

- 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

PWI shall proceed to the affected place by the quickest possible means, examine the line to see if it is safe for traffic and if not, take all possible steps to make it so. He must as soon as possible, transmit message to the AEN advising him of the extent of the damage and the probable detention to traffic, action he is taking and assistance required, if any, giving a copy of the message to the DEN and the CE.

- 9.7. In bad weather, the PWIs may at their discretion, place two men from permanent way gangs to sleep at each gang hut or elsewhere on the line so that they may be readily available for emergency. They may also post a man at each station to assist the Station Master in carrying out the instructions.
- 9.8. Stationary Watchmen shall be posted at such bridges and other vulnerable points as ordered by the DRM during floods and heavy rain fall, whether there is imminent danger or not to the bridge, bank and other structures, until the flood water subsides and reaches the normal level. "C" Sign boards will be fixed during the monsoon period only on both sides on single line and direction wise on double line, of vulnerable points at a distance of 1200 metres on BG and 800 metres on MG in rear of location and "T" sign boards at the length of longest goods train beyond vulnerable location / bridge. The equipment for a stationary Watchman is the same as that of a Patrolman except that, instead of a beat book, he is provided with a pocket book to record details. Daily water level reading must be taken at all important bridges as ordered by the DRM and posted in a register which must be available for perusal by the supervisory engineering staff.

10. Duties of Station Masters:

- 10.1. Station Masters shall see that the Patrolmen come on duty sober and fully equipped, that their hand signal lamps are trimmed and filled with oil and that they leave for their beats according to time.
- 10.2. Station Masters of all beat stations on a beat section shall enter in ink the actual time of departure and arrival of the Patrolmen in the beat books and shall sign the beat books. The Station Masters of the beat stations on a beat section shall retain the beat book in their charge by day and personally hand them over to the Patrolmen and they shall be held responsible for ensuring that the correct beat book is in its beat tin and that the correct beat book is handed over to the Patrolman. The Station Masters shall also enter the actual time of departure and arrival of the Patrolman in the TSR in the remarks column and Station Diary. Inspecting officials shall specially check these entries and initial them in token of their having ensured that the Patrolmen perform their duties in accordance with the Time Table fixed for them.
- 10.3. In order that the movement of the Patrolmen can be checked accurately, it is essential that the Station Master on duty should record in the patrol book the actual timings of the arrival and the departure from the station. He should also record in his Station Diary the name of the Patrolman and the actual time of his arrival and departure from the station.
- 10.4. **If a Patrolman does not turn up within 15 minutes of his scheduled arrival, the Station Master on duty shall take the following action-**
 1. he shall stop run through trains proceeding into the block section;
 2. he shall advise the Station Master at the other end of the block section to take similar action and also advise the SCOR, the Gangmate and the PWI;
 3. he shall issue a Caution Order to all trains proceeding into the block section advising the Loco Pilot to be on the alert and specify a speed restriction of 40 KMPH.

The Caution Orders referred to under sub-para 10.4.3 above shall be issued until the Patrolman has arrived and reported that the line is safe for passage of trains.