

- (a) **sufficient number of brakes are put on, sprags are used, where necessary, slip siding point or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and**
- (b) **in case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient.**

Note:- For purposes of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with roller bearings, when it shall be 1 in 400 or steeper.

S.R. 5.20.1. Hand shunting of vehicles occupied by passengers is strictly prohibited.

S.R. 5.20.2. In performing shunting at stations situated on or near a falling gradient steeper than 1 in 400, any special precautions stipulated in the SWR shall be strictly adhered to.

S.R. 5.20.3. Hand shunting of any vehicle fitted with roller bearings is strictly prohibited at a Station yard where the outermost points are on a grade steeper than 1 in 400 or situated within 100 meters of such a gradient.

S.R. 5.20.4. Shunting of any vehicle fitted with other than roller bearings shall be done at a station yard where the outermost points are on a grade steeper than 1 in 260 only with locomotive attached towards the falling side of the gradient.

S.R. 5.20.5. Hand shunting of vehicles fitted with other than roller bearings may be permitted at a station yard on a grade steeper than 1 in 260 only when the layout of the yard ensures that no vehicle can escape into the block section by provision of slip siding etc., provided the following precautions are taken :-

- 1) Line Clear is not granted to the station in the direction in which the shunting is to be performed.
- 2) The Station Master or the special shunting staff, where provided, personally supervises the shunting.
- 3) Only one vehicle is moved at a time.
- 4) The vehicle to be moved is fitted with a hand-brake in good working order.
- 5) It is manned by a competent railway servant to apply the hand-brake as and when necessary.
- 6) The speed does not exceed 5 KMPH.

5.21. Loose shunting.—

Cranes, vehicles containing passengers, workers, explosives, dangerous goods or live-stock or any other vehicle that may be specified under special instructions, shall not be loose shunted and no loose shunting shall be made against them.

S.R. 5.21.1. "Loose shunting" means vehicles being pushed by an engine and being allowed to run forward unattached. No vehicle shall be loose shunted unless provided with an efficient hand-brake or unless the vehicle is attached to at least another vehicle fitted with an efficient hand brake. A loose shunted vehicle shall be accompanied by a railway servant to pin down the hand-brake, when necessary.

S.R. 5.21.2. Loose shunting of or against loaded or empty oil tank wagons, vehicles containing petrol or kerosene oil in tins, trucks loaded with heavy machinery, rails or timber, cranes, loaded explosive vans, wagons loaded with live stock or military consignment, articles mentioned in the Indian Explosive Act, wagons labeled 'not to be loose shunted' and coaching vehicles, even if empty, is prohibited.

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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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