

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/08/2022

Fly Leaf No. 08 / 2022

Attention..... Loco Running Staff and Operating Officials.....

YARD DERAILMENTS

There were 12 preventable yard derailments within a span of 3 months (May, June, July of 2022) due to non-securing of vehicles, non-removing of skids, not ensuring correct setting of points, not observing PHS, not ensuring that gate is closed.

In order to prevent the yard accidents which were preventable, rules related to Loco Running staff and Operating staff as given under 5.13, 5.14 and 5.23 of G&SR, are given below:

Loco Running Staff

1. Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.
2. The Loco Pilot / Shunter shall not, however, depend entirely on signals and shall always be vigilant and cautious.
3. When a Shunt signal is taken 'OFF', it authorises the Loco Pilot to draw ahead with caution for shunting purposes.
4. The Loco Pilot / Shunter shall not pass Shunt signal at 'ON' or a defective Shunt signal without an authority T.369 (3b) + PHS.
5. The speed during shunting operations shall not exceed 15 kilometres.
6. The Loco Pilot shall, before moving on the Stop signal taken 'OFF' for him, observe the hand signals of the Railway servant conducting shunting, whenever necessary.
7. The shunting staff need not accompany during shunt movements of light engine(s) on to a free line governed by fixed signals.
8. In case of any doubt or when the line is not clear of obstruction, the engine(s) shall be accompanied and hand signalled by Shunting Staff.

9. Where shunting operations are supervised by Train Manager / Station Master, Loco Pilot shall be given Form No.T/806 (Shunting Instructions Form).
10. Where separate staff viz., outdoor Station Master / Yard SM / AYM / Shunting Jamedar / Shunting Master are provided for supervising the shunting, Form No.T/806 need not be given.
11. When shunting is required to be carried out for attaching or detaching coaches/slip coaches/saloons/dead engine on passenger carrying trains, the train engine/the banking engine/the shunting engine with or without the above vehicles shall first come to a halt 20 metres away from the train and there after perform the shunting carefully.

Operating Staff :

1. Supervise the shunting as per provisions.
2. Shunt signal / Starter signal if available shall be taken 'OFF'.
3. Non-signalled movements, points shall be set correctly and facing points shall be clamped / cotter bolted and padlocked.
4. Arrange Shunting staff and hand signals wherever required as per rules in addition to Shunt signal / Starter signal taken 'OFF'.
5. Don't use Shunt signals for train movements. If it is a shunt movement, arrange shunting staff to accompany the train and to show hand signals.
6. In the course of shunting, vehicles detached from the formation / engine shall be secured as per the rules.
7. Before allowing the shunt movement ensure that skids / wedges, chains are removed.
8. Keep sufficient number of skids / wedges, chains for securing.
9. Keep sufficient number of walkie talkies.
10. Don't allow any movement (backing) over trailed through point.

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

SOUTH CENTRAL RAILWAY