



No. L.326.OP/SPL DRIVE/33

Date: 16.09.2025

Sr. DEE /TRO/BB, BSL, NGP
Sr. DME/Op/ PA
DME (O&C) SUR

CEE/OP Instruction No. 07/2025

Sub: Safety Drive in connection with yard derailment of Electric Locomotive in Danapur Division of ECR.

Ref: Railway Board's letter no. 2025/Elect (TRS)/113/1/(Safety Misc.) dtd 12.09.2025.

There was an incident of derailment of Electric Locomotive in Danapur Division of ECR. It has been observed that there are lapses in adherence to standard procedures during shunting operations.

In view of the above, a week-long safety drive to be launched immediately covering all the aspects of shunting. Ambush checks for ensuring above instructions to be carried out by all the officers and CLIs.

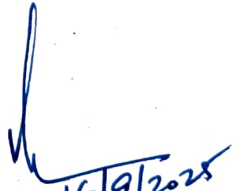
Points which should be covered in the drive are as follows:

1. Prior to shunting, clear instruction regarding movements to be made must be clearly mentioned on shunting order.
2. Loco Pilots must perform shunting as per hand signals shown, in accordance to GR 3.56, in non-interlocked territory, whereas in interlocked territory, the aspect of shunt signal must be followed.
3. Before negotiating manual points, Loco Pilot must ensure that hand 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.
4. Use of walkie-talkie for conveying the "proceed" hand signal is strictly prohibited.
5. Loco Pilots must remain alert and cautious throughout shunting and not rely solely on signals for the safety of movements (GR 5.13).
6. Extra precautions must be ensured for securing when shunting is performed in a gradient section (GR 5.20 & 5.23).
7. Loco Pilots must be counselled not to pass the stop board while performing shunting with Electric locomotives.

8. Running staff to be counselled for the correct cab changing procedure in both single and multiple locomotives.
9. Locomotive must be operated in shunting mode for conventional locomotives and operating the configuration switch in Three phase locomotives during shunting to restrict speed/notch beyond 15 kmph.
10. Loco while pushing back in shunting movement on line terminating Dead End, train must be stopped 20 meter before the Dead end and then shall be pushed back cautiously as per G&SR 5.13.
11. In case of pushing the formation, the number of coaches/wagons to be pushed must be clearly mentioned in the shunting order and communicated to the Loco Pilot/shunter.
12. Loco pilots should be counselled regarding the holding capacity of those lines of various yards where placement is made by pushing to avoid dashing at dead end.
13. Braking behavior of various Loco Pilots, especially with regard to stopping at a shunt signal must be studied by Loco Inspectors with a view to identify both Late and Sharp braking.
14. CLIs should be deputed to study the visibility of shunt signals and in-turn make joint reports with signal department for rectification.
15. CLIs should also be deputed to ensure proper positioning of stop board on dead ends.
16. CLI should be deputed to survey non-standard buffers on dead ends with a special focus on dead ends where placement is made by pushing.
17. Road learning of yards of Loco Pilots be re-verified by nominated CLIs.

Compliance of the above drive may be ensured and report to be submitted in the following format:

1. No. of inspections carried out by Officers/CLIs.
2. No. of irregularities noticed during drive inspections.
3. Action taken for rectifying irregularities.
4. No. of staff counseled (cadre wise).


16/9/2025
(Sanjay Singh)
CEE (OP)



भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)



International Year
of Cooperatives

No. 2025/Elect(TRS)/113/1(Safety Misc)

New Delhi, Dated: 12.09.2025

General Managers,
All Zonal Railways
(incl KRCL)

**SUB : Safety day drive in connection with yard derailment of Electric Locomotive
in Danapur division of ECR.**

There was an incident of derailment of Electric Locomotive during shunting in Danapur division of East Central Railway which was discussed during Board meeting on 27.08.2025. To address the issue and minimize errors in shunting operations, a week-long drive has been launched for compliance by Zonal Railways. The drive will cover all aspects of Shunting which will be done by Loco Inspectors and Officers. Some of the key points to be covered in the drive as given below.

1. Prior to shunting, clear instruction regarding movements to be made must be clearly mentioned on shunting order.
2. Loco Pilots must perform shunting as per hand signals shown, in accordance to GR 3.56, in non-interlocked territory, whereas in Interlocked territory, the aspect of shunt signal must be followed.
3. Before negotiating manual points, Loco Pilot must ensure that hand 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.
4. Use of walkie-talkie for conveying the "proceed" hand signal is strictly prohibited.
5. Loco Pilots must remain alert and cautious throughout shunting and not rely solely on signals for the safety of movements (GR 5.13).
6. Extra precautions must be ensured for securing when shunting is performed in a gradient section (GR 5.20 & 5.23).

सि.एस.
EDEE-RS(I)-2/-

7. Loco Pilots must be counselled not to pass the stop board while performing shunting with Electric locomotives.
8. Running staff to be counselled for the correct cab changing procedure in both single and multiple locomotives.
9. Locomotive must be operated in shunting mode for conventional locomotives and operating the configuration switch in Three phase locomotives during shunting to restrict speed/notch beyond 15 kmph.
10. Loco while pushing back in shunting movement on line terminating Dead End, train must be stopped 20 meter before the Dead end and then shall be pushed back cautiously as per G&SR 5.13.
11. In case of pushing the formation, the number of coaches/wagons to be pushed must be clearly mentioned in the shunting order and communicated to the Loco Pilot/shunter.
12. Loco pilots should be counselled regarding the holding capacity of those lines of various yards where placement is made by pushing to avoid dashing at dead end.
13. Braking behavior of various Loco Pilots, especially with regard to stopping at a shunt signal must be studied by Loco Inspectors with a view to identify both Late and Sharp braking.
14. CLIs should be deputed to study the visibility of shunt signals and in-turn make joint reports with signal department for rectification.
15. CLIs should also be deputed to ensure proper positioning of stop board on dead ends.
16. CLI should be deputed to survey non-standard buffers on dead ends with a special focus on dead ends where placement is made by pushing.
17. Road learning of yards of Loco Pilots be re-verified by nominated CLIs.

Zonal Railways are advised to take necessary actions in accordance and submit report to this office upon completion of the drive, for appraisal of Board.



(V. Venkatasubramanian)
Executive Director Elec. Engg. (RS) – I
Railway Board