

## CHAPTER-XI

### THE PILOT GUARD SYSTEM

**11.01. Essentials of the Pilot Guard System.—**

**Where trains are worked on the Pilot Guard System,—**

- (a) a railway servant (hereinafter called a Pilot Guard) shall be specially deputed to pilot trains; and
- (b) no train shall leave a station except under the personal authority of the Pilot Guard.

S.R 11.01. Pilot Guards shall be selected from Station Masters or Guards or from railway servants qualified in Station Master's or Guard's duties. In selecting Pilot Guards on the double line, Station Masters working in cabins who are acquainted with double line working and the signals and points on the section shall as far as possible be preferred.

S.R 11.02. Trains may be worked on the Pilot Guard System—

- (a) on short single line branches; or
- (b) on lines to which the application of the system is authorised by special instructions.

S.R 11.03 This system may be introduced when specially ordered by the authorised officer.

**11.02. Conditions to be observed for following trains on the Pilot Guard System.—**

**Trains shall not follow one another in the same direction between stations, unless—**

- (a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;
- (b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and
- (c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

S.R.11.02.1. Pilot Guard System procedure for introducing—

The Station Master or the official introducing this system of working shall prepare as many notices in ink as are necessary for serving them on the Station Masters at both ends of the affected block sections and Station Masters of intermediate stations, if any, and on the Pilot Guard. The Pilot Guard shall countersign all the notices and retain one for himself. The Station Master introducing this system will retain a copy, the other copies being handed over to the Pilot Guard for delivery to the other Station Masters concerned. The Pilot Guard shall obtain the signature of all Station Masters concerned on his copy of the notice.

S.R.11.02.2. The aforesaid notice shall be in the following form;

"Line clear cannot be obtained for trains to enter the section between ..... and ..... stations. Trains will be worked on the Pilot Guards System (add "Owing to obstruction of the Up/Down road, single line working will be introduced on the Down/Up road" in case of temporary single line working)..... will act as Pilot Guard and no trains will enter the section unless he accompanies it or gives his written permission. This order will remain in force until cancelled by Pilot Guard"

S.R.11.02.3. The engine of the first train waiting to go forward will be detached and sent light accompanied by the pilot Guard to the next station for establishing Pilot Guard working. The Loco Pilot must be advised of the circumstances and the Station Master shall give him an ‘Authority to proceed without Line Clear’ and a Caution Order restricting the speed to 15 kilometres an hour, stating that Pilot Guard working is being introduced. The Pilot Guard’s name shall be mentioned on the Caution Order which will be counter-signed by him.

Note—The speed restriction of 15 kilometres an hour is subject to the speed restriction printed on the reverse of the ‘Authority to proceed without Line Clear’ form wherever applicable and other speed restrictions in force.

S.R.11.02.4. The Loco Pilot shall proceed very cautiously at a speed not exceeding 15 kilometres an hour and be prepared to stop within a short distance. He shall frequently sound his whistle and before entering tunnels, cuttings or curves shall satisfy himself that they are clear.

S.R.11.02.5. If Pilot Guard working is to be introduced simultaneously from both the ends on the section and should the light engines meet in the section, the engines will be coupled, if possible, and proceed to the nearest station. If it is not possible to couple the engines, the one nearer a station shall push back, the other engine following it at a safe distance. The Pilot Guard on the engine, which pushes back shall bring the engine to a stand at the first Stop signal and thereafter be guided by the instructions from the Station Master. On arrival at the station, the Pilot Guard will immediately remove the badge or red flag from his arm and cancel all the notices appointing him as Pilot Guard.

S.R.11.02.6. On arrival of the engine at the other end of the section, the Pilot Guard will hand over a copy of the notice to the Station Master and obtain the latter’s signature on his own copy. If there is a train waiting at the station, to go towards the station from which the Pilot Guard started, the light engine may, if possible be attached to the train and the tail lamp or the tail board transferred to it. The Pilot Guard will then ride on the train engine. If it is not possible to attach the light engine to the train and the waiting train happens to be an important one, the Pilot Guard shall authorize the loco pilot of the important train to go forward in accordance with S.R.11.05. He may then follow on the light engine after an interval of 15 minutes. If there is no train waiting, the Pilot Guard will return to his original station with the light engine.

### **11.03. Pilot Guard’s dress or badge.—**

**The Pilot Guard shall be distinguished by a red dress or badge.**

S.R.11.03 The Pilot Guard shall wear on the left arm a red armlet marked “Pilot Guard” or in the absence of armlet, tie a red flag around his left arm above the elbow.

### **11.04. Pilot Guard to accompany train or give authority to proceed.—**

**(1) No train shall be started from a station unless the Loco Pilot sees that it is accompanied by, or that the authority to proceed is given personally by the Pilot Guard wearing the dress or badge prescribed in Rule 11.03.**

**(2) The Pilot Guard shall accompany every train:**

**Provided that when it is necessary to start two or more trains from one end of the section, before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains, and shall personally give the authority to proceed for the preceding trains.**

**(3) When accompanying a train, the Pilot Guard shall ride on the foot-plate of the engine.**