

Northern Railway

No. 100-T/SSMU/SD/06/2025
Date: 24.02.2025

Divisional Office
New Delhi

**Station Director NDLS, DLI & NZM,
ATM/GZB & AO/TKD,
ALL TIs & SS of DLI Division
All Safety Counselors.**

Safety Drive No. 06/2025

Sub:- 15 days Special drive on Shunting Precautions covering all shunting locations of Delhi Division, Northern Railway.

Ref:- HQ letter no. 403-T/Safety Drive/Pt.VI/Optg./Rule/225, Dated 12.02.2025.

A Safety drive for 15 days is to be launched w.e.f. 24.02.2025 to 10.03.2025 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. Divisional Optg. Officers 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-sigaled 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 Eng, train must be stopped 20 meters before the Dead Eng 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.

All operating officers of the division shall inspect shunting practices during their inspections and note their observations and deficiencies. All sectional TIs/SS of major stations/yards must ensure during the drive that all stations within their jurisdiction have been covered under shunting practice inspections and that all staff have been counseled accordingly.

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.

Major deficiencies noted and action taken on the issue must be communicated to SSMU/Cell through inspection note.



Sr.DOM/G