



**NORTHERN RAILWAY**

**Sr. DEE (OP)**

**Divisional office Firozpur**

**No .516-M/O/M-I/Safety Drive/26**

**Date: 03.02.2026**

**AEE/RSO/LDH & AEE(TR)ASR**

**ALL CCC/FZR, LDH, JUC, ASR**

**All CLIs FZR Divn., CTC/FZR, Dy.CTC/Chg./FZR & Dy.CTC/Frt./FZR**

**NRHQ Safety drive no. 43**

**Sub: -Special Safety Drive on Shunting Precautions.**

**Ref: (i) Dy. CEE letter No. 147-Elect/TRS/6/2 dated 03.02.2026**

In reference to the above a safety drive for 15 days is to be launched from 03.02.2026 to 17.02.2026 covering all crew and train running staff and special emphases on the topics mentioned in the drive. All aspects of crew and train running staff issues must be covered during the drive. All Officers/CLI, s should counsel the running staff (LP, LPS, ALP & TWO) regarding the instructions contained in the letter under reference (enclosed).

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

Daily Counselling/Surprise/Ambush check 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 18.02. 2026.

DA: As above

**for Sr. Divi. Elect. Engineer (OP)**

**N. Rly, Firozpur**

**NORTHERN RAILWAY**

Headquarters office,  
Baroda House,  
New Delhi- 110001.  
Dated: 03.02.2026

No.147-Elect/TRS/6/2  
NRHQ Safety Drive No.43

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

**Sub: Special Safety Drive on Shunting Precautions**

**Ref: NRHQ Letter of even No.dated 02.09.25, 02.05.25, 23. 04.25, 12.02 25, 06.02.25 & 30.09.24**

In view of above, it has been decided to immediately launch a 15-days safety drive from 03.02.26 to 17.02.26. During this drive all Loco running staff (LPs, LPSs, ALPs & TWOs) should be counseled on the following aspects, and surprise/ambush checks should be conducted to assess their performance.

- 1) During shunting operations, locomotive / multiple locomotive / EMU shall always be operated from the leading cab with the correct control stand. Operation from the rear cab or incorrect control stand shall never be done.
- 2) After a train arrives at the destination, before starting shunting work, the locomotive shall always be kept in Shunting Mode and shall remain in this mode until it is attached again for train working.
- 3) To switch ON Shunting Mode, in conventional locomotives, if the HSM switch is available, it shall be turned ON, and in three-phase locomotives, the switch No. 160 provided on the SB-1 panel shall be set to the required position.
- 4) Before commencing any shunting movement in goods or coaching trains, the full brake pressure of the entire train must be ensured.
- 5) Before negotiating any hand-operated point, the Loco Pilot shall ensure that the Pointsman is giving the correct signal and that the point ahead is properly set and locked in the required direction. If necessary, the Loco Pilot shall stop the engine before the point and verify personally.
- 6) Availability of shunting equipment such as flags, hand lamps, walkie-talkies, etc. shall be ensured..
- 7) Availability of the forms and authorities required for shunting operations shall be ensured..
- 8) When shunting permission is granted, Form T/806 shall be issued to the TM/Shunting Supervisor and the Loco Pilot, and acknowledgements from both shall be obtained. The following details shall be clearly mentioned on the form:
  - a. Limits of shunting.
  - b. Details of work to be carried out.
  - c. Running line and other lines involved in the movement.
  - d. Approximate time by which the shunting is to be completed.
- 9) 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.
- 10) Shunting movements should be carried out strictly in accordance with the provisions of General and Subsidiary Rule of NR (5.13 to 5.21), ensuring that all shunting signals encountered en-route are in the 'OFF' position
- 11) While shunting on falling gradients, all the precautions enshrined in GR 5.20 shall strictly be observed
- 12) Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.
- 13) During shunting on hand-operated point, LP, ALP, LPS & TWO must ensure that all points (facing/trailing) are properly set and locked before moving over them.
- 14) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious
- 15) The maximum permissible speed during shunting is 15 kmph, if the speed in the yard or rolling stock is less than this, the same shall be followed.
- 16) Shunting operations should be controlled either by fixed signals, hand signals, or verbal instructions. In case of failure of the shunt signal, the information will be conveyed to the LP/LPS by the Station Master or shunting staff. Thereafter, the movement will be carried out on the hand signal of the Shunting Supervisor (Copy of the letter of Chief Operations Manager/G, No. 403-T/Safety Circular/14/Part II dated 12.05 2017 is enclosed).

- 17) During un-signaled shunting movement, correct setting and locking of points is required to be done as per G&SR
- 18) 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. ((RB's Letter No 2025/safety-1/3/2/2 dated 11.02.2025).
- 19) W/L switch is put at 'ON' position while shunting EMU/MEMU rakes.
- 20) No any other short cut or unsafe practice should be adopted during shunting operation.
- 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.
- 22) The securing of vehicles after shunting should be done carefully as per G&SR along with all safety measures required for Securing etc. To avoid rolling down of train/locomotive, NRHQ's JPO No. 45-RS/9/Train operation dated 08.11.2024 & 28.01.2025 must be followed.
- 23) A JPO for standard shunting guidelines vide COM/G. NR's Letter No. 403 T/Misc/rule/Optg/JPQ/33 dated 09.07.2018 should be followed at the time of shunting for the purpose of:

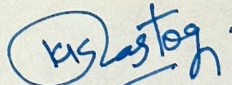
- (i) Detachment of locomotive from the train/rake or a part of train/rake
  - (ii) Attachment of locomotive to the train/rake
  - (iii) Transfer of train/rake from one location to another
- (Here no attachment/detachment of locomotive from/to train/rake is taking place.)

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

Daily Counseling/Surprise/Ambush check 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 10.02.2026.

Division	Total No.of staff counseled				Total No. of Surprise/Ambush check conducted		Total no irregularities observed	Details of Irregularities	Action taken
	LP	LPS	ALP	TWO	By Officers	By CLIs			

DA: As above

  
**(Kamal Kant Rastogi)**  
 Dy.CEE/Operations

Copy to:

1. PCEE/NR: for kind information please.
2. PCSO/NR: for kind information please.
3. CEE/Operations: for kind information please.
4. CTLC/NRHQ: for collection of compliance report on daily basis.

**Northern Railway**

No.147-Elect/TRS/6/2  
NRHQ Safety Drive No.27

Headquarters Office,  
Baroda House,  
New Delhi-110001.  
Dated:02.09.2025

**Sr. DEE/Tr.JOP/RSO,**  
Northern Railway,  
D.R.M. Office,  
**JAT, FZR, UMB, NDLS, MB & LKO**

**Sub: Special Safety Drive on Shunting Precautions.**

**Ref:** NRHQ Letter of even No. dated 02.05.25, 23.04.25, 12.02.25, 06.02.25 & 30.09.24.

Recent cases of improper shunting have revealed that hand-operated points were trailed through, followed by reverse movements by the staff involved in shunting, which led to derailments at two route points. Instructions regarding safe shunting practices, as issued vide NRHQ's letter under reference above, must be strictly adhered to during shunting. Further sensitization of Loco Running Staff through counseling and close monitoring is also required to ensure safe shunting operations.

In view of above, it has been decided to immediately launch a 15-days safety drive. During this drive all loco running staff (LPs, LPSs & ALPs) should be counseled on the following aspects, and surprise/ambush checks should be conducted to assess their performance.

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 movements should be carried out strictly in accordance with the provisions of General and Subsidiary Rule of NR ( 5.13 to 5.21), ensuring that all shunting signals encountered en-route are in the 'OFF' position.
3. While shunting on falling gradients, all the precautions enshrined in **GR 5.20** shall strictly be observed.
4. Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.
5. During shunting on hand-operated point, LP, ALP or LPS must ensure that all points (facing/trailing) are properly set and locked before moving over them.
6. The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.
7. The maximum permissible speed during shunting is 15 kmph, if the speed in the yard or rolling stock is less than this, the same shall be followed.
8. Shunting operations should be controlled either by fixed signals, hand signals, or verbal instructions. In case of failure of the shunt signal, the information will be conveyed to the LP/LPS by the Station Master or shunting staff. Thereafter, the movement will be carried out on the hand signal of the Shunting Supervisor. (Copy of the letter of Chief Operations Manager/G, No. 403-T/Safety Circular/14/Part II dated 12.05.2017 is enclosed).
9. During un-signaled shunting movement, correct setting and locking of points is required to be done as per G&SR.
10. 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, if necessary he must stop Locomotive before the points to verify their correct setting and locking.

11. 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. (RB's Letter No. 2025/safety-I/3/2/2 dated 11.02.2025).
12. Locomotive should always in shunting mode after reaching the train at destination before starting the shunting movement and it should remain in same mode until it is not attached back on train for working it, however it can be put normal during testing but to put back in shunting mode after the testing.
13. When shunting is to be done for attaching or detaching any vehicle or when an engine is to be coupled to a train, engine/vehicle must first be brought to stop 20 mtrs away from the train and then proceed very cautiously for being attached to the train.
14. W/L switch is put at 'ON' position while shunting EMU/MEMU rakes.
15. Speed should not increase above than the prescribed limit in respective yards/formations.
16. No any other short cut or unsafe practice should be adopted during shunting operation.
17. **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.
18. Availability of shunting equipments such as Flag, Handheld lamp and Walkie-talkie etc should be ensured.
19. The securing of vehicles after shunting should be done carefully as per G&SR along with all safety measures required for Securing etc. To avoid rolling down of train/locomotive, NRHQ's JPO No. 45-RS/9/Train operation dated 08.11.2024 & 28.01.2025 must be followed.
20. A JPO for standard shunting guidelines vide COM/G, NR's Letter No.403-T/Misc/rule/Optg/JPO/33 dated 09.07.2018 should be followed at the time of shunting for the purpose of:
  - (i) Detachment of locomotive from the train/rake or a part of train/rake.
  - (ii) Attachment of locomotive to the train/rake.
  - (iii) Transfer of train/rake from one location to another.
 (Here no attachment/detachment of locomotive from/to train/rake is taking place.)

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

Daily Counseling/Surprise/Ambush check 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 18.09.2025.

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

DA: as above

  
 (Kamal Kant Rastogi)  
 Dy. CEE/OP

Copy to:

1. PCEE/NR: for kind information please.
2. PCSO/NR: for kind information please.
3. CEE/Operations: for kind information please.
4. CTLC/HQ: for collection of report on daily basis.

No.147-Elect/TRS/6/2

NRHQ Safe Drive No. 13

Sr. DEE/RSO,

Northern Railway,

D.R.M. Office,

FZR, UMB, NDLS, MB, LKO & JAT

**Sub: Observing aspect of the Signals during shunting movement.**

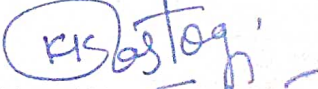
1. Preliminary inquiry report of the derailment case of loco 37096/CNB at BSB on 01.05.2025 reveals that shunt signal was passed at 'ON' position by the LPS.
2. As per S.R.3.68/5; "A shunt signal where provided should be used for shunting operations unless it is defective. The Loco Pilot will ensure that shunt signal is taken 'OFF' before he passes it except in case he is informed that it is defective. In such a case, he will be guided by hand signal exhibited by the person in-charge of shunting operations. The person in-charge of the shunting operation shall ensure that all relevant points are properly set & facing points are not gaping and also the facing point locks where provided are operated locking the points."
3. LP/LPS should also alert that all points en-route during shunting movement are set for them if shunt signal is being passed at 'ON' position.
4. If shunt signal is not provided below the main signal, yellow aspect of the main signal can be used for the shunting movement.

It is advised to conduct a safety drive for 15 days with immediate effect to ensure safe shunting operation, with emphasis on the following points:

1. Shunt Signals/Signals provided on route of the shunting are not passed at 'ON' position unless these are defective & are not informed to LP/LPS in this regard.
2. Precaution required to be taken by LP/LPS and in-charge of the shunting operation is being taken if they are passing any shunt signal at 'ON' position due to defective.
3. LP/LPS, if they have passed any shunt signal at 'ON' position, after it is informed defective, will make entry in abnormality on account of S&T in the CMS while signing off. This can help to verify that information of the defective shunt signal was not false.
4. No any other short cut or unsafe practice is being adopted during shunting operation.

Surprise checks to be conducted to check the above points. Report of the drive may be delivered to this office after completion of the drive in following format attached in annexure.

DA: Report format

  
(Kamal Kant Rastogi)  
Dy.CEE/Operations

Copy to: PCEE & CEE/Operations for kind information please.

Annexure

No. of shunt signals passed at 'ON' position	
No. of abnormalities booked by LPs/LPSs for passing shunt signal at 'ON' position	
No. of the cases, in which shunt signal passed at 'ON' position due to defective	
No. of the cases, in which shunt signal passed at 'ON' but were not defective with reason of every case	

KISASTAG  
25/25

**Northern Railway**

Headquarters Office,  
Baroda House,  
New Delhi-110001  
Dated: 23.04.2025

No.147-Elect/TRS/6/2  
NRHQ Safety Drive No.1

**Sr. DEE/Tr./OP/RSO,**  
Northern Railway,  
D.R.M. Office,  
**JAT, FZR, UMB, NDLS, MB & LKO**

**Sub: Speed during shunting movements.**

Maximum speed during shunting operation is 15kmph & also less than 15kmph in some cases due to track or the rolling stock constraint. There is a provision of keeping the 3 phase electric loco in shunting mode by putting switch no. 160 on '0'. Some of the conventional locos have also been provided with shunting mode switch. To ensure safe shunting movement it is advised to launch a safety drive for 15 days with immediate effect emphasizing on the following points:

1. Loco is placed in shunting mode by LP before starting the shunting operation.
2. Loco is always in shunting mode under the charge of LPS.
3. Loco is always in shunting mode after reaching the train at destination before starting the shunting movement and it should remain in same mode until it is not attached back on train for working it, however it can be put normal during testing but to put back in shunting mode after the testing.
4. W/L switch is put at 'ON' position while shunting EMU/MEMU rakes.
5. Speed is not increased above than the prescribed limit in respective yards/formations.
6. No any other short cut or unsafe practice is adopted during shunting operation.

Surprise & ambush checks are to be conducted to check the above points. Speed during shunting may be checked with speed guns & downloading the speed data from the speedometer or by RTIS. Counseling of all running staffs (LP, LPS & ALP) on above points should be ensured during the drive.

Compliance report of the drive may be submitted to this office after completion of the drive in the following format enclosed as annexure.

DA: Report format

  
(Kamal Kant Rastogi)  
23/4/25  
Dy.CEE/Operations

Copy to:

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

Annexure

Report of the safety drive, speed during shunting operation:

Division:

Item	By Officers	By CLIs	Abnormality observed
No. of ambush/surprise checks conducted			
No. of locos checked for putting in shunting mode			
No. of speed data checked for over speed			
No. of EMU rakes checked for putting W/L "ON" during shunting movement.			
No. of running staff (LP, LPS & ALP) counseled.			

**Northern Railway**

Safety Drive No.17 (RB)  
No.147-Elect/TRS/6/2

Headquarters Office,  
Baroda House,  
New Delhi-110001.  
Dated:12.02.2025

**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.**

**Ref: (i) RB's Letter No. 2025/Safety-I/3/2/2 on dated 11.02.2025.**

**(ii) Dy.CSO/Elect./HQ's Letter No. 81-T/SD/04/2025/SAFETY dated 11.02.2025**

In reference to above, a safety drive has to be launched immediately for 15 days which should cover 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. 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 operation should be monitored in accordance with GR 5.13 and the associated SRs.
3. 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).
4. While shunting on falling gradients, all the precautions enshrined in **GR 5.20** shall strictly be observed.
5. Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.
6. **Attention should be given to the following aspects:**
  - (a) In accordance with G& SR 5.14, Shunting should not be done at both ends of a train at the same time.
  - (b) Riding on buffer, hand brake, gear or screw coupling of vehicles or on the cowcatchers of the engine should be avoided.
  - (c) Hand shunting by the contractors or traders employees unless supervised by the Station Master on duty or other responsible railway staff should be avoided.
  - (d) Passing under vehicle during shunting operation should not be done.
  - (e) Sheltering under wagons should be avoided.
  - (f) Uncoupling the vehicles in motion should be avoided.
  - (g) Shortcut methods should not be adopted during the shunting.
7. Clear instructions should be given to the staff conducting shunting including the train crew.
8. Clear instructions for shunting movement should be given as per instructions of G&SR.
9. 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.
10. The securing of vehicles after shunting should be done carefully as per G&SR along with all safety measures required for Securing etc.
11. Clamping and padlocking of the points in the route is required to be done as per G&SR.
12. During un-signaled shunting movement, correct setting and locking of points is required to be done as per G&SR.


13. 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.
14. 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.
15. 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.
16. Stations/ Staff should be equipped with all the standard shunting equipment like, Banner flag, flags or hands lamps etc.
17. 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 shunting yards are to be covered under this safety drive. Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all the deficiencies & irregularities noticed during the drive.

Daily Counseling/inspection report (yard wise) should be sent to this office by 09:00 am. The detailed report should be sent to this office every week 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 27.02.2025.

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 Rastogi)  
 Dy.CEE/OP  
 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.

क्र. 2025/संरक्षा-1/3/2/2

नई दिल्ली, दिनांक: 11.02.2025

महाप्रबन्धक,  
सभी क्षेत्रीय रेलवे, और  
प्रबन्ध 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.

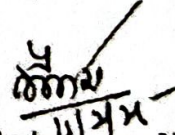
11/2/25

- 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.
  - 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/ Pointsman 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.

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; 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](mailto:edeesafety@gmail.com) and [safetyimp46@gmail.com](mailto:safetyimp46@gmail.com).

  
(Ashok Kumar Nakra)

अशोक कुमार नाकरा  
Executive Director/EE/Safety  
कार्यकारी निदेशक/ई.ई./संरक्षा

**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.

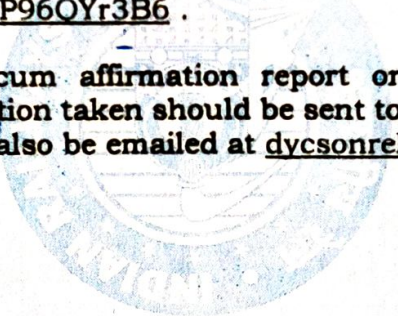
18. Apart from the points given above, observance and compliance of rules/instructions as contained in G&SR and SWR during shunting operations at station and yards strictly to be followed.

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](mailto:dycsonrelec@gamil.com).

  
*fa*  
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.

**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 Rasogi)  
 Dy. CEE/Operations  
 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.

## उत्तर रेलवे

मुख्यालय कार्यालय,  
बड़ौदा हाउस,  
नयी दिल्ली: 110001.

क्रमांक: 147-इलेक्ट्रिक/टीआरएस/6/2

दिनांक: 30.09.2024

वरिष्ठ मंडल .विद्युत .अभियंता आरएसओ/  
उत्तर रेलवे, मंडल रेल प्रबंधक कार्यालय,  
फिरोजपुर, अंबाला, दिल्ली,  
मुरादाबाद और लखनऊ.

विषय: संरक्षित शंटिंग संचालन की सुनिश्चिता हेतु संरक्षा अभियान ।

संदर्भ: (i) उत्तर रेलवे के जी एवं एस.आर. 5.13, 5.13/1 से 5.13/18.

(ii) इस कार्यालय का सम संख्यक पत्र दिनांक 28.02.2024.

शंटिंग के दौरान विगत कुछ माहिनो में बहुत अधिक यार्ड दुर्घटनाएं, सही शंटिंग प्रक्रिया का पालन न करने के कारण घटित हुई हैं। पिछली संरक्षा बैठक में उचित शंटिंग/फ्रंट ड्राइविंग कैब का उपयोग करने के मुद्दे पर चर्चा हुई थी, क्योंकि मैसूर डिवीजन के एक मामले में, एलपी को रियर कैब का उपयोग करते हुए पाया गया था, फलस्वरूप शंटिंग के दौरान शंट सिग्नल को एलपी द्वारा ओवरशूट कर दिया गया था।

उपरोक्त के दृष्टिगत यह निर्णय लिया गया है कि, दो सप्ताह का एक संरक्षा अभियान तुरंत शुरू किया जाए। जिसमें निम्नलिखित पहलुओं पर सभी एल.पी./एल.पी.एस./ए.एल.पी को परामर्श दिया जाए। तथा उनके कार्य की जांच हेतु औचक निरीक्षण किये जायें।

- 1- साधारण और सहायक नियम 5.13 के निर्देशो का पालन करते हुए ही शंटिंग मूवमेंट करें। रास्ते में पड़ने वाले शंट सिग्नलो का ऑफ होना सुनिश्चित करें।
- 2- लोकोमोटिव/ट्रेन को लुढ़कने (Rolling down) से बचाने के लिए इस कार्यालय का सम संख्यक पत्र दिनांक 28.02.2024 का पालन सुनिश्चित करें।
- 3- हमेशा अगली कैब से ही लोको को चलाए।
- 4- शंटिंग परिचालन स्थाई सिग्नलो या हाथ सिग्नलो या मौखिक निर्देशो से नियंत्रित किया जाना चाहिए।

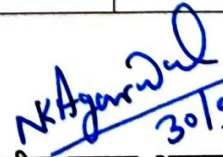
शंट सिग्नल खराब होने की स्थिति में इसकी सूचना एस.एम. द्वारा एलपी/एलपीएस को लिखित में दी जाएगी, तत्पश्चात शंटिंग सुपरवाइजर के हाथ सिग्नल पर पार किया जाएगा। (वरिष्ठ मंडल परिचालन प्रबंधक/सा./डी.आर.एम.कार्यालय/डी.एल.आई. का पत्र संख्या: 100-टी/एस.एस.एम.यू./संरक्षा परिपत्र/परि./2012 दिनांक 11.09.2012.)

- 5- शंटिंग के दौरान अधिकतम अनुमेय गति 15 किमी प्रति घंटा है, किसी यार्ड या रोलिंग स्टॉक की गति इससे कम होने पर उसका भी पालन किया जाएगा।

- 6- लोको पायलट पूरी तरह से सिगनलो पर ही निर्भर नहीं रहेगा बल्कि हमेशा सतर्क एवं सावधान रहेगा।
- 7- शेड/आउटपिट से लोको निकालते समय लोको की सम्पूर्ण जांच भली-भांति करें।
- 8- हस्त चालित काँटों पर शंटिंग करते समय सभी कांटे (फेसिंग /ट्रेलिंग ) सेट एवं लोक सुनिश्चित करने के बाद शंटिंग करें।
- 9- लोको को लोड पर अटैच करते समय 20 मी0 पहले अवश्य रुके उसके बाद धीरे धीरे चलकर 1-2 मी0 पहले अवश्य खड़े हो तदोपरांत 2-3 KMPH की गति से कपलिंग जोड़े उसके बाद थोड़ा खिचाव देकर कपलिंग के सही लगे होने की तसल्ली करें।
- 10- शंटिंग करते समय शंटिंग नियमों का पूर्णतः पालन करें, एक शंटिंग कर्मचारी को कैब में अवश्य रखें। तथा वाशिंग लाइन से रोक निकालते समय कम से कम 4-6 कोचो में बी0 पी0 प्रेशर अवश्य बनायें।
- 11- कैब बदलते समय सभी काँक बंद, RS सही स्थिति पर, BL-BOX सही ढग से लॉक होना तथा A-9 व SA-9 का रिलीज होना अवश्य सुनिश्चित करें।
- 12- लोको को गाड़ी पर जोड़ते समय सर्व प्रथम लोको का नकल खोलें कपल न होने की स्थिति में लोको व कोच दोनों के नकल खोलें कपलिंग लगने के बाद ' मैनुअल अनकपलिंग डिवाइस ' लॉक स्थिति में होनी चाहिए। लोको का शंटिंग मोड में होना सुनिश्चित करें।
- 13- लोको की शंटिंग करते समय लोको के ब्रेक रिलीज होने के बाद ही ट्रैक्शन दें।

सभी मंडलो को सलाह दी जाती है कि वे अभियान की रिपोर्ट निम्नलिखित निर्धारित प्रोफार्मा के अनुसार इस कार्यालय को दिनांक 16.10.2024 तक अवश्य भेजें।

मंडल	किये गये कुल औचक निरीक्षणों की संख्या	अनियमितताओं की संख्या	अनियमितताओं का विवरण	की गई कार्यवाही

  
 30/9/2024  
 (नवीन कुमार अग्रवाल)

मुख्य विद्युत इंजीनियर/परिचालन

प्रति:

- 1) प्रमुख मुख्य विद्युत अभियंता : सूचनार्थ
- 2) प्रमुख मुख्य संरक्षा अधिकारी : सूचनार्थ
- 3) मंडल रेल प्रबंधक/फिरोजपुर, अम्बाला, दिल्ली, मुरादाबाद & लखनऊ: सूचनार्थ

## Northern Railway

Headquarters Office,  
Baroda House,  
New Delhi -110001.  
Dated: 28.02.2024

No.147-Elect/TRS/6/2

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

**Sr. Divnl. Mech. Engineer/ O&F,**  
Northern Railway  
D.R.M. Office  
**FZR.**

**Sub: To avoid rolling down of Locomotive/train.**

**Ref:** (i) NRHQ Letter of even no. dated 12.01.2024 & 19.03.2021

(ii) COM/G/NR's Letter no. 403-T/Misc/Rule/Optg/JPO/33 dated 09.07.2018

(iii) S.R. 5.23 of G&SR book of NR

Recently there has been a case of rolling down of Train no. DMT/BOYN, Loco no. 13646+14806/WDG3A in FZR division. In order to curb such incidents comprehensive instructions for stabling of vehicles/loads/trains/locomotives at station and in block section were issued by NRHQ vide letters under ref. (i) and vide COM/G/NR's Letter under ref(ii) above and G.&S.R. 5.23 of NR needs to be followed, which is briefed as under:

### 1. While stabling locomotive:

- 1.1 Parking/hand brakes should be applied fully.
- 1.2 Secure the loco with wooden plugs provided in loco under the wheels.
- 1.3 Ensure loco does not move with released condition of the loco brakes after conducting activities mentioned at s.n. 1.1 & 1.2 above.
- 1.4 Loco brakes should be applied fully with SA-9 & A-9.
- 1.5 Battery of loco to be switched off.

### 2. While stabling load without loco i.e. loco being detached from the train:

- 2.1 BP pressure in train to be dropped to '0' by putting A-9 on emergency position before closing angle cocks between loco & leading wagon/coach of the train to ensure train brakes are applied fully.
- 2.2 Hand brakes in 6 wagons next to train engine will be applied by ALP. In case of coaching train, hand brakes to be applied in leading SLRs if provided.
- 2.3 Station staff & TM are also to act as per S.R. 5.23 to ensure to avoid rolling down of the train.

- 2.4 For reversal of locomotive, procedures laid down in Para "A & B" of the JPO issued by NRHQ vide letter under ref. (ii) are to be followed (copy attached).

**3. While stabling load with loco i.e. loco also being made dead:**

- 3.1 Parking/hand brakes should be applied fully in loco & also in 6 wagons next to train engine by ALP. In case of coaching train, hand brakes to be applied in leading SLRs if provided.
- 3.2 BP pressure in train should be dropped to '0' by putting A-9 handle of loco on emergency position. A-9 not to bring back at release position but to keep at emergency while leaving loco.
- 3.3 Loco brakes also to be applied fully with SA-9 handle.
- 3.4 Secure the loco with wooden plugs provided in loco under the wheels preferably under outer most wheels at either end.
- 3.5 Battery of loco to be switched off.
- 3.6 Station staff & TM are also to act as per S.R. 5.23 to ensure to avoid rolling down of the train.
- 3.7 Before leaving station/yard, LP & TM should jointly record in a register maintained by SM/YM that the loco & load has been secured as prescribed above.

**4. Action to be taken by Loco Pilot/Assistant Loco Pilot & TM when the train is stalled in block section due to accident, failure, obstruction or any other reasons:**

- 4.1 LP/ALP & TM should protect the train as per provision of G & SR 6.03.
- 4.2 The train should be secured by applying loco brakes (SA-9, A-9 & hand/parking brake) and hand brakes of at least six wagons at either end of the train. In case of coaching trains, the TM should apply hand brakes of the SLR.
- 4.3 The hand brake should be applied by ALP from leading end and by the TM from the rear end.
- 4.4 In case the train is being worked without TM, the duties of the TM shall devolve on the ALP.

**5. Other precautions:**

- 5.1 LP will not leave the loco unmanned. In case he is required to leave the loco unmanned, he should do so only after receiving written authority from the SM/YM and thereafter ensuring activity done as above.
- 5.2 If MR pressure starts dropping while train is stationary, LP is to secure the loco with wooden plugs under the wheels. Since MR pressure gauge is

not provided in B.van & TM can't notice drop the MR pressure therefore LP will inform the TM regarding drop of MR pressure & thereafter TM will secure the train with wooden plugs under the wheels of last vehicle.

- 5.3 Proper handing over/taking over of train by the crew should be ensured (inside the cab and not outside).
- 5.4 Above procedure of stabling is for stations with gradient of up to 1:400. Additional precautions to be taken while stabling loco/train/vehicles at a station with gradient of 1:400 or steeper as instructed by Division in SWR/WTT/other instruction.
- 5.5 All LPs, ALPs & LPSs should be aware of gradients at Station/Yard/Sidings and block sections.
- 5.6 While energizing stabling loco hand/parking brakes applied in loco/train & wooden plugs provided under wheels should be released/removed only after emerging loco & creating MR/BP pressure fully, applying loco brakes by SA-9 & conducting pressure continuity test as per laid down procedure.
- 5.7 While changing cab in single unit or multiple unit loco, loco brake should be applied fully with SA-9 and also with A-9 putting on full service to avoid rolling down. After going in rear cab, proper application & releasing of loco brake & BP pressure also to be ensured after energizing & before moving loco.

Special safety drive is to be launched for 15 days with immediate affect with special emphasis on the above instructions. Ambush checks also to be conducted to ensure compliance of above instructions. Divisional Officers/CLIs are to involve themselves in the drive and effective follow-up action to be taken on all the deficiencies and irregularities noticed. Report of the drive, bringing out systematic deficiencies, and action plan with timeline to be sent to this office latest by 15.03.2024 in the format attached as an annexure.

DA: As above



**(Deepak Grewal)**

Chief Electrical Loco Engineer

Copy to:

- 1) PCEE/NR: for kind information please
- 2) PCSO/NR: for kind information please

Annexure

Report of special drive launched to **avoid** rolling down of Locomotive/train.

Division	No. of ambush checks conducted to check proper procedure being adopted for stabling of loco/trains		
	Abnormalities observed with nature	On account of LPs/ALPs/LPSs	
		On account of TMs	
		On account of station staff	
	Action taken		
	No. of staff counseled	LPs	
		ALPs	
		LPSs	
	Action plan to curb irregularities reported		

NORTHERN RAILWAY

Headquarters Office,  
Baroda House,  
New Delhi- 110001.

No.147-Elect/TRS/6/2

Dated: 12.01.2024

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

Sr.Divnl. Mech.Engineer (O&F)  
Northern Railway,  
D.R.M. Office,  
FZR

Sub: Enhancing security measures for Railway Operations.

Ref: PCEE/NR Note No. E-123-Elect./Gaz/Secret/5011, dated 12.01.2024.

In reference to above, following measures must be ensured by divisions:

S.No.	Items	Action to be taken as per G&SR No.5.23.
2.	<p>Locking and ensuring security of stabled locomotives: Huge number of coaches, engines etc. that continue to be parked at isolated locations in yards needs more attention. These rolling stocks should be kept in locked condition.</p>	<p>S.R. 5.23/3 (a) - Action by Loco Pilot/Assistant Loco Pilot before leaving the locomotive, In case Load/train is stabled with locomotive attached or light engine (s) is/are shut down or stabled:- i) Application of both SA-9 and A-9 brakes; ii) Application of hand brake and parking brake in loco; iii) Application of hand brakes of at least 6 wagons at either end of the train; iv) Secure the loco with wooden wedges provided on the loco; b) i) Loco Pilot while on duty should not leave the locomotive unmanned. In case, he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 3(a)(i)(ii) (iii)&amp;(iv) above. ii) Before leaving the station/yard, the loco Pilot and Guard should jointly record in a register to be maintained with Station Master/Yard Master that the load &amp; loco has been secured as prescribed above.</p>
3.	<p>Ensuring that both the departmental &amp; contractual staff should have the authorized ID card available with them when working in station premises and rolling stock.</p>	<p>Valid IDs of staff working on station/maintenance area must be ensured.</p>

Compliance of foresaid instructions to be submitted to this office at the earliest.

DA: As above

*bee*  
(Deepak Grewal)  
Chief Electrical Loco Engineer

## NORTHERN RAILWAY

**ELECTRICAL BRANCH**

No. E-123-Elect./Gaz/Secret/5011

Dated: 12.01.2024

**NOTE****Sub: Enhancing Security Measures for Railway Operations.**

To ensure safety/security at Railway premises/Rolling Stock, the following measurements must be ensured by Sr.DEEs working under the control of respective HODs:-

SNo.	Action to be taken		
1.	Adequate & sufficient lighting of following areas:-		CEGE
i)	Circulating area/Access Control	Proper illumination of passenger areas.	
ii)	Platforms	Electric fittings to be in safe & working condition	
iii)	At Washing line/Coach Maintenance Depot	Proper lighting arrangements in the coach maintenance Depot	
iv)	Yard	Properly illumination of yard	
2.	Locking and ensuring security of stabled locomotives	Huge number of coaches, engines etc. that continue to be parked at isolated locations in yards needs more attention. These rolling stocks should be kept in locked condition.	CELE
3.	Ensuring that both the departmental & contractual staff should have the authorized ID card available with them when working in station premises and rolling stock.		All HODs

*Compliance may be obtained from divisions on priority.*

**All HODs**

- Dy CEE/OP &
- Sh. Inpalka.

*beed*  
12/1

*[Signature]*  
PCEE/NR/12/01/2024

Northern Railway

Headquarters Office  
Baroda House  
New Delhi-110001

No-147-Elect/TRS/6/2, Part XXXII

Dated: 19.03.2021

**Sr. Div Elect Engineer/ RSO**  
Northern Railway  
D.R.M. Office,  
New Delhi & Lucknow

**Sr. Div Elect Engineer/ TRD**  
Northern Railway  
D.R.M Office  
Ambala, Firozpur & Moradabad

Sr. Div Mech Engineer/ Power  
Northern Railway  
D.R.M. Office,  
New Delhi

Sr. Div Mech Engineer/O&F  
Northern Railway  
D.R.M. Office,  
Ambala, Firozpur, Lucknow & Moradabad

**Sub: To avoid rolling down of Loco/Train.**

**Ref: RB's L.No.2021/Elect(TRS)/113/Safety Misc. dated 18.03.2021.**

Railway Board's letter under reference is attached herewith for necessary action. Special drive in this regard may be launched for 15 days, i.e. 20.03.2021 to 03.04.2021. Report of the drive to be sent to this Office after completion.

DA: As above

(Neeraj Gupta)  
Dy. CEE/OP  
For Pr.Chief Elect. Engineer

Copy to: CRSE/O&F for kind information

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

No. 2021/Elect.(TRS)/113/Safety Misc.

New Delhi, Dated : 18-03-2021

General Managers (Elect.),  
All Zonal Railways  
(including KRCL)

**Sub: Rolling down of locomotives/train.**

**Ref: (i) Railway Board's letter No. 2007/Elect.(TRS)/113/7  
dated 19.01.2012**

**(ii) Railway Board's letter No. 2017/ Elect.(TRS)/113/Safety Misc.  
dated 13.11.2017**

**(iii) Railway Board's letter No. 2012/Safety(A&R)/19/1 dated  
24.02.2012**

**(iv) Railway Board's letter No. M(Safety)/7/31 dated 13.11.2005**

Incidences of train/locomotive rolling down on graded section are continuing. In a recent case, Train No. 05326 rolled down alongwith passengers on 17-03-2021 in NER. Instructions for stabling of vehicles/loads/trains/locomotive at station and in in block issued by Railway Board vide letters referred above needs to be followed religiously. Summary of the instructions is reiterated as under:

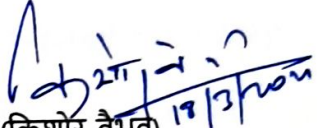
- (i) Loco Pilot while on duty should not leave locomotive unmanned;
- (ii) Application of SA-9 and A-9 brakes; physically check if brake application has actually taken place.
- (iii) Also, apply locomotive independent brakes on the banking locomotives, if the train is banked.
- (iv) Application of hand brake and parking brake;
- (v) In case, the detention is likely to be of more than 30 minutes, wedging of wheels of locomotives using wooden wedges as per RDSO's approved design, provided on locomotive, should be done, along with application of Guard's brakes to avoid rolling down of the train;

...2/-

- (vi) Hand brake/parking brakes of locomotive should be ensured in working condition.
- (vii) In case train/loco stalled in block section due to accident, failure, obstruction or any other reason, instructions contained in para 5 of Board's letter under reference (iii) should be followed.

Copies of letters under reference are available in elocos website for reference and necessary action.

Concerned staff needs to be sensitized by proper counseling by supervisors/officers covering all the instructions/procedures issued by Railway Board and RDSO/Zonal Railways in this regard, under advice of confirmation of compliance of the above instructions to this office.

  
(किशोर वैभव) 18/3/2024

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

फ्लोर सं : 1, कमरा सं. : 113

रेलवे बोर्ड

टेली और फैक्स: 011- 23387736

ई मेल: deers@rb.railnet.gov.in

3

CELE

मु.वि.सो.अभि  
CELE

Northern Railway

Headquarters office,  
Baroda house,  
New Delhi

Dated: 09/07/2018

CLP/HR

10/07/18

No.403-T/Misc/Rule/Optg/JPO/33

Divisional Railway Manager  
Northern Railway  
Delhi, Ambala, Moradabad, Firozpur & Lucknow

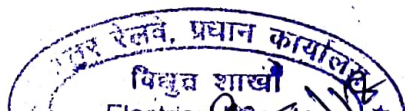
Sub:- JPO for standard shunting guidelines.

A revised JPO is attached herewith for implementation on all stations of the divisions. This JPO supersedes the earlier JPO issued vide this office letter of even no. dated 08/05/2018.

DA/ as above,

*Rajeev Gangal*  
(Rajeev Gangal)  
COM/G, NR

Copy to :  
CSO/NR for kind information.



## Northern Railway

Headquarter Office  
Baroda House  
New Delhi

### JPO for Standard Shunting guidelines

This JPO supersedes the earlier JPO issued vide letter no. 403-T/Misc/Rule/Optg/JPO/33 dated 08.05.2018

#### **I. Background:**

Recently, an accident of train rolling down in a block section had occurred at Titlagarh station of Sambalpur division in East Coast Railway. Twenty coaches of the Train No. 18406 Exp. had rolled down without engine towards KSNG station. This seems to have happened due to non observance of the rule of reversal of the Loco at station and Station Master allowing the train into section closing the trap point. Railway Board has desired for issue of a Joint Procedure Order (JPO) by the Zonal Railways based on local conditions to avoid any such incidence.

#### **II. Rule position:**

Vide Para 1.02(49) of GR, "Shunting means the movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose".

Various rules governing shunting as mentioned in G&SR of Northern Railway are given below:-

- (i) Control of shunting- GR 5.13 along with SR 5.13/1 to 5.13/18;
- (ii) Responsibility for shunting- GR 5.14 along with SR 5.14/1 to 5.14/3;
- (iii) Shunting at station under Centralized Traffic Control- GR 5.15;
- (iv) Shunting during reception of trains- GR 5.16 along with SR 5.16/1;
- (v) Shunting near level crossing- GR 5.17;
- (vi) Shunting on gradients- GR 5.20;
- (vii) Loose shunting- GR 5.21 along with SR 5.21/1 to 5.21/3.

Further, Station Working Rules (SWRs) of any station contain detailed procedural guidelines/instructions governing shunting in station premises and yards under the control of any such station. These detailed procedural guidelines are specific to a particular station and may vary from station to station. Individual Divisions may like to examine the adequacy and relevance of these Rules in today's traffic scenario.

These rules stipulated under G&SR and SWRs, as applicable, shall be scrupulously followed.

### III. Analysis:

The incident narrated above involving reversal of locomotive is only an example of various situations where shunting may take place. From the definition of shunting it is apparent that in order to prevent any mishap of the nature as narrated above, due attention needs to be given at the time of shunting for the purpose of:

- (i) Detachment of locomotive from the train/rake or a part of train/rake;
- (ii) Attachment of locomotive to the train/rake;
- (iii) Transfer of train/rake from one location to another.  
(Here no attachment/detachment of locomotive from/to train/rake is taking place.)

The above situations, which are by no means exhaustive, may arise in following scenarios:-

- (i) Change of traction;
- (ii) Reversal of locomotive;
- (iii) Detachment of a diesel locomotive for fuelling at a junction or terminal station;
- (iv) Attaching or detaching coaches/ wagons to/from a rake/train;
- (v) Placement/removal of coaching rakes from platform to washing/stabling lines and vice-versa;
- (vi) Placement/removal of wagons/rakes to and from sidings/goods shed/sick line, etc.

In all the aforementioned cases, unsafe situation arises when the entire rake or part of rake (wagons/coaches), whether attached to a locomotive or not, has **nil or inadequate brake-power** to meet the needs of the situation, during the course of shunting. This JPO seeks to address the above situation in order to prevent unsafe working.

#### **IV. Procedure to be followed during shunting:**

The cardinal principle in all cases involving shunting is to ensure that the coaches/wagons/rakes whether attached to a locomotive or stabled even for a short duration, have adequate brake power and are properly secured so that they do not roll down on their own in case of gradients or on impact during shunting or for any other reason.

##### **A. Shunting in case of Coaching rakes/trains:**

Shunting Master/Guard/Yard Master/Station Master, as the case may be, shall supervise the entire Shunting activity related to attaching/detaching, etc. of locomotive including reversal of all passenger/mail/express trains.

Following situations may arise in the course of shunting:

##### **1.0 When the locomotive and the rake constitute two separate & distinct units during shunting and the locomotive is to be detached from and/or attached to the rake which was stabled for a short duration:**

###### **(i) Precautions to be taken before detaching the locomotive :**

The objective here should be to secure the rake before the locomotive is detached. The set of activities would include:

- a. On arrival of the train, LP will ensure full application of brakes (both train & locomotive). The door of guard's compartment of front SLR will be opened by the ALP.
- b. Shunting staff/ALP shall apply the handbrake of the front SLR after the train comes to a standstill.
- c. Incoming Guard of the train shall apply handbrakes in the rear SLR.
- d. The shunting staff shall ensure placing of two iron skids/wooden wedges under the outermost pair of the wheels of the outermost vehicle/coach at each end before the loco is detached.

###### **(ii) Precautions to be taken while detaching the Locomotive :**

- a. Shunting staff shall first close both FP & BP cut off angle cocks of locomotive side as well as train side and then uncouple the BP & FP air

hoses between locomotive and the train and place them on their respective hangers.

- b. BP cut off angle cock of the rake/train shall be opened by the shunting staff to drain out the BP pressure from the brake pipe to ensure full application of brakes.
- c. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the locomotive to get detached from the train and proceed forward.
- d. The BP cut off angle cock of the train should be closed once the BP pressure is drained out.
- e. Brakes of four coaches on each end of the train/rake left behind shall be left un-released by the C&W staff. Brakes of balance number of coaches, if any, can be released manually by C&W staff.
- f. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- g. *If the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive or in case no instructions are provided under para 'f' above, then the entire rake shall be left in un-released condition.*

**(iii) Precautions to be taken while Attaching Loco on the rake/train**

The objective here should be to ensure that the rake, at the time of attachment of the locomotive, does not roll down on impact. The set of activities would include:

- a. Shunting staff should ensure that locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the locomotive to the rake/train, following should be ensured:

- The effectiveness of the coupling shall be ensured by the LP and the Shunting Supervisor by slightly inching the train forward.
- Shunting staff/Shunting Supervisor shall ensure tightness of the screw/locking of CBC. It shall be ensured that:
  - CBC lock pin is inserted properly in the groove at the bottom of the coupler;
  - In case of 'H' type coupler, rotary lock lifter rib of CBC of locomotive and coach shall be in vertical position (facing towards the ground).
  - V-groove of both the locomotive and the coach is clear of any obstruction.

(Please refer to the diagram below)



- After attaching the locomotive the LP shall apply the Loco brakes, SA-9.
- FP&BP air hoses of the locomotive and the train shall be coupled by C&W staff.
- FP angle cock of the rake/train shall be opened by the C&W staff.
- FP angle cock of the loco shall be opened by the C&W staff.
- After ensuring  $6 \text{ kg/cm}^2$  pressure in FP in engine by the LP and  $5.8 \text{ kg/cm}^2$  in the rear SLR guard compartment by the guard, BP angle cock of the rake/train shall be opened by the C&W staff.
- BP angle cock of the engine shall be opened by the C&W staff.

- 5 kg/cm<sup>2</sup> pressure in engine by the LP and 4.8 kg/cm<sup>2</sup> pressure in the rear SLR shall be ensured by guard and C&W staff.
  - Iron skids/ wooden wedges which were placed on either end of the train for securing the rake/train shall be removed by the Shunting staff.
  - The 4 coaches on each end or the entire rake, as the case may be, which had been left unreleased, should now be released by the C&W staff.
  - Releasing of handbrake of front SLR Guard compartment should be done by the shunting staff and handbrake of rear SLR by the guard.
- c. ALP shall ensure that the front SLR Guard compartment door is locked.
- d. Continuity Test shall be carried out as per laid down norms, before starting the train.

**2.0 When the locomotive along with a part of the rake attached to it and the balance part of train/rake constitute two separate & distinct units during shunting and the locomotive along with part rake is to be detached from and/or attached to the rest of the rake which was stabled for a short duration:**

If the locomotive, which is considered singularly detached from the rake/train at Sr. no.1 above, is also carrying a part of the rake along with it at the time of detachment/ attachment then the activities as defined in **paras (i)-(iii)** above shall continue to hold good for the part of the rake left behind (stabled).

For the part of the rake attached to the locomotive it should be ensured that the locomotive maintains the stipulated BP pressure of 5.0 kg/ cm<sup>2</sup> and **all coaches** attached to the locomotive irrespective of their number shall remain connected to such BP pressure from the locomotive.

**B. Freight trains:**

Following situations may arise in the course of shunting:

**1.0 When the locomotive and the train/rake constitute two separate & distinct units during shunting and the locomotive is to be detached from and/or attached to the rake which was stabled for a short duration:**

**(i) Precautions to be taken before detaching the loco :**

The objective here should be to secure the rake before the locomotive is detached. The set of activities would include:

- a. On arrival of the train, at its destination (yard/siding/goods shed/sick line, etc.) or at a roadside station where shunting is required to be done the LP of the train will ensure full application of brakes (both train & locomotive).
- b. The shunting staff/ALP/Guard, as the case may be, shall ensure placing of minimum **four** sprags/ wooden wedges/ Skids, to be procured from the Station Master of the station, under the outermost pair of wheels of the front and rear vehicles.
- c. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- d. *If no instructions exist under para 'c' above, or if the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive then Shunting staff/ALP shall apply **handbrakes of at least six wagons** next to the locomotive after the train comes to a standstill at the desired location and Shunting staff/Guard of the incoming train shall apply **handbrakes in six rearmost wagons and the brake van**. The handbrakes must be fully tightened.*

**(ii) Precautions to be taken while detaching the Locomotive:**

- a. Shunting staff shall first close BP cut off angle cocks (also FP, if available,) of locomotive side as well as train side and then uncouple the BP (& FP) air hoses between locomotive and train and place them on their respective hangers.
- b. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the loco to get detached from the train and proceed forward.
- c. Brakes of **none of the wagons** should be released by the C&W staff.

(iii) **Precautions to be taken while Attaching Locomotive on the rake/train:**

- a. Shunting staff should ensure that the locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the loco to the rake/train, following should be ensured:
- The effectiveness of the coupling shall be ensured by the LP and the Shunting Supervisor by inching the train slightly.
  - Shunting staff/shunting supervisor shall ensure tightness of the screw/locking of CBC in the same manner as explained in **para A1.0(iii)**, above.
  - After attaching the locomotive the LP shall apply the Locomotive brakes (SA-9).
  - BP air hoses of the locomotive and the train shall be coupled by C&W staff.
  - BP angle cock of the rake/train shall be opened by the C&W staff.
  - BP angle cock of the engine shall be opened by the C&W staff.
  - 5 kg/cm<sup>2</sup> pressure in engine by the LP and 4.8 kg/cm<sup>2</sup> pressure in the brake van shall be ensured by guard and C&W staff.
  - Iron skids/sprags/wooden wedges on either end of the train which were placed for securing the rake/train shall be removed by the Shunting staff.
  - The rake should be released by the C&W staff.
- c. Where FP is also provided then the procedure will be same as in case of **para A1.0(iii) b.**
- d. Continuity Test shall be carried out as per laid down norms, before starting the train.

**2.0 When the locomotive along with a part of the rake attached to it and the balance part of train/rake constitute two separate & distinct units during shunting and the locomotive along with part rake is to be detached from and/or attached to the rest of the rake which was stabled for a short duration:**

If the loco, which is considered singularly detached at Sr. no.1 above, is carrying a part of the rake along with it at the time of detachment/ attachment

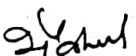
then the activities as defined in **paras (i)-(iii)** above shall continue to hold good for the part of the rake left behind(stabled). For the part of the rake attached to the locomotive it should be ensured that the locomotive maintains the stipulated BP pressure of 5.0 kg/cm<sup>2</sup> and **all wagons** remain connected to such BP pressure from the locomotive.

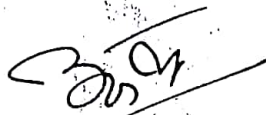
In both **cases A & B**, above, the following provisions shall also apply:

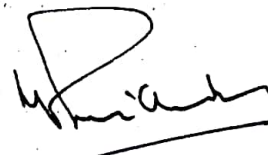
- (i) Proper communication should be maintained throughout between Operating, Loco and C&W staff.
  - (ii) In case of wayside stations where C&W and shunting staff is not available, the activities indicated against C&W staff shall be carried out by the Points man. In case the Points man is not available then the said responsibility shall devolve upon the ALP.
  - (iii) Entire set of activity stated above needs to be executed within the time allotted.
- C. Instructions with respect to **“Securing of vehicles/loads/trains/locomotives at stations and in block sections”** have been stipulated in SR Paras 5.23/2 & 5.23/3 which may be referred to.

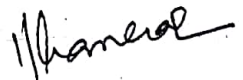
**Disclaimer:**

This JPO does not supersede any existing rules laid down in various codes, manuals etc. covering the above aspects. The objective of the JPO is to lay down a clearly defined procedure, dealing with shunting based on the practices already in vogue, and its implementation in a scrupulous manner.

  
CRSE/Chg

  
CRSE/Frt

  
CELE

  
COM/G

No. 403-T/Misc/Rule/Optg/JPO/33  
Dated 05.07.2018

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CELE

मु.वि.सो.अभि  
CELE

Northern Railway

Headquarters office,  
Baroda house,  
New Delhi

Dated: 09/07/2018

CLP/HR

10/07/18

No.403-T/Misc/Rule/Optg/JPO/33

Divisional Railway Manager  
Northern Railway  
Delhi, Ambala, Moradabad, Firozpur & Lucknow

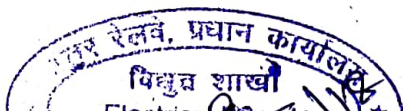
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DA/ as above,

*Rajeev Gangal*  
(Rajeev Gangal)  
COM/G, NR

Copy to :  
CSO/NR for kind information.



## Northern Railway

Headquarter Office  
Baroda House  
New Delhi

### JPO for Standard Shunting guidelines

This JPO supersedes the earlier JPO issued vide letter no. 403-T/Misc/Rule/Optg/JPO/33 dated 08.05.2018

#### **I. Background:**

Recently, an accident of train rolling down in a block section had occurred at Titlagarh station of Sambalpur division in East Coast Railway. Twenty coaches of the Train No. 18406 Exp. had rolled down without engine towards KSNG station. This seems to have happened due to non observance of the rule of reversal of the Loco at station and Station Master allowing the train into section closing the trap point. Railway Board has desired for issue of a Joint Procedure Order (JPO) by the Zonal Railways based on local conditions to avoid any such incidence.

#### **II. Rule position:**

Vide Para 1.02(49) of GR, "Shunting means the movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose".

Various rules governing shunting as mentioned in G&SR of Northern Railway are given below:-

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Further, Station Working Rules (SWRs) of any station contain detailed procedural guidelines/instructions governing shunting in station premises and yards under the control of any such station. These detailed procedural guidelines are specific to a particular station and may vary from station to station. Individual Divisions may like to examine the adequacy and relevance of these Rules in today's traffic scenario.

These rules stipulated under G&SR and SWRs, as applicable, shall be scrupulously followed.

### III. Analysis:

The incident narrated above involving reversal of locomotive is only an example of various situations where shunting may take place. From the definition of shunting it is apparent that in order to prevent any mishap of the nature as narrated above, due attention needs to be given at the time of shunting for the purpose of:

- (i) Detachment of locomotive from the train/rake or a part of train/rake;
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The above situations, which are by no means exhaustive, may arise in following scenarios:-

- (i) Change of traction;
- (ii) Reversal of locomotive;
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- (v) Placement/removal of coaching rakes from platform to washing/stabling lines and vice-versa;
- (vi) Placement/removal of wagons/rakes to and from sidings/goods shed/sick line, etc.

In all the aforementioned cases, unsafe situation arises when the entire rake or part of rake (wagons/coaches), whether attached to a locomotive or not, has **nil or inadequate brake-power** to meet the needs of the situation, during the course of shunting. This JPO seeks to address the above situation in order to prevent unsafe working.

#### **IV. Procedure to be followed during shunting:**

The cardinal principle in all cases involving shunting is to ensure that the coaches/wagons/rakes whether attached to a locomotive or stabled even for a short duration, have adequate brake power and are properly secured so that they do not roll down on their own in case of gradients or on impact during shunting or for any other reason.

##### **A. Shunting in case of Coaching rakes/trains:**

Shunting Master/Guard/Yard Master/Station Master, as the case may be, shall supervise the entire Shunting activity related to attaching/detaching, etc. of locomotive including reversal of all passenger/mail/express trains.

Following situations may arise in the course of shunting:

##### **1.0 When the locomotive and the rake constitute two separate & distinct units during shunting and the locomotive is to be detached from and/or attached to the rake which was stabled for a short duration:**

###### **(i) Precautions to be taken before detaching the locomotive :**

The objective here should be to secure the rake before the locomotive is detached. The set of activities would include:

- a. On arrival of the train, LP will ensure full application of brakes (both train & locomotive). The door of guard's compartment of front SLR will be opened by the ALP.
- b. Shunting staff/ALP shall apply the handbrake of the front SLR after the train comes to a standstill.
- c. Incoming Guard of the train shall apply handbrakes in the rear SLR.
- d. The shunting staff shall ensure placing of two iron skids/wooden wedges under the outermost pair of the wheels of the outermost vehicle/coach at each end before the loco is detached.

###### **(ii) Precautions to be taken while detaching the Locomotive :**

- a. Shunting staff shall first close both FP & BP cut off angle cocks of locomotive side as well as train side and then uncouple the BP & FP air

hoses between locomotive and the train and place them on their respective hangers.

- b. BP cut off angle cock of the rake/train shall be opened by the shunting staff to drain out the BP pressure from the brake pipe to ensure full application of brakes.
- c. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the locomotive to get detached from the train and proceed forward.
- d. The BP cut off angle cock of the train should be closed once the BP pressure is drained out.
- e. Brakes of four coaches on each end of the train/rake left behind shall be left un-released by the C&W staff. Brakes of balance number of coaches, if any, can be released manually by C&W staff.
- f. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- g. *If the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive or in case no instructions are provided under para 'f' above, then the entire rake shall be left in un-released condition.*

**(iii) Precautions to be taken while Attaching Loco on the rake/train**

The objective here should be to ensure that the rake, at the time of attachment of the locomotive, does not roll down on impact. The set of activities would include:

- a. Shunting staff should ensure that locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the locomotive to the rake/train, following should be ensured:

- The effectiveness of the coupling shall be ensured by the LP and the Shunting Supervisor by slightly inching the train forward.
- Shunting staff/Shunting Supervisor shall ensure tightness of the screw/locking of CBC. It shall be ensured that:
  - CBC lock pin is inserted properly in the groove at the bottom of the coupler;
  - In case of 'H' type coupler, rotary lock lifter rib of CBC of locomotive and coach shall be in vertical position (facing towards the ground).
  - V-groove of both the locomotive and the coach is clear of any obstruction.

(Please refer to the diagram below)



- After attaching the locomotive the LP shall apply the Loco brakes, SA-9.
- FP&BP air hoses of the locomotive and the train shall be coupled by C&W staff.
- FP angle cock of the rake/train shall be opened by the C&W staff.
- FP angle cock of the loco shall be opened by the C&W staff.
- After ensuring  $6 \text{ kg/cm}^2$  pressure in FP in engine by the LP and  $5.8 \text{ kg/cm}^2$  in the rear SLR guard compartment by the guard, BP angle cock of the rake/train shall be opened by the C&W staff.
- BP angle cock of the engine shall be opened by the C&W staff.

- 5 kg/cm<sup>2</sup> pressure in engine by the LP and 4.8 kg/cm<sup>2</sup> pressure in the rear SLR shall be ensured by guard and C&W staff.
  - Iron skids/ wooden wedges which were placed on either end of the train for securing the rake/train shall be removed by the Shunting staff.
  - The 4 coaches on each end or the entire rake, as the case may be, which had been left unreleased, should now be released by the C&W staff.
  - Releasing of handbrake of front SLR Guard compartment should be done by the shunting staff and handbrake of rear SLR by the guard.
- c. ALP shall ensure that the front SLR Guard compartment door is locked.
- d. Continuity Test shall be carried out as per laid down norms, before starting the train.

**2.0 When the locomotive along with a part of the rake attached to it and the balance part of train/rake constitute two separate & distinct units during shunting and the locomotive along with part rake is to be detached from and/or attached to the rest of the rake which was stabled for a short duration:**

If the locomotive, which is considered singularly detached from the rake/train at Sr. no.1 above, is also carrying a part of the rake along with it at the time of detachment/ attachment then the activities as defined in **paras (i)-(iii)** above shall continue to hold good for the part of the rake left behind (stabled).

For the part of the rake attached to the locomotive it should be ensured that the locomotive maintains the stipulated BP pressure of 5.0 kg/ cm<sup>2</sup> and **all coaches** attached to the locomotive irrespective of their number shall remain connected to such BP pressure from the locomotive.

**B. Freight trains:**

Following situations may arise in the course of shunting:

**1.0 When the locomotive and the train/rake constitute two separate & distinct units during shunting and the locomotive is to be detached from and/or attached to the rake which was stabled for a short duration:**

**(i) Precautions to be taken before detaching the loco :**

The objective here should be to secure the rake before the locomotive is detached. The set of activities would include:

- a. On arrival of the train, at its destination (yard/siding/goods shed/sick line, etc.) or at a roadside station where shunting is required to be done the LP of the train will ensure full application of brakes (both train & locomotive).
- b. The shunting staff/ALP/Guard, as the case may be, shall ensure placing of minimum **four** sprags/ wooden wedges/ Skids, to be procured from the Station Master of the station, under the outermost pair of wheels of the front and rear vehicles.
- c. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- d. *If no instructions exist under para 'c' above, or if the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive then Shunting staff/ALP shall apply **handbrakes of at least six wagons** next to the locomotive after the train comes to a standstill at the desired location and Shunting staff/Guard of the incoming train shall apply **handbrakes in six rearmost wagons and the brake van**. The handbrakes must be fully tightened.*

**(ii) Precautions to be taken while detaching the Locomotive:**

- a. Shunting staff shall first close BP cut off angle cocks (also FP, if available,) of locomotive side as well as train side and then uncouple the BP (& FP) air hoses between locomotive and train and place them on their respective hangers.
- b. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the loco to get detached from the train and proceed forward.
- c. Brakes of **none of the wagons** should be released by the C&W staff.

(iii) **Precautions to be taken while Attaching Locomotive on the rake/train:**

- a. Shunting staff should ensure that the locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the loco to the rake/train, following should be ensured:
- The effectiveness of the coupling shall be ensured by the LP and the Shunting Supervisor by inching the train slightly.
  - Shunting staff/shunting supervisor shall ensure tightness of the screw/locking of CBC in the same manner as explained in **para A1.0(iii)**, above.
  - After attaching the locomotive the LP shall apply the Locomotive brakes (SA-9).
  - BP air hoses of the locomotive and the train shall be coupled by C&W staff.
  - BP angle cock of the rake/train shall be opened by the C&W staff.
  - BP angle cock of the engine shall be opened by the C&W staff.
  - 5 kg/cm<sup>2</sup> pressure in engine by the LP and 4.8 kg/cm<sup>2</sup> pressure in the brake van shall be ensured by guard and C&W staff.
  - Iron skids/sprags/wooden wedges on either end of the train which were placed for securing the rake/train shall be removed by the Shunting staff.
  - The rake should be released by the C&W staff.
- c. Where FP is also provided then the procedure will be same as in case of **para A1.0(iii) b.**
- d. Continuity Test shall be carried out as per laid down norms, before starting the train.

**2.0 When the locomotive along with a part of the rake attached to it and the balance part of train/rake constitute two separate & distinct units during shunting and the locomotive along with part rake is to be detached from and/or attached to the rest of the rake which was stabled for a short duration:**

If the loco, which is considered singularly detached at Sr. no.1 above, is carrying a part of the rake along with it at the time of detachment/ attachment

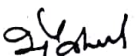
then the activities as defined in **paras (i)-(iii)** above shall continue to hold good for the part of the rake left behind(stabled). For the part of the rake attached to the locomotive it should be ensured that the locomotive maintains the stipulated BP pressure of 5.0 kg/cm<sup>2</sup> and **all wagons** remain connected to such BP pressure from the locomotive.

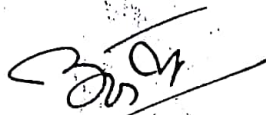
In both **cases A & B**, above, the following provisions shall also apply:

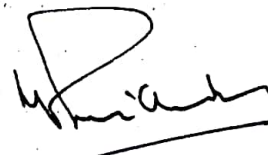
- (i) Proper communication should be maintained throughout between Operating, Loco and C&W staff.
  - (ii) In case of wayside stations where C&W and shunting staff is not available, the activities indicated against C&W staff shall be carried out by the Points man. In case the Points man is not available then the said responsibility shall devolve upon the ALP.
  - (iii) Entire set of activity stated above needs to be executed within the time allotted.
- C. Instructions with respect to **“Securing of vehicles/loads/trains/locomotives at stations and in block sections”** have been stipulated in SR Paras 5.23/2 & 5.23/3 which may be referred to.

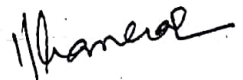
**Disclaimer:**

This JPO does not supersede any existing rules laid down in various codes, manuals etc. covering the above aspects. The objective of the JPO is to lay down a clearly defined procedure, dealing with shunting based on the practices already in vogue, and its implementation in a scrupulous manner.

  
CRSE/Chg

  
CRSE/Frt

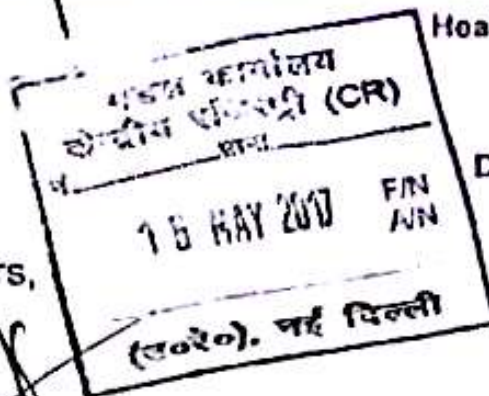
  
CELE

  
COM/G

No. 403-T/Misc/Rule/Optg/JPO/33  
Dated 05.07.2018

No. 403-T/Safety Circular/14/Pt. II

Sr. Divisional Operations Managers,  
Northern Railway,  
DLI, UMB, FZR, LKO & MB.



Headquarters Office,  
Baroda House,  
New Delhi.

Dated: 12/05/2017.  
76

23/5/17

**Sub:-** Clarification of Instructions issued in Operating safety circular no.403- T safetycircular/Optg/Rule/part1dated:05/09/12.

**Ref:-**DOM/Chg/MB letter no.1-T/Operating Circular/17 dated 07.03.2017.

In reference to the above, SR 3.68/5 stipulates for information to the loco pilot about failure of a shunt signal. As per COM/NR letter (copy enclosed), the loco pilot has to be informed in writing about such failure. In big yards where office of yard master or station master is far away from the place of shunting, a written memo takes much time to be delivered to loco pilot, leading to avoidable detention.

Keeping in view the above, it has been decided that in case a shunt signal becomes defective, the locopilot/shunter will be informed either by station master or by the shunting staff. There will be no written memo issued to the loco pilot/shunter.

*m/cgs/imp*  
*CS/SSMU*

*[Signature]*  
12.5.17  
(Sanjay Mishra)  
COM/G

- Copy to:1) Dy.CME/O&F for information of loco pilots/ shunters through lobbies over NR.  
2) CMPE/DSL for information .  
3) CPTM & CFTM for information.

