



**SOUTH EASTERN RAILWAY**

# **ACCIDENT MANUAL**

**(FOR OFFICIAL USE ONLY)**

**2014**  
**(Reprinted)**

## **PREFACE**

1. This Manual contains the instructions and procedures for dealing with Accidents and should be read in conjunction with the General and Subsidiary Rules and other instructions issued from time to time. Nothing in these rules shall be read as canceling, amending or modifying any of the General or Subsidiary Rules or Rules of other Manuals of this Railway.
2. This Manual is prepared for the guidance of all staffs who deal or may have to deal with Accidents.
3. Railway servants dealing with accidents must possess a copy of this Manual and should be conversant with the portions concerned to their duties. They should also be conversant with the amendments made to this manual from time to time. The Addendum and Corrigendum should be entered serially, in the space provided for this.
4. The Manual has been revised and updated incorporating all correction slips issued from time to time up to Addendum and Corrigendum No.- 25.
5. Extracts of various Acts of the Government of India have been given wherever necessary for reference only. Due care has been taken to reproduce the relevant rules verbatim. However in case of any doubt or for detailed information, the original Act should be referred.
6. This book is the property of S.E. Railway intended for official use only and must be returned to the authority by the employee while leaving service.
7. I hope, this manual will serve its objective in providing necessary guidance to all the staff connected with in a better way. I also request suggestions from all quarters for improvement of this manual in subsequent editions.

**Sri G.K. Mohanty**

Kolkata, 2014

COM/GRC/S.E. RLY.

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## **CHAPTER – I**

### **GENERAL**

#### **1.01. Instruction —**

- a) The instructions contained in the Accident Manual should be read in conjunction with the General (Amendment) Rules 2002 and Subsidiary Rules thereof. Nothing in these rules should be read as cancelling, amending or modifying any of the General or Subsidiary Rules.
- b) These rules apply throughout the South Eastern Railway to all its open lines, lines under constructions and sidings whether Railway, Private or Assisted which are worked by this Railway.

#### **1.02. Objectives, while dealing with an accident —**

- a) To save life and alleviate suffering ;
- b) To protect property and mail ;
- c) To provide assistance to passengers at the site of the accident ;
- d) To ascertain the cause of the accident and to prevent recurrence ;
- e) To remove the obstruction and resume normal working, within the minimum time possible.

#### **1.03. Rendering of all possible assistance in the event of accident —**

- a) It is the duty of every Railway servant irrespective of department to render all assistance in his power to save life, to protect property and in clearing the line for restoration of normal traffic.
- b) The resources of all Departments in men and materials should be promptly made available, when required for rendering assistance to passengers, in clearing the lines or for transshipment of traffic.
- c) All Railwaymen travelling by the train involved in an accident should report to the Guard without any delay whatsoever.
- d) All staff at accident sites should wear armbands. At least ten armbands should be available with the Guards of all passenger-carrying trains, to enable easy identification of Railway staff in case of an accident.
- e) A permanent check-list should be displayed in all SLRs regarding important duties of the Guard in the event of an accident.
- f) Every Division should nominate 'Controlling Stations' for each section. The station Masters of such nominated "Controlling Stations" should immediately on receiving advice of an accident, reach the site with sufficient staff drawn from all Departments at his station and take all necessary steps for rescue and relief. It should be made clear to everybody that staff of all departments must follow the direction of the controlling station-masters and render all help and assistance necessary for tackling the disaster situation.

- g) Relief Trains arranged for clearing stranded passengers must be given overriding priority in running. Every effort should be made to minimise the travel time of already traumatized passengers. It must also be ensured that other passenger trains which have been detained due to the accident are given due priority in running.
- h) Disciplinary proceedings will be initiated against such employees and officers, who are found negligent or fail to discharge their duties relating to an accident as per the rules/instructions modified from time to time.

## CHAPTER – II

### DEFINITIONS

#### 2.01. Definition —

- i) **Train** :— A train is a set of vehicles, empty or loaded, worked by locomotive, or any other self-propelled unit including light engine/engines or rail-motor vehicles or a single rail-motor vehicle, empty or conveying passengers, livestock, parcels or goods, which cannot be readily lifted off the track and running under a particular number or a distinct name from fixed point of departure to a fixed destination. Part of a train shall also be treated as a train for the purpose of these definition, classification and statistics. The train engine or any other vehicle once put on the train continues to be a part of the train until the station is reached beyond which it is not required to go on the same train. At such stations, the moment the train engine or any other vehicle is cut off the load, it ceases to be a part of the train.
- ii) **Passenger Train** :— A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. A workman's train or a ballast train or a material or an Accident Relief train or a Tower Wagon or such other train carrying workmen or Cattle special/ Military special carrying authorized escorts or similar such train shall be treated as a passenger train.
- iii) **Other Train** :— All other trains not covered under (ii) above shall be termed as 'other trains'.

#### 2.02. (a) Accident —

For the purpose of Railway working, accident is an occurrence in the course of working of Railway which does or may affect the safety of the Railway, its engine, rolling stock, permanent way and works, fixed installations, passengers or servant or which affect the safety of others or which does or may cause delay to train or loss to the Railway. For statistical purposes accidents have been classified in categories from "A" to "R" excluding "I" and "O".

- (b) **Untoward Incident** – An Untoward Incident means –

1.
  - i) the commission of a terrorist act within the meaning of sub-section (1) of section 3 of the Terrorist and Disruptive Activities (Prevention) Act, 1987 (28 of 1987) ; or
  - ii) the making of a violent attack or the commission of robbery or dacoity ; or
  - iii) the indulging in rioting, shoot-out or arson,  
by any person in or on any train carrying passengers, or in a waiting hall, cloak room or reservation or booking office or on any platform or in any other place within the precincts of a railway station; or
2. the accidental falling of any passenger from a train carrying passengers.

### 2.03. Injuries —

Injuries are classified as :

- a) Grievous
  - b) Simple
- a) **‘Grievous’** injuries for purpose of these statistics should be taken as injuries as defined in Section 320 of Indian Penal Code reproduced below for ready reference. (Section 320, Indian Penal Code 45 of 1860).

**Following kinds of hurt only are designated as ‘grievous’ :-**

- A) Emasculation,
- B) Permanent privation of the sight of either eye,
- C) Permanent privation of the hearing of either ear.
- D) Privation of any member or joint.
- E) Destruction or permanent impairing of the powers of any member or joint.
- F) Fracture or dislocation of a bone or tooth.
- G) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, or in severe bodily pain or unable to follow his ordinary pursuits.

### b) Simple Injuries :

- i) A person will be considered to have incurred simple injuries if these injuries incapacitate the injured person to follow his customary vocation during 48 hours after the accident.
- ii) A Railway servant is considered to have been injured if he /she is prevented from returning to work as a result of injuries for a period of 48 hours after the occurrence of the accident.

### 2.04. Threshold Value—

For the purpose of accident, threshold value is the minimum value beyond which the accident will be treated as having serious repercussion on the basis of loss to railway property or interruption to communication. It shall constitute two portions :

- a) **Threshold value of Railway property**, loss of which is fixed at One lakh rupees;
- or
- b) **Threshold value of interruption to communication** either partial or total where duration of interruption is equal to or more than Number of hours specified against each cell.

Interruption	BG-A,B,C or D Spl. (in hours)	BG-D,E Spl. Or MG-Q,R (in hours)	BG-E, MG-S or NG route (in hours)
Total	3	4	6
Or	Or	Or	Or
Total+Partial	6	8	12

Duration of interruption is defined as duration from the time of accident till starting of first Commercial Train (Goods/Passenger) on line clear from adjacent station for movement over the affected line in that section.

A time frame of 30 minutes has been laid down within which the 1st Commercial Train should start on line clear from adjacent station for movement over the affected line. Cases of movement of Commercial Train after 30 minutes of fitness of track/OHE shall be categorized as "delay" in restoration of traffic. In case, there is no Commercial train available to be run on that section after Track Fit/OHE Fit, an exception may be made at the level of COM who shall certify that there was no 'Commercial Train' to pass over the affected section within 30 minutes of Track Fit/OHE Fit.

## 2.05. Classification of Accidents —

**Accidents are classified under following heads :-**

- i) Train Accidents,
- ii) Yard Accidents,
- iii. Indicative Accidents,
- iv. Equipment Failures,
- v. Unusual Incidents.

For detailed classification see Chapter-V

### I. Train Accidents :

Train accident is an accident that involves a train. Train accidents are further divided as

- a) Consequential train accidents; and
  - b) Other train accidents
- a) **Consequential train accidents** include train accidents having serious repercussion in terms of loss of human life, human injury, loss to Railway property or interruption to Rail



traffic. Train accident under following classification will be termed as consequential train accidents

Collision	: All cases under categories A-1 to A-4
Fire	: All cases under categories B-1 to B-4,
Level Crossing	: All cases under categories C-1 to C-4.
Derailment	: All cases under categories D-1 to D-4
Miscellaneous	: All cases under category E-1

- b) **Other train accidents** – All other accidents which are not covered under the definition of consequential train accidents are to be treated as “other train accidents”. These include accidents under categories B-5, B-6, C-5 to C-8, D-5 and E-2.

## II. **Yard Accidents :**

All accidents that take place in a yard and does not involve a train are termed as Yard Accidents. These include accidents falling under categories A-5, B-7, C-9 and D-6.

## III. **Indicative Accidents :**

In real term they are not accidents but are serious potential hazards and include all cases of averted collision, breach of block rule and train passing signal at danger coming under classification F, G and H respectively.

## IV. **Equipment Failures :**

These include all failure of railway equipment i.e. failure of locomotive, rolling stock, permanent way overhead wire signalling and telecommunication equipment and include cases falling under classification J, K, L and M.

## V. **Unusual Incidents:**

These include cases related to law and order but not resulting in train accidents and other incidents under classification N, P, Q and R.

## 2.06. **Reportable Train Accidents —**

All accidents falling under the purview of Section 113 of the Railway Act 1989 are termed as reportable train accidents and include following :

- a) any accident attended with loss of any human life, or with grievous hurt.
- b) Any collision between trains of which one is a train carrying passengers; or
- c) The derailment of any train carrying passengers, or of any part of such train; or
- d) Accidents which are attended with loss of human life in passenger trains involving train wrecking, or attempted train wrecking, cases of running over obstruction placed on the line, of passengers falling out of train or of fires in trains, or grievous hurt as defined in the Indian Penal Code, or serious damage to railway property of the value exceeding Rupees 2 crore which have not

actually occurred but which by the nature of the accident might reasonably have been expected to occur and also cases of land slides or of breach by rain or flood which cause interruption of any important through line of communication for at least 24 hours.

#### **2.07. Serious Accident —**

Accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to railway property of the value exceeding Rs. 2 crore and any other accident which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway Safety requires the holding of any inquiry by the Commissioner of Railway Safety shall also be deemed to be a serious accident. However, the following shall be excluded :—

- a) cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness ;
- b) cases involving persons being Railway servant or holding valid passes/tickets or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board or roof or buffer but excluding the inside of vestibules between coaches or run over at a level crossing or elsewhere on the Railway track by a train; and
- c) Level crossing accident where no passenger or Railway Servant is killed or grievously hurt unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

**2.08 Sabotage —** Means criminal interference with any part of the working machinery of a Railway with the object of rendering it inoperative or any act intended to cause loss of life and damage to Railway property.

**2.09 Train Wrecking —** Means willful obstruction of or tempering with the permanent way works, rolling stock, structures or equipment, resulting in an accident to a train with or without loss of life or damage to Railway.

**2.10 Attempted train wrecking —** Means willful obstruction of or tampering with the permanent way, works, rolling-stock, structures or equipment, which if undetected, would have resulted in an accident to a train.

**2.11 Averted collision —** An averted collision is a circumstance under which, but for the vigilance shown by any person or persons, a collision would have occurred either in the block section or within the station limits between two trains or between a train and an obstruction.

Provided, further, that such an occurrence may not be treated as an averted collision:—

- a) If, outside the station limits, the distance between the two trains or the train and obstruction at the time the train or trains have finally come to a stop, is 400 metres or more.

- b) If, within the station limits, there is an intervening stop signal at danger governing the moving train and compliance by the moving train with the indication converted by the stop signal averted the collision between the trains or between the train and the obstruction.

**2.12 Breach of block rules** — When a train enters a block section without any authority or without proper authority to proceed or passes an intermediate block signal without observing GR 3.75 and SRs there to or is received on a blocked line not constituting an averted collision, or when it enters or received on a wrong line at a station or a catch siding or slip siding or sand hump, the incident constitutes a case of Breach or Block Rules.

**2.13 Engine failure** — An engine is considered to have failed when it is unable to work its booked train from start to destination.

**2.14 Partial failure of engine** — Reduction of the load for a part of the journey would constitute partial engine failure provided this is due to mechanical defect on the engine or mismanagement on the part of engine crew.

## LIST OF DUTIES OF DIFFERENT OFFICIALS IN THE EVENT OF A SERIOUS ACCIDENT

### 3.01. Duties of a Guard in the event of a serious accident. —

Immediately after occurrence of a serious accident, the Guard of the train must ;

- a) Note the exact time of the accident and kilometreage;
- b)
  - i) protect the adjacent line(s) and the train as per GR, 6.03, 9.10 and SRs thereto ;
  - ii) secure the vehicles as per rules ;
  - iii) ascertain if adjacent line(s) is/are fouled;
- c) make a quick survey, for an immediate action, of the casualties, injuries and assistance required;
- d) relay the information giving details of the accident and assistance required to the control through the portable field telephone. In case the field telephone is not working or not provided; the said information must be sent on a memo through the Brakesman/Assistant GUARD or Assistant DRIVER to the nearest station. On double or quadruple line section, a train passing on the adjacent line should be stopped and the DRIVER or GUARD be gives this information, and also depute any Railway employee/willing person(s) available on train to nearest station/police station/ Hospital/Village seeking assistance for relief;
- e) render first aid to the injured person(s) taking assistance of all available Railway Staff, Doctors and volunteers on train or near the site of accident. Seek assistance or Railwaymen on the train for attending to the injured and for other relief operations.
- f) Get the particulars of damages to the rolling stock, permanent way,
- g) Arrange to shift the injured persons to the nearest hospital with the help of all available staff and other volunteers, also keep their particulars;
- h) See that water, tea etc. are supplied to the affected passengers as far as practicable;
- i) Arrange protection of Railway and public property with the help of available Police and Railway staff;
- j) Preserve all clues to possible cause of accident;
- k) Post an available Railway employee on the field telephone to ensure regular flow of information.
- l) Check the unaffected portion of the train and arrange to clear the same safety to the adjacent station(s) as per rules and in consultation with the control/station Master(s) concerned;

**Notes :** In case of suspected sabotage, nothing should be disturbed except for rescuing any injured persons, till arrival of police officials and on orders from a Senior Railway official at the site.

- m) remain in overall charge till replaced by a senior Railway official and permitted by the Competent Authority.

**Notes :** In the event of any disability of the Driver, the duties devolving on the Driver, for protection of the line/line(s) shall devolve on the Guard or on a Railway servant deputed by him.

### **3.01.01. Duties of an Assistant Guard in the event of a serious accident. –**

Immediately after occurrence of a serious accident, the assistant Guard of the train must :–

- a) Assist the Guard in conveying accident messages to all concerned.
- b) Help the Guard in protection of site of accident.
- c) Assist the Guard in rendering first aid to the injured person(s).
- d) Assist the Guard in arranging to shift the injured persons to the nearest hospital.
- e) Arrange protection of Railway & Public property with the help of available Police, RPF staff and other Railway staff.
- f) Carry out any other job assigned to him relating to the accident by the Guard of the train.

### **3.02. Duties of Driver and engine crew in the event of serious accident —**

Immediately after occurrence of a serious accident, the Driver and his crew must ;

- a) note the time of the accident, and kilometreage :
- b) protect the adjacent lines in front and the front portion of the train as prescribed in GR 6.03 and 9.10 and SRs thereto, as the case may be;

**Note :** In the event of any disability of the GUARD, it will be the responsibility of the DRIVER to ensure protection of obstructed adjacent line(s) and the train in the rear as per GR 6.03, 9.10 and SRs thereto and to give quick information of the accident to the Control/Station Master;

- c) take such precautions as may be necessary or as prescribed by special instructions to render his locomotive safe,
- d) render all possible assistance to the GUARD in relief measures to the injured and particularly in the assessment of damage to rolling stock, permanent way, locomotive, OHE and nature of assistance required and in given quick information to the Control/Station Master regarding the accident;

**Notes :** In case of suspected sabotage, nothing should be disturbed except for rescuing injured persons till the arrival of police officials and on orders from a senior official at the site of accident.

### **3.02.01. Duties of an Assistant Driver in the event of a serious accident :–**

Immediately after occurrence of a serious accident, the Assistant Driver of the train must –

- a) Assist the Guard/Driver in conveying accident messages to all concerned.
- b) Help the driver in protection of site of accident.
- c) Render all possible assistance to the Guard in relief measures to the injured persons(s).
- d) Carry out any other job assigned to him relating to accident by the driver of the train.

- e) He should man the engine in absence of the driver.

### **3.03. Duties of STATION SUPDT./STATION MASTER/ASSISTANT STATION MASTER in the event of an (serious) accident —**

Immediately after an accident or on receiving the report of an accident, the station superintendent/ Station Master and Assistant Station Master must :

- a) ensure that no other train enters into the affected line/section from either direction/lock the commutator/handle of the Block Instrument controlling the affected section in “Train on Line” position wherever possible/ensure the signals giving entry to the line are kept at the “ON” position/ ensure putting of “Line Blocked” lever/slide collars on the concerned lever and/or slide/ensure that the points are set against the entry to the affected line and clamped wherever practicable ;
- b) take action to protect the traffic and safeguard the property ;
- c) collect detailed information of the accident such as time of accident, nature and location of accident, casualties/injuries, obstruction, damages and assistance required and ensure that the adjacent line(s) is/are clear before allowing any movement on it/them;
- d) inform, giving details of the accident and assistance required to the Control through the Control phone or any other available means of communications;
- e) render first aid to the injured persons taking the assistance of all Railway staff, Doctors and volunteers available on train or near the site of accident, if the accident takes place within the station limits;
- f) arrange to send all available nearest medical assistance to the site of accident, incase the accident takes place in section and is attended with injury to any persons;
- g) take all possible action to inform all concerned officials including civil and police;
- h) see that the injured persons are shifted to hospital with the help of all available assistance, also see that the detailed particulars of the dead and injured are recorded;
- i) arrange to remove the unaffected vehicles of the train, observing all relevant rules, to facilitate relief operation;

**Note :** If the accident is attributed to sabotage or suspected sabotage, nothing should be disturbed except for rescuing injured persons unless police clearance is received and on orders from the officer-in-charge at the site.

- j) take all measures for the quick movement of ARME and /or ART to the site of accident and ensure that the caution order etc. are correctly issued to the Driver and Guard of all trains while allowing movement to the site of accident, clearly indicating the site of accident, the locations where the train must come to stop and other restrictions to be observed;
- k) see that water, tea and other requirements are supplied to the injured and stranded passengers within his resources ;

- l) remain on duty until replaced by a Competent persons;
- m) report the accident to all concerned by the issue of accident message;
- n) seize the Train Signal Register/log book, Private Number book, Line Admission book and other relevant records are required, note the position of Block Instruments, signals, points indicators and levers etc.
- o) Take the statements of staff where possible ;
- p) Preserve all clues and arrange to protect the area with the help of police or RPF;
- q) ensure that all trains for transshipment of passengers are worked to the site of accident with the engine leading unless there are special reasons or specifically permitted otherwise by the officer-in-charge at the site of accident;
- r) warn all passengers in advance in case of their transshipment at the site of accident;
- s) ensure preservation of documents of damaged parcels, mail and goods etc.
- t) ensure chronological recording of all information received or/and action taken in connection with the accident, in the station Diary.

**3.04. NOTE :** IN THE EVENT OF AN ACCIDENT TO A PASSENGER CARRYING TRAIN, ALL OTHER RAILWAY STAFF TRAVELLING ON THE TRAIN, WHETHER ON DUTY, OR NOT, SHALL PRESENT THEMSELVES TO THE SENIOR MOST OFFICIAL AT THE SITE AND IN THE ABSENCE OF ANY SUCH OFFICIAL, TO THE GUARD OF THE TRAIN AND CARRY OUT THE DUTIES ALLOTTED TO THEM.

**3.05. Duties of Section Controller —**

Immediately when the Section Controller is informed of a serious accident on his section, he shall;

- a) apprise the Deputy Chief Controller of the available particulars of the accident and the nature of assistance required ;
- b) ensure that adjacent line(s) in the affected section is/are free from obstruction before advising the concerned Station Masters to allow the Train to run over it/them ;
- c) regulate train services in suitable places if required ;
- d) advised the Transportation Inspector, Signal Inspector, Loco Inspector, PWI, TFO/ATFO it any etc. to proceed to the site of accident by first available means;
- e) advise the Section Controllers of adjacent sections of the accident and to regulate the train services in suitable places if required ;
- f) see that the ARME/ART/Transship Train are worked out to and from the site of accident promptly and have a clear passage ;
- g) keep a chronological record of all information received regarding the accident and action taken ;

- h) obtain further details with regard to the extent of damages and progress in rescue operation and relief measures and co-ordinate with officer-in-charge at the site;
- i) arrange to remove the unaffected vehicles if any, adjacent to the affected vehicles to facilitate relief operation ;

**Note :** Coaches with passengers if any should be drawn to a nearby station where catering/drinking water facilities are available, in consultation with the Sr.DOM/DOM.

### **3.06. Duties of Deputy Chief Controller —**

Immediately after the Deputy Chief Controller is informed of a serious accident, he shall –

- a) i) issue order to the concerned SSE/Loco and Station Master for immediately working out of Accident Relief Medical Equipment and Accident Relief Train as required ;
- ii) place demand of ARME immediately without delay, on the division closest/most accessible to the accident site.

**NB –** The Division on whom the demand of ARME is placed should respond in the quickest possible manner and dispatch the ARME with least possible delay.

- b) ensure the availability of engine for working out of ARME and/or ART.
- c) Ensure that the Accident Alarm siren is sounded in time ;
- d) Inform with available details –
  - i) CHC, DSO, Sr. DOM, DOM, AOM, DMO ;
  - ii) Sr. DEN/DEN, Sr. DCM/DCM, Sr. DEE/DEE, Sr. DME/DME, Sr. DSTE/DSTE ;
  - iii) the concerned OC/GRP, OC/RPF, DM, SDO, DC, IRP, DSP, SRP, OC-Local Police and nearest Forensic Science Laboratory;
  - iv) Emergency/Central Control at SE Railway Hd. Qrs. ;
  - v) Civil, Military, public hospitals and available Doctors at the nearest places, incase of casualty/injury ;
- e) ensure that the ARME/ART/Transship Train are moved to and from the site of accident on top priority ;
- f) advise RMS authorities if a Mail carrying train is involved in the accident ;
- g) keep a chronological record of details of accident, action taken, progress of rescue service and relief measures etc.

### **3.07. Duties of the Chief Controller —**

Immediately on receipt of the information of a serious accident, he shall ensure that –

- a) the advice of the accident is sent to all concerned ;



- b) the Medical relief van and / or relief train etc. are moved promptly to the site of accident on Top priority
- c) the emergency office is opened and manned in the Divisional Control office ;
- d) the regulation of traffic is done correctly, in consultation with Sr. DOM/DOM ;

**NOTE :** Passenger carrying trains should be regulated at convenient stations, preferably where catering facilities, drinking water etc. are available.

- e) timely information of all changes in train timings, diversion or cancellation of trains etc. is given to all stations on his Division as well as to the adjacent Divisions and/or Railway :
- f) arrangements are made for the onward journey of passengers who are able to proceed; and
- g) all assistance are extended to the officer-in-charge of the Divisional Control Office.

### **3.08. Duties of the Officer-in-charge of the Divisional Control Office —**

Unless otherwise arranged, the Senior Divisional Operations Manager or in his absence the Divisional Operations Manager shall take charge of the Control Office accident situation, who shall be assisted by Officer/Sr. Supervisors of all the concerned branches and shall have the authority to summon for such additional assistance as he deems necessary.

He shall ;

- a) keep a close watch on the movement of ARME/ART which, meanwhile, have been ordered and arranged for, if required, movement of ARME/ART from adjoining Divisions/Railways ;
- b) make necessary arrangements for doctors and medical staff from near by hospitals, medical units or stations to move promptly to the site of accident ;
- c) keep a close touch with the officer-in-charge at the site of accident to ascertain the position and particularly the assistance required at the site ;
- d) ensure that all concerned officials, including Civil and Police authorities, have been advised of the accident ;
- e) collect further information regarding the details of accident, progress of rescue, relief and restoration operation and pass on the information to the Headquarters ;
- f) arrange for supply of food and drink to injured passengers as well as to other passengers of the affected train and also to the passengers on trains held up at the adjacent station(s) due to the accident ;
- g) arrange to open and man information centres for attending to the enquiries from the public at important stations including the station(s) where injured passengers are received and sent to hospitals ;
- h) maintain chronological record of all items of information received and action taken thereon ;

- i) arrange to obtain the list of persons killed and/or injured in the accident, display it at important stations for information of the public ;
- j) divert/cancel trains and also run duplicate/tranship trains as the circumstances may require ;
- k) arrange for transporting the stranded passengers from the site of accident to suitable place(s) ;
- l) arrange for speedy ex-gratia payment as per extant rules.

**3.09. Duties of Divisional Transportation Inspector, CI, PWI, Signal Inspector, C&W Inspector, Loco Inspector, TRD Inspector etc. —**

On receipt of information of a serious accident, the all concerned Inspectors shall –

- a) Reach the site of the accident by the quickest available means ;
- b) Take general charge of the situation until the arrival of an officer ;
- c) Ensure the occupied and obstructed lines are protected as per rules ;
- d) Make out a quick survey of casualties and injuries, ensure rendering of first aid to the injured, taking assistance of all available Railway Staff, Doctors and Volunteers on the train and near the site of accident ;
- e) Arrange to shift the injured persons to the nearest hospital with the help of available assistance, keeping their particulars as available and ask for further assistance if required ;
- f) Collect and record all important information relating to the accident, such as,
  - i) the condition of the track, with special reference to alignment, gauge, cross-levels, super-elevation, points of mount and drop, any sign of sabotage etc. ;
  - ii) the condition of rolling stock with special reference to brake-power and braking gear ;
  - iii) all marks on sleepers, rails, locomotives, and vehicles etc. specially for preservation of clues;
  - iv) position of derailed vehicles ;
  - v) position of Block Instruments ;
  - vi) position of indications, keys levers etc. if the accident is with in the station limits, in the section where provided with signals etc.
  - vii) prima facie cause of accident ;
- g) ensure that the Train Signal Register, Log Book, Private Number Book, Line Admission Book, speed Recorder Chart and other relevant records are seized,
- h) obtain the statements of staff involved in the accident, as far as possible ;
- i) prepare a rough sketch showing the position of derailed vehicles, position of track and OHE etc. make a quick survey of the extent of damage ;
- j) remain at the site of accident for all possible assistance till relieved by another staff.

**3.10. Duties of official-in-charge at the site —**

The seniormost official present at the site when the accident occurred shall be in overall charge of the relief operation till he is relieved by another official deputed by the Administration to take over charge. However, the seniormost official of the Mechanical Department shall be in-charge of the relief train. The seniormost official present at the site of a serious accident, shall –

- a) take general charge of the situation and take action to provide all possible assistance ;
- b) depute Officers/Senior subordinates and all other staff or specific duties in –
  - i) assisting the rescue operation, if any ;
  - ii) assisting the preservation of clues ;
  - iii) assisting the transshipment work, if any ;
  - iv) taking action to remove the obstruction as soon as possible ;
  - v) ensuring the protection of adjacent line(s) and the affected train as per rules ;
- c) see that the portable telephone is installed and manned constantly by a responsible staff, and ensure adequate lighting of the accident area at night ;
- d) see that the injured persons if any are rendered first aid and shifted promptly for medical aid ;
- e) ensure to get clearance from Police authorities in case of suspected sabotage ;
- f) make an immediate assessment of the following, with the help of the available doctors and /or others ;
  - i) the number of persons killed, and of those sustaining grievous, simple and trivial injury ;
  - ii) extent of damage ;
  - iii) the period of suspension of traffic ;
  - iv) assistance required ;
  - v) prima facie cause of accident ;
- g) see that a dealing centre is opened at the site of accident and manned –
  - i) to keep the details of persons killed, injured, and action taken in each case ;
  - ii) to relay the above information in details to the Divisional Headquarters ;
  - iii) to attend to public enquiries and
  - iv) to relay the progress of relief work :
- h) ensure recording of all information at the dealing centre concerning the accident and the relief operations in the form of an accident Log Book.
- i) See that immediate action is taken to protect and safeguard property ;
- j) See that proper assistance is given to the injured, ladies, children and the aged ;
- k) Arrange for transporting the stranded passengers, preferably to stations where drinking water, catering arrangements etc. are available, unless they can be sent to their destinations :

- l) See that the arrangement is made for preservation and proper care of dead bodies, if any, till further disposal ;
- m) See that obstruction is cleared in a minimum possible time, and every action taken for this purpose;
- n) Arrange, in case of the accident occurring at a station, for speedy ex-gratia payment as per extent rules.

### **3.11. The duties of divisional Safety Officer —**

Immediately on receipt of information of a serious accident, the Divisional Safety Officer shall reach the site of accident by quickest means. He will be specially responsible to –

- a) ensure protection of affected line(s) and adjacent line(s) as per rules ;
- b) see that a proper arrangement is made in rescue and / or relief operation ;
- c) take all action for preservation of clues ;
- d) see that the assistance, to the extent necessary, is called from all sources ;
- e) ensure collection of detailed particulars of the accident ;
- f) ensure preparation of a general note of all evidence in regard to the cause of the accident ;
- g) ensure co-ordination of all the departments concerned in rescue and / or relief operation.

### **3.12. Duties of Railway Medical Officer —**

- i) The nearest Railway Medical Officer, on receipt of the report of a serious accident with injury to person, shall –
  - a) reach the site of accident with the Medical Relief Train or by the quickest available means, with all men and material commensurate with the seriousness of the accident, assess and advise further medical assistance necessary ;
  - b) render medical aid to the injured carefully as far as possible at site ;
  - c) make timely and adequate arrangements for shifting the injured persons to suitable hospitals as considered necessary for further treatment ;
  - d) keep detailed particulars of the dead and injured e.g. their name, address etc. as far as available ;
  - e) deal with the dead and injured as per extant rules and instruction.
- ii) Duties of the Medical Superintendent/Divisional Medical Officer –  
 Medical Supdt./Divisional Medical Officer of the Division shall make suitable arrangements for–
  - a) ensuring prompt and adequate medical facilities including hospitalisation for the persons involved in the accident ;

- b) co-ordinating with Civil/Military/State/Public medical authorities and private practitioners for the purpose of (a) above.
- c) Obtaining and transmitting the details of persons involved in the accident to the Divisional Control Office and in case of an accident to a passenger-carrying train, reportedly attended with casualties and/or grievous injuries, unless otherwise advised by the Divisional Railway Manager, must proceed to the site of the accident by the first available means.

### **3.13. Duties of Commercial Officer at site —**

The Sr. Divisional Commercial Manager or in his absence the Divisional/Assistant Commercial Manager, on receipt of information of a serious accident, shall :

- a) reach the site of accident by the quickest available means ;
- b) see that immediate arrangement is made to protect the area and safeguard the property ;
- c) look after the comfort of the passengers, injured and un-injured alike ;
- d) ensure prompt supply of refreshments, free of charge, to the injured persons and also make adequate arrangement for refreshment and drinking water for the passengers detained at the site of accident for any reason ;
- e) ensure, in co-ordination with Medical Officer (s) at site, preparation of a complete list of injured and dead, obtaining, if possible, the counter – signature of a responsible police official and that necessary action has been taken in each case ;
- f) arrange for adequate number of porters for carrying passengers' luggage and parcels in case of transshipment etc. ;
- g) have the belongings of the injured and dead collected as required and ensure preparation of a list including each time ;
- h) see that the doctors are assisted by porters and other staff in attending to the injured and for shifting them to the hospital ;
- i) ensure the making over of the dead bodies to the Police for disposal ;
- j) arrange preparation of a complete list of damaged consignments ;
- k) see that proper arrangements are made for the transshipment of passengers and their luggage at the site of accident if required, as also for transshipment / unloading of parcels / affected wagons, if required ;
- l) ensure preservation of documents of damage parcels, Mails and Goods etc.

### **3.14. Duties of Railway Officers of each Department in Divisional Head Quarters —**

Immediately on receipt of an information of a serious accident, all Railway Officers concerned must report at the Control Office or at the nominated place and take the following action promptly ;

- a) decide, the Officers who will be deputed to take charge at the site and at the Divisional Control office ;
- b) arrange the quickest means for reaching the site of accident ;
- c) ensure that resources of all Departments, in men and material, are promptly made available for rendering assistance to passengers, in clearing the line and, if required, for transshipment of traffic ;
- d) make out a general plan of action for dealing with the accident and detailing the duties of officers of different Branches and other Officials ;
- e) ensure that all Civil authorities concerned and other concerned officials have attended the site of accident ;
- f) ensure attendance of Doctor, ambulances and other available road vehicles in addition to ARME and/or Relief train and preparation being taken in rescue services.
- g) see that the proper arrangement of staff and labour from each Department is made ;
- h) keep a close touch with the Officer-in-charge at the site of accident and different dealing centres and see that all assistance is provided and properly utilised in rescue service and in clearing the line at the earliest
- i) keep a close touch with the Head Quarters, adjacent Divisions/Railways for advice and assistance ;
- j) open and man enquiry counters at important stations of the division for the information of the public.

### **3.15. Duties of official-in-charge at the station where the injured are being removed to the hospital.—**

An experience Railway Official (preferably an officer) must be deputed to take general charge at the station to which the injured are to be sent for admission to hospital.

The Official-in-charge shall –

- a) maintain communication with the officer-in-charge in the Divisional Control office and at the site of accident to keep the details of injured and dead and inform the hospital authorities for making necessary arrangements for admission ;
- b) arrange the service of as many senior Railway Officials and available volunteers to look after the injured ;
- c) choose the most convenient platform easily accessible to ambulance car, stretchers etc. for the reception of the train conveying the injured ;
- d) arrange for sufficient number of stretchers and a room or part of a covered platform to be set aside for attending to the cases requiring first aid or medical attention before removal to hospital :

- e) open a special inquiry office at a prominent place for prominent display of notices and lists of the injured or/and dead and to attend to all public inquiries ;
- f) request the nearest O/C-RPF and OC/GRP for the posting of an adequate force to control the crowd and for the maintenance of law and order at the station ;
- g) depute a responsible Railway Staff to co-ordinate disposal of dead bodies which the police has taken charge and see that arrangements are made to extend facilities to the relatives and public to identify the injured and dead bodies, also arrange for drinking water and light refreshments through the Railway catering/contractors at the station.

### **3.16. Duties of the Officer-in-charge of transshipment in case of serious accident. —**

The Sr. Divisional Commercial Manager or in his absence the Divisional/Assistant Commercial Manager will be in charge of arrangements for the transshipment of passengers and their luggages, parcels etc. at the site of accident.

The official-in-charge of transshipment will be responsible –

- a) to advise the passengers of the transshipment programme well in advance ;
- b) to select, in consultation with the Divisional Engineer or Assistant Engineer, the sites suitable for detraining and entraining of passengers ;
- c) to see that the sites are demarcated and lighted at night, also that the routes over which the passenger may have to walk are clear ;
- d) to intimate the Station masters of adjacent stations through Control or in writing the exact kilometres of the site of train halt, so that these can be clearly indicated in the Caution Order to be issued to the Driver and Guard ;
- e) to arrange for supply of drinking water there :
- f) to arrange for sufficient porters, gangmen, etc. from the nearest sources for the free carriage of passengers' luggage, parcel and Government Mail, etc.
- g) to see that the site is provided with portable Telephone, installed and manned during transshipment work ;
- h) to ensure that each train for transshipment is accompanied by a responsible person, be piloted and correctly hand-signalled to stop at train halt ;
- i) to depute responsible persons to look after the transshipment work and general comfort of passengers and to record the details of the work in Log Book at site ;
- j) to ensure arrangement of Railway Security staff at the site of transshipment to safeguard the passengers and their luggages, especially at night.

### **3.17. The Divisional Railway Manager —**

In the event of a serious accident, the Divisional Railway Manager shall –

- a) depute an officer to the site of the accident to assume overall charge, unless he himself proceeds to the site of the accident ;
- b) ensure that assistance is rendered by each Branch of his Division promptly and efficiently in rescue and relief, transshipment of traffic if required, and for removal of obstruction at the earliest; allot specific duties to the individual Officers for dealing with the accident ;
- c) keep a close touch with the Officer-in-charge at the site of accident and Officer-in-charge at the Control office and see that all assistance is provided and properly utilised in rescue and relief and for removal of the obstruction ;
- d) Ensure that Telephonic and / or Telegraphic advice of the accident is sent to the concerned officials;
- e) Arrange a preliminary enquiry in cases where immediate investigation of certain matters is considered necessary even though the enquiry may be conducted later by the Commissioner of Railway Safety etc.
- f) Proceed to the site of the accident as and when required under extent instructions.

NOTE : i) In the event of an accident not falling under the Classification of serious accident, but attended with blocking of line, the same line of action shall be taken by the different officials as indicated in this chapter, except which are for dealing with the injured and dead. However, the Divisional/Head Quarters Officers concerned will decide the line of action need be taken in relief and restoration operation etc., considering the location and nature of accidents which are not being fallen under the classification of serious accident, as also considering the seriousness of the serious accident. It is clear that the line of action will vary marginally in case of accidents involving passenger trains with loss of life and / or injuries and those involving goods trains.

ii) It is made clear to all concerned officials that the list of duties in this chapter is not exhaustive and this is only to make them attention to important aspects. This does not absolve them from following other rules and instructions on the issue.

#### **The duties of staff travelling in passenger carrying train which met with an accident :**

### **3.18. Duties of a Train conductor/Train superintendent in the event of a serious accident —**

Immediately after occurrence of a serious accident, the train Conductor / Train Superintendent must—

- a) Assist the Guard in rendering first aid to the injured person(s) and shifting them to the Hospital.
- b) Look after the comfort of the passengers, injured and un-injured alike.
- c) Assist the passengers for protection of their luggages.
- d) Make out a list of injured / dead passengers.
- e) Preserve reservation charts to know the particulars of injured/dead passengers.
- f) Organise to transship/transfer passengers and their luggages to the passenger special.



- g) Assist Commercial Inspector for arranging the snacks, tea, Coffee & drinking water to the injured persons and other passengers also detained at the site of accident for any reason.
- h) Collect the addresses of the relatives of the injured/dead passengers to send information regarding accident.
- i) The Train Supdt./Train Conductor should look for the assistance of any Doctor or para Medical staff railway/other than railway travelling in the train.

### **3.19. Duties of a Coach Attendant.—**

Immediately after occurrence of a serious accident, the coach attendant should work under the guidance of Train Conductor/Train Superintendent.

### **3.20. Duties of a Travelling Ticket Examiner (TTE).—**

- a) Immediately after the accident takes place, the concerned ticket checking staff manning the coaches should assist the guard and train crew in assessing the site of accident and ascertain the casualties/ injuries taken place in their respective coaches and in the reserved compartments as well. The rough assessment made by ticket checking staff should be given to Captain of the train who should hand over it to the Guard for further communication to the controllers without any delay.
- b) Make adequate arrangements of refreshment and drinking water to the affected passengers.
- c) Arrange for prompt road transport for evacuating stranded passengers.
- d) Arrange adequate number of licensed porters for carrying passengers luggage and parcels.
- e) Arrange for payment of ex-gratia.
- f) Arrange for collecting the belongings of the injured and dead and handing them over on satisfactory proof of ownership being obtained.
- g) Arrange to make over the dead bodies to the police for further necessary action.
- h) Arrange to set up enquiry-cum-information centres at important stations enroute for giving information to the public.

### **3.21. Duties of A.C. Mechanic. —**

- a) He should immediately “Switch Off” the current where necessary to avoid short circuiting.
- b) He should also assist Commercial staff i.e. Train Conductor / Train Superintendent / TTEs in their duties at accident site.

### **3.22. The seniormost RPF Officer available will assume Control and immediately start the following action. —**

- i) Segregate the area of incidence by establishing temporary barriers by use of nylon ropes (if available) or any other make shift device available at the site to protect the area against the entry of spectators into the affected place.
- ii) Baggage of passengers should be isolated and protected and consigned goods are taken care of till they are handed over to claimants or taken over by the Railway.
- iii) RPF personnel should respond to any call for assistance to rescue victims and transport them to nearest Hospital.
- iv) RPF Officers will maintain close liaison and harmony with the Officers of various departments of the Railways, GRP, Local Police and Officers of Civil Administration.

(For detailed duty list, refer Standing Order No. 34 issued under Railway Board's letter No. 97/Sec.(SPL.)/200/38 dated 31.7.97.)

### **3.23. Duties of various staff in case of untoward incidents —**

#### **a) Station Superintendent –**

- i) If an untoward incident occurs at the station, the concerned Station Superintendent shall immediately arrange for medical assistance to the injured passengers and report such incident within twenty four hours of the occurrence to the Divisional Security Commissioner with details.
- ii) If an untoward incident occurs in the mid-section, in the absence of the Guard; the Conductor and the Train Ticket Examiner, the Station Superintendent, if it comes to his notice, shall perform the duties referred to in sub-clause (i) above.

#### **b) Guard –**

If an untoward incident occurs in the mid-section, the Guard of the concerned train shall inform the Station Superintendent of the nearest station who shall perform the duties referred to in (a) (i) above.

#### **c) Conductor –**

In case the Guard is injured in an untoward incident occurs in the mid section, the Conductor of the concerned train shall inform the Station Superintendent of the nearest station who shall perform the duties referred to in (a)(i) above.

#### **d) Train Ticket Examiner –**

In case both the Guard and the conductor are injured in an untoward incident occurs in the mid section, the Train Ticket Examiner in-charge shall inform the Station Superintendent of the nearest station who shall perform the duties referred to in (a)(i) above.

## CHAPTER – IV

### ACCIDENT RELIEF

#### 4.01. Types of accident relief equipments.—

- (a) Following types of accident relief equipments are available on this Railway—
  - (i) Accident Relief Medical Equipment (ARME).
  - (ii) Accident Relief Train (ART).

#### 4.02. Accident Relief Medical Equipment.—

- (a) With a view to provide prompt medical aid, the following types of accident relief medical equipments are provided on this Railway—
  - (i) Scale I — in medical vehicles, as part of the accident relief trains.
  - (ii) Scale II — in boxes, at specified stations.
  - (iii) Static first aid boxes-in- break down vans of accident relief trains and at all stations dealing with passenger traffic excepting train halts, also in other trains and places.
  - (iv) Guard's first aid boxes-as a personal equipment of guards of all passenger carrying trains.
  - (v) Elementary first aid boxes-for gangmen.
- (b) Apart from the equipments referred in sub-rule(a) (i) and (ii) above, every Railway Doctor should be provided with an emergency medical bag in which he can carry the injectables, pain relieving drugs, other medicines and dressings required in an emergency. If a Railway Doctor happens to be on the spot of an accident, he can start relief work without waiting for the regular medical equipments to arrive.
- (c) Scale 'I' equipment—
  - (i) Accident relief medical equipment Scale-I in medical vehicles forms an unit of the accident relief train and is stationed at divisional head quarters and at other selected important stations preferably where there are hospitals or health units in charge of Railway Medical Officer. The function of the vehicle is to carry medical equipments to the site of the accident so that prompt medical aid may be rendered and injured persons transported expeditiously to the nearest hospitals.
  - (ii) An auxiliary van is also provided along with the medical vehicle which have provision of emergency tools for extricating injured passengers. This should also carry adequate supply of drinking water and provision for tea, coffee and light refreshments which may be required for affected passengers.
  - (iii) The accident relief medical equipment vehicles shall be stabled in a suitable siding having exits at both ends so as to work it out at a moments notice to any direction. These vehicles

must be stabled separately or so marshalled on the relief train that it can, if necessary, be despatched in advance of the relief train without delay.

- (iv) The person in-charge of the C&W department for ARME vehicles is responsible to maintain these vehicles in the same way as other coaching stock in regular use, in that the running gears shall be regularly attended, oiled and replaced in accordance with the orders in force. He must ensure that these vehicles are always kept in good working condition so as to run at permissible speed. The electrical equipment including batteries shall also be attended to and recharged regularly. In the event of an accident requiring medical assistance, no detention shall be permitted to these vehicles for any reason.
- (v) The Telecommunication Inspector must thoroughly test the portabled Telephone provided in ARME van regularly and ensure that this is in good working order and that the line wire diagram is kept upto date.
- (vi) The electrical official in charge shall regularly see and personally ensure that the electrical gear in the ARME vans are in good working order.
- (vii) The train examiner in charge shall see that the Fire Extinguishers are examined once in six months and ensure that they are in good working order with spare refills.
- (viii) One photographer with Camera and necessary equipments should form integral part of the group of staff who accompany the ARME and ART in case of an accident on short notice. All possible action is taken for preservation of the clues in order to enable reconstructing of scene of accident with reliability.

(d) Scale "II" equipments—

- (i) Accident relief medical equipment Scale-"II" is located at selected stations whether there is accident relief train or not, but there is a Railway hospital or health unit. This equipment should be stored in portable metal boxes of suitable size and kept in a separate room in or adjacent to the station building or in a wagon provided for this purpose. For quick transporting, loading and unloading of the boxes containing Scale-II equipment, wheel trollies are also provided.
- (ii) This equipment is intended for use in major accidents and is to be handled by any Doctor or by qualified first aiders under the supervision of Doctor(s)

(e) First aid boxes—

- (i) Static first aid boxes in break-down vans of accident relief trains, and at stations, yards, loco sheds, Material train and carriage and wagon depots etc. are kept in a prominent place in the respective places offices. The exact size and pattern of these boxes are standardised by the Chief Medical Officer.
- (ii) The first aid boxes for guards of passenger carrying trains as prescribed by the St. John Ambulance Association of India shall be the personal equipment of the guards and be carried by them in their guard boxes.

- (iii) The first aid boxes provided for gangmen should be of compact and small size.

#### **4.03. Maintenance of Keys.—**

##### **(a) Scale 'I' equipment.**

- (i) The keys of the locks of the various external doors of the medical vehicle will be in duplicate, one set to be in charge of the Loco Foreman or the Station Master as the case may be and other with the medical officer in charge. All the keys should be suitably marked for identification. The keys will be kept in a glass fronted box fixed in a prominent place in their respective offices and duly sealed by the Loco Foreman/Station Master/Medical Officer as the case may be.
- (ii) The keys of any locks inside the vehicle should also be in duplicate, one set is kept in a glass fronted box fixed inside the vehicle duly sealed by the Doctor in charge, and the other set will be kept in a glass fronted box fixed in a prominent place in the hospital or the health unit concerned and the boxes are duly sealed by the Doctor in charge.

##### **(b) Scale 'II' equipment—**

The boxes of Scale-'II' equipment will not be provided with locks and keys, but will be sealed by the medical officer in charge. The room in which the boxes are kept will be locked and provided with duplicate keys, one of which will be with the Station Superintendent/Station Master on date and the other with the Medical Officer in charge. The keys will be suitably marked for identification, and will be kept in a glass fronted box, duly sealed by the Station Superintendent/Station Master and Medical Officer in charge as the case may be, and fixed in a prominent place in their respective offices.

#### **4.04. Custody, replenishment and inspection of the accident relief medical equipment, etc.—**

- (a) The Medical Officer in charge is responsible for ensuring that the prescribed contents of the accident relief medical equipment Scale-I and II are maintained in the chests and are in good condition. Whenever required the medicines, surgical appliances and other articles must be replaced.
- (b) Where Scale II equipment is stored in the Station building, the Station Superintendent/ Station Masters will be responsible for the safe custody of the boxes. Whenever this equipment is sent to the site of accident. The Station Superintendent/ Station Master shall ensure that the boxes are received back in time and kept at the proper place. On return of the boxes after use, the medical officer in charge should check the same and arrange immediately for necessary replenishment of the articles used. In addition, the medical officer in charge and the Station Superintendent/Station Master will inspect this equipment once in a month.
- (c) ARME Scale-I and Auxiliary must be inspected once in a month by the following officials in charge (preferably jointly)—

- (i) Medical Officer.
  - (ii) Station Superintendent /Station Master.
  - (iii) Telecommunication Inspector,
  - (iv) Train Examiner.
  - (v) Electrical Official.
- (d) An inspection book must be provided in the ARME van Scale-I as also in the location of Scale-II equipment for record of remarks by inspecting officials and action taken. The inspection book shall neatly be maintained.
- (e) Medical Officer in charge of the division will inspect the Scale-I and Scale-II equipment quarterly and ensure that all the prescribed contents are maintained in good condition.
- (f) After each monthly inspection, a joint report shall be submitted by the officials to their respective Divisional Officers. Every month a certificate to the effect that the contents of the equipment have been checked and replaced (wherever required) shall be sent by the Doctor-in-charge of each equipment to the Medical Officer in charge of the Division who in turn shall forward it to the Chief Medical Officer.
- (g) During the inspection, the Medical Officer shall also see that the water tanks are being refilled every week. The Train Examiner in charge shall be responsible for refilling the water tanks every week. The inspecting officials concerned shall also see that all the articles such as petromax, other lights, mantles, kerosine, matches, torches, batteries and bulbs etc. for lighting arrangements are available and in proper working order. They should ensure that there is sufficient quantity of oil available. The lighting arrangements should be tested by actually burning them. The electrical official in charge shall also ensure that the lights, fans and the batteries are in proper working order.

#### 4.05.(a) LOCATION OF ART, TOOL VAN, ARME & BD CRANE IN SER

Srl. No.	Division	Location of ART	Class/ Model of ART	Scale of AMRE	SPARMV/ SPART	Rail Cum Road Vehicle	Availability of BD Crane	Scale-II	No.
		ADA	Class-A	Scale-I	—	—	120T BD Crane	Bankura	1
		BKSC	Class-A	Scale-I	—	—	140T BD Crane	Chandil	2
		CKP	Class-A BEMCO 2011	Scale-I	HS SPART	—	140T BD Crane		
		DPS	Class-B BEMCO 2014	Scale-I	—	—	—		
		BNDM	Class-A	Scale-I	—	—	140T BD		

			BEMCO 2014				Crane		
		TATA	Class-B MFD 2012	Scale-I	—	—	—		
		JSG	Tool Van BEMCO 2009	—	—			Jharsuguda	1
3.	RNC	HTE	Class-B	Scale-I	—	—		Bano	1
								Muri	2
4.	KGP	KGP	Class-A	Scale-I	SPARMV	Available	140T BD Crane	Mecheda	1
								Tamluk	2
								Balasore	3
								Baripada	4
		SRC	Class-B	Scale-I	—	—	—		
ARME SC-II, JSG in CKP Division. MFD - 1 (Tata/CKP Divn.)									

**(b) AVAILABILITY OF HRD IN ARME/SPARMV IN SER**

Division	Location	Equipment	Make	Yera of Comm.
ADA	ADA	HRD	LUKAS	2003
			LUKAS	2003
			HALMATRO	2013
CKP	CKP	HRD	LUKAS	2001
	TATA	HRD	LUKAS	2008
	BNDM	HRD	LUKAS	2004
	DPS	HRD	HALMATRO	2013
KGP			LUKAS	2002
	KGP	HRD	HALMATRO	2013
	SRC	HRD	HALMATRO	2013
RNC	HTE	HRD	LUKAS	2012

**(c) TURNING OUT FACILITIES (EXIT) OF ART, ARME & BD CRANE/SER**

Srl. No.	Division	Location	ART/Tool Van	EXIT	
				ARME	BD Crane
1.	ADA	ADA	Double	Double	Double
		BKSC	Double	Double	Double

2.	CKP	CKP	Double	Double	Single
		BNDM	Single	Double	Single
		TATA	Double	Double	NA
		DPS	Double	Double	NA
		JSG	Double	NA	NA
		(Tool Van)			
3.	KGP	KGP	Double	Double	Double
		SRC	Single	Double	NA
4.	RNC	HTE	Double	Double	NA

#### 4.06. Maintenance of Accident Relief Train.—

(a) Following records shall be maintained in the accident relief trains—

- (i) Accident Relief Train Log Book.
- (ii) Attendance Register.
- (iii) List of tools and equipments.
- (iv) Register for testing of wire ropes and chains.
- (v) Periodical testing register for—
  - (1) First aid equipment.
  - (2) Field Telephone.
  - (3) Detonators.
  - (4) Gas cutting equipment.
  - (5) Petromaxes and tilly lamps.
  - (6) Generators.
  - (7) Compressors.
  - (8) Fire fighting equipment.
- (vi) Inspection register.

- (b) (i) All Relief trains and Relief vans are under the charge of Mechanical department. SSE/Loco and others in charge of the Accident Relief Trains and Relief Vans, are responsible to ensure that they are always fully equipped and in proper running order. They will also inspect the equipments to ensure that they are in efficient working condition. However, the Engineering, Electrical and S&T departments will be responsible to ensure the availability of prescribed equipment of their respective departments and their good condition.
- (ii) The Divisional Mechanical Engineer, Divisional Engineer, Divisional Electrical Engineer (Tr. D) Where provided and Divisional Signal and Telecommunication Engineer, Divisional Electrical Engineer(G) concerned must personally inspect the Relief Trains and their equipments concerned to the respective department to ensure the availability and their



efficient working condition. They must also satisfy themselves that the deficiencies are made good after use at every accident.

- (c) The person in charge of the Loco-shed, Running shed at the base station of Relief Trains is responsible to see that the Relief Train gang thoroughly understand the accident hooter for their attendance, and to maintain a list with their names and the names of principal members live in the vicinity of the shed who are supposed to attend with the relief train, and also responsible to keep the said list in a place accessible to all.
- (d) The person incharge of the C&W department is responsible to organise a break down gang amongst his staff at the base station of relief train and to see that they thoroughly understand the accident hooter for their attendance, also to ensure that the gang is efficient enough to work at the site of accident.
- (e) The person incharge of the loco shed/Running shed is responsible to keep the engine and accident relief crane (if provided) in readiness. The CYM/YM/SS/SM as the case may be will be responsible to arrange any extra vehicle or brake van for relief work in case of necessity.
- (f) The person incharge of C&W department for relief train is responsible to maintain all the vehicles on the train in the same way as other coaching stock in regular use, in that the running gears shall be regularly attended, oiled and replaced in accordance with the orders inforce. He must ensure that those vehicles are always kept in good working condition, so that in the event of an accident requiring relief train, no detention or speed restriction need be permitted to these vehicles for any reason.

#### **4.07. Availability of HRE in ART/SER.—**

<b>Division</b>	<b>Location</b>	<b>Equipment</b>	<b>Make</b>	<b>Yera of Comm.</b>
ADA	ADA	HRE	LUKAS	1997
	BKSC	HRE	MFD	2013
CKP	CKP	HRE	BEMCO	2011
	TATA	HRE	MFD	2012
	BNDM	HRE	BEMCO	2014
	DPS	HRE	BEMCO	2014
	JSG	HRE	BEMCO	2009
KGP	KGP	HRE	MFD	2009
	SRC	HRE	MFD	2013
RNC	HTE	HRE	LUKAS	2003

#### **4.08. Display of addresses of Government/Railway officials and other particulars in control office.—**

In each control office, a complete list for the whole of the control area must be maintained and hung at a conspicuous place, indicating the following—

- (a) Government officials stating the distance of their offices from the nearest station and names of the station under their jurisdiction, i.e., District Magistrate or Dy. Commissioner,  
Sub Divisional Officer,  
District Superintendent of Government Railway Police.  
Inspector General of Railway Police.  
Officer in charge of local Police Station.  
Officer in Charge of Government Railway Police.  
Civil Surgeon,  
Post Master General  
Superintendent of Post and Telegraph, or  
Dy. Superintendent of Post and Telegraph,  
Inspector of Post and Telegraph,  
Divisional Engineer of Post and Telegraph,  
Lineman-Post and Telegraph.
- (b) Base stations of Accident Relief Medical Equipment,
- (c) Base stations of Accident Relief Train.
- (d) Railway, Civil, Military, Private Hospital or Dispensary and local Doctors indicating the distance from nearest station, facilities and means of communication available.
- (e) All Railway officials concerned to accident with their jurisdiction.
- (f) Such road vehicles with the names of the Drivers and address which can be called for incase of emergency.
- (g) Station-wise list of ARME with adjoining divisions of home Railway as well as that of adjoining Zonal Railway.

**NOTE :** Sr. DOM/DOM and CHC must ensure that the particulars mentioned above are maintained upto date in the control offices.

#### **4.09. Display of addresses of Government/Railway officials and other particulars at stations and Hospitals/Health Unit.—**

- (a) At each Railway Station, a complete list must be maintained and hung at a conspicuous place, indicating the following—
  - (i) Government officials whose jurisdiction include the station and the names of the stations under their jurisdiction.

District Magistrate or Dy. Commissioner,  
 Sub Divisional Officer,  
 District Superintendent of Police.  
 District Superintendent of Government Railway Police.  
 Inspector General of Railway Police.  
 Officer in charge of Local Police Station.  
 Officer in charge of Government Railway Police.  
 Civil Surgeon.  
 Post Master General.  
 Superintendent of Post and Telegraph.  
 Dy. Superintendent of Post and Telegraph.  
 Inspector of Post and Telegraph.  
 Divisional Engineer of Post and Telegraph.  
 Line man Post and Telegraph.

- (ii) Base stations of Accident Relief Medical Equipment.
- (iii) Base stations of Accident Relief Train.
- (iv) Nearest Railway, Civil, Military, Private Hospital or Dispensary and Local Doctors indicating the distance from the station.
- (v) All Railway officials concerned to accident with their jurisdiction.
- (vi) Such road vehicles with the names of the Drivers and addresses which can be called for in case of urgency.
- (vii) List of persons living in the locality who have passed First Aid examination.

(b) In each Railway Hospital or Dispensary/Health Unit—

In each Railway Hospital or Dispensary, a complete list of Railway, Civil, Military or Private Hospital or Dispensary and local Doctors indicating the distance from the nearest station and details of facilities available shall be maintained and kept in a conspicuous place.

**NOTE :** (1) The Station Superintendent/Station Master and Medical Officer in charge of the Station and Hospital respectively must ensure that the above mentioned particulars vide para (a) and (b) are maintained upto date.

**NOTE :** (2) Information mentioned in sub-para (a) (iv) above should be painted on a slate in front of the Station Master's office.

**4.10. Sounding of Hooter.—**

- (a) Sounding of hooter for turning out of Relief Train/ARME van will be as follows :—

	<b>Total No. of blasts</b>	<b>Duration of each blast</b>	<b>Gap between 2 consecutive blasts</b>
(i) Relief Train with ARME.	5	60 seconds	10 seconds
(ii) Crane	4	60 seconds	10 seconds
(iii) Relief Train without ARME	3	60 seconds	10 seconds
(iv) OHE Trouble	1	120 seconds	—

(b) The SSE(Loco) or any other official in-charge of the 'Hooter' is responsible for proper maintenance of it and to keep a trained staff ready round the clock for sounding the hooter at once on receipt of orders from train ordering officials.

(c) Target time for the turn out of ARME and ART—

(i) The Accident Relief Medical Van must be despatched to the site of accident within 15 minutes from the base station after sounding the hooter where there is double exit siding and within 25 minutes in case of single exit siding with the first available engine.

(ii) The Accident Relief Train must be turnout/despatched from the base station to the site of accident within 30 minutes by day and 45 minutes by night after sounding of hooter.

#### **4.11. Accident Mock Drills for ARME/ART.—**

- (a) The period between two consecutive turnouts of any Relief Train/Accident Medical Equipment should not exceed three months. If, therefore, a relief train/accident medical equipment has not been called out in the normal course during a period of three months, a practice drill should immediately be arranged. In carrying out these drills the following points should be carefully borne in mind :—
- (i) Every drill should be made as realistic as possible.
  - (ii) Arrangements regarding the drills should be kept confidential.
  - (iii) The turnout of a relief train should be completed with all equipment and staff of all branches concerned including the medical equipment and staff where provided and be made proceed to a near by suitable station and return.
  - (iv) These drills should be ordered by the DRM personally and conducted under the direct supervision of an officer not lower in rank than that of a Senior Scale Officer.
  - (v) The results of mock drills should be maintained in a special register and corrective action taken wherever necessary. The results should also be communicated to Chief Operations Manager/ Chief Safety Officer.

#### **4.12. Ordering and despatch of Relief Train and Accident Relief Medical Equipment.—**

- (a) As soon as the information of an accident is received, the train ordering officials considering the type/nature of accident and assistance required, will issue orders immediately to the officials concerned for working out the Relief Train and/or Accident Relief Medical Equipment. On receipt of this order, the official concerned must sound the hooter at once. After sounding of this hooter, all concerned officials i.e., principal members, relief trains gang, medical team etc. must get them ready and turnout immediately to accompany the relief train and/or accident relief medical equipment so as to despatch the train within the target time. No detention should be permitted to medical relief and/or relief train on any account at any point unless under special circumstances and with the permission of Sr.DOM/DOM. Refer para 8.02(a) (x) also.
- (b) In case of serious accidents involving loss of life or serious injuries—
- (i) It is of primary importance to send the medical equipment vans/the boxes containing medical equipment including water drums/tanks with fresh drinking water immediately to the site of accident without detaining for the rest of the relief train to get ready.
  - (ii) Unless it is known definitely that adequate medical assistance and equipment have already reached the site of accident or will reach quicker from other or nearer sources, the medical van/the boxes containing medical equipment should be despatched atonce and in advance, without waiting to mobilise the complete relief train and staff.
  - (iii) Special arrangements should be made for transport of medical equipment and injured/dead at the site of accident. In such cases, the Station Superintendent/Station Master of the station of origin of the train or otherwise nominated should arrange atleast 30 licensed coolies to go with the relief train considering the seriousness of the accident with the instructions that they should work under the direction of Railway Doctor or Senior most official in charge at site.
  - (iv) In order to ensure an adequate supply of drinking water to the injured and other passengers, at least two 4-6 gallons capacity drums with taps in good working order should be made available with the Station Superintendent/Station Master at the station of origin of the relief train. These drums filled with clean drinking water should be transported along with the relief train if required in addition to the supply of drinking water with ARME.
  - (v) The Station Superintendent/Station Master of the station of origin of the relief train or otherwise nominated should arrange with the Station Catering Officials/vendors for preparation and supply as much food and sweetmeat as possible for the passengers whenever required. The vendors should also arrange supply of fruit and milk. If required, the catering officials and vendors with food, sweetmeats and milk etc. should be sent with the relief train or by other means to the site of accident for supply to the affected passengers.
  - (vi) The ARME must be accompanied by a team of medical officer and other assistance from its base station. If any Medical Officer resides at an intermediate station whose attendance is also essential at the site of accident, he should be advised before hand to be in readiness and accompany the ARME unless it is known that he already reached the site of accident or will reach quicker by other means. Due to unavoidable circumstances, if any medical officer

failed to accompany the ARME whose attendance is also essential at the site of accident, action must be taken to send him subsequently by any available means.

- (vii) Train Examiner along with some carriage and wagon staff and train lighting fitter shall proceed with the ARME to the site of accident. The train lighting staff should ensure before departure of the ARME that the high power lights are in proper working order. The person-in-charge of the C&W department at the base station of ARME shall be responsible to arrange such staff from the nominated gang for relief operation or from the on duty staff at the station/yard. The Train Examiner on duty at the base station of ARME on hearing the hooter, shall get in touch with his in-charge and the Station Superintendent/Station Master to inquire, if his attendance is required at the site of accident with the staff mentioned above.
- (viii) The Accident Relief Medical Equipment and/or Accident Relief Train must be allowed to run to the site of serious accident on top priority. Similar priority should also be given to the train to carry and carrying injured persons from the site of accident. The Section Controller and Deputy Chief Controller on duty of the section concerned shall be responsible to ensure this. On non-controlled section or in case of suspension of Control system the Station Superintendent/ Station Master on duty at the station(s) concerned must take every action in time for the purpose mentioned above. Whenever the ARME and/or ART are/is ordered, the Station Superintendent/Station Master/Chief Yard Master/Yard Master in charge of the Station/Yard as the case may be, if off duty, shall be called to duty; steps to turn out the said train shall not, however, pend on this account.

#### **4.13. Medical Aid from other sources.—**

In serious cases of accidents with injuries, medical aid must be summoned from all the nearest sources available. In calling the medical assistance from the Civil, Military or Private Hospital or Dispensary or local Doctors, the Station Superintendent/Station Master shall send the requisition by the quickest possible means. If the requisition cannot be sent by telephone, the Station Superintendent/Station Master shall send a messenger with a hand message. The hand message shall be written legibly and sent through suitable staff who have been trained for the purpose and are well acquainted with the residence of the Doctors. It shall be the responsibilities of the Station Superintendent/Station Master to ensure that suitable staff at the station are trained for the purpose.

## **CHAPTER – V**

## **DETAILED CLASSIFICATION OF ACCIDENTS**

### **5.01. Class “A”- Collisions.—**

- A-1 Collision involving a train carrying passengers, resulting in (i) loss of human life and/grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 (2 crores) and/or (iii) interruption of any important through line of communication for at least 24 hours.
- A-2 Collision involving a train NOT carrying passengers, resulting in (i) loss of human life and/or grievous hurt and or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 (2 crores) and/or (iii) interruption of any important through line of communication for at least 24 hours.
- A-3 Collision involving a train carrying passengers, not falling under A-1 above.
- A-4 Collision involving a train NOT carrying passengers, not falling under A-2 above.
- A-5 Other collisions, i.e. collisions occurring in shunting, marshalling yards, loco yards and siding etc. but not involving a train.

### **5.02. Class “B” - Fire in trains.—**

- B-1 Fire in a train carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 (2 crores) and/or (iii) interruption of any important through line of communication for at least 24 hours.
- B-2 Fire in a train NOT carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 (2 crores) and/or (iii) interruption of any important through line of communication for at least 24 hours.
- B-3 Fire in a train carrying passengers not falling under B-1 above but (i) loss to Railway property is Rs. 50,000 or above and/or (ii) interruption to traffic is more than the threshold value and/or (iii) resulting into detachment of coaching stock/stocks from the train.
- B-4 Fire in a train NOT carrying passengers and not falling under B-2 above but (i) loss to Railway property is Rs. 50,000 or above and/or (ii) interruption to traffic is more than the threshold value and/or (iii) resulting into detachment of goods stock/stocks from the train.
- B-5 Fire in a train carrying passengers not falling under B-1 or B-3 above.
- B-6 Fire in a train NOT carrying passengers and not falling under B-2 or B-4 above.
- B-7 Fire occurring in shunting, marshalling yards, loco yards and siding etc. involving rolling stock but not involving a train.

NOTE : In case of an inquiry by a committee into a fire accident in Railway Premises or in a train leading to damage to Railway property and/or booked consignments, a representative of the Railway Protection Force should also be included as a member of the Committee.

**5.03. Class "C" — Train running into road traffic, and/or traffic running into trains, at level crossings.—**

- C-1 Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- C-2 Train NOT carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- C-3 Train carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- C-4 Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- C-5 Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-1.
- C-6 Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-2.
- C-7 Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-3.
- C-8 Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-4
- C-9 Shunting engine with or without vehicles or loose vehicles running into road traffic and/or road traffic running into shunting engine with or without, vehicles or loose vehicles, at level crossings.

**NOTE :** If a road vehicle is not capable of being physically cleared off the track promptly by single person operating it, it should be termed as road traffic for the purposes of classifying such an accident as a train accident, irrespective of its mode of traction.

**5.04. Class- "D"— Derailments.—**

- D-1 Derailment of a train carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 (2 crores) and/or (iii) interruption of any important through line of communication for at least 24 hours.
- D-2 Derailment of a train NOT carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 (2 crores) and/or (iii) interruption of any important through line of communication for at least 24 hours.
- D-3 Derailment of a train carrying passengers, not falling under D-1 above.



- D-4 Derailment of a train NOT carrying passenger not falling under D-2 above but loss to Railway property and/or interruption to traffic is more than the threshold value.
- D-5 Derailment of train NOT carrying passengers not falling either under D-2 or D-4 above.
- D-6 Other derailments, i.e. derailments occurring in shunting, marshalling yards, loco yards and siding etc. but not involving a train.

#### **5.05. Class "E"— Other Train Accidents.—**

- E-1 Train running over or against any obstruction including fixed structure other than included under class "C" resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- E-2 Train running into any obstruction including fixed structure but not covered up under Class 'C' or 'E-1'.

### **INDICATIVE ACCIDENTS**

#### **5.06. Class "F"— Averted collision.—**

- F-1 Averted collision between trains atleast one of which is carrying passengers.
- F-2 Averted collision between a train carrying passengers and an obstruction.
- F-3 Averted collision between trains NOT carrying passengers.
- F-4 Averted collision between trains NOT carrying passengers and an obstruction.

#### **5.07. Class "G"— Breach of Block Rules.—**

- G-1 Trains carrying passengers, entering a block section without any authority or without a proper "Authority to Proceed".
- G-2 Train NOT carrying passengers, entering a block section without any authority or without a proper "Authority to Proceed".
- G-3 Train received on a blocked line, not constituting an averted collision.
- G-4 Train received on or entering a wrong line at a station or Catch Siding or Slip Siding or Sand Hump etc.

#### **5.08. Class "H"— Train passing signal at danger.—**

- H-1 Train carrying passengers running past a "stop" signal at danger without proper authority.
- H-2 Train NOT carrying passengers running past a "stop" signal at danger without proper authority.

### **EQUIPMENT FAILURES**

#### **5.09. Class "J" - Failure of Engine and Rolling Stock.—**

- J-1 Failure of engine hauling a train carrying passengers.
- J-2 Failure of engine hauling a train NOT carrying passengers or light engine.
- J-3 Parting of train carrying passengers.
- J-4 Parting of train not carrying passengers.
- J-5 Failure of Rolling Stock such as failure of tyres, wheels, axles, or braking apparatus etc. on a passenger carrying train leading to detachment of rolling stock/stocks from the train.
- J-6 Failure of Rolling Stock such as failure of tyres, wheels, axles, or braking apparatus etc. on a train NOT carrying passenger, leading to detachment of rolling stock/stocks from the train.
- J-7 Failure of Rolling Stock such as failure of tyres, wheels, axles, or braking apparatus etc. on a passenger carrying train, not leading to detachment of rolling stock/stocks from the train.
- J-8 Failure of Rolling Stock such as failure of tyres, wheels, axles, or braking apparatus etc. on a train not carrying passenger, not leading to detachment of rolling stock/stocks from the train.
- J-9 A train or a portion of a train running away, out of control.
- J-10 Poor brake power in train but not covered in Class J-9.

#### **5.10. Class "K"— Failure of Permanent Way.—**

- K-1 Buckling of track.
- K-2 Weld failure.
- K-3 Rail fracture.
- K-4 An unusually slack or rough running or heavy lurch experienced by drivers of running trains while passing over any length of permanent way leading to blockage of communication.
- K-5 Failure of Railway tunnel, bridge, viaduct/formation/cutting and culvert etc.
- K-6 Damage to track of such a nature other than those covered under Class K-1 to K-5 so as to render it temporarily unsafe for passage of trains or likely to cause delay to traffic for period above threshold value.
- K-7 Damage to track of such a nature as to render it temporarily unsafe for the passage of trains or likely to cause delays to traffic not covered up under class K-1 to K-6.

**NOTE:** In above classification those cases detected during regular maintenance and not affecting train movement will not be counted.

#### **5.11. Class "L"— Failure of Electric Equipment.—**

- L-1 Snapping off or any damage to OHE wire requiring switching off of OHE for more than three minutes.
- L-2 No tension in OHE for more than three minutes.

- L-3 Pantograph entanglement not covered up under J-1 and J-2.
- L-4 Defect in AC or other electrical equipment leading to detachment of a rolling stock/stocks from a train.

**5.12. Class "M"— Failure of Signalling and Tele-communication.—**

- M-1 Failure of part or complete panel/RRl.
- M-2 Failure of interlocking/track circuit or axle counter.
- M-3 Failure of Block Instruments.
- M-4 Failure of point machine and equipment.
- M-5 Failure of signal/point.
- M-6 Failure of control/station communication for more than fifteen minutes.
- M-7 Failure of station to station or station to level crossing gate communication for more than fifteen minutes.

**NOTE:** Signal/Point and Tele-Communication failures, which were not informed to the concerned staff of the S & T department will not be taken into account under this head.

**UNUSUAL INCIDENTS**

**5.13. Class 'N' – Train wrecking or sabotage to a train.—**

- N-1 Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway property.
- N-2 Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train NOT carrying passenger with or without loss of human life and/or grievous hurt and/or damage to Railway property.
- N-3 Attempted wrecking of or Bomb Blast or Explosion or Sabotage to signaling and track or forceful confinement of train running staff on duty and/or passengers but not involving a train.

**5.14. Class "P"— Casualties.—**

- P-1 Person or person falling out of a running train resulting in loss of human life or grievous hurt.
- P-2 Person or persons run over or knocked down by a train resulting in loss of human life or grievous hurt.
- P-3 Person or persons run over or knocked down by a train or engine or railway vehicle, not resulting in loss of human life or grievous hurt.

**5.15. Class "Q"— Other Incidents.—**

- Q-1 Accidental or natural death or grievous hurt to any person whether passenger, railway employee or trespasser (or any other person), within railway premises (excluding railway quarters).
- Q-2 Murder or suicide in a train or within railway premises.
- Q-3 Robbery, attempted robbery, theft or attempted theft in Railway premises, including trains.
- Q-4 Fire or explosion within Railway premises but not involving trains.
- Q-5 Fire or explosion resulting in damage to Railway bridge and viaduct etc.
- Q-6 Blockade to train services due to agitation.

#### **5.16. Class "R"— Miscellaneous.—**

- R-1 Vehicle or vehicles running away.
- R-2 Train running over cattle.
- R-3 Floods, Breaches and land slides etc. resulting in interruption of an important through line of communication more than the threshold value.
- R-4 Other cases of Floods, Breaches, land slides etc. resulting in interruption to traffic.
- R-5 Any accident not included in the foregoing classifications.

**NOTE:** (1) The term 'cattle' does not include sheep, goats, pigs, dogs, donkeys, rams, ewe and lambs.

(2) A train includes a trolley, lorry, motor trolley, when worked under the rules for working trains.

(3) Collision of an engine against a part of a train left behind in the section or disabled train or a run away vehicle/engine etc. will, however, be treated as a case of collision.

(4) In the event of an accident falling in more than one class, it should be treated as an accident in the highest/higher class. But in accident message, while classifying an accident in the highest/higher class, the subsidiary class or classes should also be indicated.

## **CHAPTER – VI**

## **SERIOUS ACCIDENTS**

**6.01. In cases of serious accidents involving loss of human life or grievous hurt or damage to property or serious interruption of any important through line of communication, etc. the duties of different categories of Railway Officials have already been stipulated in Chapter–III of this manual. However, in case of loss of human life or injuries to person(s), broadly, relief arrangements constitute the following.—**

- (i) Expeditious medical and other assistance at the site of the accident;
- (ii) Suitable transport arrangements of the injured to the nearest hospitals, dispensaries etc.;
- (iii) Arrangements for transporting the dead to a suitable place for establishing identification, verification etc. and disposal of the same ;
- (iv) Advice to the next of kin of the dead and injured where possible; and also display of information regarding names of the dead and injured at important stations.
- (v) Arrangements for water, hot beverages, food, etc. for the stranded passengers, as per rules ;
- (vi) Expeditious arrangements for transport of stranded passengers and rerouting of other trains where ever required ;
- (vii) Issue of passes, etc. as per rules to the next of kin of the dead and injured ;
- (viii) Ex-gratia payment to the injured, to the next of kin of dead and payment of compensation at a later stage, as per rules.

**6.02. Quickest information of the serious accident.—**

- (a) The Deputy Chief Controller on duty in Divisional Control Office in addition to ensuring the sounding of Accident Alarm Siren shall give a detailed information of the serious accident to all concerned officials as mentioned in rule 3.06 by quickest means. Such information shall not be limited to the officials at Divisional Head Quarters, but also to be given to all concerned officials in section for immediate relief arrangement.
- (b) If the GRP, RPF, Local Police, DM, SDO, DC, IRP, SRP and Civil, Military, Public Hospitals and nearest Private Doctors, etc. are not connected through telephone or in the event of the telephone is out of order, the information of a serious accident shall be communicated through the Station Superintendent/Station Master/Assistant Station Master concerned or through any other suitable means at the earliest. The Deputy Chief Controller/Chief Controller and Officer-in-charge of control office shall ensure this.
- (c) The Station Superintendent/Station Master/Assistant Station Master on receipt of information of a serious accident for the purpose mentioned in para(b) above shall communicate the same through telephone and subsequently confirm by written message. If the said offices/officials are not connected through telephone, the information shall be sent by a written message through a special messenger.

- (d) There should be no hesitation in resorting to motor, buses, taxis, cycle, rickshaws, etc. for the purpose of ensuring prompt and speedy action in respect of para(b) and (c) above in absence of Telephonic/Wireless communication.

**6.03. Information of a serious accident to Zonal Railway.—** A telephone advice should be relayed to nominated officers in Zonal HQ immediately after the accident in case of following categories of accidents:—

- (i) All train accidents.
- (ii) Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value as indicated above.
- (iii) Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value as indicated above.
- (iv) All cases of signal passing at danger and averted collisions.

In addition to this, periodic (monthly) statement of Accidents in all categories shall be submitted to Zonal Headquarter in prescribed proforma.

- (a) Deputy Chief Controller on duty in Divisional Control Office shall be responsible to communicate a detailed information of a serious accident to the Chief Controller or Deputy Chief Controller on duty in Central Control Office at Garden Reach at the earliest. In this message, a brief particulars in regard to the nature of the accident, details of persons killed or injured (if any), extent of damage, prima-facie cause, probable duration of block, relief arrangements made and other useful information shall be furnished. Particulars of information to be relayed in the case of accidents are circulated from time to time.
- (b) After the first information conveyed to all concerned, frequent bulletins at regular intervals are also to be relayed from the Divisional Control Office/Emergency office to the Central Control/Emergency office at Garden Reach as regards progress of injured in hospitals, progress of relief operations estimated cost of damage and probable cause of accident (if not already conveyed) and any assistance that may be required from Headquarters offices or from adjacent divisions, as also the expected time of restoration of communication etc.
- (c) The Chief Controller and Officer-in-charge of the Divisional Control Office/Emergency office will be responsible to ensure regarding para (a) and (b) above.

**6.04. Information of a serious accident to the officers at Head quarters at Garden Reach.—**

- (a) In order to ensure quick mobilisation of resources and attendance of Head quarters Officers at site of accident, a siren has been made effective at Garden Reach and the switch of the same is provided in the Central control.
- (b) when an information is received at Central Control that a serious accident has taken place involving loss of life, grievous injury to persons or intensive damage to Railway Property, the hooter shall be sounded with 5 blasts for 60 seconds each with an interval of 10 seconds between

2 consecutive blasts. Thereafter the Deputy Chief Controller or Chief Controller on duty will inform the CSO/Dy. CSO/SSO/ASO or in their absence STM(c)/CPTM/CFTM who shall decide as to whether the presence of Senior Officers at site of accident is desired.

In such cases the officers concerned shall make arrangements to proceed to the site of accident as considered necessary.

- (c) Prompt information shall also be given to the following officers at the headquarters:
- (i) Chief Safety Officer.
  - (ii) Chief Operations Manager.
  - (iii) Chief Passenger Traffic Manager.
  - (iv) Chief Freight Traffic Manager.
  - (v) Senior Deputy General Manager.
  - (vi) Additional General Manager.
  - (vii) Secretary to General Manager.
  - (viii) Chief Medical Director (if any person killed or injured).
  - (ix) Chief Mechanical Engineer.
  - (x) Principal Chief Engineer.
  - (xi) Chief Electrical Engineer.
  - (xii) Chief Bridge Engineer (if a bridge is involved).
  - (xiii) Chief Commercial Manager.
  - (xiv) Chief Public Relations Officer.
  - (xv) Chief Security Commissioner.
  - (xvi) Chief Signal and Telecommunication Engineer.
  - (xvii) Any other officials as considered necessary.
- (d) During office hours at Garden Reach, the Chief Controller or Deputy Chief Controller on duty in Central Control Office or Emergency Control Office will also deliver a copy of the message relating to blocking of important through line or serious accident to the officials as mentioned in para(c) above whose offices are situated at Garden Reach. Outside office hours or on holidays and in absence of Deputy Chief Operations Manager (Works)/Deputy Chief Operations Manager (Safety)/Senior Transportation Manager (Safety)/STM (Coaching), the Chief Controller/Deputy Chief Controller on duty will inform these officials over telephone.

#### **6.05. Reporting of Accident.—**

- (a) **To Railway Board :** A telephonic advice should be relayed to nominated officer in Railway Board's Office immediately after the accident in case of following categories of accidents :—
- (i) All consequential train accidents.

- (ii) Any yard accident having serious repercussion on movement of traffic on through/main line resulting in dislocation of traffic more than the threshold value as mentioned in para 2.04.
- (iii) Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value as indicated above.
- (iv) All cases of averted collisions and Signal passing at danger.

In addition to this, periodic (monthly) statement of Accidents in all categories shall be submitted to Railway Board in prescribed proforma.

**(b) Following system will be followed for reporting of accident to Rail Board :-**

- (i) Information regarding all train accidents and any yard accident leading to serious repercussion shall be reported by Divisional Control to Headquarters Central Control of Zonal Railway Headquarters office.
- (ii) In case of accidents as mentioned in para (a) above, Chief Safety Officer the senior most Safety Officer present should thereafter inform nominated officer of Safety Directorate of Railway Board. At Board level, Safety Directorate shall issue the message and take follow up action.
- (iii) In case of land slide, breaches, OHE break down etc. which result in dislocation of more than threshold value and also cases due to public agitation shall be reported by Headquarters Control Office to Punctuality Cell of Railway Board and dealt with by the Coaching Directorate.
- (iv) Case falling under N, P, and Q except Q-6 i.e.; blockade of train services due to public agitation, shall be dealt with by Security Directorate.

**6.06. Telephonic information of the accidents to the Commissioner of Railway Safety.—**

In terms of Rule 3 of the Railway (Notices and Inquiries in to Accidents) Rules, 1973 and second amendment Rules 1985, when any accidents such as is described in section 113 of the Indian Railway Act 1989 and attended with loss of human life or with grievous hurt or with damage to Railway Property of the value exceeding Rs. 25,00,000/- or accidents to passenger carrying trains or, the cases of landslides, or of breaches by rain or flood, which cause the interruption of any important through line of communication for at least 24 hours, the occurrence should be reported to commissioner of Railway Safety telephonically by the Chief Safety Officer or in his absence, the senior most Safety Officer present.

**6.07. Despatch of ARME and ART in the event of serious Accidents.—**

- (a) Instructions as regards ordering and despatch of accident relief medical equipments and accident relief train have already been stipulated in para 4.12 of this manual.
- (b) However, in the cases of accidents with injuries where the site of accident is approachable by road, immediate action should be taken to rush with the medical aid if can be reached more quickly by road than train. For this purpose, the Railway's Road Ambulance vans should be kept in



proper working condition, so that they are fit to undertake long journeys. Alternative road vehicles of the Railway may also be earmarked for transporting not only medical officers, para-medical staff and disaster equipment to the site of accident but also for shifting injured to the nearest hospital in case of emergency. In case of the ambulance or/and other Railway vehicles are engaged otherwise or not available, there should be no objection in hiring the vehicle by the DMOs themselves or through the Station Master for the purpose mentioned above in emergencies. Para 2425 (8) of Indian Railway Commercial Manual Volume-II permits withdrawals of money from Station Earnings for incurring departmental expenditure necessitated by accident in an emergency, when ever required trolleys and engines should be ordered out for sending medical aid to the site of accident as also for shifting the injured.

- (c) The Railway Medical Officer at a place where scale-II equipment has been provided shall proceed to the site of accident with his medical gang and entire scale-II equipment by first available means. For this purpose, any suitable rail or road vehicle shall be kept nominated normally. In case the nominated vehicle is not available or has become defective, an alternative arrangement must be made to transport the medical team and equipment even as per the procedure as mentioned in sub para( b) above. Considering the type of the accident, a part of the scale-II equipment may also be taken by the medical team with them.

#### **6.08. Maintenance of log in the case of serious accidents.—**

- (a) Log must be maintained in the Divisional Control Office/Emergency office and in the Central Control/Emergency Office at Garden Reach in which record must be kept in chronological order of all information and action taken in connection with the accident. The log must include the following :—

##### **(1) In Divisional Control Office/Emergency Office—**

- (i) Date and time the control was informed of the accident.
- (ii) Date and time at which the accident occurred.
- (iii) Short description of the accident and detailed particulars of the train(s).
- (iv) Particulars of the assistance called for.
- (v) Time information given to all concerned officials as mentioned in para 3.06 of this Manual.
- (vi) Time medical relief equipment was ordered, left for site of accident and arrived at site, also detention enroute if any.
- (vii) Time relief train was ordered, left for site of accident and arrived at site, also detention enroute if any

**NOTE :** In regard to items (vi) and (vii), if trains arrived from different stations, particulars of all such trains must be maintained separately.

- (viii) Details of the accident, such as number of persons killed, and of those sustained grievous, simple and trivial injury, number of vehicles derailed, capsized, details of damages, probable suspension of traffic, prima facie cause of accident, approximate cost of damage, etc.
- (ix) Complete record of all important telephonic conversation with the officials concerned in connection with the accident as also with the officials at the site.
- (x) Complete record of all instruction issued or received in connection with the accident.
- (xi) Progress of rescue services and relief operation.
- (xii) Number and description of passenger carrying trains were affected indicating their detention, diversion and cancellation, as also total number of other trains were affected.
- (xiii) Date and time, obstruction was cleared,
- (xiv) How the damaged vehicles were disposed of,
- (xv) Date and time the track was made over for running of traffic,
- (xvi) Date and time of normal working resumed,
- (xvii) Time and number of first train was allowed to pass after resumption of normal working,
- (xviii) Any other item of interest.

**(2) In Central Control/Emergency Office at Garden Reach—**

- (i) Date and time the control was informed of the accident.
- (ii) Date and time at which the accident occurred,
- (iii) Details of the accident, such as nature of accident with its location, number of vehicles derailed/capsized, number of persons killed and of those sustained grievous, simple or trivial injury, details of damages, probable suspension of traffic, prime facie cause of accident, approximate cost of damage, etc.
- (iv) Details of the assistance called for,
- (v) Time medical relief equipment was ordered and arrived at the site of accident,
- (vi) Time relief train was ordered and arrived at the site of accident.
- (vii) Complete record of all information received and instructions issued,
- (viii) Progress of rescue services and relief operation,
- (ix) Number and description of passenger carrying trains were affected indicating their detention, diversion and cancellation, as also total number of other trains were affected.
- (x) Date and time, obstruction was cleared, track made over for running of traffic and normal working resumed.

(xi) Any other item of interest.

- (b) Log will be maintained at the site of accident and also at the stations from where the injured will be removed to hospitals, for keeping such details as far as the official at site and at the said station are concerned of the list given in para(a) (i) above. In addition, the details of the killed and injured should also be maintained in the said log with the information as mentioned in para 6.09 below.
- (c) The Chief Controller/Officer-in-charge will be responsible to ensure that the log registers are maintained in the control/emergency offices as per para(a) above. Similarly, the official-in-charge at the site of accident and at the stations will be responsible to ensure maintenance of log registers at site and at Stations respectively as per para (b) above.

#### **6.09. Information regarding killed and injured.—**

- (a) It will be the first duty of all Railway Officers and staff on reaching the site of a serious accident to attend the injured and see to their comfort. Rendering first aid and shifting to the nearest hospital, etc.
- (b) However, collection of detailed information of the dead and injured is also most important. The officer in charge at the site of accident will specially nominate an Officer or Senior Subordinate(s) preferably of the Commercial Department to prepare list of killed and injured separately with the following information as far as available.
  - (i) Name.
  - (ii) Approximate age.
  - (iii) Sex.
  - (iv) Home address
  - (v) Ticket No. Class, from and to
  - (vi) Name and address of next of kin or relatives.
  - (vii) Monthly income and source of income.
  - (viii) Particulars of luggage/property recovered and made over to police/relative/safe custody.
  - (ix) Particulars of luggage/property lost or damage.
  - (x) Means of transport by which evacuated to hospital/station,
  - (xi) Train No. if the injured was allowed to continue his journey
  - (xii) A complete list of injuries (as per report/dictation of Doctor).
- (c) The list indicated above should be prepared in conjunction with the police or civil authorities as may be present, and should be signed jointly by the Officer or Inspector nominated and a member of the police or civil authority.
- (d) The figures of the casualties must be accurate and should not be understated or exaggerated.

#### **6.10. Exhibition of lists of dead and injured.—**

- (a) A complete list of the dead and injured must be exhibited at a conspicuous place at the site of accident, and if the accident has taken place between two stations, this lists must be exhibited at both the adjacent stations. In addition, lists must also be exhibited at important station(s) on each side for suitable information of relatives and public.
- (b) Responsible officials must be deputed at the station where such list are exhibited to attend to all inquiries made by relatives and public, and to collect further information of the dead and injured where necessary.
- (c) In the case of persons killed who have not been identified, their bodies should be serially numbered by means of small legible number inscribed on placard which should be placed at the head of each body and the bodies with their numbers should be photographed before they are disposed of.
- (d) In the case of unidentified dead bodies, a complete description including approximate age, sex, complex etc. must be noted as also the description of clothing, jewellery and any other marks of scars on the body that may assist later in identification.
- (e) Instructions contained in para (c) and (d) above should be followed in addition to other rules and formalities in regard to the disposal of dead bodies.

#### **6.11. Reporter.—**

- (a) In all cases of accidents involving serious injury to or loss of life of passenger or staff, it is essential to collect reliable evidence as soon as possible after the accident has taken place. For this purpose the Divisional Railway Manager will nominate an Officer or Senior Subordinate (Preferably of the Commercial Department) for each ARME/ART as REPORTER on his division. Should it happen that the Officer or Subordinate nominated is not available, when the ARME/ART has to go out, the Senior Divisional Operations Manager or Divisional Safety Officer present shall nominate another officer or subordinate as Reporter.
- (b) Duties of Reporter—
  - (i) The Reporter will be responsible to collect as much accurate information as possible regarding description of accident, prima facie cause of accident, assistance called for, assistance arrived, rescue and relief operation, particulars of dead and injured.
  - (ii) He will record all action taken regarding rendering first aid and shifting the injuries to the hospital, arrangement of their treatment and nourishment etc. as also for removal of dead bodies.
  - (iii) In fact, such information will be useful for the enquiry as also if subsequently required in a Court of Law.
  - (iv) The Senior Divisional Operations Manager/Sr. Divisional Safety Officer should also arrange an intelligent Senior Clerk or Steno to accompany the reporter.

This Clerk/Steno will be useful to the reporter in taking down the evidences and facts in shorthand as also a witness.

- (v) For the purpose of 'Press Notes' on accidents, the persons administered First Aid and subsequently allowed to proceed may be shown separately. The injured who are sent to hospitals for further treatment and observation may also be shown separately viz. persons sustained grievous or simple injuries.
- (c) The following facts are to be collected/recorded by the Reporter—
  - 1) No. of train or trains involved in accident and description,
  - 2) Originating point and destination,
  - 3) Date and time of accident,
  - 4) Location in details.
  - 5) Nature of accident in detail,
  - 6) Weather condition at the time of accident,
  - 7) Name of the station at which received the information of accident, source of information and time.
  - 8) Time control received the information of the accident.
  - 9) Details of damages and approximate cost of damage,
  - 10) Prima facie cause of the accident as far as known.
  - 11) Time Railway Doctor received the information of the accident, and ARME was ordered.
  - 12) Time ARME and other qualified medical aid arrived at the site of accident.
  - 13) Time each Relief trains —
    - (i) was ordered.
    - (ii) was despatched from the base station,
    - (iii) arrived at the site of accident.
  - 14) Brief reasons for any delay to arrive the medical aid and relief train.
  - 15) Names and designations of officers arrived at the site of accident by ARME, ART and by other means, and time of their arrival.
  - 16) Approximate number of passengers on the train(s) etc. at the time of accident, and condition of lights in the train in case of night,
  - 17) Steps taken by the train staff to —
    - (a) render first aid to the injured,
    - (b) shift the injured to the hospital.
  - 18) Particulars of passengers killed —
    - (i) Name, age, sex and address,
    - (ii) Name and address of next of kin or relatives,

- (iii) Particulars of ticket held including its no, class, from and to,
  - (iv) How dead body is disposed of,
  - (v) Details of belonging and luggage and their disposal,
  - (vi) Monthly income and source of income.
- 19) Particulars of passengers injured—
- (i) Name, age, sex and address,
  - (ii) Name and address of next of kin and relatives,
  - (iii) Particulars of ticket held including its no., class, from and to.
  - (iv) Monthly income and source of income.
  - (v) Details of belongings and luggages and their disposal,
  - (vi) Details of injuries sustained (list must be signed by the Doctor attended the injured),
  - (vii) Nature of first aid/medical aid rendered.
  - (viii) Train No. by which the injured as allowed to continue his journey.
- 20) Particulars of luggage or property lost or damaged with name and address of the person.
- 21) Particulars of luggage or property recovered and made over to the party or to the police or kept in safe custody.
- 22) Particulars of Railway servants killed or injured. (Separate statement should be made out for the killed or injured as indicated in items 18 and 19)
- 23) Details of the arrangement made for medical assistance and also for the removal of dead bodies.
- 24) Arrangement made for rendering nourishment to the injured as also refreshment arrangement for stranded passengers.
- 25) Particulars of non-Railway medical aid taken part.
- 26) Particulars of other assistance called for and taken part.
- 27) Brief description of experience of two or three passengers regarding the accident and rescue service, with their names and address.
- 28) In case of sabotage or suspected sabotage, details of the relevant evidence, and reliable witnesses with their address.
- 29) Particulars of transshipment arrangements made, if any.
- 30) Names and designations of civil and police officials who were advised and attended the site of accident.
- 31) Particulars of action taken to restore normal running of traffic.
- 32) Date and time restoration work completed.
- 33) Date and time track made over for normal running of traffic.
- 34) A copy of the accident message.

**6.12. Opening of dealing centres/Enquiry Offices:— In the cases of serious accidents dealing centres/enquiry offices must immediately be opened and manned at.—**

- (a) Emergency office at the Headquarters office at Garden Reach,
- (b) the Divisional Control office of the Division concerned.
- (c) the site of accident.
- (d) the stations where the injured and/or dead are shifted for further action
- (e) the important station(s) wherever considered necessary.

**6.13. Police attendance.—**

- (a) When any accident of any description usually attended with loss of human life or with grievous hurt as defined in Indian Penal Code or accident to a passenger carrying train or train wrecking or attempted train wrecking or cases of running over obstruction on line or passenger falling-out of train or fire in train or accident with serious damage to Railway property of the value exceeding Rs.25,00,000/- or in the cases of landslides or of breaches by rain or flood, which cause the interruption of any important through line of communication for at least 24 hours, the District Superintendent of Police of the District in which the accident has occurred or such other Magistrate or police officer as may be appointed in this behalf by the State Government concerned, the Superintendent of Railway Police, the officer-in-charge of the police station within local limits, the officer-in-charge of the Government Railway Police and the Officer-in-charge or the Railway Protection Force must be intimated by telephone or through special messenger or such other quick means as may be available, with the details of the accident.
- (b) Every facility must be afforded to the civil, police and Medical officials when proceedings to the scene of a serious accident or in the cases as mentioned in sub para (a) above, but the ARME and ART will not be detained on this account.
- (c) Attendance of police and/or civil officials at the scene of the accident must be made as soon as possible in the cases as mentioned in sub-para (a) above in order to observe the disturbance if any, there has been on the line, other evidence as to the cause of the accident and to keep guard over any loose materials which may be lying about as also to safeguard the passengers luggage and mails etc. if any.
- (d) In case of Railway accidents, permission of the State Government or clearance of the Police is not required for launching rescue operations for the purpose of saving human lives which inter alia may also involve handling/shifting the rolling stock (locomotives, wagons and coaches) for extricating the trapped passengers. However, police clearance is required for restoration works at the site of accident, if sabotage is suspected.

[ Ref: Board's letter No. 2002/Sec. (Cr.)/45/47 dt. 27.03.2003 ]

**6.14. Preservation of clues.—**

- (a) Officer or senior subordinate of any department who may happen to be present at the time that an accident takes place or who first arrives at the scene of an accident shall, Irrespective of whether he is on or off duty, record the statements of the staff concerned and take whatever steps may be necessary to record or preserve evidence which subsequently might not be available. All clues shall be preserved with a view to enabling reconstruction of the scene at a later date. This is essential even through the civil and police officials may have inspected the scene of the accident and photographs may have been taken. For this purpose, the concerned official shall specially take steps to note the condition and exact position of – (i) Vehicles, (ii) Track, (iii) points, (iv) signals, (v) levers operating the points and signals, (vi) Breakage of axle, spring, locking bolt and cotter etc., (vii) Any obstruction, (viii) Any tampering, (ix) Engine and its speed recorder, etc. This should be done before commencement of actual restoration operation.

Supervisors should record evidence fully and preserve material. Analysis at the time of collecting evidence is not considered desirable as it can result in leaving out some evidence as not relevant, but which latter on, may be required for analysis and arriving at the correct conclusion. Preparation of Joint report of the accident by Sr. Supervisors visiting the site should be analytical and in detail.

- (b) A complete and accurate dimensioned sketch of the accident showing the position of vehicles and their condition, permanent way including any detached damaged components, should be made out by the Engineering official and signed by the Senior Engineering and Operating officials of the Railway as also by the Senior Police officials present. In the case of any signal or level crossing at the site of the accident, at detail position of the same should also be indicated in the sketch. For this purpose, a complete rough sketch should immediately be drawn after the accident by the Engineering official and before any disturbance to the vehicles and track etc. Dubbers of all signals, indicators, brakevan lamps should be touched to feel whether it is warm or cold in case such lamps were found extinguished.
- (c) In case of sabotage and suspected sabotage, every possible action shall be taken to ensure that any finger prints or foot prints observed at the site of accident are not obliterated. Action shall also be taken to note and preserve the foot prints and finger prints carefully for further necessary action.
- (d) Statements of responsible passengers or eye-witnesses with their names and addresses who may have witnessed the scene of accident should be recorded which may have a bearing on the cause of the accident afterwards when an officer bringing out any noteworthy points. These statements should be signed jointly by the passenger/eye-witness, Railway Official and Civil or Police authority.
- (e) The Railway Official/Inspectors/Supervisors who may happen to be present at site at the time of accident or who arrives first at the site of accident, shall also scrutinise, the train register/Logbook, Station Diary, Line Clear Message book, Private number book, Caution Order, Line admission book, etc. and initial them with date and time indicating the irregularities notice. In the cases where these records are connected with the cause of the accident, immediate action must be



taken to seize the relevant records and seal. In cases where defects of any instrument or/and interlocking gear may have caused or contributed to an accident, the instrument or/and the interlocking gear concerned shall be sealed and not be opened/used except on the authority of the Divisional Railway Manager or his duly authorised representative.

- (f) In cases of serious accidents with loss of human life or grievous hurt, the restoration work should normally be limited to the removal of dead bodies and injured persons from the debris, if any, and wherever possible communication may be restored by laying a diversion, if it is expected that the Commissioner of Railway Safety may have the benefit of personal examination of the site of accident undisturbed. In any individual case where circumstances compel the removal of debris. In part or whole, before the arrival of the Commissioner of Railway Safety at site, complete and detailed notes should be recorded by the senior most officer present, of the observation made by the officers of the various department concerned, before issuing such orders. The notes should be given to the Commissioner of Railway Safety on arrival. All sleeper, rails, vehicles in part or whole and other fittings removed from the site under the emergent circumstances should be carefully preserved for inspection by the Commissioner of Railway Safety. In such cases, telephonic permission of CRS should be obtained to start the restoration work.
- (g) Whenever possible, photographs of the wreckage shall be taken, which may afford the clue to the cause of the accident. For this purpose, the procedure laid down in para 7.05 of this manual should be followed.
- (h) In all cases of derailments, the marks on the wheels of engine and/or vehicles and marks on the permanent way (rails, sleepers, fish plates etc.) in respect of the wheels mounting on and dropping from the rails, the wheels riding on the ballast, etc. shall be specially looked for and recorded. The position of rails, sleepers, fish plates, fish bolts, lunuts, etc. which bear marks as a result of the accident, especially between the points of mount and drop shall be marked and numbered serially with chalk or paint and carefully preserved. A defects and damages to rolling stock shall be examined in details and recorded immediately after the accident as also the details of the loads i.e. weight, contents, evenly or unevenly loaded etc.
- (i) Any engine, vehicle or other material involved in an accident which is likely to be required for exhibition before any higher official or enquiry committee must be set apart and must on no account be utilised for the purpose of working of the Railway, till it is examined by the said official.
- (j) Speed recorded in the locomotive should be examined including its chart. The same may be seized with the signature of the Driver at the reverse of the chart.
- (k) In case of serious fire accident in train, after the fire is put out, the affected coaches/wagons or the portion of the Railway property which caught fire should be preserved carefully for inspection by Forensic Scientist.

The Railway Officials/Inspectors/Supervisors who may happen to be present at the time of accident or who arrive first at the site of accident shall see that the fire is completely put out and nothing which can lead to provide evidence for the cause of fire including affected

coaches/wagons is disturbed. However, the Coaches/Wagons may be drawn out from the site cautiously, if position permits in order to clear the obstructed section and be kept on the siding nearest to the accident spot with the permission of competent authority.

- (l) One photographer with Camera and necessary equipments should form integral part of the group of staff who accompany the ARME and ART in case of an accident on short notice. All possible action is taken for preservation of the clues in order to enable reconstructing of scene of accident with reliability.

**6.15. Supply of refreshments, food and beverages to the passengers and staff at the site of accident.—**

- (a) Refreshment, food and beverages may be supplied free of charges to the affected passengers in an accident, either they are injured, uninjured or stranded at the site of accident or at stations where they are shifted for further action. These may be arranged from the Railway and/or outside sources as necessary.
- (b) The Senior Divisional Commercial Manager or in his absence the Divisional/Assistant Commercial Manager will be responsible to take all necessary action from any sources for the purpose mentioned in para (a) above. The Station catering officials/Vendors should be called for assistance whenever required.
- (c) Supply of free refreshments, food and beverages to the injured/uninjured passengers of the affected train should be made at a reasonable scale.
- (d) The Senior most Officer at site shall have the powers (i) to arrange conveyance for the affected passengers free of charge by any available mode of transport and (ii) also to incur expenditure if necessary for supplying free food to the injured & uninjured passengers and for carriage of passengers luggage etc.
- (e) Proper account should be kept of the expenditure incurred duly supported by the vouchers to enable post-audit of the same after the event is over. A statement of the expenditure incurred should be signed and put up by the authorised officer to the Divisional Railway Manager within a period of one month after the accident for his sanction duly post-audited with reference to the funds provided for on this account as also the supporting vouchers for the expenditure incurred. In case any specific area where glaring instance of excess expenditure in comparison to the event is observed, it should be specifically brought to the notice of Divisional Railway Manager so that corrective action for non-recurrence of such a situation in future, is taken. The General Manager will lay down, in consultation with the FA & CAO, from time to time, the overall limits for the purpose of sanctioning of expenditure, beyond which specific sanction of the General Manager with Finance concurrence may have to be obtained for regularising the expenditure after the event in such cases. The post-audit report should incorporate the various aspects of item-wise report and observations of Senior DAO/DAO and clarification of the authorised officer for sanction by the competent authority. The check note of the Sr. DAO/DAO should indicate the extent of check that was possible with reference to vouchers submitted.

- (f) Free food will also be supplied to the staff, including Officers, engaged in restoration operation at the site of accident and under the supervision of a responsible official. Where free food is supplied, payment of diet allowance is not permissible. However, no special arrangements will be made for officer separately nor will cash reimbursement in lieu of free food be permissible. Proper account should also be kept by the official arranging food and put up to the competent authority for post-facto sanction. Other necessary facilities required for the staff engaged in restoration may be extended to them for smooth operation of restoration work.
- (g) The existing rates of diet allowance payable to the staff attending breakdown duties under Rules 1420 R-11 is Rs. 20/- per head (Estt. Srl. No. 87/2001, dt. 14.8.2001)

#### **6.16. Despatch of free telegrams, in case of serious accidents.—**

Message to the close relatives conveying the news of safety of those travelling by a train involved in a serious accident should be despatched free of cost. However, the circumstances under which such message should be sent free of cost would depend on the merits of the case. The senior-most officer-in-charge of the local arrangement should decide and approve in each case when this facility is to be granted. This message should be issued by most expeditious means of communication to the contact person, the address of which may be found with the injured or dead or from any other source. Other instructions in this regard are issued from time to time.

#### **6.17. Relief to the victims of train accident.—**

- (a) Detailed instructions have already been stipulated in para 3.01 to 3.17, 4.12, 4.13 and 6.01 of this manual in respect of different actions regarding relief to the injured and disposal of dead.
- (b) On arrival at the site of accident, the Railway Medical Official after affording medical aid as best as possible, arrange for the removal of the injured promptly from the site of accident to the nearest Railway, Civil, Military or private hospitals considering the seriousness of the injury and with the help of all available assistance. A Railway Medical Officer must as far as possible accompany the injured to the hospital and see that they are properly accommodated for further treatment.
- (c) Each of the seriously injured persons must be given a ticket, showing his name and address, name and address of nearest relative, the time and place of accident, probable diagnosis and treatment given. This ticket may be placed round the neck of the disabled or unconscious for guidance of the hospital and which they may be eventually removed.
- (d) Officers of operating, commercial, engineering departments shall give every possible assistance to the Medical Officer in his effort to reach the site of accident with his team and medical aid as also for removal of the injured.
- (e) Officials of all departments, especially at the site of accident shall keep a close contact with one another and take all necessary action to extricate all injured passengers from the debris.
- (f) Train carrying injured persons from the site of accident shall be given priority over all other trains. The Controller and Deputy Chief Controller on duty of the section shall be responsible to arrange absolute priority for its journey. On non-controlled section or in case of suspension of control

system, the Station Master on duty at the Stations concerned must take every action in time to intimate the fact to the station in advance for running of such train on top priority and without any detention at any point.

- (g) In cases, the injured persons are admitted in non-railway hospitals, the seniormost Medical Officer of the division will maintain close liaison with the hospital authority in order to ascertain the latest condition of the injured persons. If necessary, visit shall also be paid to such hospitals.
- (h) The seniormost Medical Officer of the division/Hospital shall be responsible to ensure recording the details of injuries and the treatment undertaken for each case as also the further disposal particulars of the injured.
- (i) A complete list of the injured persons with full particulars of the injuries, etc. shall be sent under a confidential cover by a special messenger to the chief Medical Officer, Chief Operations Manager and Seniormost Divisional Operations Manager. Daily progress report of the injured admitted into Railway or non- Railway hospitals shall be communicated to the Chief Medical Officer and Chief Operations Manager till the seriousness of the injured exist.
- (j) (1) (a) In the event of a train accident resulting in the death of a passenger travelling by the train, compensation should be paid irrespective of whether bonafied authority to travel has been produced or not.
- (b) The amount of ex-gratia relief payment to the dependents of dead or injured passengers involved in train accidents or untoward incidents as defined under sections 124 and 124A should be as under —

<b>In case of Train Accident</b>	<b>In case of Untoward Incident</b>
<b>(Sec - 124 of the Act)</b>	<b>(Sec - 124A of the Act)</b>

- |  |              |              |
|--|--------------|--------------|
| (i) In case of death—                  | Rs. 50,000/- | Rs. 15,000/- |
| (ii) In case of grievous injuries— Rs. | 25,000/- Rs. | 5,000/-      |
| (iii) In case of simple injuries—      | Rs. 5,000/-  | Rs. 500/-    |
- (2) No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
  - (3) The amount of ex-gratia admissible to road users who meet with an accident due to Railway's Prima facie, liability, at manned level crossings, would be as follows :—

**In case of Accident at Manned Level Crossing  
(due to Railway's prima facie liability)**

- |                          |              |
|--------------------------|--------------|
| (i) In case of death —   | Rs. 50,000/- |
| (ii) Grievous injuries — | Rs. 25,000/- |
| (iii) Simple injuries —  | Rs. 5,000/-  |
- (4) Ex-gratia payments should also be made to railway servants killed or injured while on duty by a moving train, for example working on track run over accidentally by a moving train.

- (5) Payments should be sanctioned/arranged preferably on the spot by a senior scale or Higher Officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate need by way of medical attendance etc. to injured persons are attended to.
- (6) These ex-gratia payments except, in the case of road-users at manned level crossings, are not to be taken into account at the time of disposal of the formal claims for compensation.
- (7) In order to ensure that the payment is made to the actual person involved in the accident, the officer making the ex-gratia payment should record all evidence in writing after satisfying himself as also regarding the bonafide kith and kins of the injured/dead in the cases the payment is required to be made to them.

**NOTE :-** Those walking along the track and whose presence on railway premises is not connected with the business of the Railway are to be treated as trespassers.

#### **6.18. Accommodation of the relatives of the deceased.—**

As an additional relief measures to the persons involved in train accidents and to their relatives, who arrive at the site of accident/hospitals, the relatives of the deceased may be allowed to use the waiting rooms and/or retiring rooms free of charge if considered necessary, without detriment to the convenience of other passengers.

#### **6.19. Issue of complimentary passes to the victims of the railway accidents.—**

Complimentary passes may be issued to the next of kin of victims who are discharged from the hospital as also to the surviving victims as per the instructions issued from time to time. However, while issuing such passes, sufficient safeguard may be adopted so that these passes are not misused.

## CHAPTER – VII

### SUSPECTED CASES OF SABOTAGE

Additional measures for dealing with cases of suspected sabotage and sabotage or Train wrecking.

- 7.01.** (a) The rules contained in this chapter are additional rules meant for cases where derailments occur and/or serious consequences arise due to sabotage or train wrecking. This terms 'Sabotage', 'Train Wrecking' and 'Attempted train wrecking' have been defined in Chapter-II of this Manual as also in section 150 of Indian Railways Act. 1989.
- (b) The duties of different officials in regard to the protection of lines, quick survey of casualties, injuries, damages and assistance required, as also relay of information in details to the officials concerned, rendering first aid, rescue and restoration operation etc. have already been stipulated in chapter-III, IV and VI of this manual
- (c) The object of certain additional measures to be adopted in the cases of sabotage or wreckage involving train(s) into accident/serious accident, is—
- (i) to preserve clues with a view to affording the police and civil authorities as also the Railway Administration itself, the assistance in conducting investigation into the realities of the scene of accident, and,
  - (ii) to facilitate in arriving at the real cause of accident.

- (d) The engine crew, the guard and any other Railway staff on train that involved in an accident are the first available person who may observe the sign of sabotage, and secure all available clues undisturbed till the arrival of Railway's higher official as also the police and civil officials.

#### **7.02. Duties of Guard, Engine crew and other Railway staff on the spot.—**

- (a) When a train is involved in an accident due to suspected sabotage, the guard and engine crew must ensure regarding their duties as contained in para 3.01, 3.02 and 3.04 of the Manual.
- (b) In addition to (a) above, the guard, engine crew and the other Railway staff should –
  - (i) Take a good care that no one including themselves touches or disturbs any fittings or parts of the track or vehicles etc. except in order to save human life, till the arrival of police/civil and senior Railway officials.
  - (ii) request the ticket checking staff or other Railway staff available on train and some of the responsible passengers to keep an eye on portions of the track etc. which appear to have been tampered with an instructions not to allow any person to disturb the actual available position of the fittings ;
  - (iii) make a hurried examination of the track at the site of accident in conjunction with two or three responsible passengers or few local public and keep a note of the clues which may be indicative of the sabotage and accident. Such evidence should be shown to the other Railway staff available on train and to a few responsible passengers or members of the public and their statements obtained. A brief note of what was noticed should be drawn up which should be countersigned by the passenger or public in question with their addresses.
  - (iv) draw a sketch also, if possible.

#### **7.03. Information to the civil and police officials, and their attendance.—**

- (a) In the cases of train(s) involved in accident due to sabotage the railway officials concerned must take all necessary action to intimate the civil and police officials as also for their attendance as per stipulation in para 3.01, 3.02, 3.03, 3.06, 3.08, 6.02 and 6.13 of this Manual.  
Joint Findings of accidents/incidences may have representation from RPF when sabotage is suspected.
- (b) In the cases of attempted train wrecking, similar action as contained in sub-para (a) above shall also be taken in order to intimate the civil and police officials.
- (c) In order to control the crowd and to prevent theft/ looting of luggage or parcels etc. or committal of any other crime, sufficient number of RPF and local police should be arranged at the site of accident. If necessary, they will form an effective cordon round the site of accident.

#### **7.04. Preservation of clues.—**

- (a) Instructions contained in para 6.14 of this manual should be rigidly followed by the officers or senior subordinates of any department who may happen to be present at the time of an accident takes place due to sabotage or train wrecking or who first arrives at the site of accident.
- (b) In addition to the action taken by the Guard, engine crew and other Railway staff as per para 7.02 as soon as the civil, police and Railway higher officials arrived at the site of accident, actions should be taken by the Railway Officials, not to allow any one to touch or disturb any fittings of permanent way and vehicles, etc. until joint examination has been completed, except in the cases of emergencies when it becomes necessary to act otherwise in order to save human life. For this purpose, ticket checking staff on train if any, RPF and gangmen should be deputed. The group should be placed at some distance in such a way, also to keep a strong watch on the outsiders, and if they observe the movement of any person is suspicious, should question them and take steps to point out these person to police.
- (c) No coach(s) or wagon(s) on train(s) involved in an accident due to suspected case of sabotage should be disturbed until the joint examination has been completed. The undamaged coach(s) or wagon(s) may be drawn away with the written permission of Senior Police official present. It should, however, be clearly understood that these restrictions will not apply when it becomes necessary to act otherwise in order to save life.

#### **7.05. Joint examination.—**

Joint Findings of accidents/incidences may have representation from RPF when sabotage is suspected.

- (a) For the purpose of preservation of clues and ascertaining the actual cause of the accident suspected to have been due to sabotage, the Senior Railway and Civil/Police Officers should as far as possible work in the closest liaison and examine all the necessary items at the site of accident. In this connection, the stipulation contained in para 6.14 of this Manual may be referred. The detail examination notes should be precisely worded specifying all the various features which come to notice. In addition to what have been indicated in para 6.14 a special note should also be prepared on the following points :—
  - (i) wheel marks on sleepers, rails and other fittings, distance between the corresponding marks;
  - (ii) damage to rails, sleepers and other fittings;
  - (iii) the place(s) where loose fitting or parts of damaged fittings were found ;
  - (iv) whether coach screws or spikes were found missing, if so, from where and what was the condition of holes on the sleeper(s) from which these fittings are missing.
  - (v) condition of each sleeper involved in the accident ;
  - (vi) whether the fish bolts of the displaced rail show any mark of violence ;
  - (vii) whether any fish plate has been found broken or bent ;
  - (viii) the curvature of every rail involved, in serial order ;



- (ix) whether the rail ends at the displaced joint(s) had any dent or burry and if so whether the burry is vertical or horizontal ;
- (x) the position of wheels of vehicles in relation to the displaced rail, indicating the original alignment of the displaced rail;
- (xi) examination of track in rear of the site of accident for atleast 800 metres indicating the wheel marks, grazing marks on the side of the rail etc., and streaks on the rail table;
- (xii) whether any kind of obstructions found placed on the track or/and adjacent to the track, if so, the kind of obstruction and its present position etc;
- (xiii) condition of engine in details and an inventory of the contents of engine tool box;

**NOTE :** (i) A carefully worded description of all the features which come into notice broadly made out as notes should be checked by the concerned Railway officials before signing that there is no inaccuracy.

(ii) If necessary, the tool box and engine repair book should be taken charge by the DMS/DEE or AME/AEE as the case may be.

(xiv) Engine repair book ;

(xv) Track reading as per Permanent Way Manual para 707, 708.

(b) The joint examination note as mentioned in sub-para (a) above should be signed by the Divisional Safety Officer/Divisional Operations Manager, Divisional Engineer, Divisional Mechanical Engineer, Divisional Electrical Engineer as also the senior Civil/Police Officer.

(c) (i) A detailed examination of the engine(s) and coaches(s) or wagon(s) involved in accident must be done on the spot by the Divisional Safety Officer/Divisional Operations Manager, Divisional Engineer, Divisional Mechanical Engineer and Divisional Electrical Engineer. Such engine(s) and coach(s) or wagon(s) should be carefully preserved for examination by the CEE / CME as the case may be if they so desire.

(ii) The necessary vacuum or air brake test to ascertain the correctness of vacuum or air brake fittings should, however, be made just after the stock has been drawn to a suitable nearest station.

(d) While preparing the joint examination note, a particular comment should be made with regard to damages or/and deficiencies which are likely to cause of the accident as to whether such a damage or deficiency appeared to be fresh or old, and the same should be shown to the senior police officer.

(e) Preparation of sketches –

For the preparation of the sketches necessary arrangements should be made in consultation with the civil/police officials and rough sketches should be drawn on the spot showing all the measurements, damages and deficiencies etc. The sketches should be signed jointly by the officials as mentioned in sub-para (b) above. Before these sketches are finalised and signed, the

Engineering Officer(s) present on the spot should personally check it and make sure that there is no mistake.

(f) Photographs.—

The video cassette of the serious accidents should be prepared not by taking clippings here and there but in a continuous manner by specifically showing the position of coaches, engine, under gears of coaches & engines, rails, track, etc. and the clues which may in turn provide some information to the inquiring authority. Similarly, still photographs should also be taken in a judicious manner.

Photographs of essential features must be taken. For this purpose, on receipt of advice of a serious accident, the person in-charge of the Emergency Office/ Chief Controller of Central Control Office at Garden Reach will advise the Public Relation Officer to send photographer by the most expeditious means. The officer-in-charge of the emergency office at the Divisional Head Quarters and the Divisional Safety Officer will also keep contact with the Public Relation Officer in this regard. If a photographer is not likely to arrive from Garden Reach within the required time, local arrangements may be made for taking photographs. While photographs being taken, a responsible railway and a police officer should accompany him and give necessary directions as to the angles from which the photographs are to be taken.

**NOTE :-** Even though the police/civil authorities have satisfied themselves and have given written permission for restoration works, such permission will not absolve the Railway Officers from making detailed examination of the rolling stock and the track, etc, in question and maintaining a careful and accurate record of such examination.

(g) Inventory of gang tools—

- (i) Except for one or two gangs which are required for rescue work, additional gangmen should not be called till the arrival of Engineering Officer at the site of accident. The gangmen proceeding to the site of accident for relief work should not carry any tools and they should concentrate on rescue work.
- (ii) The tool boxes of all gangmen between the two stations concerned and at the adjacent stations, including those who are sent for relief work Civil Officers along with the Railway Officers of Engineering and Operating/Safety department. In the cases the gangmen are already in section with their tools in work, the said joint inventory should be taken at the site of work immediately.
- (iii) In case of any deficiency in the tools, the engineering officer should initiate immediate enquiries in this regard on the spot in conjunction with the police. One copy of such inventory should be kept by each of the officers conducting the inventory.
- (iv) The gangman proceeding to the site of accident shall not disturb or remove any rails, fish platers, fish bolts and other fittings within the area of accident and nearby till the joint examination has been completed and ordered by the Senior Police and Railway Officers. The Engineering Officers and Supervisors shall ensure this.

- (h) Crow bars and such tools which are likely to leave their imprint should not be used to remove and assemble the affected rails and sleepers, particularly those close to the locations where the track is suspected to have been introduced in the bolt holes to lever out or shift the rails; rail tongues may be used instead, so that the original condition of bolt holes as after the accident is not vitiated by super imposed marks of crow bar application.
- (i) In cases specially of suspected tampering with track, the dislodged components such as fishplates, fishbolts, nuts, etc. picked up from near the first point of discontinuity and elsewhere should be assigned suitable notations, preferably a point marked on them, before they are made over to police and/or photographed to enable their easy identification with reference to the locations at which found. The notation given to each component should also be mentioned in the joint inventory of fittings and in the field notes/sketches to be signed by the police as well.

#### **7.06. Restoration of communications.—**

- (a) After complete examination has been made, and joint note and the sketches have been prepared, the police and civil officers have given in writing that they have completed the inspection of site and no further check is required by them, the actual restoration work should be taken up.
- (b) Restoration, however, may not be started if it is expected that the Commissioner of Railway Safety or the General Manager or the Chief Engineer or the Chief Operations Manager may have the benefit of personal examination of site undisturbed and is likely to reach the site within a reasonable time. Should it however be necessary in an emergency to expedite restoration work without waiting for any of these officers, telephonic permission should be obtained from the Chief Operations Manager or in his absence the Chief Engineer or the Chief Safety Officer in this regard. In short, the restoration operation must not be undertaken in such cases unless permission has been given by CRS/GM/COM/CE/CSO either at site or on phone.
- (c) It should, however, be clearly understood that for the purpose of rescue operation in order to save human life, the restriction contained in sub para (a) and (b) above will not apply.
- (d) In any individual case where circumstances compel the removal of debris, in part or whole, before the arrival of CRS/GM/COM/CE/Police/Civil authority at site for the purpose of rules at sub-para (b) and (c) above, a complete and detailed notes should be recorded by the seniormost Divisional Officer present at site, of the observations made by the various officers. The notes should be given to the CRS/GM/COM/CE/Police/Civil authority on arrival. All sleepers, rails and other debris if removed from the actual position after the accident should be carefully preserved for inspection by the CRS/GM/COM/CE and Police/Civil authorities. The seniormost Divisional Officer present at the site of accident must ensure this.

#### **7.07. Precautions for the staff sent out to get information.—**

Whenever any staff are being sent out from the station(s) for getting information of a train(s) or of an accident, their names indicating the time of departure and return must be noted by the Station

Master(s) in the Station Diary and the same should be communicated to the control for noting in the control log. The staff should proceed without any tools with them and must not touch any thing except when it becomes necessary to act otherwise in order to save life.

## **CHAPTER – VIII**

### **REPORTING OF ACCIDENT**

#### **8.01. Report of accident by every railway servant.—**

- (a) Every railway servant shall promptly report any accident on the Railway which may come to his notice:
  - (i) to the nearest Station Master, or
  - (ii) to any other such a responsible railway servant who may be promptly available.
- (b) The Guard and Driver of the train, the Station Master, any officer or a Senior Subordinate who may happen to be present at the time of accident or who first arrives at the site of accident shall make out a quick survey of the circumstances connected with the accident and also make out a general and suitable note with the following particulars for information to the Control/Station Master and for other necessary action later. Refer Appendix-4 of this manual for detail examination.
  - (i) Exact time of occurrence.
  - (ii) Train number, load of the train, engine number, name of the Driver, Guard, Assistant Driver etc.
  - (iii) Between stations.
  - (iv) Exact kilometreage.

- (v) Condition of weather.
- (vi) Description of accident.
- (vii) Casualties and injuries.
- (viii) Exact position and condition of vehicles involved including the position of derailed wheels.
- (ix) Exact position and condition of track.
- (x) Position of block instruments, signals, points, locks, keys, levers, lever/slide collars etc.
- (xi) Condition of engine headlights, tail lamp/tail board and brakevan-side lights where provided.
- (xii) Number of vehicles derailed, whether loaded or empty.
- (xiii) Length of track damaged, including number of sleepers and fish plates etc. broken and rails twisted.
- (xiv) In case of an accident at level crossings, the condition of gate-signals if any and other lamps at the gate, position of barriers, condition of road sign, name and condition of gateman, condition of road and road vehicle and name of its Driver, whether the Driver of the road vehicle was under the influence of any liquor or drug and had he proper license.
- (xv) Cause of the accident as far as known,
- (xvi) Approximate cost of damage where ever practicable.
- (xvii) In case of averted collision, the distance between the two trains or the train and obstruction, the position and condition of intervening stop signal between the trains or train and obstruction.

**Note** (i) The dubbers of the signals, indicators, tail lamp, and gate lamps etc. should be touched to feel whether warm after the accident in case the said lamps/indicators were found in extinguished condition.

(ii) A rough sketch indicating the position of scene of the accident should be drawn on the spot if possible.

- (c) In case of accident on section where the control system is in existence, the report of an accident in the first instance shall be repeated by the officials as mentioned in sub-para (b) above, to the Train Controller. If the Train Controller is not found available for any reason, the information shall be communicated through any other control and in absence of such provision, to the nearest Station Master.
- (d) As regards quick information of an accident to all concerned, the instructions contained in para 3.01, 3.02, 3.03, 3.06, 3.07, 3.08, 3.09, and 6.02 should be rigidly followed. Should any civil/police official or any Railway Officer or subordinate, whose attendance is essential at the site of accident, be out of his office/headquarters, the Dy. Chief Controller or the Station Master of such headquarters Station as the case may be, should endeavour to find out his whereabouts and have the message conveyed.

- (e) In the event of failure of control and all other telephones, the information of an accident shall be conveyed by the Dy. Chief Controller and Station Master to the concerned officials through the V.H.F sets or by any other available means of communication. Such relay of information, however, may not be considered necessary for the officials at their head quarters stations. Also refer sub-para(a) (x) of rule 8.02.
- (f) Report of Accidents to the Provincial Government and Police authorities.—
  - (i) In terms of section 113 of the Indian Railways Act (1989) reproduced in Appendix-1 of this Manual, all concerned officials must take every action as indicated in sub-para (d) above and other relevant rules of this Manual, to report such cases to Provincial Government Officials.
  - (ii) The cases of level crossing accidents should invariably be reported to the concerned authorities of the State Government with a copy to the Chief Secretary of the State.
  - (iii) In case a serious fire accident occurs in a coach/wagon or any railway property is involved in fire, the on duty Dy. CHC should immediately send the information to the Forensic Science Laboratory which covers the area, so as to enable the concerned Scientist to attend the site of accident promptly for collecting the clues/samples which may lead to the probable cause of the fire.

A list of Forensic Science Laboratories with jurisdiction is given in Appendix–9A.

## **8.02. Station Master's report of Accidents.—**

- (a) Accident Report.—
  - (i) In addition to the telephonic and/or other quickest initial information of an accident to all concerned vide para 3.02 and 6.02, the nearest Station Superintendent/Station Master/Assistant Station Master will issue all concerned accident message on prescribed form without any delay. Where there is no Station Superintendent/Station Master/Assistant Station Master, the Railway employee in charge of the railway area on which the accident occurred shall issue such accident report. Instructions contained in para 8.02, 8.03 of this manual should also be referred.
  - (ii) The report must be written in plain language and should be as brief as possible. No code words must be used in such report. Station name should also be written in full.
  - (iii) The message should not be worded by use of such terms as 'last night' 'today', 'yesterday', 'tomorrow', 'this morning' etc. but precise information as to the time and date of occurrence of the accident must always be stated.
  - (iv) Accident message issued by the Station Superintendent/Station Master/Assistant Station Master should be classified as XR or AXR or AXXR, but such message issued by any other railway employee will be classified as 'XR' or 'R' normally except in cases the accident occurred with loss of human life or grievous hurt or serious damage/loss to the property.
  - (v) Names and designations of staff who are alleged to be responsible for the accident need not be mentioned in this report.

- (vi) Divisional Transportation Inspectors should scrutinise the copies of accident reports delivered to them, and ensure that the messages are framed properly.
- (vii) Trivial accidents which occur in shunting, such as breakage of doors, buffers, springs couplings, axle boxes, etc. or bursting of points during shunting and trivial derailments in yards need not be reported by an AXR or AXXR message unless attended with special circumstances, but should be reported to the Divisional officials concerned by a message classified as 'R' and usual accident report on form GA-3 be submitted. This does not apply to accidents occurring to vehicles containing passengers which would be reported by all concerned message classified as XR or XXR or AXR.
- (viii) Where necessary, the Deputy Chief Controller will call for additional assistance from adjoining divisions; but in non-controlled areas or in the event of control being suspended, this duty will devolve on the Station Master/Dy. Station Superintendent/Station Superintendent or on the person-in-charge of the yard where there is no SM/Dy.SS/SS, who will take steps to call for assistance by issue of message or through any other suitable means of communication.

Similar action should also be taken by the SM/Dy. SS/SS or by the person in charge of the yard, while calling the assistance from the division concerned on non-controlled area or in the event of control being suspended.

Message calling for assistance should be given due priority.

(b) Transmission and delivery of accident messages :—

- (i) Messages relating to accidents shall have priority of despatch over other messages. No excuse will be accepted for avoidable delay in transmission and delivery of accident messages. Should the Station Masters find any difficulty in getting the message despatched without detention through the available means, action must be taken to transmit the message through the other quickest possible means, such as VHF set and P&T phone etc.
- (ii) Accident messages to Railway officials, civil/police officials or to the closest relatives of the victims of train accident must be communicated immediately on receipt.

(c) Submission of report on form GA-3.

- (i) After despatching the messages as required vide para (a) above, the Station Master/ Dy. Station Superintendent/Station Superintendent will send a complete written report of the accident on form GA-3 to the Divisional Railway Manager through a special messenger. In cases of accidents taking place in large/marshalling yard, the person in charge of the yard will be responsible to submit the said report. Such yards will be locally notified by the Divisional Railway Manager. The report on GA-3 should be submitted with 24 hours of the occurrence of an accident.
- (ii) Care should be taken that the above report is correct and complete in every respect and accompanied by statements of staff concerned, as also a comprehensive sketch where

necessary. Particulars which are to be given on GA-3 should be short and concise as possible. A copy of the accident report must be kept for station record.

- (iii) If the report is being delayed, the person-in-charge of the large yard/station or the Divisional Transportation Inspector, as the case may be must take initiative and finalise the case personally and arrange to submit the report with in the target date.
- (iv) A copy of the accident report should also be sent to the senior police official concerned in case of accidents where any malicious attempt to cause damage or other breach of laws is apparent vide section 113 of Indian Railways Act of 1989.

### **8.03. Particulars to be mentioned in the accident message.—**

- (a) In all the accident messages to the Police/Civil authority, Railway Board, Commissioner of Railway Safety or to the Headquarters, the following particulars must be mentioned :—
  - (i) Kilometreage at which the accident occurred,
  - (ii) At station or between station,
  - (iii) Date and time of accident,
  - (iv) Number and description of the train or trains etc.
  - (v) Nature of accident indicating the number and description of vehicles derailed, capsized and other damages also :
  - (vi) Number of persons killed or injured as far as known ;
  - (vii) Prima facie cause of the accident ;
  - (viii) Nature of assistance is required .
  - (ix) Probable suspension of traffic.
- (b) If for any unavoidable reason, the information mentioned in sub-para (ix) of para (a) above cannot be given correctly in the initial message of accidents, a supplementary message should be issued as soon as possible.

### **8.04. Report of accidents on private sidings.—**

Accident occurring on private sidings should be reported in the same manner as accidents occurring on other open lines of Railways. Other actions in regard to the relief arrangements and enquiries etc. shall also be taken in usual manner.

### **8.05. Report in the case of accidents on line under constructions.—**

- (a) Whenever any accident which is attended with loss of human life or with grievous hurt as defined in the Indian Penal Code, or with serious damage to property with estimated cost exceeding Rs. 25,00,000/- on any line under construction irrespective of whether the work is being carried out by



the open line staff or construction staff, should be reported in the same manner as accidents occurring on the open lines.

- (b) In addition to above, the cases of accidents where any malicious attempt to cause damage or other breach of law is apparent and in accordance with rules contained in Chapter-V of this manual, it should also be reported.
- (c) The Divisional Engineer/Assistant Engineer-in-charge of the work will be responsible to report such cases to all concerned.
- (d) Arrangement of relief etc. should also be made in the usual manner.

#### **8.06. Reporting accidents to the Director wagon interchange.—**

Copies of accident messages sent to the Railway Board shall also be sent to the director wagon interchange if the accident involves serious interruption of traffic. For this purpose, the words 'please advise D.W.I.' shall be added in the message issued to the Railway Board.

#### **8.07. Advice to Military Authorities.—**

- (a) Whenever any serious Interruption of any important through line of communication either caused by landslides, breaches by rain or floods or other accidents and is likely to exceed twelve hours, the Chief Safety Officer will arrange to issue advice promptly to military authorities detailed below:—
  - (i) Army Headquarters (India) QMG Branch, New Delhi,
  - (ii) Milrail, New Delhi,
  - (iii) Embarkation Headquarters, Calcutta.
- (b) In the above mentioned advice, the following particulars shall be furnished :—
  - (i) the locality of the accident,
  - (ii) the date and time of the accident,
  - (iii) the extent damage,
  - (iv) the effect of the accident on movement,
  - (v) details of military traffic held up or delayed,
  - (vi) expected time to restore communication,
  - (vii) whether alternative routes are available or if any arrangements made for transshipment,
  - (viii) any other information of interest,
- (c) Any of the information contained in (b) above which cannot be furnished in the initial message should be sent as soon as possible. On resumption of the through line of communication, the said military authority should also be advised.
- (d) If any military personnel are injured or killed or died while on Railway premises, the Divisional Railway Manager in whose area the accident has occurred or such case is detected, shall arrange

to advise the military authorities as detailed in sub para(a) above as also the other nearest military authority. This is in addition to all other actions to be taken as per rules in this regard.

#### **8.08. Advice to the postal Authority.—**

- (a) Whenever any serious interruption of any important through line of communication either cause by landslides, breaches by rain or flood other accidents and is likely to cause—
  - (i) delay of more than 6 hours to any train carrying mails,
  - (ii) abnormal delay to any train carrying foreign mails,
  - (iii) diversion or transshipment or loss of or damage to mails, the Divisional Railway Manager in whose area the accident has occurred will arrange to advise all concerned Superintendent/Senior Superintendents of different divisions of Post and Telegraphs as also the Director of Post and Telegraphs concerned.
- (b) The nature of accident, probable suspension of communication, diversion or transshipment or loss of or damage to mails if any and expected time to restore the communication should be furnished in the message.
- (c) If any Post and Telegraph official are injured or killed or died while on Railway Premises, the Divisional Railway Manager in whose area the accident has occurred or such case is detected, shall arrange to advise the Post Master General/Superintendent/Senior Superintendent concerned. Initial information of such cases shall be conveyed by the Station Master/Dy. Station Superintendent/Station Superintendent of the station where the accident has occurred or the report has been received. This advise to the Post Master concerned and others as mentioned above shall be given by urgent message which is in addition to all other actions to be taken as per rules in this regard.

#### **8.09. Advice to the Inspector of Explosives/Chief Inspector of Explosives.—**

- (a) In all cases of accidents by explosion or by fire occurring in course of storage, handling or transport of explosives or inflammable oil or substances, a copy of the 'All concerned' message must also be sent to the nearest Magistrate, Officer-in-charge of the police station, Inspector of Explosives and to the Chief Inspector of Explosives.
- (b) The message/report issued under sub-para (a) above must be followed by a detailed report within 24 hours to the Inspector of Explosives/Chief Inspector of Explosives.
- (c) In cases of serious accidents due to explosion or fire on inflammable substances/explosives/ dangerous goods, all wreckage or debris shall be left untouched if practicable or except in so far as its removal may be necessary for the rescue of injured persons or/and the recovery of dead bodies, until the Chief Inspector of Explosives/Inspector of Explosives or his representative has completed the investigation or has intimated that he does not like to investigate the case in such position.

#### **8.10. Advice to the officials of catering Departments in cases of accidents.—**

Whenever any accidents occurs which is likely to necessitate an alteration in the catering arrangements as for instance, the detachment of Restaurant Car out of course etc., the Senior Divisional Operations Manager/Divisional Operations Manager shall arrange to inform immediately the Catering Inspector of the section concerned, the Dy.CCM(Catering) and the Manager Restaurant Car concerned.

#### **8.11. Advice to the Public Press on the occurrence of serious accidents.—**

- (a) When any serious accident occurs on any section of S.E.Railway, the Chief Public Relations Officer/Public Relations Officer will arrange to issue the necessary 'Press Note' in consultation with Chief Safety Officer/Chief Passenger Traffic Manager/Chief Freight Traffic Manager. The 'Press Note' should be sent to the press authority concerned as soon as possible for publication.
- (b) The press note should contain the following information.
  - (i) Date and time of the accident,
  - (ii) Description of train met with accident.
  - (iii) Place of occurrence.
  - (iv) Particulars of any loss of life or injury,
  - (v) Information of damage,
  - (vi) Particulars of interruption of train services,
  - (vii) Expected time of restoration,
  - (viii) Any other item of interest.
- (c) Incorrect and unauthorised versions in regard to the details of the accident and its cause must not be taken into consideration and conveyed to the press. No officer below the Junior Administrative grade should issue or authorise to issue 'Press note' in regard to the cause of the accident until an enquiry has been held and the finding has been accepted by the administration.
- (d) The Chief Public Relation Officer/Public Relation Officer will arrange to issue subsequent 'Press Note' as may be necessary from time to time to keep the public advised about the progress in restoring communication or any other information which may be of interest to the public.
- (e) In case the officials at Headquarters at GRC can not be contacted on any means of communication, the Divisional Railway Manager concerned will arrange to issue 'Press Note' with the information contained in sub-para (b) above, to avoid abnormal delay in issue of such press note. This press note should be sent to the nearest nominated agency of public press authority of India.
- (f) In the 'Press Note' it should be indicated that the number of persons injured who are sent to hospitals for further treatment and observation, as also the number of persons sustained grievous injuries.

#### **8.12. Issue of regular bulletin for information of public.—**

In the case of an accident resulting interruption of any important through line of communication, the Senior Divisional Operations Manager/Divisional Operations Manager will arrange to issue bulletin at an interval to all important station specifying the probable date and time of restoration of communication or the route by which the traffic may be diverted or transshipment of passengers is likely to be undertaken, etc.

#### **8.13. Submission of accident report by the Divisional Railway Manager.—**

- (a) In the case of accidents as mentioned in para 6.05 of this manual, the Divisional Railway Manager in whose area the accident has occurred will arrange to submit a preliminary/detail report on prescribed format to the Rail Board except if otherwise directed, as also to the Commissioner of Railway Safety for the cases mentioned in 6.06 within the target date. A copy of this report will also to be submitted to Chief Safety Officer. However, the enquiry proceedings of these cases for which the enquiry is conducted by the Divisional Officers shall be submitted to the Chief Safety Officer.
- (b) In addition to the submission of above reports, the Divisional Railway Manager will also arrange to submit the accident report/enquiry proceedings to the Head quarters within the target date for the case as indicated from time to time.

#### **8.14. Submissions of report on accident by the Headquarters to Railway Board / Commissioner of Railway Safety.—**

Reports on different categories of accident are sent to the Railway Board and Commissioner of Railway Safety by the Headquarter office within the target date in a shape of statements.

#### **8.15. Accident on Railway line opened for goods Traffic.—**

When a Railway or section/line of a railway is opened to goods traffic, it is considered as opened to public traffic as also treated as an open line. All relevant rules contained in this manual are also applicable in case of any accident on such section/line of Railway.

## CHAPTER – IX

### INQUIRY

#### 9.01. The object of an inquiry.—

- (a) The main object of an inquiry is to ascertain the cause of an accident and to formulate proposals for preventing a recurrence; and also to ascertain if any inherent defect in the system of working or in the physical appliances, such as, track, rolling stock and other working apparatus and to propose measures in rectifying the defects and irregularities.
- (b) Another object of an enquiry is to ascertain whether there has been any negligence or avoidable delay in rendering relief to the injured, arranging necessary facilities to other passengers and restoring the communication etc.

#### 9.02.(a) Types of inquiries.—

- (i) Commission of Inquiry appointed by the Central Government.
- (ii) Commissioner of Railway Safety's inquiry.
- (iii) Magisterial/Judicial Inquiry.
- (iv) Joint inquiry.
- (v) Departmental inquiry.

#### (b) Level of Enquiry :—

- (i) All serious accident shall be inquired into by the Commissioner of Railway Safety or Chief Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into a serious accident case the inquiry should be done at least by a Committee of JA grade Officers, formed in consultation with CRS/CCRS.
- (iii) All cases of collisions falling under A-1 to A-4 categories shall be inquired into by Committee of SAG Officers unless the same is being inquired into by CRS or CCRS.
- (iv) All other consequential train accidents except Unmanned Level Crossing accidents shall be inquired into by a Committee of JA grade Officers and in its absence by Branch Officers.
- (v) Consequential Unmanned Level Crossing accidents and all other train accidents shall be inquired into by a Committee of Senior Scale or Junior Scale Officers as decided by respective DRMs.
- (vi) All yard accidents shall be inquired into by a Committee of Senior Supervisors.

- (vii) The cases of Signal Passing At Danger shall be enquired by a JA grade Committee of Officers at divisional level with Sr. DSO/DSO as one of the members. All other cases of indicative accidents shall be inquired into by a Committee of Senior or Junior Scale Officers.
- (viii) General Manager or DRM can have the inquiry conducted by a Committee of higher level of officers than the above mentioned levels depending upon the seriousness of accident.
- (ix) All cases of Equipment Failure shall be inquired into by Senior Supervisors/Supervisors of respective departments.
- (x) All inquiries will be ordered by the concerned DRM except for inquiries into collisions as per item (iii) as above wherein General Manager will order the inquiries.

### **9.03. Commission of Inquiry.—**

The Central Government may order a Commission of Inquiry to inquire into very serious accidents under Commissions of Inquiry Act, 1952 (60 of 1952).

**Note :** The Magisterial/Judicial Inquiry is explained in rules 17 to 19 of appendix-2(B) of the Manual. Similarly, the Departmental Inquiry is explained in rule 13 of the said appendix as also in sub-para (b) of rule 9.07.

### **9.04. Commissioner of Railway Safety's Inquiry.—**

- (a) Where the Commissioner of Railway Safety receives notice under section 113 of the Indian Railways Act (1989), of the occurrence of an accident which he considers of a sufficiently serious nature to justify such a course, he shall, as soon as may be, notify the Chief Commissioner of Railway Safety, the Railway Board and the Head of the Railway Administration concerned of his intention to hold an inquiry and shall, at the same time, fix and communicate the date, time and place for the inquiry. For further clarification, the rules contained in appendix-2(a) of this manual and instructions issued from time to time in this regard should be referred.
- (b) The Divisional Railway Manager of the Division concerned, on being advised by the Chief Safety Officer's office about the date, time and place of the CRS's inquiry, will specially arrange to intimate the concerned Civil and Police officials in this regard. He will also make all suitable arrangements for holding such inquiry as well as for attendance of all witnesses and submission of relevant documents at the inquiry. The guideline contained in appendix-3 of this manual may be referred in this connection.
- (c) The General Manager will arrange to depute an Administrative Officer of any of the concerning department to be present at the inquiry of Commissioner of Railway Safety. Senior officers concerned of the division should also be present at the inquiry. The presence of these officers is intended to assist the Commissioner of Railway safety in the course of the inquiry by producing upto date rules and instructions, as also to explain the procedure in vogue on the division/Railway. However, they may not be present in the inquiry room unless desired by the CRS.

- (d) If, for any reason, the Commissioner of Railway Safety is unable to hold the inquiry at an early date after the occurrence of such an accident, he may also ask the Head of the Railway Administration concerned to hold a joint enquiry and submit to him the proceedings of the inquiry.
- (e) Rules contained in para 11 and para 12 of appendix-2(b) of the manual and instructions issued from time to time in regard to the action to be taken by the Railway Administration on receipt of the inquiry report of Commissioner of Railway Safety, should be followed.

#### **9.05. Joint Inquiry.—**

- (a) Joint inquiry may be of the following types :—
  - i) Senior or Administrative Officers' inquiry.
  - ii) Junior Administrative Officers' inquiry ;
  - iii) Senior Scale Officers' inquiry ;
  - iv) Junior scale Officers' inquiry ;
  - v) Senior Subordinates inquiry ;
- (b) In any of the above mentioned joint inquiry, the representative of Traffic, Mechanical and Civil Engineering should normally be the member of the inquiry Committee except otherwise directed, in the cases of train accidents. If the Signal and Telecommunication, Electrical and any other department is involved in an accident their representative should also be associated as members.
- (c) In the cases of joint inquiries by the Senior subordinates or by the Divisional Officers, the Divisional Railway Manager or his authorised representative will arrange to nominate the members of the inquiry committee and convey to all concerned the date, time, and place of the inquiry in to the accident.
- (d) In the cases of joint inquiries by the administrative officers of Headquarters, the General Manager or his authorised representative will nominate the members of the inquiry committee. However, the Chief Safety Officer will arrange to process the case and convey the date, time and place etc., of the inquiry to all concerned.
- (e) The all concerned officials as mentioned in sub-para(c) and (d) above shall be inclusive of the following officers, in addition to those who are to attend the committee and arrange the presence of witnesses, in the cases specified in para 9.07(a).
  - i) D.C., D.M, S.D.O as the case may be in whose jurisdiction the accident occurred, or such other officer as the Local Government may appoint in this behalf.
  - ii) OC/GRP and OC/Local Police concerned.
  - iii) CRS-S.E. Circle.
  - iv) COM, CME, CEE, CSTE, CE AND CCM.
- (f) The date and time at which the joint inquiry will commence shall be fixed so as to give sufficient time for all concerned officials to reach the place of inquiry with all necessary documents.

However, the date fixed shall not be later than the targets for commencement of inquiry fixed in para 9.14 of this manual unless otherwise directed by the competent authority.

- (g) No officer or subordinate official whose evidence is required to be deposed before the Inquiry Committee, should be nominated as a member of that committee except in real emergencies. This exception should be allowed only under the orders of Divisional Railway Manager who before permitting the deviation should satisfy himself that it is neither possible to find another official who could be nominated as member of the committee, nor would it be desirable to nominate a lower class official. In such cases, the evidence of the official who is a member of the committee should be recorded before the evidence of any other witness is taken.
- (h) The seniormost officer or subordinate being a member of the Inquiry Committee shall be the President of the committee. He shall be primarily responsible for conducting the inquiry, co-ordinating the evidence and for ensuring the correctness of the proceedings and findings.
- (i) When a date is fixed for joint inquiry, the officer or Senior subordinate concerned must take every step to have the enquiry completed. If for any unexpected and unavoidable reason, the nominated member is not in a position to attend the inquiry, he should immediately intimate the fact to the nominating authority, who should arrange another member to avoid postponement of the inquiry. In such an unavoidable circumstance, a suitable lower class official may be nominated. But joint inquiry and the recording evidence of staff should not be postponed merely because a member of the inquiry committee is unable to attend. In such an emergency and when the inquiry is likely to continue for more than a day, recording the evidence of important witness and non-important witness may be adjusted suitably.

However, in all cases where an inquiry is postponed or is not held at one stretch the reasons for postponement should be stated in the summarised note.

- (j) With a view to quick finalisation, an inquiry once started should continue till it is completed, unless a postponement is necessitated by such reasons as absence of staff, whose evidence cannot be dispensed with, etc.
- (k) Officers and subordinate officials concerned must take all possible measures to ensure attendance of the witnesses in the joint inquiry. The witnesses must be spared in a suitable time so as to attend the inquiry with all relevant papers, etc.
- (l) Railway employee involved in an accident or whose evidence is required in connection with an accident, shall not be dismissed or allowed to leave the service until the final orders on the inquiry proceedings have been received from the competent authority.
- (m) When there is loss or damage to mail vans or mails, or mail staff are injured or died, the Superintendent, Railway Mail Service concerned may be present at the inquiry, but will not be a member of the committee.



- (n) The responsibility for conveying information of an inquiry, for collection of the inquiry proceedings and their submission to the higher authorities within the target date and dealing with any further questions arising out of them shall however remain with the Operating Department.

#### **9.06. Constitution of Inquiry committee.—**

- (1) The constitution of joint inquiry committee will, to a great extent, depend upon the nature of accident. The committee will be formed normally as follows :—
- (a) The Officers comprising of –
- (i) Senior Administrative Level,
  - (ii) Junior Administrative Level,
  - (iii) Senior Scale Officers,
  - (iv) Junior Scale Officers,
- (b) Comprising of Senior subordinates.
- (2) Each Committee shall normally comprise of an Officer/Senior subordinate belonging to Operating, Mechanical & Civil Engineering departments. In case, any other department is involved in an accident, the Officer/Senior Subordinate of the department(s) concerned shall also be associated as member of the Committee.

#### **9.07. When Joint Inquiry must be made.—**

- (a) Joint Inquiries are invariably to be made in the following cases :—
- (i) Any accident attended with loss of human life, or with grievous hurt or with substantial loss of railway property;
  - (ii) Any collision between trains of which one is a train carrying passengers ;
  - (iii) The derailment of any train carrying passengers or of any part of such a train;
  - (iv) Any accident of a description usually attended with loss of human life, or with grievous hurt or with serious injury to passenger or loss of property ;
  - (v) Any accident of any other description which may be notified by the Railway Administration from time to time.

Provided that such joint inquiries may be dispensed with :—

- 1) If the inquiry is to be held by the Commissioner of Railway Safety under rule-2 of the Statutory investigation into Railway Accidents Rules, 1973; or
- 2) A Commission of Inquiry is appointed under the Commissions of Inquiry Act, 1962 (60 of 1962); or
- 3) Any other authority is appointed by the Central Government to enquire into it; or
- 4) If there is no reasonable doubt as to the cause of the accident; and

- 5) If any one department of the railway administration concerned intimates that it accepts all responsibility in the matter, and
  - 6) Except if otherwise directed by competent authority at Head quarters.
- (b) Where such joint inquiry is dispensed with under clause (iv) and (v) above, it shall be the duty of the Head of the department of the Railway Administration responsible for the accident to make such inquiry (be called a 'Departmental Inquiry') as he may consider necessary, and if the staff or the system of working is at fault, to adopt or suggest such measures as may be considered necessary for preventing a recurrence of similar accidents.

#### **9.08. Inquiry into accidents at interchange/junction stations, etc.—**

- (a) Accidents occurring at interchange / junction stations should be treated as accidents of the working railway and the responsibility for initiating and conducting inquiry as also finalising the inquiry proceedings should devolve on the Railway Working the interchange/junction stations. In case a train belongs to the using Railway or worked by staff belongs to the using Railway is involved in an accident, the official concerned of the Railway working the station must inform the other Railway concerned, and an officer or/a subordinate as the case may be of the appropriate level of the using Railway should be appointed as a member of the Inquiry Committee.
- (b) In the cases of an accident to a train with running power, the responsibility for initiating and conducting inquiry as also finalising the inquiry proceedings should devolve on the working Railway. An officer or a subordinate as the case may be of the appropriate level of the Railway exercising the running powers should be appointed as a member of the Inquiry Committee.
- Similar procedure should also be followed in the case of trains which are not with running powers but worked by staff of other Railway.
- (c) Whenever an officer or a subordinate of an other Railway is appointed as a member of the Inquiry Committee constituted by a Railway, at least four copies of the complete inquiry proceedings should be given to the officer or subordinate.
- (d) If in these cases, the Inquiry Committee holds the staff of the other railway responsible for the accident, the punishment awarded to the staff shall be finally accepted and communicated by the competent authority of the Railway under which the staff works.
- (e) In the case the divisional officers do not accept the findings arrived at by the Inquiry Committee constituted by the other railway, they shall submit a detail report to their own Headquarters.

#### **9.09. Proceedings of Joint Enquiry Committee.—**

- (a) The members of the Enquiry Committee shall be very careful regarding the main objects of joint inquiry and satisfy themselves in this respect while conducting the inquiry and finalising the proceedings.
- (b) The president of the Inquiry Committee will, at the outset, warn all witnesses against giving untruthful or false statement or trying to conceal facts, and bring to their attention that failing

which, they would render themselves liable to severe disciplinary action. A certificate signed by the president to this effect is to be forwarded with the proceedings. The text of the certificate should be worded as shown below :—

### **Certificate of Warning**

Certified that all non-gazetted staff who were witnesses in this enquiry were warned that giving untruthful or false evidences would render them liable to severe disciplinary action including removal from service.

President.....

Date.....

- (c) A witness is expected and should be permitted to make a full statement of all the facts, relevant to the case and must not try to conceal or evade facts.
- (d) The evidence of the witness should be recorded as a connected narrative and subsequently amplified by question and answer. However, the evidence should not be lengthened out unnecessarily. One should clearly have in his mind the point that is sought to be clarified and the questions should be put in a logical manner so that the answers may lead to the definite point. The language should be simple and clear. No abbreviations should be used. There should be no spelling mistakes or typing errors.
- (e) In the case of witnesses who are incapable of giving coherent statements in correct English, their story should be heard by the committee and thereafter one of the members should dictate it to the typist so as to bring out the essential facts in a logical sequence and without grammatical mistakes.
- (f) At the end of every statement, there should be a proper certification, i.e., "read and accepted as correct" or "read, explained and accepted as correct", as the case may be. The President should sign on the right hand side under designation "President" with date. On the left hand side, the witness will sign over the words "signature of witness" unless the witness is illiterate in which case the words should be "left thumb impression of witness". Each sheet should also be provided with initial or left thumb impression of witness and be initiated by the president if more than one sheet is used.
- (g) When a witness is sick or injured in an accident necessitated his admission into hospital, endeavours should be made by the president of inquiry committee to ascertain from the medical authorities whether the witness is fit to make an statement, and with the approval of medical authorities, the inquiry committee or any member of the committee may visit the injured or sick person in the hospital and obtain a brief statement from him.
- (h) If any witness is physically unfit to attend the inquiry, the inquiry committee or any member of the committee should visit him and obtain his statement.

- (i) The President of the inquiry committee should ensure to make enough copies of the proceedings, so as to submit three copies to the Chief Operations Manager's Office, two copies for Sr. DOM's Office and few copies spare.

#### **9.10. Documents to accompany the proceedings.—**

- (a) Every inquiry proceedings should have the following documents in the order shown below and the list of the documents should be entered in an index.
  - (i) Title page and particulars of accident,
  - (ii) History of the accident,
  - (iii) Description of the site of accident,
  - (iv) Sketch of site of accident (atleast foolscap size),
  - (v) Findings, and reasons for conclusions arrived at,
  - (vi) Note of dissent, if any.
  - (vii) Recommendation of the Inquiry Committee,
  - (viii) Statement of witnesses with a list, and analysis of evidence separately.
  - (ix) Readings of track, engine and wagons/vehicles,
  - (x) Plan of accident site and /or other drawing in cases of serious accidents or in which the issue is complicated,
  - (xi) List of passengers killed or injured separately,
  - (xii) List of Railway employees killed or injured,
  - (xiii) List of damages to locomotive, rolling stock, permanent way, OHE, S&T gears etc. with estimated cost,
  - (xiv) Relevant extracts from train register/log book, station diary, guard's rough journal and other necessary documents, as also extracts of the rules violated,
  - (xv) Note of any serious or important discrepancy which may exist or as brought out at the inquiry,
  - (xvi) Bio-date of staff held responsible,
  - (xvii) Relief and restoration,
  - (xviii) Any other item of interest of any documents as directed from time to time.
- (b) All the above mentioned documents must signed by the president of inquiry committee. Other instructions in regard to the preparation of the documents should be followed as provided in para 9.16 of this Manual.

#### **9.11. Submission of proceedings of joint inquiries to Head Office.—**

- (a) The seniormost Divisional Safety Officer should personally see all papers of joint inquiry proceedings before they are submitted to COM's Office and ensure the submission within the target date.
- (b) In the case of inquiry conducted by the officers of Head quarters, the responsibility indicated in para (a) above will devolve on the president of the inquiry committee.

#### **9.12. Action to be taken on the inquiry proceedings in the Head Office.—**

Directives are issued from time to time regarding the procedure for taking action on the inquiry proceedings at the Head Office. However, a copy of inquiry report of the cases having important bearing on rules should be sent to the Principal Staff Training Centres.

#### **9.13. Bio-data of staff held responsible for the accident.—**

- (a) While submitting detailed report on accidents or whenever asked for in connection of an accident, the following bio-data of staff held responsible must invariably be given :
  - (i) Name of staff,
  - (ii) Father's name,
  - (iii) Date of birth,
  - (iv) Date of appointment and educational qualification,
  - (v) Category in which working at the time of accident,
  - (vi) Date of promotion to the present category,
  - (vii) Rest taken before he came on duty (headquarters rest and outstation rest in case of running staff).
  - (viii) Time at which he came on duty (also time of actual departure of the train in case of running staff),
  - (ix) Last date of medical examination and next due date (including details of eye-sight),
  - (x) Date last refresher course completed and next due.
  - (xi) Brief details of accidents in which he was previously involved and punishment awarded during last five years.
  - (xii) Any other remarks regarding the staff,
  - (xiii) Marital Status.
  - (xiv) Any other particulars as and when asked for.
- (b) Irrespective of the department to which the staff held responsible belongs, the particulars indicated in sub-para (a) above must be obtained and submitted. The Divisional Safety Officer should ensure this.

#### **9.14(A). Prompt finalisation of accident cases. —**

- (a) It is necessary that all accident cases should be finalised in all aspects including disciplinary actions and implementation of recommendations with three months from the date of occurrence and in no case should this limit be exceeded.
- (b) The following targets must invariably be followed in submission of accident reports, commencement/completion of enquiries and submission of inquiry proceedings etc. in case of enquiries conducted by the Railway Administration 'D' indicate the day of accident.
- |       |   |     |            |
|-------|---|-----|------------|
| (i)   | Commencement of inquiry   | ... | D+3 days   |
| (ii)  | Completion of inquiries and submission of proceedings to DSO/DRM                                  | ... | D+7 days   |
| (iii) | Submission of preliminary/detailed report to Railway Board, CRS and GM/COM/CSO as the case may be | ... | D+10 days. |
| (iv)  | Submission of inquiry proceedings to COM/CSO/GM   | ... | D+20 days  |
| (v)   | Submission of final report to Railway Board and CRS   | ... | D+27 days  |
| (vi)  | Finalisation of accident cases in all respects  | ... | D+90 days  |

**9.14(B). The target for CRS enquiry. —**

- (i) D Day of Accident.
- (ii) D+3 Commencement of inquiry.
- (iii) D+10 CRS will forward a brief preliminary narrative report, provisional finding and immediate recommendations to CCRS, GM of Railway concerned, Secretary (Safety), Ministry of Railway and Secretary, Ministry of Civil Aviation.
- On receipt of the Preliminary Report in Railway Board, same will be forwarded to Directorates concerned for suitable action on immediate recommendations.
- (iv) D+30 (a) GM of Railway concerned will furnish his Railway's remarks along with the action taken report to CRS and Secretary (Safety), Railway Board.
- (b) Action taken by Directorates in Railway Board be communicated to the Safety Directorate.
- (v) D+60 CRS will submit his detailed report to CCRS and forward a copy of the report to each of authorities mentioned in the rule 4 of the Statutory Investigation into Railway Accident Rules, 1973.
- On receipt of final report, it will be put up to Board and marked to Directorate concerned for action on the Inquiry Report. The Directorate concerned shall take suitable action on recommendations and will guide zonal Railways on important policy matters.
- (vi) D+90 On receipt of the final Inquiry Report, GM of Railway concerned shall forward his comments on the Final Inquiry Report to CRS with copy to CCRS and Railway Board.

On receipt of final inquiry report, Safety Directorate will forward views of Safety Directorate to CCRS.

- (vii) D+110 CCRS will submit his note on inquiry report to Secretary/Ministry of Civil Aviation forwarding simultaneously copies thereof to Railway Board.

Comments of CCRS will be forwarded to different Directorates for suitable action.

- (viii) D+140 Directorates concerned will submit action taken report on recommendations of CRS and comments of CCRS, after getting the same approved by the Executive Director concerned.

- (a) In case recommendation has been accepted and instruction has been issued, 30 copies of the same should be forwarded to Safety Directorate.

- (b) In case any recommendation is not acceptable, approval of the Board (Member concerned) must be obtained and communicated to the Safety Directorate.

- (ix) D+180 Railway Board will communicate their views on the report to CCRS endorsing a copy to Zonal Railway.

Railway shall finalize D&AR inquiry and send details of staff held responsible along with details of punishment imposed in each individual case.

#### **9.15. Accident Register.—**

- (a) With a view to keep a ready reference and to watch the progress of finalisation of the accident cases, registers are maintained in the office of the Chief Operations Manager as per the directives issued from time to time.
- (b) Accident Registers are also maintained in the divisional office for the purpose mentioned in sub-para (a) above and the Divisional Safety Officer is responsible to ensure this. The registers should contain the columns as mentioned in sub-para (c) below.
- (c) At every station and yard, a record of all accidents occurring at the station/yard is maintained in an Accident Register. The person in charge of the station/yard as the case may be will be responsible for proper maintenance of this register. The register will contain the following particulars—
  - (i) Date of accident.
  - (ii) Time of accident.
  - (iii) Brief details of the accident.
  - (iv) Cause of the accident and class.
  - (v) Exact location of accident.
  - (vi) Lighting condition, if at night.
  - (vii) Weather condition.
  - (viii) Name and designation of the staff conducting shunting.
  - (ix) Guard's name.

- (x) Driver's name.
  - (xi) Date and time of accident telegram.
  - (xii) Date of accident report submitted.
  - (xiii) Cost of damage.
  - (xiv) Nature of enquiry held, date held, date completed.
  - (xv) Name of the staff held responsible.
  - (xvi) Punishment given to staff.
  - (xvii) Time taken to finalise the case.
- (d) The registers as indicated in sub-para(a), (b) and (c) above should be analysed and scrutinised to see if accidents are occurring in a particular location or with particular type of rolling stock or at a particular time or in the duties of particular staff, etc., so as to take preventive measures and also to have a check in regard to the time taken to finalise the cases.

#### **9.16. Instructions for preparation of documents for the proceedings of inquiries.—**

- (a) The following instructions are to be followed in the preparation of documents for inquiry proceedings.
- (i) Title page and particulars of accident.
  - (ii) History of the accident : This should be a concise account, in narrative form of all relevant points brought out during the inquiry. No comment should be made in this document, on the evidence or the reliability of witnesses or to fix responsibility.
  - (iii) Description of the site of accident : This should bring out all relevant points which are necessary to explain to a person who has not visited the site of accident, in understanding the location, nature and result of the accident.
  - (iv) Sketch of the site of accident : The sketch of the site of accident should atleast be of foolscap size and shall indicate the north point, kilometrage, station or between stations, lines, sidings, points, signals, curves, gradients, direction of movement, point of mount and drop and distance travelled after the drop, position of level crossing with its gate and signals if any, position of vehicles and other necessary measurements, as also any other relevant information which is referred to in the inquiry proceedings. In addition to the engineering officer, the sketch should be signed by the President of Inquiry Committee.
  - (v) Findings : This should be clear, brief and to the point showing.
    - (a) the cause of the accident,
    - (b) the rule or rules violated by each person, if any,
    - (c) the staff held responsible.



It is essential that the cause of accident must be ascertained in all cases of accidents and the reasons of arriving at the findings should be fully discussed in the "Remarks and reasons for finding" column.

The rules violated should be extracted at the bottom of the page for ready reference.

The original copies of the findings must be signed by all the members of the inquiry committee at the place of inquiry and the subsequent types copies should be endorsed "signed by".

- (vi) Note of dissent :— If a member of the inquiry committee is unable to agree with the findings wholly or partly, he may record a note of dissent and reasons thereof.
  - (vii) Recommendation of the committee :— Wherever considered necessary, the inquiry committee may submit any recommendation in regard to the cause of the accident and availability of evidence, etc. However, the recommendation should be well thought out and based on facts. This should be signed by the members of inquiry committee. If there is no recommendation to make, a 'NIL' document should be submitted.
  - (viii) Statement of witness :— Explained in para 9.09 of this manual.
  - (ix) Reading of track, engine and wagon/vehicle:— Explained in para 6.14, 7.05 and Appendix-4 of this Manual.
  - (x) List of passengers or Railway employees killed or injured :— Explained in para 6.09 of this Manual.
  - (xi) List of damages and cost there of :— The list of damages should accompany the proceeding, if available in time, but in any case should be submitted as soon as possible. The approximate cost of damages should, however, always be submitted with the proceedings.
  - (xii) Relevant extracts :— The relevant extracts of train register/log book, station diary, guards rough journal and other necessary documents should invariably be given where these will assist in arriving at a conclusion as to the cause of the accident or speed of the train or violation of any rules or instructions, etc.
  - (xiii) Bio-data of staff :— Explained in para 9.13 of this Manual.
  - (xiv) Relief and restoration :— If any discrepancy in the arrangement of relief and restoration work, should be brought out.
  - (xv) Matter brought to light :— Observation on some important matters brought out in course of the inquiry should also be included. A 'NIL' document should be submitted when there is nothing to state.
- (b) The date of initiation of the inquiry and finalisation and also the location where the inquiry held should be furnished in the proceedings.
  - (c) Photographs of the site of serious accidents where ever taken should also be submitted.

#### **9.17. Instructions of the guidance of Inquiry Committee in conducting the inquiry.—**

The Inquiry Committee shall carefully go through the points given below in addition to the points mentioned in appendix-4 of this manual and agree among themselves as to what points are obviously irrelevant. Only those items which are relevant to the accident under inquiry shall be included and the same to be borne in mind in course of inquiry and brought out in evidence.

(a) **Permanent Way** (Refer appendix-4, para A).

- (i) System of maintenance of permanent way on the section concerned.
- (ii) In case of breakage of rails or other fittings of the track was the suspected cause or cause of the accident, was the broken metal subject to a chemical or physical test about the quality and strength of the metal, if so, what was the result of the test; Date of broken rail was laid.

(b) **Carriage and wagon** (Refer appendix-4, para-B)

- (i) Type and condition of couplings.
- (ii) Lighting arrangements on train and actual condition.
- (iii) In case of breakage of any gear or failure of mechanism was the suspected cause or cause of the accident, was the broken metal or the mechanism subject to a chemical or physical test, if so, what was the result of the test.

(c) **Locomotive** (Refer appendix-4, para-C)

(d) **Signalling and interlocking** (Refer appendix-4, para-D)

- (i) Type of signalling and interlocking, sighting of signal concerned for approaching train as also from the place of work.
- (ii) Type of Block Instruments in use and their condition.
- (iii) Nature of Station Master's control.
- (iv) Time of lighting and condition of the signal lamps and indicators.

(e) **Level crossing** (Refer appendix-4, Para-E)

- (i) Was the handsignals of the gatekeepers and other equipments in order ?
- (ii) Was the train or engine running foremost or tender foremost ?
- (iii) Was the engine head light burning at the time of accident ?
- (iv) Was the train crew or the Driver of the road vehicle under influence of liquor or any drug?
- (v) Speed of the train and road vehicle when approaching the level crossing.
- (vi) Is any whistle board provided and did the driver whistle ?
- (vii) Was the gateman in sober state and as per roster duty ?
- (viii) Whether the driver of the vehicle could see the approaching train or the head light of the train/engine or the station signals or heard the engine whistle ? Could the Driver of the train see the approach of the road vehicle ?
- (ix) Was there any other road vehicle on the approach of the level crossing at the time of accident? If so, did the driver hear any whistle or see the approaching train ?

- (x) Was there any restriction while approaching the level crossing ? If so, was the restriction observed ? Was there any special rules for the level crossing in question ?
- (xi) Was there any other eye witness of the accident, if so, what is his statement ? Direction of movement of the train and the road vehicle.
- (xii) Condition of the surface at the level crossing and approach; distance between the two gate barriers.
- (xiii) What was the census of road traffic from 6 to 18 hours and 18 to 6 hours separately for a period of seven days after the accident ?
- (xiv) What is the average number of trains running on the section daily ?
- (xv) Was there any fencing, if so, their condition ?

**(f) Operating** (Refer appendix-4, para- F,G)

- (i) System of working
- (ii) System of obtaining line clear. Was there any interruption ?
- (iii) System of delivery of line clear to the Driver.
- (iv) Whether the train was booked to run through or stop or to cross ?
- (v) System of working of points, locks and signals. Was there any failure?

**(g) Personnel** (Refer appendix-4, para- G)

- (i) Whether the staff concerned are acquainted with the relevant rules and other instructions? Whether they are in possession of the prescribed rule books ?
- (ii) Whether the Drivers and guard of the train are acquainted with the road ? When they have worked over the section last ? Did they work the same train before ?
- (iii) Hours of work of the staff concerned at the time of accident.
- (iv) Refer para 9.13 also of this manual.

**9.18. Copies of accident reports on joint inquiries should be furnished on request to Superintendent of Police or Superintendent of Railway Police or to the officials deputed by them. Analysis of evidence, however, should be treated as a confidential documents. Instructions in this regard are communicated from time to time which should also be followed.—**

Joint Findings of accidents/incidences may have representation from RPF when sabotage is suspected.

**9.19. Punishment to the staff responsible for accident.—**

- (a) In addition to the specific stipulation in the Discipline and Appeal Rules, instructions relating to the punishment to staff responsible for accident, their assessment of adequacy and prompt imposition

thereof, are issued from time to time. However, the punishment to the staff responsible for accident must be finalised and imposed promptly.

- (b) (i) There is no bar against the institution of departmental inquiries in cases under police or judicial investigation and these may be processed so long as the court has not taken cognizance of the offence.
- (ii) In the event of the court having taken cognizance of an offence it is not necessary invariably to stay departmental proceedings because a criminal case is pending in a court of law on the same charges. Each case can be considered individually on its facts and circumstances to see whether it is really necessary to stay departmental proceedings till the conclusion of the criminal trial.
- (iii) No firm guide lines can however, be laid down in regard to (ii) above.
- (iv) Proceedings may be initiated under DAR against staff responsible for rail accidents and if found guilty, appropriate punishments may be imposed notwithstanding the fact that the matter is pending in any court unless stayed by it.
- (c) No railway servant who is found to be responsible for the occurrence of an accident should be dismissed or allowed to leave the line until the case is finally decided.

#### **9.20. Acceptance of Findings of the Inquiry Committee.—**

- 1) General Manager shall be the accepting authority for all cases of SAG level enquiries.
- 2) (a) DRM shall be the accepting authority for the following enquiries subject to the review by CSO:—
  - (i) JA grade inquiry committee ordered when the Commissioner of Railway Safety or Chief Commissioner of Railway Safety is not in a position to inquire into a serious accident case.
  - (ii) JA grade Officers/Branch Officers' enquiry Committee for all other consequential train accidents except Unmanned Level Crossing accidents and cases of Signal Passing at Danger.
- (b) (i) Senior Scale or Junior Scale officers enquiry for consequential unmanned level crossing accidents and all other train accidents not covered in clause (a) above.
- (ii) Senior or Junior Scale Officers' enquiry on all cases of indicative accidents.
- 3) Sr. DSO/DSO shall be the accepting authority for Committee of Senior Supervisors enquiry in connection with all yard accidents.
- 4) Enquiry reports after acceptance by DRM shall be put up to GM/AGM for perusal.

- 5) In accident cases where in the Enquiry Committee determines responsibility on the staff of Foreign Railway, the Enquiry Report should be put up to AGM directly being the accepting authority in such cases.

In case of non-availability of AGM, SDGM may be nominated as accepting authority and in absence of this post also, Chief Safety Officer will act as accepting authority for such Accident Enquiry Reports where in Foreign Railway staff is held responsible.

Finalization of Inter-Railway DAR cases arising on of such inquiry reports be followed up by the principal head of the department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent Railway at General Managers' level, then the case should be referred to Railway Board.

- 6) In case of dissent note, the enquiry report even if accepted by the accepting authority as per the Accident Manual provision 9.20 shall be put up to next higher authority for his views.

#### **9.21. Preservation of accident records.—**

- (a) Accident records should be preserved as under:—

Accidents	A Class	Atleast five years.
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Accidents	D Class	Atleast five years.
-----------	---------	---------------------

Accidents	All other classes	Atleast three years.
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- (b) The records of accident cases classified other than class A and D but of special or serious nature should be preserved for atleast five years.
- (c) The records of accident cases in which the Commissioner of Railway Safety or any other Commission has held an inquiry are not to be destroyed.

#### **9.22. Rules for the preparation of accident returns.—**

- (i) Accidents to trains shall be accounted for by the Railway which exercises jurisdiction over the site of accident. Engine failures shall be accounted for by the Railway owning the engines.
- (ii) A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. All other trains will come under the category of other trains.
- (iii) Statistical returns in the prescribed proforma showing cumulative data till the end of the month should be submitted so as to reach Board's Office not later than 7th Day of the next month.
- (iv) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. With regard to accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that the further details would follow.
- (v) Each accident must be shown only once and in the event of an accident falling in more than one category, it should be treated as an accident in the higher category.

- (vi) Derailments or bumping during reversing or shunting operations etc. on an incoming, outgoing or any other load, including a sectional carriage, etc. shall be deemed to be a 'train accident' only when the train engine or a vehicle still forming part of the train derails or as a result of bumping casualty (including injuries) or loss to Railway property takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.
- (vii) Interruption is defined as duration from the time of accident till starting of first train on line clear from adjacent station for movement over the affected line in that section.
- (viii) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amount to rupees 5000 and above.
- (ix) Equipment failures shall include all failures irrespective of date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category.
- (x) Details and Statistics for accident cases falling under Unusual incident categories "N", "P" and "Q" shall be maintained and provided by Security (RPF) Branch.
- (xi) DRM at the Divisional level and the General Manager at the Zonal Headquarters level will ensure correct reporting of accidents to Zonal Headquarters and Railway Board respectively.

### **9.23. Collection, Compilation and Monthly statement of Accident Statistics.—**

- (a) Information about train accidents, yard accident and indicative accidents falling under classification A, B, C, D, E, F, G and H will be compiled by the Safety Branch at Divisional and Zonal Railways.
- (b) Equipment failures falling under classification J, K, L and M will be compiled by the Divisional control on daily basis and shall be handed over to Safety Branch. Every equipment failure shall be classified under the category of avoidable and unavoidable by the Branch Officers concerned and summary shall be handed over to Safety Department of the Division. It is further clarified that all equipment failures should be taken into account irrespective of the date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category as the case may be. The Safety Branch shall forward the monthly summary to Chief Safety Officers after compilation of statement shall forward monthly statement to the safety Directorate of Railway Board.
- (c) Unusual incidents falling under classification N, P and Q shall be collected and compiled by the Security (RPF) Branch at Divisional level and they shall take subsequent follow up action. Daily position will be given to the Safety Branch of the Division who after compilation of statistics shall forward monthly statement to Chief Safety Officer of Zonal Railways concerned. Chief Safety Officer after compilation of statement shall forward monthly statement to the Safety Directorate of Railway Board.

## **CHAPTER – X**

### **MISCELLANEOUS**

#### **10.01. Duties of Officers, Senior Subordinates and other railway employees in the case of Accident.—**

- (a) The duties of officers, Senior Subordinates and other employees of different departments in the cases of accident/serious accidents have already been stipulated in Chapter-III, IV, VI, VII, VIII and have appendix-4 of this manual. The rules in this manual which are specifically provided for serious accident should also be followed in the event of an accident not falling under the classification of serious accident, but attended with blocking of line or with special circumstances, except which are for dealing with the seriously injured and dead. However, the Divisional and/or Headquarters officers concerned will decide the line of action to be taken, considering the location and nature of accidents which are not falling under the classification of serious accident.
- (b) The officer or Senior Subordinate irrespective of the department or jurisdiction who may happen to be present at the time of accident or who first arrives at the site of accident shall be responsible to make out a quick survey of the circumstances connected with the accident and make out a suitable note with the relevant particulars as indicated in para 7.05,8.01(b) and appendix-4 of the manual.
- (c) In case of loss of human life or injuries to person in an accident, all the railway employees available at the site of accident or closely or who arrive there, must do their utmost to arrange the comfort of the injured and their early removal to a place where they can receive medical aid, in addition to rendering first aid to them, and removal of dead bodies to proper place for disposal.

#### **10.02. Responsibility of different departments in case of accident/serious accident.—**

Though the responsibilities of different officials in the event of an accident/serious accident have already been explained in different chapters of the manual, the responsibilities of the various departments are summarised below.

- (a) Operating Department.
  - (i) The different officials of the Operating department are responsible for taking all necessary actions as outlined in various concerned paras of Chapter-III, IV, VI, VII, VIII, IX and appendix-4 of the manual.
  - (ii) The Divisional Safety Officer and in his absence his Assistant or an Assistant Operations Manager will proceed to the site of accident except otherwise directed, and look after the Operational need, in addition to the rescue, relief and investigation work.
- (b) Civil Engineering Department.

In addition to the responsibilities indicated in various paras of Chapter-III, IV, VI, VII, VIII, IX and appendix-4 of the manual, the Officers and Senior subordinates of the Engineering Department are specially responsible for the following—

- (i) The Civil Engineering officials must ensure that the resources of the department are promptly made available in rescue operation, in clearing the line, for transshipment if any and also for handing over the affected line as early as possible for normal traffic.
- (ii) They are responsible to make out a quick survey of the damages to the Permanent Way and to assess the requirement of men and materials, also to ensure that the requirement is made good from all sources and that they are utilised properly.
- (iii) They are responsible for preservation of clues and preparation of a complete and accurate dimensioned sketch of the accident at the earliest.
- (iv) They are also responsible to obtain the track reading and examine the track in time as per the guide line contained in Permanent Way Manual and Appendix-4(a) of this Manual.

(c) Mechanical Engineering Department.

In addition to what have been detailed in Chapter-III, IV, VI, VII, VIII, IX and appendix-4 of the manual, the officers and Senior Subordinates of the mechanical branch will be specially responsible for the following.

- (i) On receipt of information of an accident, the above mentioned officials concerned must proceed to the site of accident along with their gang as far as practicable and assess the actual requirement of men and materials for clearing the obstruction at the earliest.
- (ii) They must ensure that the resources of the department are promptly made available at the site of accident and utilised properly.
- (iii) They should also ensure that the relief train is sent to the site of accident with a proper marshalling, taking into consideration, the location and nature of accident so as to tackle the situation quickly.
- (iv) They must make out a general plan of action in relief train operation, rerailment and clearing of obstructions.
- (v) They are also responsible to ensure that the examination and reading of coach(s) and/or wagon(s) have been completed in time.

(d) Electrical Engineering Department—

- (i) In case of any electrical rolling stock or/and equipment is/are involved/damaged in an accident, the officer(s) and/or the Senior subordinate(s) of the Electrical Engineering Department must proceed to the site of accident without any delay.
- (ii) They will be responsible to ensure examination of the stock or/and equipment concerned in time and to see that the resources of the department are made available promptly at the site of accident to assist the rescue/relief work and to resume the normal working as soon as possible.



(e) Signal and Telecommunication Department:—

- (i) Whenever any signalling and interlocking gears are damaged/involved in an accident or likely to be involved, the officer(s) or/and the Senior Subordinate(s) of the Signal and Telecommunication Department must attend the site of accident immediately.
- (ii) They will be responsible to ensure examination of the signalling and interlocking gears concerned without any loss of time and to make out a detailed note of all evidences. Any broken or detached parts which may have any bearing on the cause of the accident must be secured, but in case of suspected sabotage, such parts must not be disturbed until the police have completed their investigation. Appendix-4 should also be referred in this connection.
- (iii) They should ensure that portable control telephone or wireless communication, as the case may be, is fitted at the site of accident promptly and ensure its efficient working and restore communication with Divisional Control Office and S.E. Railway Headquarters.
- (iv) They should ensure restoration of the signalling and interlocking gear in a minimum possible time.

(f) Commercial Department.

The duties of officers and other staff of the Commercial Department are outlined in para 3.04, 3.10, 3.13, 3.14, 3.15, 3.16, 3.18, 6.15, 6.17 and 6.18 etc. of the manual.

(g) Security Department.

Immediately on receipt of an information of serious accident/accident, the security Officer or Assistant Security Officer and officer-in-charge of the R.P.F. post concerned must depute sufficient Railway security staff to safe guard the Railway and public property at the site of accident, as also at various dealing centres. The staff should be deputed according to the circumstances of the case. Considering the seriousness of the accident, the Security Officer or Assistant Security Officer and Officer-in-charge of the R.P.F. post concerned should also be present at the site of accident.

Joint Findings of accidents/incidences may have representation from RPF when sabotage is suspected.

**10.03. Transshipment Arrangements.—**

- (a) In the event of an accident, when it becomes obvious that the line will remain suspended for a longer period, The transshipment of passengers, etc., from one train to the other may be commenced with the least possible delay. When the transshipment is considered necessary, the seniormost Divisional Operations Manager will arrange to issue all concerned message for necessary arrangements. An intimation should also be conveyed to the COM, CCM and CE etc.
- (b) The Senior Divisional Commercial Manager or in his absence, the Divisional/Assistant Commercial Manager of the Division will be in charge of the transshipment of passengers, their luggages, mails and parcels, etc. (Also see paras 3.03 and 3.16 of this manual). The guard of the train will be responsible to ensure that the parcels are transhipped correctly. In case of

emergency, the Traffic inspector of the section may take charge of the transshipment work till the arrival of the Commercial Manager as mentioned above.

Passengers and luggages should be sent by the nearest available route when transshipment is not feasible or not considered necessary.

- (c) Transshipment of Postal mails : The person in charge of the transshipment work must give a special attention in the transshipment of postal mails. It should be ensured that during the transshipment, the mails are accompanied by the sorter/person in charge of the postal mails.
- (d) Transshipment of Travelling Cash Safe : In the event of an accident, when transshipment of Travelling Cash Safe is considered necessary, the person-in-charge of the transshipment work must take a special care in regard to its proper arrangement for transshipment and protection in co-ordination with Security Department. However, cash safes usually sent by the route interrupted, will be despatched normally by alternative routes. The person in charge of the work should issue all concerned message in this regard.

#### **10.04. Diversion and Cancellation of trains in the event of an accident.—**

- (a) Diversion and cancellation of passenger carrying train(s) will, when considered necessary in the event of an accident, be authorised by the Chief Operations Manager or his authorised representatives and as per the directives issued from time to time.
- (b) Goods traffic may be held up or diverted or cancelled at the discretion of the Senior Divisional Operations Manager and/or Chief Freight Traffic Manager as the case may be, and traffic offering depending on the situation.
- (c) Parcel traffic may either be detained or diverted at the discretion of the Senior Divisional Operations Manager and Senior Divisional Commercial Manager taking into consideration the situation and traffic in question and as per the directives.

#### **10.05. Examination of rolling stock after re-railment.—**

All the rolling stock that have been derailed or damaged in accident must be examined thoroughly and gauged by the competent person(s) before being allowed to run again and proper certificate be issued to that effect, to the traffic official concerned. Similar action should be taken in case of any such locomotive(s).

#### **10.06. Movement of damaged stock from site of accident.—**

- (a) When it becomes necessary after an accident or due to any cause, to work away damaged vehicle(s) or engine(s) which require to be specially marshalled and/ or with restricted speed, instructions in writing defining clearly the destination of the damaged stock with such special marshalling or/and restrictions, will be issued and signed by the competent persons of the Mechanical/Electrical, Civil Engineering or other departments responsible for such movement and

handover to the representative of the Traffic Department in charge of work at the site. The Mechanical/Electrical representative as the case may be will certify the fitness of the damaged stock to run in the proposed marshalling and/or restriction. Similarly, the representative of the Civil Engineering Department will certify the fitness of the track involved if any for such movement.

- (b) While clearing the dead engine, the marshalling instruction and other precautions should be observed.

#### **10.07. Handling wrecks involving any oil tanks/wagons etc. at the site of accident.—**

- (a) Action in any particular case will depend upon the existing conditions and good judgement will be necessary to avoid disastrous fires on the one hand and useless sacrifice of valuable property on the other.
- (b) When any oil Tank(s) / wagon(s) etc. are found leaking, all lamps or fires near them that can possibly be dispensed with should be extinguished or removed. Incandescent electric lights or portable electric flash lights should be used. Lamps necessarily used for signalling purpose should be kept faraway of such tanks/wagons. Such tanks/wagons should not be approached with any kind of fire including pipes or cigarettes, etc., nor any fire be ignited nearby. Blowing of wind towards the ash-pan and fire-box of a locomotive is also a source of danger. Whenever practicable. The work of handling of wrecked oil tank/wagon etc. should be done during day light.
- (c) During relief operation to prevent explosion of loaded tank wagons, the manholes should be opened, where safety valves are not provided.
- (d) Effort should be made to prevent the spread of oil over a large surface by collecting it in vessels or draining it into a hole or depression at a safe distance from the track, when necessary trenches should be dug for this purpose.

It is not safe to drain inflammable oil in large quantity into a sewer since vapours may thus be carried to distant points and there ignited. Care should be exercised not to permit of oil to drain into streams of water which may be used by irrigation plants or for watering stock. Dry earth spread over spilled oil will decrease the rate of evaporation and the danger. A stream of oil on the ground should be covered with dry earth thrown on the liquid as it collects.

- (e) Sudden jerks that might produce sparks or friction should be avoided. When possible the wrecked oil tanks/wagons should be carefully jacked into position, after removing other vehicles and goods or parcels that might be damaged by fire. Only as a last resort to meet an emergency should wrecked oil tank/wagon etc. be moved by dragging, and when this is done, all persons should be kept at a safe distance.
- (f) No unnecessary attempt should be made to transport a damaged oil Tank/Wagon from which inflammable liquid is leaking. If wrecked or derailed and not in a position to obstruct or endanger traffic, its leak should be stopped as far as possible and be left under guard until arrangement is made for the transfer of the liquid where practicable into another tank or vessels of sufficient capacity.

- (g) even a tank that is not leaking is also liable to be captured by use of slings and the slipping of chain slings may produce sparks. Saving of the contents of the tank is not as important as the prevention of fire. So a good judgement will be necessary to avoid disastrous fires.
- (h) An empty or partially empty tank is liable to contain explosive gases, and any kind of fire must not be brought near it.

#### **10.08. Clearing of line at the site of accident.—**

- (a) The responsibility for operation of rerailment and clearing the line of wreckage lies primarily with and the same will be conducted by the Mechanical Department, and all other departments will do their utmost to assist. In the absence of a responsible Officer/Senior Subordinate of that department in an unavoidable circumstance, the operation should be conducted by the Officer/Senior Subordinate present of the Civil Engineering Deptt. or the Operating Department.
- (b) The blocking of a railway line, even for a short period causes inconvenience to the public and/or loss to the railway. It must, therefore, be clearly understood that the resources of all departments concerned, both in men and materials, are to be made available promptly at the site of accident and utilised properly for clearing the line and restoration of normal working.
- (c) In addition to taking of all necessary precautions during the clearing operation to avoid any disaster, when re-railing any vehicle on a falling gradient, the wheels of the vehicle must be lashed and other action taken so as to prevent the vehicle from rolling down the gradient after it has been re-railed. The vehicle should remain so lashed until it is certain that the movement of the vehicle on the track can be controlled.
- (d) When removing the damaged wagon from the track, they should be so placed taking into consideration the location as to prevent being blown over. This can be ensured by placing the wagon flat or upside down instead of on its side.
- (e) Since a large number of workmen are utilised to handle heavy machinery, etc., in connection with the rerailment and clearance of wreckage at the site of accident, the person-in-charge of the restoration operation must ensure that medical assistance with first aid and other necessary equipment are available at the site.

#### **10.09. Re-opening of communication after the accident. —**

The necessary action required to be taken for commencement of restoration operation and re-opening of communication have already been stipulated in earlier chapters of the manual. However, the line is not to be re-opened until the Officer/Senior Subordinate concerned of the Civil Engineering Department gives in writing that the line is clear and fit to re-open the communication, to a responsible official of the Traffic Department.

#### **10.10. Movement of Tower wagon or wiring train or traction Motor Trolley to the site of accident.**

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If the Tower wagon or wiring train or traction motor trolley is required to be sent to the site of accident, the Section Controller, on request from Traction Power Controller or SSE/SE(OHE) shall arrange for quick passage of the same. This will have preference like a Relief Train. Similar preference should also be given for the material train in an emergent requirement of labour and/or material at the site of accident. On a non-controlled area or during the suspension of control system, the Station Superintendents/Station Masters on duty will be responsible to ensure that the above procedure is followed.

**10.11. Divisional Officers and Senior Subordinates to accompany the ARME and/or ART, and/ or attend the site of accident.—**

The need of Divisional Officer(s) and Senior Subordinates to accompany the A.R.M.E. and/or ART, and/or to attend the site of accident has already been clarified in the earlier chapters. However, in cases of minor accidents the Divisional Officer(s) may not ordinarily attend the site of accident unless it is required under certain special circumstances, like sabotage or suspected sabotage, and for any other reason.

**10.12. Relief to the minor children left as orphans.—**

In case of accidents to passenger carrying train(s) involving loss of lives to passengers, in which the parents are killed in the accident and minor children travelling with their parents are left as orphans and no relatives come forward to take charge of the children, the relief to such orphans may be arranged as per the extant rules.

**10.13. Portable telephone for A.R.M.E. and A.R.T.—**

(a) on control areas—

- (i) All A.R.M.Es and A.R.Ts on control areas are provided with portable telephones as described in para 4.42 (b) of this Railway's Operating Manual, (1998).
- (ii) Each portable telephone supplied for A.R.M.E. and A.R.T shall be serially numbered in addition to painting on the cover of such portable telephone, the name of the division, base station, Inspector responsible for its maintenance. The telecommunication Inspector concerned will be responsible for neat painting of the said particulars and also for proper maintenance of the telephones.
- (iii) The Telecommunication Inspector concerned must inspect and test these telephones atleast once in a month to ensure that they are in proper working order. Periodical testing register should also be maintained for the telephones provided for each ARME and A.R.T. in which the date of testing, defect noticed, action taken to rectify, signature of the maintainer/Inspector shall be recorded.
- (iv) Whenever the A.R.M.E. and/or A.R.T. is ordered for the site of accident, the Telecommunication Inspector concerned or in his absence the Telecommunication Maintainer shall proceed with the A.R.M.E. and/or A.R.T. and be responsible to connect the

control on the telephone. In unavoidable circumstances, if the Telecommunication Inspector or his assistant is unable to join the A.R.M.E. and/or A.R.T, the guard of the train or Senior Subordinate available at the site of accident shall be responsible to connect the control over the portable telephone. Senior Subordinate who are required to attend the site of accident shall be acquainted in the use of portable telephones.

- (v) Procedure detailed in para 4.42(c) of this Railway's Operating Manual should be followed for the use of the telephones as mentioned in sub-para(a) (i) above.
- (b) On non-control areas.
  - (i) Each A.R.M.E. and A.R.T on non-control areas is provided with two sets of portable telephone and procedure for use of such telephones are indicated below.
  - (ii) These telephones are preferably to be connected on through or main telegraph wire. Out of two sets of telephones, one should be connected at the Station nearer to the site of the accident and the other at the site of the accident.
  - (iii) The telephone used at the site of the accident should be joined with connecting rods and wires, but one arm of the connecting rod should be used and both the wires of the connecting rod should be joined to one terminal of the telephone. The other terminal of the telephone should be joined to the earth. The galvanised iron telegraph posts may be used as earth by driving a nail or the blade of a knife into the same of the post and joining the earth wire to it.
  - (iv) One terminal of the telephone which will be connected at the station should be joined to the same line wire on which the telephone at the site of the accident is connected, and the other terminal should be joined to the earth. The connecting rod with wires may not be required to be used in this case, as the telephone will be used inside the station building. Two pieces of wire being necessary to connect the telephone on the existing telegraph circuit.
  - (v) Instructions contained in sub-para (a) (ii),(a)(iii),(a)(iv), above shall also be applicable for this type of telephones, except connection of the telephone to the proper wire instead of control.
- (c) The A.R.M.Es and A.R.Ts on control areas should also be provided with the portable telephones of non-control area.

#### **10.14. (a) Use of telephones.—**

In urgent and important cases, use should be made of the control telephone and also of the administrative trunk telephone, or any other telephone available, but this in no way relieves the persons of the responsibilities regarding issue of messages on accidents.

- (b) "Clear the Line" messages and telephone calls.

In the event of a serious accident, when immediate communication for information becomes essential, officials especially authorised in this behalf shall send information on telephone or any other available means of communication.

The officials referred to above are also empowered to send Clear Line telephone calls in similar circumstances.

#### **10.15. Preliminary warning for A.R..M.E and/or A.R.T.—**

- (a) If a passenger carrying train does not arrive at the next block station within 10 minutes or goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master on duty at the Station in advance shall immediately advise the station in rear and the control, and take other actions as detailed in GR 6.04 and SR 6.04.01.
- (b) The Section controller on duty on receipt of such advice shall immediately issue a preliminary warning to the nearest station where A.R.M.E van or AR.M.E scale-II is located, and also the Loco Foreman and the Station Master of the station where the Relief Train is located, so as to keep them in readiness for despatch pending further information. The Section Controller will also arrange for an engine to be made readily available for sending the ARME and/or A.R.T to the site, or for working as an Assisting Engine, if necessary. On receipt of further information that ARME. is necessary, the same should be worked out at once.

#### **10.16. Preparation of "joint note".—**

- (a) In the case of serious accidents and/or suspected cases of sabotage, it has already stipulated in para 6.14, 7.05 and appendix-4 of this manual regarding preparation of "joint note" with the relevant particulars.
- (b) In the cases of other accidents also, the officers or Senior Subordinates of the Operating, Civil Engineering, Mechanical, Signal and Telecommunication and Electrical Departments, etc. as the case may be shall ensure preparation of "joint note" with the relevant particulars as contained in appendix-4 of this manual.

However, on arrival at the site of accident, the officers or Senior Subordinates as the case may be, after the detail examination of the site and taking whatever steps may be necessary to record and/or preserve the evidence which subsequently might not be available, shall prepare a "joint note" at the site of the accident as soon as possible indicating the prima facie cause, so as to commence the restoration operation. If any of these officials do not agree to the cause of the accident, he may furnish his remarks thereof in the joint note.

#### **10.17. Assistance from adjoining Division(s) and Railway(s).—**

- (a) In the event of a serious accident/accident occurs on one Division when assistance could be arranged sooner from the adjoining Division(s), such assistance must also be called for immediately. For this purpose, the Deputy Chief Controller on duty in the Divisional Control Office of the Division on which the accident has occurred will issue an immediate control message to the adjoining Division(s) concerned. The Divisional Officers concerned of both the Divisions shall ensure that all necessary actions are taken in the arrangement of all types of available assistance. In this connection, the procedure contained in para 4.12, 4.13, 6.02, 6.07, 8.01, 8.02, (a)(x) etc. shall also be followed.

- (b) The procedure contained in sub-para (a) above, shall also be followed in case of additional assistance required as per the nature and location of an accident.
- (c) In case of an accident occurs on a Railway and at a place nearer to a junction point of other Railway, the contiguous Railway, should invariably assist the Railway concerned by despatching its own Relief Train, Medical Relief Van, etc. to the site of accident provided such assistance would reach the site quicker. Similar assistance should also be arranged from one Railway to other, whenever additional assistance is required considering the seriousness and location of an accident.

**10.18. Advice to passengers and/or consignors during the accident.—**

- (a) Whenever it is known that there will be difficulty in getting passengers, mails, parcels, luggages or goods traffic through on any part of the line owing to any accidents, etc. though a notice for stopping through booking may not have been received, the Station superintendents/Station Masters shall arrange to give information of the fact to the passengers and/or consignors who may take a decision in regard to their journey and/or booking of parcels, luggages and goods.
- (b) In the case passengers already booked wish to return or cancel the ticket for abnormally delayed on account of an accident, the Station Superintendents/Station Masters or Commercial Officers and staff as the case may be should take all necessary action promptly in regard to refund of fare or endorsement on the tickets as per rules.

**10.19. Provision of emergency equipment for passenger carrying trains, etc. —**

- (a) It has already been clarified in GR 4.19, SR 4.19.01, 4.19.02 regarding provision of different types of emergency equipments i.e, Ambulance stretcher, First aid box, Fire extinguisher, Emergency lighting equipment, portable telephone, wedges or scotch blocks, etc. in passenger carrying trains.
- (b) As regards provision of first aid boxes in Accident relief trains, Material trains, and at Stations, Yards, Loco-sheds and Carriage and wagon depots, etc. as also for gangmen, the stipulation contained in para 4.02(a) and (e) of this manual should be referred.
- (c) In addition to the provision in chapter XXI of this Railway's Operating Manual and para 10.13 of this Manual, the instructions are issued from time to time to all concerned regarding proper supply and maintenance of the above equipments.
- (d) Whenever, the seal of the first aid box is broken and contents are used, a detail record must be maintained in the 'note book' provided in the box for the purpose, in addition to taking of immediate action for replacement of the contents and re-sealing the box.
- (e) It must be ensured by the person-in-charge that the canvas of the stretcher is not torn and old. The canvas or/and stretcher should be replaced in time.
- (f) The officers and Senior subordinates of the Operating, Commercial and other Department concerned must examine the equipments mentioned in sub-para(a) above regularly and take necessary action to ensure that they are in good condition. However, the first aid box and stretchers should also be examined for this purpose by the Medical officer who has jurisdiction



over the section concerned. The guards of the passenger carrying trains while taking over the equipments should also ensure that they are in good/working condition.

**10.20. Treatment of passengers in case of their illness or/and injury while travelling or by accident.—**

- (a) While it is not incumbent on the Railways to provide medical relief to passengers who are ill, such assistance is invariably rendered in practice as a matter of courtesy to a customer. The assistance may be arranged as soon as possible and as per para 627 of Medical Manual (1981).
- (b) However, in case of illness or injury to passengers as a result of a Railway accident in which case it is the duty of the Railway Administration to provide free medical attendance and treatment facilities as per rules. They must be properly and carefully attended to until removed to the hospital or handed over to relatives or friends, as the case may be.
- (c) If the passenger is reported to be injured due to any defective fittings, the fittings should be examined. Evidence of other passengers should also be taken. A full report must be made out by the guard giving name, age, address of the passenger, particulars of ticket, description of carriage and condition of fittings, etc. The guard should also give a memo to the Station Master to arrange examination of the fittings by the Train Examiner at the Terminal station and also to arrange rectification if required at earlier station.
- (d) In cases of passengers found sick or injured on arrival of train at station, every endeavour should be made to convey them as promptly as possible to the local hospital for medical treatment. If there be no hospital at the station in question, the passenger should be sent as quickly as possible to the nearest hospital by any train or any other suitable means.
- (e) In serious cases, medical aid must be called from the nearest sources available. The guards and Stations Masters should ascertain if there are any doctor(s) among the passengers on the train or on the platform waiting for a train. In case of non-availability of medical aid at the spot, an advance information may be sent to the Doctor(s) concerned to be in readiness to attend the train conveying the passenger(s).
- (f) When any passenger injured in a Railway accident and even in case of a minor injury, first aid must be given. He must be examined by a Railway Medical Officer and the injuries recorded. If any passenger refuses medical attention, it must be taken from him in writing by the Guard/Station Master/Person-in-charge of the work. In every case attempt must be made to get the injured examined by Railway Medical Officer before he leaves the Railway premises. If he continues his journey by the same/any other train he may be examined by a Railway Doctor at an intermediate station or on arrival at the destination and the Doctor concerned should be informed before hand about it.

**10.21. Injured or dead on or near the railway track.—**

- (a) When life is not extinct.

- (i) When any railway employee finds any injured person on or near the track, he should do his best for rendering first aid and/or in the alternative arrangement for medical help as early as possible. He should also arrange to inform the police through the Station Master of the nearest station or any other person in the vicinity. The person should be transported to the nearest hospital for medical aid. However, all available evidence should be kept as far as possible.
- (ii) When any person is run over or knocked down by a train, first aid (if available) shall be rendered by the guard of the train and/or by a qualified doctor if any in the train or at the station. The person shall be transported to the nearest railway station in the direction of the run of the train promptly where medical aid is available and the Station Master will arrange to send the injured to the Hospital immediately after rendering first aid if not already rendered.
- (iii) If an injured person is found on or near the track or runover or knocked down by a train, a statement of the person should be recorded by the guard and /or Driver or by the person who happens to find the injured. The particulars to be recorded are name, father's name, age, sex, caste, address, relatives/friends available near-by, how he happened to be on the line, particulars of injuries, and how the wounds were inflicted, etc. The statement should be prepared in duplicate and signed by the guard, Driver or the person who finds the injured and some other responsible witness, and one copy should be made over to the Station Master of the nearest station where the person is handed over, for onward transmission to the police authorities. Along with the statement, a memo showing the date, time and place where the injured was found and action taken thereof, should also be handed over to the Station Master. In case, the Railway servant who finds the injured person is illiterate, he should seek the assistance of some responsible person for obtaining and recording the above statement and particulars.

(b) When life is extinct.

- (i) When a dead body is found on or near the railway track by any railway employee or any person is run over and killed by a train, the Guard and/or Driver of the train or the railway employee concerned must ensure recording of all available evidence. The dead body should not be removed until the arrival of the police as the chances of some clues which may lead to detection of causes may be interfered with. However, to clear the line for the movement of subsequent trains, the deadbody may be removed from the line, but in doing so, the movement should be minimum required. Handling of the dead body by many people should be avoided so as to keep the available finger prints undisturbed. Information of the fact must be given to the police authority without loss of time.
- (ii) The following particulars must be collected and furnished in the memo by the Guard and/or Driver of the train or by the person who happens to find the body–
  - (a) time and place the body was found ;
  - (b) position of the body in relation to the track;

- (c) blood stains on the ballast, rail, sleeper etc.,
  - (d) extent of injuries ;
  - (e) whether injuries inflicted by a train or otherwise;
  - (f) approximate age;
  - (g) sex;
  - (h) name, father's name and address if available;
  - (i) position of clothing and any other evidence found on or near track;
  - (j) the name of the information, his father's name and full address.
- (iii) The body may thereafter be left in charge of village chowkidar or any responsible person in the vicinity or lineman or gangman or gateman. If no responsible person is readily available at the site or nearby, It shall be removed with the help of available assistance to the nearest gate-lodge in the direction of the movement of the train. Where there is no gate-lodge it will be carried and made over to the Station Master of the next station. In all cases, a written memo giving the particulars as mentioned in sub-para (ii) above shall be made out by the guard and /or Driver of the train or by the person who happens to find the body, and handed over to the Station Master. A copy of the memo should also be handed over to the man under whose charge the body is kept for onward submission to the police authorities.
- (iv) In case the body is found by a railway staff not working a train, he shall, unless he himself is in a position to advise the police authorities or as mentioned in sub para (iii) above, take immediate steps to advise any responsible person in the vicinity of scene to enable the later to take further action.
- (c) Attempts should be made to find out the identity and address of the deceased or injured. The Station Master should send information promptly on telephone or other available means of communication to the relatives of the deceased or injured free of cost and letter confirming the message, if there is no relative or friend with the deceased or injured.

#### **10.22. Murder or serious assaults in railway carriages.—**

- (a) If a crime of a serious nature such as a murder or serious assault be committed in a railway carriage on a running train, the procedure detailed in para 4.24 of this Railway's Operating Manual should be followed except otherwise directed.
- (b) Detailed particulars of the incident should be recorded by the Guard of the train including the name of the Travelling Ticket Examiner or conductor concerned as also the name and address of few passengers of carriage as witness of the incident. Immediate information should be given to the police authorities either by the guard or Travelling Ticket Examiner or conductor personally who happens to get the information or through the Station Master or through any other responsible person. However, the guard should make over a detailed memo to the Station Master.

- (c) The usual accident message under class 'N' will also be issued by the Station Master of the station at which the matter was reported.

**10.23. Deaths in trains or within station premises.—**

- (a) In cases of deaths or any person being killed within station premises or corpses being taken out of trains, the Station Master shall make over the body and all available effects of the deceased to the Government Railway Police for necessary investigation and prompt disposal of such bodies.
- (b) At stations where there are no government Railway Police, the Station Master shall give immediate information of the case to the Government Railway Police concerned and shall see that the corpses are, in all cases, promptly removed from public view and disposed of by the police.
- (c) Attempts should also be made to find out the identity and address of the deceased and the Station Master should send information on telephone or any other available means of communication to the relatives of the deceased free of cost and a letter confirming the message, if there is no relative or friend with the deceased.
- (d) Details of the case should be recorded by the Station Master in Station diary in addition to issue of all concerned message.

**10.24. Person fallen out of trains.—**

- (1) In case of person fallen out of train, the Guard of the train shall take the following action in addition to the observance of rules contained in para 10.21(a)(i) of this manual.
  - (a) A statement of the person involved in the accident should be recorded in all cases where it is possible, but in case of child, the statement of the guardian-with the child should be recorded. Statement of two co-passengers who were eye-witnesses to the incident shall also be recorded. The statements shall be recorded in presence of the Railway Police travelling by the train and counter signed by him. If there is no Railway Police travelling by the train, the signature and addresses of two passengers in whose presence the statement is recorded should be obtained.
  - (b) In the cases of accidents in which carriage windows or doors or other fastenings are involved, the guard of the train shall immediately examine the same along with the Train Examining staff and record the result jointly in the Train Report. If no Train Examining staff is available at the place of accident, the carriage(s) shall be examined at the next train examining station and the result recorded.
- (2) The following information shall be collected and furnished by the Guard of the train for accident report on Form GA-3
  - (a) Kilometrage at which (i) The person fell down, (ii) The train stopped.
  - (b) The place where the person fallen down (on platform or between the line and platform or on other line or in between two tracks, etc.)

- (c) was the incident noticed by the Guard and/or Driver and train brought to a stand or the alarm chain was pulled and by whom ?
- (d) was the train backed to the accident spot ?
- (e) name, age, sex and address of the person and detailed particulars of ticket held ;
- (f) In case of child, the name, relationship and address of the guardian also ;
- (g) where was the person/child seated or standing at the time of incident as seen by the fellow passengers;
- (h) was the person injured and killed or injured, particulars of injury;
- (i) owing Railway, number, type, description and position of the carriage from the engine and guards van, from which the person fell down; condition of door/window handles, shutters, safety catch, door opens inwards or outwards, etc;
- (j) brief description as to how the occurrence happened ;
- (k) whether first aid was rendered, if so, by whom ?
- (l) how the injured/dead was disposed of ;
- (m) was there any G.R.P. constable on the train and Travelling Ticket Examiner in the carriage?
- (n) remarks as to whether the occurrence is accidental or due to carelessness of the person concerned or for any other reason.

#### **10.25. Train parting—disposal of broken material.—**

Precautions to be taken in the cases of train parting are indicated in GR 6.08 and SR thereto. However, in the event of a train parting due to breakage of rolling stock draw gear, the broken material must be taken charge of the Station Master. It must not remain in charge of any of the train staff. If the breakage has taken place between two stations, the engine crew and guard will pick up and make over the broken material to the Station Master at the first station ahead, giving full particulars of the vehicle concerned.

#### **10.26. Certain important rules.—**

In addition to what have been detailed in para 8.01, 9.17, appendix- 4 and other relevant para of this manual, the following rules shall also be observed in the case of certain types of accident.

- (a) In the case of fire attributed to sparks from the engine, it shall also be stated whether the engine was fitted with a spark arrestor, and if so, of what pattern, as also the description of the fuel used. In case of sparks escaped from the ashpan, it shall be stated, what, if any, precautions have been taken to arrest the escape of sparks from the ash pan. In case of fire to a coach having electrical equipment, all the electrical equipment shall be examined in detail to find out if the fire had originated due to any defect of electrical equipment. In this connection, GR-6.10 and SR thereto, and chapter XXI of the Operating Manual shall also be referred.

- (b) In case of a train passed fixed signals at danger at a station, the Station Master shall immediately reckon the distance by which the train has passed the signal before coming to a stop and examine the condition of the brake blocks on the train as also the condition of vacuum system. Whether the brake blocks are cool, hot, etc., should also be noted. The examination shall be done in presence of the guard and Driver of the train and result entered in the Station diary.
- (c) In case of a train passed Engineering Stop Indicator or fixed signal at danger outside station limits, the guard of the train shall immediately reckon the distance upto which the train has passed the signal or indicator before coming to a stop, in the presence of the driver and enter it in the train report.
- (d) In the case of averted collision at Station, the Station Master shall immediately reckon the distance between the two trains or the train and obstruction in the presence of the train staff and enter it in the Station Diary. In the case of averted collision between stations, this duty shall devolve on the guard or guards of the train(s), and the distance shall be entered in the Train Report of the train(s).
- (e) In the case of bad riding or engine hunting or lurching etc., the rules laid down in SR 2.11.01 and 2.11.02 shall be rigidly observed.

#### **10.27. Averted Accidents.—**

All praise-worthy and commendable actions on the part of the railway servants or the public who help to avert accidents or even minimise their gravity, be rewarded and should receive wide and suitable publicity including that in Railway magazines.

#### **10.28.—**

- (i) 10 (Ten) Nos. of arm bands should be available with all Guards working passenger carrying Trains. The arm bands should be used by railway staff working at the site of accident for easy identification.
- (ii) A permanent check list should be displayed in all SLRs regarding important duties of the Guard in the event of an accident. Viz :—
  - (1) Immediately after the mishap the Guard shall arrange to protect the adjacent line/lines and then the line on which his train was running.
  - (2) Send information through quickest means to Control/SMs on either end.
  - (3) Take action to save lives, render first Aid.
  - (4) Look out for Doctors travelling in his train and seek their assistance.
  - (5) Seek assistance of Railway men on the train for attending to the injured and for other relief operations.
  - (6) Post a Railway employee to man the field telephone to ensure regular flow of information to control.

- (7) Make a quick assesment of the assistance needed and advise Control or nearest Station Master.
  - (8) Preserve and safe guard, all clues of possible cause of accident.
  - (9) Arrange protection of property of passengers and Railway property through RPF, GRP and other Railway staff.
  - (10) Guard shall not leave the site till he is permitted to do so by a competent authority.
- (iii) Every division should have a system nominating 'Controlling stations' for each section. The Station master of such nominated 'Controlling Station should immediately, on receiving advice of an accident, reach the site with sufficient staff drawn from all the departments at his station and take all necessary steps for rescue and relief. It should be made clear to every body that staff of all departments must follow the directions of the Station Master of the Controlling Station and render all help and assistance necessary for tackling the disaster situation.
  - (iv) Every railway should have fully equipped Road Ambulance Vans in identified areas where a good Road infrastructure has developed. These vans should be used exclusively for reaching the site of accident and should be kept in good fettle.
  - (v) A minimum of two telephone with STD facilities should be provided in every Control Office. Facsimile facilities should also be provided in every division.
  - (vi) Every ARME should be provided with Cold Cutting equipment which should be periodically tested. It should be ensured that sufficient number of staff are trained for handling this equipment.
  - (vii) Relief train arranged for clearing the stranded passengers must be given over riding priority. It must also be ensured that other passenger trains which have been detained due to accident are given due priority in running.

## CHAPTER – XI

# DISASTER MANAGEMENT

## 1. INTRODUCTION

### 1.1 Definition :

*A disaster in Indian Railways system is defined as - “ a serious train accident or an untoward event of grave nature, either on railway premises or arising out of railway activity, due to natural or man-made causes, that may lead to loss of many lives and/or grievous injuries to a large number of people, and/or severe disruption of traffic etc, necessitating large scale help from other Government/Non-government and Private Organizations.”*

### 1.2 Strengths of the Railways to handle a Disaster:–



In handling disasters, Indian Railways is in a unique position as it has a number of strengths not available with many other departments of Government of India. These include:

- Railways' own Communication Network.
- Operating Control on each Division linked with each Station.
- Territorial Army Units.
- Uniformed force of RPF/RPSF
- Railways' own Medical Infrastructure
- Civil Defence Organization
- An army of Gang men spread out all over the Indian Railways.
- Scouts and Guides (they can at best provide background support).
- Dedicated Rescue/Restoration Materials & Medical Equipment on Rails.

Each of the above can be made use of to handle adversities depending upon requirement to handle the disaster.

### 1.3 Railway's shortcomings to handle Disaster:

There are, however, a few inadequacies in the Railways own resources which are very essential for handling a specific type of Disaster as under:

- Absence of Tunnel rescue equipment – in case of collapse of or mishap in a rail Tunnel, expertise and related equipment on this aspect is lacking.
- Non-availability of trained divers for extrication of passengers and/or casualties (dead bodies and drowning/drowned passengers) from rolling stock fallen down in sea/river/lake etc. Limited help of sports persons (Swimmers) can be taken for this; the time of their mobilization is a factor to be kept in view.
- Non-availability of cranes operated from a ship/barge for lifting of the coaches/bogies from a water body.
- Ability to handle a CBRN Disaster and major fire.
- Limited resources to handle a terrorist attack on a train and/or a station, **other railway premises etc.**

### 1.4 Types of Disasters:

Different types of disasters are described along with a few examples, below:

- (a) *Natural Disaster*:- Earthquakes, Floods, Cyclones, Land Slides, Tsunami etc.
- (b) *Train Accident related Disaster*: Collisions (with a huge number of casualties), Train marooned (flash floods), derailments at a bridge over a river, and coaches falling down; train washed away in cyclone, derailment of a train carrying explosives or highly inflammable

material, tunnel collapse on a train, fire or explosion in trains, and other miscellaneous cases etc.

- (c) *Man made Disasters*: Acts of Terrorism and Sabotage, i.e. causing deliberate loss of life and/or damage to property, which includes - Setting fire to a Train, Railway installations etc., bomb blast at Railway Station/Train, Chemical (Terrorism) Disaster, Biological and Nuclear Disaster.

### 1.5 Changed Philosophy of Disaster Management(DM) in the Railways:

With the enactment of the Disaster Management Act, 2005 and other developments at the national level, DM philosophy has also changed to adopt the latest concepts.

#### NEW PHILOSOPHY

- Serious train accidents, not the only events termed as disasters.
- Other events, e.g. Internal security related events like terrorist attack at station/train, marooning of train due to flash flood, disruption to traffic due to natural factors like earth-quake, cyclone, floods etc.
- No more Relief and Rescue Centric.
- Holistic Approach adopted to incorporate:–
  - ⊗ Prevention
  - ⊗ Mitigation
  - ⊗ Preparedness
  - ⊗ Rescue, Relief
  - ⊗ Rehabilitation

New Philosophy gives more Emphasis on Prevention and Mitigation as under:

- Prevent and mitigate disasters
- Audit Existing Systems for Disaster Resistance, Disaster Prevention and Mitigation on the basis of NDMA's and self prepared guidelines
- Disaster Management in Developmental Planning – New activities should be disaster resistant
- Preparedness, Rescue, Relief and Rehabilitation – Dimensions of DM
- Expertise based response from all stake holders
- Pooling of resources of all agencies, e.g. local administration, community, defence, hospitals and other Govt. organizations.

### 1.6 Authority to declare a Disaster on Railways:

Railway Board has also approved to nominate GMs, AGMs or CSOs (when GM/AGM are not available) for declaring an untoward incident as Railway Disaster. With the adoption of the above definition of railway disaster, it needs to be appreciated that not only a serious train accident may

turn into a railway disaster, if not handled and managed properly, there may be many more railway related events which may not even involve human lives but may turn into disasters for which necessary prevention and mitigation measures are to be taken by the railways beforehand. Zonal Railways will ensure that prevention, mitigation, preparedness, rescue and relief related issues covering all types of disasters affecting railway system are addressed and their details are also appropriately incorporated in their Disaster Management plans.

### **1.7 Nodal department for Policy Formulation on DM on Indian Railways:**

1. The preparation of the Disaster Management Plans on Indian Railways and on the Zonal Railways in co-ordination with the different Departments of the Railway, other Central/State Govt. agencies, NGOs, Private agencies, etc. has to be done by the Safety department in the Railway Board, on the Zonal Railways and Divisions.
2. The Hospital DM plans and the Security arrangements (drills etc) shall be prepared coordinated by the Medical and the Security deptt. respectively.
3. The Management of Floods, Cyclones, Earthquakes, Landslides, etc, and preventive action to be taken for mitigation shall be coordinated by the Civil Engg. Deptt.
4. The Rescue and Restoration DM Plans including preparing plans and procurement of specialized equipment and rescue centric training of personnel has to be coordinated by the Mechanical Department.

### **1.8 Preparation of DM Plans on Zonal Railways :**

Zonal Railways will prepare Disaster Management Plans at HQ and Divisional Levels as per the provision of Disaster Management Act, 2005 as detailed in the earlier chapters and the DM Plan of the Indian Railway (prepared by Railway Board). The Plans of the Zonal Railways should detail for all types of disasters, the preventive, and mitigation and preparedness measures being taken by the railways and also the rescue, relief and restoration systems in place to meet with them. National Disaster management Authority (NDMA) guidelines, instructions issued by the Boards office from time to time and the action plan as framed by the zonal railways will form the backbone of the DM Plans of Zonal Railways. These plans must be dovetailed with the State and District Disaster Management Plans wherever the same have been prepared. For ensuring the uniformity and best possible use of the information, the effort needs to be made to broadly format these plans as under:

- 1.8.1 Divisional Disaster Management Plans** will contain division specific information. It will generally contain divisional action plan for dealing with all types of railway disaster. It not be restricted only to detailed inventory of Railway and non-Railway resources as envisaged in High Level Committee's Report on Disaster Management. It should focus mainly on further new developments of sharing of resources with all stake holders. It should also have, thereafter, divisional specific information like road maps, etc. Information common to all divisions of a Zonal Railway may be replicated uniformly in DM Plans of all divisions of the Zonal Railway. Divisional Specific information need not be contained in headquarter DM Plan.

**1.8.2 Headquarter level Disaster Management Plans** will have information common to all divisions of Zonal Railway. It will generally contain Railway's action plan for dealing with all types of railway disaster. Action items along with their progress will be detailed for all type railway disasters. Contrary to the divisional Plan this will be more centric towards prevention, mitigation and preparedness than rescue and relief. Information like formation of relief and rescue teams at the accident site, Disaster Management Control Management, Duties of various officers/officials etc. in addition to the information specific to headquarter will be contained in this plan. Information common to all divisions of a Zonal Railway may be replicated uniformly in DM Plans of all divisions of Zonal Railway.

**1.8.3 Periodical Review of Disaster Management Plans:**

The DM Plans is to be reviewed and updated at least once a year, i.e. January. In the review changes in policy issued by NDMA/NEC(National Executive Committee) and by the Central Governments and Railway Board are to be made. The DM Plans of the State Governments and of the Districts need to be gone into periodically and changes incorporated in the respective DM Plans of Zonal Railways/ Divisions.

**1.8.4 Safety Deptt. - Nodal Deptt for Compilation/Updating of DM Plans:**

Safety department on the Zonal Railways is responsible for compilation of DM Plans at HQ and Divisional Levels which also need to be reviewed in January every year These Plans will also to be hosted on the rail-net server of the zonal railways in an interactive format so that the information can be shared and its retrieval is simpler.

**1.8.5 ISO certification of DM plans:**

ISO 9000 certification is to be obtained initially for HQ and later for the Divisional DM Plans.

**1.9 Important Provisions in the DM Act, 2005 Concerning Railways:**

Sections 35, 36 & 37 of the DM Act, 2005 detail the responsibilities of Ministries and Departments of Central Govt. as per which a number of measures/actions are to be taken either on their own or in consultation with NDMA. Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification and training of personnel in relation to Disaster Management is one of the key responsibilities. These provision are summarized as under:-

**Section 35**

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The Central Government shall take all such measures as it deems necessary or expedient for the purpose of disaster management and it shall include :-

- a) coordination of actions of the Ministries or Departments of the Government of India, State Governments, National Authority, State Authorities, governmental and non-governmental organizations in relation to disaster management;
- b) ensure the integration of measures for prevention of disasters and mitigation by Ministries or Departments of the Government of India into their development plans and projects;

- c) ensure appropriate allocation of funds for prevention of disaster, mitigation, capacity-building and preparedness by the Ministries or Departments of the Government of India;
- d) ensure that the Ministries or Departments of the government of India take necessary measures for preparedness to promptly and effectively respond to any threatening disaster situation or disaster;
- e) cooperation and assistance to the State Governments, as requested by them;
- f) deployment of naval, military and air forces, other armed forces of the Union or any other civilian personnel as may be required for the purposes of this Act.

### **Section 36**

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It shall be the responsibility of every Ministry or Department of the Government of India to :–

- a) Take measures necessary for prevention of disasters, mitigation, preparedness and capacity building in accordance with the guidelines laid down by the National Authority;
- b) Integrate into its development plans and projects, the measures for prevention or mitigation of disasters in accordance with the guidelines laid down by the National Authority;
- c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines of the National Authority or the directions of the National Executive Committee (NEC) in this behalf;
- d) Review the enactments administered by it, its policies, rules and regulations, and incorporate provisions for prevention of disasters, mitigation or preparedness;
- e) Allocate funds for measures for prevention of disaster, mitigation, capacity-building and preparedness;
- f) Provide assistance to the National Authority and State Government for
  - i) Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification and training of personnel in relation to disaster management.
  - ii) Carrying out rescue and relief operation in the affected area;
  - iii) Assessing the damage from any disaster;
  - iv) Carrying out rehabilitation and reconstruction;
- g) make available its resources to the National Executive Committee or a State Executive Committee (SEC) for the purposes of responding promptly and effectively to any threatening disaster situation or disaster, including measures for–
  - (i) Providing emergency communication in a vulnerable or affected area;
  - (ii) Transporting personnel and relief goods to and from the affected area;
  - (iii) Providing evacuation, rescue, temporary shelter or other immediate relief;
  - (iv) Setting up temporary bridges, jetties and landing places;
  - (v) Providing, drinking water, essential provisions, healthcare, and services in an affected area;
  - (vi) Take such other actions as it may consider necessary for disaster management.

### **Section 37**

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- (1) Every Ministry or Department of the Government of India shall
  - a) prepare a disaster management plan specifying the following particulars, namely;
    - (i) The measures to be taken by it for prevention and mitigation of disasters in accordance with the National Plan;
    - (ii) The specifications regarding integration of mitigation measures in its development plans in accordance with the guidelines of the National Authority and the National Executive Committee;
    - (iii) Its roles and responsibilities in relation to preparedness and capacity-building to deal with any threatening disaster situation or disaster;
    - (iv) Its roles and responsibilities in regard to promptly and effectively responding to any threatening disaster situation or disaster;
    - (v) The present status of its preparedness to perform the roles and responsibilities specified in sub-clauses (iii) and (iv);
    - (vi) The measures required to be taken in order to enable it to perform its responsibilities specified in sub-clauses (iii) & (iv)
  - b) Review and update annually the plan referred to in clause (a);
  - c) Forward a copy of the plan referred to in clause (a) or clause(b), as the case may be, to the Central Government which Government shall forward a copy thereof to the National Authority for its approval.
- (2) Every Ministry or Department of the Government of India shall :-
  - a) Make while preparing disaster management plan under clause (a) of sub section (1), provisions for financing the activities specified therein;
  - b) Furnish a status report regarding the implementation of the plan referred to in clause (a) of subsection (1) to the National Authority, as and when required by it.

## **2. CAPACITY BUILDING TO HANDLE DISASTER**

### **2.1 Disaster Management to be inbuilt in Developmental Plans :**

The National Policy on Disaster Management provides for development of the Disaster Management handling capability by each Ministry/Department of the Central Government as also by the State Government. As per the policy, NDMA will ensure mainstreaming of disaster risk reduction in developmental agenda in all existing and new developmental programmes and projects shall incorporate disaster resilient specifications in the design and construction. The Planning Commission will give due weightage to these factors while allocating resources.

### **2.2 Responsibilities of the Central Ministries and Departments :**

The National Policy on Disaster Management lays down that all Central Ministries and Departments will prepare their DM Plans and where funds are being asked for to improve Disaster Management capability including the financial projections to support these plans. The necessary budgetary allocations will be made as part of the Five Year and Annual Plans.

### **2.3 Modernization of Relief/Rescue during Disasters :**

The National Policy on Disaster Management provides that all Central Ministries and Departments of the Central Government and of the States will build capacity to handle different types of Disasters based on guidelines issued by the NDMA. Helicopter based relief rescue missions on par with similar arrangements existing in western world can also be used extensively for Mass Casualty Evacuation and for providing relief where required. For Railways own Disaster situation like a major train accident where the site is not approachable by rail or by other road vehicles this would be the only means of relief. All Zonal Railways may obtain details of Government and Private Helicopter service and the contact numbers of their operators to be contacted in advance. The Disaster Management Plan of the Zonal Railway and the Divisions should make a mention of the helicopter service providers. If these services are not available on one Zonal Railway, they may contact the nearest Zonal Railway where they are available to be called upon in a Disaster situation.

We have to have a total paradigm shift in the manner in which serious train accident relief is to be managed in the second decade of the 21st century. A much more radical approach would be gradually need to be introduced that what is existing on date. Sensitive installations of Railways need to be identified. All Zonal Railways need to define sensitive installations and infrastructure. These should be ones which would cripple the Railways primary objective of transportation. For instance, Control Rooms; Microwave Towers; TF Exchanges; RRI of Jn Stations, Major Bridges, Tunnels of long lengths, Hospitals etc. are very sensitive/vulnerable locations.

### **2.4 Crowd control and Management of rush at Railway Stations during festivals:**

We should prescribe preventive protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Melas/Fairs or other exceptional situations. It may not be out of place to ban all commercial vending and parcel handling on such occasions, supplement exits if possible, and bring more area under illumination. The car and other vehicle parking facility at a station where a terrorist strike is expected may be discontinued; sale of Platform Tickets can also be banned for short period of time. RPF and GRP personnel deployed on each platform will monitor crowds and rush build up in the circulating areas, booking windows, station platforms and mainly on the FoBs. Special teams of commercial staff will liaison with the RPF/GRP and relay 2/4 hourly position to a centralized location viz. commercial control who will advise the need for running of special trains to specified destination to the operating departments control room.

### **2.5 Terrorist attacks on a freight train carrying inflammables:–**

Railways have an excellent liaison with the Oil Companies due to the transport of their commodities viz. Motor Spirit, HSD, Naphtha etc. Traditionally we have always made use of their foam extinguishers alongwith the expertise in fire control available with them. Gradually, Railways may have to develop both the expertise through training in the Railways Rescue, Relief Training Institute being set up at Bangalore; also procure gradually foam type of fire extinguishers in limited numbers.

## **2.6 Capacity Building to reduce destruction due to earthquakes, floods etc. :-**

RDSO has been assigned the task of identifying vulnerable buildings, locations, rail infrastructure including bridges, sensitive location, waterways embankments etc. Based on this, strengthening works would be undertaken by prioritizing essential locations/buildings so as to strengthen Railways infrastructure.

## **2.7 Responsibility of officials and Departments in case of an accident/disaster:-**

- i) Authority to order ART/ARMV/Break Down crane - Chief Mechanical Engineer/Chief Motive Power Engineer (Running & Loco)/ Sr. Divisional Mechanical Engineer/Divisional Mechanical Engineer, etc. are authorized to order Break Down crane, ART & ARMV.
- ii) Senior most Railway Officer at the site of the accident shall be designated as Site Manager.
- iii) Management of Rescue Operations - Primarily Mechanical and Medical Departments. Assistance to be provided by all Railway-men (irrespective of their department) as needed.
- iv) Relief operations including care for the dead - Commercial, Medical, Personnel & RPF Departments.
- v) Communication network - Telecommunication Department.
- vi) Crowd control and law & order at site - RPF Department.
- vii) State Police clearance for restoration - RPF Department.
- viii) Rolling stock - Mechanical Department.
- ix) Fixed infrastructure like Track, Over Head Equipment, Signaling system, etc.- Departments concerned.
- x) Maintenance of SPART / ART & ARMV Rolling Stock/Break Down cranes including rail-cum-road and road mobile emergency vehicle etc. - Mechanical Department.
- xi) Maintenance of equipment kept in SPART/ART/ARMV for rescue and restoration operations - Departments concerned.
- xii) Media Management at site:
  - a) Site Manager shall be the chief spokesman at site and can be assisted by the Branch Officers concerned, if needed.
  - b) PR/Commercial Department to look after the media needs at site.



### 3. DISASTER INFORMATION FLOWS AND ALERTS OF DISASTER

#### 3.1 Standard Operating Procedures (SOPs) :

The Ministry of Home Affairs (MHA), as the nodal Ministry is responsible for coordinating response and relief efforts with various Ministries/Departments of the Government of India, State Governments and district Authorities. They have prepared the Standard Operating Procedures (SOPs) for handling manmade disasters (for eq. Terrorism related disasters) for which they are earmarked as the lead Ministry for disaster response, relief and mitigation. All Central Ministries, State Governments, District Authorities and other stakeholders will prepare SOPs in consonance with the National and State Plans. The SOPs will be prescribed for activities like search and rescue, medical assistance and casualty management, evacuation, restoration of essential services and communication at disaster sites, etc. the other important activities are provision of food, drinking water, sanitation, clothing and management of relief camps. Detailed SOPs will also be devised by all concerned for dispatch, receipt and deployment of central resources.

#### 3.2 Levels of Disasters :

The Standard Operating Procedures (SOPs) will determine the levels of disasters and for issuing alerts to electronic messaging systems to various agencies about disasters have been formulated by Ministry of Home Affairs. These SOPs will be reviewed periodically for disaster response management in case of natural and man-made disasters.

#### 3.3 Integrated Operation Centre of MHA :

Integrated Operation Centre (IOC) has been set up in the Ministry of Home Affairs to handle disaster situations on a 24X7 basis. IOC is responsible for initiating incident alert messages when a disaster is likely to occur or when it has actually taken place.

#### 3.4 Categorization of Alerts :

A Standard Operating Procedure has been prepared for alerts of events of different types and identifies the situations when alerts are to be sent by the IOC. Specific hazards have different categories of alerts. Accordingly, a uniform system has been devised by categorizing each type of alert in stages – **Yellow, Orange and Red.**

#### 3.5 Action Plan for Communication of Alert Messages :

Whenever a crisis is about to be faced, Government of India has laid down systems for warning its respective departments through an 'Alert'. It should be understood that mere issue of an 'Alert' (Yellow or Orange) is not an indication of the occurrence of a Disaster. This only signifies the existence of a crisis for which provisions of the Crisis Management Plan would come into operation. The Action Plan for Alert Messages lays down as under :

- (i) All concerned Ministries/Departments/Organisations/Agencies will report events to IOC, MHA.
- (ii) While generating and transmitting alerts to IOC, MHA, the concerned agency, will indicate the category of the event as well as its corresponding stage (Red/Orange/Yellow).
- (iii) For natural calamities and other crisis situations categorization of Alerts is as under :-

**(a) AVALANCHES (Defence Research & Development Organisation)**

**Category Description Stage**

Category	Description	Stage
Low	Generally favourable condition. Triggering is generally possible only with high additional loads and on very few extreme slopes. Only sluffs possible and reach valley in small sizes. Valley movement is safe. Movement on slopes with care.	Yellow
Medium	Partly un-favourable condition. Triggering is possible on most avalanche prone slopes with low additional loads and may reach the valley in medium size. Movement on slopes with extreme care. Valley movements with caution. Avoid steep slopes. Routes should be selected with care.	Yellow
High	Unfavorable condition. Triggering possible from all avalanche prone slopes even with low additional loads and reach the valley in large size. Suspend all movements. Airborne avalanches likely.	Orange
All round	Very unfavorable condition. Numerous large avalanches are likely from all possible avalanche slopes even on moderately steep terrain. Suspend all movements. Airborne avalanches likely.	Red

**(b) TSUNAMI (Department of Ocean Development)**

Category	Description	Stage
<b>No Yellow Stage</b>		
Moderate	When an earthquake of greater than 6.0 is reported and/or a Tsunami watch alert is received from JMA/PTWC.	Orange
Great	When change in water level after an earthquake is reported by National Institute of Ocean Technology, ITWC would issue a <b>Tsunami Warning</b> * as per laid down channels.	Red

\* The warning may be withdrawn after a better assessment of the level of rise in water level.

**(c) LANDSLIDES (Geological Survey of India)**

<b>Category</b>	<b>Description</b>	<b>Stage</b>
IV	Landslides of small dimensions that occur away from habitations and do not affect either humans or their possessions. These may occur near infrastructural installations, agricultural and forestlands and may not affect them in a significant manner. These slides may include small incidents that block communication routes for short periods or do not affect the society in a significant manner.	Yellow
III	Landslides which are fairly large and affect infrastructural installations like strategic and important highways and roads rail routes and other civil installations like various appurtenant structures of hydroelectric and irrigation projects. The landslides that enter large water bodies like reservoirs of hydroelectric projects and could damage some of components of these projects.	Orange
II	The landslides that may occur on the fringes of inhabited areas and result in limited loss of life and property. Landslides, which result in blockade of courses of relatively smaller natural drainages. If the blockade is of relatively smaller dimensions its impact would be of a lower order. Although a threat potential is there, it may not be immediate.	Orange
I	Landslides of large dimensions that are located over or in close vicinity of inhabited areas like urban settlements or fairly large rural settlements. Activity on these slides can result in loss of human lives, dwellings on large scale. These slides may also inflict heavy losses on urban infrastructure. The slides that block busy pilgrimage routes during peak times resulting in hardships to thousands of pilgrims and some times resulting in loss of human life. Landslides which result in blockade of courses of relatively large natural drainages. If the blockade is fairly large it could lead to formation of a very large reservoir of water behind it. Formation of a large landslide dam could result in sudden flooding of areas	Red

located upstream. Abrupt breaching of landslide dam would suddenly release enormous quantities of water in the downstream areas leading to flash floods that could result in loss of life and damage to property on large scale.

**(d) CYCLONE (India Meteorological Department)**

Category	Description	Stage
Cyclone Alert	Issued 48 hrs. before the commencement of bad weather when a system is located about 500 km or more away from the coast. The forecast may not contain information about landfall and hence it is still of informatory type but at the same time meant to trigger preparatory actions. During this stage, Disaster Managers plans on the course of action required to be initiated once the system moves closer to the coast.	Yellow
Cyclone Warning	These messages are issued 24 hours before commencement of bad weather and are of a <b>“serious nature”</b> . During this stage the system is monitored closely and the expected place & time of landfall and the districts along the coastal areas likely to be affected are clearly indicated in the warning messages. The location of the system at this stage may still be 300 km – 500 km away from the coast. Disaster Management Machinery is expected to be geared up fully during this phase.	Orange
Post landfall outlook:	During this phase warning messages are issued about 12 hours before actual landfall and are of a <b>“very serious nature”</b> . At this stage, it is expected that the Disaster Management machinery is in full operational mode to face the impending disaster. All preparedness action should have been completed by this time. MHA would be closely monitoring steps taken by the concerned State Governments regarding evacuation and relief activities like food, sanitation etc. This phase is fit to be classified as “Great Danger” and all warning messages issued to MHA Control Room are required to be forwarded to senior officials of the PMO.	Red

**(e) EARTHQUAKE (India Meteorological Department)**

Category	Description	Stage
Slight	$M \leq 5.0$	Yellow
Moderate	$5.0 \leq M \leq 6.9$	Orange
Great	$M \geq 7.0$	Red

**(f) FLOOD (Central Water Commission)**

Category	Description	Stage
IV	Low Flood (Water level between Warning Level and Danger Level)	Yellow
III	Moderate Flood (Water level below 0.50m, less than HFL and above Danger Level)	Yellow
II	High Flood (Water level less than Highest Flood Level but still within 0.50m of the HFL)	Orange
I	Unprecedented Flood (Water level equal and above Highest Flood Level (HFL))	Red

**(g) RAILWAYS (Ministry of Railways)**

Category	Description	Stage
Minor	50 or more casualties (inclusive of death and injuries)	Yellow
Medium	51-99 deaths.	Orange
Major	100 or more deaths, or where additional assistance is sought by the Ministry of Railways.	Red

**(h) FOREST FIRE (Ministry of Environment & Forests)**

Category	Description	Stage
Ordinary Fire	Localised fires which can be controlled by the concerned territorial Conservator of Forests.	Yellow
Medium Fire	Where large forest area is under fire, which can be controlled by the State Government and no Central intervention is sought by the State Government.	Orange
Major Fire	Large fire, which may result in substantial loss of human lives, massive <b>environmental degradation</b> or loss of wild life.	Red

**3.6 Action on Division/Zones on Orange/Red Alert :**

On the issue of an Orange Alert (or of a higher level) the Responders have to be activated as required for relief etc. as under:–

- Mobilisation of Gangmen
- Hospitals to mobilize Doctors and Para-medical staff
- Civil Defence units to be activated
- RPF and RPSF deployment
- Scouts and Guides for colony care and passenger guidance
- Operation and manning of the disaster control room
- Coordination amongst various stakeholders through advance warnings
- Communication system to be ensured and back ups to be in readiness for immediate use when required.
- TA Units Deployment; In case the existing railway staff may not be able to maintain train services to be operational, the TA units have to be mobilized. It takes 2-3 days for the deployment of the TA unit after issue of their mobilization order; hence advance warning is of essence.

### **3.7 Monitoring/Reporting of Effects of Disaster :**

The Safety Dte. in the Board would be given information regarding Orange/Red Alerts. On the declaration of an incident as a Disaster by a State Government or District Administrator or even by the GM/AGM of the Zonal Railway, the CSO would give time to time updates to the Safety Control in Railway Board of the Situation. Assistance of other departments would be made available by the 4GM to the Safety Department on the zonal Railways.

### **3.8 Standard Operating Procedure (SOP) on Railways :**

#### **3.8.1 National Disasters :–**

The Civil Engineering Department at the field level and on the Divisions gets information through advance warning sent by the respective Government Departments on the possibility of Floods, Cyclones, Earthquakes, Landslides etc. Depending on the gravity of the disaster/crises/calamity expected the information would be passed on to the Divisional officers through the Emergency Control which will act as the ICS. Where train operations have to be suspended or regulated the operating departments would be suitably advised. After making the train regulation plan the divisional control would advise the commercial and security departments for management of the welfare of passengers. Alerts to the passengers would be issued through the PR Department of the Railway in the Print and Electronic Media.

The DRMs on the divisions shall ensure coordination amongst the departments for ensuring running of train services (including relief special trains) as also relief arrangements for the passengers and for the Welfare of Railways own staff. Assistance of other Divisions and from the Zonal Railways would be taken through the Headquarter of the Zonal Railways (i.e. by involving

the General Manager). Coordination with the IOC of MHA and NDMA/NDRF would be through the Emergency Control of each zonal Headquarter.

### 3.8.2 Man-made Disasters :-

Different forms of terrorism fall under the ambit of these disasters. A major role has to be played by the Security Department of the Railways who will coordinate with the State Governments and when required the Para-military and other forces. The Security Control of the division will act as the ICS. The Headquarter Security Control will coordinate with the IOC of MHA. A similar system would be followed as above in organizing regulation of train services by the operating department at the divisional, zonal level and also in the Railway Board.

## 4. CRISIS MANAGEMENT PLAN – CMP

### 4.1 Difference between a Crisis and Disaster :-

A Crisis indicates either an impending calamity, or the occurrence of an incident which would adversely affect the society and human population. A Disaster is a much bigger occurrence of an event which would cause large scale devastation, damage to property and loss of human life etc. While a Crisis may or may not turn into a Disaster, the opposite is normally true, but with the condition the crises situation is more in the initial stages.

### 4.2 Crisis - Types :-

There can be broadly 4 types of crisis situation which the Ministry of Railways may be confronted with:-

- (a) National level crisis developed in the Railways and is specific to railways, which is to be managed with the help and assistance of other Ministries. All India Railway Strike is only such crisis identified in the CMP 2007 for which Ministry of Railways is the nodal ministry.
- (b) National level crisis affects the country including Railways and different ministries/departments have to help and assist each other based on their strengths. Cyclone, Earthquake etc. can be such crisis where railways have to assist by running special trains. Ministry of Home Affairs has to assist railways under security related crisis situations like sabotage, bomb blasts, etc.
- (c) Crisis situation which is not a national level crisis affects railway system, which is to be managed with the help and assistance of other Ministries/departments. Chemical explosion in train, fire in train, train falling in river, etc may be such situations.
- (d) Crisis situation which is not a national level crisis affects railway system, which can be managed with the help of internal resources from the railways only.

### 4.3 National Level Crisis :-

The Crisis Management Plan deals with National level crisis situations as under:

- (i) **All India Railway Strike** – Ministry of Railways is the nodal ministry
- (ii) **Terrorism/Security related Crisis** – Ministry of Home Affairs is the nodal ministry but Railways have to maintain liaison and flow of information.

- (iii) **Natural Factor(s) related Crisis leading to traffic disruption** - Ministry of Home Affairs is the nodal ministry but Railways have to maintain liaison and flow of information for assistance to restore the affected railway system.
- (iv) **Crisis where railways have to help other ministries** by way of rail transport. Ministries concerned will make their own Crisis Management Plans bringing out the assistance that the Railways will be required to provide to them.

#### **4.4 Drill for handling Crises :-**

The Crisis Management Plan (CMP) is intended to deal with the afore-mentioned crisis situations only. The drill to be followed in the Ministry of Railways (Railway Board) as well as on the Zonal Railways in respect of crisis group, functioning of the Control room, communication etc., are basically the same for all crisis situations and the same general drill will follow, to be supplemented by the special instructions depending upon the nature of the crisis.

### **5. MANAGEMENT OF CYCLONES & FLOODS**

#### **5.1 Cyclone vulnerability Of S.E. Railway:**

The coastal area of Orissa and West Bengal coming within S.E.Railway jurisdiction are more vulnerable to hazards associated with cyclones.

#### **5.2 Coordination by Railways regarding Cyclones Risk Management, Advance Warnings and Mitigation :-**

S.E Railway has to be in close coordination with Odisha and West Bengal Government departments for handling all phases of the cyclones. These include :-

- Cyclone risk mitigation investments on rail track and colonies in the vicinity of high risk area.
- Capacity building on rail tracks/bridges and important rail installations both for reducing devastation from a cyclone, and for relief, restoration etc.
- Advance warning of a cyclone. Action for regulation mainly of Passenger trains follows thereafter. The Railway infrastructure in the vulnerable States is located partly either in a densely populated area or alternately where no significant population exists. While in the former case the resources of the District/State Government would also be concentrated for rescue/ relief/ mitigation, in the latter case the Railways would have to depend mostly on their own resources for restoration of railway track.

#### **5.3 MANAGEMENT OF FLOODS**

As per the constitutional provision, Flood Management (FM) is a state subject and as such the primary responsibility for flood management lies with the states.

##### **5.3.1 Action Plan for Alignment, Location, Design and Provision of Waterway on Railways Embankments :-**



Roads and Railway embankments cut across the drainage lines and may lead to increase in vulnerability of the area, through which they pass and to flooding and drainage congestion, if they are not properly aligned, located and designated. Inadequate waterway in the form of vents/culverts/bridges/causeways is another cause of increase in vulnerability to floods. Further, breaches in them may result in huge loss of life and properties. Insufficient height of rail embankments may result in overtopping and breaches.

The Ministry of Shipping, Road Transport and Highways (MOSRTH), MOR, MOD, NAHI, BRO, State Governments/SDMAs will ensure that national highways, state highways, district and other roads are aligned, located and designed properly with respect to height and width and provided with adequate waterway in the form of vents, culverts, bridges and causeways so as to make them flood safe and not increase the vulnerability of the area to flooding and drainage congestion.

The safety of existing roads/railway embankments against floods will also be checked by the MOSRTH, MOR, MOD, NHAI, BRO and state governments/SDMAs/DDMAs and if found inadequate, measures by way of increasing height and width and augmenting water way by constructing additional bridges/culverts/causeways or by adding more spans to existing ones, will be taken up.

### **5.3.2 Flood Forecast :-**

Forecasts (stage/inflow) are issued whenever the river stage at the Flash Flood site exceeds or is likely to exceed a specified level called warning level of the site which is fixed in consultation with the concerned state government. The warning level is generally 1m below the danger level of the site, although there is no common format designed for issuing flood forecasts by various fields divisions, as forecasts are issued according to the users convenience. In the forecast, the current date and time of issue of forecast, present water level/inflow and anticipated water level/inflow with corresponding date and time are normally included.

### **5.3.3 Dissemination of Flood Forecasts and Warnings :-**

On reaching a critical point, the final flood forecasts are then communicated to the user agencies such as the concerned administrative and engineering authorities of the state/central governments including railways, defence and other agencies connected with flood protection and DM by special messenger/telegram/wireless/telephone/fax/e-mail.

### **5.3.4 The Central Water Commission's Flood Forecasting Network in India :-**

The CWC's FF network covers most of the flood prone inter-state river basins in the country. The CWC is presently issuing flood forecasts for 175 stations of which 147 stations are for river stage forecast and 28 for inflow forecast.

### **5.3.5 India Meteorological Department :-**

The IMD established in 1875, is responsible for the National Meteorological Services and the principal government agency in all matters relating to meteorology, seismology and allied subjects. The IMD is mandated as follows :

*- To warn against severe weather phenomena like tropical cyclones, north-westerly dust storms, heavy rains and snow, cold and heat waves etc., which cause destruction of life and property.*

For the convenience of administrative and technical control, there are six Regional Metrological Centres (RMCs) located at Mumbai, Chennai, New Delhi, Kolkata, Nagpur and Guwahati.

#### **5.3.6 Flood Preparedness :—**

Based on NDMA's guidelines, a lot of data is to be collected by the Civil Engineering Directorate, Railway Board, so as to plan flood protection works and to reduce vulnerability. Board has asked RDSO to compile the Flood vulnerable areas in Formation, Cutting Bridges and Buildings etc.

#### **5.3.7 Action Plan :—**

The following Action Plan should be followed by the Zonal Railway :—

- Flood/weather forecasting in consultation with IMD and other agencies like CWC, State Government, local bodies etc.
- Development of system of collecting data using modern techniques, Monitoring of land slides, flood danger to bridges, bridge approaches causing interruption to traffic.
- Identification of flood prone areas, RAT, RAW and information prone to erosion/breaches and marking them on railways system map. Monitoring of behaviour of rivers which pose danger to railway embankment.
- Documentation of records of flood and breaches.
- Flood Insurance of Railway properties – A pilot project to be taken by each Railway through help of suitable consultants.
- Mechanism for coordination with State Government and other Central Agencies on flood control and erosion etc.
- Sanction and execution of Anti Erosion works of track, formations, bridges etc.
- Improvement to water ways of bridges in track formation (if necessary) including sanction and execution of works.
- Development of Flood Shelters for staff and passenger at suitable locations in the areas prone to repeated floods.
- Implementation of Bye-laws for buildings in flood prone areas including modifications of Works Manual.
- Training on Flood Management to officials in various Railway Training Schools and institutions by devising suitable syllabus.

- Emergency response team on floods.
- Study of silting pattern resulting in reduction in reservoir/Dam's water holding capacity over years to forecast and extrapolate future impact on track due to over flow and need of additional waterway.
- Study of changed water catchment area due to construction of highways, dams etc.
- Study of changed rainy season month on a particular region.

## **6. MANAGEMENT OF EARTHQUAKES**

### **6.1 Earthquake Risk in India :–**

India's high earthquake risk and vulnerability is evident from the fact that about 59 percent of India's land area could face moderate to severe earthquakes.

### **6.2 Nodal Ministry :–**

The Ministry of Earth Sciences (MoES), as the nodal ministry will prepare the Earthquake Management Plan covering all aspects like earthquake preparedness, mitigation, public awareness, capacity building, training, education, Research and Development (R&D), documentation earthquake response, rehabilitation and recovery.

### **6.3 Monitoring Seismic Activity and Safety Codes :–**

The Indian Meteorological Department (IMD) will be the nodal agency for the monitoring of seismic activity. The Bureau of Indian Standards (BIS) will be the nodal agency for preparing earthquake-resistant building codes and other safety codes. All such key stakeholders, including central ministries and departments and State Governments/SDMAs will develop detailed DM plans, recognising the seismic risk in their respective jurisdictions, based on the Guidelines, of NDMA. Given the high seismic risk the earthquake vulnerability in India, the NDMA Guidelines require the Railways alongwith all other stakeholders to ensure that, hereafter, all new structures are built in compliance of earthquake-resistant building codes and town planning bye-laws. This will be taken up as a national resolve.

### **6.4 Structural Safety Audit and Strengthening :–**

The NDMA Guidelines emphasize the need for carrying out the structural safety audit of existing lifeline structures and other critical structures in earthquake-prone areas, and carrying out selective seismic strengthening and retrofitting. The critical factors responsible for the high seismic risk in India and consequently the prioritised six sets of critical interventions, have been presented as the six pillars of earthquake management. They will help to :

- 1) Ensure the incorporation of earthquake-resistant design features for the construction of new structures.
- 2) Facilitate selective strengthening and seismic retrofitting of existing priority and lifeline structures in earthquake-prone areas.
- 3) Improve the compliance regime through appropriate regulations and enforcement.
- 4) Improve the awareness and preparedness of all stakeholders.

- 5) Introduce appropriate capacity development interventions for effective earthquake management (including education, training, R&D, and documentation).
- 6) Strengthen the emergency response capability in earthquake-prone areas.

#### **6.5 Institutionalization Earthquake-Resistant Design and Construction :-**

The Railways alongwith all central ministries and departments and State Governments will facilitate the implementation and enforcement of relevant standards for seismically safe design and construction of buildings, bridges, flyovers, ports and harbours, and other lifeline and operationally important structures including track infrastructure etc. falling within their administrative control.

#### **6.6 Need for Seismic Strengthening of Existing Structures :-**

There are approximately 12 crores buildings in the country in seismic Zones III, IV and V. A review of the vulnerable buildings on the Railways needs to be similarly done. Out of these how many are critical to Railways operational needs to be separately identified. Most of these buildings are not earthquake-resistant and are potentially vulnerable to collapse in the event of a high intensity earthquake. As it is not practically feasible or financially viable to retrofit all the existing buildings, these guidelines recommend the structural safety audit and retrofitting of select critical lifeline structures and high priority buildings. Such selection will be based on considerations such as the degree of risk, the potential loss of life and the estimated financial implications for each structure, especially in high-risk areas, i.e. in seismic Zones III, IV and V, where structures have to conform to IS-1893 specifications.

#### **6.7 Preparedness by Railways :-**

The review of earthquake vulnerability and of structural audit of existing critical structures (operationally essential) is coordinated by CE Directorate in Railway Board. RDSO has been assigned the job of collection of data and prepare a plan for developing the specification etc for new buildings and identify existing ones which need retro-fitment. On the Zonal Railways and the Divisions the subject is to be coordinated by the PCE and Sr. DEN's. Action to be taken by the Railways/PUs on these guidelines are briefly summarized in Annexure (after this chapter) in a tabular form to facilitate this review. Zonal Railway, may also keep the effect of Cyclones and Landslides in mind in such vulnerable areas while reviewing preparedness on each item covered in NDMA guidelines. A detailed study will have to be done by RDSO to work out the actual requirements and investment planning, if any, that may be needed to fulfill the end objectives. For effective handling of the information and details of a railway, each division is to be taken as a unit.

### **ANNEXURE**

#### **Summary of NDMA Guidelines on Earthquakes and Floods**

<b>Railway Infrastructure</b>	<b>Earthquake Proneness Review</b>	<b>Flood Proneness Review</b>
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<p>Railway Track Formation (incl. station Yards, bridges/ culverts, ROBs/RUBs, etc.)</p> <p>Buildings housing signaling gears like RRI, SSI etc.</p> <p>Buildings in open line maintenance work centers like loco sheds, Coaching depots etc.</p> <p>Station buildings</p> <p>Control room, other important office building, etc.</p> <p>High-rise residential buildings, other important residential buildings</p> <p>Railway hospitals</p>	<p><b>New Construction</b> Must be earthquake resistant</p> <p><b>Existing Infrastructure</b></p> <p>Identify existing railway infrastructure falling under various seismic zones.</p> <ul style="list-style-type: none"> <li>– Review for earthquake resistant adequacy based on age, foundation and other details.</li> <li>- Retrofit/rebuild to make it earthquake resistant.</li> <li>– <b>Training of Engineers (at various levels)</b></li> <li>– associated with design and construction of railway infrastructure.</li> <li>– <b>Any other item that railway may like to add.</b></li> </ul>	<p>New Construction: Railway Station building should be located in such a fashion that they are above the levels corresponding to a 100 year frequency or the maximum observed flood levels. Similarly they should also be above the levels corresponding to a 50 year rainfall and the likely subversion due to drainage congestion.</p> <p>Government offices buildings should be above a level corresponding to a 25 year flood or a 10 year rainfall with stipulation that all buildings in vulnerable zones should be constructed on columns or stilts.</p> <p>Railway track at levels well above the likely flood levels.</p> <p><b>Existing Infrastructure:</b></p> <p>Co-ordination with flood/rain forecasting agencies to get early warning so as to introduce patrolling. Speed restriction etc. as per the provisions in Railway's SR.</p> <p>Inspections of Railway Affecting Works – to be streamlined and timely ensured.</p> <p>Review of waterways for adequacy and alignment and measures to modify, if needed.</p> <p>Status Note on the lessons learnt from the previous flood situations in the past 5 years.</p> <p>Bye-laws for buildings in flood plains.</p> <p>Making existing and new buildings and infrastructure capable of withstanding fury of floods.</p> <p><b>Any other item that railway may like to add.</b></p>
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Zonal Railways will review their new projects as well as the existing infrastructure to fall in line with NDMA guidelines. The Action Plan, including the prevention and post disaster response for cyclones, is very similar as for floods. Zonal railways should also keep the effect of cyclones and landslides in mind while reviewing preparedness on each item covered under NDMA guidelines. A multi-disciplinary team comprising of various departments such as Civil, S&T, Electrical, Mechanical, Medical, Security, Personnel and Finance will be constituted for this purpose by the respective zonal railways. Sr. ED/CE/RDSO has been nominated by the Board to monitor this work. CSOs will coordinate with PCEs and other concerned officers to see that necessary action is taken in a time bound manner which should be part of the disaster management plan of the railways both at the zonal and divisional levels.

## **1. MANAGEMENT OF BIOLOGICAL DISASTERS**

### **7.1 Causes of Biological Disasters :-**

Biological disasters might be caused by epidemics, accidental release of virulent microorganism(s) or Bioterrorism (BT) with the use of biological agents such as anthrax, smallpox, etc.

### **7.2 Mitigation :-**

The essential protection against natural and artificial outbreaks of disease (bio-terrorism) will include the development of mechanisms for prompt detection of incipient outbreaks, isolation of the infected persons and the people they have been in contact with and mobilization of investigational and therapeutic countermeasures.

### **7.4 Nodal Ministry and support of other Ministries:-**

The response to these challenges will be coordinated by the nodal ministry-Ministry of Health and Family Welfare (MOH&FW) with inputs from the Ministry of Agriculture for agents affecting animals and crops. The support and input of other ministries like Ministry of Home Affairs, Ministry of Defence, Ministry of Railways and Ministry of Labour and Employment, who have their own medical care infrastructure with capability of casualty evacuation and treatment, have an important role to play. With a proper surveillance mechanism and response system in place, epidemics can be detected at the beginning stage of their outbreak and controlled.

### **7.5 Handling CBRN Disaster – Training:**

For handling and to provide medical relief for all CBRN disaster which (include a Biological Disaster) and mitigation of BW and BT affected Railway staff, need to be incorporated in the Hospital DM Plan. Training of a skeleton numbers of Medical Doctors in each Divisional Railway Hospital to manage CBRN casualties is to be planned.

## **2. MANAGEMENT OF CHEMICAL DISASTERS**

### **8.1 Guidelines by NDMA :**

National Disaster Management Authority (NDMA) has issued guidelines on the management of chemical disasters. These guidelines are directed more towards their prevention and mitigation of their effects, if these happen than on rescue and relief operations afterwards. The main stakeholders in the management of chemical disasters are Ministry of Environment and Forests (MoEF; the nodal ministry); Ministry of Home Affairs (MHA); Ministry of Labour and Employment (MoLE); Ministry of Agriculture (MoA); Ministry of Shipping, Road Transport and Highways (MoSRT & H); Ministry of Defence (MoD); Ministry of Chemicals and Fertilizers (MoC&F); Ministry of Petroleum and Natural Gas (MoP &NG). Department of Atomic Energy (DAE);

### **8.2 Salient features of NDMA Guidelines :**

The growth of chemical industries has led to an increase in the risk of occurrence of incidents associated with hazardous chemicals (HAZCHEM). With their proliferation, the demands on its transportation by rail has gone up significantly. Common causes for chemical accidents are deficiencies in safety management systems and human errors, or they may occur as a consequence of natural calamities or sabotage activities. Chemical accidents result in fire, explosion and/or toxic release. The nature of chemical agents and their concentration during exposure ultimately decides the toxicity and damaging effects on living organism in the form of symptoms and signs like irreversible pain, suffering, and death. Meteorological conditions such as wind speed, wind direction, height of inversion layer, stability class etc. also play an important role by affecting the dispersion pattern on toxic gas clouds.

### **8.4 Guidelines on Chemical Disasters:-**

Railway's guidelines/instructions relevant to the zonal railways have been issued separately in detail for taking necessary action and incorporating suitable provisions in their respective DM Plans. These guidelines will add to the existing safeguards listed in the Red Tariff on handling, storage and transportation of hazardous material.

### **8.5 Railways Red Tariff – Transport of Hazchem :**

Indian Railways have also been transporting chemicals and hazardous materials e.g. petroleum products (petrol, Naphtha, HSD, etc.), Caustic soda, Alcohol, compressed gases (LPG gas etc.) Chemical manures, Acids, Matches etc. These goods are carried either in the SLRs or in the Parcel Vans or in the goods wagons. Quantum and type of transportation of such hazardous material varies from railway to railway and different zonal railways need to prepare themselves based on the type and extent of hazardous material being handled and transported by them. Indian Railway's Rules for

carrying dangerous (hazardous goods) by rail have been legislated in the Railway Red Tariff Rule 2000 as per which dangerous goods have been classified into following 8 classes:

1. Explosives
2. Gases, Compressed, liquefied or dissolved under pressure
3. Petroleum & other inflammable liquids
4. Inflammable solids
5. Oxidizing substance
6. Poisonous (Toxic Substances)
7. Radio-active substances
8. Acids & other Corrosives.

Chapter I to VIII respectively deal with the above classes of dangerous goods which include General rules governing acceptance, handling, Carriage, storage, delivery and the list of commodities included in that class. Carriage of Goods of a hazardous nature other than those specified in these chapters shall not be accepted for transport by rail unless specially authorised by the railway administration as provided under these Rules. Out of the above 8 classes of dangerous goods, classes II (Gases, Compressed, Liquefied or dissolved under pressure), III (Petroleum and other inflammable liquids) and VIII (Acids and other corrosives) are dealt in bulk on the railways whereas other classes of dangerous goods are dealt in piecemeal/small quantities in parcel vans/SLRs. Railways may refer to the specific paras pertaining to all these classes of dangerous goods.

#### **8.6 Monitoring Movement of Hazchem :**

Dedicated communication system is to be established for Rail Transportation to monitor movement of Toxic Chemical Agents. A mechanism is to be developed like a Geographic Information system (GIS) for continuous monitoring of such Transport Vehicles along their route. This may require to be dovetailed with the FOIS network of the Railways, once the TMS/FOIS is extended for booking (preparation of RRs) and movement of chemical items in wagons to be included in FOIS.

#### **8.7 Rescue Relief and Restoration Operations:**

Railway's expertise in dealing with the mishappenings like spillage, catching fire etc. of these dangerous goods is very limited. It is therefore imperative that the respective zonal railways will develop and nurture coordination with those agencies and Organisations on their system that have expertise in dealing with the hazardous material being handled and transported on the respective zonal railways. Contact details e.g. Name, Designation, Telephone Nos., Mobile Nos. etc. of such agencies should be available in the Divisional and Zonal Railway Disaster Management Plan so that these agencies can be called for without any delay during any untoward incident. Nominated staff of ARMVs, ARTs and few of the staff maintaining the rolling stock which is used for transportation of hazardous material may be trained and equipped with the equipment used for dealing with such material. Divisions located on the "Hazchem Rail Transportation Highways" have to be in close touch with specialized services available with IOC/GAIL and Pvt. Chemical Factories and NGOs to be able to call upon their men and fire fighting



fire extinguishers etc at short notices. Vulnerability on this Highway needs to be reduced by the removal of Jhuggies from close to the track (say at least 15 m away).

### 3. MANAGEMENT OF CHEMICAL (TERRORISM) DISASTERS

#### 9.1 Introduction :-

A terrorist attack involving chemical agents differs from a normal terrorist attack as it results in specific effects on health and can cause fatal injuries, create panic, and affect the morale of the community. The targets of terrorists include market places, densely populated areas, public functions, important dignitaries, water and electricity supplies, restaurants/food plazas, malls, places of entertainment, **busy railway stations in metros** and critical and sensitive military, civil and economic institutions.

#### 9.2 CTD Preparedness Plan:-

Implementation of the Guidelines at the national level shall begin with the preparation of a detailed action plan (involving programmes and activities) by the nodal ministry (MHA) that shall promote coherence among different CTD management practices and strengthen mass casualty management capacities at various levels. The concerned ministries like MoD, MoEF, Ministry of Railways (MoR), MoL&E (through Employees' State Insurance Corporation (ESIC), MoA etc., will also prepare their respective CTD preparedness plan as a part of all hazard DM Plans. The Railways has an important role in the management of mass casualties in the event of national calamities, they should also cater for developing additional capacities besides meeting their own requirements in their preparedness plan. Railway Board has issued guidelines on precautions in handling, storage and transportation of chemicals. These are to supplement the guidelines laid down in the Red Tariff. The Commercial Department may keep the RPF official updated on the Goods Sheds which handle Hazchem so that adequate security systems can be strengthened. This may be a part of the Divisional DM Plans.

#### 9.4 Preparedness for Emergency Response :-

Preparedness for an emergency response at the incident site requires protection, detection, and decontamination. RPF and the Medical Department have a role to play in the relief and mitigation efforts. SOPs are required for all the emergency responders working under the overall supervision of the incident commander. This may be identified in the zonal DM Plan as the DRM of the respective division on the Railways where CTD has occurred. SOPs will be included for field decontamination. A well-orchestrated medical response to CTD will be possible only by having a command and control function at the divisional level by the Medical Department. The CMO/CMS will be the main coordinator for the management of CTD.

#### 9.5 Training for the Responders:-

The Medical Department of the Railways has little or no expertise in the effects of different chemicals. This needs to be gradually developed initially in a skeleton number (one or two) of Doctors and Paramedics in each Divisional Railway Hospital through training.

#### **4. MANAGEMENT OF NUCLEAR AND RADIOLOGICAL EMERGENCY (DISASTER)**

##### **10.1 Nuclear/Radiological Emergency:**

Any radiation incident resulting in or having a potential to result in exposure and/or contamination of the workers or the public in excess of the respective permissible limits can lead to a nuclear/radiological emergency. Normally, nuclear or radiological emergencies are within the coping capability of the plant/facility authorities. A nuclear emergency that can arise in nuclear fuel cycle facilities, including nuclear reactors, and the radiological emergency due to malevolent acts of using Radiological Dispersal Devices are the two scenarios that are of major concern. The impact of a nuclear disaster will be well beyond the coping capability of the local authorities and it calls for handling at the national level.

##### **10.1 Vulnerability of Nuclear Facilities:**

Identification of a Rail network close to a nuclear facility needs to be done by the zonal Railways. Accidents during the transportation of radioactive materials are of low probability due to the special design features of the containers in which they are transported and special safety and security measures (to take care of all possible threats/eventualities, including the threat from misguided elements) which are laid down to be followed during actual transportation. A network of 18 Emergency Response Centres has presently been established by the Bhabha Atomic Research Centre to cope with radiological emergencies in the public domain, like transport accidents, handling of orphan sources, explosion of Radiological Dispersal Devices etc. The task of these Emergency Response Centres is to monitor and detect radiation sources, train the stakeholders, maintain adequate inventory of monitoring instruments and protective gear, and provide technical advice to first responders and local authorities.

#### **5. MANAGEMENT OF RAIL DISASTER IN TUNNELS/ DEEP CUTTINGS OR IN A WATER BODY**

##### **11.1 Expertise To handle Rail Disasters in Tunnels etc. :**

The Railways have no expertise or infrastructure to handle a train disaster if it occurs in a tunnel or in a deep cutting not approachable by land. No machinery or earth moving equipment is available on the Indian Railways which would be mobilized for this job. Help of other stakeholders or of NDRF has to be taken for this.

##### **11.2 Ventilation arrangements in Tunnels:**

Adequacy of ventilation arrangement and its efficient operation is always a matter of concern especially in very long tunnels. There are ventilation systems installed with alarms to warn the control rooms in

case of a mishap. In case a train stalls in long tunnel due to derailment/fire or any unusual condition, automatically alarm will be sounded in the control room to alert the Ventilation Operator/Controller or if Guard/Driver of a train or any other person gives such call on 'Emergency' Telephone the Ventilation Operator should control the ventilation in tunnel as per the procedure given.

### **11.3 Lighting Systems in Tunnels for use in emergency :**

Depending on length of a tunnel, emergency lighting arrangements may be provided to give immediate assistance in handling a disaster.

### **11.4 Rail Disasters in a Lake, River, Sea etc. :**

The Railways neither has the equipment (cranes operated from barges) nor trained manpower to extricate bodies from a train or coaches fallen down from a bridge on to a water body, viz lake, river *or sea etc.* *Help of the NDRF has to be taken in such a situation.*

## **6. Conclusion**

This chapter on Disaster Management deals in brief the basic information related to Disaster Management in the Indian Railway system to cope with different type of disasters. However, the information is not exhaustive. For detailed information and guide lines the following source may be referred:-

- i) Disaster management Act, 2005.
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- iv) Disaster Management Plan of respective Divisions of SER.
- v) Guidelines issued by NDMA from time to time.
- vi) Disaster Management Plan of State Governments and District authorities coming within the jurisdiction of SER.
- vii) Instructions issued from time to time by railway administration and other governmental agencies on subjects concerning Disaster Management.

## **7. MANAGEMENT OF BIOLOGICAL DISASTERS**

### **7.1 Causes of Biological Disasters :-**

Biological disasters might be caused by epidemics, accidental release of virulent microorganism(s) or Bioterrorism (BT) with the use of biological agents such as anthrax, smallpox, etc.

## **7.2 Mitigation :-**

The essential protection against natural and artificial outbreaks of disease (bio-terrorism) will include the development of mechanisms for prompt detection of incipient outbreaks, isolation of the infected persons and the people they have been in contact with and mobilization of investigational and therapeutic countermeasures.

## **7.3 Nodal Ministry and support of other Ministries :-**

The response to these challenges will be coordinated by the nodal ministry-Ministry of Health and Family Welfare (MOH&FW) with inputs from the Ministry of Agriculture for agents affecting animals and crops. The support and input of other ministries like Ministry of Home Affairs, Ministry of Defence, Ministry of Railways and Ministry of Labour and Employment, who have their own medical care infrastructure with capability of casualty evacuation and treatment, have an important role to play. With a proper surveillance mechanism and response system in place, epidemics can be detected at the beginning stage of their outbreak and controlled.

## **7.4 Handling CBRN Disaster – Training :-**

For handling and to provide medical relief for all CBRN disaster which (include a Biological Disaster) and mitigation of BW and BT affected Railway staff, need to be incorporated in the Hospital DM Plan. Training of a skeleton numbers of Medical Doctors in each Divisional Railway Hospital to manage CBRN casualties is to be planned.

# **8. MANAGEMENT OF CHEMICAL DISASTERS**

## **8.1 Guidelines by NDMA :-**

National Disaster Management Authority (NDMA) has issued guidelines on the management of chemical disasters. These guidelines are directed more towards their prevention and mitigation of their effects, if these happen than on rescue and relief operations afterwards. The main stakeholders in the management of chemical disasters are Ministry of Environment and Forests (MoEF; the nodal ministry); Ministry of Home Affairs (MHA); Ministry of Labour and Employment (MoLE); Ministry of Agriculture (MoA); Ministry of Shipping, Road Transport and Highways (MoSRT & H); Ministry of Defence (MoD); Ministry of Chemicals and Fertilizers (MoC&F); Ministry of Petroleum and Natural Gas (MoP &NG). Department of Atomic Energy (DAE);

## **8.2 Salient features of NDMA Guidelines :-**

The growth of chemical industries has led to an increase in the risk of occurrence of incidents associated with hazardous chemicals (HAZCHEM). With their proliferation, the demands on its transportation by rail has gone up significantly. Common causes for chemical accidents are deficiencies in safety management systems and human errors, or they may occur as a consequence of natural calamities or sabotage activities. Chemical accidents result in fire, explosion and/or toxic release. The nature of chemical agents and their concentration during exposure ultimately decides the toxicity and damaging effects on living organism in the form of

symptoms and signs like irreversible pain, suffering, and death. Meteorological conditions such as wind speed, wind direction, height of inversion layer, stability class etc. also play an important role by affecting the dispersion pattern on toxic gas clouds.

### **8.3 Guidelines on Chemical Disasters :-**

Railway's guidelines/instructions relevant to the zonal railways have been issued separately in detail for taking necessary action and incorporating suitable provisions in their respective DM Plans. These guidelines will add to the existing safeguards listed in the Red Tariff on handling, storage and transportation of hazardous material.

### **8.4 Railways Red Tariff – Transport of Hazchem :-**

Indian Railways have also been transporting chemicals and hazardous materials e.g. petroleum products (petrol, Naphtha, HSD, etc.), Caustic soda, Alcohol, compressed gases (LPG gas etc.) Chemical manures, Acids, Matches etc. These goods are carried either in the SLRs or in the Parcel Vans or in the goods wagons. Quantum and type of transportation of such hazardous material varies from railway to railway and different zonal railways need to prepare themselves based on the type and extent of hazardous material being handled and transported by them. Indian Railway's Rules for carrying dangerous (hazardous goods) by rail have been legislated in the Railway Red Tariff Rule 2000 as per which dangerous goods have been classified into following 8 classes:

- 1) Explosives
- 2) Gases, Compressed, liquefied or dissolved under pressure
- 3) Petroleum & other inflammable liquids
- 4) Inflammable solids
- 5) Oxidizing substance
- 6) Poisonous (Toxic Substances)
- 7) Radio-active substances
- 8) Acids & other Corrosives.

Chapter I to VIII respectively deal with the above classes of dangerous goods which include General rules governing acceptance, handling, Carriage, storage, delivery and the list of commodities included in that class. Carriage of Goods of a hazardous nature other than those specified in these chapters shall not be accepted for transport by rail unless specially authorised by the railway administration as provided under these Rules. Out of the above 8 classes of dangerous goods, classes II (Gases, Compressed, Liquefied or dissolved under pressure), III (Petroleum and other inflammable liquids) and VIII (Acids and other corrosives) are dealt in bulk on the railways whereas other classes of dangerous goods are dealt in piecemeal/small quantities in parcel vans/SLRs. Railways may refer to the specific paras pertaining to all these classes of dangerous goods.

### 8.5 Monitoring Movement of Hazchem :–

Dedicated communication system is to be established for Rail Transportation to monitor movement of Toxic Chemical Agents. A mechanism is to be developed like a Geographic Information system (GIS) for continuous monitoring of such Transport Vehicles along their route. This may require to be dovetailed with the FOIS network of the Railways, once the TMS/FOIS is extended for booking (preparation of RRs) and movement of chemical items in wagons to be included in FOIS.

### 8.6 Rescue Relief and Restoration Operations :–

Railway's expertise in dealing with the mishappenings like spillage, catching fire etc. of these dangerous goods is very limited. It is therefore imperative that the respective zonal railways will develop and nurture coordination with those agencies and Organisations on their system that have expertise in dealing with the hazardous material being handled and transported on the respective zonal railways. Contact details e.g. Name, Designation, Telephone Nos., Mobile Nos. etc. of such agencies should be available in the Divisional and Zonal Railway Disaster Management Plan so that these agencies can be called for without any delay during any untoward incident. Nominated staff of ARMVs, ARTs and few of the staff maintaining the rolling stock which is used for transportation of hazardous material may be trained and equipped with the equipment used for dealing with such material. Divisions located on the "Hazchem Rail Transportation Highways" have to be in close touch with specialized services available with IOC/GAIL and Pvt. Chemical Factories and NGOs to be able to call upon their men and fire fighting fire extinguishers etc at short notices. Vulnerability on this Highway needs to be reduced by the removal of Jhuggies from close to the track (say at least 15 m away).

## 9. MANAGEMENT OF CHEMICAL (TERRORISM) DISASTERS

### 9.1 Introduction :–

A terrorist attack involving chemical agents differs from a normal terrorist attack as it results in specific effects on health and can cause fatal injuries, create panic, and affect the morale of the community. The targets of terrorists include market places, densely populated areas, public functions, important dignitaries, water and electricity supplies, restaurants/food plazas, malls, places of entertainment, **busy railway stations in metros** and critical and sensitive military, civil and economic institutions.

### 9.2 CTD Preparedness Plan :–

Implementation of the Guidelines at the national level shall begin with the preparation of a detailed action plan (involving programmes and activities) by the nodal ministry (MHA) that shall promote coherence among different CTD management practices and strengthen mass casualty management capacities at various levels. The concerned ministries like MoD, MoEF, Ministry of Railways (MoR), MoL&E (through Employees' State Insurance Corporation (ESIC), MoA etc., will also prepare their respective CTD preparedness plan as a part of all hazard DM Plans. The

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## **12. CONCLUSION**

This chapter on Disaster Management deals in brief the basic information related to Disaster Management in the Indian Railway system to cope with different type of disasters. However, the information is not exhaustive. For detailed information and guide lines the following source may be referred:-

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## APPENDIX– I

### IMPORTANT SECTIONS OF INDIAN RAILWAYS ACT, 1989

5. **Appointment of Chief Commissioner of Railway Safety and Commissioners of Railway Safety.**— The Central Government may appoint a person to be the Chief Commissioner of Railway Safety and such other persons as it may consider necessary to be the Commissioners of Railway Safety.
6. **Duties of Commissioner.**— The Commissioner shall—
  - (a) inspect any railway with a view to determine whether it is fit to be opened for the public carriage of passengers and report thereon to the Central Government as required by or under this Act.
  - (b) make such periodical or other inspections of any railway or of any rolling stock used thereon as the Central Government may direct;
  - (c) make an inquiry under this Act into the cause of any accident on a railway; and
  - (d) discharge such other duties as are conferred on him by or under this Act.
7. **Powers of Commissioner.**— Subject to the control of the Central Government, the Commissioner, whenever it is necessary so to do for any of the purposes of this Act, may—
  - (a) enter upon and inspect any railway or any rolling stock used thereon;
  - (b) by order in writing addressed to a railway administration, require the attendance before him of any railway servant and to require answers or returns to such inquiries as he thinks fit to make from such railway servant or from the railway administration; and
  - (c) require the production of any book, document or material object belonging to or in the possession or control of any railway administration which appears to him to be necessary to inspect.
8. **Commissioner to be a public servant.**— The Commissioner shall be deemed to be a public servant within the meaning of Section 21 of the Indian Penal Code.
9. **Facilities to be afforded to Commissioners.**— A railway administration shall afford to the Commissioner all reasonable facilities for the discharge of the duties or for the exercise of the powers imposed or conferred on him by or under this Act.
14. **Temporary entry upon land to remove obstruction to repair or to prevent accident.**—
  - (1) Where in the opinion of a railway administration—
    - (a) there is imminent danger that any tree, post or structure may fall on the railway so as to obstruct the movement of rolling stock; or

- (b) any tree, post, structure or light obstructs the view of any signal provided for movement of rolling stock; or
- (c) any tree, post or structure obstructs any telephone or telegraph line maintained by it,

it may take such steps as may be necessary to avert such danger or remove such obstruction and submit a report thereof to the Central Government in such manner and within such time as may be prescribed.

(2) Where in the opinion of a railway administration—

- (a) a slip or accident has occurred; or
- (b) there is apprehension of any slip or accident to any cutting, embankment or other work on a railway,

it may enter upon any lands adjoining the railway and do all such works as may be necessary for the purpose of repairing or preventing such slip or accident and submit a report thereof to the Central Government in such manner and within such time as may be prescribed.

- (3) The Central Government may, after considering the report under sub-section (1) or sub-section (2), in the interest of public safety, by order, direct the railway administration that further action under sub-section (1) or sub-section (2) shall be stopped or the same shall be subject to such conditions as may be specified in that order.

**24. Temporary suspension of traffic.**— When an accident has occurred on a railway resulting in a temporary suspension of traffic, and either the original lines of rails and works have been restored to their original standard or a temporary diversion has been laid for the purpose of restoring communication, the original lines of rails and works so restored, or the temporary diversion, as the case may be, may, without prior inspection by the Commissioner, be opened for the public carriage of passengers, subject to the following conditions, namely :—

- (a) the railway servant incharge of the works undertaken by reason of the accident has certified in writing that the opening of the restored lines of rails and works, or of the temporary diversion will not in his opinion be attended with danger to the public; and
- (b) a notice of the opening of the lines of rails and works or the diversion shall be sent immediately to the Commissioner.

**60. Power to make rules in respect of matters in this chapter.**—

- (1) The Central Government may, by notification, make rules to carry out the purposes of this chapter.
- (2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:
  - (a) the convenience and accommodation (including the reservation of seats or berths in trains) to passengers;
  - (b) the amount of refund for the cancellation of a ticket;

- (c) the circumstances under which change of names of passengers, having reserved seats or berths, may be permitted;
  - (d) the carriage of luggage and the conditions subject to which luggage may be kept in the cloak rooms at the stations;
  - (e) diseases which are infectious or contagious;
  - (f) the conditions subject to which a railway administration may carry passengers suffering from infectious or contagious diseases and the manner in which carriages used by such passengers may be disinfected;
  - (g) generally, for regulating the travelling upon, and the use, working and management of the railways.
- (3) Any rule made under this section may provide that a contravention thereof shall be punishable with fine which shall not exceed five hundred rupees.
- (4) Every railway administration shall keep at every station on its railway a copy of all rules made under this section and shall also allow any person to inspect it free of charge.

#### **LIABILITY OF RAILWAY ADMINISTRATION FOR DEATH AND INJURY TO PASSENGERS DUE TO ACCIDENT.**

##### **113. Notice of railway accident.—**

- (1) Where, in the course of working a railway.—
- (a) any accident attended with loss of any human life, or with grievous hurt, as defined in the Indian Penal Code (45 of 1860) or with such serious injury to property as may be prescribed; or
  - (b) any collision between trains of which one is a train carrying passengers; or
  - (c) the derailment of any train carrying passengers, or of any part of such train; or
  - (d) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property; or
  - (e) any accident of any other description which the Central Government may notify in this behalf in the Official Gazette, occurs, the station master of the station nearest to the place at which the accident occurs or where there is no station master, the railway servant in charge of the section of the railway on which the accident occurs, shall, without delay, give notice of the accident to the District Magistrate and Superintendent of Police, within whose jurisdiction the accident occurs, the officer in charge of the police station within the local limits of which the accident occurs and to such other magistrate or police officer as may be appointed in this behalf by the Central Government.
- (2) The railway administration within whose jurisdiction the accident occurs, as also the railway administration to whom the train involved in the accident belongs, shall without delay, give notice

of the accident to the State Government and the Commissioner having jurisdiction over the place of the accident.

**122. Power to make rules in respect of matters in this Chapter.—**

- (1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.
- (2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—
  - (a) the injury to property which shall be considered serious under clause (a) of sub-section (1) of section 113 ;
  - (b) the forms of notice of accidents to be given under Section 113 and the particulars of the accident such notices shall contain ;
  - (c) the manner of sending the notices of accidents, including the class of accidents to be sent immediately after the accident ;
  - (d) the duties of the Commissioner, railway administration, railway servants, police officers and Magistrates on the occurrence of an accident ;
  - (e) the persons to whom notices in respect of any inquiry under this chapter are to be sent, the procedure to be followed in such inquiry and the manner in which a report of such inquiry shall be prepared ;
  - (f) the nature of inquiry to be made by a railway administration into the causes of an accident under Section 120 ;
  - (g) the form and manner of sending a return of accidents by a railway administration under Section 121.

**123. Definitions.—** In this Chapter, unless the context otherwise requires—

- (a) "accident" means an accident of the nature described in Section 124 ;
- (b) "dependant" means any of the following relatives of a deceased passenger, namely :—
  - (i) the wife, husband, son and daughter, and in case the deceased passenger is unmarried or is a minor, his parent ;
  - (ii) the parent, minor brother or unmarried sister, widowed sister, widowed daughter-in-law and a minor child of a pre-deceased son, if dependant wholly or partly on the deceased passenger;
  - (iii) a minor child of a pre-deceased daughter, if wholly dependant on the deceased passenger;
  - (iv) the paternal grand parent wholly dependent on the deceased passenger.
- (c) untoward incident means—
  - (1) (i) the commission of a terrorist act within the meaning of Sub-section (1) of Section 3 of the Terrorist and Disruptive Activities (Prevention) Act, 1987; or
  - (ii) the making of a violent attack or the commission of robbery or dacoity; or

- (iii) the indulging in rioting, shoot-out or arson, by any person in or on any train carrying passengers, or in a waiting hall, cloak room or reservation or booking office or on any platform or in any other place within the precincts of a railway station; or
- (2) the accidental falling of any passenger from a train carrying passengers.

**124. Extent of liability.**— When in the course of working a railway, an accident occurs, being either a collision between trains of which one is a train carrying passengers or the derailment of or other accident to a train or any part of a train carrying passengers, then whether or not there has been any wrongful act, neglect or default on the part of the railway administration such as would entitle a passenger who has been injured or has suffered a loss to maintain an action and recover damages in respect thereof, the railway administration shall, notwithstanding anything contained in any other law, be liable to pay compensation to such extent as may be prescribed and to that extent only for loss occasioned by the death of a passenger dying as a result of such accident, and for personal injury and loss, destruction, damage or deterioration of goods owned by the passenger and accompanying him in his compartment or on the train sustained as a result of such accident.

Explanation.— For the purposes of this section "passenger" includes a railway servant on duty.

**124A. Compensation on account of untoward incidents.**— When in the course of working a railway an untoward incident occurs, then whether or not there has been any wrongful act, neglect or default on the part of the railway administration such as would entitle a passenger who has been injured or the dependant of a passenger who has been killed to maintain an action and recover damages in respect thereof, the railway administration shall, notwithstanding anything contained in any other law, be liable to pay compensation to such extent as may be prescribed and to that extent only for loss occasioned by the death of, or injury to, a passenger as a result of such untoward incident :

Provided that no compensation shall be payable under this section by the railway administration if the passenger dies or suffers injury due to—

- (a) suicide or attempted suicide by him ;
- (b) self-inflicted injury;
- (c) his own criminal act;
- (d) any act committed by him in a state of intoxication or insanity;
- (e) any natural cause or disease or medical or surgical treatment unless such treatment becomes necessary due to injury caused by the said untoward incident.

Explanation.— For the purposes of this section, "passenger" includes—

- (i) a railway servant on duty; and
- (ii) a person who has purchased a valid ticket for travelling, by a train carrying passengers, on any date or a valid platform ticket and becomes a victim of an untoward incident.

**125. Application for compensation.—**

- (1) An application for compensation under Section 124 or section 124-A may be made to the Claims Tribunal—
  - (a) by the person who has sustained the injury or suffered any loss, or
  - (b) by any agent duly authorized by such person in this behalf, or
  - (c) where such person is a minor, by his guardian, or
  - (d) where death had resulted from the accident, or the untoward incident by any dependant of the deceased or where such a dependant is a minor, by his guardian.
- (2) Every application by a dependant for compensation under this section shall be for the benefit of every dependant.

**126. Interim relief by railway administration.—**

- (1) Where a person who has made an application for compensation under section 125 desires to be paid interim relief, he may apply to the railway administration for payment of interim relief along with a copy of the application made under that section.
- (2) Where, on the receipt of an application made under sub-section (1) and after making such inquiry as it may deem fit, the railway administration is satisfied that circumstances exist which require relief to be afforded to the applicant immediately, it may, pending determination by the Claims Tribunal of the actual amount of compensation payable under section 124 or section 124-A pay to any person who has sustained the injury or suffered any loss, or where death has resulted from the accident, to any dependant of the deceased, such sum as it considers reasonable for affording such relief, so however, that the sum paid shall not exceed the amount of compensation payable at such rates as may be prescribed.
- (3) The railway administration shall, as soon as may be, after making an order regarding payment of interim relief under sub-section (2), send a copy thereof to the Claim Tribunal.
- (4) Any sum paid by the railway administration under sub-section (2) shall be taken into account by the Claims Tribunal while determining the amount of compensation payable.

**127. Determination of compensation in respect of any injury or loss of goods.—**

- (1) Subject to such rules as may be made, the rates of compensation payable in respect of any injury shall be determined by the Claims Tribunal.
- (2) The compensation payable in respect of any loss of goods shall be such as the Claims Tribunal may, having regard to the circumstances of the case, determine to be reasonable.

**128. Saving as to certain rights.—**

- (1) The right of any person to claim compensation under Section 124 or Section 124-A shall not affect the right of any such person to recover compensation payable under the Workmen's

Compensation Act, 1923, or any other law for the time being in force; but no person shall be entitled to claim compensation more than once in respect of the same accident.

- (2) Nothing in sub-section (1) shall affect the right of any person to claim compensation payable under any contract or scheme providing for payment of compensation for death or personal injury or for damage to property or any sum payable under any policy of insurance.

**129. Power to make rules in respect of matters in this Chapter.—**

- (1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.
- (2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—
- (a) the compensation payable for death;
  - (b) the nature of the injuries for which compensation shall be paid and the amount of such compensation.

**148. Penalty for making a false statement in an application for compensation.—** If in any application for compensation under section 125, any person makes a statement which is false or which he knows or believes to be false or does not believe to be true, he shall be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

**149. Making a false claim for compensation.—** If any person requiring compensation from a railway administration for loss, destruction, damage, deterioration or non-delivery of any consignment makes a claim which is false or which he knows or believes to be false or does not believe to be true, he shall be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

**150. Maliciously wrecking or attempting to wreck a train.—**

- (1) Subject to the provisions of sub-section (2), if any person unlawfully,—
- (a) puts or throws upon or across any railway, any wood, stone or other matter or thing; or
  - (b) takes up, removes, loosens or displaces any rail, sleeper or other matter or things belonging to any railway; or
  - (c) turns, moves, unlocks or diverts any points or other machinery belonging to any railway; or
  - (d) makes or shows, or hides or removes, any signal or light upon or near to any railway; or
  - (e) does or causes to be done or attempts to do any other act or thing in relation to any railway,
- with intent or with knowledge that he is likely to endanger the safety of any person travelling on or being upon the railway, he shall be punishable with imprisonment for life, or with rigorous imprisonment for a term which may extend to ten years :



Provided that in the absence of special and adequate reasons to the contrary to be mentioned in the judgment of the court, where a person is punishable with rigorous imprisonment, such imprisonment shall not be less than—

- (a) three years, in the case of a conviction for the first offence; and
  - (b) seven years, in the case of conviction for the second or subsequent offence.
- (2) If any person unlawfully does any act or thing referred to in any of the clauses of sub-section (1)—
- (a) with intent to cause the death of any person and the doing of such act or thing causes the death of any person; or
  - (b) with knowledge that such act or thing is so imminently dangerous that it must in all probability cause the death of any person or such bodily injury to any person as is likely to cause the death of such person,
- he shall be punishable with death or imprisonment for life.

**151. Damage to or destruction of certain railway properties.—**

- (1) If any person, with intent to cause, or knowing that he is likely to cause damage or destruction to any property of a railway referred to in sub-section (2), causes by fire, explosive substance or otherwise, damage to such property or destruction of such property, he shall be punishable with imprisonment for a term which may extend to five years, or with fine, or with both.
- (2) The properties of a railway referred to in sub-section (1) are railway track, bridges, station buildings and installations, carriages or wagons, locomotives, signalling, telecommunications, electric traction and block equipments and such other properties as the Central Government being of the opinion that damage thereto or destruction thereof is likely to endanger the operation of a railway may, by notification, specify.

**152. Maliciously hurting or attempting to hurt persons travelling by railway.—** If any person unlawfully throws or causes to fall or strike at against, into or upon any rolling stock forming part of a train, any wood, stone or other matter or thing with intent, or with knowledge that he is likely to endanger the safety of any person being in or upon such rolling stock or in or upon any other rolling stock forming part of the same train, he shall be punishable with imprisonment for life, or with imprisonment for a term which may extend to ten years.

**153. Endangering safety of persons travelling by railway by wilful act or omission.—** If any person by any unlawful act or by any wilful omission or neglect, endangers or causes to be endangered the safety of any person travelling on or being upon any railway, or obstructs or causes to be obstructed or attempts to obstruct any rolling stock upon any railway, he shall be punishable with imprisonment for a term which may extend to five years.

**154. Endangering safety of person travelling by railway by rash or negligent act or omission.—** If any person in a rash and negligent manner does any act, or omits to do what he is legally bound to do, and the act or omission is likely to endanger the safety of any person travelling or being

upon any railway, he shall be punishable with imprisonment for a term which may extend to one year, or with fine, or with both.

**172. Penalty for intoxication.**— If any railway servant is in a state of intoxication while on duty, he shall be punishable with fine which may extend to five hundred rupees and when the performance of any duty in such state is likely to endanger the safety of any person travelling on or being upon a railway, such railway servant shall be punishable with imprisonment for a term which may extend to one year, or with fine, or with both.

**175. Endangering the safety of persons.**— If any railway servant, when on duty, endangers the safety of any person—

- (a) by disobeying any rule made under this Act; or
- (b) by disobeying any instruction, direction or order under this Act or the rules made thereunder; or
- (c) by any rash or negligent act or omission.

He shall be punishable with imprisonment for a term which may extend to two year or with fine which may extend to one thousand rupees or with both.

**179. Arrest for offences under certain sections.**—

- (1) If a person commits any offence mentioned in Sections 137, 141 to 147, 150 to 157, 160 to 162, 164, 166, 168 and 172 to 175, he may be arrested without warrant or other written authority by any railway servant or police officer not below the rank of a head constable.
- (2) The railway servant or the police officer may call to his aid any other person to effect the arrest under sub-section (1).
- (3) Any person so arrested under this section shall be produced before the nearest Magistrate within a period of twenty-four hours of such arrest excluding the time necessary for the journey from the place of arrest to the court of the Magistrate.

**180. Arrest of persons likely to abscond etc.**—

- (1) If any person who commits any offence under this Act, other than an offence mentioned in Section 179, or is liable to pay any excess charge or other sum demanded under Section 138, fails or refuses to give his name and address or there is reason to believe that the name and address given by him are fictitious or that he will abscond, any railway servant authorised in this behalf or any police officer not below the rank of a head constable may arrest him without warrant or written authority.
- (2) The railway servant or the police officer may call to his aid any other person to effect the arrest under sub-section (1).
- (3) Any person arrested under this section shall be produced before the nearest Magistrate within a period of twenty-four hours of such arrest excluding the time necessary for the journey from the place of arrest to the court of the Magistrate unless he is released earlier on giving bail or if his

true name and address are ascertained on executing a bond without sureties for his appearance before the Magistrate having jurisdiction to try him for the offence.

- (4) The provisions of Chapter XXIII of the Code of Criminal Procedure, 1973, shall so far as may be, apply to the giving of bail and the execution of bonds under this section.

**181. Magistrate having jurisdiction under the Act.—** Notwithstanding anything contained in the Code of Criminal Procedure, 1973, no court inferior to that of a Metropolitan Magistrate or a Judicial Magistrate of the first class shall try an offence under this Act.

**186. Protection of action taken in good faith.—** No suit, prosecution or other legal proceeding shall lie against the Central Government, any railway administration, a railway servant or any other person for anything which is in good faith done or intended to be done in pursuance of this Act or any rules or orders made thereunder.

### **Workmen's Compensation Act**

Section-3. (1) If personal injury is caused to a workman by accident arising out of and in the course of his employment, his employer shall be liable to pay compensation in accordance with the provisions of this chapter;

Provided that the employer shall not be so liable—

- (a) In respect of any injury which does not result in the total or partial disablement of the workman for a period exceeding ten days;
- (b) In respect of any injury to a workman resulting from an accident which is directly attributable to—
  - (i) The workman having been at the time thereof under the influence of drink or drugs, or
  - (ii) The wilful disobedience of the workman to an order expressly given, or to a rule expressly framed, for the purpose of securing the safety of workmen, or
  - (iii) The wilful removal or disregard by the workman of any safety guard or other device which he knew to have been provided for the purpose of securing the safety of workmen; or
- (c) Except in the case of death or permanent total disablement, in respect of any workman employed in the construction, repair, or demolition of a building or bridge.

## **APPENDIX – 2(A)**

### **RULES REGARDING DUTIES OF COMMISSIONER OF RLY. SAFETY IN ACCIDENTS OCCURRING DURING THE COURSE OF WORKING A RAILWAY.**

(The Govt. of India, Ministry of Tourism and Civil Aviation's notification of dt. 17.12.98.)

G.S.R. 257 & 63 – In exercise of the powers conferred by section 122 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules, namely :–

- 1) (1) These rules may be called the Statutory Investigation into Railway Accidents Rules, 1998.
- (2) They shall come into force on the date of their publication in the Official Gazette.
- 2) **Inquiry into a serious accident by the Commissioner of Railway Safety.–**
  - (1) (a) Where the Commissioner of Railway Safety receives notice under section 113 of the Railways Act, 1989 (24 of 1989) hereafter referred as the Act, of the occurrence of an accident which he considers of a sufficiently serious nature to justify such a course, he shall, as soon as may be, notify the Chief Commissioner of Railway Safety, the Railway Board and the Head of the Railway Administration concerned of his intention to hold an inquiry and shall, at the same time, fix and communicate the date, time and place for the inquiry. He shall also issue or cause to be issued a Press Note in this behalf inviting the public to tender evidence at the inquiry and send information relating to the accident to his office address.
  - (b) While notify his intention to hold an inquiry as aforesaid, the Commissioner of Railway Safety shall also inform or cause to inform the Chief Secretary of the State, the District Magistrate and the Superintendent of Police of the district concerned.

- (2) For the purpose of this rule, every accident to a train carrying passengers which is attended with loss of life of a passenger or passengers in the train or with grievous hurt, as defined in the Indian Penal Code (hereinafter referred to as the grievously hurt) to a passenger or passengers in the train or with serious damage to railway property of a value exceeding twenty five lakh rupees and any other accident which in the opinion of the Chief Commissioner of Railway Safety or the Commissioner of Railway Safety requires the holding of an inquiry be deemed to be an accident of such a serious nature as to require the holding of an inquiry.

These accidents shall be termed as “Serious train accidents”.

- (3) However, for any accident, the Chief Commissioner may either hold the inquiry himself or direct any Commissioner of Railway Safety to do so.

**Explanation** – The inquiry under this rule shall be obligatory only in those cases where the passengers, killed or grievously hurt were travelling in the train carrying passengers. If an accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant(s) irrespective of whether he was travelling in that passenger train or not, inquiry under this rule shall be obligatory. However, if a person being a railway servant or holding valid pass or ticket or otherwise travelling outside the Rolling Stock of a passenger train (such as on foot-board or roof or buffers but excluding the inside of vestibules between coaches) is killed or grievously hurt, or is run over at a level crossing or elsewhere on the Railway track, an injury under this rule shall not be obligatory. Similarly, if in a collision between a road vehicle and a passenger train at a level crossing, no passenger in the train is killed or grievously hurt, it shall not obligatory to hold an inquiry. For the purpose of this rule, Workmen's trains or ballast trains or Material trains or Accident Relief trains or Tower wagons or such other trains carrying Workmen or Cattle specials/Military special carrying authorised escorts or similar such trains shall also be treated as passenger trains and in the event of a workman or escort being killed or grievously hurt as a result of an accident to the train, an inquiry under this rule shall be obligatory.

- (4) When an accident requiring the holding of an inquiry occurs at a station where the jurisdictions of two or more Commissioners of Railway Safety meet, the duty of complying with this rule shall devolve on the Commissioner of Railway Safety within whose jurisdiction the railway working such station lies. At other such locations where the issue cannot be resolved then it shall be finalised by the Chief Commissioner of Railway Safety.
- (5) (a) If, for any reason, the concerned Commissioner of Railway Safety is unable to hold an inquiry at an early date after the occurrence of such an accident, he shall intimate by the fastest means of communication without any delay to the Chief Commissioner of Railway Safety of the reasons why the inquiry cannot be held by him. The Chief Commissioner may choose to conduct the inquiry himself or direct any other Commissioner to take up the inquiry or decide to let the inquiry be conducted by the Railway Administration. The concerned Commissioner shall thereafter notify the Railway Administration and the Railway Board accordingly.

- (b) On receipt of the proceedings of the joint inquiry (Inquiry made by a Committee of railway officers) from the head of the Railway Administration in accordance with rule 15 of Railway (Notices of and Inquiries into Accidents) Rules, 1998, the Commissioner of Railway Safety shall scrutinise the same, and in case he agrees with the findings of the joint inquiry, shall forward a copy of the report to the Chief Commissioner of Railway Safety alongwith his views on the findings and recommendations made. In case the Commissioner feels, he may direct the Railway Administration either to conduct inquiry de-novo or re-examine specific issues and submit revised findings. On the other hand the Commissioner of Railway Safety, after examination of the joint inquiry proceedings, considers that an inquiry should be held by himself, he shall, as soon as possible, notify the Chief Commissioner Railway Safety, the Railway Board, and the Head of the Railway Administration concerned, of his intention to hold an inquiry and he shall at the same time fix, and communicate the date, time and place for the inquiry.
- (6) (a) Where having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into the accident under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, the Commissioner of Railway Safety to whom notice of the accident has been given shall not hold his inquiry and where he has already commenced his inquiry he shall not proceed further with it and shall hand over the evidence, records or other documents in his possession, relating to the inquiry, to such authority as may be specified by the Central Government in this behalf.
- (b) if, as a result of the Police Investigation a regular case is lodged in a Criminal Court by the Police or arising out of the accident, a case is lodged in a Civil Court by interested person(s), the Commissioner shall finalise his Report and circulate the same as per rule 4, as a strictly confidential document.

### **3) Commissioner of Railway Safety to submit a brief preliminary narrative report.–**

Where a Commissioner of Railway Safety has held an inquiry in respect of any of the accidents described in sub-rule (2) of rule 2, he shall submit a brief preliminary narrative report to the Chief Commissioner of Railway Safety and the Railway Board simultaneously. In case Chief Commissioner of Railway Safety has held an inquiry terms of rules 2(3) and 2(5) he shall submit the brief preliminary narrative Report to the Railway Board. The report shall be factual and shall not contain any reference to persons implicated.

### **4) Commissioner Railway Safety to submit a report.–**

- (1) Whenever the Commissioner of Railway Safety has made an inquiry under rule 2, he shall submit a confidential report in writing to the Chief Commissioner of Railway Safety and shall forward copies of the report to –
  - (i) the Railway Board;

- (ii) the Railway Administration of all the Zonal Railways;
  - (iii) in the case of a railway under the control of a State Government or Local Administration to such Government or Administration if the accident has occurred in that Railway;
  - (iv) other Commissioner of Railway Safety;
  - (v) the Director, Intelligence Bureau, Ministry of Home affairs, Government of India, if the Commissioner of Railway safety find that the accident was caused by sabotage or train wrecking.
- (2) In case the inquiry has been held by the Chief Commissioner of Railway Safety he shall forward his Report to the Authorities mentioned in (i) to (v) of sub rule (1) of this Rule.
- 5) Publication of report** – Recommendations in regard to the publication of reports shall be made by the Chief Commissioner of Railway Safety and Railway Board (Ministry of Railways) informed accordingly. In case the Railway Board has reservations on the recommendations of the Chief Commissioner, the matter shall be finally decided by the Central Government (Ministry of Civil Aviation).
- 6) District Magistrate or his representative to attend the inquiry conducted by Commissioner of Railway Safety** – Where no Magisterial inquiry is being made under clause (a) or (b) of rule 17 of the Railway (Notices of an Inquiries into Accidents) Rules, 1998, the District Magistrate shall, as far as possible attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.
- 7) District Superintendent of Police or his representative** – The District Superintendent of Police shall, as far as possible also attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.
- 8) Commissioner of Railway Safety to assist the Magistrate or the Commission of Inquiry etc. in clarifying technical matters** – The Commissioner of Railway Safety, as far as possible, assist any Magistrate making a judicial inquiry or an inquiry under Rule 17 of Railway (Notices of and Inquiries into Accident) Rules 1998 or a Commission of Inquiry appointed under the Commission of Inquiry Act 1952 (60 of 1952), or any other Authority appointed by the Central Government to which all or any of the provisions of the said Act have been made applicable, whenever he may be called upon to do so for the purpose of clarification of any technical matters.
- 9) Powers of the Commissioners of Railway Safety** – Nothing in these rules shall, except to the extent provided in sub-rule (6) of rule 2, be deemed to limit or otherwise affect the exercise of any of the powers conferred on Commissioner of Railway Safety by section 7 and 8 of Act, 1989.
- 10) Repeal and Saving–**
- (1) The ‘Statutory Investigation into Railway Accident Rules 1973’, published with notification of Government of India in the Ministry of Tourism & Civil Aviation No. 22 dated 2.6.73, part II, section 3 are hereby repealed.

- (2) Notwithstanding such repeal, any thing done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions of these rules.

## **APPENDIX – 2(B)**

### **RULES REGARDING NOTICES OF ACCIDENTS OCCURRING IN COURSE OF WORKING A RAILWAY AND THE DUTIES OF RAILWAY SERVANTS, DIVL. OFFICERS, GENERAL MANAGERS, THE HEAD OF THE DEPTT. CONCERNED, MAGISTRATE AND POLICE OFFICERS ON THE OCCURRENCE OF SUCH ACCIDENTS.**

G.S.R. 526(e).— In exercise of the powers conferred by section 122 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Railway (Notices of and Inquiries into Accidents) Rules, 1998, namely :—

#### **1) Short Title and Commencement –**

- (1) These rules may be called the Railway (Notices of and Inquiries into Accidents) Amendment Rules, 2013.
- (2) They shall come into force on the date of their publication in the Official Gazette.
- (3) In the Railway (Notices of and inquires into Accidents) Rules 1998, for the words “twenty five lakh rupees” and letters and figures “Rs. 25,00,000” wherever they occur, the words ‘rupees two crore’ shall be substituted.

#### **2) Particulars to be given in the notices –** The notices mentioned in section 113 of the Railways Act, 1989 (24 of 1989) (hereafter referred to as the Act), shall contain the following particulars, namely :—

- (i) kilometrage, or station or both, at which the accident occurred;
- (ii) time and date of the accident;
- (iii) number and description of the train; or trains;
- (iv) nature of the accident;
- (v) number of people killed or injured, as far as is known;
- (vi) cause of the accident, as far as is known; and
- (vii) probable detention to traffic.

#### **3) Responsibility for sending notices, to whom to be sent and mode thereof –** Whenever any accident, as falls under section 113 of the Act (hereinafter referred to as “Reportable train accident”) occurs in the course of working a railway, the station master nearest to the place at which the accident has occurred, or, where there is no station master, the railway servant in charge of the section of the railway on which the accident has occurred or any other Station Master incharge of a section of a railway to whom the report of the accident is made, shall give notice of the accident by telegraph to the Commissioner of Railway Safety, the District Magistrate



and the District Superintendent of Police of the district in which the accident has occurred or such other Magistrate or Police Officer as may be appointed in this behalf by the State Government concerned and by telegraph, telephone or through special messenger or such other quick means as may be available, to the Superintendent of Railway Police and to the officer-in-charge of the police station within the local limits of which the accident has occurred.

**Explanation** – For the purpose of this rule, “Reportable Train Accident” under section 113 of the Act also include those usually attended with loss of human life (such as accidents to passenger trains involving collisions, derailments, train wrecking, or attempted train wrecking, cases of running over obstructions placed on the line, of passengers falling out of trains or of fires in trains), or grievous hurt so defined in the Indian Penal Code (hereinafter referred to as the grievous hurt), or serious damage to railway property of the value exceeding twenty five lakh rupees which have not actually occurred but which by the nature of the accident might reasonable have been expected to occur, and also cases of landslides or of breach by rain or flood which cause the interruption of any important through-line of communication for at least 24 hours.

- 4) **Mode of sending notices to the State Government.**— The notice of accidents, required under section 113 of the Act, shall be sent to the State Government by the Railway Administration without delay.
  - (a) by fax in the case of –
    - (i) accidents deemed, under the Explanation to rule 3, to be serious by reason of loss of human life;
    - (ii) accidents by reason of which the permanent way is likely to be blocked for more than twenty four hours; and;
    - (iii) train wrecking or attempted train-wrecking; and
  - (b) by letter in all other cases.
- 5) **Railway servant to report accidents.**— Every railway servant shall report, with as little delay as possible, every accident occurring in the course of working the railway which may come to his notice and such report shall be made to the nearest station master, or, where there is no station master, to the railway servant in-charge of the section of the railway on which the accident has occurred.
- 6) **Station Master or railway servant in charge of the section to report accidents.**— The Station Master or the railway servant in-charge of the section, shall report all accidents in accordance with the rules laid down by the railway administration concerned for the reporting of accidents.
- 6A) **Responsibility of ensuring correct reporting of accidents.**— The responsibility of ensuring correct reporting of accidents shall be of the Divisional Railway Manager (DRM) at divisional level and General Manager (GM) at Zonal Level.
- 7) **Railway Administration to report serious accidents.**—

- (1) Whenever a serious accident, as defined in sub rule 2 of rule 2 the Statutory Investigation into Railway Accidents Rules 1998, occurs, the railway administration concerned shall, as soon after the accident as possible, by fax, supply to the Press such particulars as are mentioned in rule 2 and as are till then available, and by supplementary faxes, if necessary, immediately after further information is available. A copy shall be sent simultaneously by fax to the Railway Board, the Commissioner of Railway Safety of the circle concerned and the Chief Commissioner of Railway Safety. In addition, the Commissioner of Railway Safety shall be informed, telephonically, of any serious accident, by the control of the Division in which the accident has occurred.
- (2) For the purpose of sub-rule (1), an accident shall be a serious Railway accident where
  - (i) accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to railway property of the value exceeding Rs. 25,00,000 and any other accident which in the opinion of the Chief Commissioner of Railway Safety, shall be deemed to be a serious accident. A workman's train or a ballast train or a material or an Accident Relief train or a Tower wagon or such other train carrying workmen, or Cattle special/Military special carrying authorised escorts or similar such train shall be treated as a passenger train.
  - (ii) an accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant irrespective of whether he was travelling in that passenger train or not, it shall come under the purview of inquiry by the Commission of Railway Safety and shall be treated as a 'Serious Railway accident'.

Provided that—

- (a) cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness, and
  - (b) cases involving persons being Railway servant or holding valid passes/tickets or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board or roof or buffer but excluding the inside of vestibules between coaches, or run over at a Level Crossing or elsewhere on the Railway track by a passenger train, and
  - (c) collision between a Road Vehicle and a passenger train at a Level Crossing where no passenger or Railway Servant is killed or grievously hurt shall not be treated as a 'Serious Railway Accident' even if those travelling in the road vehicle are killed or grievously hurt shall not be treated as serious railway accident, unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.
- 8) Facility for reaching the site of the accident—** Whenever any accident has occurred in the course of working a railway, the Head of the Railway Administration concerned shall give all reasonable aid to the District Magistrate or the Magistrate appointed or deputed under rule 17 or to the Commission of Inquiry appointed under the Commissions of inquiry Act, 1952 (60 of 1952),

or any other authority to whom all or any of the provisions of the said Act have been made applicable, and to the Commissioner of Railway Safety, medical officers the police and other concerned to enable them to reach the scene of the accident promptly, and shall also assist those authorities in making inquiries and in obtaining evidence as to the cause of the accident.

- 9) **Medical aid to the persons grievously hurt in accidents**– Whenever any accident, occurring in the course of working a railway, has been attended with grievous hurt, it shall be the duty of the Head of the Railway Administration concerned to afford medical aid to the sufferers, and to see that they are properly and carefully attended to till they are removed to their homes or handed over to the care of their relatives or friends. In any such case, or in any case in which any loss of human life or grievous hurt has occurred, the nearest available local medical officer shall be sent for if such medical officer is nearer at hand than the railway medical officer.
- 10) **Arranging attendance of railway servants at the place of judicial inquiries or inquiries conducted by Commissioner of Railway Safety or a Magistrate**– When an inquiry under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998 or under rule 17 of these rules, or a judicial inquiry is being made the Head of the Railway Administration concerned shall arrange for the attendance, as long as may be necessary, at the place of inquiry, of all railway servants whose evidence is likely to be required at such inquiry, and if the inquiry is to be held by the Commissioner of Railway Safety under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998. The Head of the Railway Administration concerned shall,–
  - (a) cause notice of the date, hour and place at which the inquiry will begin to be given to the officers mentioned in clauses (a) and (c) of sub-rule (1) or rule 14, and
  - (b) arrange for the attendance of the divisional officers, railway servants required as witness at the Inquiry.
- 11) **Action to be taken by Head of the Railway Administration on receipt of the report of Commissioner of Railway Safety** – Whenever the Head of the Railway Administration concerned receives a copy of the report of the Commissioner of Railway Safety under rule 4 of the Statutory Investigation into Railway Accidents Rules, 1998, he shall at once acknowledge its receipt, and–
  - (a) submit his remarks, on the views expressed in the Report, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety immediately on receipt of the Report by the Railway Administration and if he is not able to submit his remarks immediately he shall in his acknowledgement of the report indicate his intention to submit his remarks later as early as possible;
  - (b) if the Head of the Railway Administration concerned agrees with the views expressed in the Report and considers the prosecution of any person or persons desirable, he shall immediately forward a statement of such persons to the District Magistrate of the district in which the accident occurred, or to such other officer as the State Government may appoint in this behalf and to the concerned police authorities;

- (c) in case the District Magistrate or Police authorities require copies of the Report, it may be sent to them and the confidentiality of the report should be made clear to the District/Police Authorities, and the Police Authorities shall, as soon as possible, intimate the Head of the Railway Administration concerned about their decision regarding launching any prosecution.

**12) Head of the Railway Administration to offer remarks on the suggestions made in the report of Commissioner of Railway Safety–** Whenever the report of the Commissioner of Railway Safety points to the necessity for or suggests a change in any of the rules or in the system of working of the Railway, the Head of the Railway Administration concerned shall, intimate the action which has been taken, or which it proposes to take, to prevent a recurrence of similar accidents, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety.

**13) Joint inquiry-when dispensed with–**

- (1) Whenever a Reportable train accident, such as is described in section 113 of the Act has occurred in the course of working a railway, the Head of the Railway Administration concerned shall cause an inquiry to be promptly made by a Committee of railway officers (to be called a “joint inquiry”) for a thorough investigation of the causes which led to the accident.

Provided that such an inquiry may be dispensed with–

- (a) if any inquiry is to be held by the Commissioner of Railway Safety under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998, or a Commission appointed under the Commissions of Inquiry Act, 1952 (60 of 1952), or any other authority appointed by the Central Government to which all or any of the provisions of the said Commission of Inquiry Act have been made applicable under rule 2 of the said Statutory Investigation into Railway Accidents Rules, or
  - (b) if there is no reasonable doubt as to the cause of the accident; or
  - (c) if any department of the railway administration concerned intimates that it accepts all responsibility in the matter.
- (2) Where such inquiry is dispensed with under clause (b) or clause (c) of the proviso to sub-rule (1), it shall be the duty of the Head of the department of the Railway Administration responsible for the accident to make such inquiry (to be called a “departmental inquiry”) as he may consider necessary and, if his staff or the system or working is at fault, to adopt or suggest such measures as he may consider necessary for preventing a recurrence of similar accidents.

**14) (1) Notice of joint inquiry–** Whenever a joint inquiry is to be made, the Head of the Railway Administration concerned shall cause notice of the date and hour at which the inquiry will commence, to be given to the following officers, namely :—

- (a) the District Magistrate of the district in which the accident occurred or such other officer as the State Government may appoint in this behalf, the Superintendent of the Railway Police and the District Superintendent of Police;

- (b) the Commissioner of Railway Safety for the section of the railway on which the accident occurred; and
  - (c) the Head of the Railway Police having jurisdiction at the place where the accident occurred or, if there are no Railway Police, the officer-in-charge of the police station having jurisdiction at such place.
- (2) The date and hour at which the inquiry will commence shall be fixed so as to give the officers mentioned in sub-rule (1) sufficient time to reach the place where the inquiry is to be held.
- (3) When a joint inquiry is held into an accident after receipt of information about the inability of the Commissioner of Railway Safety to hold an inquiry, under sub-rule (5) or rule 2 of the Statutory Investigation in Railway Accidents Rules, 1998, the Head of the Railway Administration concerned shall issue a Press Note in this behalf inviting the public to tender evidence at the inquiry or send information relating to the accident to the Joint Inquiry Committee at an address specified in the Press Note.
- 15) Report of joint inquiry or departmental inquiry to be sent to the Head of the Railway Administration and the action to be taken thereon–** (1) As soon as any joint inquiry or departmental inquiry has been completed, the President of the Committee of Railway officers or the Head of the department, as the case may be, shall send to the Head of the Railway Administration concerned a report containing inter alia–
- (a) brief description of the accident;
  - (b) description of the locality of the accident;
  - (c) detailed statement of the evidence taken;
  - (d) the conclusions arrived at together with a note of dissent, if any;
  - (e) reasons for conclusion arrived at;
  - (f) the nature and extent of the damage done;
  - (g) when necessary, a sketch illustrative of the accident;
  - (h) the number of railway servants killed or injured;
  - (i) the number of passengers killed or injured;
  - (j) an appendix containing extracts of the rules violated by the staff responsible for the accidents.
- (2) The Head of the Railway Administration concerned shall forward, with his remarks as to the action that is intended to be taken in regard to the staff responsible for the accident or for the revision of the rules or the system or working, a copy of the report referred to in sub-rule (1)–
- (a) to the Commissioner of Railway safety for the section of the railway on which the accident occurred;

- (b) if no inquiry or investigation has been made under rule 17 or if a joint or departmental inquiry has been held first, to the District Magistrate or the officer appointed under clause (a) of sub-rule (1) of rule 14; and
  - (c) if any judicial inquiry is being made, to the magistrate making such inquiry.
- (3) The copy of the report aforesaid shall be accompanied—
- (a) in the case referred to in clause (b) of sub-rule (2), by a statement of the persons involved in the accident whose prosecution the Head of the Railway Administration concerned considers to be desirable;
  - (b) in the case referred to in clause (c) of sub-rule (2) by a copy of the evidence taken at the inquiry.

**16) Reports of inquiries into accidents not covered by section 113 to be forwarded to Commissioner of Railway Safety—**

- (1) Whenever any accident, not of the nature specified in section 113 of the Act, such as averted collisions, breaches of block rules or other technical accidents, occurs in the course of working a railway, the railway administration concerned may cause an inquiry, either a joint inquiry or a departmental inquiry, to be held into the accident.
- (2) Where an inquiry is held as provided under sub-rule (1), the head of the Railway Administration concerned shall forward a copy of the report of the inquiry to the Commissioner of Railway Safety for the section of the railway on which the accident occurred.

**17) Magisterial Inquiry—** Whenever an accident, such as is described in section 113 of the Act, has occurred in the course of working a railway, the District Magistrate or any other Magistrate who may be appointed in this behalf by the State Government, may either—

- (a) himself make an inquiry into the causes which led to the accident; or
- (b) depute a subordinate Magistrate, who if possible, should be a Magistrate of the first class, to make such an inquiry; or
- (c) direct investigation into the causes which led to the accident, to be made by the police.

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry into it under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, a Magistrate or a police officer shall not make his inquiry or investigation under this rule and, where he has already commenced the inquiry or investigation, shall not proceed further with it; and such Magistrate or police officer shall hand over the evidence, records or other documents in his possession relating to the inquiry or investigation to such authority as may be specified by the Central Government in this behalf.

**18) Notice of Magisterial Inquiry—** Whenever it is decided to make an inquiry under clause (a) or clause (b) of rule 17, the District Magistrate or other Magistrate appointed as aforesaid or the Magistrate deputed under clause (b) of rule 17 as the case may be, shall at once inform the Head

of the Railway Administration concerned and the Divisional Railway Manager by fax, of the date and hour at which the inquiry will commence so as to enable the railway administration to summon the requisite expert evidence, and thereafter, he shall proceed to the scene of the accident and conduct the inquiry.

- 19) **Judicial Inquiry**– A magistrate, making an inquiry under rule 17, may summon any railway servant, and any other persons whose presence he may think necessary, and after taking the evidence and completing the inquiry shall, if he considers that there are sufficient grounds for holding a judicial inquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident.
- 20) **The result of magisterial inquiry to be communicated to the Head of the Railway Administration**– The result of every inquiry or investigation made under rule 17 shall be communicated by the Magistrate who has held such inquiry or investigation, to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety.
- 21) **Procedure for summoning railway servants to assist the Magistrate holding judicial inquiry**–
  - (1) If in the course of any judicial inquiry into an accident occurring in the course of working a railway, the Magistrate holding such inquiry desires the assistance of the Commissioner of Railway Safety Head of the Railway Administration concerned, he shall issue a requisition to the Chief Commissioner of Railway Safety or the Head of the Railway Administration, stating at the same time the nature of the assistance required, and if the assistance of any Railway Officer is required the Magistrate shall issue a requisition to the Head of the Railway Administration for his attendance in the Court.
  - (2) The requisition referred to in sub-section (1) shall state the nature of the assistance required. In summoning railway officials, the Magistrate shall take care not to summon on the same day so large a number of the employees, especially of one class, as to cause inconvenience to the working of the railway. In the case of serious accidents the Magistrate may obtain reports from the Commissioner of Railway Safety and the Head of the Railway Administration concerned in regard to the accident, before finally concluding the judicial inquiry.
- 22) **Communication of the decision of judicial inquiry to the Railway Administration, Commissioner of Railway Safety and the State Government**– On the conclusion of the judicial inquiry the Magistrate shall send a copy of his decision to the head of the Railway Administration concerned and to the Commissioner of Railway Safety, and shall, unless in any case he thinks it unnecessary to do so, report the result of the inquiry to the State Government.
- 23) **Police investigation-when to be dispensed with report on loss of life, grievous hurt, or damage to Railway property**–
  - (1) The Railway Police may make an investigation into the causes which led to any accident occurring in the course of working a railway and shall do so whenever–

- (a) any such accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding Rs. 2,00,00,000 or has prima facie been due to any criminal act or omission; or
- (b) the District Magistrate or the Magistrate appointed under rule 17 has given a direction under clause (c) of that rule :

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act, 1952, (60 of 1952), or has appointed any other authority to inquire into it and that purpose has made all or any of the provisions of the said Act applicable to that authority, or where a magisterial inquiry is being held under rule clause (a) or clause (b) of rule 17, the Railway Police shall not make an investigation under this rule, and where they have already commenced their investigation, shall not proceed further with it; and shall hand over the records or other documents in their possession relating to the investigation to such authority as may be specified by the Central Government in this behalf.

- (2) The Railway Police shall report, with as little delay as possible to the nearest station master, or where there is no station master, to the railway servant in-charge of the section of the railway, on which the accident has occurred, every accident which may come to their notice occurring in the course of working a railway attended with loss of human life, or with grievous hurt or with serious damage to railway property of the value exceeding twenty five lakh rupees or which has prima facie been due to any criminal act or omission.

**24) (1) Status of Police officer investigating the accident-Whenever an investigation is to be made by the Railway Police—**

- (a) in a case in which an accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding twenty five lakh rupees; or
- (b) in pursuance of a direction given under clause (c) of rule 17, the investigation shall be conducted by the Head of the Railway Police of the area in which the accident has occurred, or if that officer is unable to conduct the investigation himself, by an officer to be deputed by him.

- (2) The officer deputed under sub-rule (1) shall ordinarily be the senior officer available, and shall whenever possible be a Gazetted Officer, and shall in no case be of rank lower than that of an Inspector:

Provided that the investigation may be carried out by an officer-in-charge of a police station –

- (i) in a case such as is referred to in clause (a) of sub rule (1), if no loss of life or grievous hurt has been caused to more persons than one or no damage to railway property of value exceeding twenty five lakh rupees has been caused or there is no reason to suspect that any servant of the railway has been guilty of neglect of any rule relating to the working of the railway; or
- (ii) in the case referred to in clause (b) of sub-rule (1), if the District Magistrate so directs.



- 25) Notice of police investigation–** The Officer who is to conduct an investigation in pursuance of rule 24 shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by fax of the date and hour at which the investigation will commence so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the officer making the investigation, and thereafter, he shall proceed without delay to the scene of the accident and conduct the investigation there; so, however, that the absence of a railway official shall not, be allowed to delay the investigation which shall be conducted as soon as possible after the accident has taken place;
- 26) (1) Assistance by the District Police–** In every case to which rule 24 applies, immediate information shall be given by the Railway Police of the area to the District Police, who if so required, shall afford all necessary assistance and shall, if occasion arises, carry the investigation beyond the limits of the railway premises. But the Railway Police of the area shall primarily be responsible for carrying on the investigation within such limits.
- (2) Subject to the provisions of these rules, the further prosecution of the case, on the conclusion of the police investigation, shall rest with the Railway Police.
- 27) Communication of the result of police investigation–** The result of every police investigation shall be reported at once to the District Magistrate or other officer appointed in this behalf by the State Government, to the Head of the Railway Administration concerned or other officer appointed by him, and to the Commissioner of Railway Safety.
- 28) District Police to discharge duties of Railway Police–** Where there is no Railway Police in the area, the duties imposed by rules 23, 24 and 25 sub-rule (2) of rule 26, and rule 27 on the Railway Police of the area, or on the Head of such Railway Police, shall be discharged by the District Police or by the District Superintendent of Police, as the case may be.
- 29) Repeal and Saving–**
- (1) The Railway (Notices of and Inquiries into Accidents) Rules 1973, are hereby repealed.
- (2) Notwithstanding such repeal, anything done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions, of these rules.

### **APPENDIX – 3**

#### **GENERAL INFORMATION TO BE FURNISHED BY RAILWAYS AT THE TIME OF AN INQUIRY BY A COMMISSIONER OF RAILWAY SAFETY.**

##### **GENERAL INSTRUCTIONS.**

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- 1) Railways are required to furnish information at the time of an inquiry by a Commissioner of Railway Safety. The enclosed questionnaire have been evolved based on past experience to cover all types of accidents.

- 2) It, "therefore, follows that the questionnaire will have to be carefully scrutinised in each case and the items not relevant to a particular inquiry need not be answered. But such items for omission should be got approved by the Commissioner of Railway Safety beforehand.
- 3) A reply should be given under each question i.e. by repeating the question first and not by quoting the question No. The draft replies should be got approved by the Commissioner of Railway Safety to ensure that all the points are covered before the same are finalised. Only two final copies of the replies need be submitted duly signed by the Officers concerned.
- 4) Answers to the questionnaire will not absolve the Railway Administration of their responsibility in: —
  - (a) Preserving clues;
  - (b) recording all relevant data in respect of tracks, rolling stock, etc. before restoration is ordered; and
  - (c) recording evidence of witnesses immediately after an accident so that truth may not get distorted in course of time.
- 5) The Divisional Safety Officer of the Division is responsible to co-ordinate, get the replies from various branches and submit all the replies at the end or during the course of an inquiry with a covering letter signed by the DRM in token of his approval. All Departmental Officer should start gathering information soon after an accident has occurred so that as much information so possible is available even before the commencement of an inquiry. This procedure will enable the Commissioner of Railway Safety to conduct the inquiry with least inconvenience to the Railway Officers concerned.

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#### **A. INFORMATION TO BE FURNISHED BY THE CIVIL ENGINEERING DEPARTMENT.**

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- 1) (a) Brief Description of Damage to P. Way.  
(b) Cost of Damage to P. Way.
- 2) Description of Site :—
  - (a) Kilometre of site, in between stations-section, Single/Double line.
  - (b) Civil District.
  - (c) Nature of country around the site (Open, cultivated, plain/undulating etc)
  - (d) Direction of the track at site (North to South etc.)
  - (e) Straight, curve, gradients with distances etc, in the vicinity. (index plan & section to be attached).
  - (f) Height of bank/cutting.
  - (g) Kind of soil.
  - (h) Details of bridges and level crossings within one Km. on either side of the site (to the extent they are relevant to the inquiry).

3) Permanent Way :—

- (a) Rails-weight, length, age, wear, if welded, LWR, CWR, SWR etc.
  - (b) (i) Sleepers-type, age, density.  
(ii) percentage of U/s sleepers in track in the vicinity of the accident site.
  - (c) Fish-plates-weight, length, number of holes with dia.
  - (d) Fish bolts-weight, length, dia, whether any spring/other washers used and number used per joint.
  - (e) Spikes-if wooden sleepers-number of spikes on each sleeper, how many inside and how many outside.
  - (f) Bearing plates-if used, type, number of holes, weight etc.
  - (g) ballast-its kind, section, depth below sleeper, cubic metres per metre run.
  - (h) Policy followed in driving the keys.
  - (i) Anti-sabotage measures adopted in the vicinity.
- 4) Kilometre & T.P. of important stations and points on the section and No. of T.P.s. per Km. & how numbered? (Important stations and points may be taken from the CRS).
- 5) (a) Headquarters and jurisdiction of DEN/AEN/CPWI/PWI.  
(b) Gang-Headquarters, jurisdiction, strength, location of tool box & Gang hut.  
(c) Details of casual labour employed and discharged in the last 3 months.
- 6) (a) Maximum permissible speed on the section.  
(b) Permanent speed restrictions in the vicinity.  
(c) Temporary speed restrictions in force on the day of the accident in the vicinity.  
(d) Were there any reports of over speeding in the recent past?
- 7) (a) Whether monsoon patrolling has been in force and if so give details.  
(b) Whether security/Police patrolling has been in force and give details.  
(c) Furnish copies of patrol diagrams.
- 8) (a) (i) Creep.  
(ii) Extent of expansion gaps in joints 1/2 Km. before and after the point of accident.  
(iii) Time when observations have been made.  
(b) Date when track was last attended to around the accident spot and the details of work done.  
(c) (i) Dates when CPWI, PWI, AEN & DEN inspected the track last prior to the accident.  
(ii) if any defects had been noted by them.  
(iii) if so, give details and action taken, of any.

- (d) If the track at site required frequent attention in the past old records to be locked up and dates furnished with details of work done.
- (e) Results of last run of Amsler/Hallade/RTRC etc.
- (f) Reports of rough running by the Drivers.

9) Rainfall :—

- (a) Record of last 3 months with the name of the recording station and its distance from the site.
- (b) Daily record of 7 days prior to the accident.
- (c) Comments on the rainfall. (compared mean rainfall).

10) Details of marks on rails, sleepers and whether any indication of any obstruction on-line. Wheel mounting marks to be specifically noted.

11) Site plan (30 cm wide and length as required) with damaged vehicles etc. All measurements to be connected and gradients shown. (In case of an accident in Yard, Yard plan to be attached).

Note :— Site plan to include location plan, North point, direction of travel of train, Kms/TPs etc.

12) Produce the following registers relevant to the inquiry :—

- (a) Gang Chart/Diary
- (b) PWIs/AEN's Note Book
- (c) Points & Crossing
- (d) Creep Register Register
- (e) Curve Register
- (f) Bridge Inspection Register
- (g) Section Register.

13) Quote code Rules, instructions in Permanent Way Manual, and circulars relevant to this accident.

14) Enclose particulars of track jointly taken after the accident.

15) Were there any similar accidents in the vicinity in the last 10 years?

16) What is the probable cause of the accident according to you?

17) Bio-data of the Staff involved. [Dates of appointment, promotion, punishments and awards-in brief]

18) Do you suggest any improved methods of working or improvements to equipment as a result of this accident.

19) In the case of level crossing accidents, the following information may be furnished :—

- (a) No. of train & vehicles passing through the level crossing on an average per day as per the census taken last (date of taking census may be given).
- (b) A longitudinal section along the road.

Note: If some of the above particulars are given in the accident sketch, the same need not be repeated in the above statement.

### **B. INFORMATION TO BE FURNISHED BY THE LOCO DEPARTMENT**

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(MECHANICAL FOR DIESEL AND ELECTRICAL FOR ELECTRIC LOCO)

- 1) Loco :—
  - (a) Type.
  - (b) Number.
  - (c) Year and Place of manufacture.
  - (d) Date of commissioning.
  - (e) Whether provided with Headlight, Speedometer & Speed Recorder, Vigilance Control Device and Whether they were in working order control device.
  - (f) Whether running Engine Foremost/Tender foremost. Short hood leading/Long hood leading/ Cab 1 or Cab 2 leading.
  - (g) Length & weight of the loco.
  - (h) Braking force on the loco and the type of brakes.
  - (i) Date & Place of last trip inspection.
  - (j) Kilometres earned after last POH/IOH.
  - (k) Whether any schedules are overdue ?
  - (l) Comments on the brakes available on the locomotive.
- 2) Give the brief particulars of the safety items not provided and provided but missing/not working.
- 3)
  - (a) Damage to the loco (Brief description.)
  - (b) Cost of damage to the loco (in Rs.).
- 4) Engine diagram in cases where loco is derailed.
- 5)
  - (a) Position of control handles, regulators etc. after the accident.
  - (b) Condition of synchronising valve.
  - (c) Position of brake blocks after the accident-whether applied or not.
- 6) Enclose the particulars of the locomotive jointly recorded after the accident.
- 7) Extracts from the engine repair book.
- 8) Last eye test of the engine crew and next when due.
- 9) Bio-data of engine crew (Dates of first appointments, promotions, punishments and awards-in brief).
- 10) Quote instructions from manuals and circulars relevant to the accident.
- 11) Submit the following :—

- (a) Speed recorder chart.
- (b) Brake power certificate issued to the Driver.
- 12) Were there any similar accidents involving the type of loco in the last 10 years ?
- 13) What is the probable cause of the accident according to you ?
- 14) Do you suggest any improved method of working or improvements to equipment as a result of this accident.

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**C. INFORMATION TO BE FURNISHED BY THE CARRIAGE & WAGON DEPARTMENT.**

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- 1) Damage and disposition may be given in the following proforma :—

Sl. No. from the engine	Coach no.	Disposition	Damage (Brief description)
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- 2) Marshalling order of the train(s) in the following form :—

Sl. No. from the engine	Coach No.	Body & type (ICF, IRS, BEML etc). AT or Non-AT	Year built	Date of last POH	Date of Return	Remarks
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- 3) (a) Total length of coaches/train excluding the engine.
- (b) Total weight of train excluding engine.
- (c) Total brake force of train excluding the loco.
- (d) Whether fully vacuum braked or not.
- (e) No. of cylinders per coach and total no. of active/inactive cylinders on the train and % of brake power.
- 4) Cost of damage to rolling stock
- 5) (a) Position of brake blocks/handles after the accident.
- (b) Maximum and minimum piston strokes.
- 6) Enclose the particulars of C & W jointly recorded after the accident.
- 7) (a) Maintenance-last TXRing/Safe to pass exam./re-packing of boxes.
- (b) Extracts from the registers maintained by the TXRs etc.
- 8) Quote instructions from manuals, conference rules, and circulars relevant to the accident.
- 9) Bio-data of staff involved. (Dates of first appointments, promotions, punishments and awards-in brief).
- 10) Were there any similar accidents involving the same type of rolling stock in the last 10 years ?
- 11) What is the probable cause of the accident according to you ?

- 12) Do you suggest any improved methods of working or improvements to equipment as a result of this accident ?

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**D. INFORMATION TO BE FURNISHED BY TRANSPORTATION DEPARTMENT.**

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- 1) Accident.
  - (a) Date & Time of accident.
  - (b) Train Nos. involved.
  - (c) Kilometre of accident, between stations and section.
- 2)
  - (a) Speed of train at the time of the accident (get it from Loco/Mech. Department).
  - (b) Time of departure & arrival of ill-fated train at the last 3 stations and at last stopping station.
  - (c) Time when previous 3 trains passed over the accident site.
  - (d) Was the ill-fated train running late, so how much ?
- 3) Weather & visibility at the time of the accident.
- 4) Capacity of the train and number of passengers in occupation at the time of accident (as estimated by Commercial Department).
- 5)
  - (a) First information about the accident, who conveyed & how & at what time.
  - (b) How were the uninjured passengers dealt with ?
  - (c) Disposal of dead & injured with time of removal from site & admission in hospitals.
- 6) ARME Vans and Accident Relief Train. (Details to be furnished separately for each station)
  - (a) Time of ordering
  - (b) Time of blowing the siren.
  - (c) Time of arrival at bar line
  - (d) Time of despatch from the station.
  - (e) Time of arrival at the station immediately in the rear of the accident site and at accident site.
- 7)
  - (a) Time of arrival of various officials including Police, Magistrate who visited the site.
  - (b) Time of Police clearance.
- 8) Interruption to traffic.
  - (a) Details of delay to trains, termination and cancellation of trains and running of duplicate trains etc.
  - (b) Time of clearance and through running.
- 9) Passenger complaints, if any (loss of property etc.) and how they have been dealt. (from Commercial Department)
- 10) Guard- date of last vision test, Refresher Course passing and first aid and date when next due.
- 11) In the case of accident at a station copy of SWR with Rule diagram.

- 12) Details of any special dispensations obtained from CRS by the Railway Administration and approved special instructions issued, if any.
- 13) Names and designations of Administrative Officers, Police Officers etc. attending the CRS inquiry on each day.
- 14) Log of various activities undertaken by the Railway Administration arising out of the accident (Give as an Annexure).
- 15) Brief details of ex-gratia payments arranged (by Commercial Department).
- 16) Bio-data of the traffic staff involved (date of appointments, promotions, punishments and awards).
- 17) (a) Enclose press cutting of News published in connection with the accident (get it from Commercial Department).
- (b) Press Notifications and advertisements issued in connection with the inquiry (get it from Commercial Department).
- (c) Message issued to the police and the civil authorities regarding the accident inquiry.
- 18) Were there any similar accidents in the vicinity in the last 10 years.
- 19) Do you suggest any improved methods of working as a result of this accident.

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**E. INFORMATION TO BE FURNISHED BY THE MEDICAL DEPARTMENT.**

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- 1) Casualties :—
  - (a) No. killed.
  - (b) No. grievously hurt.
  - (c) No. with simple injuries.
  - (d) No. with trivial injuries.
- 2) Timings of the arrival of the first doctor (Railway or otherwise) at the site and other doctors subsequently.
- 3) Timings of :—
  - (a) the receipt of the accident message at the station where medical van is stabled;
  - (b) despatch of the medical van from that station;
  - (c) arrival of the medical van at site;
  - (d) departure of the medical van with the injured from the site;
  - (e) arrival of the medical van with the injured at the Hospital station; and
  - (f) admission of the patients into the Hospital.
- 4) (a) Details of the medical aid rendered and whether any surgical treatment resorted to at site.
- (b) give reasons for delay in rendering medical aid.
- 5) Whether any pain relieving drug administered such as Morphia and if so to how many ?



- 6) Disposal of the injured and the dead with timings.
- 7) List of casualties (dead)/injured) with details of names, their address and particular of admission and discharge in various hospitals till the date of the inquiry.
- 8) (a) Did you receive full co-operation from the doctors of the Civil Hospital ?  
(b) If not, where was the failure?
- 9) What difficulties have been encountered while dealing with the injured ?
- 10) Have you any suggestions to make to improve the methods of rendering medical aid to the injured?

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**F. INFORMATION TO BE FURNISHED BY SIGNAL ENGINEERING DEPARTMENT.**

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- 1) Damage to S&T Assets :—  
(a) Brief descriptions.  
(b) Cost of damage.
- 2) A detailed Note on signalling and interlocking arrangements in the area and at the station in case of Yard accident.
- 3) Headquarters, jurisdiction of signal maintenance staff including officers.
- 4) In case of an accident in a yard, signal plan of the yard to be furnished.
- 5) Date of last overhaul of Block Instruments, lever frame etc.
- 6) (a) Date of testing by Inspectors/ASTE/DSTE, prior to the accident.  
(b) Results of their tests and action taken.
- 7) (a) Details of signal failures at the station in the last 3 months.  
(b) Details of unsafe failures.  
(c) Produce the relevant registers for scrutiny.
- 8) Instructions from the signal engineering manual etc. and circulars pertinent to the accident may be quoted.
- 9) Bio-data of staff involved (dates of appointments, promotions punishments and awards).
- 10) (a) What are the possibilities of failure of S&T equipment in this case?  
(b) How do you eliminate these possibilities?
- 11) Were there any similar accidents involving signalling in the last 10 years? Give details.
- 12) Do you suggest any improved methods of working or improvements to equipment as a result of this accident.

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**G. INFORMATION TO BE FURNISHED BY THE ELECTRICAL DEPARTMENT.**

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- 1) OHE.
  - (i) Timings of power supply interruption and shut down.
  - (ii) Action taken to safeguard passengers.
  - (iii) Record of last inspection of OHE at site.
- 2) Coaches.
  - (i) Condition of electric equipment.
  - (ii) Particular of electric protection.
  - (iii) Record of last inspections.
  - (iv) Whether supply for fans and lights was switched on.
- 3) Damages.
  - (a) Brief description
  - (b) Cost.
- 4) What is the cause of the accident according to you ? (in cases like fire etc.)
- 5) What are the Code rules, circulars pertinent to this accident ?
- 6) Bio-data of staff involved (dates of appointments, promotions, punishments and awards).
- 7) Were there any similar accidents in the last 10 years involving electrical equipment? Give details.
- 8) Do you suggest any improved methods of working or improvements to equipment as a result of this accident ?

## **APPENDIX – 4**

The following particulars shall be examined and result recorded by the Senior Subordinates and/or officers of different departments in case of accident.

### **A. Permanent Way.**

- 1) Subsidence of Track.
- 2) Distortion of Track.
- 3) Change of grade on curve and grade at the site of accident.
- 4) Radius of curve, transitioned or non-transitioned.
- 5) Gauge, cross-levels, cant, amount of head wear on rails.
- 6) super-elevation.
- 7) Weight, length, age, makers, wear of rail involved in accident.
- 8) if the rail is welded-LWR, CWR, SWR, etc.
- 9) Percentage of loss of weight comparing with new rail of same kind.
- 10) Type, age, density of sleepers, condition of sleepers and other fittings.
- 11) Percentage of unserviceable sleepers in track in the vicinity of the accident site.
- 12) Number of spikes/keys on each sleepers.
- 13) Type and weight of Bearing plates.
- 14) Kind, section and depth of ballast.
- 15) Anti-sabotage measures.
- 16) Type of fish plates.
- 17) Direction of the track (north to south etc).
- 18) Straight, curve, gradients.
- 19) Height of bank/cutting, condition of bridge/culvert.

- 20) Type of soil.
- 21) Details and condition of bridge if any.
- 22) Creep with no. of creep anchors per rail if any.
- 23) Extant of expansion gaps in joints at site and at a distance of 1/2 KM.
- 24) Rainfall on the day and 3 days proceeding.
- 25) Water marks under bridges etc. if any.
- 26) Any marks on sleepers, rails and on other fittings especially between the point of mount and drop as also in other places, point of mount and drop.
- 27) Whether coach crews or spikes or other fittings were found missing, if so, the particulars in details.
- 28) Whether any fish plate has been found broken or bent or displaced.
- 29) Position of displaced rails or other fittings if any.
- 30) Whether any kind of obstruction found placed on the track or/and adjacent to it.
- 31) Detail damage to rails, sleepers and other fittings.
- 32) Examination of track in rear of the site of accident for atleast 800 metres.
- 33) Track reading as per P. Way manual para 707 and 708; Track reading should also be taken under load as far as possible.
- 34) Condition of ballast and packing.
- 35) Inventory of gang tools wherever necessary and as mentioned in para 7.05 (g) of this manual
- 36) Speed restriction if any in the vicinity of the accident, places of engineering signals/indicators placed if any.
- 37) Whether monsoon patrolling is inforce, if so details particulars.
- 38) Date when track was last attended to around the accident spot and the details of work done.
- 39) Brief description of damages.
- 40) Cost of damage.
- 41) Condition of switches, crossings, wing-rails, guard rails, rail joints, heel blocks and fastenings.
- 42) Any other items of interest.

---

#### **B. (I) MEASUREMENT TABLE FOR COACH INVOLVED IN ACCIDENT**

---

Note: Details regarding all derailed vehicles should be given except :-

- (i) *Where vehicles have derailed due to locomotive derailment.*



4R

4R

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P. Way)

**WHEEL AND AXLE**

Stamping particulars  
on wheel Disregarding  
Manufacturer/RA/RD  
(in case of breakage of  
any wheel/axle)

20

Wheel gauge in mm.\*  
(Taken in four places)

21

Any indication of bent  
axle or wheel having  
shifted on axle

22

Observation after measuring  
the profile with tyre  
defect gauge  
(Good/Rejectable) \*\*

23

1L  
1R  
2L  
2R  
3L  
3R  
4L  
4R

The wheel gauge is to be measured at the horizontal plane passing through the centre of axle.

The wheel profile is to be checked with tyre defect gauge only (Ref. : IRCA Pt. IV Rule No. 2.95, 3.2.2 and S4.22.1, Plate No. 45 to 53)

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P. Way)

**ROLLER BEARING**

(When Roller Bearing is involved as cause)

Condition of axle box,  
rear/front covers

24

Condition of face  
cover plate

25

Condition of locking  
plate and studs

26

Condition of Roller bearing  
and its components

27

To be jointly signed by

Supervisor (C&W)		Supervisor (Traffic)		Supervisor (P. Way)	
Buffer height (to be measured on a level track in mm after uncoupling & re-railling)	Details of broken parts giving location w.r.t. point of mount and derailment & whether breakage considered due to accident	Any other defect in the coach contributed to or caused the derailment	List of damages to the coach due to accident	Other observations	
28	29	30	31	32	
nd 1L					
nd 1R					
nd 2L					
nd 2R					

To be jointly signed by

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P. Way)
------------------	----------------------	---------------------

#### **B. (II) MEASUREMENT TABLE FOR WAGON INVOLVED IN ACCIDENT**

*Note : Details regarding all derailed vehicles should be given except :—*

- (i) Where vehicles have derailed due to locomotive derailment.*
- (ii) When the first derailed vehicle is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.*

(iii) *When the obvious and indisputable cause is sabotage or an obstruction on track.*

Sr. No.	Date of incident	Train No.	Details of BPC name of station where it is issued and Engineer (C&W) who issued it.	Coach No.	Type	Mech. Code	Tare in Tonnes	Carrying Capacity	Built Date	Return Date
1	2	3	4	5	6	7	8	9	10	11

To be jointly signed by

Supervisor (C&W)

Supervisor (Traffic)

Supervisor (P. Way)

**C. Locomotive (Diesel & Electric): Pro-forma To Be Filled In Case Of Accident Derailment When Loco Is Involved In Accident.**

INFORMATION TO BE FURNISHED BY THE LOCO DEPTT.

1) Basic Information :

- (a) Date of Accident
- (b) Train No.
- (c) Loco Class :
- (d) Loco Number :
- (e) Loco manufacture year & Place :
- (f) Base Shed of loco.
- (g) Date & Place last POH.
- (h) Kilometres earned after last POH.
- (i) Date & Place of last major inspection.
- (j) Date & Place of last schedule inspection.
- (k) Whether any schedules are overdue ?

2) Give brief particulars of the safety items not provided or provided but missing/not working. Whether Loco is provided with :

Safety fittings	Provided	Working
Headlight		



Speedometer  
 Speed Recorder  
 Flasher light  
 Horn  
 Brake System

Particulars of electrical protection (for electric loco in case of fire only)

<b>Relay</b>	<b>Working/Not Working/Isolated</b>
Earth Fault in Auxiliary circuit (QOA)	
Over current in power circuit (QLM)	
Over current in Rectifier Block (QRSI)	
Earth Fault in Power circuit (QOP)	
Time Lag Relay (Q44)	

- 3) (a) Damage to the loco (brief description)  
 (b) Cost of damage to the loco (in Rs.)
- 4) Check & Record the observations as follows :
  - (a) Position of control handles, cutout cocks etc. after the accident.
  - (b) Functioning of brake synchronising valve—Whether working or not.
  - (c) Position of brake blocks after the accident – whether applied or not.
  - (d) Condition of cattle guard.
  - (e) Any sign of seizure of roller bearing in axle box.
  - (f) Comments if any coil spring is broken or displaced.
  - (g) Any other observation in respect to mechanical defect of the locomotive, which might have any bearing on safe running of loco.

To be jointly signed by

Supervisor (C&W)      Supervisor (Traffic)      Supervisor (P. Way)

#### **D. Signalling and interlocking.**

- 1) Position of block instrument in details including its handle, commutator, dial indication, locking, etc. in case of push button type block instrument, the indication available and the reading on the counter, etc. In the case of electrified section, the block filter unit attached to the block instrument.

- 2) Reading on all counters provided for route, block etc., and devices for crank handle, emergency operation of points, emergency route release, etc.
- 3) Position of points, locks, slots and their respective levers/switches, as also the position of bolt locking, point detection.
- 4) Position of signals, their lamps/lights and respective levers/switches.
- 5) Position of traps/derails, their indicators and respective levers.
- 6) Position of SM's control, track circuit indication, signals indication in cabin/SM's office.
- 7) If any mismanupulation in any signalling and interlocking gear.
- 8) Locking of cabin basement, etc.
- 9) Date of last overhaul of Block instruments.
- 10) Date of last overhaul of lever frame and SM's control frame.
- 11) Date of testing the Block instruments and other interlocking gears by Inspectors/Officers prior to the accident. Results of their tests and action taken.
- 12) Any interference with any signalling and interlocking gear.
- 13) Details of unsafe failures during the last three months.
- 14) Brief description of damages.
- 15) Cost of damage.
- 16) Any other items of interest.
- 17) Recent history of signal, interlocking gear and block instrument concerned.

**NOTE :** As a precautionary measure, the relay room cabin basement, block instrument, devices for crank handle/emergency operation of points/emergency route release, etc. should be locked immediately after the accident and the key kept in the safe custody of the Station master or any other responsible officials at the site, till joint observation and functional test of S&T gears are completed.

#### **E. Level Crossing.**

- 1) KM of the level crossing.
- 2) Class of the level crossing.
- 3) Manned/unmanned and number of gateman posted.
- 4) Location (within/outside station limit/section).
- 5) Between stations.
- 6) Interlocking.
- 7) Telephone.
- 8) Whistle Board.

- 9) Road signs.
- 10) Speed breakers/Remble strip.
- 11) Visibility of gate from road and from rail line.
- 12) Curve/cutting/gradient for the rail line as also for road.
- 13) Position of gate in normal and at the time of accident.
- 14) Position of signal, signal lamp/light and lever.
- 15) Position of gate key, locking arrangement of gate in normal and at the time of accident.
- 16) Position of gate lamp.
- 17) Condition of level crossing and longitudinal section along the road.
- 18) No. and type of road vehicle, its loading condition, Driver's name, registration, no., licence no. etc.
- 19) Name of the gateman and duty roster.
- 20) Bio-data of the gateman.
- 21) No. of trains and vehicles passing through the level crossing on an average per day and last census taken.
- 22) Weather condition at the time of accident.
- 23) Brief description of damage.
- 24) Cost of damage.
- 25) Any other item of interest.

**F. Station Records etc.**

- 1) Train signal register/log book, entries therein referring to the train(s) concerned.
- 2) Train message Book.
- 3) Block ticket.
- 4) Caution order Register.
- 5) Caution Order.
- 6) Station Diary.
- 7) Private Number Book.
- 8) Authority to proceed without line clear.
- 9) Line admission Book.
- 10) Shunting Authority.
- 11) Use of lever collars and slide collars.
- 12) Securing of vehicles.

- 13) Any other item of interest.

**G. General—**

- 1) Date and time of accident, Train No.
- 2) Location-KM, between station line.
- 3) Weather condition at the time of accident.
- 4) Permissible speed of the train.
- 5) Time taken from the station in rear to the site of accident, and speed of the train at the time of accident.
- 6) Time of arrival and departure of the train at the last 3 stations.
- 7) If any wrong marshelling on train.
- 8) Condition of electrical equipment and electrical protection on coaches, record of last inspection of such equipments.
- 9) Breathalyser test conducted.
- 10) Prima facie cause.
- 11) Bio-data of staff involved in the accident.
- 12) If any failure/breakage of any material of rolling stock/Permanent Way/OHE or S&T gear lead to the cause of accident.
- 13) if fallen of any loaded materials is the cause of accident.
- 14) In case of sabotage/suspected sabotage, if any suspicious objects found in the vicinity of the accident, and action for preservation of foot-prints and finger prints etc.
- 15) Collission of statements from any responsible passenger or eye-witness which may have a bearing on the cause of accident afterwards.
- 16) Preparation of complete and accurate dimentioned sketch showing the detail position.
- 17) Any other item of interest.

- NOTE:** (i) In addition to the particulars contained in this appendix, the items mentioned in para 9.17 of this manual should also be examined, which are relevant to the accident.
- (ii) The above examination report shall be prepared jointly and signed by the all concerned officers or Senior Subordinates who will ensure the correctness of the report in all respect.

**APPENDIX – 5****Full Designation**

- 1) General Manager
- 2) Commissioner of Railway Safety

**Abbreviated  
Designation**

G.M.  
C.R.S.

3)	Chief Operations Manager	C.O.M.
4)	Chief Commercial Manager	C.C.M.
5)	Chief Engineer	C.E.
6)	Chief Engineer (Construction)	C.E. (Con).
7)	Chief Signal and Tele-communication Engineer	C.S.T.E.
8)	Chief Signal and Tele-communication Engineer (Construction)	C.S.T.E. (con).
9)	Chief Mechanical Engineer	C.M.E.
10)	Chief Electrical Engineer	C.E.E.
11)	Chief Medical Officer	C.M.O.
12)	Chief Security Commissioner	C.S.C.
13)	Chief Safety Officer	C.S.O.
14)	Chief Public Relation Officer	C.P.R.O.
15)	Divisional Railway Manager	D.R.M.
16)	Senior Divisional Operations Manager	Sr. D.O.M.
17)	Divisional Operations Manager	D.O.M.
18)	Divisional Safety Officer	D.S.O.
19)	Assistant Operations Manager	A.O.M.
20)	Divisional Transportation Inspector	D.T.I.
21)	Chief Controller	C.H.C.
22)	Deputy Chief Controller	Dy.C.H.C.
23)	Senior Divisional Commercial Manager	Sr. D.C.M.
24)	Divisional Commercial Manager	D.C.M.
25)	Assistant Commercial Manager	A.C.M.
26)	Traffic Inspector	T.I.
27)	Divisional Commercial Inspector	D.C.I.
28)	Assistant Divisional Commercial Inspector	A.D.C.I.
29)	Senior Divisional Engineer	Sr. DEN
30)	Divisional Engineer	D.E.N.
31)	Assistant Engineer	A.E.N.
32)	Permanent Way Inspector	P.W.I.

**Full Designation**

**Abbreviated**

**Designation**

33) Senior Divisional Mechanical Engineer	Sr. D.M.E.
34) Divisional Mechanical Engineer	D.M.E.
35) Assistant Mechanical Engineer	A.M.E.
36) Loco Foreman	L.F.
37) Loco Inspector	L.I.
38) Train Examiner	T.X.R.
39) Carriage and Wagon Inspector	C.W.I.
40) Carriage Foreman	C.F.
41) Senior Divisional Signal & Tele-communication Engineer	Sr. D.S.T.E
42) Divisional Signal & Telecommunication Engineer	D.S.T.E.
43) Assistant Signal & Telecommunication Engineer	A.S.T.E.
44) Signal Inspector	S.I.
45) Senior Divisional Electrical Engineer	Sr.D.E.E.
46) Divisional Electrical Engineer (Rolling Stock)	D.E.E.(RS)
47) Divisional Electrical Engineer (Traction Distribution)	D.E.E.(TRD)
48) Traction Foreman Rolling Stock	T.F.R.
49) Traction Foreman Overhead Equipment	T.F.O.
50) Electrical Chargeman	E.L.C.
51) Medical Superintendent	M.S.
52) Divisional Medical Officer	D.M.O.
53) Divisional Security Commissioner	D.S.C.
54) Assistant Security Commissioner	A.S.C.
55) Officer-in-charge/Railway Protection Force	O.C.RPF
56) Divisional Traffic Manager	D.T.M.
57) Inspector of Govt. Railway Police	I.R.P.
58) Officer-in-charge/Govt. Railway Police	O.C.G.R.P.
59) Superintendent of Govt. Railway Police	SRP/DSRP.
60) Sub-Divisional Officer	S.D.O.
61) District Magistrate	D.M.
62) Officer-in-charge/Local Police Police.	
63) Catering Manager	MRR.

- 1) TRAIN NO. :
- 2) NAME OF THE TRAIN
- 3) ORIGINATING STATION
- 4) DESTINATION STATION
- 5) DATE & TIME OF ACCIDENT
- 6) PLACE OF ACCIDENT
  - (a) DIVISION
  - (b) SECTION
  - (c) SINGLE LINE / DOUBLE LINE
  - (d) BETWEEN STATIONS and
  - (e) KM
  - (f) STATE DISTRICT
- 7) NATURE OF ACCIDENT (BRIEF PARTICULARS AS AVAILABLE)
- 8) TOTAL NO. OF COACHES/WAGONS AFFECTED
- 9) CASUALTY (NUMBER OF PERSONS)
  - (a) KILLED



(b) GRIEVOUS INJURY

(c) SIMPLE INJURY

10) EXTENT OF DAMAGES (According to available information)

(a) TRACK

(b) OHE

11) WHETHER ADJACENT LINE IS CLEAR YES NO

### APPENDIX – 6(B)

#### INFORMATION UPDATE

UPDATE NO.:\_\_\_\_\_

1) MODIFICATION OF FIRST INFORMATION REPORT IF ANY:

2) RELIEF & RESCUE OPERATIONS:

(a) ARMY/ARMV:

Sl.	BASE STATION	TIME ORDERED	TIME DESPATCHED	TIME ARRIVED AT SITE	REMARKS
-----	--------------	-----------------	--------------------	----------------------------	---------

1)

2)

3)

4)

5)

(b) ART/MFD/CRANE:

Sl.	ART/MFD/ CRANE	BASE STATION	TIME ORDERED	TIME DESPAT- CHED	TIME ARRIVED AT SITE	REMARKS
-----	-------------------	-----------------	-----------------	-------------------------	----------------------------	---------

(c) OFFICERS AT SITE:

(d) PARTICULARS OF ASSISTANCE FROM CIVIL/POLICE/MILITARY AUTHORITY SOLICITED:

**AUTHORITY**

**PARTICULARS OF ASSISTANCE ASKED FOR**

- (I) CIVIL
- (II) POLICE
- (III) DEFENCE
- (IV) OTHERS

3) EXTENT OF DAMAGES

- (a) ROLLING STOCK
- (b) TRACK STRUCTURES
- (c) OHE

4) PROBABLE DURATION OF RESTORATION OF TRAFFIC:

5) PARTICULARS OF IMPORTANT PASSENGER TRAINS DETAINED:

Train No. & Name	Station where being Detained	Time of arrival at the station	Remarks
------------------	---------------------------------	-----------------------------------	---------

6) OPENING OF EMERGENCY ENQUIRY COUNTERS:

Station	Official nominated	Telephone No.
---------	--------------------	---------------

7) PRIMA FACIE CAUSE:

SIGNATURE

8) COST OF DAMAGE:

NAME :

9) ANY OTHER INFORMATION:

DESIGNATION:

## APPENDIX– 7

### South Eastern Railway

KER-G33/BN-T139,

189A & LM7

G.A.

3

### ACCIDENT REPORT FORM

Department.....

Station.....

Class.....

- 1) Kilometrage at which the accident occurred and name of the (SKETCH IS ATTACHED) nearest station to the spot ... ..
- 2) Date and time of accident .....
- 3) (a) Number of description of train, name and service

number of the Driver and Engine number

..

(b) Speed of train

..

(c) State if accident occurred on straight road or curve, on level or on a grade. If on a grade whether it was with or against train.

..

(d) Weather conditions and visibility

..

4) Nature and cause of accident

..

5) Persons injured, nature and extent of their injuries—

(a) Names and address, number of tickets held, station from and to which travelling number and class of carriage in which travelling, caste, sex, approximate age and occupation

..

(b) The result of medical examination, caste, sex, approximate age, occupation, ticket number, station from and to & c. to be given.

..

(c) What became of the injured person?

(d) If a railway servant is injured on duty how long on duty at the time of accident, the probable time to resume duty may be stated.

..

## 6) Individual number of vehicles damaged, extent of damage—

(a) Position of vehicles or vehicles in relation to engine  
.....

..

(b) How disabled vehicles were disposed of?  
.....

..

## 7) Approximate cost of damages giving list—

(a) Permanent Way ....  
Rs.....

(b) Locomotive ....  
Rs.....

(c) Rolling Stock ....  
Rs.....

(d) Signalling and interlocking ....  
Rs.....

(e) Electrical equipment ....  
Rs.....

(f) To property in train or within station limits Rs.....

## 8) In case of obstruction on line (Cattle run over, &amp; c)

(a) What was the cause of obstruction ?  
.....

..

(b) Did it appear wilful or accidental ?  
.....

..

(c) Is any one suspected ?  
.....

..

(d) Was the line fenced ?  
.....

..

(e) If so, state of the fencing  
.....

..

(f) Was the engine fitted with a cow-catcher or cattle

guard ?

..

(g) Has obstruction been removed ?

..

9) In case of trains parting, broken tyres, wheels, axles, rails, hot axles, fires in trains--

(a) Composition of the train, details of load

..

(b) How far was vehicle from engine, motor coach, number and owning Railway

..

(c) Was engine fitted with a spark arrester, if so, pattern?

..

(d) Class of fuel

..

(e) Description of the content of the vehicles

..

(f) What was the cause of the breakage of tyres, wheels, axles and rails

..

(g) Condition of broken metal, how disposed of

..

(h) In case of persons falling out, or fires, & c., in passenger trains, state if chain alarm was pulled.

..

10) In case of deaths in train --

- (a) Give description of deceased, caste, name, age, sex, whether railway servant, passenger or trespasser, residence, employment or vocation  
.....  
..
- (b) If passenger, Number and class of tickets  
.....  
..
- (c) Number of persons in same compartment  
.....  
..
- (d) Number, type and class of carriage, if the death is due to infectious disease, whether carriage was detached and inaugurated?  
.....  
..
- (e) Cause of Death  
.....  
..
- (f) List of property belonging to deceased and how disposed of  
.....  
..
- (g) State what has been done with body whether made over to the relatives, or police or sent to Civilian Surgeon  
.....  
..
- (h) In case of persons injured by open doors or fallen out of carriages, say if there was any latrine in carriages  
.....  
..
- (i) Whether depositor has been taken by Police Station staff  
.....  
..

11) In case of dead bodies or injured persons discovered on line or within stations limits --

- (a) State in what position body was lying and give details of any apparent injury to the body or other circumstances which may have caused death or injury

.....

..

- (b) Whether passenger, railway servant, trespasser or suicide

.....

..

12) If persons run over--

- (a) Did the Engine crew see the person ?

.....

..

- (b) Was the Driver's or fireman's view at the site of the accident obstructed ?

.....

..

- (c) Was it daylight or dark at the time ?

.....

..

- (d) If it was not definitely known by what train the person had been run over, was the Loco Foreman at both end of the engine run to examine engines for traces of blood marks or other evidence.

.....

..

13) In case of derailments, trains put on a wrong line, collision or burst point.--

- (a) Number, owning Railway and type of vehicles derailed or damaged and position of vehicle on train.

.....

..



- (b) State whether points and signals were properly fastened or set in the right direction and signals, disputed, also whether lights were visible, flags properly exhibited & c.
- .....

..

- (c) State if points or signals were interlocked
- .....

..

13A) In case of averted collisions, state--

- (a) Load of train
- .....

..

- (b) No. of vacuum-braked vehicles
- .....

..

- (c) Speed of train when obstruction or danger was observed
- .....

..

- (d) Distance from engine to obstruction when latter was first observed
- .....

..

- (e) Time and visibility
- .....

..

14) In case of engine passing signals at danger--

- (a) If signals are interlocked
- .....

..

- (b) By what length did the Driver pass the signal at danger ?
- .....

..

(c) If danger signals exhibited and by whom ?

.....

..

(d) Was the block section occupied and when did the last train leave ?

.....

..

15) If vehicles blown away from stations, state how the vehicles were fastened and how they broke abrupt.

.....

..

16) Detention to trains affected and further probable detention if no more running is yet resumed

.....

..

17) (a) How long was road blocked and to what extent

.....

..

(b) If transshipment was necessary, what arrangements were made

.....

..

18) What system of block working is in force and was everything regular? If, not, give details

.....

..

19) Measures taken to re-establish traffic

.....

..

20) Time assistance sent for and time arrived

.....

..

21) Station arrived from

.....

..

22) Cause of delay, if any, getting assistance

.....

..

23) Report by Guard

.....

..

24) Report by Driver

.....

..

25) In case of serious accidents--

(a) Whether R.M.S. authorities advised in case of accident to a train carrying mails.

.....

..

(b) Whether local Government authorities duly advised (if accident comes within the purview of section 83 of the Indian Railway Act).

.....

..

26) Action taken in regard to staff responsible, Name and designation and the department the staff belongs to, should be asked

.....

..

Description and cause of accident\*

No.....

Dated .....

Forwarded to the.....for information.

Station.....

Signature.....

Date.....19.....

Designation.....

\*Note.— If additional space is required, add a sheet.

## APPENDIX – 8

**NUMBER**

### FORMAT FOR ACCIDENTS

Accident.....  
.....  
.....

1	RAILWAY
2	DIVISION
3	CATEGORY
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	SECTION
16	
17	FIRST STATION
18	
19	
20	
21	SECOND STATION
22	
23	
24	
25	SECTION 83
26	ROUTE
27	STATE
28	
29	GAUGE
30	SINGLE/DOUBLE/MULTIPLE LINE
31	
32	
33	DEFAULTING TRAIN

34  
35  
36  
37  
38 VICTIMISED TRAIN  
39  
40  
41 PASSENGERS KILLED  
42  
43  
44  
45 PASSENGERS INJURED (GRIEVOUS)  
46  
47  
48  
49 PASSENGERS INJURED (MINOR)  
50  
51 RAILWAY SERVANTS KILLED  
52  
53  
54 RAILWAY SERVANTS INJURED (GRIEVOUS)  
55  
56  
57 RAILWAY SERVANTS INJURED (MINOR)  
58  
59  
60 OTHERS KILLED  
61  
62  
63 OTHERS INJURED (GRIEVOUS)  
64  
65  
66 OTHERS INJURED (MINOR)  
67  
68  
69 PRIMARY  
70  
71 BROAD

72	
73	Cause of train parting (Rolling stock defects)
74	RESPONSIBILITY
75	
76	TYPE OF INQUIRY
77	HOURS OF INTERRUPTION
78	
79	
80	
81	
82	
83	ROLLING STOCK AND ENGINES
84	
85	
86	
87	
88	
89	
90	
91	TRACK
92	
93	
94	
95	
96	SYSTEM OF WORKING
97	
98	MEANS OF BLOCK WORKING
99	SECTION CONTROLLED OR NOT
100	NUMBER OF CABINS
101	ATC PROVIDED OR NOT
102	LINE TRACK CIRCUTTED OR NOT
103	LINE ADMISSION BOOK
104	LINE LABEL/BADGE SYSTEM
105	OTHER METHODS FOR LINE CLEAR
106	PLACE OF BLOCK WORKING AND BY WHOM
107	SECTION EQUIPPED WITH AUTOMATIC SIGNAL OR NOT
108	TYPE OF SIGNALLING

109	SEMAPHORE	TYPE OF HOME
110	COLOUR LIGHT	SIGNALS
111	SM'S CONTROL	
112	TYPE OF INTERLOCKING	
113	TYPE OF POINTS & CROSSINGS	
114	METHOD OF WORKING POINTS	
115	METHOD OF WORKING SIGNALS	
116	MANNING OF FACING POINTS	
117	NORMAL OR ABNORMAL WORKING	
118	CAUSE OF ABNORMAL WORKING	
119	STOPPAGE REGULAR OR OUT OF COURSE	
120	CROSSING/PRECEDENCE SCHEDULED OR SHIFTED	
121	BERTHING SCHEDULED OR SHIFTED	
122	LEVER COLLARS	
123	TRAINS WAITING OUTSIDE	
124		
125	DURATION OF WAITING	
126		
127	REASONS FOR DETENTION	
128	MANNED OR UNMANNED LEVEL CROSSING	
129	RECEPTION OR DESPATCH OF TRAIN	
130	WEATHER	
131	TRAIN ENTERING CATCH/SLIP SIDING ETC.	
132		
133	LINE OF ACCIDENT	
134	LACUNAE IN STATION WORKING RULES	
135	LOCATION OF ACCIDENT	
136	TYPE OF COLLISION	
137	AGE OF LINE	
138	DERAILMENT/TRAIN PARTING AT STATION	
139	TRAIN ASCENDING OR DESCENDING	
140	ACCIDENT AT CURVE	
141	DEGREE OF CURVE	
142		
143	CURVE TRANSITIONED OR NOT	
144	SUPER ELEVATION AT CURVE	
145	GRADIENT	



146  
147 STEEPNESS OF GRADE  
148  
149  
150 METHOD OF MAINTENANCE OF TRACK  
151 RENEWAL OF TRACK DUE OR NOT  
152 SPEED RESTRICTION AT SITE  
153 INFRINGEMENT OF SCHEDULE OF DIMENSIONS  
154  
155 WEIGHT OF RAILS  
156 TYPE OF SLEEPERS  
157 DENSITY OF SLEEPERS  
158 TYPE OF BALLAST  
159  
160 DEPTH OF BALLAST  
161 TYPE OF SOIL  
162  
163 GAUGE ) CHECKING CLASSIFICATION  
164 UNEVENNESS ) BY TRACK RECORDING CAR  
165 TWIST )  
166 JOINTS ON THE TRACK  
167  
168 CREEP ANCHORS PER RAIL PANEL  
169 ULTRASONIC FLAW DETECTION OF RAILS  
170  
171 RAIN BEFORE ACCIDENT/PATROLLING  
172 MANUFACTURERS OF RAILS  
173  
174 QUALITY OF STEEL OF RAILS  
175 AGE OF RAILS  
176 TYPE OF LEVEL CROSSING  
177  
178 TYPE OF ROAD VEHICLE INVOLVED  
179  
180  
181 TYPE OF TRAIN  
182  
183

184	TRACTION
185	
186	CLASS OF ENGINE
187	
188	
189	
190	VACUUM IN ENGINE
191	
192	VACUUM IN BRAKE VAN
193	
194	TYPE OF VACUUM ON TRAIN
195	
196	LOAD OF TRAIN (4-WHEELERS)
197	
198	
199	LOAD OF TRAIN IN TONNES
200	
201	
202	SLACK ADJUSTERS PROVIDED OR NOT
203	TRAIN OVER LOADED OR NOT
204	TYPE OF AXLE BOXES
205	
206	TYPE OF STOCK
207	BLOCK RAKE OR NOT
208	COMMODITY LOADED
209	
210	TYPE OF COUPLING
211	CLASS OF STEEL OF COUPLING
212	ULTRASONIC FLOW DETECTION OF AXLES
213	
214	MAXIMUM PERMISSIBLE SPEED OF THE
215	ENGINE (KMPH)
216	
217	MAXIMUM PERMISSIBLE SPEED OF THE
218	ENGINE (KMPH)
219	
220	BOOKED SPEED OF THE TRAIN (KMPH)
221	

222  
 223 SPEED OF THE TRAIN AT THE TIME OF  
 224 ACCIDENT (KMPH)  
 225  
 226 PRIMARY/SECONDARY MAINTENANCE (PASSENGER TRAINS)  
 227 DISTANCE OF STATION WHERE TRAIN  
 228 HAD LAST INTENSIVE EXAMINATION  
 229  
 230 DISTANCE OF STATION WHERE TRAIN  
 231 LAST SAFE-TO-RUN EXAMINATION  
 232  
 233 INTERVAL BETWEEN ACCIDENT DATE AND  
 234 LAST POH OF VEHICLE INVOLVED  
 235 INTERVAL BETWEEN ACCIDENT DATE AND  
 236 LAST REPACKING OF VEHICLE INVOLVED  
 237 VIGILANCE CONTROL DEVICE PROVIDED OR NOT  
 238 VIGILANCE CONTROL DEVICE WORKING OR NOT  
 239 SPEEDOMETER PROVIDED OR NOT  
 240 SPEEDOMETER WORKING OR NOT  
 241 SPEED RECORDER PROVIDED OR NOT  
 242 SPEED RECORDER WORKING OR NOT  
 243 FRONT COACH ANTI-TELESCOPIC/STEEL BODIED OR NOT  
 244 REAR COACH ANTI-TELESCOPIC/STEEL BODIED OR NOT  
 245 POSITION OF FRONT TLR  
 246 POSITION OF REAR TLR  
 247 NO. OF VEHICLES IN REAR OF REAR-MOST BRAKE VAN  
 248 ENGINE LIGHT (HEAD LIGHT)  
 249 ENGINE LIGHT (MARKER LIGHTS)  
 250 UNAUTHORISED PERSONS IN ENGINE CAB  
 251 LONG HOOD OR SHORT HOOD LEADING  
 252 MOTIVE POWER FOR HAULAGE OF TRAIN  
 253 TYPE OF BRAKES ON ENGINE  
 254  
 255 TYPE OF TRAIN  
 256  
 257 FRONT COACH ANTI-TELESCOPIC/STEEL BODIED OR NOT  
 258 REAR COACH ANTI-TELESCOPIC/STEEL BODIED OR NOT  
 259 POSITION OF FRONT TLR

260 POSITION OF REAR TLR  
261 NO. OF VEHICLES IN REAR OF THE REAR MOST BRAKE VAN  
262 ENGINE LIGHT (HEAD LIGHT)  
263 ENGINE LIGHT (MARKER LIGHTS)  
264 SIDE LIGHTS OF BRAKE VAN  
265 TAIL LIGHT/LAMP  
266 MOTOR TROLLEY LINE CLEAR  
267 MOTOR TROLLEY FOLLOWING A TRAIN  
268 WHETHER PERSON DRIVING MOTOR TROLLY HAD PERMIT/LICENCE  
269 PROTECTION  
270 LORRY/MATERIAL TROLLEY WORKING AS PER RULES  
271 CAUTION ORDER ISSUED OR NOT  
272  
273 HOURS OF DUTY (FROM SIGNING ON)  
274  
275 HOURS OF DUTY (FROM WHEEL MOVEMENT)  
276  
277 REST TAKEN AT HOME STATION  
278  
279 REST TAKEN AT OUT STATION  
280 AGE  
281  
282 TOTAL SERVICE  
283  
284 ORIGINAL APPOINTMENT  
285 SERVICE IN GRADE  
286  
287 NO. OF PREVIOUS OFFENCES  
288  
289 REFRESHER COURSE  
290 PSYCHOLOGICAL TESTS  
291 VISION TEST  
292 SPECTACLES REQUIRED AND THEIR USE  
293 ADDICTION TO DRINKING/INTOXICANTS ETC.  
294 INFLUENCE OF LIQUOR INTOXICANTS ETC.  
295 EDUCATION  
296 MARITAL STATUS  
297 NO. OF CHILDREN  
298

299	HEALTH
300	RESIDENTIAL ACCOMMODATION
301	
302	
303	REFERENCE NUMBER

## APPENDIX – 9

**Jurisdiction of Dy. Commissioner, District magistrate, SDO, SP etc. to whom the accidents are to be reported.**

1	2	3	4	5
Sl. No.	Province	Accidents occur at or between stations etc.	Under the Jurisdiction of	Railway Division
1.	W. Bengal	Godapiasal (in)-Gorbeta (in) Bagri Road (in)	District Magistrate, Midnapur (West)	ADA
2.	-do-	Piardoba (in)-Vishnupur (in)	District Magistrate, Bankura; SDO/Vishnupur	„
3.	-do-	Ramsagar (in)-Jhantipahar (in) Sirjam	District Magistrate, Bankura	„
4.	-do-	Indrabil (in)-Adra (in)	District Magistrate, Purulia	„

5.	W. Bengal	Gardhrubeswar (in)- Biramdih (in)	District Magistrate, Purulia	ADA
6.	-do-	Bankura (in)-Rainagar	District Magistrate, Bankura	„
7.	-do-	Biranchandi (in)-Rainagar	District Magistrate, Burdwan	„
8.	-do-	Joychandipahar (in)- Madhukunda (in)	District Magistrate, Purulia	„
9.	-do-	Damodar (in)-Burnpur (in)	District Magistrate, Burdwan, ADM-Asansol	„
10.	-do-	Damodar (in)-Mohisila	District Magistrate, Burdwan, ADM-Asansol	„
11.	W. Bengal	Damodar (in)-Radhanagar (in)	District Magistrate, Burdwan, ADM-Asansol	ADA
12.	-do-	Ramkanali-Chowrashi and collieries	District Magistrate, Purulia	„
13.	-do-	Purulia (in)-Kotsila (in)	District Magistrate, Purulia	„
14.	-do-	Pundag (in)-Kotshila (in)	District. Magistrate, Purulia	„
15.	-do-	Sanka (in)-Santaldih (in)	District. Magistrate, Purulia	„
16.	-do-	Suisa-Torang	District. Magistrate, Purulia	RNC
17.	Jharkhand	Muri (in)-Hatia (in)	Dy. Commissioner, Ranchi	RNC
18.	-do-	Rajabera (in)-Radhagaon (in)	Dy. Commissioner, Dhanbad	ADA
19.	-do-	Ranchi (in)-Lohardaga (in)	Dy. Commissioner, Ranchi	RNC
20.	-do-	Bhojudih (in)-Gomoh (in)	Dy. Commissioner, Dhanbad	ADA
21.	-do-	Mohuda (in)-Jamuniatand (in)	Dy. Commissioner, Dhanbad	„
22.	-do-	Jamuniatand (Ex)- Chandrapura (in)	Dy. Commissioner, Hazaribagh	„
23.	Jharkhand	Muri (in)-Sondimra (Ex)	Dy. Commissioner & SDO/Ranchi	RNC
24.	-do-	Sondimra (in)-Ramgarh (in)	Dy. Commissioner & SDO/ADA, Hazaribagh	„
25.	-do-	Bhojudih (in)-Talgoria (in)	Dy. Commissioner, Dhanbad	ADA
26.	-do-	Nimdih (in)-Chandil (in)	Dy. Commissioner, Chaibasa	„
27.	-do-	Chandil (Ex)-Tulin (in)	Dy. Commissioner, Chaibasa	RNC

28.	-do-	Salgajhari (in)-Jerikela (Ex)	Dy. Commissioner/ Chaibasa and S.D.O./ Chaibasa, SP/Chaibasa	CKP
29.	Jharkhand	Kunki-Chandil-Birarajpur, Gomharia-Sini-Kandra	Dy. Commissioner/ Chaibasa and S.D.O./ Chaibasa, SP/Chaibasa	CKP
30.	-do-	Tata-Haludpukur (in)	Dy. Commissioner/ Chaibasa, SP/Jamshedpur, SDO/Jamshedpur	,,
31.	-do-	Rajkharswan (in)-Barajamda- Gua, Padapahar (in)	Dy. Commissioner/Chaibasa, SDO/SP/Chaibasa	,,
32.	-do-	Karampada-Kiriburu (in)	Dy. Commissioner/Chaibasa, SDO/SP/Chaibasa	,,
33.	-do-	Orga (in) Lodhma-Balsiring (in)	Dy. Commissioner/Ranchi SP/Ranchi	RNC
34.	Orissa	Jeraikela (in) Sonakhan- Sagra (Ex)	District Magistrate/ Sundergarh, SP/ Sundergarh.	CKP
35.	-do-	Boundamandu-Orga (Ex)	-do-	,,
36.	-do-	Rourkela-Birmitrapur	-do-	,,
37.	-do-	Rourkela-Barsuan	-do-	,,
38.	-do-	Bimlagarh-Rangra (in)	-do-	,,
39.	-do-	Sagra (in)-Jharsuguda	District Magistrate/ Sambalpur, SP/Sambalpur	,,
40.	-do-	Deojhar (in)-Banspani, Barajamda (ex)-Bolanikhadan	District Magistrate/SP/ Keonjhar	,,
41.	-do-	Haludpukur (ex)-Badampahar	District Magistrate/SP Mayurbhanj	,,
42.	W. Bengal	Howrah (Ex) to Kolaghat (Ex) including Shalimar branch and HWH-Bargachia	District Magistrate/ Howrah, SDO/Uluberia	KGP
43.	-do-	Kolaghat (in) to Radhamohan pur (Ex)	District Magistrate/ Midnapur (East), SDO/Tamluk	,,
44.	-do-	Radhamohanpur (in) to Kalaikunda (in)	District Magistrate/ Midnapur (West)	,,

45.	-do-	Kalaikunda (Ex) to Gidni (in)	District Magistrate/ Midnapur (West) and SDO/Jhargram.	„
46.	-do-	Kharagpur to Midnapur	District Magistrate/ Midnapur (West)	„
47.	Jharkhand	Gidni (Ex) to Salgajhari (Ex)	Dy. Commissioner/ Jamshedpur, SDO/Jamshedpur.	KGP
48.	W. Bengal	Kharagpur-Dantan (in)	District Magistrate/ Midnapur (West)	„
49.	Orissa	Dantan (Ex)-Markona (Ex)	District Magistrate/ Balasore.	„
50.	-do-	Markona (in)-Ranital (in)	District Magistrate/ Balasore, SDO/Bhadrak	„
51.	-do-	Rupsa-Baripada	District Magistrate/ SDO/Baripada	„
52.	W. Bengal	Panskura-Haldia	District Magistrate/ Midnapur(East) SDO/Tamluk	„
53.	-do-	Kotshila (Ex) Tulin (in)	District Magistrate/Purulia	RNC



## APPENDIX – 9(A)

### LIST OF FORENSIC SCIENCE LABORATORIES WITH JURISDICTION.

Laboratories	Jurisdictions
1) Director of Central Forensic Science Laboratory 30, Gora Chand Road Calcutta-14	West Bengal Jharkhand and Orissa.
2) Director General (R&D), Bureau of Police Research and Development, MHA, Govt. of India, Block No. 11, 3rd/4th floor, Lodhi Road, Kendriya Keralayan Parisar, New Delhi-110003	All over India.
3) Director, Forensic Science Laboratory, (State) 37/1/2, Belgachia Road, Calcutta-700007 (W.B)	West Bengal
4) Director, Forensic Science Laboratory. (State) Rasulgarh, Bhubaneswar, Orissa.	Orissa.

## APPENDIX– 10

The following registers shall be maintained for each Relief Train.

1) A.R.T. Log Book

Movement of Accident Relief Trains bases at.....

1) Serial No.	....	....
2) Date	....	....
3) Destination	....	....
4) Distance in KMs.	....	....
5) Time of accident	....	....
6) Time of ordering	....	....
7) Time ready	....	....
8) Bar line departure	....	....
9) Station arrival	....	....
10) Station departure	....	....
11) Destination arrival	....	....
12) Departure for accident spot	....	....
13) Arr. at accident spot	....	....
14) Time work commenced	....	....
15) Time work completed	....	....
16) Time left scene of accident	....	....
17) Departure out station yard	....	....
18) Shed arrival	....	....

- 19) Reason for delays beyond target time (if any) ....
- 20) Initial for ART in-charge ....
- 21) Initial of Breakdown Supervisor in-charge ....

2) Attendance Register :

- Serial No. ....
- Name ....
- Designation ....
- Whether trained in tent pitching ....
- Use of field phone ....
- First Aid ....
- Tillys & Petromaxes ....
- Diesel Engine Operation ....
- Electric flood light and generator ....
- Gas Cutting ....
- Date ....

3) List of Equipment.

Vehicle No..... Compartment..... Total stock..... Remarks.....

Sr. No.	Description	No.
1	2	3

4) Chain/Wire Ropes Testing Register.

Chain/Wire Rope No.....of Crane No.....at station....

Description.....

Date Recd.	Date put into commission	Link size	Length	Testing load T.C.O.	Safe working load T.C.O.	Date tested	Certificate No.	Date due Testing	Date despatched to stores
1	2	3	4	5	6	7	8	9	10

- 5) **Test Register.** : (Rolling stock, First Aid Equipment, Field Telephone & Public address system, Detonators, Gas cutting equipment, Petromaxes & Tilly lamps, Generators, compressors and few blank sheets).

Date of Test	Identification No. of Equipment	Remarks	Initial of Inspector/ A.R.T.I./C
1	2	3	4

- 6) **Inspection Register** : (a) Headquarters Officers (b) Other Officers (c) Inspectors.

Date	Remarks	Action taken by ARTI/C	Initial of L.F.
1	2	3	4

## APPENDIX - 11

- (a) The following statement/reports/statistics are to be submitted from the Head Quarters Office in connection with the accidents.

### Name of statements/reports

- i) State 'C' of train accidents  
(Responsibility, punishment  
and average time taken for  
finalisation, etc.)

- ii) Statement 'B' of train accidents (Cause-wise) and punishments-wise).
- iii) Statement 'A' of train accidents (Cause-wise), Statistical summary.
- iv) Statement of tampering with railway track.
- v) Statement 'A' of train accident, Statistical summary.
- vi) Statistical return of accident (for quarter ending June, September, December and March).
- vii) Study of consequential and indicative train accidents, (Minister's Safety Shield)
- viii) Statement of accident cases under section 83.
- ix) Annual report on the working of the Railway Inspector.
- b) The instructions are issued from time to time regarding the submission of statements/ reports/statistic, by the divisions. However, the following state-ments/ statics are to be regularly submitted by the Divisions.
  - i) Quarterly statistics of accidents.
- ii) Statement of Tampering with track.

48  
24/06/16

(7)

SSO/T

27/6/16


**Addendum & Corrigendum No. 91 to Accident Manual ( 2014 Edition) published by S.E.Railway.**

Add the following Para as 9.24 at page no. 75:-

**9.24: Instruction for Accident Enquiry over DFCCIL Alignment** - The following procedure shall be adopted for conducting accident enquiry relating to accidents happening in DFCCIL jurisdiction:-

- 1) Accidents to be inquired into by CRS: Procedure for inquiry into rail accidents shall be followed as per Sections 113 and 114 of the Railway Act, 1989.
- 2) In case of Rail accidents to be inquired into by the DFCCIL under sections 115 and 120 of the Railways Act, 1989, the following provisions shall be made by DFCCIL:
  - a) Cases involving assets of DFCCIL only and having no effect on Indian Railways whatsoever: Such cases shall be enquired into by DFCCIL as per the rules and procedures to be framed independently by DFCCIL.
  - b) Accident cases on DFCCIL which affect assets of Indian Railways: Such cases shall be enquired into by DFCCIL and they may draw officials from the departments concerned of Indian Railways as nominated by the General Manager/Competent authority of the Zonal Railway concerned for conducting such enquiry.

(In terms of Advisor/Safety, Rly. Board's letter no. 2016/Safety (A&R)/CRS/Misc/DFCCIL dated 17.05.16)

  
**Chief Operations Manager/SER**

No. OPS/50/AM/A & C/Pt. I

Dated : 21.06.2016.

**Copy to :** Director/Safety/Railway Board for information please.

- 1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE (OP)/DEE (OP) & Sr. DME/DME – KGP, CKP, ADA & RNC.
- 2) Principal – ZRTI/SNY, ELTC/TATA, STC/KGP,
- 3) ✓ PCE, CEE, CSTE, CME & CSO –S. E. Rly./GRC

4009  
24.6.16



108  
23/10/17

P/69

Addendum & Corrigendum No. 02 to Accident Manual (2014) published by S.E.Railway.

The existing rule Para 9.02 (b) Level of Enquiry, Chapter (IX) appearing at Page-61 of the Accident Manual, 2014 (Reprinted) may be replaced by the following:

**9.02 (b): Accident Inquiry by the Railways:-**

- (i) All serious accident shall be inquired into by the Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into serious accident cases involving a coaching train, notified to him under Section 113 of Railway Act, the inquiry shall be carried out by a committee of SA Grade officers and CSO of the railway shall be the convener of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway.
- (iii) All cases of collisions falling under A1 to A4 categories shall be inquired into by a committee of SAG officers with General Manager as the accepting authority unless the same is being inquired into by CRS.
- (iv) All other consequential train accidents except, Unmanned Level Crossing Accidents shall be inquired into by a committee of JA grade officers and in its absence by Branch Officers. DRM shall be the accepting authority for these inquiries subject to the review by CSO.
- (v) Consequential Unmanned Level Crossing accidents and all other train accidents shall be inquired into by a committee of Senior Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (vi) All Yard Accidents shall be inquired into by a Committee of Senior Supervisors with Senior DSO/DSO as accepting authority.
- (vii) All cases of Indicative Accidents shall be inquired into by a Committee of Senior or Junior Scale Officers with DRM as the accepting authority except all cases of signal passing at danger shall be enquired into by a JA grade Committee of officers at Divisional level with Sr.DSO/DSO as one of the members.
- (viii) General Manager or DRM can have the inquiry conducted by a committee of higher levels of officers than the above mentioned levels depending upon the seriousness of accident.
- (ix) In accident cases wherein the Inquiry Committee determines responsibility on the staff of Foreign Railway, the Inquiry Report should be put up to the Principal Head of the Department of the concerned department of the Railway on which the accident took place through CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-Railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent railway at General Managers' level, then the case should be referred to Railway Board.
- (x) All cases of equipment failure shall be inquired into by Senior Supervisors/Supervisors of respective departments.
- (xi) All inquiries will be ordered by the concerned DRM except for inquiries falling under item (ii) and (iii) above wherein the General Manager will order the inquiries.

Dy CSO/Tfc

Please  
discuss

No. OPS/50/AM/A&C/Pt. I

Principal Chief Operations Manager/SER  
Dated: 17.10.2017

Copy to : Director/Safety/Railway Board for information please.

- 1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE(OP)/DEE(OP) & Sr. DME/DME – KGP, CKP, ADA & RNC.
- 2) Principal –ZRTI/SNY, ELTC/TATA, STC/KGP,
- 3) PCE, PCEE, PCSTE, PCME & CSO – S. E. Rly./GRC.





112  
06/11/17

75 r 5/7

Addendum & Corrigendum No. 03 to Accident Manual (2014) published by S.E.Railway.

The existing rule Para 9.02 (b) Level of Enquiry, Chapter (IX) appearing at Page-61 of the Accident Manual, 2014 (Reprinted) may be replaced by the following:

**9.02 (b): Accident Inquiry by the Railways:-**

- (i) All serious accident shall be inquired into by the Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into serious accident cases involving a coaching train, notified to him under Section 113 of Railway Act, the inquiry shall be carried out by a committee of SA Grade officers and CSO of the railway shall be the convener of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway.
- (iii) All cases of collisions falling under A1 to A4 categories shall be inquired into by a committee of SAG officers unless the same is being inquired by CRS with General Manager as the accepting authority.
- (iv) All other consequential train accidents shall be inquired by Dy.CSOs from Safety Department to be nominated by GM with the GM as the accepting authority.
- (v) All other accidents shall be inquired into by a Committee of Senior Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (vi) All Yard Accidents shall be inquired into by a Committee of Senior Supervisors with Senior DSO/DSO as accepting authority.
- (vii) All cases of Indicative Accidents shall be inquired into by a Committee of Senior or Junior Scale Officers with DRM as the accepting authority.
- (viii) General Manager or DRM can have the inquiry conducted by a committee of higher levels of officers than the above mentioned levels depending upon the seriousness of the accident.
- (ix) In accident cases wherein the Inquiry Committee determines responsibility on the staff of Foreign Railway, the Inquiry Report should be put up to the Principal Head of the Department of the concerned department of the Railway on which the accident took place through CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-Railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent railway at General Managers' level, then the case should be referred to Railway Board.
- (x) All cases of equipment failure shall be inquired into by Senior Supervisors/Supervisors of respective departments.
- (xi) All inquiries will be ordered by the concerned DRM except for inquiries falling under item (ii) (iii) and (iv) of the above wherein the General Manager will order the inquiries.

Does it match with the  
existing instructions of the  
Board.

No. OPS/50/AM/A&C/Pt. I

Please discuss.

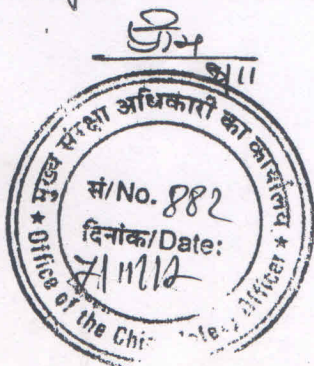
Copy to : Director/Safety/Railway Board for information please.

Dy CSO/TFC

- 1) DRM, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE(OP)/DEE(OP) & Sr. DME/DME – KGP, CKP, ADA & RNC.
- 2) Principal –ZRTI/SNY, ELTC/TATA, STC/KGP,
- 3) PCE, PCEE, PCSTE, PCME & CSO – S. E. Rly./GRC.

Principal Chief Operations Manager/SER

Dated:31.10.2017





4LD  
17/01/18

Addendum & Corrigendum No. 04 to Accident Manual (2014) published by S.E.Railway.

The existing rule Para **9.02 (b) Level of Enquiry**, Chapter (IX) appearing at Page-61 of the Accident Manual, 2014 (Reprinted) may be replaced by the following:

**9.02(b): Accident Inquiry by the Railways:-**

- (i) All serious accidents shall be inquired into by Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into serious accident cases involving a coaching train, notified to him under Section 113 of Railway Act, the inquiry shall be carried out by a Committee of SA Grade officers and CSO of the Railway shall be Convener/Chairman of such committee. The Accident Inquiry Report of the Committee shall be accepted by the General Manager of the Zonal Railway.
- (iii) All cases of collisions falling under **A1** to **A4** categories shall be inquired into by a Committee of SAG officers unless the same is being inquired by CRS with General Manager as the Accepting Authority.
- (iv) All other consequential train accidents shall be inquired by Dy.CSOs from Safety Department to be nominated by GM with the GM as the accepting authority.
- (v) All other accidents shall be inquired into by a Committee of Senior Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (vi) All Yard Accidents shall be inquired into by a committee of Senior Supervisors with Senior DSO/DSO as accepting authority.
- (vii) All cases of indicative accidents shall be inquired into by a Committee of Senior or Junior Scale Officers with DRM as the accepting authority except all cases of Signal Passing at Danger (SPAD) which shall be inquired into by a JA Grade Committee of officers at divisional level with Sr.DSO/DSO as one of the members.
- (viii) General Manager or DRM can have the inquiry conducted by a committee of higher levels of officers than the above mentioned levels depending upon the seriousness of the accident.
- (ix) In accident cases wherein the Inquiry Committee determines responsibility on the staff of Foreign Railway, the Inquiry Report should be put up to the Principal Head of the Department of concerned department of the Railway on which the accident took place through CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-Railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent railway at General Manager's level, then the case should be referred to Railway Board. In case foreign railway staff is held 'blameworthy' only, the accident inquiry case may be accepted by DRM.
- (x) All cases of equipment failure shall be inquired into by Senior Supervisors/Supervisors of respective departments.
- (xi) All inquiries will be ordered by the concerned DRM except for inquiries falling under item (ii)-(iii) and (iv) of the above wherein the General Manager will order the inquiries.

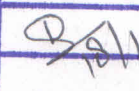
  
**Principal Chief Operations Manager/SER**

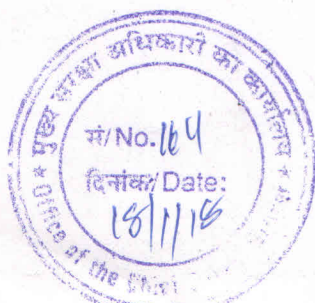
Dated:16.01.2018

No. OPS/50/AM/A&C/Pt. II

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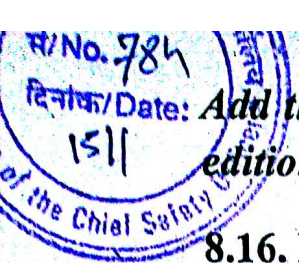
- 1) DRM, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE(OP)/DEE(OP) & Sr. DME/DME - KGP, CKP, ADA & RNC.
- 2) Principal -ZRTI/SNY, ELTC/TATA, STC/KGP,
- 3) PCE, PCEE, PCSTE, PCME & CSO - S. E. Ry./GRC.

Designation	Sig.
CSO	
Dy. CSO (Mech)	
Dy. CSO (Engg.)	
Dy. CSO (EL.)	
Dy DSO (T)	



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*Add the following lines below para 8.15 as para 8.16 at page no.60 of 2014 edition.*

### **8.16. Medical aid to the persons grievously hurt in accident:**

Whenever any accident, occurring in the course of working a railway, is attended with grievous hurt, it shall be the duty of the Head of the Railway administration concerned to afford medical aid to the sufferers, and to see that they are properly and carefully attended to till they are sent to their homes or handed over to the care of their relatives or friends.

In such cases, or in any case in which any loss of human life or grievous hurt has occurred, the nearest available local Medical Officers shall be sent for, if such Medical Officer is nearer at hand, than the Railway Medical Officer.

1) The reports containing the names and addresses of the injured victims or persons deceased shall be dispatched to the Principal Bench of the Railway Claims Tribunal. Wherever the names of next of kin of the deceased passengers are known, the said information shall also be furnished to the Principal Bench of the Railway Claims Tribunals.

2) Legal Aid to Claimants or Victims of accidents:- It shall be the duty of the Railway administration to forward the names of the injured victim or the persons who died in a railway accidents to the Principal Bench of the Railway Claims Tribunal for rendering appropriate legal aid for obtaining compensation in the manner provided under the Railway Claims Tribunal Act and to that end, wherever information is available, the names of the next of kin shall also be furnished to the Principal Bench of the Railway Claims Tribunal.

*Jaya Varma Sinha*  
14.1.2020  
(Jaya Varma Sinha)

**Principal Chief Operations Manager**

OPS/50/ACM/A&C/Pt.II

Dated: 14.01.2020

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Designation	Sig.
PCSO	<i>[Signature]</i>
Dy CSO (Mech)	<i>[Signature]</i>
Dy. CSO (Engg.)	
Dy. CSO (EL)	
CSO (T)	

1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE (OP)/DEE (OP) & Sr. DME/DME - KGP, CKP, ADA & RNC.

2) Principal - ZRTI/SNY, ELTC/TATA, STC/KGP, Sr.DEE(TRS)Tikiapara.

3) PCE, PCEE, PCSTE, PCME & CSO -S. E. Rly./GRC- for kind information please.

*SC (OP-I & II)*

*Safety Website and*



**B) Block Working Manual C/slip No:-02**

1). Chapter VI:- A. 6.01. Point (2) at page 83- words '**DOM and DSTE of the concerned division**' appearing in the 3rd line may be replaced by:----

**"Concerned AOM/ARM and ASTE of the division/section".**

2). In Para 6.23, the following corrections may be made at given clauses:

- i) At (V)- T/C1425 in place of T/A1425 appearing in the last line of the para,
- ii) At (VI)- T/C 1425 in place of T/A1425 appearing in the last line of the para,
- iii) At-(VI)-(iv)- T/D 1425 in place of T/A1425 or T/B 1425 in the last line of the para,
- iv) At (VII)- (v) – T/D 1425 in place of T/A1425 or T/B 1425 in the last line of the para.

**C) Accident Manual C/slip No:-06**

1). In Chapter-IV with heading **Accident Relief**, at Page 23- under Para 4.05. (a) Location of ART, Tool Van, ARME & BD Crane in SER, the following corrections may be made:

- i) At Sr. No.1, in the column of Availability of BD crane/ADRA- 120T BD crane may be replaced by-**140 T BD Crane.** &
- ii) In sr.no.3, in the Row of /RNC, under column SPARMV/SPART - **SPARMV** may be inserted.  
& under column availability of BD crane/RNC- **140T BD Crane** may be inserted.

2). In Chapter-IV with heading **Accident Relief**, at Page 24- under Para 4.05. (c) Turning out facilities (EXIT) of ART, ARME & BD crane/SER at Sr. No.4, under column of BD crane/ RNC- "**Double**" may be inserted.

**D) OPERATING MANUAL C/Slip No.04**

1). The phrase "**Station Section**" may be inserted after the phrase "block section" appearing at item no. (i) Of the format no. T/465; under para 22.20. a) iv) of the OPM, as amended vide C/S 03 issued on 20/12/2019 .

2). The following may be inserted as 'note' at the bottom of the format:

**("strike out words whichever is not applicable as per situation while issuing this Block permit/A.T.P)."**

OPS/50/G&SR/A&C/Pt-V.  
07/03/2022

  
(Prabhas Dansana)

PCOM/SER