

## SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/01/2023

### Fly Leaf No. 01 / 2023

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

#### SHUNTING PRECAUTIONS.

Of late many yard derailments are taking place which not only affect the safety performance of the Division/s but also cause detention and loss of punctuality. Many of the yard accidents are preventable. Yard derailments especially during shunting operations and in particular while pushing back has been a prime concern. Many of the yard derailments are attributable due to wrong setting of points or making movement over trailed through points or passing Shunt Signal / SPI at 'ON' or overshooting the dead end portions etc.,

In order to prevent the preventable yard accidents following are once again reiterated for strict compliance.

Type of movement	Precaution to be taken
If the shunt movements are performed by taking 'off' fixed Stop Signals such as Starters or by taking 'off' Shunt Signal below Starter Signals or by taking 'off' Shunt Signals on independent post.	Loco Crew i.e., LP or LP/Shunter should be vigilant and look for hand signals of Shunting Staff, whenever necessary (SR 5.13.1). <u>Note:</u> <ul style="list-style-type: none"><li>• Shunting staff need not accompany light engine/s when they are required to go on vacant lines.</li><li>• However, if the line is occupied or any doubt, shunting staff shall company along with hand signals</li></ul>
Shunting performed for attaching or detaching coaches in passenger carrying trains.	a. Coaches should not be kept on blocked lines in rear of a train carrying passengers whether before or after completion of shunting. b. When shunting is required to be carried out for attaching / detaching of coaches on passenger carrying trains – train engine or banking engine or shunting engine with or without the coaches shall first come to a halt 20m away from the train. c. No engine should be allowed on a running line on which passenger carrying train is waiting except for involving shunting in that train. If required to place the engine due to any exigency, such movement should be accompanied by shunting staff who shall ensure stoppage of the engine at a safe distance. LP of the engine/s should be informed before permitting such movement and the LP should also ensure that the engine is not left unmanned. d. Ensure air-continuity upto the last vehicle during the course of shunting. e. Ensure the formation is properly secured by all means such as application of hand brakes, formation brakes, skids etc., before detaching the engine. f. Also, ensure that the equipment used for securing is removed after attaching the loco and before permitting the movement.
Shunting in non-interlocked portion of the station.	a. The Shunting Staff shall be vigilant, alert and shall be in possession of hand signals both by day and night. b. Observe the correct setting and locking of all point/s either by cotter pin or through clamp & padlock and then exhibit

	<p>the hand signals as per GR 3.56 (hand signals are not necessary to be exhibited from point locations).</p> <p>c. SPIs where available, the shunting staff and the LP/Shunter shall observe the 'off' position of SPI before making a movement.</p> <p>d. The wagons /vehicles that are detached shall invariably be secured by proper means such as application of formation brakes, skids, handbrakes of SLR / wagons etc., to avoid roll forward / back.</p>
LP/Shunter while performing shunting with or without formation on running lines protected by signals or on non-running lines not protected by signals.	<p>a. In case of electric traction loco – do not forget to change the cab (SR 4.21).</p> <p>b. In case of diesel traction loco with dual cab – do not forget to change the cab (SR 4.21).</p> <p>c. In case of diesel traction loco with conventional locos single – do not forget to change the control stand (RB letter No. 2014/M (L)/466/7101.Misc dated 13.3.2015).</p> <p>d. In case of electric / diesel traction multi-loco – do not forget to change the loco (RB letter No. 2014/M (L)/466/7101.Misc dated 13.3.2015).</p> <p><b>Ultimate goal of this rule / objective is to ensure that LP/Shunter is always in the leading portion and visibility is not impaired.</b></p>
Walkie-Talkie sets	<p>a. Shunting Staff shall not entirely depend only on walkie-talkie sets; instead they should rely on hand signals.</p> <p>b. While communicating on walkie-talkie set, spell out name and designation and confirm that you are speaking to correct person.</p> <p>c. Position of signals should not be repeated on walkie-talkie sets.</p> <p>d. Ensure that dedicated channel exist in walkie-talkie set for shunting purposes and the same is used without causing disturbance to mainline movements..</p>
Power interception / loco reversal of passenger carrying trains	<p>a. <u>Before detaching</u> the loco, Outdoor Dy.SS / YM / Shunting Master / Train Manager (Guard) shall supervise the entire activity. Hand brake of front SLR shall be applied by Shunting Staff before LP apply A-9 and also ensure of placing two iron skids / wedges. Incoming Train Manager (Guard) shall apply hand brakes in the rear SLR., Shunting staff of the station shall place two iron skids / wedges on the LV before authorising the loco for detachment. Subsequently, the LP shall apply A-9. After detaching the loco, BP cut-off-angle cock of the formation shall be kept 'open'.</p> <p>b. <u>While attaching loco onto the formation:</u> Shunting Staff should ensure that loco is stopped 20m before the formation and proceed at walking speed to couple with the formation. Ensure prescribed FP &amp; BP pressures in loco and SLR. Release the hand brakes and manually release the entire formation (by C&amp;W staff if available or else Shunting Staff of the station), remove the safety equipment used for securing. (JPO No. Safety. 157/G&amp;SR, AM &amp; BWM/Vol. III Date: 23.9.2016).</p>

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**PRINCIPAL CHIEF SAFETY OFFICER**

**SAFETY ORGANISATION**

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