

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

section will be treated as a unit. Where the distance between two block stations exceeds 10 kilometres, an intermediate flag station if any, may be used as an intermediate beat station.

- 4.2. The Patrolmen appointed for the purpose must patrol their beats according to the patrol charts issued by the DEN according to the Time Table in force. The Patrolman shall invariably be in possession of copies of the patrol charts and copies must also be issued to the AENs, PWIs, Running Rooms, Loco Foremen and SCORs. Copy of the relevant portions of the chart shall be supplied to each station with instructions to:
 1. record timings of arrival and departure of Patrolmen in the patrol books and initial them;
 2. record timings of arrival and departure of Patrolmen with their names in the station diary and TSR;
- 4.3. The patrol chart for each section shall be prepared by the DEN taking into consideration the following-
 - 1 As far as possible, each block section will be treated as a unit and the length will be divided into equal beats.
 - 2 The beats of the Patrolmen shall in no case exceed 5 kilometres.
 - 3 The Patrolmen should work to and fro over his beat, twice in the course of the night walking at the rate of 3 KMPH. Under no circumstances a Patrolman should be rostered to walk more than 20 kilometres.
 - 4 The classification of Patrolmen is 'essentially intermittent' while he may be detailed for 12 hours duty. His duty hours should include period of inaction aggregating to 6 hours or more. This must include at least one period of one hour or two periods of half an hour, during which he is not called upon to display either physically activity or sustained attention.
 - 5 The patrol chart drawn shall include all passenger trains running between 18 hours and 6 hours with their timings of entering and clearing the section, so that the chart will show at a glance how all the passenger trains have been covered.
 - 6 If, on any block section, which is known to be giving trouble or expected to give trouble, the interval between the patrol and the train is long, intermediate patrol or double frequency patrol may be introduced to reduce the interval.
 - 7 The patrol charts shall also show the vulnerable locations where stationary Watchmen are posted.

5. Beat books:

- 5.1. Movement of Patrolmen is regulated by means of beat books; the number of beat books required for each beat section depends upon the length of the beat section, number of beats and the number of times it is patrolled. The required number of beat books must be maintained by the Station Master at the beat station of that section as indicated in the patrol chart for that section. The book must be serially numbered to correspond with the number of patrols on each section. The first page of the book must contain the name of Patrolman, kilometreage of patrol section and its number. The remaining pages will contain columns for date, station, time of arrival and departure and signature of the Station Master.
- 5.2. Patrolmen must be on duty at the time specified for in the patrol chart. They must contact the Station Masters personally, obtain the beat books directly at the prescribed time from them, with the time of departure and other particulars duly filled in and signed and commence the patrol.