

Replacement page no. 89 to G&SR including and upto AS no. 12

**(b) by taking ‘off’ the Calling-on signal, if provided under special instructions, vide sub-rule (2) of Rule 3.13.** (Item no. 8 of AS-11 dt. 22.08.2023)

**(2) In the case of a last Stop signal, he shall not pass such signal, when ‘on’ or defective, unless he is also in possession of a proper authority to proceed under the system of working.**

### **3.82. Permission before entering on or crossing a running line.—**

**No Loco Pilot shall take his engine on or across any running line until he has obtained the permission of the Station Master and has satisfied himself that all the correct signals have been shown.**

SR 3.82. The permission of the Station Master shall be conveyed by taking ‘off’ of the relevant fixed signals or in the absence of fixed signals by hand signals exhibited by the authorised staff.

### **3.83. Assistance of the engine crew regarding signals.—**

- (1) The Loco Pilot and Assistant Loco Pilot, as the case may be, shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.**
- (2) The Assistant Loco Pilot shall, when not otherwise engaged, assist the Loco Pilot in exchanging signals as required.**
- (3) The provisions of sub-rules (1) and (2) shall, in no way, absolve the Loco Pilot of his responsibility in respect of observance of and compliance with the signals.**

### **3.84. Duties of Loco Pilots as to signals when two or more engines are attached to a train.—**

**When two or more engines are attached to a train, the Loco Pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco Pilot or Loco Pilots of other engine or engines shall watch for and take signals from the Loco Pilot of the leading engine, except in cases where special instructions are issued to the contrary.**

SR 3.84.1. Whenever trains are double-headed, the Loco Pilot of the leading engine shall invariably sound his whistle and the rear engine Loco Pilot after acknowledging, start his engine and then the leading engine Loco Pilot start his engine.

SR 3.84.2. The Loco Pilot of the leading engine shall be in charge of the train, and will observe that the correct signals are taken ‘off’ for his train and receive the authority to proceed, starting permit and Caution Orders when issued. The second Loco Pilot should, however, satisfy himself that everything is in order and correct signals are given. The leading Loco Pilot should satisfy himself that the other Loco Pilot had noted the Caution Orders.

SR 3.84.3.1. When a second leading engine is employed to pull a train (and not a banking engine pushing it), the Loco Pilot of the leading engine shall be held responsible for the working of the automatic vacuum/air brake. The Loco Pilot of the second engine shall, however, in case of emergency assist in stopping or reducing the speed of the train by applying the automatic vacuum/air brake or hand brake as may be required, but he shall not maintain or re-create vacuum.

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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