



उत्तर रेलवे

कार्यालय वरि. म. वि. अभि./परि./दिल्ली

Email: srdeersodli@gmail.com

No. 230/Elect/RSO/Safety Drive/2024

मण्डल रेल प्रबंधक कार्यालय

स्टेट एंटी रोड, उत्तर रेलवे, नई दिल्ली

दिनांक: 26.12.2024

सभी मुख्य लोको निरीक्षक,

समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,

जाखल, जीद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला, दिल्ली, आनंद विहार, नया खुर्जा
गाजियाबाद, मेरठ शहर, पानीपत, नई दिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल, गढ़ी हरसर

सुरक्षा अभियान- RSO SD-46/2024

विषय: दिल्ली डिवीज़न के सभी शंटिंग स्थानों को कवर करते हुए शंटिंग सावधानियों पर विशेष अभियान।

संदर्भ : (i). Dy. CEE/OP Letter no. 147-Elect/TRS/6/2 dt. 26.12.2024.

(ii). Dy. CSO Letter No 81-T/SD/24/2024/Safety dt. 24.12.2024.

(iii). RB's L. No. 2025/Safety(I)/3/1 dt. 24.12.2024.

(iv). Sr.DSO Letter no. 10-T/SD/39/2024/Safety dt 24.12.2024

उपरोक्त के संदर्भ में, एक सुरक्षा अभियान तत्काल एक महीने के लिए शुरू किया जाना है, जिसमें निम्नलिखित पहलुओं पर विशेष जोर देते हुए सभी प्रमुख शंटिंग यार्ड को शामिल किया जाना चाहिए:

- I. शंटिंग को GR 5.13 से 5.21 और संबंधित SR में दिए गए नियमों का सख्ती से पालन करते हुए किया जाना चाहिए, खासकर gradient sections वाले खंडों में :

GR 5.13 (Control of shunting):

- (1) शंटिंग संचालन को निश्चित संकेतों या हाथ के संकेतों या मौखिक निर्देश द्वारा नियंत्रित किया जाएगा।
- (2) लोको पायलट को हालांकि पूरी तरह से संकेतों पर निर्भर नहीं रहना चाहिए और हमेशा सतर्क और सावधान रहना चाहिए।
- (3) शंटिंग संचालन के दौरान गति 15 kmph से अधिक नहीं होनी चाहिए, जब तक कि विशेष निर्देशों द्वारा अन्यथा अधिकृत न किया जाए।

तथा

GR 5.21 (Loose shunting):

क्रेन, यात्री, श्रमिक, विस्फोटक, खतरनाक सामान या पशुधन वाले वाहन या कोई अन्य वाहन जो विशेष निर्देश के तहत निर्दिष्ट किया जा सकता है, को loose shunt नहीं किया जाएगा और उनके तरफ कोई loose shunting नहीं की जानी चाहिए।

- II. स्टेशनों और यार्डों में शंटिंग संचालन के दौरान G&SR और SWR में निहित नियमों/निर्देशों का पालन और अनुपालन किया जाना चाहिए।
- III. ट्रेनों को निर्धारित मानदंडों के अनुसार उचित BPC के साथ चलना चाहिए। लोडिंग/अनलोडिंग के बाद टर्मिनलों से निकलने वाले सभी रैकों पर जीडीआर जांच।
- IV. ASM/SMS, ड्राइवरों, गार्ड और संबंधित कर्मचारियों द्वारा स्टेबलिंग, रोलिंग स्टॉक की शंटिंग, लोको बदलने के दौरान सुरक्षा के लिए उचित प्रक्रिया का उपयोग करना चाहिये।
- V. यह सुनिश्चित किया जाना चाहिए कि किसी भी परिस्थिति में कर्मचारी रखरखाव/मरम्मत/कार्य निष्पादन के दौरान शॉर्टकट तरीके न अपनाएं।
- VI. शंटिंग उपकरणों जैसे झंडा, हैंडहेल्ड लैंप और वॉकी-टॉकी की उपलब्धता होनी चाहिये।
- VII. क्या शंटिंग से बचा जा सकता है या नहीं।

शंटिंग के लिये पर्याप्त कर्मचारियों की उपलब्धता और उनके उचित प्रशिक्षण जैसे शंटिंग नियमों और प्रक्रियाओं के बारे में उचित जानकारी को सुनिश्चित करना।

शंटिंग के दौरान अतिरिक्त निम्नलिखित बिन्दुओं का पालन सुनिश्चित किया जाना चाहिए।

- i. शंटिंग में इस्तेमाल किये जाने वाले शॉर्टकट तरीकों से बचना चाहिए। सभी अधिकारियों और वरिष्ठ निरीक्षकों को इस संबंध में सभी चालक दल को परामर्श देना चाहिए।
- ii. शंटिंग के दौरान निश्चित संकेतों के अलावा हाथ के संकेत दिखाना आवश्यक है।
- iii. यदि दो या अधिक हाथ के संकेत दिखाए जा रहे हों और दोनों में से यदि कोई एक संकेत विरोधाभासी हो, तो लोको पायलट को अपनी गाड़ी को रोक देना चाहिए।
- iv. शंटिंग आदेश (T/806) तब दिया जाएगा जब किसी ट्रेन में शंटिंग करना आवश्यक हो। SM फॉर्म T/806 जारी करेगा जिस पर ट्रेन प्रबंधक और ट्रेन के लोको पायलट द्वारा हस्ताक्षर किए जाएंगे।
- v. जब शंटिंग की अनुमति है, तो फॉर्म T/806 TM/shunting supervisor और लोको पायलट को जारी किया जाना चाहिए, जिसमें इस फॉर्म पर निम्नलिखित बिंदुओं का विशेष रूप से उल्लेख किया गया हो और दोनों की पावती प्राप्त की गई हो।
 - a. Limits of shunting.
 - b. Details of work to be done.
 - c. Running line and other lines involved in the movement.
 - d. Approximate time up to which shunting is to be completed.
- vi. शंटिंग गतिविधियों की निगरानी सक्षम प्राधिकृत शंटिंग स्टाफ द्वारा की जानी चाहिए।
- vii. जब भी कोई शंटिंग की जानी हो, तो सभी पॉइंट्स को सही ढंग से सेट किया जाना चाहिए और सामने वाले पॉइंट्स को लॉक किया जाना चाहिए।
- viii. यदि शंटिंग गतिविधियों को शंट सिग्नल या स्टार्टर सिग्नल द्वारा नियंत्रित किया जाता है जो सामने वाले पॉइंट्स का पता लगता है, तो सामने वाले पॉइंट्स को सुरक्षित करने के लिए शंट सिग्नल या स्टार्टर सिग्नल को "ऑफ" कर दिया जाना चाहिए।
- ix. यदि शंटिंग किसी लेवल क्रॉसिंग के पास या उस पार की जाती है, तो लेवल क्रॉसिंग को बंद कर दिया जाना चाहिए और सड़क यातायात के लिए लॉक कर दिया जाना चाहिए।
 - x. coupled engine के साथ शंटिंग की अनुमति नहीं है सिवाय इसके: -
 - a. जब एक पूरी ट्रेन को एक लाइन से दूसरी लाइन पर शंट करना हो।
 - b. जब शंट किए जाने वाले लोड को ढाल के कारण अकेले इंजन द्वारा नहीं खींचा जा सके।
- xi. जब तूफानी मौसम में शंटिंग करनी हो, तो इसे यथासंभव कम लाइनों तक सीमित किया जाना चाहिए।
- xii. सिंगल बॉक्स और BOB प्रकार के बोगी-वैगनों की अधिकतम शंटिंग गति 5 से 6 kmph की सामान्य शंटिंग गति तक सीमित है और जब दो या अधिक बॉक्स या BOB वैगनों को ट्रांजिशन कपलिंग के साथ जोड़ा जाता है, तो शंटिंग गति लगभग 2 kmph की बहुत धीमी गति से चलने के अनुरूप होनी चाहिए।
- xiii. जब मेल/एक्सप्रेस और पैसेंजर ट्रेनों पर कोच जोड़ने या अलग करने के लिए शंटिंग की जानी हो, तो शंटिंग इंजन को कपलिंग के लिए ट्रेन से 20 मीटर पहले रुकना चाहिए।
- xiv. तीव्र ढलानों पर लाइन के एक हिस्से पर शंटिंग के मामले में, जो न तो अलग हो और न ही स्लिप साइडिंग द्वारा संरक्षित हो, डाउन ग्रेडिंट वाले हिस्से की ओर भी इंजन लगाया जाना चाहिए।
- xv. जोड़े जाने वाले या अलग किए जाने वाले वाहनों की सभी शंटिंग ट्रेन के प्रभारी गार्ड की व्यक्तिगत देखरेख में की जानी चाहिए।
- xvi. यात्रियों से भरे कोचों की शंटिंग के मामले में या आपातकालीन क्रॉस ओवर पर शंटिंग के दौरान, फेसिंग पॉइंट्स को क्लैप किया जाना चाहिए और पैड लॉक किया जाना चाहिए। गैर-इंटरलॉक किए गए यार्ड में डिफेक्टिव पॉइंट्स, यदि किसी भी तरह से सेट किए गए हैं, तो किसी भी ट्रेन की आवाजाही की अनुमति देने से पहले उन्हें क्लैप किया जाना चाहिए और पैडलॉक किया जाना चाहिए।
- xvii. ब्लॉक सेक्शन में शंटिंग की अनुमति देते समय, लोको पायलट को ब्लॉक वर्किंग मैनुअल में दिए गए अनुसार ब्लॉक बैक करने और ब्लॉक फॉरवर्ड करने के अलावा नियमों में निर्धारित एक प्राधिकार दिया जाएगा।

मंडल अधिकारियों को अभियान में शामिल होना है और देखी गई सभी कमियाँ और अनियमितताओं पर प्रभावी अनुवर्ती कार्रवाई की जानी है।

Date	Name of the CLI	Name of the Yard	Total no. of inspections conducted	Total no. of abnormalities/ Irregularities observed	Details of abnormalities/ Irregularities	Action Taken

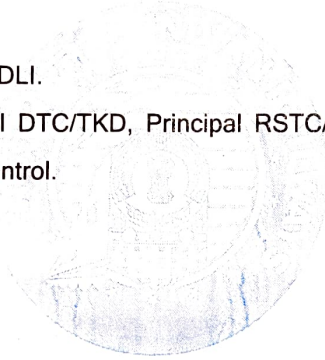
सभी लोको निरीक्षक द्वारा तुरन्त प्रभाव से एक महीने का संरक्षा अभियान 26.12.24 से 27.01.25 तक चलाये एवं सभी नामित/गैर-नामित रनिंग कर्मचारियों को उक्त मदों पर काउन्सिल करें व एम्बुश चेक करें। दैनिक निरीक्षण रिपोर्ट (yard wise) उपरोक्त प्रारूप के अनुसार प्रातः 08:00 बजे तक इस कार्यालय को भेजी जानी चाहिए ताकि रेलवे बोर्ड को आगे प्रस्तुत की जा सकें। अभियान के पूरा होने पर अनियमितताओं और की गई सुधारात्मक कार्यवाही पर विस्तृत रिपोर्ट 27.01.2025 तक इस कार्यालय को भेजें।

आदेश

वरिष्ठ मण्डल विद्युत अभियन्ता/परिचालन/दिल्ली

प्रतिलिपि :

- PS to DRM for kind information of DRM please.
- CELE/NR, CRSE/Fr./NR, NDBH.
- ADRM/OP.
- Sr. DSO/DLI.
- DEE/RSO/DLI & ADEE/RSO/DLI.
- Principal ETC/ GZB, Principal DTC/TKD, Principal RSTC/Shakurbasti.
- CLI/BTC/TKD, CTC/NDLS Control.



Northern Railway

Safety Drive no. 24
No.147-Elect/TRS/6/2

Headquarters Office,
Baroda House,
New Delhi-110001.
Dated:26.12.2024

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

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

Ref: (i) RB's letter no. 2025/Safety(I)/3/1 dated 24.12.2024

(ii) Dy.CSO/Elect./HQ's letter no. 81-T/SD/24/2024/SAFETY dated 24.12.2024

In reference to the above, a safety drive is to be launched immediately for one month, 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.

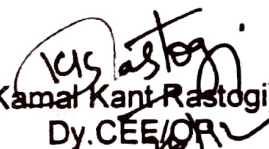
Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all the deficiencies & irregularities noticed.

Daily inspection report (yard wise) should be sent to this office by 09:00 am as per the following format and detailed report should also be sent to this office every week for further submission to the Railway Board.

Detailed compliance cum affirmation report on completion of the drive with irregularities and remedial action taken should be sent to this office by 27.01.2025.

Division	Total no. of inspections conducted		Total no. of abnormalities/irregularities observed	Details of abnormalities/irregularities	Action taken
	By officers	By CLIs			

DA: as above


(Kamal Kant Rastogi)
Dy. CEE/OR
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.

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

2025/Safety(I)/3/1

New Delhi, Dated: 24.12.2024

The General Managers,
All Zonal Railways &
Managing Directors, KRCL and DFCCIL.

Sub: Drive no 13: Special Drive on Shunting Precautions covering all shunting locations of Indian Railways.

A Safety Audit for one month is to be launched w.e.f. 25.12.2024, covering all major shunting yards. In the audit, Zonal Railways may be requested to give 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 kilometres 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 there training regarding shunting rules and procedures.

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 action 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 and on completion of drive. Apart from sending hard copy, the report should invariably be uploaded on SMDMS, both in PDF and DOC format and may also be e-mailed at edeesafety@gmail.com and safetyimp46@gmail.com.


24/12/2024
(Ashok Kumar Nakra)

अशोक कुमार नाकरा
Executive Director/EE/Safety
कार्यकारी निदेशक/ई.ई./संरक्षा
Phone/फोन: 011-23047427

NORTHERN RAILWAY

HEAD QUARTER OFFICE
BARODA HOUSE
NEW DELHI

DATED 24.12.2024

NO.81-T/SD/24/2024/SAFETY

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

SAFETY DRIVE NO. - 24/2024(RB)

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

Ref: - RB Letter no 2025/Safety (I)/3/1 on dated 24.12.2024.

A Safety Drive for one month is to be launched w.e.f. 25.12.2024, covering all major shunting yards. In the audit, divisions are requested to give 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.

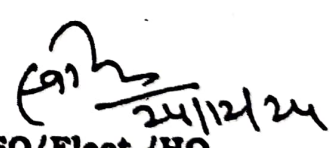
- v. It must be ensured that under no circumstances staff should adopt short cut methods during maintenance/repair/work execution.
- vi. Availability of shunting equipments such as Flag, Handheld Lamp and Walkie-talkie etc.
- vii. Whether shunting can be avoided or not.
- viii. Ensuring availability of adequate staff and there training regarding shunting rules and procedures.

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 which will be shared soon.

Detailed compliance cum affirmation report on completion of the drive with irregularities and remedial action taken should be sent to this office by 28.01.2025 in hard as well as soft copy and may also be emailed at dycsonrelec@gmail.com.


24/12/24
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, PCE, PCSTE, PCME, PCEE for information and necessary action please.
4. Sr. DSO/DLI, FZR, UMB, MB, LKO for information and necessary action please.

NORTHERN RAILWAY

DLI Office
51 Road, New Delhi

No. 10 L/SD/39/2024/Safety
Dated: 24.12.2024

All Concerned Branch Officers,
NR, DLI Division.

Divisional Safety Drive No. 39/2024

Sub: **Special Drive on Shunting Precautions covering all shunting locations of DLI Division**

Ref: (i) PCSO L.No 81-T/SD/24/2024/SAFETY dated 24.12.2024.
(ii) RB Letter no 2025/Safety (1)/3/1 on dated 24.12.2024

A Safety Drive for one month is to be launched w.e.f. 25.12.2024, covering all major shunting yards. In the above divisions are requested to give 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 kilometres 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 GSR 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 equipment's 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.

During the shunting Observance and compliance of rules/instructions contained in G&SR should also be followed: -

5.14 (Responsibility for shunting)

5.15 (Shunting at stations under Centralised Traffic Control),

5.16 (Shunting during reception of trains),

5.17 (Shunting near level crossing),

5.20 (Shunting on gradients)

Additional point to be followed during the shunting should be ensured.

- 1) Shortcut practices used in shunting must be strictly avoided. All officers and Sr. Supervisors should counsel train running staff in this respect.
- 2) Showing of hand signals in addition to fixed signals during shunting is essential.
- 3) If two or more hand signals are in use, the Loco Pilot shall stop at one if the signals are contradictory.
- 4) Shunting order (T/ 806) shall be given when shunting is required to be done on a train. The SM shall issue form T-806 which shall be signed by the Train Manager and the loco pilot of the train.
- 5) When shunting is permitted, Form T-806 must be issued to the Guard/ shunting supervisor and the loco of the train specifically mentioning the following points on this form and acknowledgement of both obtained:
 - (a) Limits of shunting.
 - (b) Details of work to be done.
 - (c) Running line and other lines involved in the movement.
 - (d) Approximate time up to which shunting is to be completed.

Handwritten signature

- ✓ 6) Shunting movements should be supervised by a competent authorised shunting staff
- ✓ 7) Whenever any shunting is to be performed, all points shall be correctly set and facing points shall be locked
- 8) In case shunting movements are governed by a shunt signal or starter signal which detects the facing points, the shunt signal or starter signal shall be taken "OFF" to secure the facing points
- ✓ 9) If shunting performed near or across a level crossing the level crossing should be closed and locked against road traffic.
- ✓ 10) Shunting with coupled engine is not allowed except: -
 - (a) When a complete train has to be shunted from one line to another.
 - (b) When the load to be shunted cannot be hauled by a single engine owing to a gradient
- 11) When shunting has to be done in stormy weather, it must be confined to as few lines as possible
- ✓ 12) Maximum shunting speed of single Box and BOBs type bogie- wagons is restricted to a normal shunting speed of 5 to 6 KMPH and when shunting of a group of two or more Box or BOBs wagons coupled with transition coupling, the shunting speed should correspond to a very slow walking speed of about 2 KM per hours.
- ✓ 13) When shunting is to be done for attaching or detaching coaches on Mail/Express and passenger trains, the shunting engine must first come to a halt 20 meters away from the train before moving for coupling up.
- 14) In case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient.
- ✓ 15) All shunting of vehicles to be attached or detached must be done under the personal supervision of Guard-in-charge of the train.
- 16) In case of shunting of coaches occupied by passengers or during shunting over emergency cross over, the facing points must be clamped and pad locked. Defective points in non-interlocked yard, if set by any means must be Clamped and padlocked before any movement of a train is allowed over them
- ✓ 17) When permitting shunting in the block section, the loco pilot shall be given an authority as prescribed in rules in addition to blocking back and blocking forward as given in the block working Manual

Officers of various departments from DLI Division should also be involved themselves on above when assigned duty for Yard inspection including inspection of Points & Crossing, Shunting and stabling practices. 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.

Daily report (yard wise) should be sent to this office by 09:00 am and detailed report should also be sent to this office every week for further submission to the HQ Office. Daily Inspection report must also be submitted to this office through the Google form link which will be shared soon.

Detailed compliance cum affirmation report on completion of the drive with irregularities and remedial action taken should be sent to this office by 26.01.2025 for onward submission to HQ office.


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

Copy

1. DRM/DLI - For Kind information please
2. ADRM/infra, ADRM/admin, ADRM/OP - For kind information please