

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.

- 5.3. After thus commencing the patrol, he must proceed to the other end of his beat. If the other end happens to be a beat station (in case when beat section is 5 kilometres or less), he must present his beat book to the Station Master on duty who must fill up the column regarding the time of arrival and departure and sign and return it to the Patrolman. Thereupon, the Patrolman must retrace his steps and return to the point from which he commenced his patrol. On the other hand, if the other end happens to be only an intermediate point in the beat section, he must exchange his beat book with the beat book of the Patrolman of the adjacent beat and then return. On reaching the first beat station from which he commenced his patrol, he must again present his beat book to the Station Master on duty who must fill up the time of arrival and sign. The same procedure is repeated to the next patrol, the movements being governed according to the patrol chart. In this way, each patrol book must be conveyed from one station to the other end and back again.

6. Selection of Patrolmen:

- 6.1. The best and most reliable men from each gang shall be selected by the PWI as Patrolmen; twice the number required shall be selected, in order to take the place of Patrolmen in case of illness, to provide for rest giver Patrolmen, etc., The men selected from each gang shall be sent to the Medical Superintendent/Railway Hospital for vision test and may not be employed as Patrolmen until they have passed the test. The places of the Patrolmen in the gang shall be filled by men from temporary gangs or by substitutes if there are no temporary gangs, until the work of patrolling ceases, when the Patrolmen will revert to their original places in the gangs.
- 6.2. Ordinarily patrolling will be carried out by a single Patrolman but in regions where danger from wild animals and dacoits and other risks as in ghat sections exist, patrolling in pairs will be permitted, subject to the CE's approval.
- 6.3. When there is only one patrolman for a beat, he should be a permanent man. When they are in pairs, the second man may be an experienced casual labourer who is properly tested in rules by the PWI and medically fit.

7. Duties of Patrolmen:

- 7.1. Patrolling must be carried out as per patrol diagram issued by the DRM.
- 7.2. While walking along the line, Patrolman must carry his hand signal lamp lighted. He must examine with the help of the electric torch carefully the banks or cutting specially near bridges, permanent way and the bridges and their approaches and look out for slips, signs of erosion, subsidence, rock falls, land-slides, trees blown across the track during storms or any other cause likely to endanger the safety of the line.
- 7.3. **He must apprehend damage to line when-**
- 1 the flood is rising or its level is higher than the danger level mark in red (below the high flood level mark);
 - 2 the water on one side of the embankment is at a much higher level than on the other side;
 - 3 any obstruction, such as, fallen tree, is blocking the waterway of a bridge;
 - 4 when the river is flowing at a high velocity; and
 - 5 the track shows signs of settlement.

If he notices any condition likely to affect the safety of train, or in cases of doubt the Patrolman must be prepared to stop trains in the manner detailed in paragraph 11 below.