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**(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.