

- 5.3. After thus commencing the patrol, he must proceed to the other end of his beat. If the other end happens to be a beat station (in case when beat section is 5 kilometres or less), he must present his beat book to the Station Master on duty who must fill up the column regarding the time of arrival and departure and sign and return it to the Patrolman. Thereupon, the Patrolman must retrace his steps and return to the point from which he commenced his patrol. On the other hand, if the other end happens to be only an intermediate point in the beat section, he must exchange his beat book with the beat book of the Patrolman of the adjacent beat and then return. On reaching the first beat station from which he commenced his patrol, he must again present his beat book to the Station Master on duty who must fill up the time of arrival and sign. The same procedure is repeated to the next patrol, the movements being governed according to the patrol chart. In this way, each patrol book must be conveyed from one station to the other end and back again.

6. Selection of Patrolmen:

- 6.1. The best and most reliable men from each gang shall be selected by the PWI as Patrolmen; twice the number required shall be selected, in order to take the place of Patrolmen in case of illness, to provide for rest giver Patrolmen, etc., The men selected from each gang shall be sent to the Medical Superintendent/Railway Hospital for vision test and may not be employed as Patrolmen until they have passed the test. The places of the Patrolmen in the gang shall be filled by men from temporary gangs or by substitutes if there are no temporary gangs, until the work of patrolling ceases, when the Patrolmen will revert to their original places in the gangs.
- 6.2. Ordinarily patrolling will be carried out by a single Patrolman but in regions where danger from wild animals and dacoits and other risks as in ghat sections exist, patrolling in pairs will be permitted, subject to the CE's approval.
- 6.3. When there is only one patrolman for a beat, he should be a permanent man. When they are in pairs, the second man may be an experienced casual labourer who is properly tested in rules by the PWI and medically fit.

7. Duties of Patrolmen:

- 7.1. Patrolling must be carried out as per patrol diagram issued by the DRM.
- 7.2. While walking along the line, Patrolman must carry his hand signal lamp lighted. He must examine with the help of the electric torch carefully the banks or cutting specially near bridges, permanent way and the bridges and their approaches and look out for slips, signs of erosion, subsidence, rock falls, land-slides, trees blown across the track during storms or any other cause likely to endanger the safety of the line.
- 7.3. **He must apprehend damage to line when-**
- 1 the flood is rising or its level is higher than the danger level mark in red (below the high flood level mark);
 - 2 the water on one side of the embankment is at a much higher level than on the other side;
 - 3 any obstruction, such as, fallen tree, is blocking the waterway of a bridge;
 - 4 when the river is flowing at a high velocity; and
 - 5 the track shows signs of settlement.

If he notices any condition likely to affect the safety of train, or in cases of doubt the Patrolman must be prepared to stop trains in the manner detailed in paragraph 11 below.

- 7.4. To show that he is present and that no danger is apprehended, the Patrolman must for every passing train take his stand on the right hand side of the train (based, on the direction of travel) whistle and exhibit his number plate showing the light of his hand signal light on it so that the number can be read from the engine. After the engine passed, the Patrolman must turn and show the light on the number plate in such a way that the number can be read by any official from the side window of a coach or from an inspection carriage.
- 7.5. If, after the Patrolman has arrived at the end of his beat, the next Patrolman does not arrive to take over the beat book, he must proceed until either he meets the next Patrolman or he notices any obstruction which prevents him from proceeding further whereupon he must take steps to stop traffic in the manner prescribed in paragraph 11 below or he arrives at the next block station. In the case of his failure to meet the next Patrolman or the Patrolman having been stopped by an obstruction, the former Patrolman must report the matter to the Station Master at the next block station, who must advise the PWI and the Gangmate by a message.

8. Duties of Gangmates:

- 8.1. The Gangmates must see that Patrolmen thoroughly understand their duties and report for duty at the prescribed time with the proper and full equipment and must arrange for substitutes wherever necessary. They must turn out the gang on receiving a message from either the Station Master or the Patrolman, proceed to the affected spot and attend to repairs and if traffic has been stopped, do all they can to restore the line to enable traffic to be resumed as early as possible.
- 8.2. Gangmates are empowered to put on their gangs to patrol the line at night whenever they consider that such a step is necessary. When this is done, the Gangmate must at once get the Station Master to issue message, on his behalf, to the PWI and the AEN advising them and giving the reasons for the necessity.

9. Duties of PWIs:

- 9.1. The PWI shall post, at each beat station, on his section, extracts from the patrol diagram showing the patrols for the beat sections for which the station is the beat station.
- 9.2. The PWI shall give a list setting forth the name, residence and beat of each Patrolman and his substitute on his section to each Station Master. A copy of this list shall be sent to the AEN. The PWI shall post a notice in the prescribed form on the engineering notice board at each beat station, showing the Patrolman on duty and the beat stations on either side of it.
- 9.3. The PWI shall explain before and during the monsoon to all staff connected with the patrol duty, the instructions and the patrol movements and ensure that they understand the instructions and the patrol movements.
- 9.4. Each PWI shall examine the entries in the beat books at all stations on his section, not less than twice during each week and shall initial and date them in token of having done so; he shall initial these entries each time he trolleys. He shall also travel by night on an engine, at least once a week, at irregular intervals, throughout his section, to check the attendance of the Patrolmen and shall promptly put right any irregularity or failure of duty he may observe or that may come to his notice.
- 9.5. During the period the patrol system is in force, the PWI shall trolley once, each month over his section by night to inspect patrols and their equipment and to see that the line is properly patrolled in accordance with the instructions laid down.
- 9.6. On receipt of a message from the Station Master to the effect that the Patrolman has not arrived at his station or that the line is endangered or obstructed or breached, the