

**TRO DRIVE NO. 05 /2025**

Sub : 15 days special drive on shunting precautions covering all shunting locations.

Ref : (i) Dy.CEE(OP)'s L.No.L.326.OP/Spl Drive/33 dated 12.02.2025.  
(ii) PCSO's letter no. SFT/I/RB-Drive/2025 dated 11.02.2025  
(iii) Railway Board's letter no. 2025/Safety-1/3/2/2 dated 11.02.2025.

In reference to the above subject, 15 days special drive on shunting precautions covering all shunting locations is launched from 12.02.2025 to 26.02.2025 on shunting precautions covering all shunting locations/yards. Shunting should be done strictly following rules in GR 5.13 to 5.21 and associated SRs especially in gradient sections and focusing on aspects mentioned in Rly Bd's letter ( copy of CSO letter attached ).

All CLIs are instructed to carry out inspections and ambush checks. It should be ensured that all staff LP/ALP are covered during the special drive.

Compliance of the above instructions may be ensured and report to be submitted in following format:

1. No of inspections carried out by CLIs with locations/yards
2. No.of night inspections carried out.
3. No of irregularities noticed during shunting drive inspections:
4. Action taken to rectify irregularities:
5. No. of staff counseled (cadre wise).

**DA : PCSOs letter dated 11.02.2025**

Central Railway

No.: NGP/TRO/Safety/TRO DRIVE/24

Copy to:

CEE (OP)/CSMT : For kind information please.  
All CCCO(R) : Display and obtain acknowledgement of the crew.  
CTLG/NGP : For information & necessary action.  
All CLI : For counseling to all running staff.  
DI/DTC/AQ : To impart in training.

Divisional Office,  
TRO Branch, Nagpur  
Dt. 12.02.2025

  
/ Sr. DEE (TRO) /NGP  
12/02/2025

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मध्य रेल मंडल कार्यालय का कार्यालय  
महात्मा जवाहर लाल नेहरू पार्क,  
मि. 400001, फोन नं. - 55590

## CENTRAL RAILWAY

मध्य रेल

आज की  
आज़ादी का  
आज महोत्सव

Office of the Principal Chief Safety Officer  
Chhatrapati Shivaji Maharaj Terminus  
Mumbai-400001, Phone No:-55590

No. SFT/IRB-Drive/ 2025

Date: 11.02.25

DRMs – BB, BSL, NGP, PA, SUR.

Sub: 15 day Railway Board special drive on shunting precautions covering all shunting locations

Ref: Railway Board letter No. 2025/Safety- I/3/2/2 dated 11.02.25.

Railway Board, vide above referred letter has advised to launch, a Safety Drive for 15 days involving officers and supervisors (Divisional and Headquarters) 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.

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 counselled 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.
  - 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-signalled 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 en-route 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.
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.

Comprehensive checklist is enclosed herewith for ready reference. All officers and supervisors associated with safety drive may be advised to check these aspects during the safety drive as per the check list (Annexure- I) provided and data to be filled up in the Google sheet immediately after completion of inspections.

During the drive, divisions to comply with the deficiencies.

Report of the drive to be submitted by Individual officials in the Google sheet on daily basis, so that daily report may be sent to Railway Board.

Google link

<https://docs.google.com/spreadsheets/d/1Rj6YCF5di0syHcDVrrKIIEN1wyhZEvZOipENQW78k81/edit?usp=sharing>

*CK*  
11/02/20  
(C.K. Prasad)  
PCSO

Copy to;

C/- PCEE, PCOM, PCSTE, PCME: For information please.  
C/- Secy. to GM: – For kind information of GM please.