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(3) The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.

S.R. 5.13.1. The Loco Pilot shall, before moving on the Stop signal taken 'off' for him, observe the hand signals of the Railway servant conducting shunting, whenever necessary. The shunting staff need not accompany during shunt movements of light engine(s) on to a free line governed by fixed signals. In case of any doubt or when the line is not clear of obstruction, the engine(s) shall be accompanied and hand signalled by Shunting Staff.

S.R. 5.13.2. At stations, where shunting is performed for attaching or detaching the coaches/slip coaches on Mail/Express, Passenger and other passenger carrying trains, such coaches/slip coaches shall not be kept on blocked lines in the rear of a train carrying passengers, either before or after the completion of shunting.

S.R. 5.13.3. When shunting is required to be carried out for attaching or detaching coaches/slip coaches/saloons/dead engine on passenger carrying trains, the train engine/the banking engine/the shunting engine with or without the above vehicles shall first come to a halt 20 metres away from the train and there after perform the shunting carefully.

S.R. 5.13.4. No engine should be allowed on any running line at a station occupied by a train carrying passengers, except train engine or banking engine or shunting engine required to perform shunting on that particular train. The movement of such an engine should be permitted only under control of the person in charge of shunting.

- (i) If it is unavoidable to allow the engine(s) in rear of a passenger carrying train, such engine(s), not involving shunting with passenger carrying train, shall be accompanied and hand signalled by shunting staff and stopped in rear of passenger carrying train at a safe distance.
- (ii) The Shunter/Loco Pilot of light engine(s) shall be informed before commencing such shunting.
- (iii) All such light engine(s) should not be left unmanned by Shunter/Loco Pilot.

5.14. Responsibility for shunting.—

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.

S.R. 5.14.1. At stations where separate shunting staff are employed, they shall attend to all shunting operations. At all other stations, shunting operations shall be supervised personally by the Guard of the train, under the orders of Station Master.

S.R. 5.14.2. In case it is necessary to shunt a train from one line to another across the main line, the Guard shall travel in his brake-van and such shunting shall be conducted only under the supervision of Station Master.

S.R. 5.14.3. While shunting wagons loaded with petrol, kerosene oil, liquid fuel, spirit and other highly inflammable liquids, the speed should be restricted to 8 KMPH.

S.R. 5.14.4. Carriages containing passengers shall not be moved for shunting purposes without the personal orders of the Station Master and also the Guard of the train concerned, who will jointly be responsible for taking all precautions, to warn passengers and to prevent accidents either to the passengers in the carriages or to those attempting to get into or out of them under the impression that the train is being started. The Guard shall have the vacuum brake connected up and ensure that the shunting is performed safely.

S.R. 5.14.5. In case shunt movements are governed by Shunt signal/Starter signal, which detect the facing points, the Shunt/Starter shall be taken 'off' and in all other cases, the facing points shall be clamped/cotter bolted and padlocked.

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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 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.**