

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.