

NORTH WESTERN RAILWAY

Divisional office
Jodhpur
Date 29.07.2026

L. No. 1AT/Safety/HQ SD-12/26

Safety Drive No.12/2026

Sr. DME/P, Sr. DOM, Sr. DEE, Sr. DEN/Co., Sr. DSTE

Sub: Special Drive on Shunting Precautions covering all shunting locations of NWR.

Ref: (i) NWR/HQ/Safety/SD/12/2026-27, Date: 28.07.2026

In reference to above subject, a safety drive for 15 days, is to be launched with effect from 29.07.26 to 12.08.26 covering all major shunting yards. Shunting should be done strictly following rules in GR 5.13 to 5.21 and associated SRs especially in gradient sections. During the safety drive, officials of concerned departments should pay special emphasis on the following aspects: -

1. Hand signals as per GR 3.58 should be shown in such a manner as to be clearly visible to the Loco Pilot. There should be no ambiguity.
2. Shunting staff should be counselled thoroughly and educated by Concerned TI or In-charge SM about the knowledge of hand signals under GR 3.58.
3. Shunting operation should be monitored in accordance with GR 5.13 and the associated SRs. 4. 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 (GR 5.14).
5. While shunting on falling gradients, all the precautions enshrined in GR5.20 shall strictly be observed.
6. Proper supervision strictly as per SWR and safety rules to be ensured while performing shunting on rakes and coaches with passengers.
7. **Attention should be given to the following aspects:**
 - In accordance with G&SR 5.14, Shunting should not be done at both ends of a train at the same time.
 - Riding on buffer, hand brake, gear or screw coupling of vehicles or on the cowcatchers of the engine should be avoided.
 - Hand shunting by the contractors or traders' employees unless supervised by the Station Master on duty or other responsible railway staff should be avoided.
 - Passing under vehicle during shunting operation should not be done.
 - Sheltering under wagons should be avoided.
 - Uncoupling the vehicles in motion should be avoided.
 - Shortcut methods should not be adopted during the shunting.
8. Clear instructions should be given to the staff conducting shunting including the train crew.
9. Clear instructions for shunting movement should be given as per instructions of G&SR
10. The person, who initially gives instructions for shunting operations, shall not change instructions and authorize the changing of points etc, unless he has satisfied himself that shunting operations have been stopped completely and the staff conducting shunting has been advised of the changes contemplated.
11. The securing of vehicles after shunting should be done carefully as per G&SR along with all safety measures required for Securing etc.
12. Clamping and padlocking of the points in the route is required to be done as per G&SR.

13. During un-signalled shunting movement, correct setting and locking of points is required to be done as per G&SR.
 14. Before negotiating the points, Loco Pilot must ensure that all right signal is exhibited from the concerned points enroute by shunting Supervisor/Pointsman as per extant instructions as an assurance of correct setting and locking of points.
 15. Loco while pushing back in shunting movement on line terminating in Dead End, train must be stopped 20 meters before the Dead End and then shall be pushed back cautiously as per G & SR 5.14.
 16. While clearing stable load (whether coaching or goods) wooden wedges, safety chains shall be removed and hand brakes be released only after taking load/train on pressure in accordance with extant policy instructions issued by Board.
 17. Stations/Staff should be equipped with all the standard shunting equipment like, Banner flag, flags or hands lamps etc.
 18. Apart from the points given above, observance and compliance of rules/instructions as contained in G&SR and SWR during shunting operations at station and yards strictly to be followed.
- These aspects are only indicative in nature; during the drive divisions should also inspect other points comprehensively. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Officers of various departments from division should also be involved. Daily report will be sent to this office by 9.00 am on emailed at nwrsafety@gmail.com. The detailed report should be sent to this office on completion of Drive latest by 13.08.2026 Inspections during drive should be filled in the following google form:

<https://forms.gle/oEdU7a5GzNTKr8ps6>


29/7/26
Sr. Divisional Safety Officer
North Western Railway
Jodhpur

C/o- DRM, ADRM/JU- For kind information please.

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date: 28.07.2026

No. NWR/HQ/Safety/SD/12/26-27

Safety Drive No. 12/2026

All PHODs - NWR

DRMs - AII, BKN, JP, JU

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3. Shunting operation should be monitored in accordance with GR 5.13 and the associated SRs.
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5. While shunting on falling gradients, all the precautions enshrined in GR5.20 shall strictly be observed.
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28/07/26

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Inspections during drive should be filled in the following google form:

<https://forms.gle/oEdU7a5GzNTKr8ps6>



Devanand Yadav
28/07/26
(Devanand Yadav)
Dy.CSO/Tfc.
NWR

Copy to:-

PCOM, PCEE, PCME, PCE & PCSTE
Secretary to GM for kind information of GM
Secretary to AGM for kind information of AGM
Sr. DSOs- AII, BKN, JP, JU- for necessary action and follow up.