

APPENDIX- XVII

SIDINGS

(Revised vide AS 09 dated 28.04.2023)

Working of trains into and out of Sidings

The Block Station that serves a Siding shall be called as Serving Station. A take off line from the running line or yard line of Serving Station leads to the premises of the Siding authorities. The loading / unloading arrangements required according to the commodity are arranged by Siding authorities. The Diesel / Electrical engine from the Serving Station may place / remove the inward / outward rake directly into / from the Siding.

According to the density of traffic to the Sidings, the diesel / electrical engines shall move the rakes as per the following systems:-

- I. Where Sidings are not having Operating in-charge:** Where there is no Operating in-charge in Siding, Pilots shall be worked under any of the following systems.

(A) One Pilot Only System

(B) Multiple Pilot System

Sr.DOM is authorized to prescribe either One Pilot Only System or Multiple Pilot System of working on the basis of the traffic to be dealt with in the Sidings duly providing required communication. It shall be followed between Serving Station and Siding. Accordingly the instructions, pertaining to the prescribed system, shall be incorporated in the Station Working Rules of the Serving Station.

Common Instructions for both the systems

1. Station Master of Serving Station advises the Siding Authorities regarding placement or clearance of rakes.
2. Station Master must maintain "Pilot Movement Register" at Station and record the details of all Pilot movements to and from Siding in it.
3. An operating staff shall be deputed by the Station Master as Pilot in-charge of the Pilot.
4. The Pilot in-charge is responsible for the safe working of the Pilot and for the correct setting and securing of all points concerned to the line using cotter bolt & pin / clamp and padlock while entering / leaving the Siding and during shunting operations.
5. The Pilot in-charge has to ensure that the Pilot train is standing within the fouling marks and adequately secured before detaching the engine.
6. The Pilot in-charge is responsible for ensuring proper wagon couplings, securing the wagon doors, connecting the hose pipes and ensuring that the air pressure is maintained upto the last vehicle.
7. The Pilot in-charge shall be responsible to ensure that no vehicle is left over on the line between the Station yard and the Siding yard.
8. The Pilots can be worked during day and night and engine must always lead while working the Pilot train to and from the Siding.
9. When trains are moving to and from Sidings with loco leading, the movement may be treated as train movement. Trains may run at permitted speed as made fit by engineering officials.

10. Trains either loaded or empty may be permitted to work with engine pushing in the following circumstances; duly following the safety precautions prescribed vide rule no. 11 below.
 - a. At Sidings where engine reversal facilities are not provided.
 - b. At Sidings authorized by SrDOM, duly incorporating specific instructions for Loco Pilots and Shunting Staff in the Station Working Rules like continuous air pressure from engine to rear most vehicle and any speed restrictions in case of falling gradients etc.
 - c. Under exceptional circumstances authorized by SrDOM.
11. The following precautions shall be taken to permit Pilots with engine pushing in to and from Sidings:
 - (i) The Station yard is isolated from the Siding line, for Pilots from Sidings;
 - (ii) If the Station yard is not isolated from the Siding line, the take off line shall be kept free before permitting the Pilot from the Siding;
 - (iii) The line on to which trains will be pushed shall have Buffer Stop / Sand Hump / Derail switch at the trailing end and the line shall be set on to the Buffer Stop / Sand Hump till Pilot comes to a stand on the line. In case the trailing end is isolated with Derail switch, it shall be kept open till Pilot comes to a stand on the line.
 - (iv) The Pilot in-charge shall travel in the leading vehicle i.e. brake van of Pilot train. If it is without brake van, he/she shall walk by the side of the track in rear of the last vehicle of the train.
 - (v) He/she shall keep a sharp lookout while passing through level crossings, bridges and cuttings and take action to stop the Pilot in the event of any unusual/obstruction noticed.
 - (vi) The Pilot in-charge shall continuously exhibit proceed hand signal to the Loco Pilot.
 - (vii) The absence of proceed hand signal may be due to an obstruction and the Loco Pilot shall stop the train at once.
 - (viii) The Pilot in-charge shall continuously warn the people on the way to make them aware about the pushing of train and to stand clear of the track.
 - (ix) The Loco Pilot shall continuously whistle and keep a sharp look out, and be prepared to stop the train short of any obstruction.
 - (x) The maximum speed shall not exceed 15 KMPH.

(A) ONE PILOT ONLY SYSTEM:

(1) Procedure for working of Pilots:

- (i) Before dispatching a Pilot into the Siding, the Station Master shall ensure clearance of the section between the Station and Siding by referring the Pilot Movement Register.
- (ii) The Station Master shall advise the Pilot in-charge and the Loco Pilot about the work to be done in the Siding, through a written memo. The Station Master shall hand over the load slip, last vehicle number and caution order stipulating the restrictions if any, to observe both ways on the Siding line.
- (iii) The Station Master thereafter shall set the route for the dispatch of the Pilot, clear shunt signal, where provided, and hand over a written authority to the Loco Pilot in the format given below and obtain acknowledgement.