

APPENDIX IV

SPECIAL INSTRUCTIONS REGARDING LINE PATROLLING

(Under GR 15.05)

- 1.** Patrolling of line is an intensive inspection by foot, of the line that is arranged in addition to the daily inspection that will be carried out by the Keyman of the gang. This is necessary to safeguard running of trains from any danger likely to be encountered due to any unsafe conditions that would be developed in the track or bridges, natural or otherwise.

- 2. Occasions when line patrolling is necessary:**

- 2.1.** Patrolling of railway line is resorted to under the following circumstances.
 - 1 In the event of sudden storm or hurricane during day or night;
 - 2 Monsoon patrolling;
 - 3 Watch at vulnerable points during monsoons;
 - 4 Security patrolling during civil disorders.
- 2.2.** In the event of sudden storm or hurricane during day or night, Gangmen shall turn up on their own initiative for patrolling of track as directed by the Gangmate. This shall be in addition to the regular monsoon patrolling that is already in force during the night.
- 2.3.** During the monsoon, certain sections of the railway line as may be specified shall be patrolled to detect damage by floods such as breaches, settlements or scours and immediate action should be taken to protect trains. This patrol is confined mostly during night times from sunset to sunrise. The normal monsoon period for Secunderabad, Hyderabad and Nanded divisions is from 15th June to 15th October, for Guntakal division from 15th June to 31st January and for Vijayawada and Guntur divisions, from 15th June to 15th January of the following year. The DENs shall decide from the state of the weather and from any forecast telegrams and from reports of highways and irrigation departments that may be communicated to them, as to when it is necessary to put on the patrol. The procedure for monsoon patrolling is described in detail in paras 4 to 6 below.
- 2.4.** The PWIs and AENs should get themselves thoroughly acquainted with the instructions contained in Chapters X and XI of the Indian Railways Way & Works Manual and chapter VII and X of Indian Railways Permanent Way Manual before and during monsoon and ensure that those working under them understand the instructions pertaining to their duties thoroughly. DENs should satisfy themselves that officers and staff working under them are carrying out these instructions without fail.

- 2.5. Watch at vulnerable points during monsoon:-**

On certain sections where it is not warranted to have full scale line patrolling but to confine only to known vulnerable locations to be watched, it may be considered sufficient during monsoon period to post watchmen particularly during nights with complete equipment for protection of the line. During day time, as Keyman is patrolling the line, or as gang is available or as the Loco Pilot is having a clear view of the track, it is not normally necessary to provide watchman. However DENs, at their discretion may provide day watchman also where visibility to an approaching Loco Pilot is not good for adequate distance or due to other considerations. The list of vulnerable locations must be reviewed and brought up to date before every monsoon period by DENs.

2.6. Security patrolling during civil disorders:-

2.6.1. On the apprehension of a civil disturbance, the DENs shall contact the Local Police authority and arrange, as circumstances may warrant, for security patrolling of the railway line. In such cases the patrol beat will be much shorter than that in the monsoon period. The primary duty of Patrolmen employed on security patrolling shall be to protect the trains against any condition of danger such as tampering of track or obstruction placed on line.

2.6.2. The following types of security patrolling will ordinarily be introduced:

1. Ordinary patrolling:

This is done in the same manner as monsoon patrolling and is the easiest to adopt since men and supervisory staff are already used to this kind of patrolling. The maximum interval covering any point is 4 hours.

2. Intensive patrolling:

This is again the same as ordinary patrolling except that the maximum interval covering any point does not exceed 2 hours.

3. Special patrolling:

This is necessary when it is intended to patrol the line just before the passage of a passenger train or V.I.P. special. It is essential that the line is patrolled for at least half an hour before the passage of the train concerned.

2.6.3. The following procedure shall be adopted for special patrolling:

- 1 On the particular day, on which such patrolling is intended to be done over a length of line, if a goods/patrol train immediately can precede the passenger train in question and where such goods/patrol train passes over a portion of the line more or less half an hour before scheduled time of the passage of the passenger train, the goods/patrol train will be deemed to have done the necessary patrolling and no further patrolling need to be done in the portion of the line.
- 2 Where patrolling has to be done, the length concerned will be divided into sections of about 1 km to 1.25 km long and each such section will be patrolled by a patrolman or a group of patrolmen as decided by the DRM
- 3 Each Patrolman in-charge of a beat should start patrolling the line from one end of the beat about half to three quarters of an hour before the train is expected to pass over the portion and move in the direction of the train. He will, therefore, be able to cover the beat in about 20 minutes and on reaching the end of the beat, he should immediately start walking back to the starting point which should be reached in approximately another 20 minutes. The Patrolman should then continue his up and down journey in his beat till the train passes. Such patrolling will mean that the ends of the beat will be inspected once in about 40 minutes while the mid-point will be patrolled once in 20 minutes.

2.7. Patrolling of the lines shall be suitably modified under the following circumstances:

1. On branch lines where there are no passenger trains during the night, patrolling need not be done. On such sections, it will be the duty of Keyman to walk over their full lengths before the passage of the first train, their duty hours being suitably adjusted during the monsoon period.

2. When there are passenger trains only during the early hours of the night, night patrol can stop after the passage of the last passenger train, but before the first passenger train in the following morning the line should be patrolled as in 2.6.2.1 above. In case the last passenger train runs late for any reason, the patrolling shall be continued by the Patrolmen till the last train passes over the section. This should be ensured by the Station Master on duty.
3. Similarly, when there are no passenger trains during the early hours of night, but there are passenger trains during early hours of the morning, patrolling can be arranged only in the early hours of the morning, so that patrolling is done once at least before the passage of the first train.
4. Should it, however, be found necessary to run trains at night on these sections, the DRM shall communicate, not less than 24 hours in advance direct with the AENs and with all Station Masters on the section concerned and the latter shall at once advise the PWI and the nearest Gangmate, who shall depute Gangmen to patrol the line.

3. Equipment for Patrolmen:

- 3.1. Each Patrolman shall be provided with the following equipment-
 1. One staff;
 2. One number plate;
 3. Ten detonators in a tin case where one man is employed and eight detonators in a tin case each where two men are employed;
 4. Two tri-colour hand signal lamps;
 5. Protective clothing according to local dress regulations;
 6. One match box;
 7. Two red flags and one green flag (for day patrols only);
 8. Patrol books in a tin case;
 9. One three cell tri-colour torch;
 10. One whistle;
 11. One waterproof haversack;
 12. One pair of gum boots;
- 3.2. A patrol book shall be supplied to each Patrolman who starts from a station where patrolling is in force. Patrol books shall not be supplied to intermediate Patrolmen working in more than two beat sections.
- 3.3. When patrolling is undertaken in pairs or the stationary patrol consists of two men, the patrolling equipment need not be duplicated but additional Patrolman shall be provided with protective clothing and a pair of gum boots.
- 3.4. Each pair of Patrolmen or single Patrolman is to be provided with a 15 centimeter square plate, numbered consecutively from the beginning of each PWI jurisdiction length. The numbers are to be in white paint on black background, as large as can be painted on the plates.

4. Procedure for monsoon patrolling:

- 4.1. The line to be patrolled during the monsoon is divided into different sections called 'beat sections' which are so selected as to fit into the existing block sections. One or more intermediate block stations being omitted, if necessary for the purpose. The block stations selected, which define the beat sections are called 'beat stations'. The beat