shunting operations have been stopped completely and the staff conducting shunting has been advised of the changes contemplated.
11. The securing of vehicles after shunting should be done carefully as per G&SR along with all safety measures required for Securing etc.
12. Clamping and padlocking of the points in the route is required to be done as per G&SR.
13. During un-signaled shunting movement, correct setting and locking of points is required to be done as per G&SR.
14. Before negotiating the points, Loco Pilot must ensure that all right signal is exhibited from the concerned points enroute by shunting supervisor/ Points man as per extant instructions as an assurance of correct setting and locking of points.
15. Loco while pushing back in shunting movement on line terminating in Dead End, train must be stopped 20 meters before the Dead End and then shall be pushed back cautiously as per G & SR 5.14.
16. While clearing stable load (whether coaching or goods) wooden wedges, safety chains shall be removed and hand brakes be released only after taking load/train on pressure in accordance with extant policy instructions issued by Board.
17. Stations/ Staff should be equipped with all the standard shunting equipment like, Banner flag, flags or hands lamps etc.
18. Apart from the points given above, observance and compliance of rules/instructions as contained in G&SR and SWR during shunting operations at station and yards strictly to be followed.

These aspects are only indicative in nature; Division should issue a comprehensive drive including suitable checklist for inspecting officers/supervisors. Concerned BO's of various departments from Division should also be involved. All shunting yards are to be covered under this safety drive. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Officers from the concerned BO's have to do inspections pertaining to their areas. Some of the checks to be done are given in HQ letter but these are only indicative. The inspection officer has to cover all aspects of safety of his department while doing the inspection.

Daily report (yard wise) should be sent to this office by 09:00 am and detailed report should also be sent to this office every week for further submission to the HQ Office. Daily Inspection report must also be submitted to this office through the Google form link <https://forms.gle/1Pn8QgKUP96QYr3B6>.

Detailed compliance cum affirmation report on completion of the drive with irregularities and remedial action taken should be sent to this office by 27.02.2025 positively for further submission to HQ Office.


Sr. Divisional Safety Officer
S.E.Road, DRM Office
New Delhi

Copy:-

1. DRM/DLI---
2. ADRM/infra, ADRM/admin, ADRM/OP ---

For Kind information please.
For kind information please.

12

NORTHERN RAILWAY

HEAD QUARTER OFFICE
BARODA HOUSE
NEW DELHI

NO.81-T/SD/04/2025/SAFETY

DATED 11.02.2025

**DIVL. RAILWAY MANAGER
DRM'S OFFICE
DLI, LKO, MB, FZR, UMB.**

SAFETY DRIVE NO. - 04/2025(RB)

Sub: Special Drive on Shunting Precautions covering all shunting locations of Northern Railway.

Ref: - RB Letter no 2025/Safety-I/3/2/2 on dated 11.02.2025.

A Safety Drive for 15 days is to be launched w.e.f. 12.02.2025, covering all major shunting yards. Shunting should be done strictly following rules in GR 5.13 to 5.21 and associated SR especially in gradient sections. Divisions are requested to give special emphasis on the following aspects: -

1. Hand signals as per **GR 3.58** should be shown in such a manner as to be clearly visible to the Loco Pilot. There should be no ambiguity.
2. Shunting staff should be counseled thoroughly and educated by Concerned TI or In-charge SM about the knowledge of hand signals under GR 3.58.
3. Shunting operation should be monitored in accordance with GR 5.13 and the associated SRs.
4. The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger (**GR 5.14**).
5. While shunting on falling gradients, all the precautions enshrined in **GR 5.20** shall strictly be observed.
6. Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.
7. **Attention should be given to the following aspects:**
 - In accordance with G& SR 5.14, Shunting should not be done at both ends of a train at the same time.

- Riding on buffer, hand brake, gear or screw coupling of vehicles or on the cowcatchers of the engine should be avoided.
- Hand shunting by the contractors or traders employees unless supervised by the Station Master on duty or other responsible railway staff should be avoided.
- Passing under vehicle during shunting operation should not be done.
- Sheltering under wagons should be avoided.
- Uncoupling the vehicles in motion should be avoided.
- Shortcut methods should not be adopted during the shunting.

8. Clear instructions should be given to the staff conducting shunting including the train crew.
9. Clear instructions for shunting movement should be given as per instructions of G&SR.
10. The person, who initially gives instructions for shunting operations, shall not change instructions and authorize the changing of points etc, unless he has satisfied himself that shunting operations have been stopped completely and the staff conducting shunting has been advised of the changes contemplated.
11. The securing of vehicles after shunting should be done carefully as per G&SR along with all safety measures required for Securing etc.
12. Clamping and padlocking of the points in the route is required to be done as per G&SR.
13. During un-signaled shunting movement, correct setting and locking of points is required to be done as per G&SR.
14. Before negotiating the points, Loco Pilot must ensure that all right signal is exhibited from the concerned points enroute by shunting supervisor/ Points man as per extant instructions as an assurance of correct setting and locking of points.
15. Loco while pushing back in shunting movement on line terminating in Dead End, **train must be stopped 20 meters before the Dead End** and then shall be pushed back cautiously as per G & SR 5.14.
16. While clearing stable load (whether coaching or goods) wooden wedges, safety chains shall be removed and hand brakes be released only after taking load/train on pressure in accordance with extant policy instructions issued by Board.

17. Stations/ Staff should be equipped with all the standard shunting equipment like, Banner flag, flags or hands lamps etc.

18. Apart from the points given above, observance and compliance of rules/instructions as contained in G&SR and SWR during shunting operations at station and yards strictly to be followed.

These aspects are only indicative in nature; HQ should issue a comprehensive drive including suitable checklist for inspecting officers/supervisors. Officers of various departments from HQ should also be involved. All shunting yards are to be covered under this safety drive. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Officers from the various departments have to do inspections pertaining to their areas. Some of the checks to be done are given in Board's letter but these are only indicative. The inspection officer has to cover all aspects of safety of his department while doing the inspection.

Daily report (yard wise) should be sent to this office by 09:00 am and detailed report should also be sent to this office every week for further submission to the Railway Board. Daily Inspection report must also be submitted to this office through the Google form link <https://forms.gle/1Pn8QgKUP96QYr3B6>.

Detailed compliance cum affirmation report on completion of the drive with irregularities and remedial action taken should be sent to this office by 28.02.2025 in hard as well as soft copy and may also be emailed at dycsonrelec@gamil.com.

faiz
11/2/25

Dy. CSO/Elect./HQ
(For Principal Chief Safety Officer)

Copy to:

1. Secy, to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCOM, PCSTE, PCEE for information and necessary action please.
4. Sr. DSO/DLI, FZR, UMB, MB, LKO for information and necessary action please.

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

क्र. 2025/संस्था-1/3/2/2

नई दिल्ली, दिनांक: 11.02.2025

महाप्रबंधक,

सभी क्षेत्रीय रेलवे, और

प्रबंध निदेशक, के.आर.सी.एल और डी.एफ.सी.सी.आई.एल.

विषय: Drive No.17: Special Drive on Shunting Precautions covering all shunting locations of Indian Railways

A Safety Drive for 15 days has to be launched w.e.f 12.02.2025 covering all major shunting yards. Shunting should be done strictly following rules in GR 5.13 to 5.21 and associated SRs especially in gradient sections. Zonal Railways are requested to give special emphasis on the following aspects:

1. Hand signals as per GR 3.58 should be shown in such a manner as to be clearly visible to the Loco Pilot. There should be no ambiguity.
2. Shunting staff should be counseled thoroughly and educated by Concerned TI or In-charge SM about the knowledge of hand signals under GR 3.58.
3. Shunting operation should be monitored in accordance with GR 5.13 and the associated SRs.
4. The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger (GR 5.14).
5. While shunting on falling gradients, all the precautions enshrined in GR5.20 shall strictly be observed.
6. Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.
7. Attention should be given to the following aspects:
 - In accordance with G& SR 5.14, Shunting should not be done at both ends of a train at the same time.

11/2/25

- Riding on buffer, hand brake, gear or screw coupling of vehicles or on the cowcatchers of the engine should be avoided.
 - Hand shunting by the contractors or traders employees unless supervised by the Station Master on duty or other responsible railway staff should be avoided.
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 - Sheltering under wagons should be avoided.
 - Uncoupling the vehicles in motion should be avoided.
 - Shortcut methods should not be adopted during the shunting.
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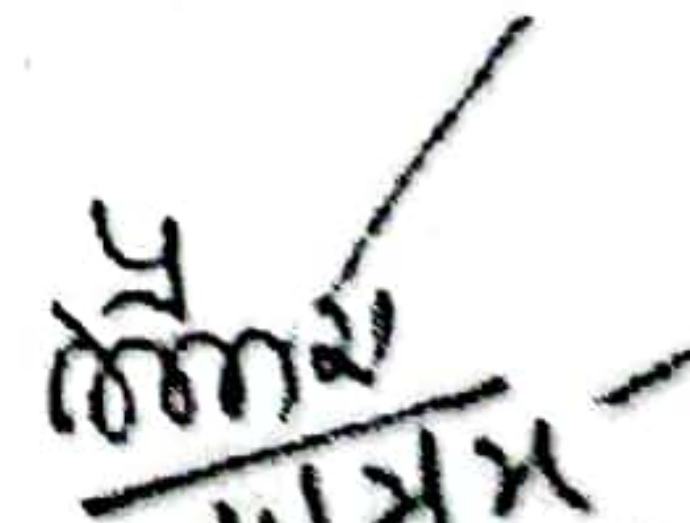
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mmv
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16. While clearing stable load (whether coaching or goods) wooden wedges, safety chains shall be removed and hand brakes be released only after taking load/train on pressure in accordance with extant policy instructions issued by Board.

17. Stations/ Staff should be equipped with all the standard shunting equipment like, Banner flag, flags or hands lamps etc.

18. Apart from the points given above, observance and compliance of rules/instructions as contained in G&SR and SWR during shunting operations at station and yards strictly to be followed.

These aspects are only indicative in nature; Zonal Railways should issue their own comprehensive Drive including suitable checklist for inspecting officers/supervisors. Officers of various departments from HQ should also be involved. Effective follow up actions should be taken on all deficiencies and irregularities noticed during the drive. Daily report (Division/yard-wise) should be sent to Railway Board by 9.00 am. PCSOs to critically analyze complete shortcomings to identify systemic deficiency and action taken/planned to be taken. The detailed report should be sent to the Board every week on completion of Drive. Apart from sending hard copy, the report should invariably be uploaded on SMDMS, Both in pdf and doc. format and may also be e-mailed at edeesafety@gmail.com and safetyimp46@gmail.com.


(Ashok Kumar Nakra)
अशोक कुमार नाकरा
Executive Director/EE/Safety
कार्यकारी निदेशक/ई.ई./संरक्षा