

आपदा प्रबंधन योजना 2023



मंडल संरक्षा विभाग

चक्रधरपुर, दक्षिण पूर्व रेलवे

(केवल रेलकर्मियों के दिशानिर्देश हेतु)

अरुण जातोह राठौड़

मंडल रेल प्रबंधक
मंडल - चक्रधरपुर

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प्रस्तावना

रेलवे बोर्ड के दिशा-निर्देशों के अनुसार, हर साल "आपदा प्रबंधन योजना" का नवीनीकरण करना वांछनीय है। चक्रधरपुर मंडल की अंतिम "आपदा प्रबंधन पुस्तिका" वर्ष 2020 में प्रकाशित हुई थी।

संभागीय स्तर पर आपदा प्रबंधन की योजना बनाना, आयोजन करना, समन्वयन एवं समयबद्ध कार्यवाही एक सतत प्रक्रिया है, जो सुरक्षा की दृष्टि से अत्यंत आवश्यक एवं महत्वपूर्ण है। इस संकलन में दिए गए दिशानिर्देशों का अनुपालन दुर्घटनाओं को रोकने में महत्वपूर्ण भूमिका निभाता है और आपदाओं के दौरान तत्काल कार्रवाई सुनिश्चित करता है।

पिछले तीन वर्षों में प्रभाग में महत्वपूर्ण संरचनात्मक परिवर्तन हुए हैं। जिसमें तृतीय लाइन का निर्माण और विद्युतीकरण शामिल है, स्वचालित सिग्नलिंग, लंबी लूप और अतिरिक्त लूप लाइनें।

चक्रधरपुर मंडल, जो माल लदान और मालगाड़ियों के परिचालन के लिए जाना जाता है, में आपदा प्रबंधन के लिए योजनाबद्ध और त्वरित कार्रवाई करना और भी महत्वपूर्ण हो जाता है। अतः इस महत्वपूर्ण पुस्तक का पुनः ई-प्रकाशन कर वितरण करने का निर्णय लिया गया है।

मुझे पूर्ण विश्वास है कि सुरक्षा संगठन, चक्रधरपुर द्वारा संकलित तथ्यात्मक जानकारी एवं दिशा-निर्देशों का पालन करने से निःसंदेह हमें आपदा प्रबंधन की दिशा में लाभ होगा तथा सभी अधिकारियों एवं कर्मचारियों को आपदा की स्थिति में बेहतर कार्य करने की दिशा मिलेगी।

इस पुस्तिका के संकलन एवं प्रकाशन के लिए मंडल सुरक्षा संगठन, चक्रधरपुर के सभी अधिकारी एवं कर्मचारी प्रशंसा के पात्र हैं।

31/12/23
21/12/23
(अरुण जातोह राठौड़)
मंडल रेल प्रबन्धक
चक्रधरपुर

अरुण जातोह राठौड़

मंडल रेल प्रबंधक

मंडल - चक्रधरपुर

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PREFACE

As per the guidelines of Railway Board, it is desirable to renew the "Disaster Management Plan" every year. The last "Disaster Management Booklet" of Chakradharpur Division was published in the year 2020.

Planning, organizing, coordinating and timely action of disaster management at the divisional level is a continuous process, which is very necessary and important from safety point of view. Compliance of the guidelines given in this compilation plays an important role in preventing accidents and ensures immediate action during disasters.

There have been important structural changes in the Division in the last three years. Which includes construction and electrification of 3rd line, automatic signaling, long loop and additional loop lines.

Chakradharpur division, which is known for freight loading and operation of goods trains, it becomes even more important to take planned and prompt action for disaster management. Therefore, it has been decided to bring out an e-publication and distribute this important book again.

I have full faith that by following the guidelines and the factual information compiled by the Safety Organization, Chakradharpur, we will undoubtedly be benefited in the direction of disaster management and all the officers and employees will get direction to work better in the event of a disaster.

All the officers and employees of Divisional Safety Organization, Chakradharpur deserve praise for the compilation and publication of this booklet.

Arun Jatoh Rathod
11/12/23
(Arun Jatoh Rathod)
Divisional Railway Manager
Chakradharpur

राजेश कुमार

वरिष्ठ मंडल संरक्षा अधिकारी

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सम्पादकीय

आपदा या विपत्ति कभी बताकर नहीं आती और विपत्ति में फंसने पर ही हमें ज्ञानबोध होता है कि ऐसी परिस्थितियों के लिए तैयार रहना कितना आवश्यक है. विगत वर्षों के अनुभवों से सीख लेकर ही भारतीय रेलवे में "आपदा प्रबंधन" की योजना बनाने तथा कार्यान्वित करने को महत्व दिया गया तथा अपने कर्मचारियों को आवश्यक प्रशिक्षण देने की जरूरत समझी गयी. यों तो आपदा/विपत्ति का आकार क्या होगा तथा उसका असर कितना होगा, इसका अंदाजा लगाना मुश्किल होता है, तथापि उपलब्ध संसाधनों एवं प्रशिक्षित कर्मचारियों के बल पर हर संभव आपदा प्रबंधन की व्यवस्था करना बहुत ही जरूरी है. जरूरत पड़ने पर अन्य संगठनों से आवश्यक मदद लेने हेतु समन्वय स्थापित रखना भी उतना ही महत्वपूर्ण होता है.

रेलवे में आपदा का अर्थ भीषणतम रेल दुर्घटनाओं तथा प्राकृतिक विपत्तियों की वजह से रेल परिचालन के बाधित होने से लिया जाता है. इन आपदाओं की वजह से उन स्थानों में सर्वाधिक क्षति होती है जहाँ गाड़ियों का घनत्व ज्यादा होता है. ऐसे स्थानों पर काल आपदा प्रबंधन द्वारा आपदा से होने वाली क्षति को काफी हद तक घटाया जा सकता है. मालगाड़ियों के लदान में अग्रणी चक्रधरपुर जैसे मंडल में ऐसी किसी भी घटना का असर काफी गंभीर हो सकता है और ऐसी स्थिति में सही आपदा प्रबंधन और भी जरूरी हो जाता है. ऐसे महत्वपूर्ण मंडल में हर विभाग को आपदा प्रबंधन हेतु हमेशा सजग रहना पड़ता है.

यूँ तो चक्रधरपुर मंडल में गाड़ियों के परिचालन से जुड़े सभी विभाग आपदा प्रबंधन हेतु हमेशा तत्पर रहते हैं तथा आपदा जैसी स्थिति से बचाव हेतु भरसक प्रयासरत हैं, तथापि मंडल संरक्षा संगठन द्वारा सभी विभाग की तैयारियों पर नजर रखी जाती है तथा सभी विभाग के कर्मचारियों को जागरूक बनाने का यथासंभव प्रयास किया जाता रहा है. समाधानों के सही रख-रखाव, उचित प्रशिक्षण एवं दुर्घटना निरोधक प्रयासों द्वारा आपदा जैसी किसी भी स्थिति का सुचारुरूप से सामना करने हेतु मंडल स्तर पर हमेशा तैयार रहना हमसब की सम्मिलित जिम्मेवारी है.

चक्रधरपुर मंडल की पिछली "आपदा प्रबंधन पुस्तिका" का प्रकाशन सन 2020 में हुआ था. माननीय मंडल रेल प्रबंधक महोदय की प्रेरणा से इस वर्ष इस पुस्तिका के पुनः प्रकाशन का निर्णय लिया गया तथा परिशोधित संकलन समस्त मंडल स्तरीय रेल कर्मियों के दिशानिर्देश हेतु प्रस्तुत है. इस पुस्तिका के मंडल संरक्षा संगठन के संरक्षा सलाहकारों ने महत्वपूर्ण भूमिका निभायी है. हमारे अन्य कर्मियों ने भी इस पुस्तक पुनःप्रकाशन हेतु काफी परिश्रम किया है. इन सबके सामूहिक प्रयासों से ही इस "आपदा प्रबंधन पुस्तिका" का प्रकाशन संभव हो पाया है.

इस पुस्तिका में दी गयी जानकारी तथा नियमों को यथासंभव त्रुटिरहित बनाने का प्रयास किया गया है. तथापि त्रुटियों का रहना स्वाभाविक है. स्थिति में सम्बंधित नियम पुस्तिका में प्रदत्त नियमों पर गौर करें, जोकि सर्वोपरि है. इस पुस्तिका में उपलब्ध जानकारियों से सभी का ज्ञानवर्धन होगा एवं किसी भी आपदा जैसी स्थिति में बेहतर व सुचारु रूप में काम करने में मदद मिलेगी, ऐसा मेरा पूर्ण विश्वास है.

(राजेश कुमार)

वरिष्ठ मंडल संरक्षा अधिकारी चक्रधरपुर

**DISASTER MANAGEMENT PLAN
(CKP DIVISION)
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1. INTRODUCTION

There have been many serious accidents in Indian Railways in the past in which many human lives have been lost. It has been observed during these disasters that there was no proper and comprehensive disaster management plan all over the Indian Railways for expeditious, orderly, effective and adequate relief and rescue measures to tackle such disasters. This has led to severe criticisms by the general public, print & electronic media and bad image of the Railways in the eyes of the general public. Because of the advancement of technology and faster communication, the information about any accident or disaster reaches the general public and the highest authority very fast and, therefore, any delay in rescue and relief operation is highlighted immediately. Therefore, it has become very essential that a comprehensive disaster management plan is drawn by the Railways. The Ministry of Railways, Government of India, therefore, had set up a high level committee for disaster management plan all over the Railways comprising of the following members:-

1. Sri S.Dhansrathy, Member Mechanical, Railway Board- Convener
2. Sri M.C.Srivastava, Member Traffic, Railway Board- Member
3. Sri Vijayalakshmi Viswanathan, Financial Commissioner- Member
4. Dr. K.Suresh, Director General/ Railway Health Services- Member
5. Dr. A.K.Pandey, Director general/ Rly. Protection Force- Member

The committee had submitted its report to the Ministry of Railways in April- 2003. The terms of references of the above committee are-

(i)	To review the existing Disaster Management System over IR related to train accidents & natural calamities and to suggest improvements.
(ii)	To identify the technological and managerial inputs in order to quicken the pace of relief and rescue operations.
(ii)	To institute a standing arrangement with other Central Ministries, State governments and Armed Forces to enable quick and smooth restoration operations without any legal or procedural hurdles.

In many countries, in the unfortunate event of a railway accident, relief and rescue work is not spearheaded by the Railway organization, but by the civil authorities, as in the case of road accidents/ other disasters. The role of the Railway systems in these countries is restricted to clearing the track and restoring traffic after the rescue work is over.

Even in India, the various State Governments and district authorities are having their disaster management plan. For example, for the state of Orissa, Orissa State Disaster Mitigation Authority is the agency of the Government of Orissa to tackle disasters. Different districts of the state of Orissa are also having

their disaster management plans. The State of Jharkhand and its various districts are also preparing their disaster management plans.

However, Railways have been historically handling rescue and relief operations in railway accidents and, therefore, Indian Railways has to rise to the expectations of the public. Further, significant technological advancements have taken place in the area of post disaster relief and rescue operations. Consequently, a number of state of the art relief and rescue equipments, tools and plants and innovative techniques have emerged during the last decade for quickening the pace of rescue and relief operation.

The high level committee of the Indian Railways on the disaster management plan has recommended, vide recommendation No. 14, that the details of local resources should be available in the Divisional Control Office. The committee has further recommended vide its recommendation No. 15 that the disaster management plan should be available with each Division. Accordingly the present Disaster Management Plan was prepared by a committee nominated by Divisional Railway Manager, Chakradharpur.

The committee has collected various details and has analysed the various information's available to evolve effective and comprehensive disaster management plan.

This Disaster Management Plan is mainly for serious accidents involving passenger carrying trains due to any reasons.

2.DISASTER MANAGEMENT act- 2005

2.1 Definition of Disaster: (DM act 2005)

"Disaster means a catastrophe, mishap, calamity or grave occurrence in any area, arising from natural, man-made cause, or by accident or negligence which results in substantial loss of life or human suffering or damage to, and destruction of property, or damage to, or degradation of environment, and is of such a nature magnitude as to be beyond the coping capacity of the community of the affected are"

Disaster: Origin from French word "**DES-ASTRE**" meaning '**Bad Star**' sudden or great misfortune, calamity (Concise Oxford Dictionary) sudden calamitous event producing great material damage and distress

Definition of a Disaster on Railways:

Based on the definition of the Disaster Management Act 2005, Ministry of Railways has adopted the following definition of Railway Disaster:

"Railway Disaster is 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." (Rly. Board no. 2003/Safety/(DM)6/2/PT dtd. 06.01.09)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/Safety (DM)/6/2 Pt.
General Managers,

New Delhi 06.01.2009.

All Zonal Railways

Sub: Definition of Railway Disaster and Co-ordination of Disaster Management Plans.

There has been no universal definition of a "Railway Disaster"(or a Disaster affecting/involving railways) though some of the zonal railways did attempt to define the same in their respective Disaster Management Plans. These definitions also differ with one another with some linking a railway disaster with number of casualties. Some of the zonal railways have requested this office to clarify as to what incidents should be treated as a "Railway Disaster" and who should be the deciding authority for this purpose.

After considering the latest developments in the field of Disaster Management in the country especially the enactment of Disaster Management Act 2005. Board have decided to adopt the following definition of Railway disaster.

"Railway Disaster is a serious train accident or an untoward event of grave nature, either on the railway premises or arising out of railway activity in that area, 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, necessitating large scale help from other Government/Non-government and Private organizations."

Board has also approved the proposal to nominate GMs/ AGMs or CSOs for declaring an untoward incident as a Railway Disaster. The preparation of the Disaster Management Plans on the zonal railways in co-ordination with the

different departments of the railway, other Central/State Govt. agencies. NGOs private agencies.

2.2 Disaster Management has been explained in this Act as under.

Disaster Management means a continuous and integrated process of planning, organising, coordinating and implementing measures which are necessary or expedient for-

- Prevention of danger or threat of any disaster.
- Mitigation or reduction of risk of any disaster or its severity or consequences
- Capacity Building
- Preparedness to deal with any disaster
- Prompt response to any threatening disaster situation or disaster
- Assessing the severity or magnitude of effects of any disaster
- Evacuation , rescue and relief
- Rehabilitation and reconstruction

2.3 Nodal department for Policy Formulation on DM on Indian Railways:

The preparation of the Disaster Management Plans on Indian Railways and on the Zonal Railways in co-ordination with 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.

The Hospital DM plans and the Security arrangements (drills etc) shall be prepared and coordinated by the Medical and the Security department respectively. The Management of Floods, Cyclones, Earthquakes, Landslides, etc, and preventive action/ mitigation shall be coordinated by the Civil Engineering Department. The Rescue and Restoration centric DM including preparation of plans and procurement of specialized equipment and rescue centric training of personnel has to be coordinated by the Mechanical Department.

2.4 Authority to declare a Disaster on Railways: Railway Board has nominated GM, AGM or CSO (when GM/AGM are not available) of a Zonal Railway for declaring an untoward incident as Railway Disaster. With the adoption of the above definition of Railway disaster as envisaged in para 2.5, 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.

3. Salient Features of the Disaster Management Act, 2005.

It is the central legislation on Disaster Management around which all the Disaster management related activities revolve since its enactment. It legislates a holistic approach to Disaster Management; from mere responding to disasters to greater attention to prevention and mitigation, capacity building and preparedness. The Disaster Management Plan of the Railway has been prepared by talking relevant provision of the Act into consideration.

3.1 Important Provisions in the DM Act. 2005 Concerning Railway:

Section 25, 36 & 37 of the DM Act, 2005 detail the responsibilities of Ministries and Departments of Central Government 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 plan, capacity building, data collection and identification & training of personnel in relation to Disaster management is one of the key responsibilities. These provisions are summarized as under:-

Section 35

The Central Government shall take all such measure as it deems necessary or expedient for the purpose of Disaster Management and it shall include:-

- a) Coordination of action of the Ministers or Department of the Government of India, State Government National authority, State Authorities , Governmental and non-governmental organizations in relation to disaster management.
- b) Ensure the integration of measure for prevention of disaster 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 measure for preparedness to promptly and effectively respond to any threatening disaster situation or disaster.
- e) Cooperation and assistance to the State Government, as requested by Them;
- f) Deployment of naval, military, air force and other armed forces of the Union or any other civilian personnel as may be required for the purposes of this Act.

Section 36

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

- a) Take measure necessary for prevention of Disaster, mitigation, preparedness and capacity building in accordance with the guidelines laid down by the National Authorities.
- b) Integrate into its development plans and projects, measures for prevention or mitigation of disaster in accordance with the guidelines laid down by the National Authority.
- c) Respond effectively and promptly to any threading disaster situation or disaster in accordance with the guidelines National Authority or the directions of the National Executive Committee in this behalf.
- d) Review the enactments administered by it, its policies, rules and incorporate provisions for prevention of disaster, mitigation or preparedness.
- e) Allocate funds for measures for prevention of disaster, mitigation, capacity building and preparedness.
- f) Provide assistance of the national Authority and State Government for:-
 - i) Drawing up mitigation, preparedness and response plans, Capacity building, data collection, identification and training of personnel in relation to disaster management.
 - ii) Carrying out rescue and relief operation in the affected area.
 - iii) Carrying out rehabilitation and reconstruction.
- g) Make available its resource to the National Executive Committee or a State executive Committee for the purpose of responding promptly and effectively to any heartening disaster situation or disaster, including measure 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 place.
 - v) Providing, drinking water, essential provision, health care and service in an affected area.
 - vi) Take such other action as it may considered necessary for disaster management.

Section 37

- (1) Every Ministry or Department of the Government of India:
 - a) Shall prepare a disaster management plan specifying the following particular of India -
 - (i) The measure to be taken by it for prevention and mitigation of disaster in accordance with the national Plan:
 - (ii) The specification regarding integration of mitigation measures in its development plan in accordance with the guidelines of the national Authorities 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-clause (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 sub-section (1) to the National Authority, as and when required by it.

Background of Disaster:

3.2 Recommendations of High Level Committee on Disaster Management:

1. Various committees have been appointed on the Indian Railways to review Preparedness to handle a Disaster. A high level committee (HLC) was constituted in Sep'02 (headed by Mr. S. Dhasarathy, then MM, Railway Board) to review Disaster Management on the Railways. The terms of reference of this committee were **"to review the existing DM system over Indian Railways related to train accidents and natural calamities and to suggest improvements"**. Despite the above Terms of Reference incorporating an item of natural calamities, the high level committee had mainly gone into DM system over Indian Railways related to train accidents; natural calamities were hardly considered for review of relief/rescue arrangements with the railways. The report of this committee was published by Railway Board vide letter no. ERBI/2002/24/44 dated 17.9.02 till 31.3.2015, 100 recommendations have been implemented (including 8 deleted by appropriate authority) out of a total of 111 recommendations on all the Zonal Railways. Four recommendations have been modified and 13 equipments have been recommended to be added to the ARMV/ART. The balance 11 recommendations are under various stages of implementation on the zonal railways. The recommendations had varying time frame of implementation with maximum being 36 months. Implementation of some of the recommendations has been delayed as the associated policy decision, research & development and vendor identification took some time. With the change in national scenario, some of the recommendations were reviewed to fall in line with the latest concept of participation by all stakeholders during disasters. However, as

mentioned above, the emphasis of this Committee was to improve Railways resources for handling Train Accidents only.

2. Another Disaster Management Review Committee was appointed on 27.02.07 under the Chairmanship of Shri G. Narain, an ex. IPS officer, with Terms of Reference to audit the current preparedness of all types of disasters/hazards for prevention, mitigation, rescue, relief and rehabilitation; integration of disaster reduction concept into development planning; and to recommend areas of multi-stakeholder partnership and citizen participation to establish a coordinated mechanism for disaster reduction, response and rehabilitation etc. Report of the Disaster Management Review Committee (Headed by Shri G. Narain), was submitted on 22.12.08, in the form of 106 recommendations, out of which recommendation No. 2 have three parts (A, B & C), thus there are actually 108 recommendations. Out of these 108 recommendations, 67 recommendations are not accepted, 41 recommendations have been accepted (38 recommendations already implemented, 3 recommendations are being implemented).

3.3 Disaster defined in Railways' context:

The concept of a Disaster was, till the year 2005, not adequately and comprehensively defined on Indian Railways. It was accepted that a Disaster situation implies, on the railways, to cover only cases of serious rail/train accidents. It was, perhaps, due to this anomaly as late as the year 2008, even CAG's report on DM on Indian Railways has broadly adopted this fact in the concept of disaster and has gone to examine the relief/rescue/mitigation and preparedness of Indian Railways based on the earlier concepts and has reviewed the facilities for handling disasters available with the Railways only on the report/recommendations of the HLC on DM.

The definition of DM as given by the Government of India was legislated for the first time in the Disaster Management Act, 2005. The broad principles of disaster for any department of the government changed to the concept of any incident which could not be handled with alone by that department i.e. if it was beyond the coping capacity of a particular department, the incident could be termed as a disaster. With this came the concept of the departments of Government of India as also the State governments required to join hands to extend whatever facilities were available with them to provide relief/rescue and mitigation on the occurrence of a disaster. In the DM plan of Indian Railways, this concept of disaster, which has now evolved, has been adopted. The zonal railways have to ensure that, down the line, this definition is understood. While this Disaster Management Plan is a comprehensive document, more detailed guidelines, where required, will be laid down by Railway Board on specific topics under the overall philosophy of Disaster Management laid down in this document. For instance, this has been done in the Guidelines on Management of Chemical Disasters and the Hospital DM Plan.

3.4 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
- Dedicated Rescue/Restoration and Medical Equipment on Rails.
- Each of the above can be made use of to handle adversities depending upon requirement to handle the disaster.

Disaster Management Plan:

All Divisions and Zonal Railway HQ (including Kolkata metro) must devise their Disaster Management plan, if not already done taking into consideration the resources available with them, their adjacent Divisions/zonal Railway, civil authorities, Industrial units, & armed force bases located in their territory. This would enable the Divisions and Zonal Railway to muster the entire local resources in case of a major disaster/natural calamity. Zonal Railway Disaster Management Plan should integrate all the Divisions and also to take into consideration adjacent Railways' frame work. (Ref: Rly Bd's safety directory letter No. 2003/safety-I dated 29.9.2003)

The DM plan so prepared shall be received & up to dated in January every year based on new data and development like information of District/State level DM plan (Ref: RB lett4r No. 2009/Safety(DM)/6/14 dated 12.10.11)

3.5 Types of Disaster causing interruption to train services:

Equipment/ Human failure	Natural calamities	Sabotage/ Man-made.
Collision	Land slide	Setting fire to the train/Railway installation
Derailment	Earth quake	BOMB blast
Level crossing Accidents Fire on trains	Floods Storm/Cyclone Tsunami	Placing of obstruction on track for disruption to traffic. Terrorism.

Classification of a Railway accident as a Disaster:

Disaster in the Railway context is defined as a major train accident leading to serious casualties, long duration of interruption to traffic and cannot be tackled with own resources but requires help from other sources and not normal train accidents. In case of a serious accident the administration would take a conscious decision whether the situation is to be classified as a disaster or not.

Officer authorized to declare an accident as a DISASTER.

GM, AGM or CSO are authorised for declaring an untoward incident as Railway Disaster. Such declaration will be issued to all concerned with the approval of competent authority. If the accident is declared as Disaster, all the instructions as contained here in this Disaster Management Plan would automatically come into force, and officers and staffs of all departments would take action as laid down in this book. In all other cases, action as prescribed in Accident Manual will inter-alia come into force. All officers & supervisors concerned should be fully conversant with various duties enlisted therein and carry them out without fail.

3.6 National Policy on Disaster Management (NPDM)

The Disaster Management Act, 2005 (Hereinafter referred to as Act), enacted by the Parliament was notified in the Gazette of India on 26th December, 2005. The Act provides for the legal and institutional framework for the effective management of Disaster. The Act mandates Governments. Under the provisions of the Act, the national Disaster Management Authority (NDMA) has been established under the chairmanship of the Prime Minister and a National Executive Committee (NEC) of Secretaries had been created to assist the NDMA in the performance of its functions. At the State level, a State Disaster management Authorities has been created under the chairmanship of Chief Minister, which has been assisted by a State Executive Committee. At the district, Disaster Management Authorities have been created.

The responsibility of laying down the policies on Disaster Management, approving the National Policy on Disaster Management (NPDM) and laying down the guidelines on Disaster Management has been given to NDMA under the Act. The NDMA accordingly prepared a draft of the National Policy on Disaster Management in consultation with the Home Ministry and submitted the same for approval of the Government.

The Home Ministry has circulated the draft NPDM to the concerned Central Ministries and all the state Governments/Union Territories. The comments received by the Central Ministers/State Governments/Union Territories were duly examined and the accepted views/comments of Central Ministries/State Governments/Union Territories have been duly incorporated in the NPDM.

Approval of the cabinet to the NPDM was given in the cabinet Meeting held on 22.10.2009.

The NPDM envisaged a holistic approach to disaster management, encompassing the entire disaster management cycle including prevention, mitigation,

preparedness, relief, rescue, rehabilitation and reconstruction. It addresses all aspects of disaster management covering institution, legal and financial agreements, capacity building, knowledge management, research and development. It focuses on the areas where action is need and the institutional mechanism through which such action can be channelized.

3.7 NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA)

The Disaster management Act, 2005, provided the powers, roles and jurisdiction of a National Authority as under:-

3.7.1 Power and function of National Authority:-

Subject to the provision of this Act, The National Authority shall have the responsibility for laying down the policies, plans and guidelineS for disaster management for ensuring timely and effective response to disaster.

The National Authority may:-

- a) Lay down policies on disaster management.
- b) Approve the National Plan.
- c) Approve plans prepared by the Ministries or Departments of Government of India in accordance with the National Plan.
- d) Lay down guidelines for the State Authority to draw up the state plan.
- e) Lay down guidelines to be followed by the different Ministers or Departments of the Government of India for the purpose of their development plan and projects.
- f) Coordinate the enforcement and implementation of the policy and plan for disaster management.
- g) Recommend provision of funds for the purpose of mitigation.
- h) Provide such support to other countries affected by major disasters as may be determined by the Central Government.
- i) Take such other measure for the prevention of disaster, or the mitigation, or preparedness and capacity building for dealing with the threatening disaster situation or disaster as it may consider necessary.
- j) Lay down board policies and guidelines for the functioning of the national Institute of Disaster Management.

3.7.2 Constitution and Role of NDMA:

It is constitution under the DM Act as the apex body in the country to deal with Disaster Management holistically. Hon'ble Prime Minister is the ex-officio Chairperson of the Authority.

NDMA is responsible for laying down the polices, Plan and guidelines for disaster management for ensuring timely and effective response to disaster.

State and ensuring have also been mandated to constitute State and Disaster Management Authorities respectively on the line of NDMA.

3.7.3 Constitution of Advisory Committee by National Authority:

The National Authority may constitute an Advisory Committee consisting of experts in the filed of disaster management and having practical of disaster management at the National, State or District Level to make recommendations on different aspect of disaster management.

3.7.4 National Executive Committee.

The Central Government shall, immediately after issue of notification under sub-section (1) of section 3, constitute a National Executive Committee to assist the National Authority in he performance of its functions under this act. The National Executive Committee shall consist of the following member's namely:-

- (a) The Secretary to the Government of India in charge of Ministry or Department of the Central Government having administrative control of the disaster management, who shall be Chairperson, ex-officio.
- (b) The Secretaries to the Government Of India in the Ministries or Department having administrative control of the agriculture, atomic energy, defence, drinking water supply, environment and forests, finance (expenditure), health, power, rural development, science and technology, space, telecommunication, urban development, water resources and the Chief of the Staff Committee as ex-officio member.

3.7.5 The National Executive Committee :

•	Act as the coordinating and monitoring body for disaster management.
•	Prepare the National Plan to be approved by the National Authority.
•	Coordinate and monitor the implementation of the National Policy
•	Lay down guidelines for preparing disaster management plans by different Ministries or Department or State Authority.
•	Provided necessary technical assistance to the State Government and State Authorities for preparing their DM Plans in accordance with the guidelines laid down by the National Authority.
•	Monitor the implementation of the national Plan and the plans prepared by the Ministries of Department of the government of India.
•	Monitors the implementation of the guidelines laid down by the National Authority for Integrating of measure for prevention of disasters and mitigation by the Ministries or Department in their development plans and projects.
•	Monitor, coordinate and give direction regarding the mitigation and preparedness measure to be taken by different Ministries or Departments and agencies of the Government.
•	Evaluated the preparedness at all governmental levels for the purpose of responding to any threatening disaster situation and give direction where necessary for enhancing such.
•	Plan and coordinated specialized training programme for disaster

	Management for different levels of officers, employees and voluntary workers.
•	Coordinate response in the event of any threatening disaster situation or disaster.
•	Lay down guidelines for, or give directions to, the concerned Ministries or Departments of the Government of India, the State Government and the State Authorities regarding measures to be taken by them in response to any threatening disaster situation or disaster;
•	Require any department or agency of the Government to make available to the National Authority or State Authorities such men or material resources as are available with it for the purposes of emergency response, rescue and relief;
•	Advise, assist and coordinate the activities of the Ministries or Departments of the Government of India, State Authorities, statutory bodies, other governmental or nongovernmental organizations and others engaged in disaster management;
•	Provide necessary technical assistance or give advice to the State Authorities and District Authorities for carrying out their functions under this Act;
•	Promote general education and awareness in relation to disaster management
•	Perform such other functions as the National Authority may require it to perform.

3.7.6 Guidelines issued by NDMA and Action thereon

NDMA have issued guidelines on the Management of Earthquakes, Cyclones, Floods, Medical Preparedness and Mass Casualty Management, Chemical Disasters, Biological Disasters, Nuclear Disasters, Chemical (Terrorism) Disaster, Landslides and Snow Avalanches and Preparation of State Disaster Management Plans, Incidence Response System, strengthening of Safety and securing for transportation of POL Tankers, Management of Tsunamis, Role of NGOs in DM, Management of Drought etc. These guidelines are available on the NDMA website at <http://ndma.gov.in>. These Guidelines are statutory and mandate all the stakeholders including Railways to take necessary measures for prevention and mitigation of all types of disasters possible on their system and also to have mechanism in place for rescue, relief and restoration, if these happen.

3.7.7 Strengths of the Railways to handle a Disaster:-

Types of Disasters Disaster in the Railway context was traditionally a serious train accident, caused by human/equipment failure, which may affect normal movement of train services with loss of human life or property or both. This is now extended to include natural and other manmade disasters.

3.7.8 Types of disasters are described along with a few examples:

(a) Natural Disaster:-

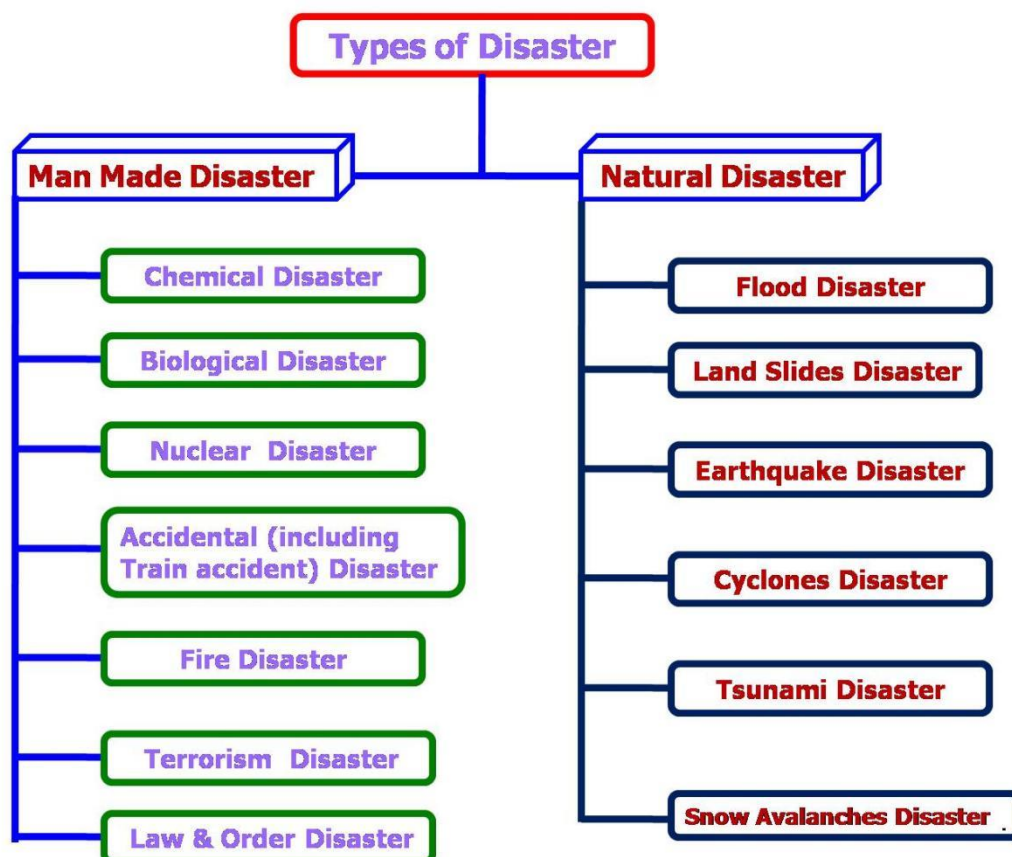
- i. Earthquakes
- ii. Floods
- iii. Cyclones
- iv. Land Slides
- v. Snow Avalanches
- vi. Tsunami etc.

(b) Train Accident related Disaster:-

- i. Collisions (with a huge number of casualties),
- ii. Train marooned (flash floods),
- iii. Derailments on a bridge over a river and coaches falling down,
- iv. Train washed away in cyclone,
- v. Derailment of a train carrying explosives or highly inflammable material,
- vi. Tunnel collapse on a train,
- vii. Fire or explosion in trains,
- viii. Other miscellaneous cases etc.

(c) Man made Disasters:-

- i. Acts of Terrorism and Sabotage, i.e. causing deliberate loss of life and/or damage to property, which includes:- Setting a Train on fire, Railway installations etc.,
- ii. bomb blast at Railway Station/Train,
- iii. Chemical (Terrorism) Disaster,
- iv. Biological, Radiological
- v. Nuclear Disaster.



3.7.9 Guidelines on Chemical Disasters issued by NDMA are very relevant for the Railways, as we transport a number of hazardous chemicals by rail. These guidelines add to safeguards listed in the Red Tariff on handling, storage and transportation of hazardous material. These guidelines are directed more towards their prevention and mitigation of their effects, if these happen, than on rescue and relief operations afterwards.

3.8.0 Guidelines on Chemical (Terrorism) Disaster call for the railways to strengthen mechanism against chemical terrorism related disasters. Medical and RPF personnel would be required to be given specialized training to handle such a disaster.

3.8.1 Guidelines on Nuclear and Biological Disasters call for the railways to take stipulated precautions in the transportation of Radio-active substances and Chemical (Biological) items.

3.8.2 Guidelines on Preparation of State Disaster Management Plans concern the zonal Railways to the extent that co-ordination mechanism between the State Governments and the Railways should be institutionalised for disaster response. The Relief Commissioners in the States may be coordinated for assistance required from the State Governments, district officials as also to involve NGOs. Mutual sharing of each other's strengths and facilities has to be institutionalized as a system.

3.8.3 Guidelines on Management of Earthquakes, Cyclones, and Floods broadly necessitate zonal Railways to survey their existing infrastructure with respect to earthquake, floods and cyclone preparedness based on the vulnerability maps and to take necessary action for making the infrastructure resistant to such disasters. All new construction should henceforth necessarily be disaster resistant.

3.8.4 Guidelines on Medical Preparedness and Mass Casualty Management envisage train based casualty transport and evacuation system with following highlights:

1. In MCM (Mass Casualty Management), wherever required Railways needs to provide transportation facility for Mass Casualty Evacuation (MCE). Where required, ARMVs or special trains may be run to facilitate relief from the nearest coaching terminal to the disaster site.
2. The railway disaster plan will provide support to the community and local administration during mass casualty emergencies. Assistance through Railways' infrastructure of Hospitals etc. has to be provided as and when it is asked for.

4.OBJECTIVE OF DISASTER MANAGEMENT PLAN:

The objective of the Disaster Management Plan is to manage serious accidents involving passenger carrying trains effectively with a view to-

1.	Save the life of human beings
2.	Minimize the casualties
3.	Assistance to the stranded passengers
4.	Minimize the loss of national properties
5.	Restore the traffic as quickly as possible.

4.1 National level.

The Ministry of Home affairs is the Nodal Ministry for all Disasters at national level except Drought. A round the clock control room in Ministry of Home Affairs. National Disaster Management Division is functioning.

Ministry of Home Affairs, Government of India has formed a National Disaster Response Force at eight selected locations in the country for dealing with relief and rescue operations related to all types of disasters.

National disaster Response Force(NDRF) is constituted with 8 Battalions, 2 each from the CRPF at Gandhi Nagar & Pune, CISF at Arrakonam & Cuttack, ITBP at New Delhi, Bhatinda (Punjab) , Panchukula (Harayana) and BSF at Guwahati & Madhyamgram Barsast (West Bengal)

Out of these 4 battalions (One each from CRPF, CISF, ITBPO and BSF) are formed to deal with Nuclear, Biological & Chemical(NBC) Disasters and balance 4 battalions to deal with Non-NBC Disaster.

There are no charges for availing the services of NDRF except that rail transportation which railway may provided at their cost for attending to rail

accidents. Railways may also have to provide rail transportation logistics for transporting NDRF in cases of non railway exigencies.

4.2 DISASTER RESPAONSE	
Various phases of Disaster Management	
	<p>Disaster Response in the face of Railway Accidents constitutes of five phases. These five phases are determined both by the time factor, as also by the extent of specialized assistance available. Firstly it begins with the spontaneous reaction of front line staff and men available on the train at the time of accident. Second phase continues with contributors made in rescue and relief work by men and materials available locally in nearby areas of the accident site. There also covers the arrival of crack team. Third to fifth and longest phase consists of meticulously planned action by the trained Disaster Management team who arrive at the accident site to carry out rescue and relief operations.</p> <p>It is necessary to take firm and quick decisions to save lives and property. To achieve all these objectives Railways have a well-defined action plan that is successfully executed by the co-ordinated efforts of different disciplines, all of whom function as a team.</p> <p>The three groups which are active during the all five phases of Disaster Response may be classified as follows:</p> <ol style="list-style-type: none"> 1. Instant Action Team or Front line staff. 2. First Responders. 3. Disaster Management Team

4.3 Golden Hour:	
❖	First hour after a traumatic injury when emergency treatment is essentially required is called golden hour. Which is of shortest duration, during accident/disaster where grievous injury to railway passenger/users takes place action has to be taken on war-footing by Railway authorities to render a sure and definite medical care which gives relief to affected passengers and also help them to overcome the trauma.
1	In the period immediately after the accident where grievous injuries to passengers, loss of property etc. takes place, action has to be taken on war footing by Railway Officials/ Officer-on-board to render definite medical care which gives relief to affected peons and also helps them to overcome the trauma.
2	If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduces drastically, even with the best of Medical attention thereafter.
❖	This first one hour period is known as the Golden Hour FOR A CRITICAL TRAUMA PATIENT:-

❖	GOLDEN HOUR During this Golden Hour period, following efforts should be made.
i)	Guard, Driver, Conductor and TTEs, etc. must pass on the information quickly to the nearest station or to control, about the accident. Being trained in first-aid, they should simultaneously render every possible medical aid to the injured.
ii)	Senior most officer travelling by the affected train, whether on duty or on leave, shall take charge as Site Manager.
iii)	All Railway officer and staff available on train must report to the guard and work as per the directions of the Site Manager.
iv)	SMs of the adjoining stations must inform Control about the happenings and the nature of assistance required.
v)	Render definite medical care to the extent possible preferably by qualified medical practitioners.
vi)	Stop bleeding and restore Blood Pressure.
vii)	Persons under shock should be relieved of shock immediately.
viii)	Transport casualties to the nearest hospital so as to reach within this Golden Hour period.

4.4 Phase-II (Arrival of Crack Team)

	The second phase is of 2-3 hours duration is comparatively less amateurish and much better equipped. Their contribution is vital since the “ GOLDEN HOUR ” period comes to an end during the working of this group. How many critically injured passengers can be saved depends society on the efficiency of this group. Quick and effective use of local resources is vital in this phase.
CRACK TEAM OF RAIL RESCUE EXPERTS:-	
	This Crack Team will consist of Rail Rescue Experts from Mechanical and Medical Departments. This crack team will be based at Headquarters who can be rushed to any site of accident by air/rail/road and route at short notice. This group will continuously be exposed to the latest rescue, extrication techniques and medical relief. The group will support the accident rescue and relief arrangements made by Divisions at the site of accident.
CRACK TEAMS:- These will be specialized Disaster Response Units:	
•	One complete set of sophisticated equipment/gadgets required for rescue and relief must be available with the specialized disaster response unit at each Zonal headquarter.
•	Each unit will be provided with state of the art equipment for extraction and rescue from the accident involved coaches and will be kept at the disposal of General Manager.
•	This specialized disaster response unit (comprising of both mean and material) available at Zonal Headquarter must be moved by Helicopter or with GM's special train as needed. They would serve as an additional aid.
•	The specialized response unit should maintain its elite character. It must not be sent to sites of smaller accidents and should only be rushed to sites or major disasters.

Functioning of crack team- As soon as alarm hooters are sounded, the nominated team shall proceed to the site of accident by first available train or by road. The crack team will carry prescribed tool kits consisting of-

- i) S&T kit.
- ii) Lightening kit,
- iii) First Aid kit,
- iv) Rescue kit etc.

4.5 Phase-III(Arrival of Relief Train)

Disaster Response by Railway Disaster Management team continues and comes to an end not only the restoration of traffic but also with the departure of most relatives and next of kin from the accident site and disposal of all bodies. Few of the grievously injured who continue to be hospitalized for comparatively longer spells are then the sole responsibility of railway's medical department.

Phase-III begins with the arrival of relief train ART/ARME., The senior-most officer who reaches the site first becomes the Site Manager., All staff and officers should work as per the directions of the Site Manager.

4.6 Site organization:

- Medical relief camp
- Security of luggage
- Clue preservation
- Relief rescue and restoration
- Co-ordination with civil and press
- Liaison with control
- Communication-STD phones, Walkie-talkies, mobiles, PA system, Inmarsat phones etc.
- Lighting arrangements
- Commercial-information booth, Arrangement of Tea, Food and Water.
- Evacuation of passengers, payment of ex-gratia etc.

The medical team reaching the spot must comprise adequate number of doctors and staff. **The senior-most doctor and site Manager** should have all details about dead/injured and hospitals where they have been sent.

4.7 Special Tasks Teams

i)	Medical	Relief and transportation of injured to hospitals.
ii)	Commercial	Catering-food, tea and drinking water, Payment of ex-gratia, information Booth, liaison with civil administration and Press.
iii)	Commercial and RPF	Security of luggage, parcels and Railway property.
iv)	Operating	Liaison with control and arranging logistics including shunting.

v)	S&T	Establishment of communicate and free telephone booths.
vi)	Mechanical	Rescue and Relief operations including re-railment and preservation of clues.
vii)	Electrical	Lighting arrangement.
viii)	Civil	Provision of tents, accommodation etc.
ix)	Safety	Preservation of clues, measurement of track, wagon, photography, videography, statement of witnesses. Breath analyzer test of staff involved in accident through Supervisors of different department.
x)	Personnel	Passenger Care.
xi)	Public relation	Press and Electronic Media Management.

4.8:- Arm Bands

Rescue team members must wear arm bands and jackets. Armbands for doctors should bear a red cross.

Cold cutting

Extreme care must be exercised while tackling damaged coaches. Cold cutting equipments should be used on coaches containing passengers so as to avoid burns to passengers by use of flame cutting.

4.9:- Handling of dead/injured

- Dead bodies should be handled with care and respect.
- Cover dead bodies with white shrouds, which should be available in ARME.
- Expeditious issue of death certificates.
- List of dead and injured must be passed on to control and disaster management cell at HQ's from time to time.
- A photographer should take coloured photographs of the dead and injured.

Free food, drinking water, tea, etc.

Food and clean drinking water must be rushed from the nearest source. Free food and beverages must be supplied.

Correct picture to media

Press and other media should be given correct picture timely.

4.1.1:- ACTION TO BE TAKEN AT DIVISIONAL LEVEL

i)	Opening up of special enquiry booths at originating, terminating and manor stations en-route.
ii)	Furnishing updated position of dead, injured and evacuated passengers to all concerned.
iii)	Help line Phone Number should be relayed through TV, Radio and Press.
iv)	Arrangement for issue of free Railway passes for relatives/dependents of dead & injured.

v)	Make arrangements for transporting of evacuated passengers to be sent to destinations. Transport vehicle can be hired.
vi)	In case of major disaster, DRM can be requisition helicopter/Aeroplane.
vii)	Press doubled be briefed properly and quickly.
viii)	HQ/Board should be advised quickly.
4.1.1:- Phase-IV (Handling injured passengers)	
Phase-IV mainly refers to dealing with injured passengers. Following action must be planned.	
●	Relief train for clearing injured or stranded passengers must get overriding priority.
●	Road vehicles can also be arranged for stranded passengers.
●	List of injured, hospital-wise, should be conveyed to all concerned and displayed at prominent locations.
●	Ex-gratia payment should be arranged.
●	Restoration operation should be planned and acted upon without affecting the relief operations. Restoration of passengers service gives a sense of normalcy. Providing means to relatives/dependents of victims to visit them and attended to them.
4.1.2:- Phase-V(Restoration of traffic) Concept of Controlling station	
The Station Master of nominated Controlling Station should immediately, on receiving information of an accident, reach the site with sufficient staff drawn from all departments at his station, and take all the necessary steps for Rescue & Relief. It should be made clear to everybody 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.	
4.1.3:- THE DISASTER MANAGEMENT CYCLE	
	Disaster Management in general is comprised of three main stages- pre-disaster, emergency and post-disaster.
1	Pre-disaster: The stage refers to the preparedness and mitigation aspects mainly concerned with the object of reducing the potential risks for human, material or environmental losses caused by hazards and to ensure that these losses are minimized when the disaster actually strikes.
2	Emergency: The stage covering the relief, rescue, check on epidemic spread and loss assessments basically aims to ensure that the needs and provision of victims are met in order to alleviate and minimize suffering.
3	Post-disaster: This important stage of disaster management starts immediately after the actual phase of disaster is over. With the sole objective of rehabilitation of disaster affect people, this stage is geared to achieve rapid and durable recovery, which does not reproduce the original vulnerable conditions.
A disaster is an occurrence arising with little or no warning, which causes or threatens serious disruptions to life and causes perhaps death or injury to large numbers of people, and requires therefore a mobilization of effort in excess of that normally provided by the statutory emergency services, In short, a disaster symbolizes an event which afflicts a community, the consequences of which are beyond the immediate financial, material or emotional resources of the community. A disaster results in either	

an urgent situation or is due to a long set process which completely disrupts normal life situations in their established social, traditional, environmental and economical systems. Such high intensity disruptions may be caused by normal “phenomena”, thus called natural disasters by or human (in phenomena) thus called man-made disaster.

4.1.4:- The disaster management plan includes the following:-

1.	Details of local resources.
2.	Quick flow of information of various disasters to the concerned persons.
3.	Action to be taken by the various authorities of the Railways at the site and in the Divisional control Office.
4.	Check-list.

5:- Site Management Plan:

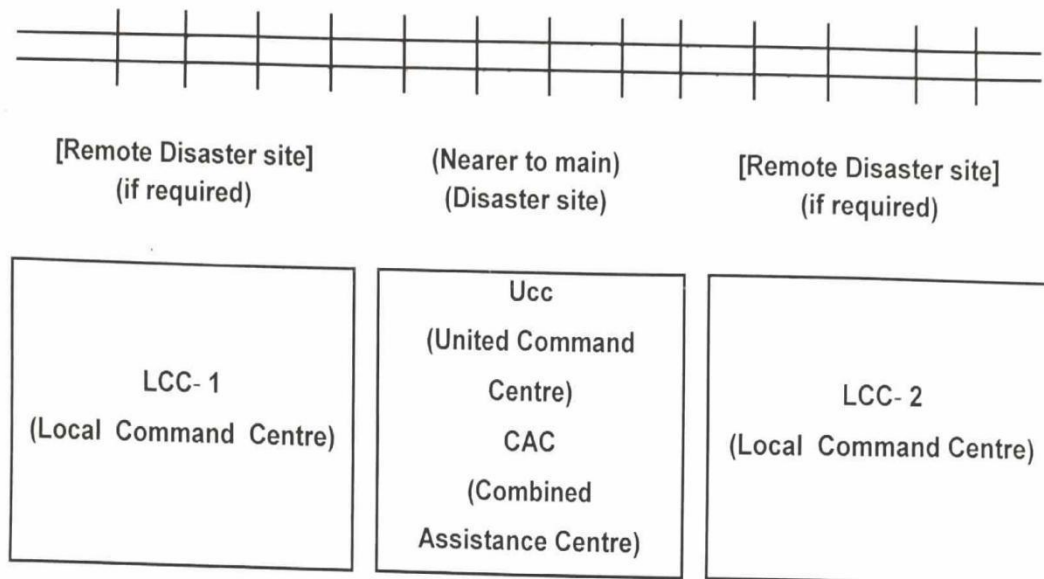
There are 2 aspects of Disaster Management work at an accident site:

■	Rescue, relief and restoration operation, which is carried out by one set of functionaries.
■	Aspect pertains rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managing these 3 district aspects of DM work that are required to be discharged by Railways three separate establishments should be set up at an accident site. The outline schematic plan of accident site given at Annexure- 1.
■	Transportation of stranded passengers.
5.1	UNIFIED COMMAND CENTRE (UCC)
	Unified Command Centre(UCC) should be set up at the accident site under the overall coordination of Mechanical Department.
	This will be some kind of a control office to be located near the center of the accident site.
	This is basically meant for catering to operational needs of Railways in rescue, relief and restoration work.
	Detail schematic plan of UCC is given at Annexure-2.
	UCC is to be manned by staff of relevant departments such as:
	Medical, Commercial, Personnel, Operation, Safety, Security, Public relations, Mechanical, Electrical, S&T and Engineering.
	UCC will be provided with all facilities similar to a control office.
	Adequate lighting with generator backup should be provided in the UCC.
	Adequate number of telephonic links to Divisional Emergency Cell and HQ Emergency cell should be provided. Preferably each departmental in the UCC should be given as independent telephone including satellite telephone, fax, photo copier, PCs and loud speaker.
	PC/Laptop should be connected to internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, HQ Emergency Cell and Help line Enquiry Booths.
	A big banner displaying “UNIFIED COMMAND CENTER” should be put up at a prominent place at the entry to the shamiana, with sufficient signage’s

	indicating its direction or approach road.
	UCC at the site will be manned by Sr. Supervisors on round the clock basis in 12 hrs. shift duty and they will monitor & co-ordinate working of their departments.
	Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required b them, if any.
	Each functionary at the UCC will maintain a log book. Flow of information both incoming and outgoing would be recorded along with the time and names of officers/staff who were given the message.
	UCC will basically supervise the working of 2 LCCs and coordinate with Divisional and HQ Emergency cells.
	Functionaries of different departments in LCCs should provide updated information regarding progress of work to their counterparts in UCC.
5.2	LOCAL COMMAND CENTRES(LCC)
	Depending on the spread of the accident site, Local Command Centres(LCC) on the same pattern as the UCC should be set up.
	If the site is spread out over 300-400 mtrs two LCCs should be set up.
	Detail schematic plan of LCCs would be similar to that of UCCs as given at Annex-2.
	Representatives of same departments as in UCC should be present in LCCs also. However, they should be either one or at most 2 men per department. It will co-ordinate various terms spread out over the site of accident.
	Each LCC will oversee the working of DM teams at one end of the accident site.
	Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMVs, BD special and 1 ART at the end of the accident site.
	One SAG officer of Mechanical department will be overall in charge of each LCC with loud speaker for making announcements and direct telephone link with UCC.
5.3	COMBINED ASSISTANCE CENTRE(CAC):
	The UCC should have a Central Passenger Assistance Centre (CPAC) located towards the rear side, away from the track for rendering help to passengers and their relatives. Outline schematic plan of UCC/CAC is given at Annexure-1.
	This is basically meant for catering to requirement of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.
	CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
	Detail schematic plan of CAC is given at Annexure-3.
	CAC will manned by staff of relevant departments such as: Operating, Medical, Commercial, Security & Personnel.
	There should be only one such CAC, and all Railway resources should be pooled into it.
	A big banner displaying 'COMBNINED ASSISTANCE CENTRE' should be put up

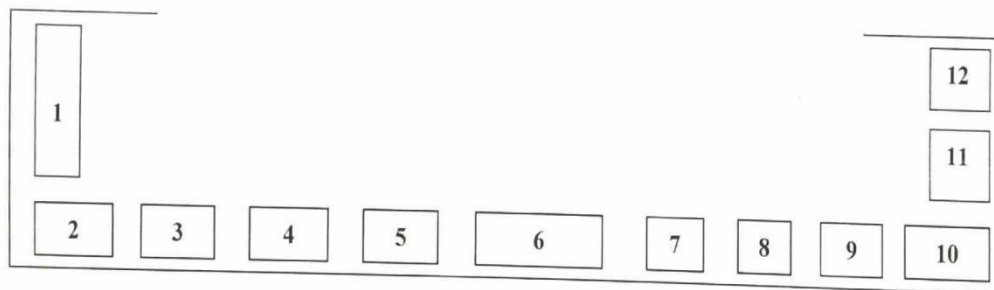
	at a prominent place at the entry to the shamiana.
	Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.
	Functionary concerned from the local Municipality who issues Official Death Certificates should be made to come and site in the CAC so that these certificates can be issued immediately without any delay.
	<p>CAC should have different counters for various purposes in following sequence:</p> <ol style="list-style-type: none"> i) Reservation chart, for locating the name. ii) List of dead and injured along with name of hospital. The name of passenger involved should be checked up from the list of dead of injured, if available, and their current status informed. iii) Counter for providing commercial supervisor or WI as escort along with vehicle(s), for accompanying the relative and going to hospitals or mortuary. iv) Railway doctor for issue of Medical Death certificate. v) Govt. Doctor for issue of Post mortem certificate, in case the same is necessary. vi) Officer-in-charge of CAC to supervise the CAC. vii) Municipality official for issue of Official Death certificate. viii) Local police for issue of authority for handing over of dead body. ix) Claims under- Payment of ex-gratia and issue of claims Compensation form. x) Counter for helping performance of last rites in case relatives decide to cremate the body there itself. xi) Pass counter for issue of return journey pass. xii) Return journey facilitation counter for making arrangements for return journey.

OUTLINE SCHEMATIC PLAN OF UCC/CAC/ LCCs



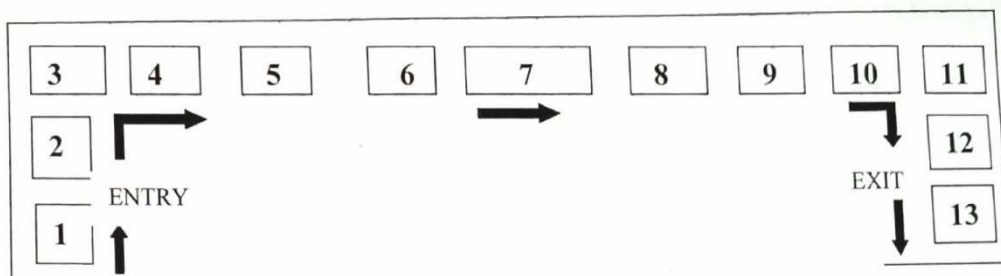
DETAILED SCHEMATIC PLAN OF UCC

(United Command Centre)



1	Medical	5	Security	9	Electrical
2	Commercial	6	Public Relations	10	S&T
3	Operating	7	OIC Site and Officers	11	Engineering
4	Safety	8	Mechanical	12	Telecom Centre

DETAILS SCHEMATIC PLAN OF CAC



- 1) Commercial - Reservation Chart
- 2) Medical - List of dead and injured
- 3) Commercial - Provision of escort and vehicle
- 4) Railway doctor - Issue Medical Death Certificate
- 5) Govt. Doctor - Issue of Post Mortem Report
- 6) CAC in - Charge and Officers
- 7) Municipality Official - Issue of Official Death Certificate.
- 8) RPF/Local Police - Issue of authority for handling over dead body.
- 9) Commercial - Payment of Ex-gratia, Issue of Claims Forms.
- 10) Commercial - Assistance for performing of last rites.
- 11) Personnel - Issue of Return Journey Pass.
- 12) Operating - Arrangement for Return Journey.

5.4 NEED FOR SETTING UP OF CENTRAL PASSENGER ASSISTANCE CENTRE

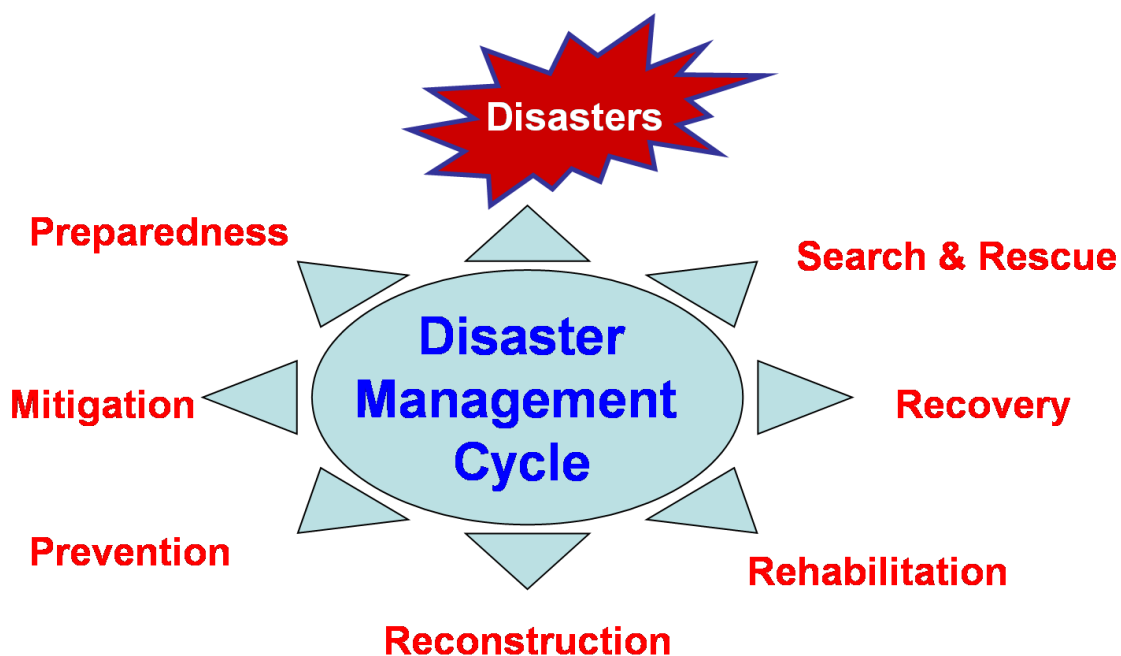
For taking care of relatives of passengers, providing them with succor in their hour of agony and for guiding them sympathetically, some kind of an assistance center is required at site, under overall coordination of Commercial dept. taking help from different Departments as mentioned. A banner displaying "CENTRAL PASSENGER ASSISTANCE CENTRE" should be displayed prominently.

5.5	ASSISTANCE TO BE RENDERED TO THE RELATIVES OF PASSENGERS
	Assistance to be rendered to relatives for completing the following formalities:
	Locating the name of the passenger on reservation charts, in case passenger was traveling in reserved accommodation.
	Going through the list of injured and dead passengers to find out whether the name appears.
	In case the name is not available in the list, then taking a round of different hospitals to find out whether their relatives has been admitted in one of them in an unconscious state.
	Hospitals are generally at separate locations, sometimes even in different towns; and commuting becomes a problem.
	In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries, likely period of hospitalization etc.
	Collecting the ex-gratia paid by railways.
	Try and locate missing luggage of the injured passengers. For this they have to take a round of the building where all unclaimed luggage have been kept.
	Next they have to arrange for a place for them to stay.
	Arrange for medicines/diet etc. and payment of hospital bills, if required.
	Thereafter, they have to keep touch with the hospital and get their relative released.
5.6	ASSISTANCE TO BE RENDERED TO THE RELATIVES/NEXT OF KIN OF DEAD PASSENGERS:
	They are to be given the following assistance:
	In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.
	Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dear one.
	Identify the dead body, if the same has been extracted by them.
	Otherwise wait for all bodies to be extracted and try and identify their relative.
	In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.
	After the body is finally identified, they have to produce proof of relationship for Railways to entertain their claim.
	Obtain medical death certificate from the Railway doctor.
	Obtain post mortem report, from the Govt. doctor who has performed post-mortem on the body.
	Obtain official death certificate from the local municipality.
	Accept of ex-gratia payment from railways.
	Collect forms for lodging claim for compensation from railway Claims.
	Take over custody of dead body from the local Police.
	Perform last rites at the same place or take back the body to their naïve place, depending on circumstances.
	Make arrangements for their return journey back to their native place.

5.7	FIRST AID POSTS
	Medical posts should be provided in both UCC and CAC.
	Medical post in UCC will provide first aid to injured passengers after extrication assess their injuries and make arrangements for sending them to nearby hospitals.
	medical post in CAC will keep all records of injured and dead passengers, names of hospitals where they have been admitted etc.
	first aid posts should be provided in LCCs.
	This will mean for treating passengers and classifying their injuries before they are sent for admission to various hospitals.
5.8	SETTING UP OF UCC, LCC AND CAC
	One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following:- (i) Move along with sufficient staff for setting up of these facilities. (ii) Immediately start setting up of the tents accommodation after taking out tents out tents and shamianas provided in ARTs. (iii) In addition, he should also requisition agencies which provide tentage accommodation on contract. Details of such agencies have been given in Divisional DM plan.
	Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy. CE/Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.
	Bridge unit will take with them sufficient Manila ropes, wire, ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropers should be sufficient in length to ensure barricading at site and camping areas.
	Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.
	Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places.
	Water tanks will be ordered for supplying water at site and arrangements shall also be made for drinking water.
	Temporary kitchen in tents/shamianas is to be set up to that catering unit or IRCTC can provide cooked food to staff working at accident site.
	Adequate no. of chairs should also be arranged.
	Bridge Line staff will have list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water.
	Signages for both UCC and CAC should be provided at prominent locations.
5.9	NUMBER OF DEAD AND INJURED- MEDICAL DEPARTMENT
	Medical department at site should confirm the number of dead.
	Doctors in charge of various teams working on different coaches should give 2 hourly report to Medical counter in LCC who in turn will inform UCC, CPAC and others.
	Number of injured passengers.

	Type of injuries, whether grievous, minor or trivial.
	Names of insured, and names of various hospitals where injured have been sent.
5.10	IDENTIFICATION OF DEAD BODIES- COMMERCIAL DEPARTMENT
	Number of dead bodies identified.
	Ex-gratia paid to injured and next of kin of the dead.
	No. of dead bodies handed over to relatives.
	NUMBER OF COACHES DEALT WITH MECHANICAL DEPARTMENT
	No. of coaches thoroughly searched.
	No. of coaches made off track.
	No. of coaches yet to be dealt with.
5.12	Disaster Management Cycle.

Disaster Management Cycle



❖ Railway board guideline for uploading of accidents in SIMS Website:

Railway Board letter No. 2017/Safety (A&R)/3/Misc/2 dtd 23.03.2018.

Ref: Advisor Safety Rly. Bd's letter No. 2017/Safety(DM)/19/2/ Inspection dtd 16.08.2017.

All GMs & DRMs

All Indian Railways.

Sub: True and timely reporting of all accidents on Safety information Management System(SIMS).

Honest and truthful reporting of all accidents/incidents major or minor, including near misses in the SIMS (Safety Information Management System) portal is the bedrock on which Safety Management System of Indian Railways is based upon. The first step to be taken for improving safety is to identify and diagnose the problem correctly and finding the right cause of accidents. Then only corrective measures can be taken to improve safe running of trains.

It has been observed that the Zonal Railways are not reporting all accidents on the SIMS website resulting in difficulty in monitoring the trends in train accidents, probably out of concern that a comparison will be made with the past figure. Chairman/Railway Board has time and again emphasized the need for Safety first Culture over Indian Railways and envisaged that the staff should be encouraged and also rewarded for voluntary disclosure of unsafe practice/occurrences in order to minimize safety hazards in train operation. In this regard a hyperlink has also been provided on the SIMS home page.

It has been decided that the year 2018-19 will be treated as a 'Zero Year', wherein no comparison of accidents will be done viz-a-viz last year's to assess the performance of a Zonal Railway.

The General Managers and Divisional Railway Managers being the Nodal Officers for safety may please ensure that a culture of correct and timely reporting of all accidents/ incidents on the SIMS website should be inculcated and encouraged in our system and no one should be penalized for doing so.

This issue with the approval of Chairman, Railway Board.

sd/-
(VINOD KUMAR)
Principal, Executive Director/Safety
Railway Board

6. GEOGRAPHICAL AND TOPOGRAPHICAL FEATURES OF CHAKRADHARPUR DIVISION

The Chakradharpur Division of South Eastern Railway is spread over the following district of Jharkhand and Orissa state:-

<u>State</u>	<u>District</u>	<u>Headquarters</u>
Jharkhand	Singhbhum(East) Saraikela- Kharswsan Sinbghbhum(West)	Jamshedpur Saraikela Chaibasa
Orissa	Maurbhanj Keonjhar Sundargarh Jharsuguda Sambalpur	Baripada Keonjhar Sundargarh Jharsuguda Sambalpur

This Division is having 644.893 route kilometers and 1727.742 track kilometers of electrified territory and 104.568 route kilometers and 423.927 route kilometers of non-electrified territory with a total route kilometers of 749.461 and total track kilometers of 2151.663. The state wise break up of electrified and non-electrified territory is as under:-

State	Electrified		Non-electrified		Total	
	Route Kms.	Track Kms.	Route Kms.	Track Kms.	Route Kms.	Track Kms.
Jharkhand	301.168	898.217	37.430	170.866	338.598	1069.083
Orissa	343.725	829.525	67.138	253.061	410.863	1082.586
Total	644.893	1727.742	104.,568	423.927	749.461	2151.669

6.1: CONNECTIVITY:-

The headquarters of Chakradharpur Division is situated at Chakradharpur (CKP) which is the sub-Divisional headquarter of Chakradharpur in the district of Singhbhum (West) of Jharkhand state. It is situated on the group 'A' trunk route connecting. Howrah-Mumbai at a distance of 311.8 kilometres from Howrah Station.

The nearest airports are located at Jamshedpur at 95 kilometer from Chakradharpur, at Ranchi at 105 kilometer from Chakradharpur. During Airport of AA1 (no regular commercial flights are operated) is situated about 5 kilometres away from the District Headquarters of Jharsuguda from where one can reach Chakradharpur

Division by rail route or road route, Jharsuguda Railway station being 202 km. from Chakradharpur Railways station by rail route.

6.2: RIVERS:-

The following major rivers are crossed the Railway track in Chakradharpur Division:-

1.	Kharkai River between Tatanagar and Adityapur station (Bridge No. 25 Km 252/9-23.)
2.	Subarnrekha River between Manikui and Kunki stations (Bridge No. 335 Km 384/26-385/8.)
3	Sona Nala between Sini and Mahalimurup stations (Bridge No. 302 Km 278/19-25.)
4	Sanjay River between Chakradharpur and Lotapahar stations (Bridge No. 265 km 313/7-11).
5	Karo River between Mahadevsal and Posoita stations (Bridge No. 206 Km 356/25-27)
6	Bramhani River between Panpos and Kalunga stations (Bridge No. 124 Km 418/31-419/17).
7	IB river between Maldih - Kechobahal (Bridge No. 21 Km 12/13-13/03).
8	Sanjoy River between RKSJ south and Pandrasali (Bridge No. 6 Km 296/11-15)
9	Kundur Nala between Deojhar and Bnspari (Bridge No.64 km 393/44 to 394/2).
10	Karo River between Barajamanda and Gua. (Bridge No. 139 km 395/-11).
11	Kar River between Barbil and Bolani (Bridge No.23 km 400/9-14).
12	Kharkhai River between OND & BMPR (Bridge No. 27 km 315/5-6)
13	Guria River between OND and Gumi (Bridge No. 130B km 308/14-309/1)
14	Khuradih River between CPE and Patashi (Bridge No. 130B km 308/14-309/1)

6.3:PREPAREDNESS AT THE DIVISIONAL LEVEL DURING DISASTER

(1)		All divisional should be fully aware of the local; civil, army and other resources available for supplementing their disaster management efforts as and when required. The Disaster Management Plan, of each division must contain the following informations relevant address, contact persons and their contact telephone/mobile numbers whenever required.
	i)	Important telephone nos. including mobile nos. of Railway officials at both Zonal headquarters and divisional level.
	ii)	List of medical facilities of divisions.
	iii)	List of phones nos. of stations, their respective blocks, Districts and states.

	iv)	List of District & State officials.
	v)	List of fire stations with contact phone nos.
	vi)	List of Army services headquarters and corresponding railway zonal/divisional headquarters.
	vii)	List of Location of ARME/ART.
	viii)	List of News Agencies with contact no.
	ix)	List of helipads/air strips.
	x)	List social organizations/NGOs.
	xi)	Establishments having road cranes/Bulldozers etc. (Earth moving equipments).
	xii)	Establishments having tents and decorations equipments.
	xiii)	List of electrical decorators.
	xiv)	Availability of boats.
	xv)	Name and address of Divers(Local/Police)
	xvi)	List of Forensic personnel.
	xvii)	List of Road Transport (State & Private)
	xix)	A road map superimposed on system map of the division.
	xx)	List of materials available in each ARTs/ ARMEs.
	xxi)	Updated Station/Yard diagrams of the division.
	xxii)	List of major and important bridges and their locations.
6.4	(a)	Display of addresses of Government /Railway officials and other particulars in control office:- (Accident Manual 4.08).
		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 force. Civil surgeon. 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 Railways officials concerned to accident with their jurisdiction.

	(f)	Such road vehicles with the names of the Drivers and address which can be called for in case 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 up to date in the control offices.		

6.5: Details of relevant items pertaining to each station must be available individually at major stations also.

These details must be reviewed and updated in the month of January every year.

	(b)	Display of addresses of Government/Railway officials and other particulars at stations. (Accident Manual 4.09):
		At each Railways station, a complete list must be maintained and hung at a conspicuous place, indicating the following-
	(i)	Government officials in whose jurisdiction the station comes; along with their name and places of their HQrs and contact Numbers. District Magistrate or Dy., Commissioner, Sub Divisional Officer/ Magistrate. 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. Inspector of Post and Telegraph. Divisional Engineer of Post and Telegraph. Line man Post and Telegraph.
	(ii)	Base stations and 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 with accident and 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.

6.6: ORDERING OF RELIEF TRAINS; As soon as the information of Disaster/accident is received at Control the relief trains (ARME/ART) should be ordered immediately as per the following chart:-

Sr. No.	Section	Relief Train	Remarks
1.	ASB/TATA-CKP (including KND – CNI section)	ARME/TATA (self propelled) & ARME/CKP (self propelled)	Double exit facilities
2.	TATA-BMPR	ARME/TATA	-do-
3.	RKSN-DPS	ARME/CKP & ARME/DPS	-do-
4.	DPS-GX/BYX-JRLI	ARME/DPS	Double exit facilities.
5.	CKP-ROU	ARME/BNDM & ARME/CKP	Double exit facilities
6.	BNDM-KRBU-BXF (including NXN)	ARME/BNDM	Double exit
7.	ROU-BRMP	ARME/BNDM	Double exit
8.	ROU-JSG-SARDEGA	ARME/BNDM, Tool van/ JSG & ARME/SBP	Tool van/JSG should move with Doctors & POMKA in case of Disaster.

The local assistance should be called for

- Immediate rescue and evacuation.
- Medical assistance at site including ambulances, medicines, first-aid facilities etc.
- Sanitation at the site
- Amenities at site such as drinking water, food, Shelter, illumination etc
- Security, law & order and crime control
- Transportation of injured to hospitals
- Identification/ disposal of bodies

Any other assistance from state authorities, Military or paramilitary organizations, District and specialized hospitals will be arranged by the Officer I/C at Control depending on the situation.

It should however be noted that once the railway relief team arrives the site, all the relief rescue operations are to be done under the supervision of the railway site manager

6.7: POSITION OF ARME/MFD/CRANE IN ADJOINING RAILWAY/DIVISIONS.

1	Railway	Division	ARME Scale-I	ART	Breakdown Crane
2	S.E. Rly.	ADA	ADA, BKSC	ADA, BKSC	ADA (120 T Diesel) BKSC (140 T Diesel)

3		RNC	HTE	HTE	HTE (75 T Steam)
4		KGP	KGP (Self propelled) SRC	KGP SRC	KGP (140 T Diesel)
5	E.CO. Rly.	SBP	SBP (Self propelled), KBJ	KBJ	KBJ (140 T Diesel)
6	S.E.C. Rly.	BSP	BSP, BRJN, SDL	BSP BRJN SDL	BSP (140 T Diesel) BRJN (Tool Van) SDL (75 T Steam)

6.8: OFFICERS AND SUPERVISORS ACCOMPANYING RELIEF TRAIN

All the nominated officers and staff of the relief trains being ordered should accompany the relief train. In addition following divisional officers should immediately move to the site either by the relief train or through other suitable mode of transport.

DRM	With respective branch Officers	In case of accident involving Passenger/road users
CMS	With his team of doctors	In case of accident involving Passenger/road users
Sr.DCM	With the team of Supervisors	In case of accident involving Passenger/road users
Sr.DSO/ DSO	With his team of Safety Counselors	In case of accident involving Passenger/road users, serious accident of Goods train
Sr. DOM	With DTIs	In case of accident involving Passenger/road users, serious accident of Goods train
Sectional Sr.DEN/ DEN	With concerned PWIs	In case of accident involving Passenger/road users, serious accident of Goods train

Sr.DME	With concerned supervisors	In case of accident involving Passenger/road users, serious accident of Goods train
Sr. DSTE	With concerned supervisors	In case of accident involving Passenger/road users, serious accident of Goods train
Sr.DEE (TRD)	With concerned supervisors	In case of accident involving Passenger/road users, serious accident of Goods train in electrified territory
Sr. DSC	With concerned supervisors	In case of accident involving Passenger/road users
Sr.DEE(G)	With concerned supervisors	In case of accident involving Passenger/road users, serious accident of Goods train
Sr.DEE (OP)	With concerned supervisors	In case of derailment/ collision involving electric loco and LP/LPS

6.9: OFFICERS AT THE CONTROL:

The following officers should rush to the Control for manning the Control

1	ADRM	Will remain in Control when DRM goes to accident site.
2	Sr.DOM	Will ensure that an Operating Officer remains in control in case of accident or any other disaster. In case of accident involving passenger train or road users Sr.DOM to be present in Control.
3	Sr.DCM	Will ensure one officer in control/central enquiry in case of accident involving passenger train or road users.
4	CMS	Will ensure one doctor in control in case of accident involving passenger train or road users.
5	Sr. DSC	Will ensure one Officer in control in case of accident involving passenger train or road users.
6	Sr.DME	Will ensure one officer in control.
7	Sr.DEN(Co)	Will ensure one officer in control.
8	Sr.DEE(TRD)	Will ensure one officer in TPC.

9	Sr.DEE(G)	Will ensure one officer in control.
10	Sr.DSTE	Will ensure one officer in control.
11	DSO/ADSO	Will remain in control, when Sr.DSO moves to site.

The senior most officer in the Control will be the officer in-charge of the Control. Sr.DOM will be the in-charge of all activities in running of trains. The officer in-charge of the Control will coordinate with all departments of Railway, District and State to ensure timely and smooth rescue, transshipment, transportation and restoration etc. Sr.DCM(Divisional PRO) will coordinate all with press and other.

6.10: Threshold Value: (Accident Manual 2.04)

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	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

(c)	In Railway Hospital or Dispensary/Health Unit	
	Ambulance facilities, NGOS and voluntary organizations, in the nearby localities, indicating the distance from the nearest station and details of facilities available indicating the distance from the nearest station and details of facilities available shall be maintained and kept in a conspicuous place along with their contact Number.	
6.11	ACCIDENT RELIEF TRAIN/VANS-	
	(A)	Accident relief medical equipment-
	(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 Manager/Station Masters will be responsible for the safe custody of the boxes. Whenever this equipment is sent to the site of accident; the Station Manager/Station Master shall ensure that the boxes are received

		back in time and kept at the proper places. 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 Manager/Station Master will inspect this equipment once in a month.
	(c)	ARME Scale- I must be inspected once in a month by the following officials in charge (preferably jointly)-
	(i)	Medical Officer.
	(ii)	Station Manager/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 Officer. Every month a certificates to the effect that the contents of the equipments 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 is 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 other lights, kerosene, torches, batteries and bulbs etc. DG set, inflatable tower lights are in working order with full load capacity with sufficient quantity of Diesel/K.Oil. All the quality fittings should be in working order with sufficient cables and good switch boards. The lighting arrangements should be tested by actually burring them. The electrical official in charge shall also ensure that the lights, fans and the batteries are in proper working order.
	(B)	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 and equipment
		(2) Field Telephone

		(3) Detonators. (4) Gas cutting equipment. (5) Gas lighter (6) Generators. (7) Compressors. (8) Firefighting equipment.																								
	(vi)	Inspection register. As per CSO/GRC letter NO. 44/78/Pt.10 dtd. 31.12.12 Periodical inspection (ART) should be conducted as per following schedules.																								
		<table><tr><th>Sl. No</th><th>By whom</th><th>Type of inspection</th><th>Mandatory frequency</th></tr><tr><td>1</td><td>Supervisor respective department (i) Mechanical level (ii)Electrical (iii) S&T (iv) Engineering</td><td>Responsible for day to day maintenance of their respective equipments.</td><td>Once in every month.</td></tr><tr><td>2</td><td>Joint inspection by supervisors of all departments (as in SN 1) & also traffic department</td><td>To ensure proper functioning of their respective equipments and to remove deficiency (traffic for placement, securing etc.)</td><td>Once in every two months.</td></tr><tr><td>3</td><td>Joint inspection by Jr. Scale/Sr. Scale officer of all depts. (as in SN-1)</td><td>To ensure proper functioning of their respective equipments and to remove deficiency.</td><td>Once in every three months.</td></tr><tr><td>4</td><td>Branch Officers of all department (as above in SN-1 individually)</td><td>Inspections of their respective equipments and ensure immediately, recovery of deficiency after use at site as well as proper maintenance of equipments.</td><td>Once in every three months.</td></tr><tr><td>5</td><td>Joint Inspection by Branch Officers of all departments (as above SN -1) including Sr.DSO/DSO of the division along with ADRM.</td><td>Assessment on reliability in maintenance practice.</td><td>Once in every six months.</td></tr></table>	Sl. No	By whom	Type of inspection	Mandatory frequency	1	Supervisor respective department (i) Mechanical level (ii)Electrical (iii) S&T (iv) Engineering	Responsible for day to day maintenance of their respective equipments.	Once in every month.	2	Joint inspection by supervisors of all departments (as in SN 1) & also traffic department	To ensure proper functioning of their respective equipments and to remove deficiency (traffic for placement, securing etc.)	Once in every two months.	3	Joint inspection by Jr. Scale/Sr. Scale officer of all depts. (as in SN-1)	To ensure proper functioning of their respective equipments and to remove deficiency.	Once in every three months.	4	Branch Officers of all department (as above in SN-1 individually)	Inspections of their respective equipments and ensure immediately, recovery of deficiency after use at site as well as proper maintenance of equipments.	Once in every three months.	5	Joint Inspection by Branch Officers of all departments (as above SN -1) including Sr.DSO/DSO of the division along with ADRM.	Assessment on reliability in maintenance practice.	Once in every six months.
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5	Joint Inspection by Branch Officers of all departments (as above SN -1) including Sr.DSO/DSO of the division along with ADRM.	Assessment on reliability in maintenance practice.	Once in every six months.																							

(vi)	Inspection schedule of ARME:-			
	Sl. No	By whom	Type of inspection	Mandatory frequency
	1	Supervisor respective department (i) Mechanical (ii)Electrical (iii) S&T	To ensure proper functioning of their respective equipments and to remove deficiency. They are responsible for day to day maintenance of their respective equipments.	Once in a month.
	2	ADMO/DMO/Sr.DMO	Inspection of medical equipment and immediate replacement of articles found on serviceable or deficient	Once in a months for scale I & II ARMEs.
	3	Joint inspection by Supervisors of Mechanical, Electrical, S&T & Traffic.	To ensure that the equipments are available as per standard list and are functioning properly.	Once in every three months.
	4	Branch Officers of all department (in SN-1 as above) individually.	To conduct meaningful inspection and to make good of deficiency after use at site immediately.	Once in every three months.
	5	CMS/MS	to see that the equipments are up to standard and in good working order.	Scale-I in three month and scale –II once in year.
	6	Joint Inspection by Branch Officers of all departments (as above SN -1) with medical officer incharge of division MS/CMS and Sr.DSO/DSO of the division along with ADRM.	Complete stock verification to be done (at the end of the November)	Scale-I once in year.
As per HLC item no. 86, a core group of dedicated men should be kept exclusively for ensuring proper maintenance of ART/ARME/Crane and rescue and relief equipments by concerned department.				
(b) (i)	All Relief trains and Relief vans are under the charge of Mechanical department. Loco Foreman 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 ST department will be responsible to ensure the availability of prescribed equipment for 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 departments 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 Train is responsible to see that the Relief Train gang thoroughly understand the accident hooter for their attendance, and no maintain a list with their names and the names of principal members who live in the vicinity of the shed who are supposed to attend with the relief train is 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 organize 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/SMR/SM as the case may be will be responsible to arrange and 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 in force. 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.

6.12: Preparedness of Engineering department.

The yard stick of Engineering materials to be kept in Accident Relief trains.

6.12.1:	Track Material:
1.1	Track materials sufficient to lay 500 m of track should be kept loaded on to the BFRs. These BFRS should be kept stabled at a suitable central place in the division so that the same can be moved anywhere in the division in the shortest possible time.
1.2	In addition to the track materials loaded to the BFRs, the following track materials should be kept as reserve stock. These materials should

		preferably be stacked close to a siding, so that they can be loaded easily for dispatched.
		<ul style="list-style-type: none"> a) Track materials for laying 500 m of track. b) Switches Left Hand and Right Hand, one set each, 1 in 12 as well as 1 in 8.5 turnouts, along with crossing and lead rails etc. c) One set of fan shaped turnout concrete sleepers for 1 in 12 as well as 1 in 8.5 turnouts. d) One set of SEJ along with the concrete sleepers. e) One set of concrete sleepers for Level Xings including check rails & corresponding fittings etc. f) Adequate number of bridge timbers depending upon the type, number and span of the existing bridges in the division.
6.12.2		Labour:
	2.1	Details in respect of P.Way labour, their addresses and how to contact them. The details to be kept with AEN/SSE(P.Way) & SE(P.Way)
	2.2	The details in respect of temporary labour- available and how to get them- The details to be kept with AEN/SSE(P.Way) & SE(P.Way)
6.12.3		Mobility:
	3.1	The Divisions have been authorized to hire trucks on regular basis for use of SSE(P.Way) & SSE(Bridges). The contract agreement for hiring such trucks should have a provision for hiring additional number of trucks at short notice in the event of an emergency.

	3.2	Each SSE(P.Way) should have a plan for movement of labours and materials to the site of restoration with various alternatives like movement of the same by rail/road. For this, a complete road map should be prepared showing connections to the track through level xings or canal roads or the nearest points to track where the truck can reach.
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6.12.4		Equipment and Miscellaneous:
	4.1	The details in respect of heavy earth moving machinery available in the nearby areas, their contact persons, the telephone numbers etc., must be kept with AEN/DEN/Sr.DEN
	4.2	Areas such as ghat sections may need use of explosives ion the restoration process. The divisions having such areas will also keep the details in respect of availability of explosives in the nearby areas, the contact address and telephone numbers etc. readily available. Use of explosives also needs availability of duly authorized persons approved by the Govt. authorities and therefore, the contact details of such authorized persons should also be kept handy.
	4.3	The details of availability of tentage in the nearby areas, the contact numbers etc., should be kept handy. This is in addition to the availability of the tentage in the relief train as per prescribed scale.

	4.4	Suitable arrangement needed to be made for supply of drinking water for the labour working at site. Therefore, the addresses and contact numbers of the agencies who could supply drinking water may be kept handy with AEN/SSE(Works) of the sub-division.
	4.5	Needless to mention, that the small track machines like rail cutting, drilling welding equipments etc. are already forming part of the equipments of each relief train. In case, the same is not kept in the relief train, these equipments/Small track machines must be procured and kept in the relief train in adequate numbers.
	4.6	All SSE(P.Way) should have an arrangement of portable generators for lighting so that the dependence of Electrical Deptt. even for small magnitude emergencies can be avoided.
	The above are only guidelines. The division may keep these in view while formulating the detailed Action Plan for their jurisdiction.	
	(Ref: CE's circular No. 184 circulated vide No. TC/POLY/ACCD/Pt. VIII/2347 dtd 18.09.03)	

6.12.5: ROLE OF SECURITY DEPARTMENT IN DISASTER MANAGEMENT

The security on Indian Railways is being managed by 3 agencies- the Railway Protection Force, State Police and the Government Railway Police, State Police and the Government Railway Police function under administrative control of respective State Governments and their role is prevention and detection of crime except those covered by the Railway Act and the Railway property (Unlawful Procession Act)] and tackling of law and other problems. Due to this coordination amongst the different agencies it is very essential to effectively tackle Disaster situations.

Railway Protection Force is an 'Armed Force of the Union' constituted by an Act of Parliament, the Railway Protection Force Act 1957, for the protection and scrutiny of railway property, passenger area & passengers and for matters connected herewith.

6.12.5: ROLE OF RPF IN DISASTER

In case of any disaster especially serious train accidents, fire incidents, explosion in trains or on railway premises, terrorist acts, hijacking of train etc. RPF has to play lead role in coordination with other Departments of Indian Railways and various agencies of State and Central Government.

In case of CBRN Disaster or natural calamity, RPF has to provide support services in rescue, rehabilitation and mitigation efforts.

RPF has a major role in crowd control and arranging fire fighting infrastructure by coordinating with the Stage Governments/District Administration. The deployment of the RPF may be done on need basis to provide relief, rescue and rehabilitation consequent to a Terrorism Disaster. Dog squad may need to be deployed even for preventive checks against terrorist activities.

6.12.6: Disaster Management Team of RPF-

There should be a Disaster Management Team of RPF on each Division of IR comprising of 15 men in different ranks. This team shall be specially trained in providing necessary support for disaster management over the division/neighborhood division. RPF should play an active role in managing law and order at site.

	As per guidelines of the High Level Committee, Disaster Management Team of RPF personnel have been constituted on each division of this Railway. Equipment for RPF: This Disaster Management team of RPF should have the following equipment available with them:	
	i)	Torches and other lighting arrangements.
	ii)	Nylon ropes and poles for segregating the affected area from unwanted visitors and spectators.
	iii)	Loudhailer for making announcements.
	iv)	Stretchers and first aid equipment.
	v)	Wireless sets for inter-communication.
	vi)	Cameras for photographing the scenes.
	vii)	Luminous jackets.

Members of this team have been trained in providing the basic level support in crowd control and functional support in case of Disasters. RPF staff will ensure safe custody and disposal of the luggage of passengers affected by train accidents in coordination with Commercial staff as recommended by the High level Committee.

Co-ordination with State Police and civil Authorities is ensured at the Divisional and Zonal level by concerned RPF officials. Regarding clearance from State Police in case of railway accidents due to suspected sabotage, on a reference made by the DG/RPF, the Ministry of Home Affairs has directed Home Secretaries of the State for taking necessary action. This letter of Ministry of Home Affairs has already been circulated to all the General Managers vide letter No. 2002/Sec (Cr.)/45/47 dated March 27, 2003 of the Security Directorate.

In Liaison with, the National Disaster Management Authority (NDMA), 'training for trainers' has been organised so as to develop in house expertise on training. 30 categories of Security equipments have been identified as required by RPF to upgrade their effectiveness. These equipments need to be procured gradually.

Security control (RPF) is situated in divisional central control. It monitor to the division round the clock. There are 16 RPF post/Thana is available in the division to protect the railway property and crime.

6.12.7: Following RPF post wise nos. are as below:-

Sl. No.	Post	Phone no.	Office no.	Mobile no.
1	CKP	72678	72677	9771482707
2	MOU	73001	73001	9771482718
3	BNDM	76296	76176	9777582722
4	ROU	76514	76414	7682882008
5	GP	76502	-	8114382234
6	JSG	74104	74058	9777582724
7	BUF	76125	-	7682882025

8	SINI	73778	73776	9771482707
9	KND	73780	-	7033092533
10	RKSN	-	-	7033092534
11	ADTP	70256	-	7033092501
12	TATA	73312	73213	9771482711
13	ASB	73493	-	9771482710
14	CBSA	78224	-	9771482716
15	DPS	78052	78042	9771482719
16	BSPX	-	-	8018082432
Security Officers of CKP Division				
17	Sr.DSC	72250	72251	9771482700
18	ASC/TATA	73627	73627	9771482702
19	ASC/ROU	76557	76557	9771482703
20	ASC/CKP	72406	72407	9771482701
Security control number			72245 72683	9771482255 06587-236976

6.12.8: INTEGRATED SECURITY SCHEME

An integrated Security Scheme has been sanctioned for installation at 195 stations of Indian Railways. The system envisages multi-layered surveillance of vehicles, luggage and passengers in station premises. The system comprises of following broad categories.

▪	Internet Protocol based CCTV surveillance system with intelligence video analytics.
▪	Access control.
▪	Personal and baggage screening system.
▪	Bomb Detection and Disposal System.

6.12.9: CROWD CONTROL AND MANAGEMENT

For better effectiveness the RPF, GRP and District Police have to act in a synchronized manner in consultation with Magisterial Authorities. In Chapter 10 (Maintenance of Public Order and Tranquility) of the Criminal Procedure Code (CRPC) Part-A deals with 'Unlawful Assemblies', legal procedures are outlined in Sections 129 to 132 of the CRPC for dealing with Unlawful Assemblies. These provisions empower Members and Officers of Armed Forces (RPF is an Armed Force of the Union) to deal with Unlawful Assemblies.

One of the intelligent video analytics to be incorporated in the integrated Security System is related to signal for crowd density within station premises when it exceeds the prescribed limit. This will enable RPF personnel and railway authorities to get timely information when heavy crowd builds up within station premises and plan follow-up action. Pictures stored on CCTV system will be of immense help in identifying miscreants and in ensuring effective legal action.

6.13	Training on Disaster Management
(a)	First aid training to be mandatory for all railway personnel, especially for on board train staff, gangmen and station staff who are usually the first

		<p>responders at site. Zonal Railways (GMs/DRMs) may explore the feasibility of entering into an MOU with reputed training institutes like St. John ambulance/Red Cross or any other agency for providing periodic training on disaster management (first aid and other medical relief) for the front line staff over their zones/divisions. The frequency and contents of first aid training module as well as category of staff being covered should be reviewed thoroughly.</p> <p>As and when the frontline services etc. get privatized, it must be ensured that the private operator must provide a certificate that his on board staff are trained in first aid and are conversant with other medical resuscitation techniques. Further, it should be the duty of such private staff to play an active role in rescue and relief operations.</p>
	(b)	<p>Training in crisis communication-During the last decade, electronic and IT revolution has brought about a significant improvement in the media coverage. Therefore, the subject of media management and crisis communication have assumed vital importance for all service organisations including IR.</p>
		<p>GMs/PHODs/DRMs/ADRM and concerned branch officers (Sr.DCM/sr.DME/Sr.DSO & Medical Officers) should be trained on these topics by organizing special courses either at zonal railways or at RSC., Further, short workshops be arranged specially for GMs/PHODs at Railway Board or Zonal Railways' level. Assistance of Institute of Mass Communication or specialized agencies be taken, if required.</p>
	(c)	<p><u>Periodic training on Disaster Management for front line staff</u></p> <p>Frontline staff such as RPF, TTEs, catering staff, TXR, AC attendants, safaiwalas, guard, loco pilot/assistant loco pilot, JE(P.Way)s gang man etc. are usually the first responders in case of an accident. They can form the initial core relief and recovery team. Therefore, periodic training on disaster management for such front line staff may be organized over zonal railway (ZRTI/STC).</p>

6.14: Disaster Management Training:

Rly Board letter No. E(MMP)/2010/3/65 dated 20.01.012.) RBE No. 11/2012

In continuation of instruction issued vide this office letter No. E(MMP)/2009/3/1 dated 20.01.2009(RBE No 86/2009) on the above subject it has been decided that one day course on " threat perception & emergency response" as per the following schedule may be included in the contents of training module prescribed for Railway staff involved in Rail operation (Crew/Guard/SM/ Controller/Gang men/ TTE/AC staff) at Annexure 5 and Annexure 6 of the said letter.

1 st period (1.45hrs)	2 nd period (1.45hrs)	3 rd period (1.45hrs)	4 th period (1.45hrs)
a) Introduction to explosives. b) Explosives for targeted to Railways	a) Bomb threat call. b) Questioning Technique c) Duties of call receiver. d) Procedure of receiving	a) Post Disaster Management. (i) Roles of On-Board staff vehicles (s) &	First-Aid Medical Care &Trauma Management.

c) Explosive cycle d) Frictions & effects to Bomb. e) Identification of Bomb f) Initiating Mechanism.	call. e) Dos & DON'Ts on Threat perception & Emergency response. f) Search Procedure. g) Detection of suspicious article & action thereto. h) Protective equipment. i) Investigation procedure.	Track Protection. (ii) Relay of information. (iii) Dealing with Media People. b) Preservation of clues/Tangible Authorities. c) Concept of Golden Hour.	
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However it may be ensured that the period of training remains unchanged.

(ANL WASON)
Dy. Director(MPP)
Railway Board.

❖ Disaster Management training to Officer and supervisor:

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No. 2003/Safety-1/6/4

General Managers

New Delhi dated 16/19.09.2003

Subsequent to enactment of the Disaster Management Act, 2005 and the creation of National Disaster Management Authority (NOMA), the subject of disaster management has gained high priority in the country. As per provisions of this Act, all Central Ministries/Departments have to take necessary measures to address disaster management related issues and also to strengthen and upgrade its set-up in their respective spheres of working. Indian Railways have already taken several initiatives in this direction. However there has been a felt need for greater integration of disaster management preparedness into developmental planning, leveraging the strengths of other non-railway agencies and to harness the availability and strengths of railway on-board staff who are the first railway responders during any eventuality.

With this in view, Board have decided to revamp the training on disaster management being imparted to various tiers of railway officials through railway training institutes as indicated below:

S.N o.	Categories of Officials	New Training methodology and schedule
1	Top Level Management (GMs, PHODs, DRMs and other SAG Officers	3-day Disaster Management Modules are to be delivered at RSC Vadodara and IRITM/LKO @ one every 3 months as per annexure 1.

2	Middle Level Management (SG & JAG officers)	Some of the latest and relevant topics are to be included in the AMP and MOP programmes being delivered at RSC/BRC as per annexure 2. IRITM, LKO will also deliver special module being developed by them @ one every month. Frequency of Training: Every SG/JAG officer need to undergo the module once every five years either at RSC as regular MOP/AMP course or special OM module at IRITM.
3	Lower Level Management (SS & JS officers including serving Group B officers)	Disaster management training to be imparted at IRITM/LKO on the topics @ one course every month as per annexure 3. Frequency of Training: once in 5 years.
4	Probationers & Group B officer attending induction courses.	Topics as per annexure 4 are to be covered during the regular training programme at RSC/ regular training programme at RSC/Vadodara. Frequency of Training: As part of the course.
5	Supervisors of all frontline departments (Mechanical, Electrical, Engg., S&T, Traffic Comml. & Optg.)	Topics as per annexure 5 are to be Covered during the one week special course at ZRTIs @ one every month. Passing this course is compulsory for promotion to the level equivalent to Section Engineer and above. Frequency of Training: Once every five years.
6	Railway Staff on board passenger carrying train (TS, Dy.TS, TTEs & catering staff of Commercial . Department, Coach attendants and AC .Mechanics from Electrical Departments, some of the selected coach cleaners of Mechanical .Departments, some of the RPF escorting staff and catering staff of contractor wherever outsourced).	Disaster Management being a multidisciplinary effort during field operations, training in groups of such on-board staff is more desirable and efficient than training them category wise. Role of on-board railway staff has been a matter of great criticism in most of the serious train accidents. On-board staff is the first railway representatives to respond to any untoward incident and their empowerment will improve railways response in a big way. Such staff is to be trained in appropriate multidisciplinary groups at such locations in the divisions where there is concentration of such staff, to obviate the need for their hostel accommodation, non-availability for longer periods, etc. Such training can be imparted at the selected country-wide locations to cover maximum number of staff in short period of time. This training can also be imparted in the Customer Care Institutes. Only select staff of Mechanical, Electrical (AC), RPF' is to be imparted this training who are deputed to escort trains. This training will be made mandatory in a phased manner for any staff to go onboard a passenger train. The staff of catering contractor is also to be imparted this training in Phase 2 to leverage their physical

		<p>presence. Topics to be covered under this training are at annexure 6.</p> <p>Frequency of Training: Once every three years.</p>
7	Nominated ARMV and ART staff of Mechanical and Medical departments	<p>Composite training of Mechanical and Medical Staff for relief and rescue operations is planned to be given at upcoming Disaster Management Railway Institute at Bangalore. Such staff is to be trained at STC/Bangalore under SWR, who are also setting up disaster management training module, to augment and facilitate their training till such time regular OM institute comes into existence. Facilities at STC/Kharagpur may also be utilized for such training. Disaster management team of RPF staff & other RPF personnel associated with relief rescue operations. Doctors and paramedics nominated for ARMVs and other Doctors and paramedics nominated for ARMVs and other rescue operations should be exclusively trained on trauma care management either at some specialised institutions or inhouse.</p> <p>Frequency of Training: Once every three years.</p>
8	Disaster management team of RPF staff & other RPF personnel associated with relief rescue operations.	<p>As per recommendation no. 46 of HLC on disaster management there should be a disaster management team of RPF on each division comprising about 15 men in different ranks. Such teams should be trained in providing necessary support on relief rescue operations. The existing 5 day training module should be appropriately revised to make it suitable to achieve the above objective. Each of the above teams should be trained on this module at RPF Academy at Lucknow. In addition, training module may be appropriately developed separately for RPF Officers and staff and should be imparted at RPF Academy at Lucknow. The respective training modules should include role of RPF at the accident site, security at the railway premises like railway stations, trains etc. Frequency of Training: Once every three years for disaster management team of RPF.</p> <p>Frequency of Training: Once every five years for other RPF and staff.</p>
<p>Zonal Railways & Training institutions are requested to take immediate action on the above and confirm its implementation for the information of the Board.</p> <p style="text-align: right;">Sd/ Rajiv Kishore (Director MPP Railway Board)</p>		

6.14:Top Management (GMs, PHODs, DRMs, and other SAG officers) Module to be delivered at RSC/BRC and IRITM/LKO @ one every 3 months.

Objective: After the training, the officer should be able to:

i.	Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.
ii.	Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter.
iii.	Review the level of preparedness with respect to these events in their own set up.
iv.	Clearly identify his personal role and responsibility in managing the event.
v.	Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.
vi.	Make/help make action plan to manage vulnerabilities in his working domain.
viii.	Command the field operations involving different department of the railway and outside resources.
Contents of training module:	
a)	Aspects of Disaster Management- Prevention, Mitigation, Relief and Rescue more emphasis on prevention & mitigation.
b)	Developments on Disaster Management on national front- Disaster Management Act, 2005 - Provisions concerning Railways, NOMA, NDRF, IDRN, NIDM, Emergency Operating Centers, National Disaster Management Policy, Other developments, Disaster Management Plans, Relief and Rescue Teams etc.
c)	Role of Railways in Railways and non-Railways Disasters.
d)	Role of civil Administration in Railway Disaster.
e)	Possible Disaster on the Railway system and their prevention and mitigation.
f)	Integration of Disaster. Management into developmental planning.
g)	Information Dissemination, Crisis Communication, Interactive Sessions, Media Handling.
6.15: SG & JAG officers	
Module to be delivered during AMP & MDP at RSC and at IRITM, Lucknow	
<i>Objective: After the training, the officer should be able to:</i>	
i.	Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where resources are adequate.
ii.	Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter.
iii.	Review the level of preparedness with respect to these events in their own set up.
iv.	Clearly identify his personal role and responsibility in managing the event.
v.	Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.
vi.	Make/help make action plan to manage vulnerabilities in his working domain.

vii.	Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.
viii.	Understand the role of individual departments in relief and rescue operations during serious accidents/disasters and unified command of response from all departments of railways and outside.
ix.	Conversant with the equipment with the railways for field operations
Content of Training Module	
a)	Aspects of Disaster Management- Prevention, Mitigation, Relief and Rescue.
b)	Developments on .Disaster Management on national front- Disaster Management Act, 2005 - Provisions concerning Railways, NDMA, NDRF, IDRN, NIDM, Emergency Operating Centers, National Disaster Management Policy, Other developments, Disaster Management Plans, Relief and Rescue Teams etc.
c)	Role of Railways in Railway and Non-Railway Disasters (in Brief).
d)	Role of Civil Administration in Railway Disasters (in Brief).
e)	Possible disasters on the railway system and their prevention and mitigation.
f)	Integration of Disaster management into developmental planning (in Brief).
g)	Commission of Railway Safety.
h)	Judicial Commission
i)	Discussion on Corporate documents (Corporate safety Plan etc.)
j)	Safety Management plan.
k)	Discussions on disaster management effort in some of the latest railway related disasters
l)	Divisional & Headquarter Disaster management Plans of Railways.
m)	Table top/class room simulation exercise.
n)	Disaster Management Films.
All Supervisors	
<i>Objective:</i> After the training, the trainee should be able to:	
a)	Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.
b)	Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter
c)	Review the level of preparedness with respect to these events in their own set up.
d)	Clearly identify his, personal role and responsibility in managing the event
e)	Assess the strengths and weaknesses of his working domain with respect to
f)	their role in a disastrous situation within and outside railway.
g)	Make/help make action plan to manage vulnerabilities in his working domain.
h)	Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.
i)	Understand the role of individual departments in relief and rescue operations during serious accidents/disasters and unified command of response from all departments of railways and outside.
j)	Learn to work as a team at the site of disaster/accident.

k)	Conversant with the equipment with the railways for field operations
l)	Learn to render medical first-aid and use fire extinguisher by himself.
6.16: Introduction to disaster management:	
a)	Introduction to disaster management - Main Ingredients of DM, Last 5 Major accidents on IR with emphasis on relief, rescue and restoration, discussion with participants.
b)	Features of disaster management plans at various levels
c)	Developments on Disaster management at National front- Brief discussion.
d)	Location of Emergency Provisions in Coaches - C&W - Emergency windows and hatches, Electrical- Isolation through emergency switches.
e)	Duties at accident site.
f)	Duties of Control Officials.
g)	Codal provisions of accident manual, IRCM etc.,
h)	Communication skills and PR/Media handling, Good conduct
i)	Rescue techniques: medical - First Aid, Shifting, Handling and transportation of Injured, Evaluation of seriousness of Injury, Artificial respiration, Hemorrhage, bandage and Electrocution, Consoling the injured patients, demonstration, Practical examination.
j)	Rescue techniques - Fire fighting (each trainee has to exhaust one fire extinguisher), Causes and kind of fire, Types of fire extinguishing equipments, Types of fire extinguishers, Fire Brigades, Isolation of burning vehicle, Demonstration, Practical examination.
k)	Table top class room simulation exercise.
l)	Disaster Management films.
m)	Discussion and Question/Answer Session.
6. 17: On Board Railway Staff (Multi-Disciplinary)	
a)	Assimilate accident management related information before start of the journey.
b)	Understand to work as a team and clearly identify his personal role and responsibility in managing the accident in the team of railways' first responders
c)	Know the physical operation of all emergency provisions in the coaches/train
d)	Know the physical operation of fire extinguishers
e)	Assess the extent of resources (railway and non-railway) mobilization needed during railway accidents.
(d)	<u>Training to handle Fire Related Disasters</u> We need to acquire the capability and specific specialization to handle fire related disasters both in case of goods trains as well as passenger trains. Since inflammable materials like naptha, LPC, diesel/kerosene and other fuels are transported through tank wagons, there exist a vulnerability to fire and exposition. We must equip our ARTs and train out ARTs staff to handle fire related accidents. Assistance of Nagpur fire College and Oil industry's Safety Coordination committee may be sought.
(e)	<u>Basic Training in Search and Rescue Operations</u> Railway officers (Mechanical, Safety and Medical) should be nominated to

		undergo "Basic training in search and rescue", as per the instructions, to be issued by Board. Further, lessons on Railways Disaster Management will also form the part of rotational training programme and refresher and promotional training programme and refresher and promotional courses at ELTC, ZRETI & STCs.
(7)	Ensuring full complements of Brakevan equipments	
	(a)	At the originating and interchanging points of all passenger carrying trains, it must be ensured that, these trains run with full equipments of brake van as prescribed by GR, SR and other special instructions.
	(b)	The Officers and Senior subordinates of the Traffic, Mechanical, S&T & Electrical Engg. Departments must examine these equipments regularly and take necessary action to ensure that they are in good working condition.
	(c)	The first aid Box and the stretchers should also be examined for this purpose by the concerned Medical Officers.
	(d)	The Guards/Astt. Guards of the passenger carrying trains while taking over the charge of these equipments should also ensure that they are in good working condition.
(8)	Tower Wagon- Tower wagons with quick mast erecting facilities, sufficient spares should be kept ready at Tower wagon shed.	
6.18:	Accident Mock Drills.	
	(a)	Each division should conduct one full scale Disaster Management exercise on the similar line as the army conducts once in a year.
	(b)	Accident Mock Drills for ARME/ART (Accident Manual 4.11).
		The period between two consecutive turnouts of any Relief Train/Accident Medical Equipment should not be 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:-
		<ul style="list-style-type: none"> (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 full complement of equipment and staff. (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 along with the particulars of corrective actions taken where ever necessary. The results should also be communicated to the CSO and General Manager.
(10)	Preliminary Warning for ARME/ART	
	(a)	If a passenger carrying train does not arrive within 10 minutes or a goods train does not arrive within 20 minutes after allowing for its

		normal running time, at the next block station, the Station Master on duty at the block station concerned shall immediately inform the station in rear and the section controller.
	(b)	The section controller on duty on receipt of such advice shall immediately issue a preliminary warning to the nearest base stations of ARME/ART, so as to keep them ready for dispatch pending further informations.

6.19: Sounding of Hooter(Accident Manual 4.10):

(a) Sounding of hooter for turning out of Relief train/ARME van will be as follows.

	Total Nos. of blast	Duration of each blast	Gap between 2 consecutive blast
Relief Train with ARME	5	60 seconds	10 seconds
Crane	4	60 seconds	10 seconds
Relief train without ARME	3	60 seconds	10 seconds
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 & to keep a trained staff ready round the clock for sounding the hooter at once on receipt of records from train ordering officials.

(c) Target time for the turnout of ARME and ART:-

- i. The Accident Relief Medical Van must be dispatched to the side of accident within 15 minutes from the base station after sounding the hooter where there is double exit siding & within 25 minutes in case of single exit siding with the first available Engine.
- ii. The Accident relief Train must be turnout/dispatched from the base station to the site of Accident within 30 minutes by Day and 45 minutes by night after sounding of hooter.

6.20:	Report of Accident by every railway servant. (Accident Manual no. 8.01)
(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

	<p>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.</p>
	<ul style="list-style-type: none"> (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) Causalities 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, lock, keys, levers, lever/slide collars etc. (xi) Condition of engine headlights, tail lamp/tail board and brake van-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 wherever 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.
<p>Note:-</p> <ul style="list-style-type: none"> (i) The dubbers of the signals, indicators, tail 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)	<p>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.</p>

(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 thorough 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)	<p>Report of Accident is to the Provincial Government and Police authorities-</p> <ul style="list-style-type: none"> (i) In terms of section 113 of Indian Railway Act (1989) reproduced in Appendix-1 of this Manual, all concerned (ii) The cases of level crossing accidents should invariably be reported to the concerned authorities of the Stage 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.

6.21: LIST OF FORENSIC SCIENCE LABORATORIES WITH JURIDISCICTION		
	Laboratories	Jurisdiction
1)	Director of Central Forensic Science Laboratory 30, Gora Chand road Kolkata- 14	West Bengal Jharkhand and Orissa
2)	Director General (R&D), Bereau of Police Research and Development MHA, Govt. of India Block No.11, 3 rd /43th floor, Lodhi Road, Kendriya Keralayan Parisar, New Delhi- 110003	All over India
3)	Director, Forensic Science Laboratory(State) 37/1/2, Belgachia Road Kolkata- 700007 (W.B)	West Bengal
4)	Director, Forensic Science Laboratory (State) Rasulgarh, Bhubaneswar, Orissa	Orissa.
5)	Director, State Forensic Science Laboratory, Hotwar, Ranchi, Jharkhand	Jharkhand
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.
6.22	TIMELY DISPATCH OF ARME/ART/ENGG. MATERIALS:- To ensure timely dispatch of ARME, ART & Engg. Material train-	
1		Sr.DOM/Sr.DME/Sr.DEE(OP) will ensure availability of crew and Guard for ARME/ART in time.
2		Sr.DOM will ensure immediate nomination of power and if no train power is available Sr.DME/Sr.DEE(OP) will arrange power from shed.

3		To take care of OHE breakdown in case of natural calamity like cyclone etc, it is essential that sufficient diesels are provided in electrified territory on daily basis.
4		Sr.DEN(Co-ord)will ensure that timely information is given to Sr.DOM/Officer in-charge in Control regarding relief material of accident site and the detailed programame thereof.
6.23		Ordering and dispatch of Relief Train and Accident relief Medical Equipment (Accident Manual 4.12)-
	(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 official 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 dispatch 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-
		<ul style="list-style-type: none"> (i) It is 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 dispatched at once and in advance, without waiting to mobilize 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 at least 30 licenses 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 of Senior most official in charge at site.
		(iv) In order to ensure an adequate supply of drinking water to the injured and other passengers, art 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.

		<p>(v) The Station Superintendent/Station Master of station or 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.</p> <p>(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.</p> <p>(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 of 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.</p> <p>(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 to 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, pending on this account.</p>
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6.24:	WITHDRAWAL OF STATION EARNING (IRCM VOL. II, PARA 2425) The Station earning can be withdrawn in following cases:-
a)	Payment of ex-gratia to persons involved in accidents
b)	Payment of expenses of special catering in emergent case authorized by an officer
c)	Payment to casual labour only in emergent cases.
d)	Handling charges for transshipment on account of accident or hot axle.
	All commercial inspectors must be fully conversant with the rules for withdrawal of station earnings and the formalities therein.
6.25:	PRESERVATION OF CLUES: (Ref: Accident Manual Para 6.14)
(a)	officer or senior subordinate of any department who may happened to be present at the time of an accident took 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 record or preserve evidences 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 though the civil and police officials may have inspected the scene of the accident and photographs may have been taken. For this propose, the concerned officials shall especially 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) rake of axle, spring locking bolt and cotter etc (vii) Any obstruction, (viii)Any tampering (ix)Engine and its sped recorder, etc. This should be done before commencement of actual restoration operation.
(b)	A complete and accurate dimensioned sketch of the accident shows the position of vehicles and their condition, permanent way including any detached damaged components, should be made out by the engorging officials 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 a 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. All signals, indicators, brake van lamps should be touched to feel whether it is warm or cold in the cases of 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-witness 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 officers bring 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 at the site of accident, shall also scrutinize, the train register/log book, 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 noticed. In the cases where these records are connected with cause of the accident, immediate action must be taken to seize the relevant records and seal. In cases where defects of any instruments or/and interlocking gear may have caused or contributed to an accident, the instrument or/and interlocking gear concerned shall be sealed not be opened/used except on the authority of the Divisional Railway Manager or his duly authorized representative.
(f)		In cases of serious accident 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 resorted to 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 a 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 officers present, of the observation made by the officers of the various department concerned, before issuing such order. 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 telephone permission of CRS should be obtained to start the restoration work.
g)		Wherever 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 the Accident 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 (rail 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 especially looked for and recorded. The position of rails, sleepers, fish plates, fish bolts, nuts, etc. which bear marks as a result of the accident, especially between the point of mount and drop shall be marked and numbered serially with chalk or paint and carefully preserved. Any 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 officials or enquiry committee must be set apart and must on no account be utilized for the purpose of working of the Railway, till it is examined by the said official.
j)		Speed record 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)		<p>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 of Forensic Scientist.</p> <p>The Railway Officials/Inspectors 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 the competent authority.</p>
i)		One photograph with camera and necessary equipments should form integral part of the group of staff who accompany the ARME and ART in the 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.

6.26:-VIDEO COVERAGE AT ACCIDENT SITE

(Ref- Ministry's letter No. 98/Safety-1/61/1 dated 01.08.98)

	<p>The Commission of Railway Safety, Central circle, vide his Preliminary Report on Derailment of 1034 UP Pushpak Express between Ata and Orai stations of Jhansi-Kanpur section of Jhansi Division of Central Railway, has recommended the Central Railway Administration should issue instructions to all divisions that prior to undertaking restoration measures at an accident sites, suitable video film coverage should be arranged if feasible.</p> <p>In the event of any serious accident taking place at the site video coverage may be done as advised by CRS, Central Circle subject to the availability of the facility. For this purpose, wherever necessary, video cameras may be taken on hire. All DRMs may suitably be advised accordingly.</p>
6.27:	<p>VSAT:- (Very Small Aperture Terminal)</p> <p>Is a satellite communications system that serves home and business users. VSAT and user needs a box that interface between the users computer and outside antenna with a transceiver. The transceiver receives or sends a signal to a satellite transponder in the sky. The satellite sends and receives signals from an earth station computer that acts as a hub for the system. Each end user is interconnected with the hub station via the satellite in a star topology. For one end user to communicate with another, each transmission has to first go to the hub station which retransmits it via the satellite to the other end user's VSAT. VSAT handles data, voice and video signals.</p>

CKP Division the system is provided in ART/CKP base. It is having following components.	
1	MSG : Multi service gate way (suit case type)
2	Power supply (suit case type)
3	Batteries 24 V DC & 480 V DC(UPS)
4	Antenna
5	Laptop
6	Video MODEMS
7	Camera-
8	Connecting leads for inter connection.
9	A.P: Access point
Working procedure: After power ON of system, Antenna will search the signal. When signal level is more than 400 (peaking), communication is established with Delhi hub. Then Delhi hub give streaming thus like telecast and telephone communication is possible. It is only one side telecast from accident site to Delhi hub. One can observe the accident side view where rail net and IP address is available. Permanent facilities through VLC media player is available at GRC disaster management room and Railway Board.	

6.28 As per Railway Board guideline it is essential to utilize VSAT at accident site during major accidents, so that Officers at HQ and Railway Board can monitor the rescue operation and restoration work on real time basis. It is instructed that CKP Division VSAT will arrange trial on bi-monthly basis and slot was taken from Railway Board CRIS second Tuesday of the month. (CSO/GRC's letter No. 50/455/DM/Pt. VI dtd 26.04.17)



6.29: SUPPLY OF REFRESHMENTS, FOOD AND BEVERAGES TO THE PASSENGERS AND STAFF AT THE SITE OF ACCIDENT.

(Ref- Accident Manual para 6.15)

a)	Refreshment, food and beverages may be supplied free, 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 source as necessary.
b)	The Senior Divisional Commercial Manager or in his absence 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 and by any available mode of transport and (ii) also to incur expenditure if necessary for supplying free food to the injured and uninjured passengers and carriage of passengers luggage etc.
e)	A proper accountal should be kept of the expenditure incurred duly supported by the vouchers to enable post-audit for the same after the event is over, a statement of the expenditure incurred should be signed and put up by the authorized 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 the 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 regularizing expenditure after the event of such cases. The post-audit report should incorporate the various aspects of item-wise report and observations of Senior DFM/DFM and clarification of the authorized officer for sanction by competent authority. The check note of the Sr.DFM/DFM 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 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 office separately nor will cash reimbursement in lieu of free food be permissible.

	Proper accountal 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)	<p>Breakdown Allowance:- RB letter No. E(P&A)II-2017/BDA-1 dtd 30.08.17. As per the recommendation of the seventh Central Pay Commission, Railway Board have decided that the rate of brake down allowance indicated in this Ministry's letter No. E(P&A)II-2007/FE-4/3 dated 25.09.2009 and further revised vide Board's letter No. E(P&A)I-2011/SP-1/Misc.1 dated 13.06.2001 and No. E(P&A)I-2014/SP-1/Genl.2 dated 19.05.2014 may be revised as under:-</p> <table><tr><th>Sl. No</th><th>Category</th><th>Level in pay matrix</th><th>Amount of breakdown allowance/month</th></tr><tr><td>1.</td><td>Helper gr. II/Helper Gr.I/other staff gr. 'D' staff</td><td>Level 1(1800)</td><td>Rs 270 p.m</td></tr><tr><td>2</td><td>Technicians Gr.III</td><td>Level 2(1900)</td><td>Rs 305 p.m</td></tr><tr><td>3</td><td>Technicians Gr.II Technicians Gr.I Supervisor (erstwhile Mistry)</td><td>Level 4(2400) Level 5(2800) Level 5(2800)</td><td>Rs 540 p.m</td></tr><tr><td>4</td><td>Sr. Technicians/Junior Engineers and staff in higher scales</td><td>Level 6 (4200) and above</td><td>Rs. 675 p.m</td></tr></table> <p>These order take effect from 1st July, 2017. Other terms and conditions relating to Breakdown Allowance will remain the same.</p> <p style="text-align: right;">sd/ Salim Md. Ahmed Dy. Director (P&A)II Railway Board</p>	Sl. No	Category	Level in pay matrix	Amount of breakdown allowance/month	1.	Helper gr. II/Helper Gr.I/other staff gr. 'D' staff	Level 1(1800)	Rs 270 p.m	2	Technicians Gr.III	Level 2(1900)	Rs 305 p.m	3	Technicians Gr.II Technicians Gr.I Supervisor (erstwhile Mistry)	Level 4(2400) Level 5(2800) Level 5(2800)	Rs 540 p.m	4	Sr. Technicians/Junior Engineers and staff in higher scales	Level 6 (4200) and above	Rs. 675 p.m
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	<p>6.30: Serious accident (Acc, Manual 2.07): Accident to a train carrying passenger which is attended with loss of life or with grievous hurt to a passengers in the train, or with serious damage to railway property of the value exceeding Rs 2 cores and any other accident which in the opinion of the chief commissioner of safety or commissioner of Railway safety requires the holding of any inquiry by the commissioner of Railway safety shall also be deemed to be serious accident. However the following shall be excluded:-</p> <ol style="list-style-type: none"> Cases of tress passer run over and injured or killed their own carelessness or passengers injured or killed through their own carelessness. 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
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	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 CCRS or CRS is of the opinion that the accident requires the holding of an inquiry by the commission of Railway Safety.
6.3.1	In case 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 (Accident Manual 6.01):
(i)	Expeditious medical and other assistance at the site of accident;
(ii)	suitable transport arrangements of the injured to the nearest hospital, 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 strand 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.
6.3.2	Quickest information of the serious accident (Accident Manual 6.02):-
(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 quickset 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 special messenger.
(d)	There should be no hesitation to restoring 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.
6.3.3	Information of a serious accident to Zonal Railways- A telephone advice should be relayed to nominated officers in Zonal Hq immediately after the accident in case of following categories of accidents (Accident Manual 6.03):-
(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 signals 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.
	<u>System will be followed for reporting of accident t Rail Board (Accident Manual 6.05 (b) (i):</u> 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.

7. DUTIES OF DIFFERENT OFFICIALS IN THE EVENT OF A SERIOUS ACCIDENT/DISASTER:		
7.1		DUTIES OF TRAIN CREW (Guard, Asst. Guard, Driver & Asstt. Driver etc):
7.1.1		Duties of a Guard in the event of a serious accident (Accident Manual 3.01)- Immediately after occurrence of a serious accident, the Guard of the train must;
	➤	Note the exact time of the accident and kilometerage protect the adjacent line(s) and the train as per GR 6.03, 9.10 and SRs thereto
	➤	Secure the vehicles as per rules;
	➤	Ascertain if adjacent line(s) is/are fouled;
	➤	Make a quick survey, for an immediate action, of the causalities, injuries and assistance required;
	➤	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 Brakes man/Assistant GUARD FIREMAN 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 given 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:
	➤	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;
	➤	Get the particulars of damages to the rolling stock, permanent way;
	➤	Arrange to shift the injured persons to the nearest hospital with the help of all available staff and other volunteers, also keep their particulars;
	➤	See that water, tea etc. are supplied to the affected passengers as far as practicable;
	➤	arrange protection of Railway and public property with the help of available Police and Railway staff;
	➤	Preserve all clues to possible cause of accident;
	➤	Post an available Railway employee on the field telephone to ensure regular flow of information;
	➤	Check the unaffected portion of the train and arrange to clear the same safely to the adjacent station(s) as per rules and in consultation with the Control/Station Master(s) concerned.
Note: 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 Officials at the site.		
(m)		Remain in overall charge till replaced by a senior Railway official and permitted by the Competent Authority.
NOTE: 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.		

7.1.2 Duties of Driver in the events of a serious accident (Accident Manual 3.02)- Immediately after occurrence of a serious accident, the Driver and his crew must:-		
➤		Note the time of the accident and kilometreage;
➤		Protect the adjacent lines in front and the front portion of the train as prescribed in GR 6.03 & 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.		
(a)		Take such precautions as may be necessary or as prescribed by special instructions to render his locomotive safe;
(b)		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 giving quick information to the Control/ Station Master regarding the accident.
Note: 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.		
7.1.3 Duties of an Assistant Driver in the event of a serious accident (Accident Manual 3.02.01)- Immediately after occurrence of a serious accident, the Assistant Driver of the train must:-		
•		Assist the Guard/Driver in conveying accident messages to all concerned.
•		Help the driver in protection of site of accident.
•		Help the driver in protection of site of accident.
•		Render all possible assistance to the Guard in relief measures to the injured person(s).
•		Carry out any other job assigned to him relating to accident by the driver of the train.
•		He should man the engine in absence of the driver.
7.1.4 Duties DRM (Accident Manual 3.17)- 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 utilized 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:	j)	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.
7.1.5		Duties of a Train Conductor/Train Superintendent (Accident Manual 3.18) - Immediately after occurrence of a serious accident, the train Conductor/Train superintendent must:-
❖		Assist the Guard in rendering first aid to the injured person(s) and shifting them to the Hospital.
❖		Look after the comfort of the passengers, injured and uninjured alike.
❖		Assist the passengers for protection of their luggage.
❖		Make out a list of injured/dead passengers.
❖		Preserve reservation charts to know the particulars of injured/dead passengers.
❖		Organise to transship/transfer passengers and their luggages to the passenger special.
❖		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.
❖		Collect the address of the relatives of the injured/dead passengers to send information regarding accident.
❖		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.
7.1.6		Duties of a Coach Attendant (Accident Manual 3.19) - Immediately after occurrence of a serious accident, the coach attendant should work under the guidance of Train Conductor/Train Superintendent.

7.1.7		Duties of a Travelling Ticket Examinee(TTE) (Accident Manual 3.20)-
	(a)	The TTE should work under the guidance of the train Conductor/Train Superintendent.
	(b)	Similar actions as mentioned in 5.1.5 above should be initiated by the TTE for his nominated coach.
7.1.8		Duties of A.C. Mechanic (Accident Manual. 3.21)-
	(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.
7.1.9		The Senior most RPF Officer available will assume Control and immediately start the following action (Accident Manual 3.22)-
	•	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.
	•	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.
	•	RPF personnel should respond to any call for assistance to rescue victims and transport them to nearest Hospital.
	•	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.
7.2		Duties of station superintendents/Dy Station superintendents/ assistant station masters in the event of a serious accident (Accident manual 3.03); Immediately after an accident or on receiving the report of an accident, the Station Manager/Station Master and Assistant Station Master must:
	▪	Ensure that no other train enters in to 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.
	▪	Take action to protect the traffic and safeguard properly'
	▪	Collect detailed information of the accident such as time of accident, nature and location of accident, casualties/injures, obstruction, damages and assistance required and ensure that the adjacent line(s) is/are clear before allowing any movement on it/them:
	▪	Inform, giving details of the accident and assistance required to the Control through the Control phone or any other available means of communications;
	▪	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;
▪		Arrange to send all available nearest medical assistance to the site of accident, in case the accident takes place in section and is attended with injury to any persons;
▪		Take all possible action to inform all concerned officials including civil and police;
▪		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;
▪		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.
▪		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;
▪		See that water, tea and other requirements are supplied to the injured and stranded passengers within his resources;
▪		Remain on duty until replaced by a competent persons;
▪		Report the accident to all concerned by the issue of accident message;
▪		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.
▪		Take the statements of staff where possible;
▪		Preserve all clues and arrange to protect the area with the help of police or RPF;
▪		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.
▪		Ensure preservation of documents of damaged parcels, mail and goods etc.
▪		Ensure chronological recording of all information received or/and action taken in connection with the accident, in the station Diary.
NOTE		(ACCIDENT MANUAL 3.04):- 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.
7.3		DUTIES OF STAFF AT CONTROL OFFICE IN CASE OF A SERIOUS ACCIDENT:-

7.3.1		Duties of the Section Controller (Accident Manual 3.05); Immediately when the Section Controller is informed of a serious accident on his section, he shall;
•		Apprise the Deputy Chief Controller of the available particulars of the accident and the nature of assistance required;
•		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.
•		Regular train services in suitable places if required;
•		Advise the Transportation Inspector, Signal Inspector, Loco Inspector, PWI, TFO/ATFO if any etc. to proceed to the site of accident by first available means.
•		Advise the Section Controllers of adjacent sections of the accident and to regulate the train service in suitable paces, if required:
•		See that the ARME/ART/Transship Train are worked out to and from the site of accident promptly and have a clear passage:
•		Keep a chronological record of all information received regarding the accident and action taken;
•		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.
•		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 Sr.DOM/DOM.
7.3.2		Duties of the Deputy Chief Controller (Accident Manual 3.06): Immediately after the deputy Chief Controller is informed of a serious accident, he shall-
•		Issue order to the concerned Loco Foreman and Station Master for immediately working out of Accident Relief Medical Equipment and Accident relief Train as required;
•		Ensure the availability of engine for working out of ARME and /or ART.
•		Ensure that the Accident Alarm siren is sounded in time.
•		Inform with available details- (i) CHC, Sr.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, LC-Local police and nearest Forensic Science Laboratory. (iv) Emergency/Central Control at SE Railway Hd. Qrs. (v) Civil, Military, public hospital and available Doctors at the nearest places, in case of casualty/injury.
•		Ensure that the ARME/AQRT/Transship Train are moved to and from the

		site of accident on top priority.
•		Advise RMs authorities if a Mail carrying trains is involves in the accident;
•		Keep a chronological record of details of accident action taken, progress of rescue service and relief measures etc.
7.3.3		Duties of the Chief Controller (Accident Manual 3.07): Immediately on receipt of the information
•		The advice of the accident is sent to all concerned;
•		The Medical relief van and /or relief train etc. are moved promptly to the site of accident on Top priority.
•		The emergency office is opened and manned in the Divisional Control office;
•		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.
•		Timely information of all changes in train trimmings, diversion or cancellation of trains etc. is given to all stations on his division as well as to the adjacent Divisions and/or Railway;
•		Arrangements are made for the onward journey of passengers who are able to proceed: and
•		All assistance are extended to the officer-in-charge of the Divisional Control Office.
7.3.4		Duties of Officer-in-charge of the Divisional Control office (Accident Manual 3.08): 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 Officers/Sr. Supervisors of all the concerned branches and shall have the authority to summon for such additional assistance as he deems necessary. He shall:-
•		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;
•		Make necessary arrangements for doctors and medical staff from nearby hospitals, medical units or stations to move promptly to the site of accident;
•		Keep a close touch with the officer-in-charge at the site of accident to ascertain the position and particularly this assistance required at the site;
•		Ensure that all concerned officials, including Civil and Police authorities, have been advised of the accident;
•		Collect further information regarding the details of accident, progress of rescue, relief and restoration operation and pass on the information to the

		Headquarters;
•		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;
•		Arrange to open and man information centres for attending to the enquiries for the public at important stations including the stations (s) where injured passengers are received and sent to hospital;
•		Maintain chronological record of all items of information received and action taken thereon;
•		Arrange to obtain the list of persons killed and/or injured in the accident, display it at important stations for information of the public;
•		Divert/cancel trains and also run duplicate/transship trains as the circumstances may require;
•		Arrange for transporting the stranded passengers from the site of accident to suitable place(s);
•		Arrange for speedy ex-gratia payment as per extant rule.

7.4		Duties of Divisional Transportation Inspector, PWI, Signal Inspector, C&W Inspector and Loco Inspector, Driving Inspector etc. (Accident Manual 4.09)- on receipt of information of a serious accident, the all concerned Inspectors shall:-
•		Reach the site of accident by the quickest available means;
•		Take general charge of the situation until the arrival of an officer;
•		Ensure the occupied and obstructed lines are protected as per rules;
•		Make out a quick survey of causalities 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;
•		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;
•	(a)	Collect and record all important information relating to the accident, such as, <ul style="list-style-type: none"> (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;

		<p>(vi) Position of indications, key, levers etc. if the accident is within the station limits, in the section where provided with signals etc.</p> <p>(vii) Prime facie cause of accident.</p>
•		ensure that the Train signal Register, Log Book, Private Number Book, Line Admission Book, speed Recorder chart and other relevant records are seized;
•		obtain the statements of staff involved in the accident, as far as possible;
•		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;
•		Remain at the site of accident for all possible assistance till relieved by another staff.
7.5		<p>Duties of site in-charge at the site (Accident Manual 3.10)-</p> <p>The senior most official present at the site when the accident occurred shall be in overall charges of the relief operation till he is relieved by another official deputed by the Administration to take over charge. However, the senior most official of the Mechanical Department shall be in-charge of the relief train. The senior most official present at the site of a serious accident, shall:-</p>
•		take general charge of the situation and take action to provide all possible assistance;
•		<p>depute Officers/senior subordinates and all other staff specific duties in-</p> <p>(i) assisting the rescue operation, if any;</p> <p>(ii) assisting the preservation of clues;</p> <p>(iii) assisting the transshipment work, if any;</p> <p>(iv) taking action to remove the obstruction as soon as possible;</p> <p>(v) Ensuring the protection of adjacent line(s) and the affected train as per rules.</p>
•		see that the portable telephone is installed and manned constantly by a responsible staff, and ensure adequate lighting of the accident area at night;
•		see that the injured persons if any are rendered first aid and shifted promptly for medical aid;
•		Ensure to get clearance from Police authorities in case of suspected sabotage;
•		<p>Make an immediate assessment of the following, with the help of the available doctors and/or others;</p> <p>(i) The number of persons killed, and of those sustaining grievous, simple and trivial injury;</p> <p>(ii) Extent of damage;</p> <p>(iii) The period of suspension of traffic;</p> <p>(iv) Assistance required;</p> <p>(v) Prima facie cause of accident;</p>
	(g)	see that a dealing centre is opened at the site of accident and manned-

		<ul style="list-style-type: none"> (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 accidents and the relief operations in the form of an accident Log Book.
	(i)	See that immediate action is taken to protect and safeguard properly;
	(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.
7.6		The duties of Divisional Safety Officer(Accident Manual 3.11)- 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 specifically 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.
7.7		Duties of Railway Medical Officer(Accident Manual 3.12)-
7.7.1		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.
7.7.2		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 hospitalization for the persons involved in the accident.
	(b)	Co-ordinating with Civil/Military/State/Public medical authorities and private practioners 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 causalities 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.
7.8		Duties of Commercial Officer at site (Accident Manual 3.13)- 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 uninjured 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 transshipments 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 damaged parcels, Mails and Goods

		etc.
7.9	Duties of Railway Officers of each Department in Divisional Head quarters- Acc. Manual 3.14) Immediately on receipt of an information of a serious accident, all Railway Officers concerned must report on the Control Office or at the nominate 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 centers and see that all assistance is provided and properly utilized 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.	
8.0	Duties of official-in-charge at the station where the injured are being removed to the hospital (Accident Manual 3.15)- An experienced 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 arrangement 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 the 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.
8.01		Duties of the Officer-in-charge of transshipment in case of serious accident (Accident Manual 3.16)- The Sr. Divisional commercial Manager or in his absence the Divisional/Assistant Commercial Manager will be incharge 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 passengers may have to walk are clear;
	(d)	to intimate the Station Masters of adjacent stations through Control or in writing the exact kilometers 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-signaled 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 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.
8.02		Relief to the victims of train accident- (Accident Manual 6.17)
	(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 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 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 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 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 senior most 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 senior most 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 confident cover by a special messenger to the chief Medical Officer, Chief Operations Manager and Senior most 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)	<p>(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 bonafide authority to travel has been produced or not.</p> <p>(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-</p> <table><tr><td></td><td>In case of Train Accident (Sec- 124 of the Act)</td><td>In case of untoward incident (Sec- 124 A of the Act)</td></tr><tr><td>(i)In case of death</td><td>Rs 50,000/-</td><td>Rs 15,000/-</td></tr><tr><td>(ii)In case of grievous injuries</td><td>Rs 25,000/-</td><td>Rs 5,000/-</td></tr><tr><td>(iii)In case of simple injuries</td><td>Rs 5,000/-</td><td>Rs 500/-</td></tr></table>		In case of Train Accident (Sec- 124 of the Act)	In case of untoward incident (Sec- 124 A of the Act)	(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/-
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(iii)In case of simple injuries	Rs 5,000/-	Rs 500/-											
	<p>(2) No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.</p>												
	<p>(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:-</p> <table><tr><td></td><td>In case of Accident at Manned Level Crossing (due to Railway's prima facie liability)</td></tr><tr><td>(i) In case of death</td><td>Rs 50,000/-</td></tr><tr><td>(ii) Grievous injuries</td><td>Rs. 25,000/-</td></tr><tr><td>(iii)Simple injuries</td><td>Rs 5,000/-</td></tr></table>		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/-				
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(ii) Grievous injuries	Rs. 25,000/-												
(iii)Simple injuries	Rs 5,000/-												
	<p>(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.</p>												
	<p>(5) Payments should be sanctioned/arrange 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.</p>												
	<p>(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.</p>												
	<p>(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.</p>												
NOTE:	<p>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.</p>												

8.3		<p>Accommodation of the relatives of the deceased-</p> <p>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.</p>
8.4		<p>Issue of complimentary passes to the victims of the railway accidents-</p> <p>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.</p>

8.4		<p>Reporter(Accident Manual 6.11)</p> <p>In all cases of accidents involving serious injury or loss of life of passenger or staff, DRM will nominate an officer or senior subordinate (Preferably of the commercial department for each ARME/ART as REPORTER on his division. In case, the "Reporter" is not available at the time of dispatch of ARME/ART, The Sr.DOM shall nominate another officer/supervisor as reporter.</p>
8.4.1		<p>Duties of Divisional Reporter:</p>
	•	Collect as much information as possible regarding description, prima-facia cause, of accident, assistance called and arrived to the site, rescue and relief operations.
	•	Collect particulars of dead and injured and record all action taken regarding rendering first aid, shifting the injured to the hospitals, arrangement for their treatment and removal of dead bodies.
	•	Record all other relevant information.
	•	Sr.DOM should also arrange a suitable steno/Sr.Clerk to accompany the reporter.
8.4.2		<p>Media management</p>
	*	DRM should get the visual and the print media reports monitored on real time basis. Efforts need to be made to willingly offer informations to the media, of the occurrences taking place on the system to prevent floating of rumors and highly exaggerated and distorted informations.
	*	DRM should ensure that in accidents, whenever there are any causality or injury to staff/passengers, invariably a press release should be issued

		giving the faculty apposition for issue of such press release should be that of ADRM and Sr.DCM/PRO. Similarly, such a press release should be given by Dy.CCM(CI) in HQ also.
	*	Subsequent "Press Notes" as may be necessary shall be issued from time to time to keep the public informed about the progress in rescue operations.
	*	No Railway official, other than those who are duly authorized to do so, will talk to the press regarding the cause of the accident.

8.5		Lodgment of FIR and related rules regarding- Section 113 of Railway Act 1989 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 of any train carrying passengers, or of any part of such train, 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 of 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 accidents 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 Stage Government and the Commissioner having jurisdiction over the place of the accident.
8.5.1	Clearance by the State Police	
		Clearance by the State Police in case of Railway Accident, where sabotage is suspected is necessary for commencing restoration works at the site of accident.
		Such clearance by the State Police or permission of the state Government is not required for launching "Rescue operations" for the purpose of saving human lives which interalia may also involve handling, shifting the rolling stocks (wagons, locomotives & coaches) for extricating the trapped passengers.
		Ministry of Home affairs/Govt. of India vide their letter No. VI-24022/11/2002-PM-1 date 24.12.2002 has directed the home Secretaries of all States to issue suitable instructions to all concerned authorities for taking prompt action and to expedite clearance certificate in the event of a rail accident when sabotage is suspected vide Rly. Bd's letter No. 2002/Sec(Cr) 45/47-27 th March 2003)

9.00:- PENALTIES UNDER DISASTER MANAGEMENT ACT- 2005

Punishment for obstruction, etc:-

❖		Obstructs any officer or employee of the Central Govt. or the Stage Govt. or a person authorized by the National Authority or State Authority or District Authority in the discharge of his functions under this Act. Or
❖		Refuses to comply with any direction given by or on behalf of the Central Govt. Or the State Govt. or the National Executive Committee or the State Executive Committee or the District Executive Committee under this Act. Shall on conviction be punishable with imprisonment for a term which may extended to one year or with fine, or with both and if such obstruction or refusal to comply, with directions results in loss of lives or imminent danger thereof, shall on convection be punishable with imprisonment for a term which may extended to two years.

Important Recommendations of High Level Committee on Disaster Management:-

	•	All open line/construction civil engineering agreements or track related works must include a clause that vehicles and equipments of contractors can be drafted by Railway administration in case of accidents. Natural calamities involving human lives.
	•	DRMs/Sr.DCM/DCM and medical officials should be delegated with adequate financial powers for hiring vehicles for transportation and treatment of injured passengers at Non-Railway hospital. Adequate cash imprest/permission to withdraw from Station earnings should be ensured.

9.02 ASSISTANCE FROM NEIGHBOURING DIVISIONS.

(High Level Committee on Disaster Management: Recommendation No. 21)

Whenever number of injuries is estimated to go beyond 50, assistance must be sought for from adjoining Divisions. As a rough thumb rule, the scale of such outside assistance required would be from one division for every 50 additional injuries. However, it may be noted that the recommendations of High Level Committee on Disaster Management suggest only a rough thumb rule and it is up to the discretion of the GMs and DRMs of the zonal Railways/Division to call for additional help based on their assessment of the magnitude of the disaster and the geographical location conditions of the site.

	10. CYCLONIC STORMS
10.1	<p>Forecasting of cyclone, heavy storm/rain-precautions thereof; (SR 2.11.04 & 05 and Optg. Manual Para 4.43) (Ref- Safety Circular No. 123/SFY/OP/Engg/98 dtd 03.04.98)</p> <p>In the eventuality of cyclonic weather, enunciated in SR 2.11.04 & 05 and provisions made in Operating Manual Para 4.43 should be followed to save not only the human life but also Railway Property.</p>



10.2		The stipulations made vide SR 2.11.04, 2.11.05 & Operating Manual Par 4.43 are cited below:-
10.3		Action to be taken by Control Office
		On receipt of weather warning message from the meteorological centre and/or there is reason to believe that cyclone, heavy storm brake out, the message must immediately be conveyed on telephone by the Chief Controller/Dy. Chief Controller to the concerned Station Masters of the stations falling within the vicinity of suspected cyclone hit area, that apart, the message should also be conveyed to Engineering, traction department and all concerned.
10.4		Action by SM/ASM
		On receipt of the weather warning messages the SM/ASM should immediately convey it to the sectional PWI/AEN if posted at that station or to the station concerned. The SM/ASM on duty in consultation with the driver and the guard of the train will not allow to leave the station and will also stop granting line clear for train from the adjacent station until storm abates and is considered safe for movement of trains.
10.5		Action by LP
		After information from station Master or by, TLC, LP shall detain the train until the storm and high winds, flood, rainfall abate and till it is considered safety for the train to proceed ahead. Train should be caught on the run in a cyclone; LP of the train will stop his train avoiding stoppage at curves, cuttings, high embankments, bridges or bridge approaches. LP and guard were in regular touch over VHF set. They will keep their vigilance on total movement and time to time report is to be submitted to controller. Doors/windows should be kept open of passengers coaches for free passage of wind. The train may be started again thereafter by the LP in consultation with the Guard only after the storm and high winds, floods, rainfall abate and it is considered safe for the train to proceed ahead.
10.6		Precautions in the event of anemometer indicating wind velocity higher than the danger level-
	(i)	Anemometers generally are installed at Station adjacent to the long bridges.
	(ii)	In the event of wind velocity showing critical limit of 39 knots (72 KMPH) Station Master shall not allow non grant line clear for a train to the adjacent station till such time the wind velocity comes down.

11. FIRE:

Classification of Fire:

Classification of fires depends on the combustible material. Generally it is 5 types.

Class A - Fires involving solid materials such as wood, paper or textiles.

Class B - Fires involving flammable liquids such as petrol, diesel or oils.

Class C - Fires involving gases.

Class D - Fires involving metals.

Class E - Fires involving live electrical apparatus. (Technically 'Class E' doesn't

As per Accident Manual (SER) chapter No. 5.02 Fire accident cases comes under B'

Class accident and categorisations are like below B'' Class (B1 to B7)

Fire is the rapid oxidation of a material in the exothermic chemical process of combustion, releasing heat, light, and various reaction products. Slower oxidative processes like rusting or digestion are not included by this definition.

Fire is hot because the conversion of the weak double bond in molecular oxygen, O₂, to the stronger bonds in the combustion products carbon dioxide and water releases energy (418 kJ per 32 g of O₂); the bond energies of the fuel play only a minor role here. At a certain point in the combustion reaction, called the ignition point, flames are produced. The flame is the visible portion of the fire. Flames consist primarily of carbon dioxide, water vapor, oxygen and nitrogen. If hot enough, the gases may become ionized to produce plasma. Depending on the substances alight, and any impurities outside, the color of the flame and the fire's intensity will be different.

Fire in its most common form can result in conflagration, which has the potential to cause physical damage through burning. Fire is an important process that affects ecological systems around the globe. The positive effects of fire include stimulating growth and maintaining various ecological systems.

The negative effects of fire include hazard to life and property, atmospheric pollution, and water contamination. If fire removes protective vegetation, heavy rainfall may lead to an increase in soil erosion by water. Also, when vegetation is burnt, the nitrogen it contains is released into the atmosphere, unlike elements such as potassium and phosphorus which remain in the ash and are quickly recycled into the soil. This loss of nitrogen caused by a fire produces a long-term reduction in the fertility of the soil, which only slowly recovers as nitrogen is "fixed" from the atmosphere by lightning and by leguminous plants such as clover.

Fire has been used by humans in rituals, in agriculture for clearing land, for cooking, generating heat and light, for signaling, propulsion purposes, smelting, forging, incineration of waste, cremation, and as a weapon or mode of destruction.

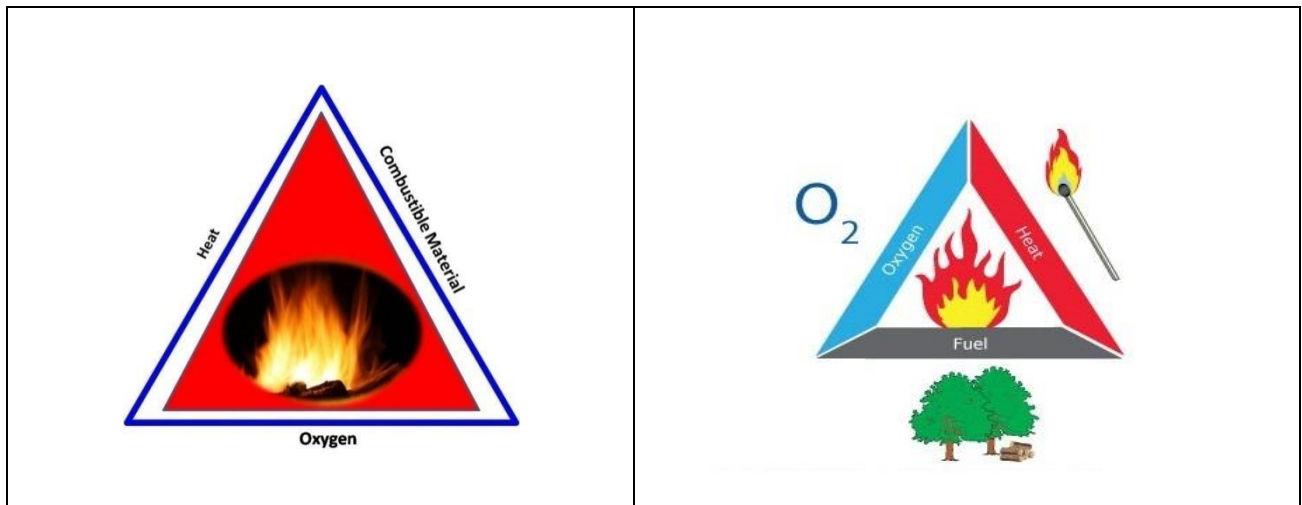
In order for something to burn, three elements must be present simultaneously.

These three elements are:

- **Combustible material**
- **Heat**
- **Oxygen**

Fire is a process that requires that a **Combustible material** is subjected to sufficient **Heat** and has access to **Oxygen**. To illustrate how these three elements are dependent on one another, we can put them together in a triangle, which we call the fire triangle.

To extinguish a fire, one or more of the sides of the triangle must be removed. In other words, one must either remove the combustible material, lower the temperature or reduce access to oxygen.



When we noticed fire, our effort should be to isolate one of the sides of fire Triangle.

P hysically separating the combustible material from the flame called.	Starvation
R emoving or diluting the oxygen supply called.	Smothering.
R educing the temperature of the combustible material called.	Cooling.

11.01. FIRE ACCIDENTS ON PASSENGER CARRYING TRAINS

	<p>in case of fire is reported on a passenger carrying train the nearest fire station(State Fire Service otherwise) should immediately be called for extinguish the fire to the site in addition to ordering the Relief Train. The responsibility of calling of fire services lies with the nearest station and that of Control(Officer in-charge at Control).</p>

11.02		CAUSE OF FIRE: The presence of Oxygen, combustible substances and heat together causes Fire.
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Cause of fire and prevention

- I. Short Circuit:** A short circuit is an abnormal connection between two nodes of an electric circuit intended to be at different voltages. This results in an electric current limited only by the venin equivalent resistance of the rest of the network which can cause circuit damage, overheating, fire or explosion. Short circuits are dangerous with high voltage power sources because the high currents encountered can cause large amounts of heat energy to be released

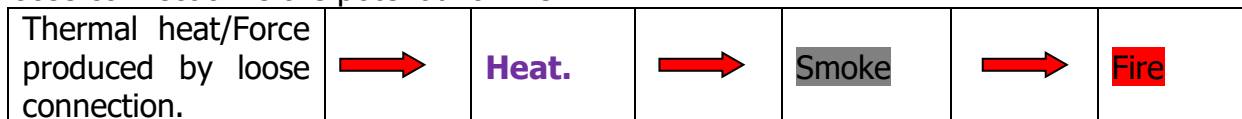
In Railway the word short circuiting is a common word for its users. Some time smoke/ fire occurs due to short circuit, loose connection, improper rating of fuse, faulty system, failure of protection relay etc.

Prevention in coach fire preventive measures being taken during manufacturing and maintenance of coaches

1. Infrared thermograph may be one of the better tool for finding hot spots to take corrective action accordingly.
2. The air-conditioned coaches are provided with E-beam irradiated thin walled elastomeric cable as per RDSO specification no. RDSO/SPEC/ELC/0019 (Rev "0") - 2002.
3. The layout and cable harness scheme for electrical wiring in the coaches are such as to minimize the number of joints and junction boxes.
4. The maintenance units of railways are directed to ensure the use of proper sizes of cables in different circuits as per standard designs of production units for these coaches.
5. 4. Positive and negative cables for train lighting system working with 110 V DC are run in separate conduits.
6. The size of cables used in different circuits are based on electrical load for the particular circuit under normal operation as well as fault conditions after considering various de-rating factors for the cable like higher ambient temperature, bunching of cable, running in conduits etc.
7. All cables for other than branch circuits are secured to the coach structure by cleats located at an interval not exceeding 500mm. Extra cleats are provided on either side of a bend and also near all the end connections made on equipments, terminal boards and junction boxes.
8. The cleats are made in two halves having semi circular grooves in each half with inside radius which conforms to the maximum overall outside diameter of the cable. The cleats have separate groove for each and every cable. More than one cable in one groove of the cleat should not be allowed.
9. Only PVC/FRP cleats with non-inflammable properties are being used.
10. Edges of the groove for holding the cables in the two halves of the cleat are suitably chamfered to avoid pinching of cable insulation. The cleats are properly secured to the coach body to avoid vibrations.
11. Branch cables either single or in bunches are secured by PVC insulated clips. These clips are attached to the coach body by screws, machine screws or self-tapping screws.

12. When wires are run through the carline openings in the roof, adequate precautions are taken to prevent damage to cable insulation while drawing cables through such openings.
13. Wiring for fan points, berth lights, step lights, tail lights and side light fittings etc. on the coach are terminated in a connector. This will ensure that when these fittings are removed from the coach, the coach wiring is not disturbed and remains in position CAMTECH/E/14-15/Fire-Coaches Handbook on Fire Causes and Preventive Measures in Railway Coaches March, 2015 9 with its opposite polarities terminals adequately apart. The connectors are covered under IS: 6896-1973 and are made of tough non-ignitable moulding material or rigid PVC.
14. Distribution fuse boards and various terminal boards used in coach wiring are made of FRP/SMC with fire retardant properties.
15. The canvas ducts for air conditioning system are made of fire retardant quality of preferably woven material to IS- 1424 –1983 (Third Revision) Amendment 2.
16. The dry type air filter conform to RDSO specification no. ELPS/PE/SPEC/AC/0055- 2003 (Rev.1) of fire retardant property are being used.
17. The mobile charging sockets are being provided with glass fuses to protect in case of over loading.
18. Fuse distribution board covers are being modified to restrict entry of foreign material. (Ref: RDSO modification sheet no. RDSO/PE/MS/TL/0059-2012, Rev. 0)
19. In SLR coaches flush type light fittings are being provided with mesh to avoid damage while loading/ unloading luggage.
20. Fuse distribution boards and rotary switch boards are made of fire retardant fiber glass (FRP/SMC).
21. Cables in the superstructure are being laid in insulated PVC conduits.
22. Cables in the under frame are being laid in metallic conduits.
23. Cables with fire retardant insulating material are being used.
24. Sparkless BLDC fans with inbuilt overload protection have been developed and are being provided.
25. Electronic regulators with improved voltage and current regulation and inbuilt over voltage protections have been developed and are being provided.
26. Modified epoxy moulded terminal board has been introduced for alternators to prevent shorting of terminals.
27. Fire retardant PPCP containers are being used for battery.
28. Modified epoxy moulded Emergency Feed Terminal (EFT) has been introduced and are being provided.(From Camtech)

Loose connection is the potential of fire:



11.03		GENERAL CAUSES OF FIRE IN RAILWAYS:
	?	Carrying stoves, sigris, gas cylinders, kerosene oil, petrol fire works etc. in passengers's compartment.
	?	Making fire/using fire near paper, wood, petrol or such inflammable articles.

	?	Lighted match sticks, cigarette & biri ends carelessly thrown.
	?	Short circuits in electrical wirings.
	?	Using naked light during authority taken delivery, to the driver, shunting of inflammable loads, sealing inflammable wagons.
	?	Use of open fire, smoking near gas/petrol tank.
	?	Non-removal of garbage from pantry car/coaches.
		Everyone should take all possible precautions to keep away from doing the above mistakes so that possibility breakage out of fire can be minimized.
11.04		FIRE- DO'S & DON'T'S AVOID
	x	Smoking or lighting a flame where it is prohibited.
	x	Throwing of oil soaked jute/cloth carelessly.
	x	Throwing of burning match-stick bidi/cigarettes carelessly.
	x	Do not overload electric circuits in a wagon.
	x	Do not allow running of hot axle wagon.
	x	Do not keep explosive materials along with combustible materials.
	x	Carrying of gas stoves, kerosene oil, gas cylinder, kerosene jars, petrol or other inflammable articles passenger carrying trains, should be restricted.

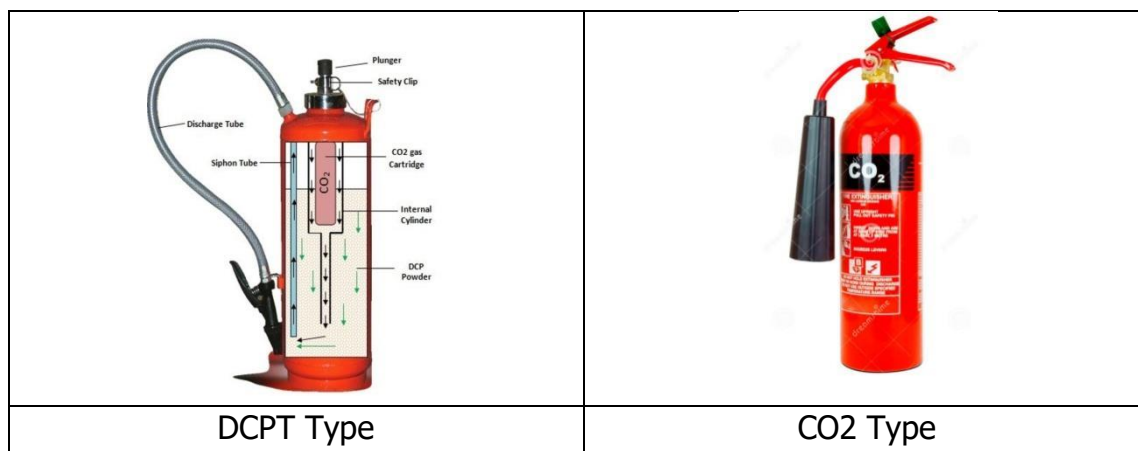
		OBEY
	✓	Be speedy but do not get nervous.
	✓	Locate the fire extinguishing substances viz. water bucket with water/sand, fire extinguishers etc.
	✓	Raise alarm.
	✓	Inform all concerned to assist in extinguishing the fire.
	✓	Segregate/remove water buckets in readiness.
	✓	Keep the extinguisher/water buckets in readiness.
	✓	Arrange to isolate the source of fire if possible.
	✓	Ascertain the type of fire viz.- dry, oil, gaseous, electric and use the right type of extinguishers.
	✓	In case of the fire from electricity, switch "OFF" the source.
	✓	Do not stand against the wind.

11.05		IMPORTANT
	i)	LP, guard passing a section if notices fire of serious nature in a village endangering life, may stop his train out of course of the next station and shall inform station master about the fact with KM/Location.
	ii)	in case of total interruption of communication or as the case may be, a train can be stopped out of course to communicate information asking assistance.
	iii)	LP, guard passing through or entering a station if notices fire, need not stop out of course. Stopping trains where fire may cause damage to train/passenger/goods, shall control their train suitably so that fire can not harm vehicle/wagon and shall take protection required as per GR 6.03.

	iv)	But if they notice fire on approaching/passing train on adjacent line shall switch on flasher light, whistle continuously and exhibit red hand signal till the affected train is passing. They shall stop their train immediately to the spot where field telephone socket is provided or to the station whichever comes first to communicate first fire information to control.
	v)	When the fire is of serious nature, nearby municipal private or Railway fire brigade may be called without delay.
	vi)	The occurrence of a fire shall be informed to the nearest station by most expeditious means and the Station Master on receipt of such information shall relay control, IOW, Divisional Security Officer and other agencies.
11.06		FIRE- WHAT TO DO WHEN
❖		Duties in the event of a vehicle on a train being on fire.
	i)	The train shall be stopped.
	ii)	The burning vehicle to be isolated, a distance of not less than 45 meters being left between it and the other vehicle of the train.
	iii)	The train shall be protected in accordance with GR 6.03 if not protected by fixed signals.
	iv)	Every effort shall be made to extinguish the fire and to save the wagon labels, seals and the contents of the vehicle.
	v)	Earth or sand, if available shall also be used.
	vi)	In case of fire is discovered when the train is near a tank or a watering station, the guard and driver shall use discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.
11.07		PROMPT ACTION TAKEN IN EVENT OF FIRE ON A ELECTRIC ENGINE/EMU SR 6.10.04 and SR 6.10.05.
	i)	The LP shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stand at once.
	ii)	After disconnecting the electric supply to the affected circuits, the driver shall take necessary action to put out the fire.
	iii)	If fire cannot be extinguished by the above means the driver shall advise the traction power controller through the emergency telephone to arrange for the affected section of the over-head equipment to be made dead.
	iv)	The guard and any other staff available shall render all possible assistance to the driver in putting out the fire.
	v)	Fire extinguishers of an approved type for use on electrical fire shall be provided on each electrical engine; train and the driver shall make himself familiar with the location and use of these extinguisher. During the periodical inspection of a locomotive the extinguishers shall be examined by the locomotive inspecting staff.
	vi)	Ordinary fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment.

		If the extinguish fire on live wire or electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operation until all electrical equipments in the vicinity of the fire have been made dead.
	vii)	Fire extinguishers which have been used shall be replaced or recharged with least delay.
11.08		In the event of a fire on a DMU stock
	i)	The motorman shall immediately switch off the circular breaker and shut down the engine. The train shall be brought to stop at once.
	ii)	The Guard shall give all possible assistance to the LP in putting out the fire.
	iii)	The fire extinguishers or approved type shall be provided on each motor coach of DMU when a DMU rake is turned out from the car shed. The CWS in charge of the shed shall inspect the fire extinguishers and ensure that these are in good working condition.
11.09		When a person's clothing catches fire
	i)	Approach him holding with the nearest available wrap in front of you.
	ii)	Wrap it round him.
	ii)	Lay him flat on the floor, smothering the flames.
	iv)	On no account should be rush into the open air.
	v)	Call for assistance
11.10		Fire caused by petrol or any other inflammable liquids acids or gases
	i)	Segregate the affected wagon, coach or area involved.
	ii)	On opening a wagon do not enter immediately. You would thus, avoid fumes which may be dangerous.
	ii)	Use DCPT fire extinguishers and sand and not water or soda acid type fire extinguishers.
	iv)	Do not bring naked lights near the site of fire.
	v)	Inform the nearest Railway or civil fire stations intimating that the fire has been caused by petrol or any other inflammable liquids or gasses or acids.
11.11		General Rules for the Treatment for the Burns and Scalds.
	i)	Avoid handling the affected areas if not necessary. See that your hands are as clean as possible by washing them.
	ii)	Do not apply lotions of any kind.
	ii)	Do not remove burned clothing & do not break blisters.
	iv)	Cover the area (including burnt clothing) with a prepared dry sterile Dressing if possible, otherwise clean lint, freshly laundered linen or some similar material may be used.
	v)	Bandage firmly except when blisters are present or suspected, in which case bandage lightly.
	vi)	Im-mobilise the affected area by suitable means.

11.12	In Indian Railway generally two types of fire extinguishers are used to extinguish the fire. 1. Dry Chemical Powder Type(DCPT) 2. CO ₂ Type. Rather than this fire buckets and sand fill buckets are available at all stations. Again fire extinguishers are provided at all fire prone locations or for quick use when required, like Pantry Car, Station building, Locomotive, Substation, Canteen, stores/ware house, ART/ARME/140 T crane, Tower car, Hospital and other places. Staff are well conversant to use it during fire hazard.
	1) In major case, remove the patient to hospital as quickly as possible. The casualty will probably require an anesthetic, so that ordinarily nothing should be given by the mouth. If medical aid is delayed for at least four hours, give drinks of water to which salt has been added in the proportion of half teaspoon to two numbers, with the addition of approximately half a teaspoon of bicarbonate of soda (if available).
	2) In a minor case, give large quantities of warm fluids, preferably weak tea sweetened with sugar.



Before use the fire extinguisher, one should ensure 03 safety check.

- i. No jam on delivery pipe nozzle head. It should be free from obstruction
- ii. No cut or crack mark on delivery pipe.
- iii. Cartridge cork should not loose or defective.

The abbreviation "**PASS**" is practical for the use of fire extinguisher.

- **P.** Pull the pin on the fire extinguisher in order to break the tamper seal.
- **A.** Aim the fire extinguisher low, with the nozzle pointed at the base of the fire.
- **S.** Squeeze/strike the handle of the fire extinguisher to release the extinguishing agent.
- **S.** Sweep the nozzle from side to side while pointed at the base of the fire until it is extinguished. Carbon Dioxide Extinguishers (CO₂) have a black label.

<p>Pull the Pin</p> 	<p>Aim the Fire</p> 
<p>Squeeze the Handle</p> 	<p>Swipe over Fire</p> 

In Railway, burn injury cases are seen either by domestic accident or by working field accident. Further in case of accident it may come either by Electrical fire 220 V, 440V or 25KV. Some cases come to Railway account when user or employee comes to contact with over head equipment accidentally or lack of protection or by vandalism. Then case of fire or burnt arises. When case for fire injury noticed, immediate render him first-aid and then arrange send him hospital for further treatment.

11.13 First - aid treatment of major burns:

- **Protect the burnt person from further harm.** If you can do so safely, make sure the person you're helping is not in contact with the source of the burn. For electrical burns, make sure the power source is off before you approach the burnt person.
- **Make certain that the person burnt is breathing.** If needed, begin rescue breathing if you know how.
- **Remove jewellery, belts and other restrictive items,** especially from around burnt areas and the neck, as burnt areas swell rapidly.
- **Cover the area of the burn.** Use a cool, moist bandage or a clean cloth.
- **Don't immerse large severe burns in water.** Doing so could cause a serious loss of body heat (hypothermia).
- **Elevate the burnt area.** Raise the wound above heart level, if possible.

- **Watch for signs of shock.** Signs and symptoms include fainting, pale complexion or breathing in a notably shallow fashion.

11.14: First - aid treatment of minor burns:

- **Cool the burn.** Early cooling of a burn minimizes the risk and depth of injury. Both cool and cold water can be effective. The use of ice is not advised. The time to cool a burn has been defined in regard to time (10 minutes).
- **Remove rings or other tight items from the burnt area.** Try to do this quickly and gently, before the area swells.
- **Don't break blisters.** Fluid-filled blisters protect against infection. If a blister breaks, clean the area with water (mild soap is optional). Apply an antibiotic ointment. But if a rash appears, stop using the ointment.
- **Apply lotion.** Once a burn is completely cooled, apply a lotion, especially one that contains aloe-vera or a moisturizer. This helps to prevent drying and provides relief.
- **Bandage the burn.** Cover the burn with a sterile gauze bandage (not fluffy cotton). Wrap it loosely to avoid putting pressure on burnt skin. Bandaging keeps air off the area, which reduces pain and protects blistered skin.
- **If needed, take an over-the-counter pain reliever.**
 - Shift the patients to hospital, if injury is more.

ELECTRIC SHOCK & its MANAGEMENT
विद्युत्ताघात एवं उसके प्रबंधन नियम

EFFECTS प्रभाव

1. Fatal paralysis of heart.
1. श्वास: रुक जायगा।
2. Stoppage of breathing.
2. श्वासी का प्रवाह, निरुद्ध होना शुरू हो जायगा है।
3. Burns, deep or superficial or both.
3. जलने के घाव: गहरे या सतही/दोनों तरफ़ के हो सकते हैं।

Electric shock due to faulty electrical connections and components.
बिजुली श्वाकत में त्रुटिपूर्णता में हो सकती है।

MANAGEMENT प्रबंधन विधियाँ

1. **EXPOSED LIVE WIRE**
Stand on dry insulated material like wood, folded newspaper, rubber mat, etc.
1. निम्न विद्युत्ताघात से निपटने के लिए सूखी चीज़ों पर खड़े हो जायें।
जलती हुई चीज़ों पर, जलवायु पर या खड़े हो जायें, और पर खड़े हो जायें।
2. **HIGH TENSION WIRE**
Keep as far as possible from live electric wire. Push the wire away from the casualty or drag the casualty away from the wire. Use only dry and non-conducting material like rope, branch of a tree, dry cloth, etc.
2. बिजुली बिजुली से दूर रहें। बिजुली तार को दूर से धकेलें या घायल को दूर से खींचें। केवल सूखे और गैर-चालक सामान का उपयोग करें।
3. **Give artificial respiration & external cardiac massage.**
इसके बाद रुक रुक कर श्वास दें और बाह्य हृदय दबाव दें।
4. **Apply aspiration pressure.**
बाह्य श्वास निरोधन के लिए घायल पर दबाव दें।
5. **Call the doctor or take the casualty to a hospital.**
5. डॉक्टर को बुलाएं या घायल को अस्पताल में ले जाएं।

PRECAUTION सावधानियाँ

LOW VOLTAGE

1. Seek professional help.
2. Stand on a dry insulated material like wooden plank, folded newspaper, rubber mat, etc. and use insulated tools only.
3. Use dry rubber gloves, if available.

HIGH VOLTAGE

1. Do not attempt yourself. Seek professional help.
2. Keep as far as possible from a suspended live HT wire.
3. Do not touch the casualty until the electric contact is broken.
4. If you are using a rope, use the dry end of the rope.
5. Do not touch the casualty until the electric contact is broken.

Call the doctor or take the casualty to a hospital.
डॉक्टर को बुलाएं या घायल को अस्पताल में ले जाएं।
Safety Organisation Chakradharpur Division



Board letter for Fire Audit at Railway station:

RB letter No.2012/Safety(DM)/6/12/2 Dtd. 16.11.2015

Sub : Fire safety measure at Railway Station



Ministry of Railways (Railway Board) has nominated fire safety audit teams to identify areas requiring up gradation in fire safety to match with the international standards. The recommendations of safety audit teams have been accepted by Board (MT,MS, ML&MM).

One of the recommendations of the Audit was that an appropriate department may be nominated to carry out efforts of multi-disciplinary in nature to improve fire safety at stations. Accordingly Board has reviewed fire preparedness at Railway Station & associate buildings and Board (MT) desires that following measure be taken.

1. Station Manager/Station Master should be responsible for provision of fire fighting equipment at stations and buildings attached to stations with passenger interface.
2. Fire safety at buildings and establishments other than those indicated in Point above should be the responsibility of the officer in-Charge of the building.
3. Zonal Railways should review the availability and requirement of fire extinguishers at Stations/Associate buildings as per the National Building Code of India, Part 4 – Fire and Life Safety issued by Bureau of Indian Standards and IS 2190:2010 and make good deficiencies, if any. Details regarding the type and scale of fire extinguishers to be provided based on the occupancy and type of building is given in the Annexure.
4. Operating department should procure and maintain fire extinguishers at Stations.

Sd/P.Srinivas
Director of Safety-III Railway Board

12	ACCIDENTS AT LEVEL CROSSINGS
12.1	DUTY OF THE DRIVER TO TAKE CERTAIN PRECAUTIONS AT UNGUARDED RAILWAY LEVEL CROSSINGS. (Ref:- Motor vehicle Act 1988. S-131)
	Every LP of a motor vehicle at the approach of any unguarded Railway level crossing shall cause the vehicle to stop and the driver of the vehicle shall cause the conductor or cleaner or attendant or any other person in the vehicle to walk up to the level crossing and ensure that no train or trolley is approaching from either side and then pilot the motor vehicle across such level crossing, and where no conductor or cleaner or attendant or any other person is available in the vehicle, the LP of the vehicle shall get down from the vehicle himself to ensure that no train or trolley is approaching from either side before the Railway track is crossed.

		
12.2	PREFERRING OF CLAIMS AGAINST INSURANCE COMPANIES ON ACCOUNT OF DAMAGES TO RAILWAY PROPERTY IN LEVEL CROSSING ACCIDENT. (Ref:- Motor vehicle Act. 1988- S 131)	
		For preferring a claim on account of damages to the Railway property, the following procedure to be adopted.
	i)	The cost of damage to the Railway property will be assessed by the concerned department officers like Engineering, S&T, OHE, Mechanical etc. with details and supported by documentary proofs.
	ii)	Whenever a motor vehicle causes damages to the Railway property, FIR is to be lodged invariably by the Railway Administration. The FIR to be lodged by PWI in case of Engineering LC gate, SM in case of Operating LC gate, in the local police station under whose jurisdiction, the place of occurrence falls, indicating details of the culprit motor vehicle.
	iii)	For preferring a claim against insurance companies, an empanelled lawyer of the administration to be engaged under the power of DRM of the concerned Division, who has been delegated with the power vide Dy.GM(G)/GRC's 0.07 Nos. LS/Sub-court/91/6939 dated 20.12.91. The ADRM, Sr.DSO/DSO shall act as the coordinating agency.
	iv)	The Railway property being owned by UOI the claim has to be preferred for and on behalf of the President of Indian who will be represented by duly authorized Railway Officers of the concerned Jurisdiction. The list of authorized Railway Officers prescribed by the Railway Board vide circular No. E(G) 82 LL-2 dated 21.02.93.
	As per motor vehicle act 1988, motor vehicles are required to be insured against third party risk. The purpose of this insurance is that in case of damage to person or property of third party due to the use of the motor vehicle, the insurance company which is the second party pays the claims which are preferred against the owner of the motor vehicle, the first party. In view of this provision, it is open to the Railways to claim damages whenever	

	motor vehicles cause damages to railway property at manned/unmanned level crossings or at any other site due to the negligence of the owner/driver of the motor vehicle. These could be due to dashing of motor vehicles/buses/trucks against gates/lifting booms at manned level crossings or on account of an accident at level crossings to rolling stock of the Railway or to person of Railway employee (gateman, driver, assistant driver, guard, conductor etc.)/passengers or loss on account of disruption of traffic of damage of the Motor Vehicles Act 1986, Sections 145, 146, 147 & 165 to 176 are enclosed for information and reference.
	<p>In the case of road vehicles which ply for carrying passengers, the passengers are also insured. Any damage to person of a passenger of such a road vehicle is to be compensated against this insurance. Therefore, reimbursement for level crossing accidents can be claimed from the negligent owner of motor vehicle/Insurance company.</p> <p>The claims have to be lodged before the motor accident claims tribunal specially setup for such purpose and having jurisdiction at the place of accident.</p> <p>In the division, ADRM and Sr.DOM/Sr.DSO should be made responsible for lodging the claims for losses and monitoring the progress.</p>
	<p>All officers to ensure that staff down the line are made aware of these provisions and claims are lodged as per the requirements of the Motor vehicles Act 1988 in all cases.</p> <p>The legal department should suitably educate the concerned staff and officers in division.</p>

12.3	Duties of Divisional Safety Organisation to prevent MLC: In detail.
1	A detail inspection should be carried out by Safety organisation all over the Divn. at every MLC to short out the deficiency of smooth and leveled road surface, condition of approach roads on either side and gradient, if any, clear visibility to road users, proper warning boards with retro reflective tapes, clear visibility of LC to loco pilots.
2	Full complement of road signs on either side of level crossings along with distance measures, condition of speed breaker on either side of the level crossing and its distance from the centre of the track.
3	Availability of proper height gauge with danger board in electrified territory, availability of boom with prescribed height and locking arrangement at a proper distance from the centre of the track in case of manned level crossing.
4	Confirm whether FIR lodged against the motor vehicle owner/Driver who had violated the road safety rules.
5	Examine whether the railway prefers the claim for damages of the railway property.
6	In case of consequential train accidents at L.C, photographs and other details should be sent to Railway Board through HQ.

13 CONTROLLING STATION OF CHAKRADHARPUR DIVISION

Srl. No	Controlling station	Designation	Section
1	Taatanagar	Station Manager	Tatanagar-Sini Tatanagar-Gamharia-Birarajpur Tatanagar-Badampur
2	Sini	Station Manager	Sini-Badabambo Sini-Chandil
3	Chaibasa	Station Manager	Rajkharswan-Kendposi
4	Dangoapaosi	Station Manager	Kendposi-Nuamundi Padapahar-Banspani
5	Barajamda	Station Manager	Barajamda-Gua Barajamda-Bolani
6	Chakradharpur	Station Manager	Barabamboo-Mahadevsal
7	Manoharpur	Station Manager	Mahadevsal-Bisra
8	Bimalgarh	Station Manager	Bimalgarh-Barsuan Barsuan-Kiriburu
9	Rourkela	Station Manager	Rourkela-Biramitrapur
10	Rajgangpur	Station Manager	Rajgangpur-Baghdih
11	Jharsuguda	Station Manager	Baghdih-Jharsuguda

Reference (Safety Circular No. 9/89-90 dated 04.01.90)

13.1 DUTIES OF THE STATION MASTER OF CONTROLLING STATIONS:-

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 this station and take all necessary steps for rescue and relief. It should be made clear to everybody that staff of all departments at this station take all necessary steps for rescue and relief. It should be made clear to everybody that staff of all department must follow the directions of the controlling Station Masters and render all help and assistance necessary for tackling the disaster situation".

SS/SMs of the Controlling stations will form a rescue team in his station covering staff of all departments and send the names of such staff to Sr.DSO of the division. The number of staff should not exceed then.

In serious cases of accident with injuries, medical aid must be summoned from all the nearest sources available. In calling the medical assistance from Civil, Military or Private Hospital or Dispensary or Loco Doctors, the Station Manager/Station Master shall send the requisition by the quickest possible means. If the requisition cannot be sent by telephone, the Station Manager/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 Manager/Station Master to ensure that suitable staff at the station are trained for the purpose.

13.2	DISASTER MANAGEMENT-CHECK LIST
	DATE _____ DIVISION _____ RLY _____
1)	Train(s) number/name/service
2)	Type of Loco(s)
3)	Load of train (No. of vehicles and trailing load)
4)	Time of accident.
5)	Location-show kilometer of accident spot, Block stations on either side and their class & kilometer. Show section e.g. TATA-CKP and gauge. If required state and district.
6)	Nature and description of accident.
7)	Owing Railway, type and number of vehicles affected and position from train engine. Indicate whether derailed (with details of wheel position) or capsized and whether infringing the adjacent lines. Indicate whether loaded or empty.
8)	Commodity or number of passengers on train.
9)	Causality-death, grievous, simple and trivial injury and the details of their disposal.
10)	Time of information received(a) first information from site(how and by whom) (b) in divisional control (c) in central control.
11)	Name and grade of LP, Asstt. LP, Guard and Asstt. Guard with their HQ.
12)	Single or double line and if main line or branch line.
13)	Train last examined at _____ on _____ including rolling in examination, if any.
14)	Description of track including curves and gradients.
15)	Controlled or non controlled section and system of working.
16)	Type of signaling.
17)	Visibility and weather condition at the time of accident.
18)	Damages to track, rolling stock and S&T equipment with cost.
19)	Officers informed.

20)	Officers attending the site of accident (by road, ARME, ART, special train) and their time of arrival.
21)	Civil, Police & RMs officials informed (time and person).
22)	Hospitals advised(location and time)
23)	Fire Brigade advised(location and time)
24)	Time-photographer and video camera man arrived site.
25)	Trains run in either direction prior to the affected train.
26)	If any caution order was sin force at the spot of accident.
27)	If any dragging or parting has taken place.
28)	ARME of Base, ordered at left..... Arrived site.....
29)	ART of Base, ordered at left..... Arrived site.....
30)	Time-telephone fixed at site by relief party.
31)	Whether train without brake van and if without guard.
32)	Work started.
33)	Prima facie cause.
34)	Forecast of restoration.
35)	Assistance required (a) men (b) materials.
36)	Requirement of catering arrangements.
37)	Time-restoration completed- give details of vehicles grounded and re-railed and whether by crane of MFD.
38)	Time- track certified fit with speed restriction, if any.
39)	Brake power certificate and brake power check.
40)	Evacuation of stranded passengers and their luggage(give details)
41)	Marshalling order of train.
42)	Police clearance received at
43)	Trains cancelled, diverted and controlled and terminated short of destination.
44)	Whether brake van flashing tail lamp in working order.
45)	Whether flasher lights of loco in working order.
46)	Whether Speedo meters of locos in working order and synchronized.
47)	Whether indication is available in loco in case of AC(Audio & visual).

48)	Whether head light of loco in working order.
49)	Whether engine short hood or long hood.
50)	Whether loco is overdue schedule.
51)	Engine and brake van equipment- if available.
52)	Whether personal equipment of guard and driver is available.
53)	Whether LP tested with breathalyzer, hours of duty performed and adequacy of rest prior to trip.
54)	If Speedo graph is provided (This has to be seized, if required) and speed of train at time of accident.
55)	Primary maintenance and secondary maintenance depots of coaching train involved in accident and or train last examined intensively and safe to run.
56)	Statements of LP, ALP, Guard, SM, PMs, GK, conductor/TC, other Railway staff witness the accident.
57)	Time train started/passed through the previous station.
58)	Type of Block working and lines track circuited.
59)	Ex-gratia payments made.
60)	Whether treated as a Board or Non Board cause or yard accident.
61)	Statements of staff/public/eye witnesses.
62)	Any other relevant information.
63)	For level crossing accidents.
	<ul style="list-style-type: none"> • Gate manned or unmanned.
	<ul style="list-style-type: none"> • .Registration No. of road vehicle involved in accident.
	<ul style="list-style-type: none"> • Whether gate was opened or closed to road traffic at time of accident.
	<ul style="list-style-type: none"> • Whether gate lodge provided with telephone
	<ul style="list-style-type: none"> • Whether Private No. exchanged with the station/cabin
	<ul style="list-style-type: none"> • Whether gate interlocked with station.
	<ul style="list-style-type: none"> • Whether gate signals are provided and in working order.
	<ul style="list-style-type: none"> • Assistance required
	<ul style="list-style-type: none"> • Whether gate in working order.

	<ul style="list-style-type: none"> Condition and width of road surface, speed breakers and road signs, whistle boards for trains.
	<ul style="list-style-type: none"> Visibility
	<ul style="list-style-type: none"> Line(s) blocked
	<ul style="list-style-type: none"> Train involved
	<ul style="list-style-type: none"> Name and address of persons injured and nature of injury.
	<ul style="list-style-type: none"> Name and designation of gateman and his duty hours.
	<ul style="list-style-type: none"> Visibility at time of accident and visibility of gate to road user and driver of loco.
	<ul style="list-style-type: none"> Brief sequence of events.

14: **IMPORTANT PHONE NUMBER:**

14.01: **CONTROLLING STATIONS OF CHAKRADHARPUR DIVISION**

<u>Srl. No.</u>	<u>Controlling station</u>	<u>Designation</u>	<u>Mobile No</u>	<u>Section</u>
1	TATA	SMR	9771482940 9771482926	Tatanagar-Sini Tatanagar-Gamharia- Birarajpur Tatanagar- Badampahar
2	SNY	SMR	9771482942	Sini-Badabambo Sini-Chandil
3	CBSA	SMR	9771482293	Rajkharwan-Kendoposi
4	DPS	SMR	9771482930	Kendoposi-Nuamundi Padapahar-Banspani
5	BJMD	SMR	9470199394	Barajamda-Gua Barajamda-Bolani
6	CKP	SMR	9117467056	Barabamboo-Mahadevswal
7	MOU	SMR	9771482943	Mahadevswal-Bisra
8	BUF	SMR	76365(Rly)	Bimulgarh-Bursuan Bursuan-Kiriburu
9	ROU	SMR	9777582942	Rourkela-Biramitrapur
10	GP	SMR	9777582912	Rajgangpur-Baghdih
11	JSG	SMR	9777582901	Baghdih-Jharsuguda-Sardega

Reference (Safety Circular No. 9/89-90 dated 04.01.90)

14.02: Divisional TIs Controlling Stations of Chakradharpur Division

<u>Srl. No.</u>	<u>Controlling station</u>	<u>Designation</u>	<u>Mobile No</u>	<u>Section</u>
1	TATA	Sectional (M Lines)	9771482921	Tatanagar-ASB
2	TATA	Sectional (Br. Line)	9771482920	Tatanagar-Badampahar
3	ADTP	Sectional	9437202820	ADTP-SNY-MIK-BIRP
4	CKP	-do-	977148	MMV -MOU
5	ROU	-do-	9777582932	JRA –GP-BRMP
6	BNDM	-do-	9439778735	NXN-BUF
7	JSG	-do-	9777582923	JSG – SXN
8	JSG	Sectional (Br. Line)		JSG – SARDEGA
9	BUF	Sectional	8002458681	BUF – KRBU
10	CBSA	-do-	9438624578	PRSL –MLKA
11	DPS	-do-	9771482320	DPS – PDPH-JKDA
12	BBN	-do-	9777328055	NOMD – BYX - GX
13	BSPX	-do-	9777582938	JKDA - JRLL

14.03: Divisional SSE/P/way Controlling Jurisdiction

<u>Srl. No.</u>	<u>Controlling station</u>	<u>Designation</u>	<u>Mobile No</u>	<u>Section</u>
1	TATA	SSE/P Way	9771482214	SLJR-TATA
2	BDO	-do-	9777582234	TATA-GUMI
3	ADTP	-do-	9771482224	ADTP-SINI-GMH-KND-CNI
4	SNY	-do-	9771482227	GMH-BRM-SINI-KND
5	CKP	-do-	9771482234	RKSN-SWR
6	MOU	-do-	9771482053	TUX-MOU
7	BNDM-I	-do-	9777582216	BNDM Yd.- NXN
8	BNDM-II	-do-	9777582640	MOU-A Cabin
9	ROU	-do-	9777582221	BNDM,A-Cabin-PPO-ROU-BRMP
10	GP	-do-	9777582230	PPO-TGM
11	JSG	-do-	9777582228	BMB-JSG
12	DMF	-do-	9437958644	BNDM-BXF
13	BUF	-do-	9437958654	BUF-KRBV
14	CBSA	-do-	9771482246	RKSN-KNPS
15	DPS	-do-	9771482230	MLKA-PDPH
16	BJMD	-do-	9777582237	NOMD-GX-BYX
17	BSPX	-do-	9777582642	JKDA-JRLL

14.4 STATION WISE TELEPHONE (Rly. & P&T) in CKP Division.

SL.	STATION	RAILWAY	BSNL	SL.	STATION	RLY	BSNL
1	ASB	73671	9262298521	48	BZR	76635	9777582911
2	SLJR(E)	73537	9262298522	49	BNDM	76263	9777582927
3	SLJR(W)	73536		50	DMF	76183	9777582940
4	TATA	73588 (RRI) 73360, 73269	9771482908	51	LTK	76031	9777582944
			9771482911	52	CJQ	76032	.....
			9771482926	53	CPE	76338	.....
5	ADTP	70261 70229	9771482928	54	PSJ	76035	9777582907
6	GMH	73656	9771482277	55	BUF	77501	
7	BIRP	73660	9771467117	56	BXF	76008	9437959481
8	SNY	73772 73770	9771482942	57	ROXY	76300	9777582933
9	KND	71903	9771482299	58	KMPD	76180	.....
10	KZU	73860	8102924699	59	KRBU	76198	8763539820
11	MIK	73857	9771482945	60	BGKA	76034	8114388341
12	CNI	86762	9771483934	61	NXN	76324	8114388342
13	MMV	73855	9771482946	62	ROU	76463 76460	9777582942
14	RKSN	73868	9771482947	63	BRMP(Rly)	76403	9777582929
15	RKSN W/O	72961		64	PPO	76628	8114388343
16	RKSN S/O	73033		65	KLK	76629	9777582936
17	BRM	73029	9262298525	66	KXN (Rly)	76630	9777582931
18	PRSL	73116	9262298526	67	GP	76469	9777582912
19	CBSA	78219 78217	9771482293	68	SXN	76402	9777582930
20	SIPA	78247	9262298527	69	SOGH	76633	9777582913
21	JNK	73115	9771467115	70	GPH	76634	9777582935
22	TABU	78035	9262298528	71	TGM	74001	9777582915
23	KNPS	78035	9262298529	72	BMB	74002	9777582918

24	MLKA	78116	9771467057	73	DIH	74003	9777582917
25	DPS	78118 78062	9771482930	74	BEH	74004	9777582902
26	PDPH	78112 78197	9771467054	75	DTV	74005	9777582916
27	JKDA	78187	.....	76	JSG	74053 74052	9777582941
28	DJHR	78143	9777582669	77	HLD	73610	.....
29	MMVR	78138	9777582924	78	BDO	73585	9777582903
30	BSPX	78175	9777582925	79	OND	73587	9777582920
31	JRLI	78511	8663503637	80	GUMI	73584	9777582919
32	Joda Block Cabin	78088	9777585906	81	RRP	73511	9777582939
33	NOMD	78000	9771482944	82	KIJ	73591	9777582922
34	BJMD	78130	9470199394	83	BMPR	73583	9777582914
35	GX	78044	9771482922	84	KRMD	76627	.....
36	BBN	78147	9777582905	85	LINK-B	76054	9777582927
37	BYX	78612	9777582904	86	LINK-C	76053	
38	CKP	72636 72634	9771467056	87	Q/CAB	76104	
39	LPH	72995	9771482294	88	MCLB	74124	.....
40	SWR	72998	9771482295	89	KOBL	74126	.....
41	TUX	73025	9771482296	90	MFSJ	74132	.....
42	GOL	72872	9771482948	91	MIDH	74125	.....
43	MXW	72876	.....	92	LIKA	74129	.....
44	PST	72993	9771482298	93	BRBC	74131	.....
45	MOU	72984	9771482943				
46	JRA	76637	9777582908				
47	BUL	76636	9777582910				

14.5: LIST OF EMERGENCY TELEPHONE NUMBERS

District – West Singhbhum STD Code CBSA – 06582, CKP – 06587

Designation	Telephone Nos.	
	Office	Res.
DM/Chaibasa	256301 256422 (FAX)	256401 9470517677
SP/Chaibasa	256305	256304 9431706451
DSP/CBSA/HQ	9661179930	--
SDM/Chaibasa	256483	256308 9431110083

SDPO/Chaibasa	257690 7783036852	256823 9431706453
OC/CBSA/Sadar-PS	06587-2599601	--
FIRE STATION/Chaibasa	256220	930796615
SDM/CKP	238160	238049
SDPO/CKP	06587-238340	239020, 9431133270
OC/GRP/CKP	Rly.Phone 72387	Rly. Phone 72388
OC/PS-CKP	238027	--
CRPF/Comm/CKP		9431005625
Divl. Security Control	72245, 73043	
OC(RPF)/CKP	72677	72679
SDPO/KRBU	06596-24400100	9431706455
OC/CBSA/Sadar-PS	06587	259601
OC/Chaibasa/Muffaseal-PS	06587-256842	256841
OC/GRP/CKP	06587 Rly. Phone 72387	Rly. Phone 72388
OC/PS/CKP	06587	238027
SECY.ST. JOHN AMBULANCE	72646	72385

14.6 IMPORTANT TELEPHONES OF STATE LEVEL (JHARKHAND)

	Designation/Location	STD CODE	Telephone Nos.	
			Office	Res.
1.	Chief Secretary	0651	2400240 2400250	2283737
2.	Home Secretary	0651	2400220	2442003
3.	DGP	0651	2400737 2403738	2211270 2201191, 9431777777
4.	DG's Control Room (Ranchi)	0651	2401879 2401880	
5.	Add. IG (Railway)	0651	2491428	9431104217
6.	IG (Rly)			9771432101

14.7 IMPORTANT DOT TELEPHONES NUMBERS (DISTRICT LEVEL)**Saraikela – Kharswan**

	Designation/Location	STD CODE	Telephone Nos.	
			Office	Res.
1.	District Collector	06597	234002	234003 9431161940
2.	Supdt. Of Police	06597	234004	234005 9431706529
3.	OC/PS/Saraikela, Kharsawan	06597	234646	9431113004
4.	DSP/HQ	06597	234868	234867, 9431706530
5.	Civil Hospital	06597	234611	8987482660
6.	Fire Brigade	06597	234265	-
7.	OC/Saraikela	06597	234646	
8.	OC/GRP/Sini	06597- 244490	Rly. Phone 73790	9570023240

East Singhbhum – Jharkhand.

	Designation/Location	STD CODE	Telephone Nos.	
			Office	Res.
1.	District Collector	0657	2431002	2231001
2.	Supdt. Of Police	0657	2431006 2142380	2231005 9431706480
3.	Police Control Room/JSR	0657	21431573	-
4.	DSP/HQ	0657	2431008	2431572 9431706481
5.	Govt. Hospital, Mango, Jamshedpur	0657	2432107 2432138	-
	OC/Dhalbargarh	0685- 235644		9431706579
3.	SDO/Dhalbargarh	0657	2431003	2231007
4.	SRP/TATA	0657	2290111	2431009 9431303400
5.	DSP(Civil)/JSR	0657	2437666	-
6.	OC/GRP/TATA	0657	2290070	9431440954
7.	OC/Bagbera/JSR	0657	2297297	2288274 9431706514
8.	OC/Govindpur/JSR	0657	2277164	9431706511

9.	OC/Sundarnagar/JSR	0657	2299822	9431706516
10.	OC/Jamshedpur	0657-2431573		
11.	OC/Jugsali/PS-JSR	0657	2431395	9431706495
12.	OC/Parsudih/JSR	0657	2299811	9431706515
13.	OC/Burmamines/JSR	0657	2270681	9431706513
14.	OC/TELCO/PS-JSR	0657	2286041	2224353 9431706510
15.	OC/Govindpur-JSR	0657	2277164	9431706511
16.	OC/Sundarnagr/JSR	0657	2299822	9431706516
17.	OC/GRP/SNY	06597	Rly.73790	9162165773

Odisha state

14.8 IMPORTANT TELEPHONES OF STATE LEVEL (ODISHA)

	Designation/Location	STD CODE	Telephone Nos.	
			Office	Res.
1	Chief Minister	0674	2531100 2531500	
2	Chief Secretary	0674	2534300	
3	Home Secretary	0674	2531515 2322461	2533722
4	DGP	0671	2304451 2306501	2304662 2306607
5	IGP (Railway)	0671	2610254	2303426
6	Disaster Management Agency	0674	2401773	-

District wise controlling authority.

District	Designation	STD Code	Telephone Nos.	
			Office	Res.
Keonjhar	DC	06766	255482	255401
	SP	06766	254106	255422
	SDM	06766	240201	240202
Champua Joda Barbil	SDPO/Barbil	06767	7827151166	~~
	OC/PS-Champua	06766	240203	-
	OC/PS-Joda	06766	272226	-
	OC/PS-Barbil	06766	2752226	-
Sundergarh	DM/Sundergarh	06622	272265	8280066858
	ADM/Sundergarh	06622	272272	273889
	SP/Sundergarh	06622	2173538	2173324

	Disrtict emergency control	06622	272233	
Rourkela	SRP/ROU	0661	2509262	2600216
	SP/Rourkela	0661	2500562	2500020
	ADM/Rourkela	0661	2500182	2500239
	DSRP/Rourkela	0661	Rly. Phone 76411	2600216
	Sub-Collector/ Panposh	0661	2500480	2500616
	SDOP/Panposh	0661	-	2506270
	DSP(Crime)/ Rourkela	0661	2580349	2510868
	OC/GRP/Bondamunda	0661	Rly. Phone 76298	2646999
	OC/LPS/Bondamunda	0661	Rly. Phone 76153	2530632
	OC/Bisra/PS	0661	2612132	-
Jharsuguda	DM	06645	270070	270871
	SP	06645	270808	270999
	SDM	06645	272788	272102
	SDOP	06645	270808	273915
	ADM	06645	272802	
	OC/Jharsuguda PS	06645	272736	272659
	OC/GRP/Jharsuguda	06645	272654	-

Mayurbhanj District (Odisha).

Sl. No	Designation/Location	STD Code	Telephone Nos.	
			Office	Res.
1.	District Collector	06792	252606	252601
2.	A.D.M.	06792	252616	252617
3.	Supdtt. of Police	06792	252647	252644
4.	ADMO	06792	253323	-
5.	C.D.M.O.	06792	252671	252615
6.	Fire Brigade	06792	252701	-
7	Rairangpur			9437750081

14.9 DEFENCE AND PARAMILITARY ESTABLISHMENT

Sl. No	Designation/Location	STD Code	Telephone Nos.	
			Office	Res.
1.	ARMY Camp, 195 Fld. Regiment (Jamshedpur).	0657	2231185	-
2.	DIG, CRPF (Jamshedpur).	0657	2495622	2495723
3.	Commandant, CRPF (Jamshedpur).	0657	2286079	2280146
4.	DIG, CISF (Rourkela).	0661	2510024	2640354
5.	Naval HQ (War Room, Director of Naval Operation, Delhi.	011	23017616	-
6.	Duty Officer (Maritime Operations Centre) HQ WNC, Mumbai.	022	22630550	-
7.	Duty Officer (Maritime Operations Centre) HQ ENC, Visakhapatnam	0891	2577240 2577885	-
8.	Duty Officer (Maritime Operations Centre) HQ SNC, Kochi.	0484	2662793	-
9.	Brigadier Naresh Razoria, Director (Operational Logistics), Ministry of Defence, Delhi.	011	24605126 23005126 09312319011	25686071

❖ AIR SUPPORT- USE OF HELICOPTER IN CASE OF RAILWAY ACCIDENT.

Address	Telephone no.	Nature of air support available
2, North East Circuit House Area, Jamshedpur.	0657 – 2230580(Office) 0657 – 2235217(Office) 9431113262	Chartered Plane

11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND(DURING DAY AND NIGHT):
(A)	Plane landing facilities:-
	(a) During day-
	(i) Sonari Aerodrome, Jamshedpur(Jharkhand)
	(ii) Chhend, Rourkela(Orissa)
	(iii) Durlaga, Jharsuguda(Orissa)
	(iv) Sambalpur(Orissa)
	(b) During Night- Nil
(B)	Helicopter landing facilities:-
	(a) During day-

	(i) Football ground carriage colony and loco colony at Tatanagar
	(ii) Railway High School ground, Tatanagar
	(iii) SERSA football ground, Sini
	(iv) Railway High School ground, Chakradharpur
	(v) SERSA football ground, Chakradharpur
	(vi) RPF ground, Chakradharpur
	(vii) Railway School ground, Dangoaposi
	(viii) TISCO Stadium , Joda
	(ix) Kalunga Iron Works Stadium, Keonjhar
	(x) TISCO Stadium, Nuamundi
	(xi) Nehru Stadium, champua
	(xii) ACC football ground, Jhinkpani
	(xiii) Foot ball ground, Chaibasa
	(xiv) High School Ground, Hatgamharia
	(xv) Ispat Stadiu, Sector-6, Rourkela
	(xvi) Railway School ground, Jharsuguda
	(b) During night:- Nil.

❖ **LIST OF LOCAL AIR AND TV STATIONS AND PRINT MEDIA.**

Sl. No	Designation/Location	STD Code	Telephone Nos.	
			Office	Res.
1.	JAMSHEDPUR All India Radio	0657	2407309	-
		0657	2407893	-
2.	Station Director, All India Radio	0657	2407668	2407894
3.	CHAIBASA All India Radio	06582	256879	-
		06582	256570	-
		06582	255040	-
4.	All India Radio / ROURKELA Executive Engineer	0661	2475624	2470139
		0661	2475613	-
	Doordarshan Relay Centre, HSL, Sector – 19	0661	2643177	-

	Designation	Phone(O)	Phone(R)	Mob. No.
1	DIG/WR/ROU	0661, 2640340	0661, 2649400	9437001966
2	DIG/Range/CBSA	06582-257999	06582-258333	9431706135
3	SP/Jamshedpur	0657-2431006, 2142380	0657-2231005	9431706490
4	SRP/TATA	0657-2290111	0657-2431009	9431303400
5	SRP/ROU	0661-2600216, Rly-76410	0661-2641184	9438916900
6	SP/Saraikela	06597-234004	234005	9431706529
7	SP/CBSA	06582-256305	06582-256304	7677803131
8	SP/ROU	0661-2500020	0661-2500562	~~
9	SP/Sundergarh	06622-273324, 272212	06622-273538	9438054259
10	SP/JSG	0645-270808	270999	9437004759
11	SP/Keonjhar	06766-254106, 254286	255402	9488916590
12	SP/Mayurbhanj	06792-252647	252644	9437323346
13	DC/Jamshedpur	0657-2431002	2431001	9431160001
14	DC/CBSA	06582-256301	256401	9472710699
15	DC/Saraikela	06597-234002	234003	9431161940
16	DC/ Sundergarh	06622-272265		9439773964
17	DM/JSG	06645-270070	270868	9437170368
18	DC/ Mayurbhanj	06792-252606	252601	9437574892
19	DC/ Keonjhar	06766-255482	255401	9437142672
20	SP/CBSA/Cntrl			9771856567
21	SP/SBP	0663-2401308		

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

Letter No.No.2003/Safety(D M)/6/2/1

New Delhi, dated 19.04.2016

Chief Safety Officers,
Central Railway, Mumbai,
Eastern Railway, Kolkata,
North Eastern Railway, Gorakhpur,
Southern Railway, Chennai,
South Central Railway, Secunderabad,
South Eastern Railway, Kolkata,
East Coast Railway, Bhubaneswar,
North Western Railway, Jaipur.

Sub: Implementation of Recommendation No. 33 of High Level
Committee on Disaster Management.

The High Level Committee on Disaster Management over Indian Railways in
recommendation No.33 of their report have recommended as follows:

'Requisitioning the medical assistance from the civil side-Station Masters/Station Managers
must be delegated with adequate powers for requisitioning the medical assistance from
the civil side in case of a disaster happening under his jurisdiction"

You are requested to furnish the present status of implementation of the above
recommendation of High Level Committee on Disaster Management.

(P. Srinivas)
Director (Safety-III)
Railway Board

EXTRACTS OF SOUTH EASTERN RAILWAY SCHEDULE OF POWERS FOR MEETING EMERGENCIES							
Sl. No	Reference to Code/Rule order	Nature of power	AGM/CAO(C)/ PHOD/CHOD/ SAG Officers	DRM/ CWM	JAG/Sr.Scele (independence charge officers)	Sr.Scale & Asstt. Grade Officer	Remarks
DISASTER MANAGEMENT MATTERS							
DM 1	Para 30 of the HLC's Recommendation. April' 2003	Hiring of vehicles for rescue and relief operations	Nil	DRM/ADRM/CMS full power	NIL	NIL	Finance concurrence is not necessary
NOTE: 1) Payment will be made from cash imprest/amount withdrawn from Station earning. 2) Payment will be made against proper bills and accounts will be rendered as per extant instructions.							
DM 2	Para 31 of the HLC's recommendation April, 2003	Procurement of additional life saving drugs from the market.	NIL	Medical Officer of the Divn. at the site full powers	NIL	NIL	Finance concurrence is not necessary
NOTE: 1) Payment will be made from cash imprest/amount withdrawn from Station earning. 2) Payment will be made against proper bills and accounts will be rendered as per extant instructions. 3) Senior most medical officer at site will be the nodal officer for coordinating medical expenses. 4) MS/Dy.CMD/Sr.DMO will exercise their powers when they happen to be the senior most medical officer available at site.							
DM3	Para 21 of the HLC's recommendation April, 2003	Making on spot payment to private hospitals for treatment of the injured accidents/disasters	NIL	DRM/ADRM/CMS full powers to be exercised in consultation with CMS/MS/Sr.DMO/DMO available at site	NIL	NIL	Finance concurrence is not necessary
NOTE: 1) Payment will be made from cash imprest/amount withdrawn from Station earning. 2) Payment will be made against proper bills and accounts will be rendered as per extant instructions. 3) Senior most medical officer at site will be the nodal officer for coordinating medical expenses. 4) MS/Dy.CMD/Sr.DMO will exercise their powers when they happen to be the senior most medical officer available at site.							
DM4	Para 33 of the HLC's recommendation April, 2003	(1)Requisitioning Medical assistance from the civil side- (for requisitioning the medical assistance in case of a disaster happening under his jurisdiction)	NIL	DRM/ADRM/ CMS full powers	NIL	NIL	Finance concurrence is not necessary
		(b) On-spot purchase of essential items including medicines.		DRM/ADRM/ CMS full powers	NIL	Station Manger (Gaz & non-gaz) up to Rs 5000/-	Finance concurrence is not necessary

Disaster Management Plan 2023 of CKP Division.

Sl. No	Reference to Code/Rule order	Nature of power	AGM/CAO(PHOD/CHC SAG Office)	DRM/ CWM	JAG/Sr.Scele (independence charge officers)	Sr.Scale & Asstt. Grade Officer	Remarks
DM5	Para 33 of the HLC's recommendation April, 2003	Withdrawal of money from station earning in the following cases as well as others defined in para 2425 of Indian railway commercial Manual Vo.II	NIL	Full powers	Full powers	Full powers	Finance concurrence is not necessary . Vouchers have to be submitted within 30 days.
NOTE: 1) Departmental expenditure necessitated by floods, accidents or earthquakes, etc. 2) Handling charges for transshipment due to accidents, hot axles. etc. 3) Cost of transport of sick and wounded persons to hospitals when, on small stations ambulances are not available. 4) Ex-gratia payments to persons involved in train accidents.							
DM6	Para 35 of the HLC's recommendation April, 2003	Financial powers for quicker rescue operations during accidents.	NIL	DRM full powers	Branch Officers(Mech. Medical & Commercial) in divn up to 1 lakh Nil	NIL NIL	Accountal should be submitted within a month. Finance concurrence is necessary. It may be taken on post-facto basis.

15:- NDRF:

A National Disaster Response Force (NDRF) comprising 8 battalions of Central Para military forces has been set up as a force that will be used to mount a professional response

During disasters, for CKP Divn. National Disaster Response Force (Commandant, 9TH BN NDRF. NH-30, ARA ROAD, BIHTA(PATNA) PH : 06115- 253939, E-mail : ndrftpatnarrtgmil. com to be contacted. In addition to it, National Disasters Response Force, (4 Bn. CISF) at Mundali, Cuttack, Odisha- 454006 (0671-2879709/287910) is also nearer to CKP Division. Both the NDRF units are in contact with the Division. The unit Commandant with force are ready round the clock to assist in case of need.

Drivers: National Disaster Response Force(NDRF) 4th BN CISF) at Mundali, Cuttack Odisha, 454006(0671-2879710) is specialize for divers. All modern equipment for live saving kids are available with them.

The local assistance should be called in case of Disaster for.

- Immediate evacuation and rescue.
- Medical assistance at site including ambulances, medicines, first-aid facilities etc.
- Sanitation at the site.
- Amenities at site such as drinking water, food, Shelter, illumination etc.
- Security, law & order and crime control.
- Transportation of injured to hospitals.
- Identification/ disposal of bodies.

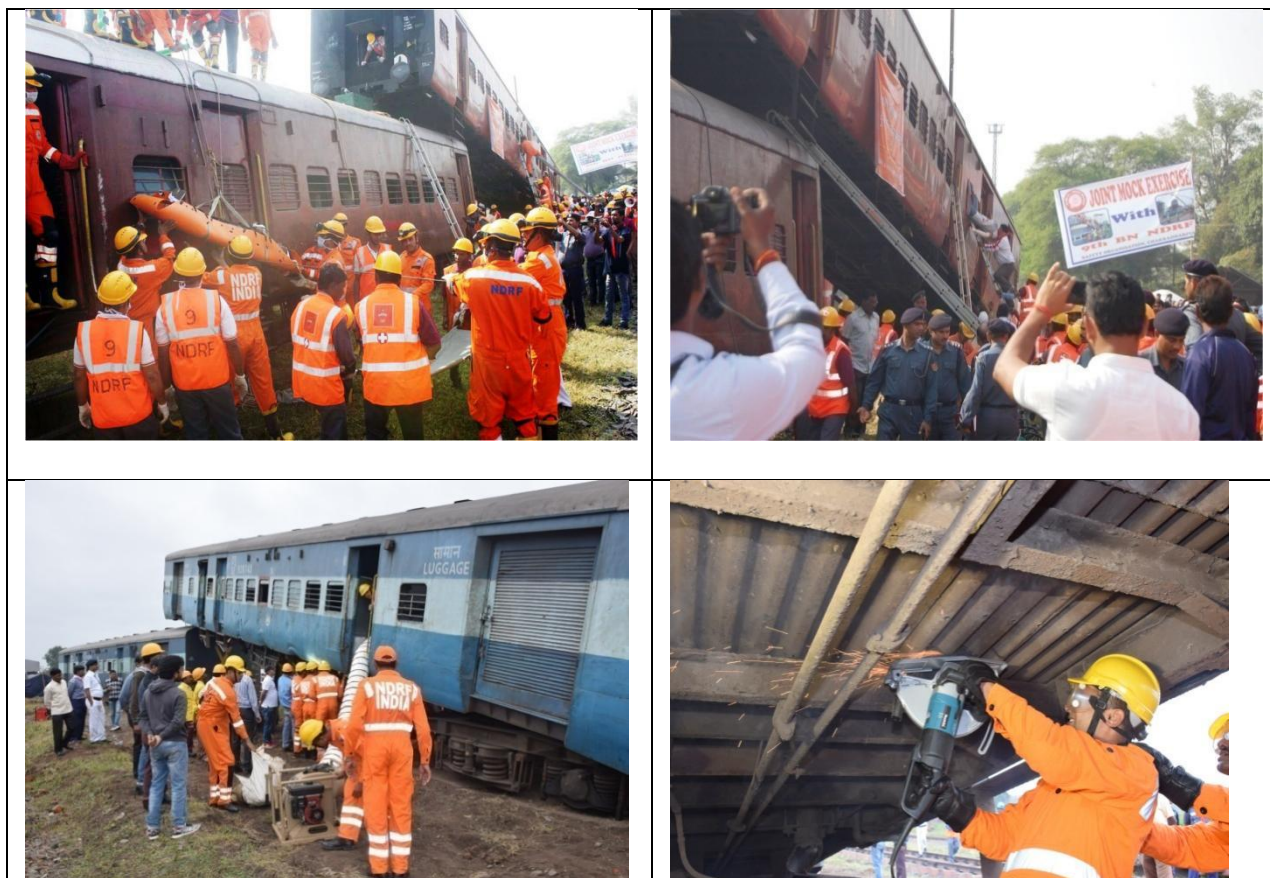
Any other assistance from state authorities, Military or paramilitary organizations, District and specialized hospitals will be arranged by the Officer I/C at Control depending on the situation.

It should however be noted that once the railway relief team arrives the site, all the relief rescue operations are to be done under the supervision of the railway site manager.

Name	Designation	Address	Tele No.	Fax No.	Unit Control Room No	E-Mail
Sh. R S Gill	Officiating Commandant	1st BN NDRF, Patgaon PO - Azara, Distt. Kamrup Metro, Guwahati-781017	0361-2840027	0361-2849080	0361-2840284 09401048790 09435117246	assam01-ndrf@nic.in
Sh. Nishit Upadhyay	Commandant	2nd BN NDRF, Near RRI Camp. Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246	033-25875032	033-25875032	033-25875032 09474061104 09474116775	wb02-ndrf@nic.in
Sh. Jacob Kispotta	Commandant	3rd BN NDRF, PO-Mundali, Cuttack - Odisha Pin - 754013	0671-2879710	0671-2879711	0671-2879711 09437581614	ori03-ndrf@nic.in
Ms. Rekha Nambiyar	Commandant	4th Bn NDRF, PO - Suraksha Campus , Arrakonam , Distt. Vellore Tamilnadu-631152	04177-246269	04177-246594	04177-246594 09442140269	tn04-ndrf@nic.in
Sh. Anupam Srivastava	Commandant	5th Bn NDRF, Sudumbare Taluka, Distt - Maval Pune (Maharashtra) Pin - 412109	02114-247010	02114-247008	02114-247000 09422315628	mah05-ndrf@nic.in
Sh.R.S Joon	Commandant	6th Bn NDRF, Jarod Camp, Teh-Wagodia, Vadodara, Pin – 391510	02668-274470	02668-274245	02668-274245 09723632166	guj06-ndrf@nic.in
Sh. Ravi Kumar Pandita	Commandant	7th Bn NDRF, Bibiwal Road, Bhatinda (Punjab) Pin 151001	0164-2246193	0164 - 2246570	0164-2246193 0164-2246570	pun07-ndrf@nic.in

Disaster Management Plan 2023 of CKP Division.

Sh. P.K.Srivastava	Commandant	8th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002	0120- 2766013	0120 - 27666012	0120-2766618 09412221035	up08- ndrf@nic.in
Sh. Vijay Sinha	Commandant	9th Bn NDRF, Bihata Patna, Bihar Pin - 801103	06115- 253942	06115- 253939	06115-253939 08544415050 09525752125	patna- ndrf@nic.in
Mr. Zahid Khan	Commandant	10th Bn NDRF, ANU Campus, Nagarjuna Nagar, Guntur (AP) Pin - 522510	0863- 2293178	0863- 2293050	0863-2293050 08333068559	ap10- ndrf@nic.in
Sh. A.K.Singh	Commandant	11 th Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP - 221002	0542- 2501201	0542- 2501101	0542-2501101 08004931410	up-11ndrf @gov.in
Sh. U K Thapliyal	Commandant	12 th Bn NDRF, Itanagar, Arunachal Pradesh 791112	0360- 2277109	0360- 2277106	0360-2277104 09485235464	bn12.ndrf@ gov.in



Participation of NDRF Volunteers on Rescue work.

16: Important Letter on Disaster:

SOUTH EASTERN RAILWAY

Office of the
Chief Safety Officer,
Garden Reach,
Kolkata - 700 043

No.50/455/Disaster Management/Pt.V Dated: 16.12.2013

To

COM, PCE, CSTE, CME, CEE, FA&CAO, CSC, COS, CMD, CPO -GRC

& CCM/Kol., &
Sr.DGM/GRC, DRMs
- ADA, CKP, KGP &
RNC, S. E. Railway

Sub : Requisitioning of NDRF for relief and rescue operations in case of serious Railway Accidents.

During the meeting held with NDRF at Kharagpur on 26.09.2013 & 06.12.2013 a need was felt to streamline the procedure for requisitioning the services of NDRF by Railways. Accordingly a JPO was signed by S.E. Railway and 2nd Battalion of NDRF detailing the format of requisitioning of services of NDRF in case of serious Railway accidents. A copy of this JPO is enclosed herewith for information and necessary action.

(**N. Kashinath**)
**Chief Safety
Officer**

Encl: As above.

Copy to:

- 1) Secretary to GM for kind information of GM.
- 2) Adviser (Safety) / Railway Board, New Delhi for kind information.
- 3) CSO / E. Rly. / Kolkata and COM / Metro Aly. / Kolkata for kind information and necessary action .
- 4) Commandant / 2nd Bn NDRF / Haringhata, Nadia (WB) for information.

Letter format for NDRF assistant:

Sub : Requisitioning in the help of NDRF for relief and rescue operation in case of serious Railway accidents.

Ref : Discussions held between Railways and NDRF during the meeting held at Kharagpur on 26.09.2013. During the above meeting one of the important points which was brought out was to streamline.

The format/procedure for seeking the help of NDRF in case of serious Railway accidents.

In order to make the process simple and error free, the Railways will follow the format enclosed along with this letter while the requisition is being made either from the division or from the zonal headquarters.

Sd/-
/Chief Safety
Officer

Dy .CSO(Mech .)

Sd/-
/Commandant,
NDRF
2nd Battalion,
Kolkata

Format Procedure for seeking the help of NDRF in case of serious Railway accidents.

SOUTH EASTERN RAILWAY

Office of the
Chief Safety Officer
Garden Reach . Kolkata-43
Dated ____ - ____ - ____

No.CSO/Disaster/SER/Requisition/NDRF

To

The Commandant
NDRF, 2nd Battalion, Digberia Camp,
P.O . Bedu Road, Madhyamgram, Barasat,
Kolkata-700129.

Sub: Request for deputing NDRF personnel for relief and rescue operations.

Dear Sir,

There has been a serious accident on SE Railway over ____ division on ____station in
____section at ____hrs. on ____

From the information received till now it appears that the accident is of a serious nature and could lead to large number of casualties. Although Railways are making all efforts to take up relief and rescue operations, it is felt that the participation of the NDRF personnel could be of great help in speeding up the process and reducing casualties.

In view of this you are requested to immediately depute adequate number of men from your battalion with necessary relief equipments to the accident site at the earliest.

The movement of your battalion indicating the time and route of travel from your place to the accident site may be intimated to the undersigned by E.Mail/FAX so as to ensure adequate coordination. Kindly also indicate the contact No. of the senior most personnel who will be traveling with the NDRF Group. Detail information about accident are furnished here with in a separate enclosures in Annexure I. Encl: As above.

Thanking you,

Yours sincerely,
Divnl. Rly. Manager/
Chief Safety Officer
Mobile No.

E.Mail ID _____

FAX No _____

Copy to :

- 1) Adviser(Safety) , Railway Board(FAX No. 011 -23386215) for kind information and necessary action please .
- 2) NOMA HO(FAX No.011 -267017), NOMA Bhawan, A-1, Safdarjung Enclave, New Delhi.
- 3) NDRF HO(Fax No.011 -261059) , National Disaster Response Force (NDRF), Sector-1, R.K.Puram, New Delhi .
- 4) DRMs- Kharagpur, Chakradharpur, Adra, Ranchi for information and necessary action please.

IMPORTANT LETTERS/CIRCULARS OF RLY. BOARDS

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No. 2003/Safety-1/6/4

General Managers

New Delhi dated 16/19.09.2003

Central railway, Mumbai
Eastern railway, Kolkata
East Central Railway, Hajipur
North Western railway
Gorakhpur
Northeast frontier Railway ,
Guwahati
Southern Railway, Chennai
South Central Railway,
Secunderabad
South Eastern Railway, Kolkata
Western Railway, Churchgate,
Mumbai
M.D Konkan Railway
Corporation Ltd
Mumbai

South East Central Railway
Bilaspur
East Cost Railway, Bhubaneswar
North Central Railway,
Allahabad
South Western Railway, Hubli
West Central Railway, Jabalpur
Metro Railway, Kolkata
Integral Coach Factory, Chennai
Railway Coach Factory,
Kapurthala
CAO, FOFMOW, New Delhi
DG, RDSK, Lucknow

Sub: Implementation of Recommendations of High Level Committee on
Disaster Management.

A high Level Committee on Disaster Management, consisting of MM, MT, DG(RHS), DG(RPF) and AM(Budget) was set up in September 2002 to review the Disaster Management system on Indian Railway. The Ministry of Railways has accepted the Committees' report, having 111 recommendations and the same has already been circulated to the zonal Railways for implementation. It is hoped that necessary action shall under advance stages for implementation on Zonal Railways.

It has been decided that:

1. Safety Department Would monitor and maintain the implementation status of these recommendations at Railway Board's level and will co-ordinate with the nodal Directorates, who in turn will co-ordinate with the Zonal Railway of specific recommendations. On zonal railways, the co-ordinate may be assigned to safety wing.
2. Implementation of recommendations within the delegated powers to General Managers' power may be done expeditiously and advised to the concerned nodal Directorate of Railway Board. In this regard. Finance Directorate's letter No. f(X)II-2003/PW/9 dtd 29.07.03 is enclosed III. For recommendations which have financial implications beyond the delegated

powers to GM's and would require further detailed examinations by Technical and Finance Directorates of Board, as indicated in the report, action has already been initiated and instructions will be issued shortly in consultation with Board's finance.

Since the implementation of recommendations of High Level Committee report on Disaster Management involves close co-ordination among various departments, it is advised that General Managers at Zonal level and Divisional Railway Managers at Divisional level may monitor the expeditious implementation of this report by holding regular meetings.

A quarterly status report should be sent to Board viz on 1st April, 1st July, 1st October and 1st January.

Annexure- As above.

sd/-
(M.G. Arora)
Executive Director/Safety

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No.2003/Safety-(D M)/6/2 New Delhi dated 2/3.08.05

General Managers,
All Zonal Railways including Metro, Calcutta &
Managing Director KRCL, Mumbai &
Managing Director, DRMC, Delhi

Sub: Divisional & Headquarter level Disaster Management Plans.

Board guidelines for compilation of Disaster Management Plans on the Railways have been circulated vide Railway Board's letter of even no. dated 15.12.04, All the Railways have reported to have compiled the hard copies of Divisional and Headquarter level Disaster Management Plans except for Divisional Disaster Management plans by Northern Railway. On going through the hard copies of DM Plans sent by the railways to the Board for information, it is observed that most of the Disaster Management Plans at Divisional and Headquarter levels do not incorporate natural disasters like earthquakes, cyclones, floods, breaches, dooming of trains (as happened on W.R. during recent floods), bomb Blast in trains (as happened on Northern Railway on 2391 Shramjeevi Express on 28.07.05) .

Though most of the information compiled in Disaster Management Plans will be applicable in the above situation also, such natural disasters also need to be incorporated in Railway DM plans as also envisaged in recommendation no.

15 of High Level Committee's report on Disaster Management. Lots of information is observed to be duplicated in Divisional Headquarters level DM Plans which needs to be set right as per guidelines contained in item 2 of the referred letter dated 15.12.04.

Some of the Railways have loaded their divisional Management Plans on their railnet servers in reference to Railway Board letter of even no. dated 15.12.04. Railways have simply loaded electronic version of the hard copy which is no way enables expeditious search of required information at the time of disasters. As advised vide Railway Board referred letter dated 04.04.05, Disaster Management Plan of Vadodara Division needs to be referred for his purpose.

Please acknowledge the receipt of this letter.

Management Plans on their railnet servers in reference to Railway Board letter of even no. dated 15.12.04. Railways have simply loaded electronic version of the hard copy which is no way enables expeditious search of required information at the time of disasters. As advised vide Railway Board referred letter dated 04.04.05, Disaster Management Plan of Vadodara Division needs to be referred for his purpose.

Please acknowledge the receipt of this letter.

(Amitabh)
Director (Safety) III
Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No.2003/Safety-(DM)/6/8/Pt.

New Delhi dated 28.11.2003

General Managers
All Zonal Railways.

Sub: Issues regarding recommendation No. 10 of High Level Committee on Disaster Management regarding running of diesel locomotives on electrified routes.

A committee comprising of adv.(Safety) as Convener, Ad1.-Elec(RS), EDTT(M), ED(Chg), EDME(Tr) as members was set up by the Board to study the gamut of issues arising from the above recommendations.

The committee has submitted its report which has been accepted by the Board. The broad recommendations of the report are as under.

1	No general instructions can be issued in this context as some of the ART/ARMV locations already have diesel locomotives available to be provided in a short period of time & turn-out relief train within the laid down time. It is for the zonal Railways to ensure that there will not be any inordinate delay in turning out ARMVs/ARTs on account of non-availability of diesel locomotive. Individual railways, therefore, need to check, plan and confirm the availability of diesel locomotives near or at locations where their ARMVs/ARTs are based. It has already been planned to replace existing loco hauled ARMVs by self propelled ARMVs in a phased manner. Priority needs to be given to locate such SPARMV at location where diesel loco availability is a constraint.
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2	No diesel locos are to be exclusively planned for running under wire with the objective of transportation of injured/ non-injured passengers; diversion of trains etc. as such events cannot be predicted.
3	Each SPARMV location should have 4 sets of trained crew of which one set of crew having required rest must be available at HQ at any time. However, periodical working of trained crews on diesel loco traction to retain their familiarity is essential during the intervening period.

Please acknowledge receipt of this letter and confirm the appropriate action on the above.

sd/-
(Amitabh)
Director (Safety)
Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/Safety (DM)/6/3.

New Delhi 09.11.2009.

General Managers

All Zonal Railways

Sub: Assistance of NDMA/NDRF to handle Railway related Disasters

Ref: Board's letter of even number dated 13.06.08 and 29.04.09.

Vide above mentioned letters, the Zonal Railways were advised to establish close liaison with the NDRF so that their resources could be requisitioned to provide relief and rescue in times of disaster affecting railways. Board had also empowered Divisional Railway Managers to directly requisition the relevant NDRF battalion for relief and rescue operations depending upon the gravity of situation so that their services could be made available expeditiously at the time of major railway disasters. However, it was also advised that such requisition should be judiciously done keeping NDM control room under Ministry of Home Affairs and Security Control room and Safety cell, Railway Board informed.

In the Cabinet Meeting held on 22nd October, 2009, National Policy on Disaster Management(NPDM) was discussed and it was decided that **Ministry of Railways can request NOMA for deployment of NDRF when the situation so warrants.** The earlier instructions for direction requisition of NDRF by CSOs/ DRMs stand revised accordingly, For requisitioning NDRF in times of a Disaster, the **Zonal Railways/Division have to approach Railway Board** who will request NOMA to direct the NDRF Battalions to proceed to site.

The OM Plans of the Zonal Railways may be amended accordingly. All other instructions contained in the earlier letters stand.

sd/-
(Kamlesh Gupta)
Adviser (Safety)

Copy to: CSOs, All Zonal Railways for necessary action.

**GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)**

No. 2003/Safety-(DM)6/3New Delhi, Dt. 05-08-2010

**General Managers / NCR
All Indian Railways including Kolkata Metro**

Sub : Assistance of NOMA/ NDRF to handle Railway related Disasters

**Ref.: Minutes of the Meeting between Railway Board and NDMA/NDRF on
26th July, 10 (copy enclosed)**

A meeting under the chairmanship of Shri K.M. Singh, Member, NOMA with Railway officials was held in NOMA Bhavan, New Delhi on 26th July, 2010 for better coordination and cooperation between NDMA/NDRF and Railways authorities to provide quick and effective response during major Rail accidents, man made and natural Disasters. The issues discussed and decision taken during the meeting are as under :

- (i) **Mechanism for requisition of NDRF** :The present system of requisition of NDRF by concerned DRM/CSO should continue. However, a written requisition from the Railway Authorities for NDMA/NDRF should be followed for their records.
- (ii) **Training/Exposure of NDRF Team /Officers** :To provide the NDRF personnel a better technical know-how about design of Railway Coaches, it has been decided that modalities should be worked out by the Railways for demonstrating/briefing/training the same to concerned NDRF Battalion at nearby station.
- (ii.i) **Regular Coordination meeting between NDRF Battalion Commandants and Railway**
 - Safety Officials** :A coordination meeting with officials CSO/DRM should be held once in six months.
 - (iv) **Capacity Building of RPF and Railway Doctors:** More and more RPF Personnel should be imparted training at NISA, Hyderabad. Zonal Railways should and their Medical Officers for CBRN Training by NOMA in collaboration with AIMS Trauma Centre, New Delhi .
 - (v) **Participation of Mock Exercises** :,Railways should carry out mock exercises on train

accidents in presence of NDRF Battalion Commandant.

- (vi) **Mobilization of NDRF Personnel and equipment** :CSO will coordinate with concerned Railway officials for arranging transportation of NDRF personnel by coach/special train.
 - (vi) **Close communication/Exchange of Telephone numbers of Nodal Officers:** Important telephone numbers of **NOMA** Officials, Control Rooms, NDRF Battalions will be provided to each Zonal Railways as and when the same is received from **NOMA**.
- 2) Railway should initiate action accordingly. Action taken in each of the items should be apprised to this office.

(Kamlesh Gupta)
Adviser (Safety)

Encl. As above.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS (RAILWAY BOARD)**

Rail Bhavan, New Delhi-11001,

No. 2002/Sec.(Cr.)/45/47

dated March, 27, 2003

The General Managers

Sub : Clearance by State Police in case of railway accidents due to suspected sabotage.

Ref. : Ministry of Home Affairs' letter No. VI-24022/11/2002-PM-I dt. 24.12.2002 addressed to Home Secretaries of all States (copy enclosed).

The issue of expeditious clearance by the State Police in case of Railway accidents, where sabotage is suspected, has been engaging Ministry of Railways (Railway Board)'s attention for a long time. It is noticed that sometimes rescue operations are hampered due to delayed and reluctant clearance by the State Police.

It is pertinent to mention that there are two different tasks to be accomplished on war footing after a railway accident involving human lives is concerned i.e. a) Quick Rescue Operation; and b) Restoration of Rail Traffic. It is clarified that 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.

To avoid any delay in launching the rescue operations for saving as many human lives as possible and for early restoration of rail traffic, the above issue has been taken up with the Ministry of Home Affairs. Consequently, Ministry of Home Affairs vide their letter ibid have directed the Home Secretaries of all State to issue suitable instructions to the concerned authorities for taking prompt action and to expedite clearance certificate in the event of a rail accident, when sabotage is suspected.

The contents of this letter may be widely published among the railway officers/staff and

Displayed in all ARTs / ARMEs so that a general awareness created amongst all those engaged in rescue activities.

5) This letter supersedes the Railway Board's letter of even number dt. 7.2.2003.

Sd/-
(ATUL PATHAK)
Director / Crime Prevention,
Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No.2009/Sec (Crime)45/177
The General Managers,
All Zonal Railways.

New Delhi 23.03.2010.

Sub: Lodging of First Information Reports (FIRs)

It has been noticed that there is general reluctance on the part of SMs/AS Ms/Guards etc. to lodge complaint with the RPF/GRP regarding incidents of damage to Railway property, staging Dharnas, obstructing movement of trains etc. which are punishable offence under the Railways Act 1989. Consequently, the trouble-makers are not brought to book and the menace continues unabated. Experience shows that wherever action has been taken against ring leaders under penal provisions of law, the law & order situation has improved perceptibly. You will agree that the SMs/ASMs and others being custodian of Railway property on behalf of the administration are duty bound to report such incidents in writing to the appropriate authority.

It should be in the interest of all concerned if strict instructions are issued to them to report these incidents to the RPF/GRP for necessary action. I am directing the CSC/DSCs to coordinate with state authorities to pursue the cases reported to them.

sd/-

(Ranjit Sinha)
Director General/RPF

Vulnerable location of CKP Division

Sl.No.	Location	Between Station	Reason/cause
1	286/06-289/04	HLD-BDO	Deep cutting with sharp curve
2	308/01-05	OND-RRP	Bad formation/Bank slip
3	336/02-337/04	KIJ-BMPR	Deep cutting with sharp curve
4	247/16-18	TATA-SLJR	Vulnerable cuts.
5	380/S38-380/S15	CNI-MIK	Deep Cutting & Loose flaky Boulder, tree
6	385/S27-S15	MIK-KZU	Deep Cutting & Loose flaky Boulder
7	304/03-304/17 (UP)	BRM – CKP/UP	Bad banks liable to slips or subsidence in the even of heavy rain.
8	304/04-304/18 (DN)	BRM – CKP/DN	Bad banks liable to slips or subsidence in the even of heavy rain.
9	297/10-16(DN)	RKSN-BRM	Cuttings and hills sides where slides and boulder falls are prone.
10	356/14-357/14	PST-MXW DN	Steep Slope & major bridge
11	350/30-352/18	PST-MXW DN	Due to Tunnel & Deep Cutting
12	352/18-353/30	PST-MXW DN	Due to Deep Cutting
13	351/17-351/63	PST-MXW UP	Due to Tunnel & Deep Cutting
14	351/63-352/23	PST-MXW UP	Due to Deep Cutting
15	370/03-05	PST-MXW	Bridge No.192 - Close to meandering river & waterway in susceptible to reversal of direction of water flow during monsoon and after monsoon
16	378/8-377/6	JRA-MOU	With steep slope and bad formation
17	387/0-388/25	BUL-JRA	High cutting
18	557/4-9	ORGA-NXN	Bad stretches, X-level aligned deteriorates frquently due to poor formation
19	420/1B – 425/1B	ROU-KRMD	Formation & High Bank
20	420/01-425/01 UP	PPO-KLG	Bank slip
21	420/02-425/02/DN	PPO-KLG	Bank slip
22	428/22-432/22	KLG-KXN	Bank slip, cutting sliding & drain wall collapsing

Disaster Management Plan 2023 of CKP Division.

23	452/01- 455/01	SXN-SOGR	deep cutting with loose soil and high bank sharp curve
24	459/01-459/05	SOGR-GPH	Formation settelment
25	460/23-25	SOGR-GPH	RAT (Madulisa Tank Br No. 59)
26	472/23-25	TGM-BMB	RAT(Trapoziadal Tank 150mts from UP line track Br No. 40).
27	413/12-414-3 (RHS)	DMF-LTK	Liable to slip in the even of heavy rain.
28	434/9-436/7(Both side)	CJQ-CPE	Boulder falling prone area.
29	430/13-17	LTK-CJQ	Deep Cutting & Boulder Falling
30	440/0-440/18	CPE-PSJ	Deep Cutting & Boulder Falling
31	443/0-441/1	CPE-PSJ	Deep Cutting & Boulder Falling
32	457/3-458/3	BUF-BXF	Over flowing of water & cutting slip
33	465/0-465/4	BUF-BXF	Deep Cutting & Cutting slip
34	468/20-469/5	BUF-BXF	Deep Cutting & Boulder Falling
35	486/12-487/0	TPDH-KMPD	Suspected cutting and boulder falling and tunnel approaches.
36	459/0- 460/0	BUF-ROXY	due to cutting & boulder slip
37	462/12-16	BUF-ROXY	due to cutting & boulder slip
38	468/13- 469/10	RGZ-KMPD	due to cutting & boulder slip
39	480/16- 481/10	RGZ-KMPD	due to cutting & boulder slip
40	492/1- 492/22	KMPD- KRBU	due to cutting & boulder slip
41	294/20-296/24	PRSL- RKSNDN	High flyover bank on black cotton soil. PSR of 65 Kmph exists.
42	343/11-343/27/DN	TABU-KNPS	Deep cutting suspected to soil slip.
43	360/28-363/06	DPS-MLKA/DN	Deep cutting suspected to soil & boulder slip.
44	371/8-14	NOMD- PDPH/DN	High bank on bad formation,disturbance of track parameter frequently.
45	372/20-372/28	PDPH- JKDA/DN	Due to high bank
46	376/28-44	JKDA-PDPH	Deep cutting suspected to boulder slip.
47	385/07-385/23	JKDA-DJHR	Very deep cutting suspected for soil slip.
48	393/16-38	MMVR-BSPX	Very deep cutting suspected for soil slip.
49	404/12-405/44	BSPX-JRLI	Very deep cutting suspected for

Disaster Management Plan 2023 of CKP Division.

				soil slip.
50	383/41-384/9	NOMD-BJMD		Very deep cutting suspected for soil slip.
51	385/05-29	NOMD-BJMD		Very deep cutting suspected for soil slip.
52	396/53-397/01	BJMD-BBN		Due to over flowing of run off water from large Kalinga catchment area to bridge No.17 (Hume pipe)
53	390/22-26	BJMD-BBN		Very deep cutting suspected for soil slip.
54	392/14-19	BJMD-GX		Very deep cutting suspected for soil slip.

Vulnerable bridges of CKP division

Sl. No	Location	Type	Main Section	Between section	Cause of vulnerability	Remarks
1	Br No-192, Koel 370/03-06	Bridge	CKP-ROU	MOU-PST DN	Due to river close to the track & back water in bridge	
2	Br No-11, Koel KM.422/17B-423/1B	Bridge	ROU – BRMP	ROU – KRMD	River bank problem on Koel river bridge no.11	Stable and no unsafe aspect.
3	Br.No.694, Koel 572/5-10	Format ion	HTE-NXN	NXN-BGKA	Meandering of river, Scouring effect	Stable and no unsafe aspect, Also work is going on protection, TDC-30,06,2019,
4	Br.No.139, Karo 395/09-11	Bridge	RKSN-GX	BJMD-GX	Liable to scour	Boulder crests filled in scoured around piers in Jun'14
5	Br.No.86, Kuradih 444/01-03	Bridge	BNDM-BXF	CPE-PSJ	Liable to scour	Jacketing work started. 1. Pier no, 4 completed, 2. Pier no. 3 upto arch portion completed. Work completed

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6	Br No. 40(UP line)	Bridge	BNDM-BXF	LTK- CJQ	Bulging of abutment and wing wall and entire reinforcement exposed in top slab.	Work completed.
7	Br No. 15	Bridge	BNDM-BXF	DMF -LTK	Continuous crack in arch, pier and abutment at 3 location sin both span.	Work completed.
8	Br No. 12	Bridge	BUF - KRBU	BUF -ROXY	In span 1 top slab is in defieced condition. Reinforcemen t exposed.	Work completed.
9	Br.No.57,Kujlee, 462.757	Bridge	ROU-JSG	GPH-TGM	Inadequate water way	Sanctioned in year 2018-19
10	Br.No.59, Loharanga,460. 787	Bridge	ROU-JSG	GPH-SOGR	Inadequate water way	
11	Br,No,103	Bridge	ROU-JSG	KXN-GP	Scour under pier no,1 from KXN end in up -line	Detailed estimate sanctioned for strengthening of pier no.1. LOA issued and work will be started shortly
12	Br. No. 30	Bridge	KRMD-BRMP		Replacement of bridge.	Detailed estimate under preparation.

GPS co-ordination of ART/ARMV location of CKP Divn. (RB letter No. F.No.2012/Safety/DM/Misc dated 23.03.15).

Sl. No	Rly	Divn	Location	ARMV/SPARMV/ ART/SPART	GPS co-ordinates		Remarks
					Latitude	longitude	
1	SER	CKP	TATA	ARME	22° 46' 10.97"N	86 ° 11' 54.26"E	Data exerted from GIS mapping for CKP Division
				ART	22° 45' 54.75"N	86 ° 12' 29.53"E	
2			CKP	AREME (SPARMV)	20° 40' 45.06"N	85 ° 37' 42.99"E	
				ART	22° 40' 43.85"N	85 ° 37' 38.86"E	
				140 T Crane	22° 40' 44.18"N	85 ° 37' 35.23"E	
3			DPS	ARME	22° 10' 04.18"N	85 ° 35' 41.66"E	
				ART	22° 12' 00.21"N	85 ° 35' 22.35"E	
4			BNDM	ARME	22° 14' 14.00"N	84 ° 55' 59.92"E	
				ART	22° 14' 17.82"N	84 ° 55' 37.73"E	
				140 T Crane	22° 14'17.82"N	84 ° 55' 37.73"E	
5			JSG	Tool van	21° 51' 51.07"N	84 ° 01' 13.60"E	

Conclusion:-

❖	Disaster Management has to be pro-active and multi disciplinary in approach for Staff and Officer.
❖	Recognition of the emerging challenges such as the frame work of disaster prevention, mitigation and Preparedness which should be initiated as the Central and State Government, levels the community, civil society organization, Civil Defence Volunter and media involvement are needed in order to achieve the goals together for a safer India.
❖	the vulnerability reduction is an important task in the scenario of hybrid natural hazards and multiple man made hazards.
❖	information and communication technologies are indispensable for the preparing, planning and successful implementation of Disaster Management initiatives.
❖	Internet GIS can be very much used for coordinating and managing the spatial data display and analysis needed for the various agencies involved in the various stages of the disaster management cycle.
❖	More emphasis has to be given on building human and institutional capabilities to strengthen coordination and linkages.
❖	Needs for sharing data and information for rapid response.

Disaster Management Plan 2023 of CKP Division.

Nearest fire brigade to the Division.

Srl No.	Name	Rank	Office	Mobile/P&T	District	Distance from Station
1	Gopal Yadav	Sub-officer fire station	Golmuri	9304953411 0657-2431036	East Singhbhum	Tatanagar 05 KM
2	Rajendra Ram	Sub- officer fire station	Adityapur	9304953415	Sareikela-Kharsawan	Adityapur 03Km
3	Rakesh Joshi	Hd. Fire Brigade office	TISCO	9234511353 0657-6647777	East Singhbhum	Tatanagar 04 KM
4	D. K. Singh	Inspector fire	TATA Motors	0657-66694222, 0657-6694444	East Singhbhum	Tatanagar 07 KM
5	~~	~~	RRP	06794-212500	Mayurbhanj	Rairangpur 03 KM
6	~~	~~	BMPR	06794-278210	Mayurbhanj	Badampahar 00 KM
7	Siaram Jha	Inspector	Sareikela	9344953417 7903249521	Sareikela-Kharsawan	Sini 10 KM
8	Rajendra Ram	Inspector	RIT/ADTP	9304953415 7870591042	Sareikela-Kharsawan	Adityapur 05 KM
9	Mahendra Kumar	Inspector	Chandil PS	9304953412 7870654036	Sareikela-Kharsawan	Chandil 01 KM
10	Shiv Kumar Ram	Fire officer	Chaibasa	7870109341	west Signhhum	Chaibasa 03 KM
11	Narendra Chand Sethy	SO	Barbil	9437953392 06767-275888	Keonjhor	Barbil 03 KM
12 13	Dilip Kumar Behera		Baliapada/ Joda	9437542668 06767-218314	Keonjhor	Banspani 03 KM
14	Shiv Kumar Ram	Fire officer	Chaibasa	7870109341	West Signhhum	Chakradharpur 25 KM
15	~~	~~	Chaibasa	7870109341 06582-256220	West Singhbhum	Manohapur 107 KM
16	~~	~~	Rourkela	9777200173 0661-2510142	Sundargarh	Manoharpur 55 KM
17	Ashis Kumar Sahu	SI/SO	Rourkela	9777200173 0661-2510095	Sundargarh	Rourkela 01 KM
18	Binod Kumar Singh	Dy. Fire Officer	ROU Circle	9437350983 0661-2510095	Sundargarh	Rourkela 2.5 KM
19	K. B. Sahu	Astt. SO	Kuarmund a Fire station	9938778163 0661-2618001	Sundargarh	Kuarmunda 03 KM
20	B. K. Senapati	SO	Kutra Fire staton	06624-245337	Sundargarh	Rajgangpur 20 KM
21	A. Bardhan	Leading fire man	I/CPPO Fireunit	7381841646 0661-2480604	Sundargarh	Panposh 03 KM
22	Jitendra Das	AFO	Sambalpur	9178159005 0663-2520101	Sambalpur	Sambalpur
23	Rabi Narayan Samal	AFO	SNG	8658075468	Sundargarh	Sundargarh
24	Subhasis Muduli	AFO	JSG Fire Brigade unit	9437291549 06645-272715	Jharsuguda	Jharsuguda 02 KM

Names and Addresses with Telephone Numbers of
Contractors Division: CKP

Sl.	Name of firm	Address of firm	Telephone No. of firm
	M/s Ramesh Kr.Yadav	Civil Town Ship -Rourkela	9432494010
	M/s OM Construction	Q.No-DT-2858, Dhurwa Dist,Ranchi-4, Jharkhand	9437364986
	Arun Kr. Agarwal	Jamshedpur	9431388439
	M/s Lakkar & Co.	Ranchi	8298299309
	M/s Arvind Kumar & Co.	I - 15/8,New Housing colony, Adityapur, East Singhbhum,Jharkhand	09430002745 09234702231
	Sri Alok Bose	Chiranjilal Block, Ward No.13, CKP Bangali tola Ranchi road	9431161808
	Sri Mukesh Agarwal	Ward No-6 ,Old Ranchi Road, P.O CKP Dist W Singhbhum	06587-238583 09234444423
	Sri Sanjay Sharma	Barodaghat,JSR.	9431112323 09434445555
	M/s Singh & Sons	Ward no-24 plot no.2661267, Bondamunda.(Orissa).	9438142230
	M/s Kamalnath Agrwal	Near Lodha Dharmasala P.O.Jharsuguda.	06645-272351 07894717262 09437247489
	M/s Damodar Construction	At. & P.O.Bisra, Dist-Sundargarh, Odisha-770036	0661-2612469 9437683231
	Sri Narayan Agrawal	Word no.-7, Chakradharpur, Dist W.Singhbhum ,Jharkand	9835574044
	Prabir Kumar Sen	Kopsingha, At/PO-Jaraikela, Dist-Sundargarh, PIN-770036, Odisha	9438307920
	M/s Mahadeo Construction & Co.	C/o Navin Kumar Singh, Sona Apartment, Kalyanpur, Road No.-3, Singhmore, Hatia, Ranchi, Jharkhand	9801078777
	Shiv Nath Pradhan	At & PO- Manoharpur, Dist- West Singhbhum, Jharkhand- 833104	9523415353
	A. K. Rai	AM-73, Basanti Colony, Rourkela, Dist-Sundargarh, Odisha- 769012	9437364986
	M/s K. K. Construction	House No.132, C Sector Market, PO-Bondamunda, Dist- Sundargarh, PIN-770032, Odisha	9437961217
	Makhan Lal Agarwal	Ward No.6, Old Ranchi Road, PO-Chakradharpur, Dist-West Singhbhum, Jharkhand-833102	9234862486
	Limra Construction	Bangla Tand, Word No.19, Chakradharpur, West Singhbhum, PIN-833102, Jharkhand	9570698392 9693885736
	Sri S. K. Das	C/o. Bipin Kumar, Rly. Qtr. No. O/173/4, Porter Kholi, Warter No.20, Chakradharpur, West Singhbhum, PIN-833102, Jharkhand	
	Manoj Kumar Singh	C/o. Md. Shamim, Parrhata, Ward No-6, Near Bihari Lodge, PIN-833102, Jharkhand	9431161688
	M/s Durga Construction	Prop. Sushil Kumar Sharma, Zone-2, Road No.2A, PO-Birsanagar, Jamshedpur, Jharkhand, East	9471309623

Disaster Management Plan 2023 of CKP Division.

		Singhbhum	
	Sri Anil Kumar Choudhary	SriKrishnapuri, Harharguttu, Post:- Tatanagar, East Singhbhum, Jamshedpur (Jharkhand-831002)	9031386620
	Megotia Construction Pvt. Ltd.	Gwala Para road, Jugsalai, Jamshedpur, Dist-East Singhbhum, Jharkhand-831006	9431113581
	S. S. Engineering & Const. Co.	C/o-R. D. Singh, Garabasa, Tatanagar, Dist-East Singhbhum, Jharkhand-831002	8294026189
	Sri Ashok Kuamr Ray	Williams Town, Ward No.10, Krishnapuri, Post+Dist-Deoghar- 814112, Jharkhand	9431188684
	M/s Terotech Engineers (PVT) Ltd.	25, Madhur Vihar Colony, Behind P.M.S Public school, Civil Lines, Moradabad (UP)	9219658907
	Modi Project Limited	248, Kanke Road, Ranchi-834008	9437961217

12. Statement showing medical facilities available for rescue and relief during train accident in CKP Division

Station	Name of hospital	Category	Distance from station (Km)	Name of Medical Officer	Telephone No.	Ambulance	X-Ray	Lab facility	Routine Surgery	No. of Doctor	No. of beds	Remarks
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
CKP	CKP Rly. Hospital	Central Govt.	0.2 Km	Dr. S. K. Mishra/ CMS(IC)	06587-238089 09771482500	Y	Y	Y	Y	14+ 1CMP +1 Dentist	100	-
BNDM	Rly. Hospital	Central Govt.	2 kms.	Dr. S. A. Sangharia, CMS	0661-2530755 08018082440	Y	Y	Y	N	6	65	-
TATA	TATA Rly. Hospital	Central Govt.	01	Dr. S.K.Behra Medical Supdt.	0657-2494460 09771482517	Yes	Yes	Yes	Yes	06	55	5+ CMP
TATA	TMH	TISCO authority	05	Dr.(Lft) G.Ram Das	0657-2141180 0657-2143120	Yes	Yes	Yes	Yes	152	740	ICU, Burning Neosurgery Specialist all services
TATA	TATA Motors Hospital	TATA Motors Authority	11	AGM (Medical) Casualty	0657-2286815 0657-2286884	Yes	Yes	Yes	Yes	70	420	ICU, Specialist all services.
TATA	Tinplate Hospital	Tinplate Authority	4	Director (Med. Services) Casualty	0657-2340092 0657-2340512	Yes	Yes	Yes	Yes	37	200	Specialist all services.

Disaster Management Plan 2023 of CKP Division.

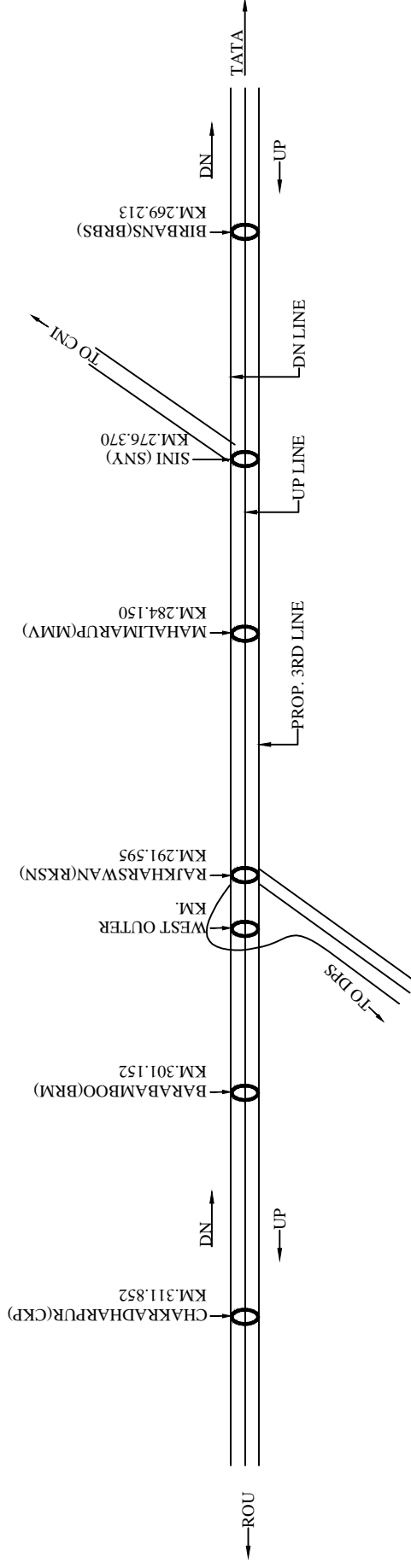
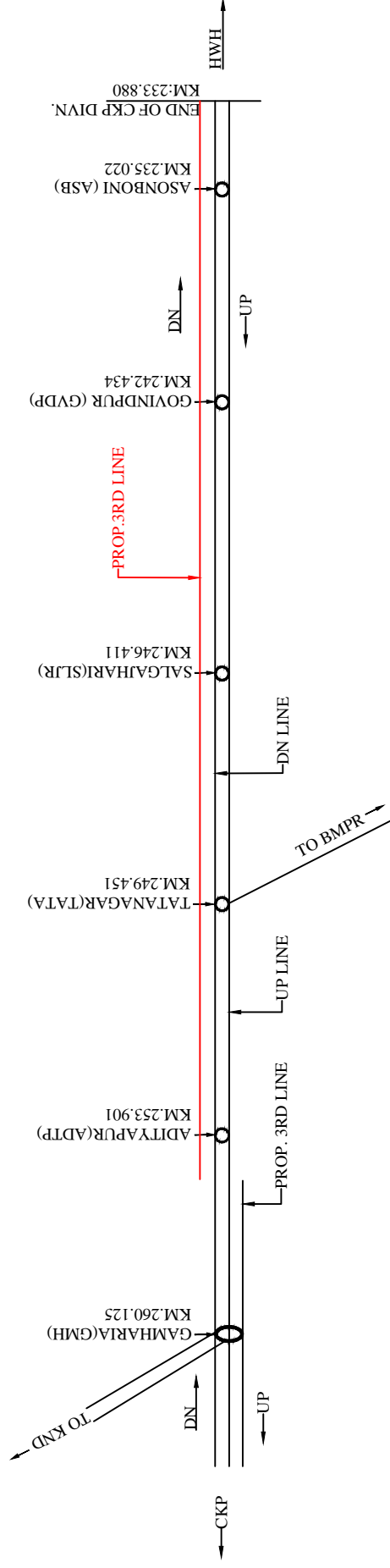
Stn	Name of Hospital	Category	Distance from stn (km)	Tele	Ambulance	No. of beds	Remarks
CKP	Railway Hospital	Central Govt	0.2	9771482500	Y	100	--
BNDM	Rly. Hospital	Central Govt	02	8018082440	Y	65	
TATA	Rly. Hospital	Central Govt	01	9771482517	Y	55	5+ CMP
TATA	TMH	TISCO Authority	05	0657-2143120	Y	152	ICU, Burning Neosurgery Specialist all service
TATA	TATA motors	TATA motors Authority	11	0657-2286815, 0657-2286884	Y	420	ICU, Specialist all services.
TATA	Tinplate Hospital	Tinplate Hospital	4	0657-2340092, 0657-2340512	Y	200	Specialist all services.
TATA	Mercy Hospital	Pvt. Mission hospital Voluntary org.	06	0657-2210018	Y	150	
TATA	MGM medical college hosp.	Govt. of Jharkhand	12	0657-2432137	Y	450	
TATA	Sakchi Eye Hosp.	Private	06	0657-2432203	T	125	
TATA	Kantilal Eye Hosp.	Private	04	0657-2430119	Y	50	
BDO	PHC/BDO	Govt. of Odisha	02	06794-272606	Y	06	
BMPR	PHC/BMPR	Govt. of Odisha	0.5	06794-278354	N	-	
RRP	PHC	Govt. of Odisha	01	06794-22002, 22054	Y	45	
ADTP	Sidhas Nursing Home	Pvt.	01	0657-2371994, 9835182237	Y	20	
ADTP	Gangotri	Pvt.	10	0657-	Y	00	

	Nursing Hosp			2201956, 2201945			
ADTP	Meditrina Hosp	Pvt.	01	9534343434	Y	20	
GMH	PHC	Govt. of Jharkhand	02	0657-2287744	N	10	
SINI	Saraikela Sadar Hosp.	Govt. of Jharkhand	11	06597-234611	Y	--	
CBSA	Govt. hosp.	Govt. of Jharkhand	03	06582-259786	N	--	
ROU	Govt Hosp.	Govt. of Odisha	--	0661-2507939	--	--	
ROU	IGH	SAIL	--	0661-2640324	Y	--	
BRMP	Govt PHC	Govt	--	06627-261007	--	--	
KLG	Birkera Govt PHC	Govt	--	06625-2454212	--	--	
BMB	Govt Hospital	Govt.	--	06647-229371	--	--	
BEH	PHC	Govt	--	06640-286176	--	--	
DTV	PHC/Arda	Govt	--	06645-283174	--	--	
JSG	Govt Hosp.	Govt	--	0645-272522	--	--	
JSG	Samleswari Hosp	Pvt.	03	--	Y	30	
JSG	St. marry Hosp	Pvt	03	--	Y	30	
JSG	Troma Care Hosp.	Pvt.	03	--	Y	09	
BMB	Govindpur Hosp Bamra	Govt.	10	--	Y	30	

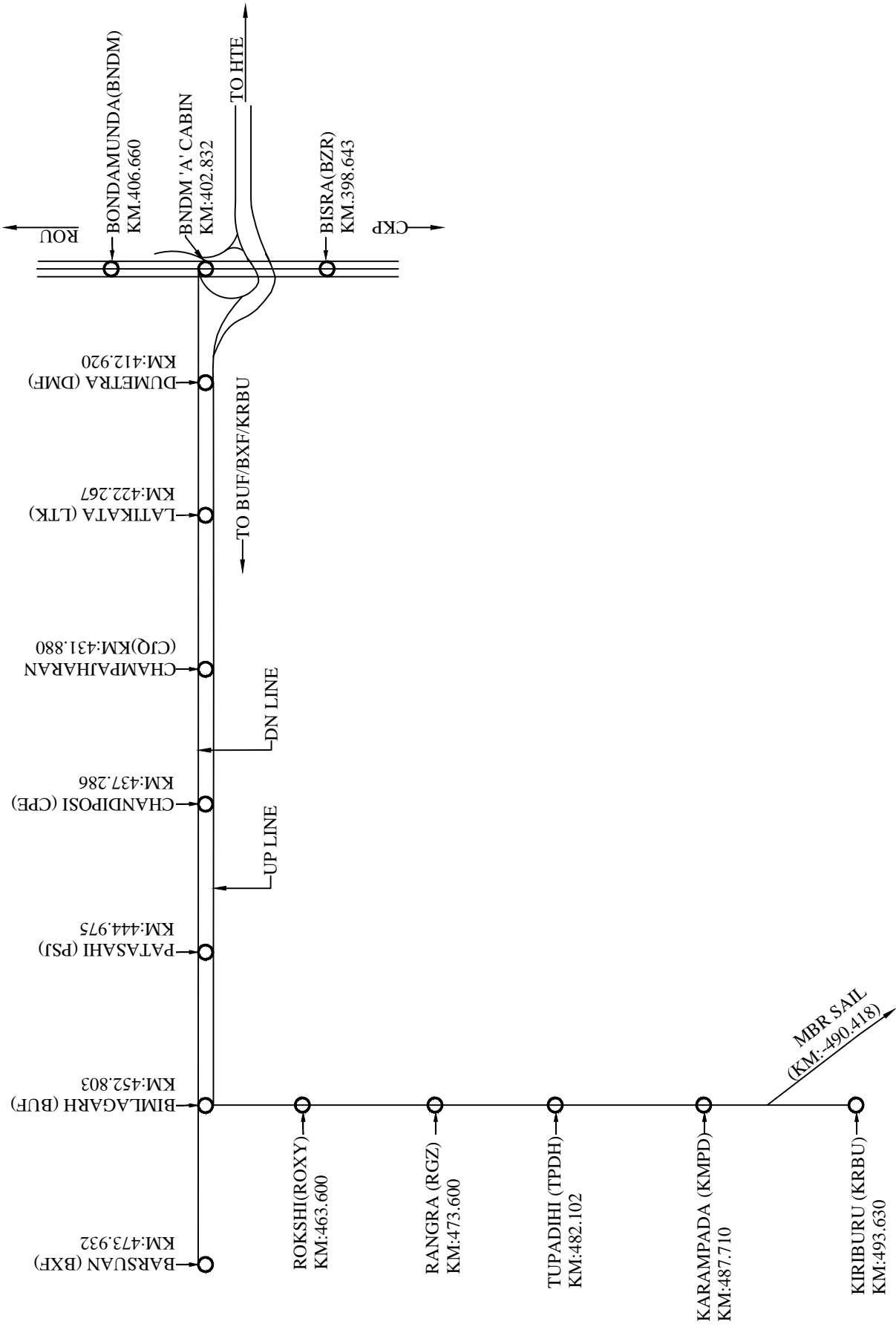
Disaster related information at a glance

Sl no.	Subject	No.
1	No. of ART (Class-A/TATA, DPS, CKP,BNDM) Class-C/JSG, (Tool Van)	05
2	No. of ARME (TATA, DPS, BNDM), (SPARMV-CKP)	04
3	No of Tower Car	20 (Tower car-10, T/Wagon-10)
4	No. of 140/ton. Crane (CKP-BNDM)	02
5	NO. of 120/ton Crane	NIL
6	No. of MLC	150
7	No. of UMLC	NIL
8	No. of station	Block stn-92, Halt stn-7, Commercial stn-78
9	No. of weigh bridge	09
10	No. of siding	77 Public siding-19, Private siding -44, Good shed-11, Railway Siding-1, PFTs-02
11	No. of Running Room	Elect-02, TATA, DPS, CKP, ROU, JSG, DMF, BSPX, JRLLI, NOMD, JMTC, BNDM, Sardega Diesel-03
12	No. of crew lobby (ADTP, BNDM, CKP,, DPS, JSG, ROU, TATA, SINI, BSPX, MOU, DMF, JRLLI)	12
13	No. of crew LP (E)1630, LP (D)253	1883
14	No. of Crew ALP(E) 2244	2244
15	No. of Guard (Mail-65, Pass-110, Sr.goods-646, Goos-349	1170

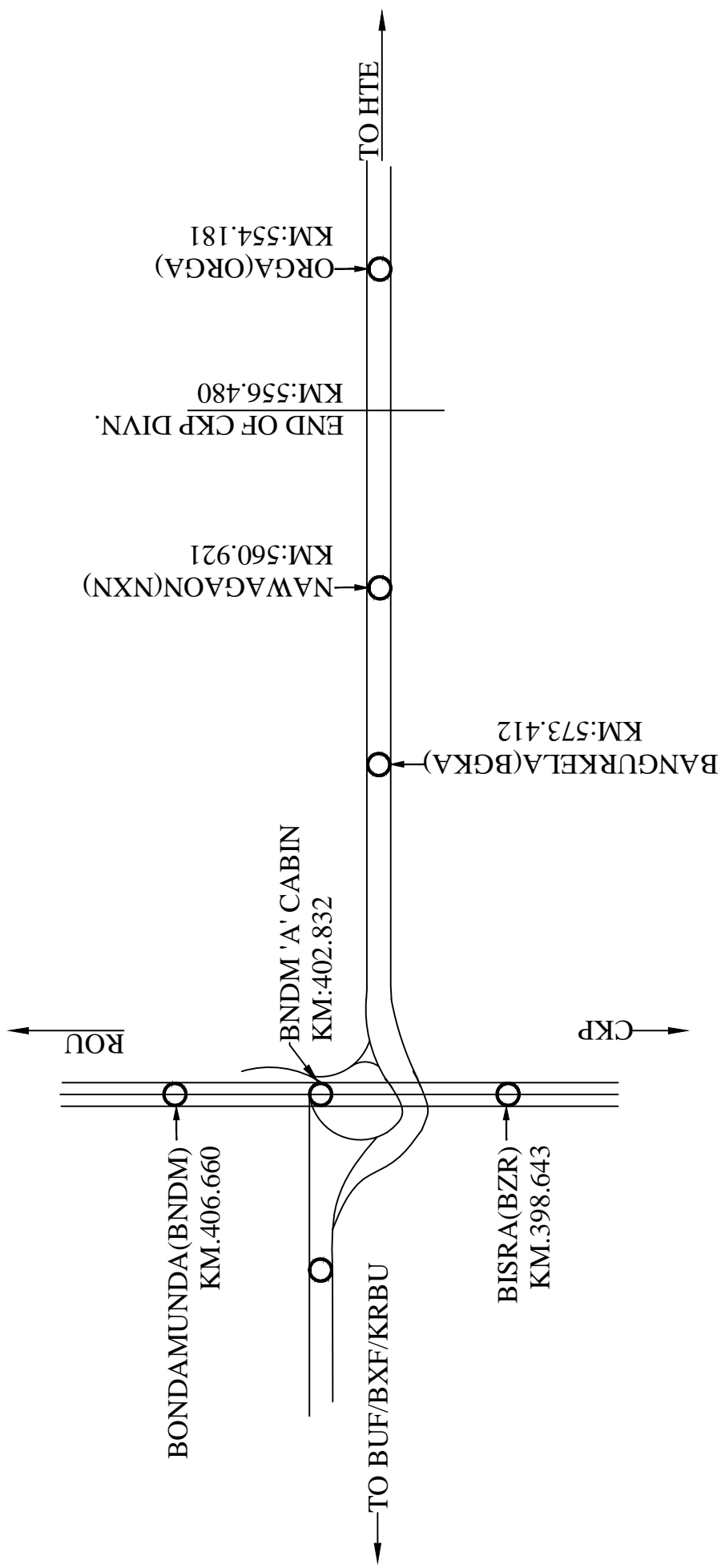
STATION NAME CHART OF ASB-TATA-CKP SECTION



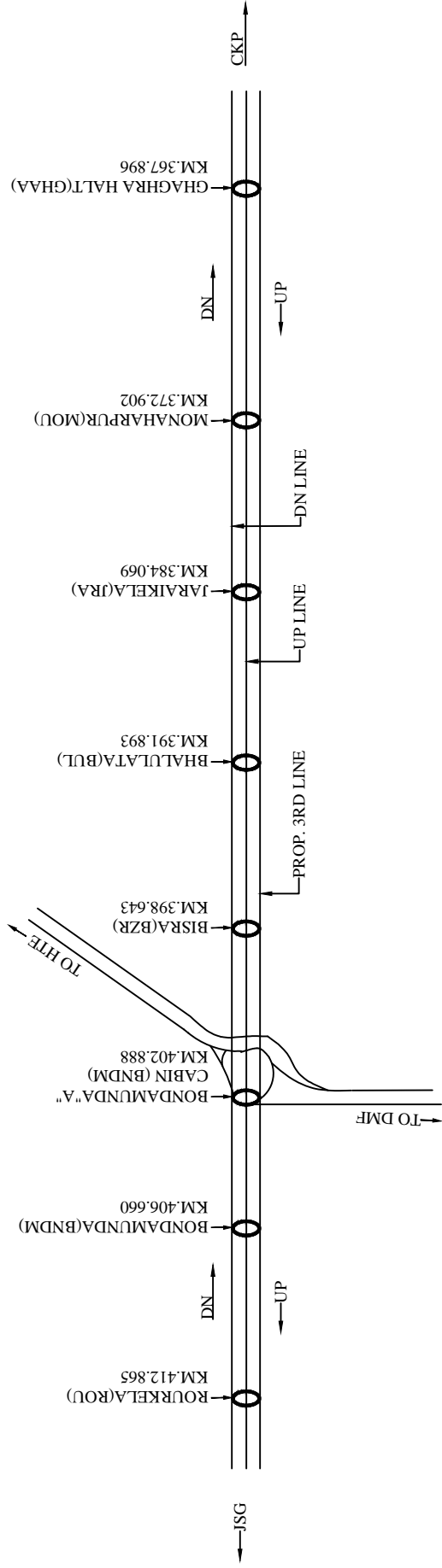
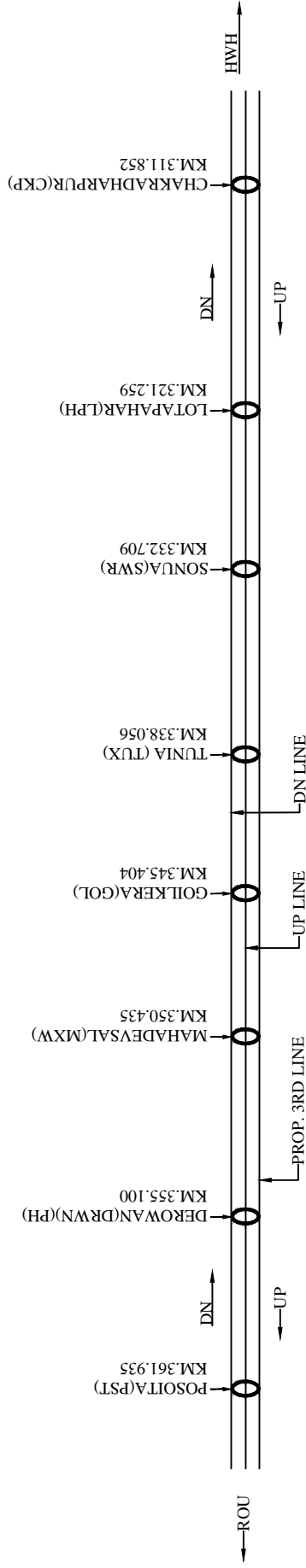
STATION NAME CHART OF BNDM-BXF & BUF-KRBU SECTION

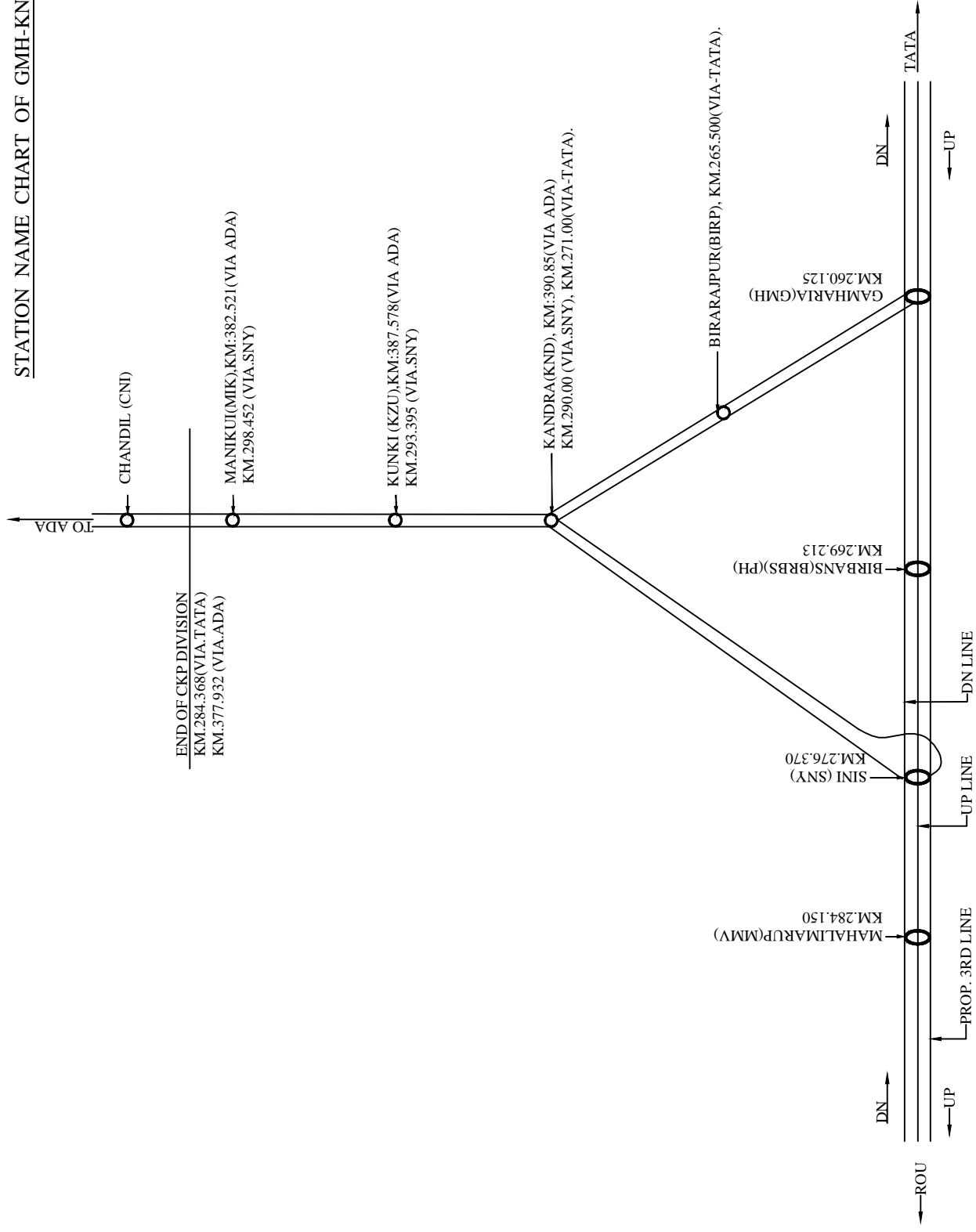


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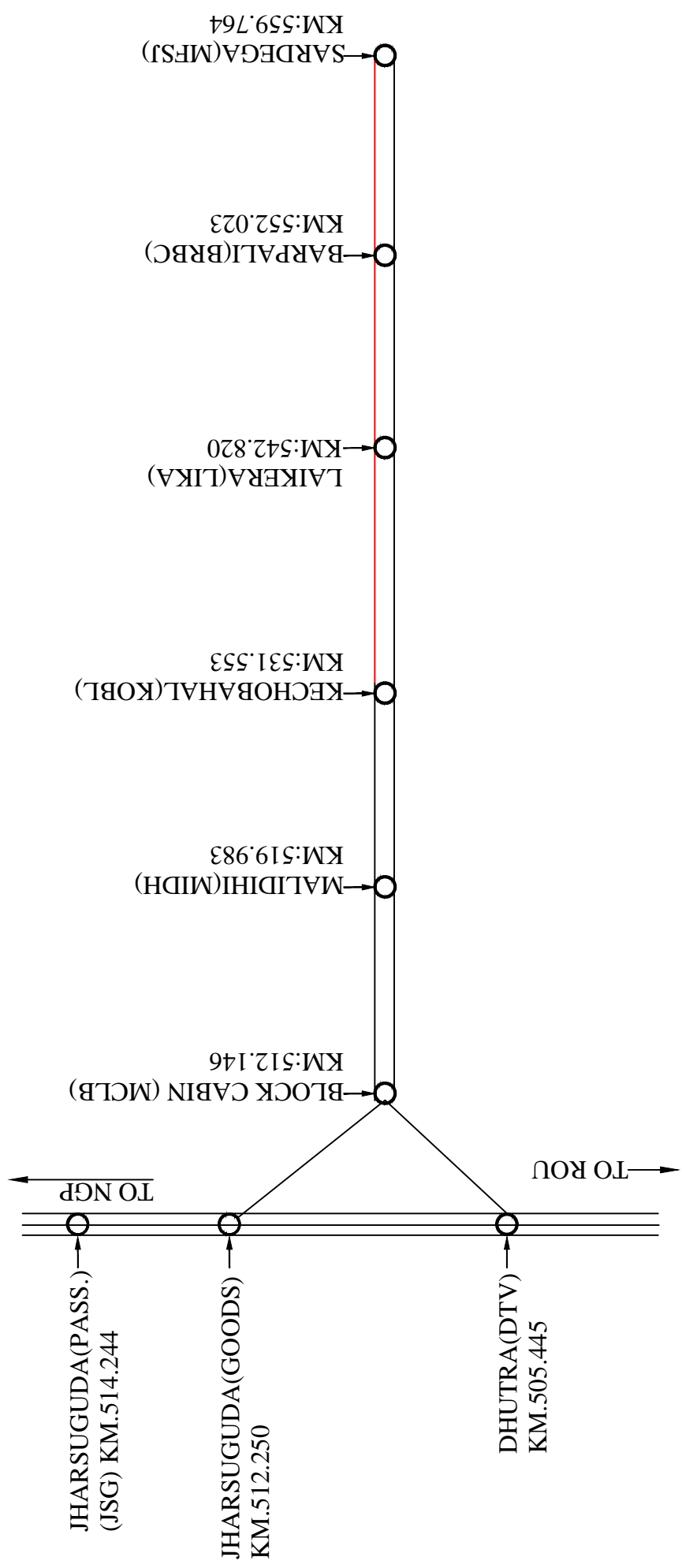


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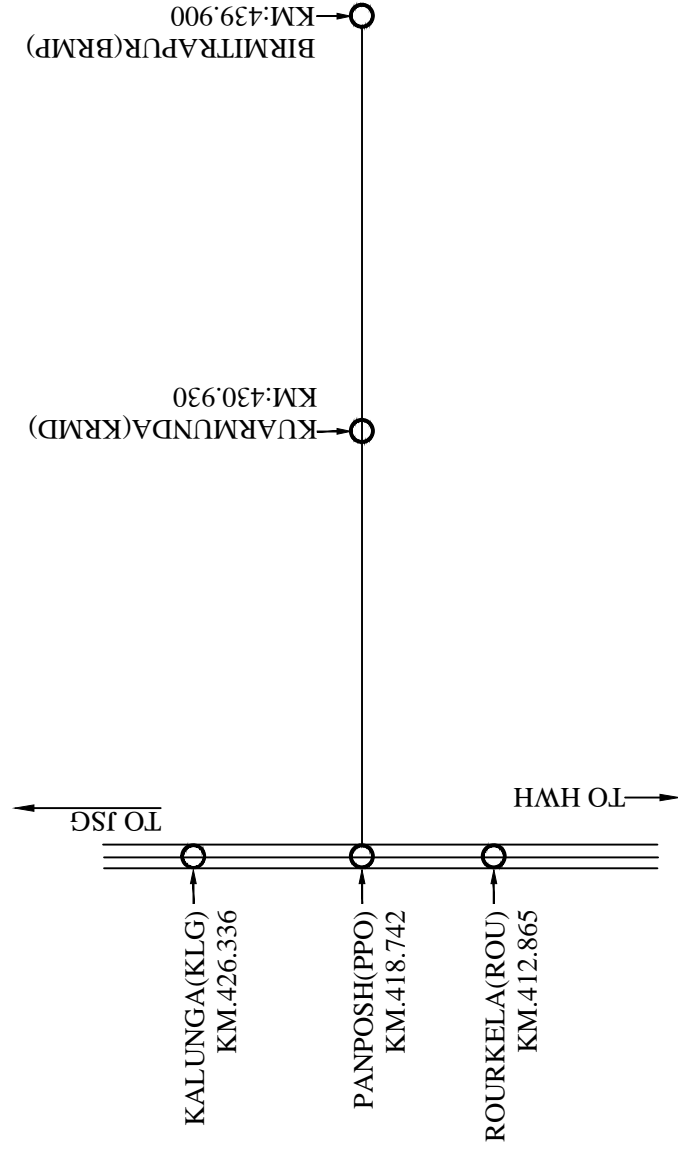




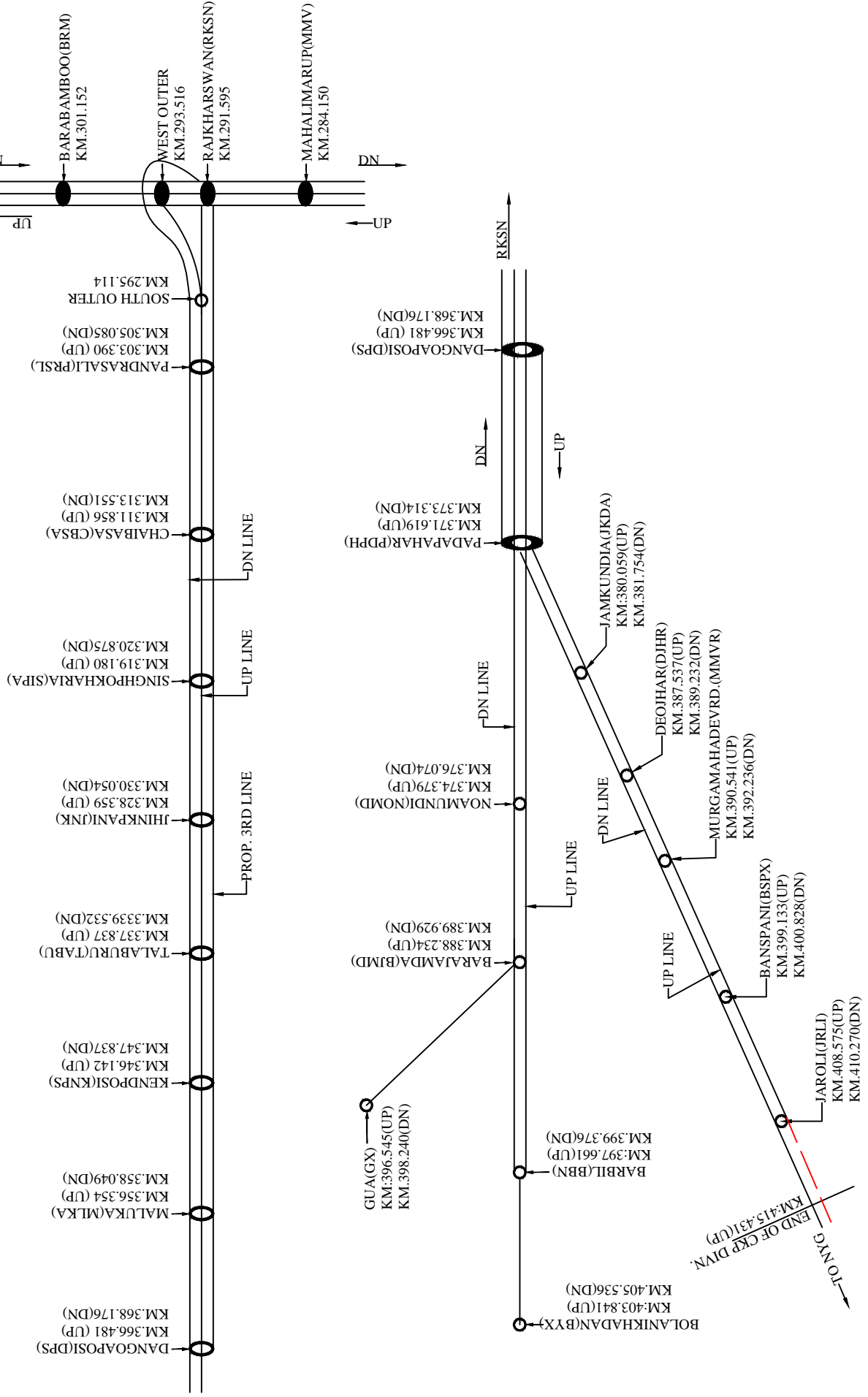
STATION NAME CHART OF SARDEGA SECTION



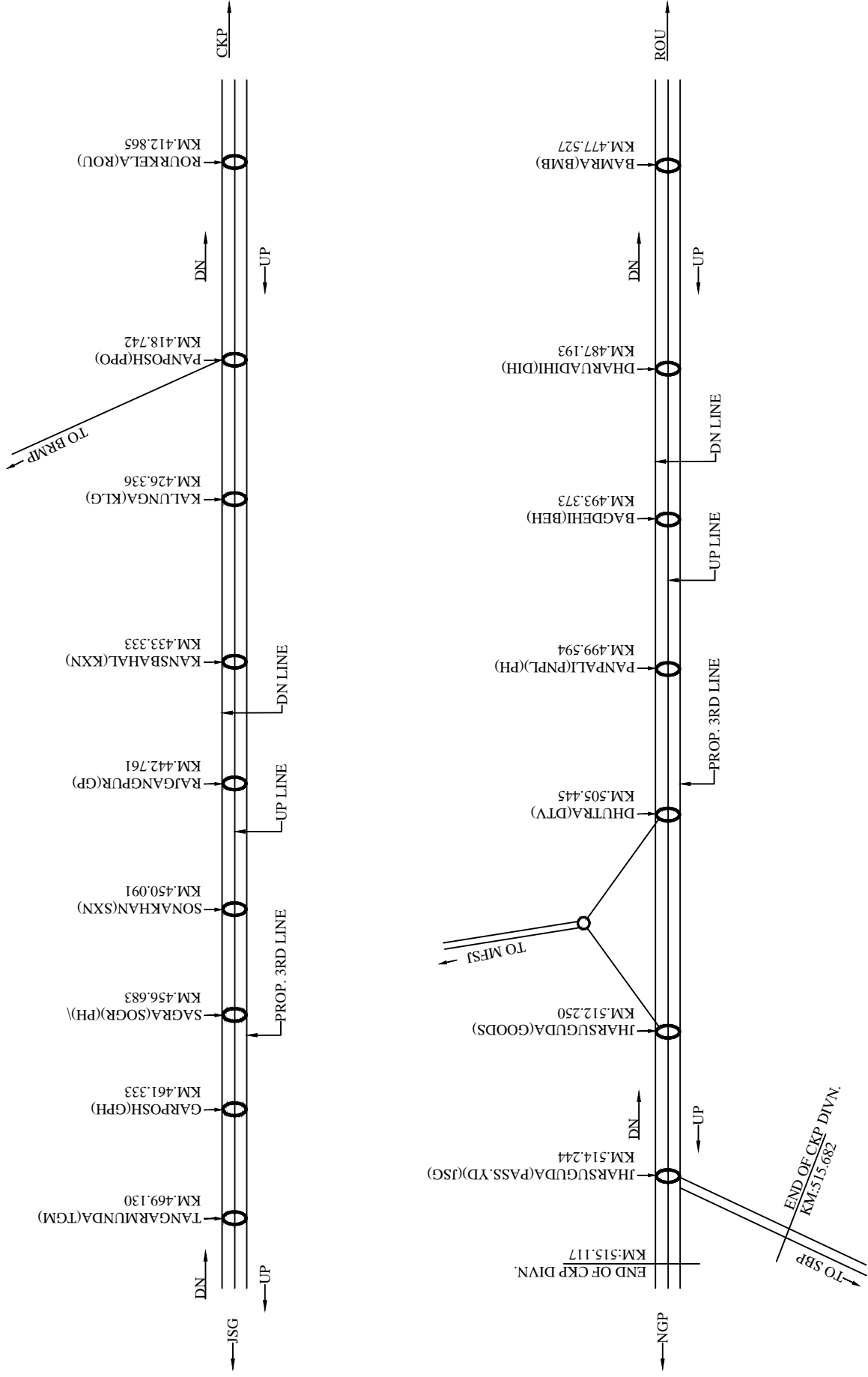
STATION NAME CHART OF PPO-BRMP SECTION



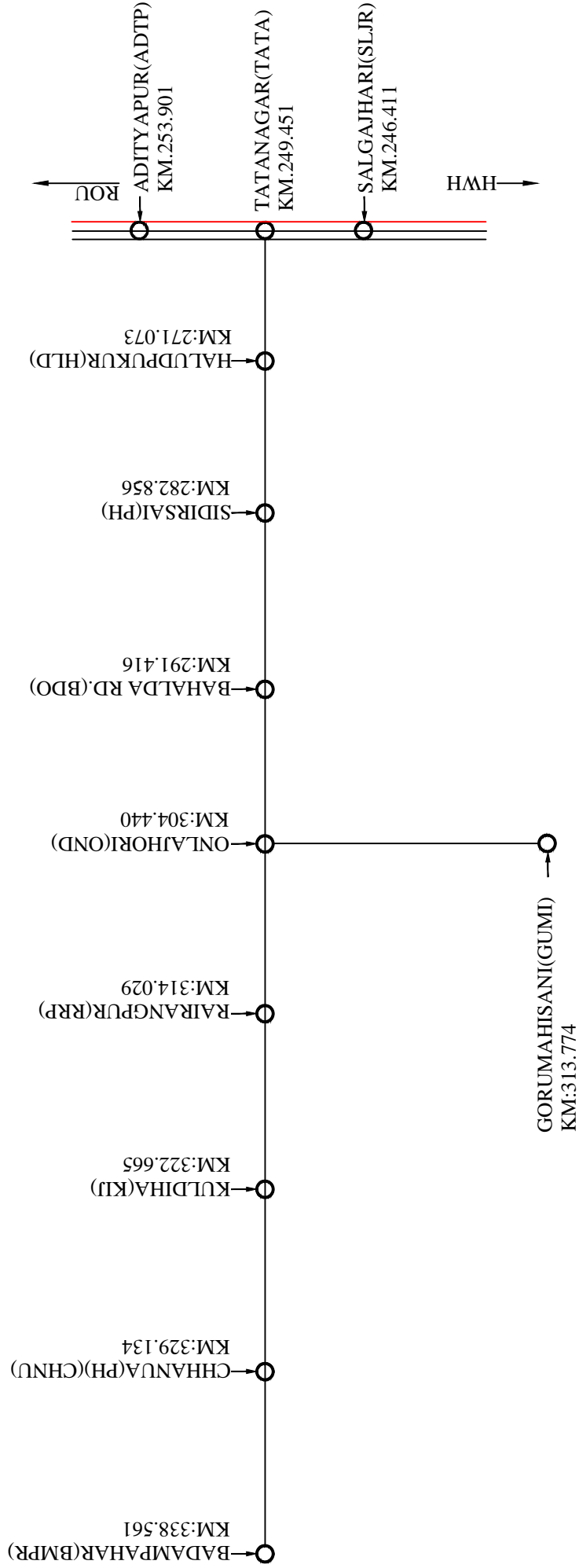
STATION NAME CHART OF RKSJ-BJMD-BYX-GX & PDPH-JRLI SECTION



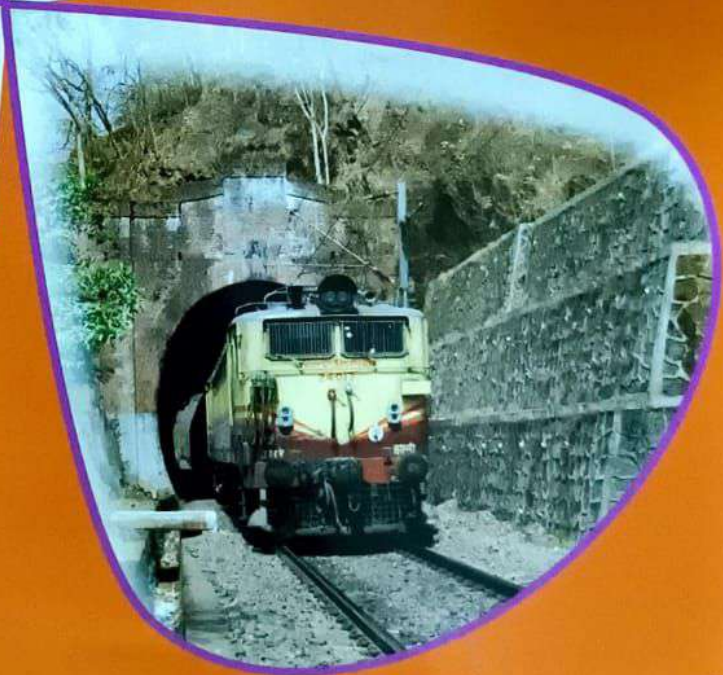
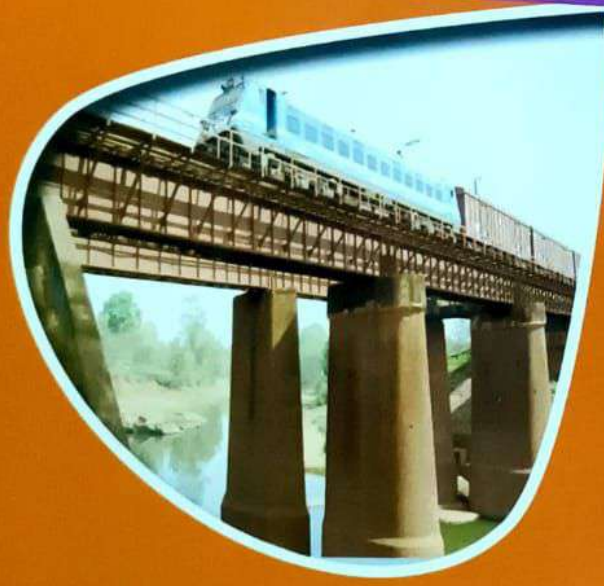
STATION NAME CHART OF ROU-JSG SECTION



STATION NAME CHART OF TATA-GUMI &
OND-BMPR SECTION



Availability of Poclain and JCB in the divisions for restoration purpose							
SL No.	Sr. DEN/DEN	PWI / IOW Unit	No. of availability of Poclain	No. of availability of JCB	Section/ Station	Name of Agency/Owner	Mobile No.
1	SR. DEN[EAST]	ADTP	1	0	MIK	P.C. SINGH	6204932225
2	SR. DEN[EAST]	ADTP	0	1	BI RP	Mahadeo Construction, Ranchi	9110925838
3	SR. DEN[WEST]	GP	1	0	GP-KXN	Megotia Construction	7004245944
4	SR. DEN[WEST]	GP	1	0	GP-KXN	R.S.Construction Company-JIND	6306531769
5	SR. DEN[WEST]	JSG	1	0	BMB-DIH	R.S.Construction Company-JIND	6205818123
6	Sr. DEN/C/CKP	BUF	0	0	BUF-KRBU	N.A	N.A
7	SR. DEN(West)	Works-II/BNDM	0	0	BNDM-NXN	N.A	N.A
8	DEN/(South)/CKP	SSE/(Works)/CBSA	0	0	CBSA	N.A	N.A
9	SR. DEN(West)	Works-I/BNDM	0	1	BNDM	M/S. Singh & Sons, Bondamunda	8917471450
10	SR. DEN(West)	Works-I/BNDM	0	1	BNDM	Damodar Construction, Bisra	8249328020
11	SR. DEN[EAST]	SSE/(works)/SINI	NIL	NIL	SINI	N.A	N.A
12	Sr.DEN/C/CKP	sse/w//ckp	1	1	pst-drwn	tripadi construction	9337062871
13	Sr.DEN/C/CKP	SSE/W/DMIF	1	NIL	RB11 428/37	PUSHP RAJ ENTERPRISES	NA
	Sr.DEN/C/CKP	PWI/MOU	NIL	NIL	MOU - SWR	N.A	N.A
14	Sr.DEN/C/CKP	SSE/W/DMIF	1	NIL	CIQ	JAGABANDHU TRIPATHI	9337062871
15	Sr.DEN/C/CKP	SSE/W/DMIF	NIL	1	KRBU	Damodar Construction, Bisra	9437961217
16	DEN/(South)/CKP	SSE/(Works)/dps	1	0	MMVR-BSPX	MOON HOUSE construction.	8789412730
17	Central		5	5	Chakradharpur.	Sri. Narayan Agrawal, Ward no.7, Dist:West Singhbhum, Post: Chakradharpur, Jharkhand.	9835574044
18	Central & East		1	1	Ranchi	M/S Mahadeo Construction & Co., C/O Navin Kumar Singh, Sona Apartment, Kalyanpur, Road no-3, Singhmore, Hatia, Ranchi.	9801078777
19	Central		2	2	Manoharpur	Shiv Nath Pradhan, AT & Post: Manoharpur, Dist : West Singhbhum, Jharkhand.	95234415353
20	East		2	2	Tatanagar	Anil Kumar Choudhary, Harharguttu, Post: Tatanagar, East Singhbhum, Jharkhand	9031386620
21	East		2	2	Jugsalai, Jamshedpur	Megotia Construction Pvt. Ltd., Gwalapara Road Jugsalai, Jamshedpur District, East Singhbhum, Jharkhand.	9431113581



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