

Replacement page no. 146 to G&SR including and upto AS no. 12

S.R. 5.14.6. Shunting of wagons containing explosives shall not be carried out except under the superintendence of an official not lower than Station Master who shall ensure that during shunting operations –

- (a) Wagons containing explosives shall be separated from Elec/Diesel locomotive by a minimum number of one wagon not containing explosives or other dangerous goods or articles of inflammable nature.
- (b) The speed of all movements does not exceed 8 KMPH, and
- (c) No rough, hump, fly or loose shunting takes place.

S.R. 5.14.7. All locally worked points except points with spring levers, shall be manned and held for all movements in the facing direction.

S.R. 5.14.8. When vehicles are moved by an engine for attaching to a passenger train, the vacuum brake shall be connected up so that adequate brake power shall be available. In case of shunting on goods trains at intermediate stations, the vacuum brake shall, as far as possible, be connected with the engine.

S.R. 5.14.9. Where shunting operations are supervised by Guard/ Station Master, Loco Pilot shall be given Form No.T/806 (Shunting Instructions Form) duly filled in. At major stations where separate staff viz., outdoor Station Master/Yard SM/YM/ Shunting Jamedar/Shunting Master are provided for supervising the shunting, Form No. T/806 need not be given. Such stations shall be notified by the respective Sr.DOMs.

5.15. Shunting at stations under Centralised Traffic Control.—

- (1) No shunting shall be performed at a station under Centralised Traffic Control without the permission of the Centralised Traffic Control Operator or when Centralised Traffic Control is not in operation, without the permission of the Station Master.**
- (2) For the purpose of shunting, the Centralised Traffic Control Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the Station Master who shall thereafter be responsible for the shunting at the station or that part of the station for which the local control has been made over to him in the manner prescribed under special instructions.**

Note: There is no Centralised Traffic Control on this Railway.

5.16. Shunting during reception of trains.—

When signals have been taken ‘off’ for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except under special instructions for identified stations where frequent shunting movements take place, and where such points are protected by a Stop Signal or by a Shunt Signal with the precautions to be observed while performing shunting that – (Item no. 2 of AS-11 dt. 22.08.2023).

- (a) shunting shall be carried out under supervision of authorised competent railway servant; and**
- (b) rake or load should be fully on air brake; and**
- (c) the maximum speed during shunting operations shall not exceed 15 kmph.**

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S.R. 5.16. At stations where shunting movements towards points over which the incoming train is to pass, are permitted under Special Instructions, the following instructions shall be followed:

- (1) The shunting movements which are permitted under special instructions should be clearly endorsed on the Signalling & Interlocking Plan and Station Working Rule Diagram.
- (2) The details of shunting movements that have been permitted under special instructions should be clearly mentioned in the Station Working Rules along with the list of precautions to be taken as follows:

S. No.	Signalled shunting movements permitted		Precautions to be taken
	From Signal No.	Towards point no. (over which incoming train is to pass).	
1.			
2.			

- (3) The shunting movement shall normally be carried out with Loco in leading towards the point over which incoming train is to pass.
- (4) Shunting movement with engine pushing towards the point over which incoming train is to pass shall be done under exceptional circumstances duly observing the following precautions:
 - (a) One of the shunting staff shall travel in the leading vehicle (towards the direction of movement) of the formation. If there is no facility to travel by the leading vehicle, the shunting staff shall walk by the side of the leading vehicle;
 - (b) The shunting staff shall keep a sharp lookout and continuously exhibit Proceed Hand Signal to the Loco Pilot;
 - (c) During the pushing the Loco pilot shall continuously observe the Proceed Hand Signal that is being exhibited by the shunting staff;
 - (d) In the absence of Proceed Hand Signal from the Shunting Staff, the Loco Pilot shall stop the movement immediately
 - (e) The Shunting staff shall continuously whistle to warn the people on the way and
 - (f) The Loco Pilot shall whistle continuously and keep a sharp look out and be prepared to stop the train short of any obstruction.

5.17. Shunting near level crossing.—

The railway servant in charge of shunting near or across a level crossing, before giving permission to the Loco Pilot to move his train across it, shall ensure that the level crossing gates have been closed and locked against road traffic.

5.18. Drawing of a train to an advanced position.—

- (1) **A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced Starter for despatch, except where track circuit or axle counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.**