

- (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.....

You are hereby authorised to start the Pilot from ..... Siding and proceed to .....Serving Station. The last Pilot left \_\_\_\_\_ and has arrived into \_\_\_\_\_ at ....hrs.

Private Number .....(in figures) .....(in words ).

**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.

**AUTHORITY FOR THE PILOT TO PROCEED****FROM \_\_\_\_\_ STATION TO \_\_\_\_\_  
(MULTIPLE PILOT SYSTEM)**

To

Date:

The Loco Pilot of .....

Time:

Engine No.....

Last Vehicle No.....

You are hereby authorized to start the Pilot from ..... and proceed to .....

The last Pilot left \_\_\_\_\_ and has cleared \_\_\_\_\_ at \_\_\_\_\_ hrs.

Private Number .....(in figures) .....(in words ).

You shall not proceed further on reaching unless authorized by the Pilot in-charge in writing.

You shall not leave the Siding on completion of work unless authorized by the Pilot in-charge in writing.

**Signature of the Station Master**

Stamp:

**AUTHORITY FOR THE PILOT TO PROCEED FROM\_\_\_\_\_ TO\_\_\_\_\_  
(MULTIPLE PILOT SYSTEM)**

Mode of communication\_\_\_\_\_

To

Date:

The Loco Pilot of .....

Time:

Engine No.....

Last Vehicle No.....

You are hereby authorized to start the Pilot from ..... .... and proceed to.....

The last Pilot left \_\_\_\_\_ and has cleared the \_\_\_\_\_ at .....hrs.

Private Number .....(in figures) .....(in words ).

**Signature of the Pilot in-charge****Other guidelines applicable to all the above****(i) Unmanned Level Crossings**

The Pilot must stop short of unmanned level crossing on way to/from the Siding. The Pilot should move across the level crossing only after ensuring that the gate is clear of road traffic.

**(ii) Manned Level Crossings**

The rules for working of Level Crossings given in the Appendix-II shall be followed.

**(iii) Engines owned by the Siding Authorities**

Engines privately owned by the Siding authorities normally perform shunting in their yard. At such Sidings, the Pilot in-charge should obtain a written memo from the Siding authorities in the following manner:

"Railway Traffic Engine/Pilot is permitted to enter Siding. All shunting operations by the Siding engine(s) are suspended."

Once this written authority is given to the Pilot in-charge, the Siding authorities shall be responsible to ensure that all shunting by the factory-owned engines is kept suspended till the departure of the Pilot from their Siding yard.

The Pilot in-charge shall keep the written authority in his/her custody till the completion of shunting and shall handover this authority back to the Siding authorities only while leaving the Siding.

**(iv) Shunting**

In case at Siding, where Multiple Pilot System is in force, it is required to perform shunting beyond the top points / Stop Board / earmarked place at the Siding yard, Pilot in-charge shall take permission from Station Master supported by Private Number. On completion of shunting, Pilot in-charge shall inform the Station Master about the clearance of the section supported by Private Number. Station Master shall not give this permission if any train / Pilot has left the Station to Siding.

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