

11. The Station Master of a beat station on a beat section, receiving a report from a Patrolman of any danger or his having seen a Stop hand signal, shall stop all trains on the section affected and shall not allow any train on the section, until he receives an authority for doing so in writing, either from the Gangmate or the PWI. After the Station Master has stopped the trains, he shall send a message with a copy to the Station Master of the other block station on the beat section, to the PWI, the AEN, and the DEN giving a short account of the report and at once send for the Gangmate ordering him to turn out the gang. The Station Master shall also inform the SCOR on duty if control working is in operation.
12. The Station Master of a beat station on a beat section shall be on the look out to see that the Patrolmen do their beats properly by walking and do not travel by trains and if any person other than the duly appointed night Patrolman comes on duty or presents the beat book, he shall record the fact in the beat book and also send a message reporting the matter to the PWI.
13. Whenever emergency patrols are put on, the Station Masters concerned shall arrange for the issue of Caution Orders to the Loco Pilots of trains passing over the section, notifying them of the working of the emergency patrols.
14. **Action to be taken by Patrolman when line is obstructed or breached:**
 - 14.1. The procedure to be adopted by Patrolman when it is necessary at night to protect trains owing to an obstruction or breach affecting the line is prescribed in paragraph 15 and 16 below.
 - 14.2. A train is not fully protected until 3 detonators have been placed on the rail on either side of the obstruction or breach at a distance of 1200 metres on BG and 800 metres on MG from the obstruction or breach.
 - 14.3. **The following instructions for protection are applicable in all cases:**
 1. On noticing an obstruction or breach the Patrolman shall always place a hand signal lamp showing red light in a prominent position at the obstruction or breach to warn the train which may approach from one direction. A quick and intelligent survey must be made, select a site in the vicinity of obstruction or breach for fixing the fusee so that the signal flame could be clearly seen by the Loco Pilot of an approaching train from as great a distance as possible.
 2. That side of the obstruction or breach from which the Patrolman expects the first train to approach, shall be protected first.
 3. On noticing an obstruction or breach, the Patrolman shall change the light, in his hand signal lamp to red and shall plainly show the red light, in the direction in which he is proceeding, throughout his subsequent movements.
 4. As soon as full protection has been provided, a patrolman, one of them if two are present at the scene of the obstruction or breach, shall proceed to the nearest station and inform the Station Master. After informing the Station Master he shall return to the obstruction or breach (picking up the intermediate detonator on the way back) and remain there until he is relieved by the Gangmate.
 5. If, on his way to the nearest station, the Patrolman meets another Patrolman, the latter shall be instructed to proceed to the station and inform the Station Master. The former Patrolman shall return to the obstruction or breach (picking up the intermediate detonator on the way back) and remain there until he is relieved by the Gangmate.
 6. Night Patrolman shall always be on the lookout for Stop hand signals which may be exhibited from adjacent beats.

7. When any Patrolman, who has become aware of an obstruction or breach meets a villager through whom information may be sent to the Gangmate, the Patrolman shall, after protecting the line in accordance with para 14.3.1. to 14.3.5 above, give a message to the villager, but no time shall be wasted in waiting for a villager. On reaching gang quarters, if any, he shall inform the Gangmate. The Gangmate shall proceed at once with available Gangmen to the affected kilometreage and take action as the situation demands.
8. A Patrolman who becomes aware of an obstruction or breach shall (irrespective of whether the line has or has not been protected in accordance with paragraph 15 and 16 below) take all steps to stop any approaching train by means of Stop hand signal and to advise the Guard and the Loco Pilot of the train.
9. The Patrolman, where only one is employed, noticing an obstruction or breach shall act as quickly as possible to protect the line. On seeing the train approaching too near, he shall place on the line one detonator or three detonators, as the case may be, without attempting to reach the prescribed 600 metres or 1200 metres point on the BG or 400 or 800 metres point on the MG from the obstruction or breach.
10. The Patrolman shall, on his way to the nearest station, inform the Gatemen at the level crossing, if any, and the clerk in-charge at the class 'D' station if any, on the block section. The Gateman and the clerk in-charge shall, if provided with telephone connection, pass on this information promptly to the adjacent block stations.

15. When the line is unsafe but not actually breached and the Patrolman can cross the damaged place:

15.1. If there are two Patrolmen—

1. One Patrolman shall proceed in the up direction and the other in the down direction each plainly showing his Stop hand signal to stop approaching trains, to a point 600 metres on BG or 400 metres on MG from the obstruction and place on the line 1 detonator and then proceed to a point 1200 metres on BG or 800 metres on MG from the obstruction and place on the line 3 detonators about 10 metres apart..
2. After protecting the line as laid down above, the Patrolman on the side of the obstruction, in which the nearer station lies, shall proceed to that station, advise Station Master, return to the obstruction and remain there until relieved by the Gangmate.
3. After protecting the line as laid down above, the Patrolman, on the side of the obstruction in which the farther station lies, shall return to the obstruction and remain there until relieved by the Gangmate.

Note: On the double line, the Patrolman proceeding in the up direction shall place the detonators on the down line and the Patrolman proceeding on the down direction shall place the detonators on the up line so that both the up and down lines on which trains will approach may be protected.

15.2. If there is only one Patrolman—

1. **On the single line-** The Patrolman shall place a hand signal lamp showing red light in a prominent position at the obstruction to warn a train which may approach from one direction and then proceed in the opposite direction from which he expects the first train and protect the line as laid down in para 15.1.1 above. He shall then return to the obstruction and protect the other side also in the same way.
2. **On the Double line—**the Patrolman shall place a hand signal lamp showing red light in a prominent position at the obstruction to warn the train which may approach