

- (ii) Similarly, during the period when there is no means of communication, the Pilot in-charge must not allow his/her Pilot to move out of the Siding till such time he/she is authorized to do so by Station Master in writing.
- (iii) The Station Master of the Serving Station shall arrange to handover the following Authority to the Loco Pilot of the Pilot that is already in the Siding.

AUTHORITY FOR THE PILOT TO PROCEED TO THE STATION (MULTIPLE PILOT SYSTEM) (In case of failure of Communication)	
To	Date:
The Loco Pilot of	Time:
Engine No.....	
Last Vehicle No.....	
<p>Communication between the Siding and Station_____ has failed. You are authorized to start the Pilot from _____Siding and proceed to _____Serving Station with great caution. No Pilot has been permitted to start from the Station.</p>	
Signature of the Station Master Stamp:	

- (iv) During the period of failure of means of communication, if the Siding and the Siding lines are free of all Pilots, the Station Master has to adopt “One Pilot Only System” till such time any one of the means of the communication is restored.
- (v) The Station Master must make all entries pertaining to the Pilots dealt under “One Pilot only System” in RED ink in the Pilot Movement Register.

(7) Handing Over

Before signing off duty, the Station Master must record a declaration in the “Pilot Movement Register” and the “Station Diary” in RED ink regarding the clearance of the section between Siding and the Serving Station or the presence of Pilot if any, between the Station and the Siding with all particulars including the name of the Pilot in-charge.

This declaration must be signed in full by the Station Master, signing off duty, with date and time, below which, the Station Master taking over shall sign in acknowledgement.

II. Working of trains into Sidings having operating in-charge.

- (i) At the Sidings provided with operating in-charge, the authorized means of communication, Pilot Movement Register and PN exchange shall be maintained at an earmarked place.
- (ii) The operating in-charge is responsible for granting permission to the Station Master of the Serving Station under exchange of Private Numbers for dispatching of Pilots from Station into the Siding, after ensuring clearance of the section between Serving Station and Siding. On receiving the PN from the operating in-charge, the Station Master shall issue the written authority to Loco Pilot for movement into the Siding.
- (iii) The operating in-charge shall also ensure that the Pilots already in the Siding are standing within the fouling marks and it is safe for the other Pilots to enter or leave the yard, before admitting / dispatching another Pilot.

- (iv) The operating in-charge shall obtain permission from the Station Master of the Serving Station under exchange of Private Numbers for dispatching of Pilots from the Siding to the Station, after ensuring clearance of the section between Serving Station and Siding. On receiving the PN from the Station Master, the operating in-charge shall issue the written authority to Loco Pilot for movement towards the Station.

AUTHORITY FOR THE PILOT TO PROCEED TO THE STATION	
Mode of communication _____	
To	Date:
The Loco Pilot of	Time:
Engine No.....	
Last Vehicle No.....	
<p style="text-align: center;">You are hereby authorised to start the Pilot from Siding and proceed toServing Station. The last Pilot left _____ and has arrived into _____ athrs.</p> <p>Private Number(in figures)(in words).</p>	
Signature of the Operating in-charge	

- (v) If Block working and signals are provided between Siding and Serving Station / block cabin, trains may be worked on block protection / signals and there is no need to issue written authority.

III. Working of Pilots where the Siding line extends to another Siding or diverges to various Sidings

- (i) Where a Siding line leads to multiple Sidings either by extending the Siding line, as in case of Ramagundam Siding, where the line is extended to one after another Siding or by diverging into many Sidings, as in case of Tandur Siding, the line shall be split into multiple sections duly demarcated by stop boards and proper naming of such locations.
- (ii) Pilots shall be worked in each section in any of the above methods, as authorised by Sr.DOM, duly indicating the same in Station Working Rules. Separate authority shall be issued for each section.
- (iii) At any point of time, only one Pilot should be permitted in one section.
- (iv) In case of Multiple Pilot system, the written authority shall be made for each section as illustrated below.
- (v) Separate Table for each section shall be provided in Pilot Movement Register to prevent movement of more than one Pilot into same section.