

11.05. Pilot Guard's Tickets.—

- (1) When the Pilot guard does not accompany a train, he shall deliver to the Guard (or if there be no Guard, to the Loco Pilot) a Pilot Guard's ticket on a printed form properly filled up and signed in ink, as the authority to proceed.
- (2) Every such ticket shall apply only to the single journey to the station named on it.
- (3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Loco Pilot.
- (4) Immediately on the arrival of the train, the Loco Pilot shall deliver the ticket to the Station Master who shall at once cancel it.

S.R.11.05.1. When two or more trains are required to be started in succession in the same direction, the Pilot Guard may authorise such trains to proceed by issuing Pilot Guard's Ticket in ink and an endorsement made to the effect that another train will follow after an interval of 15 minutes. This form shall be filled up and signed by the Pilot Guard. This authority will be delivered to the Loco Pilot through the Guard of the train. However, when the Pilot Guard accompanies a train, no 'Pilot Guard's Ticket' need be given to the Loco Pilot.

S.R.11.05.2. All Loco Pilots shall be given Caution Orders advising them about the introduction of the Pilot Guard System of working and the name of the Pilot Guard. The Caution Orders shall be issued by the Station Masters. All speed restrictions shall be indicated in the Caution Orders.

S.R.11.05.3. When a train follows another, the speed of the following train shall not exceed 25 KMPH, this restriction being entered in the Caution Order by the Pilot Guard.

S.R.11.05.4. Fixed signals with the exception of the LSS may be taken 'off' for the reception and departure of trains.

S.R.11.05.5. Single line working on double line section on the Pilot Guard System—

The following rules shall, in addition to the foregoing rules, be observed by the Station Master:—

S.R.11.05.5.1. The Caution Order will include the following additional particulars:-

the track on which the train will run, the site of obstruction, speed restriction of 25 KMPH for the first train and 40 KMPH for subsequent trains except that a train which follows another in the same direction shall travel at 25 KMPH. Loco Pilots of trains in the wrong direction to work on hand signals and be piloted into stations. The Loco Pilot of the first train over the temporary single line working to inform all Gatemen and Gangmen on the way about the introduction of temporary single line working naming the road.

S.R.11.05.5.2. If there is reason to suspect the line over which temporary single line working is to be introduced is fouled or damaged, temporary single line working shall not be introduced until responsible engineering official of the rank not lower than that of an Inspector has inspected that section and certified that the road is safe for the passage of trains.

S.R.11.05.5.3. Fixed signals except the LSS shall be taken 'off' for trains travelling in the right direction. In the case of a train passing on the wrong line, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which he is running) whichever he comes across first. Thereafter he shall work on the hand signals exhibited at the foot of such signals. At non-interlocked stations, the Station Master shall personally satisfy himself that all the facing points are correctly set, locked and manned.

S.R.11.05.5.4. When two trains cross, the rules for crossing of trains at non-interlocked single line stations shall be complied with.

S.R.11.05.6. Pilot Guard working -

Loco Pilot's duties – The Loco Pilot of the first light engine shall be given Pilot Guard's Ticket and a Caution Order, and Pilot Guard shall be on the engine. No train shall enter the section unless the Pilot Guard is on the foot-plate or the Loco Pilot is given a written permission from the Pilot Guard to proceed. No train shall exceed a speed of 25 KMPH when it is following another train. The Loco Pilot of the first train over the temporary single line working shall inform all Gatemen and Gangmen en route about the introduction of temporary single line working, mentioning the line on which train will pass. On nearing the site of the obstruction, the Loco Pilot of the first train must proceed cautiously and satisfy himself that the line on which he is travelling is not fouled. At a non interlocked station, the Loco Pilot shall not pass the outermost facing points unless they are manned.

S.R.11.05.7. Provision of a Pilot man on sections worked by a single set of staff—

S.R.11.05.7.1. On sections where stations are worked by a single set of staff and there is difficulty in securing the services of a suitable Pilot man to introduce the Pilot Guard working in accordance with subsidiary rule 11.02, the Guard of the train will act as the Pilot Guard to introduce Pilot Guard working. After the light engine returns from the station in advance, the Pilot Guard's notice in possession of the Station Master at the starting station will be cancelled by the Pilot Guard and a separate memo given to the Station Master that the Pilot Guard working will be cancelled as soon as the train reaches the station in advance. On arrival of the train at the station in advance, the notices issued in connection with the Pilot Guard System will be cancelled by the Station Master and the train allowed to proceed further. All such cancelled notices will be submitted to the DRM with a report.

S.R.11.05.7.2. If, subsequently, another train has to pass over the same section, the Guard of that train will act as a Pilot Guard in the manner described in para 7.1 above.

S.R.11.05.8. Engine failed in block section during Pilot Guard working —

S.R.11.05.8.1. When a train accompanied by the Pilot Guard comes to a stand in the section for any reason and cannot proceed further, the Pilot Guard will take steps to protect the train in front and in rear and then proceed to the nearest station or the station from which assistance is more likely to be obtained. If the engine is capable of proceeding light or with part of the load, the train will be divided in accordance with Rule 6.09 and the Pilot Guard will accompany the divided load, and will also return with the engine. The Guard in charge of the train shall not permit any other train or engine to move any of the vehicles until the Pilot Guard returns.

S.R.11.05.8.2. When the disabled train is not accompanied by the Pilot Guard, the Guard of the train will immediately protect the train in rear and also in front in accordance with Rule 6.03 and after recovering the Pilot Guards Ticket from the Loco Pilot, send Assistant Loco Pilot/Assistant Guard with the necessary memo for assistance to the nearest station and to the Pilot Guard. If the engine is capable of proceeding light or with part of the load, the train shall not be divided except in accordance with para. 7.1 above under the personal direction of the Pilot Guard.

S.R.11.05.9. Pilot Guard relief arrangements,

If it be necessary for the Pilot Guard to hand over the duty of Pilot Guard to another, fresh notices shall be prepared. The Pilot Guard who is about to be relieved must endorse 'cancelled' upon the old notice in the possession of the Station Master, and the Station Master shall strike out his own signature on the notice of Pilot Guard who is to be relieved. The relieving Pilot Guard shall then obtain the Station Master's signature on a fresh notice and shall leave a copy of the notice with the Station Master.

Both Pilot Guards shall travel together to the Station at the other end of the section and on arrival there, the Pilot Guard to be relieved shall endorse 'Cancelled' upon the old notice in the possession of the Station Master and the latter shall do the same on the notice in the possession of the Pilot Guard.

The relieving Pilot Guard shall then deliver to the Station Master the copy of the fresh notice brought from the other end of the section and also obtain the Station Master's signature on his own copy of the notice. The relieved Pilot Guard will then hand over the duty of Pilot Guard, and he shall not ride upon the engine unless he resumes duty as Pilot Guard.

S.R.11.05.10. Termination of Pilot Guard Working:

S.R.11.05.10.1 When Electric communication has been restored, the Pilot Guard and the Station Master will jointly telephone or wire to the Station Master at the other end of the section (including intermediate station, if any) as follows: "No. Up/Down train arrived here complete. Communication restored. Cancel Notice regarding Pilot Guard Working; Normal working may be resumed. Acknowledge. PN"

S.R.11.05.10.2 The Station Master receiving this message will acknowledge it and state that the notice of the Pilot Guard working has been cancelled, quoting the same PN.

S.R.11.05.10.3 If communication is restored after the departure of a train with the Pilot Guard's written permission and before the Pilot Guard has left with the following train, normal working shall not be resumed until the Station Master at the Pilot Guard's end of the section has intimated to the Station Master, at the other end, the number and description of the last train to proceed on the Pilot Guard's written permission (supported by a PN) and the Station Master so informed has acknowledged this message and intimated the arrival of the train referred to at his station.

S.R.11.05.10.4. On arrival of the last train worked under the Pilot Guard System at one end of the section, the 'train out of block section' signal shall be given to the station in rear on the block instrument in the usual way before normal working is resumed.

S.R.11.05.10.5. All notices issued shall be marked, cancelled and collected by the Pilot Guard and handed over to the Station Master for submission to the DRM with his report.

11.06. Protection of trains on the Pilot Guard System.—

In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provisions of Rule 10.09.

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