

Northern Railway

NRHQ Special SD no.10
No.147-Elect/TRS/6/2

Headquarters Office,
Baroda House,
New Delhi-110001.
Dated:06.02.2025

Sr. Divnl Elect. Engineer/RSO/OP,
Northern Railway,
D.R.M. Office,
FZR, UMB, NDLS, MB & LKO

Sr.DEE/Traction
JAT.

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

It is noticed from recent bad case of shunting where proper working procedure was not followed by the staff involved in shunting which resulted in the wagon moving so far back that it reached on the nearby road.

To avoid such cases, there is a need to further sensitize the Loco Running Staff through counseling/monitoring regarding safe shunting movement.

In view of above, a safety drive is to be launched immediately for 15 days which should cover all major shunting yards with the special emphasis on the following aspects:

- i. Shunting should be done strictly following rules in GR 5.13 to 5.21 and associated SR especially in gradient sections.

GR 5.13 Control of shunting:

- (1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal direction.
- (2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.
- (3) The speed during shunting operations shall not exceed 15 kilometers an hour unless otherwise authorized by special instructions.

and

GR 5.21 Loose shunting: Cranes, vehicles containing passengers, workers, explosives, dangerous goods or live-stock or any other vehicle that may be specified under special instruction, shall not be loose shunted and no loose shunting shall be made against them.


- ii. Observance and compliance of rules/instructions as contained in G&SR and SWR during shunting operations at stations and yards.
- iii. Trains should run with proper BPC as per laid down norms. GDR checks on all rakes coming out of terminals after loading/unloading.
- iv. Implementation of proper procedure by ASM/SMS, Drivers, Guards and concerned staff for securing during stabling, shunting of rolling stock, loco changing.
- v. It must be ensured that under no circumstances staff should adopt short cut methods during maintenance/repair/work execution.
- vi. Availability of shunting equipments such as Flag, Handheld lamp and Walkie-talkie etc.
- vii. Whether shunting can be avoided or not.
- viii. Ensuring availability of adequate staff and their training regarding shunting rules and procedures.

Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all the deficiencies & irregularities noticed.

Daily Counseling/inspection report (yard wise) should be sent to this office as per the following format and detailed compliance cum affirmation report on completion of the drive with irregularities and remedial action taken should be sent to this office by 21.02.2025.

Div	Total No. of Staff counseled			Total No. of inspections conducted		Total no. of abnormalities/irregularities observed	Details of abnormalities/irregularities	Action taken
	LP	LPS	ALP	By officers	By CLIs			

DA: as above


 (Kamal Kant Bastogi)
 Dy. CEE/CP
 for Pr.Chief Electrical Engineer

Copy to:

1. PCEE/NR: for kind information please.
2. PCSO/NR: for kind information please.
3. CEE/Operations: for kind information please.