

Replacement page no. 150 to G&SR including and upto AS no. 12

S.R. 5.21.3. “Fly shunting” is a shunt movement in which two or more vehicles to be moved, after being given an impetus by an engine (with or without other vehicles attached) are separated at the points, by the points being reversed smartly between the vehicles, in order to send them on to different lines. Fly shunting is strictly prohibited except for hump shunting in hump yards.

## **5.22. Leaving vehicles in sidings outside station limits.—**

**No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels thereof are properly secured.**

## **5.23. Securing of vehicles at station.—**

**The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.**

S.R. 5.23.1. Action by Station Master / Traffic Staff when vehicles /load/train is to be stabled at station:-

- 1 The vehicles/load/train shall be inside the fouling marks
- 2 The vehicles/load/train be chained and padlocked using at least two chains, one at either end. The padlock keys of the Safety Chains shall be in the personal custody of the Station Master.
- 3 At least four wooden wedges/iron skids be used, two each below the outermost pair of wheels at either end;
- 4 Hand brakes of at least 6 wagons from either end must be fully tightened. If hand brakes of any of the first six wagons at each end cannot be applied, hand brakes of subsequent wagons should be applied till six wagons in total are achieved. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by SM/ASM on duty;
- 5 The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing;
- 6 The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. The padlock keys shall be in the personal custody of the Station Master.
- 7 Line Block Collars must be placed on relevant signal/ point buttons/slides/ levers etc,
- 8 Remarks should be made in TSR and SM diary in Red ink to the effect that 'Line No.\_\_\_\_ is blocked and all precautions for securing the load have been taken' as prescribed above;
- 9 After any load/train/loco is stabled, the station master must inform the section controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

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