

## South Central Railway



Office of the DRM/T/SC,  
SanchalanBhavan,  
Secunderabad.

No.C/T/187/SC/2025/09.

Date: 14.08.2025

All TIs/SMRs/SMs,TMRCs & CHC/SC

### OPERATING SAFETY CIRCULAR No.09/25

**Sub: Pushing back of a Train outside Station limits (Engine Pushing) as per GR&SR 4.12.**

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Brief of the incident:

- On 13-08-25 at 05:22 hrs, Train No. Dn DKN goods stalled between SRUR and SKZR down line.
- After obtaining permission with Private Number from SM/SRUR Crew of the DN DKN started pushing back the train towards SRUR with proper communication.
- 2 patrolmen along with one assistant (contract person) altogether 3 are walking on the track towards SRUR on Down line.
- While pushing back, DN DKN train hit the patrolling staff and resulted in one contract person killed and patrol man sustained with serious hand fracture.

In view of the above incident, it is once again re iterated the procedure for pushing back of a train outside Station limits.

**Occasions for pushing back:**

**a. Passenger carrying trains.**

**S.R.4.12.1.1** No engine may push a passenger carrying train outside station limits except under the following circumstances:

- (i). When a train meets with an accident or in emergency, working of relief trains, transshipping of passengers etc.
- (ii). If it is not possible for the train to proceed further due to floods, breaches, landslides etc.
- (iii). To pick up an injured passenger or a person knocked down by the train, if considered necessary.

**b. Other than passenger carrying trains.**

**S.R.4.12.1.2** No engine may push a train other than passenger carrying train outside station limits except under the following circumstances:

- (i). In connection with the working of 'Material Train' in accordance with the G.R.4.62 and Subsidiary Rules there under.
- (ii). Inability of engine to haul the load.
- (iii). Line obstructed and trains required working to and from the point of obstruction.
- (iv). When a train meets with an accident or in emergency working of relief trains,
- (v). If it is not possible for the train to proceed further due to floods, breaches, landslides etc.

**c. Procedure for Pushing back.**


**S.R.4.12.2** Once a train enters a block section, normally it should not be permitted to pushed back, however in the circumstances mentioned above, the Guard in consultation with LP can decide to push back after the following precautions are taken.

- **S.R.4.12.2 .1** The Guard/Loco Pilot shall contact Station Master/SCOR/TPC telephonically and obtain permission to push back. Such permission shall be given only by Station Master of station in rear, supported by a Private Number this is not applicable for SR 4.12.1.1(iii).
- **S.R.4.12.2 2.1** If Guard/Loco Pilot could not contact Station Masters/SCOR/TPC telephonically, the Guard/Assistant Loco Pilot shall walk to the nearest station. Station Master of the station shall

then issue a Caution Order permitting pushing back. Station Master of station in advance shall issue Caution Order only after obtaining permission, supported by a Private Number, from Station Master of station in rear. This permission shall be given only after ensuring the level crossing gates, if any, are closed against the road traffic this is not applicable for Rule No.4.12.1.1(iii).

- **S.R.4.12.2.2.2** The Guard shall ascertain that the level crossing gates are locked and the hand signals are displayed by the Gateman before proceeding further the Guard shall be responsible for taking all precautions to warn passengers that the train being pushed back to the station to prevent accidents to the passengers in the carriages.
- **S.R.4.12.2.3** The Guard of the pushing train shall travel in the leading vehicle if it is fitted with a vacuum/air brake valve or hand brake. If the leading vehicle is not so fitted, the Guard shall travel in the nearest vehicle thereto which is so fitted. The speed of the train when the Guard is travelling in the leading vehicle shall not exceed 25 KMPH and, in any other vehicle, 8 KMPH.
- **S.R.4.12.2.4** The Guard of a pushing train shall keep a sharp lookout while passing through tunnels, bridges, and cuttings and continuously exhibit PHS to the Loco Pilot.
- **S.R.4.12.2.4.1** The Guard shall also continuously whistle to warn the Gangmen, Patrolmen/Security Patrolmen, OHE staff, Telecom staff and any other staff on the way to make them aware about the pushing back of train and to stand clear of the track.
- **S.R.4.12.2.4.2** The Loco Pilot shall continuously whistle and keep a sharp lookout, especially in the direction, in which the train is running and be prepared to stop the train short of any obstruction.
- **S.R.4.12.2.4.3** While pushing back the goods train running without Guard, such of the duties of the Guard as can be performed shall devolve on the Assistant Loco Pilot.
- **S.R.4.12.4** While pushing back the goods train without brake van, the Guard shall walk by the side of the track in rear of the last vehicle of the train exhibiting PHS continuously to the Loco Pilot. The Loco Pilot shall observe walking speed on this occasion.
- **S.R.4.12.5** when a train is being pushed back, it can receive by taking 'off' reception signals on single line. On double line, the train can be received by issuing pilot - in memo after setting, clamping and padlocking of relevant points.

**The above procedure to be strictly followed by all concerned staff without any deviation and the compliance to be ensured.**

  
(B. Sudheer Kumar)  
DOM/Genl./SC

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