

Replacement page no. 90 to G&SR including and upto AS no. 12

SR 3.84.3.2. When additional engine (s) are employed to push a train, the Loco Pilots of these engines shall not interfere with the working of the vacuum/air brake which shall be under the control of the leading engine Loco Pilot as laid down in clause 3.1 above, except in cases of a run back, when the Loco Pilot of the rearmost assisting engine automatically becomes the leading Loco Pilot.

SR 3.84.3.3. The Loco Pilots of all additional engines shall, at all times, keep the handle of the vacuum ejector in the running position and the small ejectors shall be closed.

Note:- In the case of goods trains, the small ejector may be opened if required to maintain the prescribed vacuum when this cannot be maintained by the train engine alone but in the circumstances the large ejector shall be put in 'off' position.

3.85. Reporting of defects in signals.—

- (1) **Should a Loco Pilot or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the Station Master at the next station at which the train stops.**
- (2) **When such a report is made by a Loco Pilot or a Guard, the Station Master shall take immediate steps to advise the Station Master concerned who shall get it rectified.**

SR.3.85.

- (1) A register to record observations of Loco Pilot during his run must be maintained in all lobbies. The observations recorded by Loco should be conveyed to Traction / Power Controller under exchange of private numbers. The Traction/Power Controller should, in turn, convey these observations to their respective counterparts of concerned departments under clear acknowledgement.

The observations of the Loco Pilot as conveyed by the Traction/ Power Controller to the respective counterparts of the concerned department should be invariably recorded in the register maintained for this purpose;

OR

While signing off, observations of Loco Pilot during his run should be recorded in CMS. This information in turn should be conveyed to Test Room/Engineering Controller/CTL through CMS. In turn, the Loco Pilot's observations should be conveyed to concerned supervisor by respective Controller. After rectification or attention of the defects, deficiencies or observations recorded by the Loco Pilot, concerned Controller should send information to lobby through CMS. CC should acknowledge the feedback in CMS and send an automated SMS to concerned Loco Pilot through CMS.

- (2) Follow-up action taken should be recorded within 24 hours, which should be monitored by the Divisional officers as well as Divisional Safety Officer. Disciplinary action should be initiated against the concerned supervisor in case the same defect surfaces within the next 72 hours.

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