NORTH CENTRAL RAILWAY



ACCIDENT MANUAL

2012

First Edition

(For official use only)

PREFACE

These rules are based on the General & Subsidiary Rules of the Railway and other instructions issued by the Railway Board as well. Whenever any conflict is perceived between these rules and the G & S Rules, only the G & S Rules shall remain applicable. Nothing in these rules shall cancel, amend or modify any of the G & S Rules or the instructions contained in any of the Boards' Circulars on the subject of accidents / disasters.

Accident Manual shall be supplied to each Branch of the Zonal H.Qrs, Divisional Office, Station, Control, Railway Hospital and Health Units, Loco Sheds, Workshops/Repair shops, Offices/Depots of various departments e.g. P.Way and Works, Electrical/Optns-TRD, Mechanical/DSL-C&W, S&T, Traffic and Commercial, each Construction Unit and office, ARMV/ARTs, RPF & GRP Headquarters. The Manual may form the part of essential stores of the train working staff namely SM, Guard, Loco Pilot and the respective officers and supervisors or other Railway employees as prescribed.

Every Railway employee is bound by these rules and he must make himself acquainted with the provisions of the Accident Manual in regard to his duties and also about all the changes made from time to time. To ensure that a Railway employee performs the duties assigned to him effectively, it is essential that he may be aware with the rules pertaining to the duties of other Railway employees as prescribed in these rules.

Duties of Railway staff in this chapter and elsewhere in the Accident Manual may not be exhaustive. Additional duties prescribed from time to time in various other circulars, rule books, manuals, codes etc shall be equally applicable to the Railway employees concerned. The change of designation or up gradation/down gradation of any post shall not generally change the duties and responsibilities unless specially changed.

In the paradigm, the multi disciplinary Safety outfit shall perform the dynamic role of Safety Branch during accidents and disasters from reporting and liaison to restorations and inquiries etc. To achieve effective accomplishments in the assigned responsibilities, the Safety Branch shall firm up its infrastructure well as per Railway Board directives. It is, therefore, obligatory on the part of all the concerned departments, to contribute staff and officers with essential resources to strengthen the Safety Branch at Zonal and Divisional levels. Assignments in the context of accident/disastrous circumstances are detailed in the respective chapters of the Manual. This Manual is issued for official use only.

(U. K. Singh)
Chief operations Manager

INDEX

CHAPTER - 1
DEFINITIONS

Para	Subject	Page
1.01	Act……	1
1.02	Accident……	1
1.03	Serious Accident……	1
1.04	Averted Collision……	1
1.05	Breach of Block Rules……	2
1.06	Cattle……	2
1.07	Commissioner of Railway Safety……	2
1.08	Capsized stock……	2
1.09	Classification of Accidents…….....	2-3
1.10	Department……	3
1.11	Derailment……	3
1.12	Fire……..……	3
1.13	Injuries……..	3-4
1.14	Level-Crossing……	4
1.15	Railway Property……..	4
1.16	Public property……	4
1.17	Railway Administration……	4
1.18	Railway Disaster……...	4
1.19	Railway Employee……	4
1.20	Railway Premises……...	4-5
1.21	Reportable Train Accidents……..……..	5
1.22	Slight Damage to Property……..……...	5
1.23	Damage and Serious Damage to Railway Property……	5
1.24	Sabotage……..……..	5
1.25	Train Wrecking……..……	5
1.26	Attempted Train Wrecking…….……	5
1.27	(a) Train……...……	5-6
	(b) Passenger Train……...	6
	(c) Other Trains……	6
1.28	Threshold value……..……	6

Para	Subject	Page

CHAPTER – 2

CLASSIFICATION OF ACCIDENTS

2.01	Kinds of Accidents…….....	7
2.02	Detailed Classification of Accidents ……	8-18

CHAPTER – 3

REPORTING OF ACCIDENT

3.01	Prompt reporting of Accident by the Railway Employees……..	19-22
3.02	Tabular Report……..	22
3.03	Advice to the Railway Board, local Government and CRS……	22-23
3.04	Telephonic report to the Railway Board……...	23-24

CHAPTER – 4

ACCIDENT MANAGEMENT (DUTIES OF RAILWAY OFFICIALS)

4.01	Objectives ……..……	25
4.02	Essential tenets of successful Accident Management …….....	25
4.03	Execution……...….	25
4.04	Opening Emergency Office and other arrangement……..	26
4.05	Disaster Management Cell at Headquarters office……..……	26-27
4.06	Duties of Railway Officials in case of Accident……..……..	27-45
4.07	Joint Note……...……	45-46
4.08	Attendance of staff attended accident site…….	46

CHAPTER – 5

RELIEF MEASURES

5.01	Accident Relief Trains and Accident Relief Medical Van……..	47
5.02	Drills …….	47
	(a) Mock Drill ……	48
	(b) Accident Drills……	48
	(c) Responsibilities ……	48
	(d) Hooters …….....	49

Para	Subject	Page
5.03	List of Hospitals, Dispensaries and private medical practitioners etc. ……..	50
5.04	Display of detailed road maps in Control Offices……..	50-51
5.05	Earmarking of alternate motor vehicles to Ambulance Car ……..…...	51
5.06	Ordering of Relief arrangements……..…….	51-52
5.07	ART/ARMV and officers to the site from the contiguous Railway…….	52
5.08	Medical Relief……..	53-56
5.09	Noting of important facts……..	56-57
5.10	Clearing operations……...….	57-58
5.11	Transhipment arrangements……..……	58-59
5.12	Preservation of clues…….…….…...	59
5.13	Nomination of an official in case of serious accidents to disseminate information to Press/ Media…….....	59-60
5.14	Working of Traffic when a serious accident takes place…….....….	60
5.15	Resumption of normal working……..……..	60

CHAPTER – 6

SABOTAGE AND TRAIN WRECKING

6.01	General applicability……..….	61
6.02	Duties of Guard, Engine Crew and other Railway staff when derailment or any other serious consequences occur due to suspected sabotage…….	61
6.03	Information to the Civil and Police Authorities…….……..….	61
6.04	Precautions by Engineering Supervisors……..…….	61-62
6.05	Duties of Officers and other Supervisors…….…….….	62
6.06	Duties of the RPF Staff ……..…….	62
6.07	Wreckage etc not to be disturbed until permission is given by the Police…….……..….	62-63
6.08	Joint examination by Civil Police and Railway Officials……..….	63
6.09	Removal and examination of Rolling Stock……..…….	63-64
6.10	Special points to be borne in mind by the officers in examining the site and for preparation of note and drawings……...	64
6.11	Arrangements for photography and videography…….……..	64
6.12	Restoration of communications…….	64
6.13	Preparation of Plan for CRS or other inquiry…….……	64
6.14	Notes and sketches to be carefully preserved……..……..…...	64

Para	Subject	Page

CHAPTER – 7

UNUSUAL OCCURRENCES

7.01	Dangerous or unusual condition noticed on train……	65
7.02	Precautions at construction & repair sites…….……....	65
7.03	Action to be taken when a person is thrown out of or is knocked down by a train…….……..……	65-67
7.04	Passengers getting sick in the train or injured inside the train.	67-68
7.05	Trains in motion, getting into or out of …….…….....….	68
7.06	Material fouling the track…….……	68
7.07	Precautions against derailment due to falling any part of engine/ vehicle/wagon……..…….……	68
7.08	Defective Permanent Way…….……..……	68
7.09	Running of defective locomotives……..….....	68
7.10	Explosion on track or in train…….....	68
7.11	Fire on track……....	68
7.12	Handling of Petrol and other inflammable goods…….…….….	69
7.13	Prevention of fire in live stock carrying vehicles…….. ……	69
7.14	Cotton on fire…….……	69
7.15	Acid Wagon catching fire ……...……	69-70
7.16	Reporting cases of fire……....…	70
7.17	Fire, rendering of assistance by Trackmen……..……..….	70
7.18	Weather warning information……..…..…	70
7.19	Track & Bridge Patrolling…….……..……	70
7.20	Natural deaths……..……..….....	70-71
7.21	Murder in running trains…….……..	71
7.22	Procedure to be adopted when deaths occurs in trains and within Railway premises……..……	71-72

Para	Subject	Page

CHAPTER - 8

INVESTIGATION AND INQUIRIES

8.01	Investigation on the spot…….	73
8.02	Information to be collected on the spot to facilitate Inquiry Committees to arrive at the cause of the accident……	73-75
8.03	Time limit for holding inquiries ……..……..	75-76
8.04	Classification of inquiries…….……..	76-77
8.05	Ordering of inquiries……...…….….	77
8.06	Accident inquiry by the Railways…….	77-78
8.07	Composition of inquiries…….……..…...	78
8.08	President of inquiries……..…….	78
8.09	Time and Place of inquiry……..…..	79
8.10	Officers' duties in connection with inquiry……..…..	79
8.11	Failure to attend inquiry…….……..	79
8.12	Postponing of an inquiry…….....	79
8.13	Object of inquiry……..……...…	79-80
8.14	Some guidelines for the members of Inquiry Committees……..	80-82
8.15	Contents of Proceedings ……..……	82
8.16	The description, summary of the accident and the locality……..	82-83
8.17	Evidence…….……	83-84
8.18	Findings…….……	84
8.19	Recommendations…….…...	84
8.20	Suggestions for system improvement……..….	84
8.21	Other matters brought to light……..…….....	85
8.22	Holding of inquiries in cases of fire…….....	85-87
8.23	Additional instruction in regard to the inquiries in case of fire on train…….….	87

.

Para	Subject	Page

CHAPTER – 9

DISPOSAL OF INQUIRY REPORTS

9.01	Submission of Inquiry Reports…….……....	88-89
9.02	Acceptance of findings……..…..…..	89
9.03	Inquiries into accidents at Junction Stations…….…….……....	89-90
9.04	Passengers, Railway or contractor's servant, trespassers etc. Killed or grievously injured……..…….……....	90
9.05	Prosecution by Police……..…….……....	90
9.06	Metallurgical and chemical investigation of fractured rails, broken parts of rolling stock or other equipment……	90-91
9.07	Action to be taken by the GM on receipt of the report of CRS…….....….	91
9.08	Norms of punishments to be imposed in accident cases……..…..	91

CHAPTER – 10

ACCIDENT RECORDS AND RETURNS

10.01	Station Records…….……....	92
10.02	Divisional record…….……	92-93
10.03	Register of Progress of D&AR cases…….…….	93
10.04	Register giving cause-wise analysis …….	94
10.05	Register showing progress of D&AR cases against responsible staff..	94
10.06	Accident returns……..…….……..	94
10.07	Rules for the preparation of accident returns……..……...	94-95
10.08	Collection, compilation and monthly statement of Accident statistics…	95-96

APPENDICES

Appendix	Subject	Page
'A'	Railway Accident Rules 1998	
	Part –(I) Railway (Notices of and Inquiries into Accidents) Rules, 1998….....	97-106
	Part – (II) Statutory Investigation into Railway Accident Rules,1998……...…..	107-110
'B'	Accident Relief Trains and Accident Relief Medical Vans……..	111-117
'C'	List of Controlling Station Masters and their Beats……..……...	118-119
'D'	Details of Hospitals and Dispensaries…….….	120-123
'E'	Location of Rail Cum Road Vehicles and Tower Wagons	
	Part – I Rail Cum Road Vehicles…….……..……..	124
	Part – II Tower Wagons…….…….….	125-126
'F'	Hints on First Aid…….……	127-131
'G'	Ex-gratia payment to victims and Compensation payable for death and injuries	132
'H'	Extracts from Indian Railways Act 1989……	133-145
'I'	Medical record of injuries sustained by passengers involved in accidents.……	146
'J'	Distinction between Magisterial & Judicial inquiries in accident cases…….…..	147
'K'	Proforma for Accident Report……...….	148-153
'L'	Proforma for Accident Enquiry Report ……...……...	154-162
'M'	Proforma for Accident Log…….…….….	163-165
'N'	Proforma for Detailed Report to the Railway Board…….…..…	166-168
'O'	Catering Arrangement……..…	169-170
'P'	Proforma for Readings and Observations in case of Derailment…….…….	171-198
'Q'	(Q.1) Procedure for dealing with safety related Disciplinary cases……..……	199-200
	(Q-2.) Punishment norms in accident cases……...…….…....	201-208
'R'	Standard list of minimum tools & equipments for ART…….……..……...	209-266

REGISTER OF AMENDMENT SLIPS

Amendment Slip			Date of receipt of Amendment Slip	Amendment on Page No.	Initial
No.	Rule No.	Date of Issue			

REGISTER OF AMENDMENT SLIPS

Amendment Slip			Date of receipt of Amendment Slip	Amendment on Page No.	Initial
No.	Rule No.	Date of Issue			

REGISTER OF AMENDMENT SLIPS

Amendment Slip			Date of receipt of Amendment Slip	Amendment on Page No.	Initial
No.	Rule No.	Date of Issue			

REGISTER OF AMENDMENT SLIPS

Amendment Slip			Date of receipt of Amendment Slip	Amendment on Page No.	Initial
No.	Rule No.	Date of Issue			

REGISTER OF AMENDMENT SLIPS

Amendment Slip			Date of receipt of Amendment Slip	Amendment on Page No.	Initial
No.	Rule No.	Date of Issue			

CHAPTER 1
Definitions

1.01. **Act** means the Railways Act 1989 (24 of 1989).

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

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

(a) Cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness, and;

(b) Cases involving persons being Railway employee or holding valid passes / tickets or otherwise who are killed or grievously injured while traveling outside the rolling stock of a passenger train such as on foot board or roof or buffer but excluding the inside of vestibules between coaches, or run over at a Level Crossing or elsewhere on the Railway track by a train, and

(c) Level crossing accident where no passenger or Railway employee is killed or grievously hurt unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

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

Provided further that such an occurrence may not be treated as an Averted Collision-

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

(b) If, within the station limits, there is an intervening stop signal at danger

governing the moving train and compliance by the moving train with the indication conveyed by the stop signal averted the collision between the trains or between the train and the obstruction.

1.05. Breach of Block Rules- When a train enters a block section without any authority to proceed or with an improper authority to proceed or is received on a blocked line not constituting an averted collision or when it enters or is received on a wrong line at a station or a Catch / Slip siding or sand hump; it constitutes breach of Block Rules.

1.06. Cattle- This term includes all animals except small animals like donkeys, sheep, goats, and dogs .

1.07. Commissioner of Railway Safety means the Chief Commissioner of Railway Safety or the Commissioner of Railway Safety appointed under section 5 of the Railways Act, 1989.

1.08. Capsized stock means and includes derailed stock [Coach / Wagon/Engine etc] in which all wheels are off the ground and the vehicle is resting on its side, either on the ground or against an obstruction.

1.09. Classification of Accidents –

(a) Train Accidents.
(b) Yard Accidents.
(c) Indicative Accidents.
(d) Equipment failures.
(e) Unusual incidents.

[Classification in detail is given in chapter 2.]

(a) Train Accident- Train accidents are the accidents that involve a train and are further divided as -

(i) Consequential.
(ii) Other train accidents.

(i) Consequential- Includes train accidents having serious repercussion in terms of either one or many or all of the followings:-
(1) Loss of human life,
(2) Human injury,
(3) Loss of Railway property,
(4) Interruption to Rail traffic.

Train accidents under following classifications will be termed as consequential train accidents-

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

(ii) **Other Train accidents-** All other accidents which are not covered under the definition of consequential train accidents are to be treated as 'Other Train Accidents'. These include accidents under categories B-5, B-6, C-5 to C-8, D-5 and E-2.

(b) **Yard accidents: -** Accidents that take place in a yard not involving a train are termed as yard accidents. These include accidents falling under category A- 5, B-7, C-9 and D-6.

(c) **Indicative Accidents-** In real term they are not accidents but are serious potential hazards and include all cases of train passing signal at danger, averted collision, breach of block rules coming under classification F, G and H.

(d) **Equipment failures-** Equipment will be considered to have failed if it is not able to perform the defined functions within the prescribed time limit. These include all failures of Railway equipment i.e. failure of locomotive, rolling stock, permanent way, overhead wire, signalling and telecommunication equipments and include cases falling under classification J, K, L and M.

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

1.10. **Department** also includes branch under the administrative set up.

1.11. **Derailment** means off - loading of wheel or wheels of the rolling stock, causing detention or damage to rolling stock / P. Way.

1.12. **Fire -** The statistics of fire shall include all cases of physical fire or smoke emission resulting in death or injury or damage to property amounting to ₹ 5000/- and above.

1.13. **Injuries -** Injuries are classified grievous and simple as below-

(a) **Grievous -** Injuries for the purpose of the statistics are the injuries as defined in Section 320 of Indian Penal Code and are reproduced below (Section 320- Indian Penal Code 45 of 1860)-

(i) Emasculation.
(ii) Permanent privation of the sight of either eye.
(iii) Permanent privation of the hearing of either ear.
(iv) Privation of any member of joint.
(v) Destruction or permanent impairing of the powers of any member or joint.
(vi) Permanent disfigurement of head or face.
(vii) Fracture or dislocation of a bone or tooth.
(viii) Any hurt which endangers life or which causes the sufferer to be, during the period of 20 days, in severe bodily pain or unable to follow his ordinary pursuits.

(b) Simple -

(a) A person will be considered to have incurred simple injuries if these injuries incapacitate the injured person to follow his customary vocation during 48 hours after the occurrence of the accident.

(b) A Railway employee is considered to have been injured if he/she is prevented from returning to work as a result of injuries for a period of 48 hours after the occurrence of the accident.

1.14. Level-Crossing means the intersection of the road with railway track at the same level.

1.15. Railway property means rolling stock, locomotives, permanent way, signaling and interlocking equipment, electric equipment and other property owned by Railway.

1.16. Public property means all such property as does not belong to the Railway viz. goods, parcels, luggage, livestock, and other materials tendered to and accepted by the railway for carriage from a fixed place of departure to a certain destination (excluding the luggage carried by passengers on train).

1.17. Railway Administration- in relation to -

(a) A Government Railway means the General Manager of a Zonal Railway; and

(b) A non Government Railway means the person who is the owner or lessee of the Railway or the person working the Railway under an agreement.

1.18. 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."

1.19. Railway Employee means any person employed by the Central Government or by a Railway administration in connection with the service of a Railway.

1.20. Railway Premises – The term `Railway premises' for the purpose of these rules includes:

(a) All land within the fences or other boundary- marks indicating the limits of the land appurtenant to a Railway;

(b) All lines of rails, sidings or branches worked over for the purposes of or in connection with, a Railway;

(c) All stations, offices, ware-houses,wharves,workshops, manufacturers, fixed plant and machinery and other works constructed for purposes of or in connection with, a Railway; an

(d) All ferries, ships, boats and rafts which are used on inland waters for the purposes of the traffic of a Railway and belong to or hired or worked by the authority administering the Railway.

1.21 Reportable Train Accidents- All accidents falling under the purview of Section 113 of Railway Act, 1989 are termed as reportable train accidents and include following:-

(a) Any accident attended with loss or any human life, or with grievous hurt.

(b) Any collision between trains of which one is a train carrying passengers; or

(c) The derailment of any train carrying passengers, or of any part of such train; or

(d) Accidents which are attended with loss of human life in passenger trains involving train wrecking or attempted train wrecking, cases of running over, obstructions placed on the line, or passengers falling out of train or fires in trains, or grievous hurt, or serious damage to railway property of the value exceeding ₹ 2 crore which have not actually occurred but which by the nature of the accident might reasonably have been expected to occur and also cases of land slides or of breach by rain or flood which cause interruption of any important through line of communication for at least 24 hours.

1.22. Slight damage to property means damage to Railway Property roughly estimated to cost less than ₹ 500/-.

1.23. Damage and serious damage to Railway property – Damage to Railway property roughly estimated to cost ₹ 500/- and over upto ₹ 2 crore. Serious damage to property means damage to Railway property roughly estimated to cost over ₹ 2 crore.

1.24. Sabotage means the criminal interference with any part of the working machinery of a Railway with the object of rendering it inoperative or any act intended to cause damage to railway property other than train wrecking or attempted train wrecking.

1.25. Train Wrecking means the willful obstruction or tampering with the permanent way, works or rolling-stock, resulting in an accident to a train with or without loss of life or damage.

1.26. Attempted Train Wrecking means the willful obstruction of or tampering with the permanent way or works, structures, equipment or rolling-stock, which, if undetected would have resulted in an accident.

1.27 (a) Train- A train is a set of vehicles, empty or loaded, worked by locomotive, or any other self propelled unit including light engine / engines, or rail-motor vehicles or a single rail -motor vehicle, empty or conveying passen-

gers, live stock, parcels or goods, which cannot be readily lifted off the track and running under a particular number or a distinct name from fixed point of departure to a fixed destination. Part of a train shall also be treated as a train for the purpose of this definition, classification and statistics.
The train engine or any other vehicle once put on the train continues to be a part of the train until the station is reached beyond which it is not required to go on the same train. At such stations, the moment the train engine or any other vehicle is cut off the load, it ceases to be a part of the train.

(b) **Passenger Train-** A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. A workman's train or a ballast train or a material train or an Accident Relief train or a Tower wagon or such other train carrying workmen, or Cattle special/Military special carrying authorized escorts or similar such train shall be treated as a passenger train.

(c) **Other Train-** All other trains not covered above para (a) & (b) shall be termed as 'Other Trains'.

1.28. Threshold value- For the purpose of reporting of accidents, 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 ₹ 01 lac. or;

(b) Threshold value of interruption to communication either partial or total where duration of interruption to communication is equal to or more than number of hours specified against each cell-

Interruption	BG-A,B,C or D Spl. Route	BG- D, E Spl. Or MG-Q, R route	BG- E, MG-S or NG route
Total	3 Hrs	4 Hrs	6 Hrs
Or	or	or	or
Total + Partial	6 Hrs	8 Hrs	12 hrs

Duration of interruption is defined as duration from the time of accident till starting of first commercial train on line clear from adjacent station for movement (goods or passenger carrying) over the affected line in that section.

CHAPTER 2

Classification of Accidents

2.01. Kinds of Accidents:

(1) Accidents as defined in this chapter are either train accidents or yard accidents.

(2) Train accidents are either consequential or indicative.

(i) Consequential Accidents:

1. Collisions
2. Fire on trains
3. Level crossing accidents
4. Derailments
5. Miscellaneous

(ii) Indicative Accidents:

(a) Averted collisions
(b) Breach of block rules
(c) Passing signal at danger

2.02. Detailed Classifications of Accidents

Class 'A' - Collisions		Officials to be advised	Enquiry to be conducted by
A-1	Collision involving a train carrying passengers, resulting in - (i) Loss of human life and /or grievous hurt and/or (ii) Damage to Railway property of the value exceeding ₹ 2 crore and /or (iii) Interruption of any important through line of communication for at least 24 hours.	CRS, CCRS (only in case of serious accidents) DM, SSP/SP, AIG/GRP, SDO or (DSP or ASP), GRP, Officer in charge Railway Police station, GM, CSO, CPRO, DRM, RPF, SE Loco, P.Way, and C&W, TI, ADEN, Inspector/RPF incharge of section, SE/Sig, if signalling equipment is involved ,ELC (if Electrical Equipments involving), Sr.DMO of Hospital/Dispensary on either side of accident, ADMO when medical aid is required, Supdt. RMS (if Mails are affected), Chief Inspector/ Explosive, in case of explosives or conflagrations due to explosives or dangerous goods, AEE/RS, AEE/TRD, CTFO/OHE, TLC/TPC, if concerned.	SAG officers, unless the same is being inquired into by CRS.
A-2	Collision involving a train not carrying passengers, resulting in (i) Loss of human life and /or grievous hurt and/or (ii) Damage to Railway property of the value exceeding ₹ 2 crore and /or (iii) Interruption of any important through line of communication for at least 24 hrs	-do-	-do-
A-3	Collision involving a train carrying passengers not falling under A-1 above.	-do-	-do-
A-4	Collision involving a train not carrying passengers not falling under A-2 above.	CRS, GM, CSO, DRM, ADEN, TI, RPF, SE/PWay, C&W,Signal officer, Incharge Railway Police Station.	-do-
A-5	Other collisions, i.e. collisions occurring in shunting, marshalling yards, loco yards and sidings etc. but not involving a train.	DRM, Sr. DSO, TI, RPF, SE/ P.Way, Signal, C&W and GM if running line blocked, AEE/RS,AEE/TRD, CTFO/ATFO concerned	Sr. Supervisors

Class 'B' – Fire in train		Officials to be advised	Enquiry to be conducted by
B-1	Fire in a train carrying passengers, resulting in - (i) Loss of human life and /or grievous hurt and/or (ii) Damage to Railway property of the value exceeding ₹ 2 crore and /or (iii) Interruption of any important through line of communication for at least 24 hours.	CRS, GM, OC/RPF, DRM, TI, SE/C&W, Officer in charge Rly Police Station, SE/Works, P.Way, if concerned,RMS if Mails affected, Chief Inspector/ Explosives in case of Fires and explosives/ and suspected to be due to explosives, dangerous or inflammable goods, AEE/RS, TPC, TLC if concerned. AEE/TRD, ATFO/OHE in case of electrified section.	JA Grade officers and in its absence by Branch officers
B-2	Fire in a train not carrying passengers, resulting in - (i) Loss of human life and /or grievous hurt and/or (ii) Damage to Railway property of the value exceeding ₹ 2 crore and /or (iii) Interruption of any important through line of communication for at least 24 hours.	-do-	-do-
B-3	Fire in a train carrying passengers not falling under B-1 above but (i) Loss to Railway property is ₹ 50,000 or above and/or (ii) Interruption to traffic is more than the threshold value and/or (iii) Resulting into detachment of coaching stock/stocks from the train.	CRS, GM, OC/RPF, DRM, TI, SE/C&W, Officer in charge Rly Police Station, SE/Works, P.Way, if concerned, Supdt.RMS(if Mails affected), Chief Inspector/ Explosives in case of Fires and explosives/ and suspected to be due to explosives, dangerous or inflammable goods, AEE/TRD, ATFO/OHE in case of OHE in case of electrified section..	-do-
B-4	Fire in a train not carrying passengers and not falling under B-2 above but (i) Loss to Railway property is ₹50,000 or above and/or (ii) Interruption to traffic is more than the threshold value and/or (iii) Resulting into detachment of goods stock/stocks from the train.	-do-	-do-
B-5	Fire in a train carrying passengers not falling under B-1 or B-3 above.	-do- (except CRS)	Sr. Scale/ Jr. Scale
B-6	Fire in a train not carrying passengers and not falling under B-2 or B-4 above.	-do-	-do-
B-7	Fire occurring in shunting, marshalling yards, loco yards and sidings etc. involving rolling stock but not involving a train.	-do-	A committee of Sr.Supervisors

Note - *In case of an inquiry by a committee in fire cases on Railway premises or on a train causing damage to Railway property and /or booked consignments, representative from Railway Protection Force should also be included as a member of the Committee.*

Class 'C' - Trains running into road traffic and/or road traffic running into trains at Level crossing		Officials to be advised	Enquiry to be conducted by
C-1	Trains carrying passengers running into road traffic and /or road traffic running into such trains at manned level crossings resulting into loss of human life and /or grievous hurt and /or damage to Railway property and /or interruption to traffic is more than the threshold value	CRS, GM, CSO, DRM, ADEN, TI, RPF, SE/P.Way, C&W, S&T, officer incharge Rly. Police station,	JA Grade, officers and in its absence by Branch officers
C-2	Trains not carrying passengers running into road traffic and /or road traffic running into such trains at manned level crossings resulting into loss of human life and /or grievous hurt and /or damage to Railway property and /or interruption to traffic is more than the threshold value	-do-	-do-
C-3	Trains carrying passengers running into road traffic and /or road traffic running into such trains at unmanned level crossings resulting into loss of human life and /or grievous hurt and /or damage to Railway property and /or interruption to traffic is more than the threshold value	-do-	Sr. Scale / Jr. Scale officers
C-4	Trains not carrying passengers running into road traffic and /or road traffic running into such trains at unmanned level crossings resulting into loss of human life and /or grievous hurt and /or damage to Railway property and /or interruption to traffic is more than the threshold value	-do-	-do-
C-5	Trains carrying passengers running into road traffic and /or road traffic running into such trains at manned level crossings but not falling under C-1.	-do-	-do-
C-6	Trains not carrying passengers running into road traffic and /or road traffic running into such trains at manned level crossings but not falling under C-2.	-do-	-do-
C-7	carrying passengers running into road traffic and /or road traffic running into such trains at unmanned level crossings but not falling under C-3.	-do-	-do-

C-8	Trains not carrying passengers running into road traffic and /or road traffic running into such trains at unmanned level crossings but not falling under C-4.	-do-	-do-
C-9	Shunting engine with or without vehicles or loose vehicles running into road traffic and /or road traffic running into shunting engine with or without vehicles or loose vehicles at level crossings.	-do-	Sr. Subordinates

Note:

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

(ii) All cases involving collisions between trains and road vehicles and vice versa at level crossings manned/ unmanned classified under category C-5 to C-8 are to be treated as other train accidents.

(iii) In case of C-1, C-2, C-3, C-4 class of accident CRS has to be informed only if passenger casualty is involved.

(iv) In case of C-9 class of accident, CRS need not to be informed, if no passenger casualty is involved. In case of accident at level crossing, if road user/passenger/crew is killed, CRS must be informed.

Class 'D' – Derailments		**Officials to be advised**	**Enquiry to be conducted by**
D-1	Derailment of a train carrying passengers resulting in loss of human life and /or grievous hurt and /or damage to Railway property of the value exceeding ₹ 2 crore and /or interruption of any important through line of communication for at least 24 hours.	Same as in the case of A-1	JA Grade officers and in its absence by Branch Officers
D-2	Derailment of a train not carrying passengers resulting in loss of human life and /or damage to Railway property of the value exceeding ₹ 2 crore and /or interruption of any important through line of communication for at least 24 hrs.	-do-	-do-
D-3	Derailment of a train carrying passengers, not falling under D-1 above.	-do-	-do-
D-4	Derailment of a train not carrying passengers, not falling under D-2 above but loss to Railway property and /or interruption to traffic is more than the threshold value.	GM, CSO, DRM, ADEN, TI, RPF, SE/P.Way, S&T, Officer incharge Rly. Police Station.	-do-
D-5	Derailment of a train not carrying passengers, not falling either under D-2 or D-4 above.	-do-	Sr Scaleofficers/ Jr Scale officers
D-6	Other derailments, i.e. derailments occurring in shunting, marshalling yards, loco yards, and sidings etc but not involving a train.	Same as in the case of A-5	Sr.Subordinates

Class 'E' – Other Train Accident		Officials to be advised	Enquiry to be conducted by
E-1	Train running over or against any obstruction including fixed structures other than included under class 'C' resulting in the loss of human life and /or grievous hurt and /or damage to Railway property and /or interruption to traffic is more than the threshold value.	CRS, GM,CSO, DRM, ADEN, TI, RPF, SE/P.Way, S&T, Officer incharge Rly. Police Station.	JA Grade officers and in its absence by Branch Officers
E-2	Trains running into any obstruction including fixed structures but not covered under class 'C' or 'E-1'	-do- (except CRS)	Sr Scale officer/ Jr Scale officers

Class 'F' – Averted Collisions		Officials to be advised	Enquiry to be conducted by
F-1	Averted collision between trains at least one of which is carrying passengers.	CRS, DM, SDO or DSP or ASP, SO/ GRP GM, CSO, DRM, TI, RPF, AEE/TRD, AEE/RS, TPC, TLC, ATFO/ OHE (in case of electrified section).	SrScale officers/Jr Scale officers
F-2	Averted collision between a train carrying passengers and an obstruction.	-do-	-do-
F-3	Averted collision between trains not carrying passengers.	-do-	-do-
F-4	Averted collision between trains not carrying passengers and an obstruction.	-do-	-do-

Class 'G' – Breach of Block Rules		Officials to be advised	Enquiry to be conducted by
G-1	Train carrying passengers, entering a block section without any authority or without a proper 'Authority to proceed'.	CRS, GM,CSO, DRM, TI, LI, SE (S&T)	SrScale officers/ Jr Scale officers
G-2	Train not carrying passengers, entering a block section without any authority or without a proper 'Authority to proceed'.	-do-	-do-
G-3	Train received on a blocked line, not constituting an averted collision.	GM,CSO, DRM, TI, LI, SE (S&T)	-do-
G-4	Train received on or entering a wrong line at a station or Catch or slip Siding or sand hump etc.	-do-	-do-

Class 'H' – Train passing Signal at danger		Officials to be advised	Enquiry to be conducted by
H-1	Train carrying passengers running past a 'Stop signal' at danger without proper authority.	CRS, GM, CSO, DRM, TI, LI, TLC, SE(S&T)	JA Grade officers with Sr. DSO/ DSO as one of the members.
H-2	Train not carrying passengers running past a 'Stop signal' at danger, without proper authority.	GM, CSO, DRM, TI, LI, TLC, SE(S&T)	-do-

EQUIPMENT FAILURE –

Class 'J' – Failure of Engine and Rolling Stock		Officials to be advised	Enquiry to be conducted by
J-1	Failure of engine hauling a train carrying passengers.	CRS, GM, DRM, Loco Foreman, CPRC, TLC if a running line is blocked (if engine belongs to another division, the DRM & Loco Foreman of the division and shed concerned should also be included).	Sr.supervisor/ Supervisor of respective deptt.
J-2	Failure of engine hauling a train not carrying passengers or light engine.	-do- (except CRS)	-do-
J-3	Parting of train carrying passengers.	CRS, GM, DRM, TI, LI, SE(C&W)	-do-
J-4	Parting of a train not carrying passengers.	GM, DRM, TI, LI, SE(C&W)	-do-
J-5	Failure of Rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc. on a passenger carrying train leading to detachment of rolling stock/stocks from the train.	DRM, TI, LI, SE(C&W) and SE(P.Way)	-do-
J-6	Failure of Rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc on train not carrying passenger leading to detachment of rolling stock/stocks from the train.	-do-	-do-
J-7	Failure of Rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc on passenger carrying trains, not leading to detachment of rolling stock /stocks from the train.	-do-	-do-

J-8	Failure of Rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc. on train not carrying passenger, not leading to detachment of rolling stock /stocks from the train.	DRM, TI, LI, SE(C&W) ,SE(P.Way)	Sr.supervisor/ Supervisor of respective deptt
J-9	A train or a portion of a train running away, out of control.	DRM, TI, LI, SE(C&W)	-do-
J-10	Poor brake power in a train but not covered in Class J-9.	-do-	-do-

Class 'K' – Failure of Permanent Way		**Officials to be advised**	**Enquiry to be conducted by**
K-1	Buckling of track	GM, DRM, ADEN, TI, SE(C&W),(P.Way), (S&T)	Sr.Supervisor/ Supervisor of respective deptt
K-2	Weld failure	-do-	-do-
K-3	Rail fracture	-do-	-do-
K-4	An unusually slack or rough running or heavy lurch experienced by loco pilot of running train while passing over any length of permanent way leading to blockage of communication.	GM, DRM, ADEN, TI, LI, SE(C&W),(P. Way),(S&T)	-do-
K-5	Failure of Railway tunnel, bridge, viaduct/formation/cutting and culvert etc.	DRM, ADEN, TI, SE(P. Way), Supdt. RMS, (if Mails affected), AEE(TRD), TPC if OHE is concerned	-do-
K-6	Damage to track of such a nature other than those covered under class K-1 to K-5 so as to render it temporarily unsafe for passage of trains or likely to cause delay to traffic for the period above threshold value.	GM, DRM, ADEN, TI, SEs (C&W),(P.Way), (S&T)	-do-
K-7	Damage to track of such a nature as to render it temporarily unsafe for the passage of trains or likely to cause delay to traffic not covered up in K-1 to K-6.	-do-	-do-

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

Class 'L' – Failure of Electrical Equipment		Officials to be advised	Enquiry to be conducted by
L-1	Snapping off or any damage to OHE wire requiring switching off OHE for more than three minutes.	DRM Sr. Subordinate whose assistance is required, TPC	Sr.Supervisor/ Supervisor of respective deptt
L-2	No tension in OHE for more than three minutes.	-do-	-do-
L-3	Pantograph entanglement not covered under J-1 and J-2.	DRM, LI, TLC, TPC, Loco Foreman (if engine belongs to other division, the DRM, TLC of the division and the shed concerned should also be informed.)	-do-
L-4	Defect in AC or other electrical equipments leading to detachment of a rolling stock/stocks from a train.	CEE, Dy.CEE/TRL, DRM, DEE/ TRD, TPC, TFO/OHE, TLC	-do-

Class 'M' - Failure of Signaling and Telecommunication		Officials to be advised	Enquiry to be conducted by
M-1	Failure of part or complete panel / RRI.	GM, DRM, TI, TLC/LF, SE(S&T)	Sr.Supervisor/ Supervisor of respective deptt
M-2	Failure of Interlocking / track circuit or axle counters.	-do-	-do-
M-3	Failure of Block Instruments.	-do-	-do-
M-4	Failure of point machine and equipment.	DRM, TI, TLC/LF, SE(S&T)	-do-
M-5	Failure of signal /point.	-do-	-do-
M-6	Failure of control /station communication for more than fifteen minutes.	TI, TLC, LF, SE(S&T)	-do-
M-7	Failure of station to station or station to level crossing gate communication for more than 15 minutes.	-do-	-do-

Note: Signal / Point and Telecommunication failure which were not informed to S&T Department will not be taken into account for failure.

UNUSUAL INCIDENTS -

Class 'N' – Train Wrecking		**Officials to be advised**	**Enquiry to be conducted by**
N-1	Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway property.	Same as in the case of A-1	CRS
N-2	Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train not carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway property..	-do-	-do-
N-3	Attempted wrecking of or Bomb Blast or Explosion or Sabotage to signaling and track or forceful confinement of train running staff on duty and/or passengers but not involving a train.	-do-	Jr Scale officers

Class 'P' – Casualties		**Officials to be advised**	**Enquiry to be conducted by**
P-1	Person or persons falling out of a running train resulting in loss of human life or grievous hurt.	Same as in the case of A-1	Sr Supervisors
P-2	Person or persons run over or knocked down by a train resulting in loss of human life or grievous hurt.	Same as in the case of A-1, except GM & CRS	-do-
P-3	Person or persons falling out of a running train or knocked down by a train or engine or railway vehicle, not resulting in loss of human life or grievous hurt.	-do-	-do-

Class 'Q' – Other Incidents		**Officials to be advised**	**Enquiry to be conducted by**
Q-1	Accidental or natural death or grievous hurt to any person whether a passenger or Railway employee or trespasser or any other person within Railway premises (excluding Railway quarters).	Same as in the case of A-1, except CRS	Sr.Supervisors

Q-2	Murder or suicide in a train or within Railway premises.	-do-	-do-
Q-3	Robbery, attempted robbery, theft or attempted theft in Railway premises including trains.	-do-	-do-
Q-4	Fire or explosion within Railway premises but not involving trains.	Same as in the class B-1 except CRS	-do-
Q-5	Fire or explosion resulting in damage to Railway bridge and viaduct / culvert etc.	-do-	Sr. Scale Officers
Q-6	Blockade to train services due to agitation.	-do- except CRS and Chief Inspector Explosives.	-do-

Class 'R' – Miscellaneous		**Officials to be advised**	**Enquiry to be conducted by**
R-1	Vehicle or vehicles running away.	DRM, TI, TLC, TPC, SSE(C&W)	Sr. Scale Officers
R-2	Train running over cattle.	DRM, ADEN, TI, SE(P.Way), SSE /C&W, S&T, Officer in charge Railway Police station.	Sr. Supervisors
R-3	Floods, Breaches, and landslides, etc. resulting in interruption of an important through line of communication more than the threshold value.	CRS, DRM, ADEN, SE(P.Way), TI Supdt RMS if Mails affected, AEE/TRD, TPC, ATFO, if OHE is affected, CPRO	Jr. Scale Officers
R-4	Other cases of Floods, breaches, land slides etc. resulting in interruption to traffic.	-do- except CRS	Sr. Supervisors
R-5	Any accident not included in the foregoing classifications.	-do-	-do-

Note-

1. *In all above mentioned classification of accident, control shall have to inform Sr. DSO or DSO/ADSO.*
2. *(i). In the event of an accident falling in more than one class, it should be treated as an accident in the highest class but in accident messages, while treating an accident of the highest at class, the subsidiary class or classes also should, however, be indicated.*

   (ii) In such an event the accident message should be addressed to all concerned in the highest category.

   (iii) In terms of rules 3 of the Railway (Notices of and inquiries into accident) Rule, 1998, when any accident, such as is described in section 113(a) of the Indian Railway Act., i.e. an accident attended, with loss of human life or with grievous hurt with damage to Railway property of the value exceeding ₹ 2 crore etc. occurs in the course of working a Railway, the occurrence to such an accident is required to be reported to the Commissioner of Railway Safety regardless of the fact whether for statistical purpose such an accident is classified as a train accident or not.

   For example : *The cases of the accidents to light engines, lorries, trolleys, or fire in diesel/ electric locomotives resulting in death, grievous hurt or loss of over ₹ 2 crore to Railway property must be reported to the Commissioner of Railway Safety even though statistically such accidents are not classified as train accident.*

   (v) Accident messages may be addressed to officials in addition to those indicated in the above table as per necessity and requirements of the situation.

CHAPTER-3
Reporting of Accident

3.01. Prompt reporting of Accident by the Railway Employees:-

(a) Every Railway Employee shall report every accident or unusual occurrence in the course of working the Railway with least possible delay which may come to his notice, to the nearest Station Master or where there is no Station Master, to the railway Employee in- charge of the section of the Railway on which the mishap has occurred, through any one or more of the following possible means -

(i) Portable control telephone / walkie-talkie set / VHF set / mobile phone.

(ii) Phone provided at level crossing gates.

(iii) By stopping train / Loco / trolleys or other vehicle passing on the adjacent line.

(iv) By BSNL / MTNL phone if available near by the site of accident.

(v) By sending message through a Railway employee to the nearest Station Master.

(vi) Sending the light engine of a train. However, in case of suspected sabotage, engine etc. should not be disturbed.

(vii) By road transport, if available.

(b) **Following particulars should be given in First Information from the site of accident –** (by Guard or Loco crew or staff).

(i) Date / time

(ii) Train number / description.

(iii) Location/ KM/ Block section/ Station/ Division.

(iv) System of working/ Signaling/ Interlocking.

(v) Condition of weather & visibility.

(vi) Brief description of accident - nature of accident.

(vii) Medical Van/ARMV or ART or both are required.

(viii) Whether there is any casualty / injury or damage to Railway property.

(ix) Whether any derailment has occurred? In case of wagons/coaches derailed/capsized, whether loaded or empty, whether fouling adjacent track or not. If not fouling, whether required any speed restriction for the passage of any train on the adjacent line and any other information which is readily available.

(x) **Rolling stock**-Damage to Loco, Wagons, Coaches or any other vehicle.

(xi) **Track condition** - Track length (approximate) damaged (from km to km), extent damage i.e. damage to sleepers, track fittings, bridge, tunnel, fixtures etc.

(xii) **OHE** - Damage to mast / portal / cantilever / wires / insulation etc.

(xiii) **S&T** - Damage to signals, signal posts, points, crossings, track circuits etc.

(xiv) **In case of level crossing accident** - the type of road vehicle involved and number of persons injured/ dead and nature of injuries. Whether the engine is disabled and whether any derailment has taken place. Whether road vehicle is entangled /obstructing the track.

(xv) Prima facie cause, if known.

(xvi) any other relevant information.

Note:

1. In case of accidents involving passenger trains and accidents at level crossing gates, the first information must be very prompt and precise.

2. The causality/injury if any must be specially stated.

3. In case of fire the following additional information must be given -

(i) Coach or Wagon No.

(ii) Material involved in fire, if known.

(iii) Means used to extinguish fire.

(iv) Time the fire extinguished.

(v) Additional fire extinguishers required or not.

(c) Action to be taken by the Station Manager receiving advice of an accident -

The SM on receiving a report of an accident shall immediately take action -

(i) Not allow any movement in the affected block section and shall inform SM of the other end to ensure the same.

(ii) On controlled section the Station Manager must immediately advise to section controller of the accident, indicating the nature of medical or mechanical assistance required.

(iii) Assistance of medical aid to person/ passengers is required urgently, must be called for from the local hospitals, dispensaries and doctors. In order to convey medical help, to the site of the accident, available trollies and train engines may also be utilized.

(iv) on non-controlled section or if the control is inoperative, the SM shall contact the Divisional/ Area control office or Sr.DOM/DOM, Sr.DSO/DSO or DRM/ADRM or any other officer available on telephone including CUG etc. or where such facility doesnot exist or is inoperative, SM may use nearby public / private PCO / STD booth

for this purpose. In case such facilities are not available then SM or the official concerned may hire a road vehicle to send the message to the nearest place from where information can be conveyed to Control office/Railway officers.

(v) In the case of accidents at junction stations between two Divisions, both DRMs must be advised.

(vi) Also advise local RPF / GRPs and civil authorities including DM, SSP and SP/GRP in case of serious nature.

Note- **Use of STD / PCO for reporting of accident**– SM/ASMs are authorized to use STD/PCO wherever available at a station or nearby stations for communicating the accident related messages to the relevant authorities. The money incurred by SM on this account may be reimbursed to them later on.

(d) Action to be taken by the Section Controller – As soon as he receives advice of accident, the section controller shall -

(i) Note the time/date of accident and the name of the person who has given the information and brief particulars of accident.

(ii) Advise the Power Controller of the nature of assistance required.

(iii) Advise the Traction Power Controller or Traction Loco Controller the nature of accident and assistance required, in case of accident has taken place in the electrified section or the overhead equipment or electric loco is involved.

(iv) Advise the controlling SM/TIs of the section to rush to the site of accident by first means.

(v) Apprise to the Dy. Chief Controller of the available particulars about the accident and the action taken by him.

(e) Action to be taken by Dy. Chief Controller -

(i) Advise to Railway doctors and other civil doctors in case of accident of passenger carrying trains and other accidents involving injuries/causal- ties.

(ii) Advise all concerned Divisional Officers and DRM/ADRM.

(iii) Inform Central Control headquarters without waiting for further details.

(iv) Inform the Police officials, RMS authorities in case of Mail carrying train and DM concerned where such advise is required.

(v) Advise to adjacent Divisional Railway.

(f) Duties of Chief Controller – The Chief Controller must take supervisory charge of the affected section and ensure that advice of the accident has been sent to all concerned.

(g) Telephonic report to the Headquarters Office -

First information of the accident to the Headquarters Office

Emergency Control shall be advised by Chief Controller or Dy. Chief Controller telephonically, immediately after the accident, in case of following categories of accidents :-

(i) All consequential train accidents.

(ii) Yard accident having serious repercussion on movement of traffic on through main line resulting in dislocation of traffic more than the threshold value.

(iii) Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value.

(iv) Averted collisions.

(v) In case of train passing signal at danger.

(vi) In addition, periodic (monthly) statement of accidents in all the categories shall be submitted by the divisional Safety branch to the CSO in the prescribed format.

(h) Action to be taken by the Headquarters Control - CHC (punctuality control to act as Emergency control) will maintain the log of events in chronological order and report the accident without delay as follows-

(i) CSO, COM, GM/AGM, CMD & Sr./Jr. Traffic/Safety officers. CSO will inform to G.M, CRS and Railway Board.

(ii) In case of casualties, CMD may be apprised first.

(iii) Inform mechanical, Electrical, P.Way, S&T, Commercial, and Security controls who will further inform to their respective PHODs, HODs, Dy. HODs etc.

(iv) CPRO should also be apprised.

(i) Accidents in Workshops.

(i) Workshop accidents must be reported in accordance with the rules made by the State Government within whose jurisdiction the workshop is located.

(ii) Serious accidents must be reported individually to the General Manager.

3.02. Tabular Report- The SM of the station nearest to the site of accident or the official in whose jurisdiction it occurs, shall as soon as possible, send a detailed report of the accident on the prescribed format to the DRM in triplicate. The Guard and Loco Pilot will submit a report of accident to the control with the journals before signing off the duty.

3.03. Advice to the Railway Board, local Government and CRS -

(a) ***When any accident falling within the category of section 113 of the Indian Railway Act, 1989, occurs, the Divisional Railway Manager will issue a message containing the following particulars*** -

- Kilometerage, or station or both, at which the accident occurred;
- Time and date of the accident;
- Number and description of the train or trains;
- Nature of the accident;
- Number of people killed or injured, as far as known, specifying separately if passengers were in the train.
- Prima facie cause of the accident, if known; and probable detention to traffic must be conveyed to the following -

Railway Board, CRS, G.M., COM, CSO, D.M., SSP, SP/GRP, Area Superintendent of RMS if train carrying mails, in case of explosives Chief Inspector of Explosives and if military stock is involved inform to MILRAIL,MILTRAFF.

Note: In case of Reportable Train Accident, the CRS or CCRS shall be promptly informed by the CSO or the nominee, in his absence.

(b) **Advice to the Press -** In the case of serious accident, an identical but a separate message should be addressed to the Press, as detailed in Appendix – I.

(i) The dissemination of news about accident to local trains which will ordinarily be of interest only in specific localities should be done by the Divisional Railway Manager by transmitting the required information to the local press telephonically or as quickly as possible.

(ii) In case of serious accidents, the CPRO will supplement the information given by the DRM when instructed by the GM/CSO.

(iii) Authentic information should be given to the press or to public.

3.04. Telephonic report to the Railway Board –

(a) A telephonic advice should be relayed by the Headquarters Safety Branch to the designated officer in Railway Board Office immediately after the accident on falling under the preview of Section 113 of the Railway act 1989 are termed as reportable train accident and include following -

(i) Any accident attended with loss of any human life, or with grievous hurt.

(ii) Any collision between trains of which one is a train carrying passengers

(iii) The derailment of any train carrying passengers or of any part of such train

(iv) Accidents which are attended with loss of human life in passenger trains involving train wrecking , or attempted train wrecking cases of running over obstructions placed on the line , of passengers falling out of train or of fuel in trains, or grievous hurt as defined in the Indian Panel Code or serious damage to Railway property exceeding

rupees two crore which have not actually occurred but which by the nature of the accident might reasonably have been expected to occur, and also cases of landslides or of breach by rain or flood which cause interruption of any important through line of communication for at least 24 hours.

Note:

(i) When Parliament is in session, complete information in respect of any accident or unusual incident, which causes serious dislocation to passenger and goods traffic and which does not fall under the accidents reportable to the Board on telephone but likely to attract the attention of the Members of Parliament, is also to be reported to Boards' office telephonically.

(ii) Any accident which cause serious dislocation to passenger and goods traffic and which does not otherwise fall under the accidents reportable to Board on telephone, should also be reported to the Boards' office telephonically. For this purpose criteria for serious dislocation shall be as laid down under the heading threshold value.

(iii) The advise to the Board will be given by the Dy.CSO/safety, STM/Chg, ATM(R). In their absence by the Dy. Chief controller on duty in the Central Emergency Control office to one of the following officer of the Railway Board in order of priority as indicated below :

1. Jt. Director (Safety)
2. Dy. Director (Safety)
3. Director (Safety)
4. Director (Punctuality)
5. Director/TT (G)
6. Jt. Director/TT (POL.)
7. Director/TT (Chg.)
8. Executive Director (Safety)

All passenger train accidents or other occurrences involving casualties are or otherwise having serious repercussions on movement of traffic should be promptly reported to CRB by the GM, or in his absence by the AGM or COM, DRM or in his absence the ADRM or the Sr. DOM. Similarly, MT should be informed by the COM, or in his absence by the CPTM/CFTM, Sr. DOM or in his absence the DOM, directly without delay. In addition, all consequential train accident should be informed promptly to the Railway Board Safety Cell by Sr. DSO or in his absence DSO or Sr. DOM/DOM.

CHAPTER· 4

Accident Management
(DUTIES OF RAILWAY OFFICIALS)

4.01. Objectives –

The objectives in dealing with the accidents are -

(a) Protection of adjacent running lines.
(b) Protection of the site of accident.
(c) Save life and alleviate suffering.
(d) Protect property including Mails.
(e) Provide succor and help to the passengers at the site.
(f) Transportation of stranded passengers.
(g) Preservation of clues & ascertain the cause of the accident.
(h) Restore through communication.

4.02. Essential tenets of successful Accident Management -

(a) All Railway men on duty or otherwise, to render help in rescue and relief operations.
(b) Swift efforts in rushing medical and other relief to the site.
(c) Care, consideration and courtesy to all the passengers with special attention to the injured and proper preservation of the dead.
(d) Adequate and speedy arrangements for supply of drinking water/ tea / food etc. to the affected passengers.
(e) Preservation of clues.
(f) Proper planning of restoration operations and execution thereof.
(g) The responsibilities of staff for restoration work to be clearly defined to avoid any confusion.
(h) Quick relay of information, particularly details of dead / injured to their family members or relatives etc.
(i) Security of passengers, luggage and Railway property.
(j) Timely dissemination of information to passengers of evacuation arrangements, to relieve panic and create re-assurance.
(k) Proper liaison with Civil Administration and Press.

4.03. Execution – Resources of all departments to be made available-

(a) The resources of all the departments in men and materials shall be promptly made available, when required for rendering assistance to passengers, clearing the line or transhipment of traffic. Every facility must be made available to the Civil Police and Medical Officers and the Commissioner of Railway Safety to enable them to proceed quickly to the site, in case of a serious accident.

(b) Every official to render all possible assistance. After receiving advice of an

accident must do all that is within his power to render assistance. He should take the greatest care in carrying out his duties whether specially assigned or assumed by him.

4.04. Opening Emergency office and other arrangement –

In case of serious accident, additional arrangement in the Divisional Control office shall be as under–

(a) Accident reporting, relief & restoration, progress at the site and coordination work necessary for efficient restoration such as man power, material to site or information of casualties vis-à-vis medical aid.

(b) Round the clock manning /monitoring in the Control office to manage restoration work, if necessary, trains may be diverted or cancelled.

(c) Opening an Enquiry-cum-Information Center at the site and other suitable locations as may be necessary for information to passengers and transhipment etc.

4.05. **Disaster Management Cell at Headquarters office**-

The Disaster Management cell shall be operated in the Headquarters office and Divisional office. In case of any reported accident where the traffic/communication is blocked, the nominated officer of the Safety Branch will attend and manage the accident etc.

During serious accidents/disasters, the officers of Safety, Medical, Commercial, Mechanical, Electrical, P. Way, S&T, Traffic etc. will attend the Disaster Management Cell within minimum time to operate the cell till restoration. Every department will maintain the log register. This will be helpful for inquiry.

(a) **Safety Officer** will coordinate the functioning of Disaster Management Cell and he will report the accident to GM, CRS and Railway Board time to time. Top priority will be given to relief & rescue operations, shifting of injured from site to the nearest hospitals and calling medical aids/doctors from Railway, Civil, Military and private Hospitals.

(b) **Medical Officer** will obtain all details regarding casualties/injuries of passengers involved in accident and will maintain liaison with other officers present at the accident site, refer Hospitals /Dispensaries (Railway or Non-Railway), coordinate and ensure medical aid to the injured. He will prepare the list of injured /causalities at the minimum time so that the same can be faxed or telephonically conveyed to the Stations /Divisions/Headquarters control/ enquiry booths or concerned Railways etc for further action.

(c) **Commercial Officer** will ensure drinking water, tea, refreshment and food for the passengers of involved train free of cost, Payment of ex-gratia to the injured/killed passengers to be made on the basis of the certificates issued

by Railway doctor regarding nature of injury and incase of death by G.R.P., arranging for transhipment of goods and passengers luggage, hiring of private buses for shifting of passengers from site to the nearest Rail-head, opening of Information Booths at important stations, preparing of the list of injured/killed with identity and addresses etc. as given by Railway doctor and GRP. He will also ensure transmission of details of injured/causalities to originating/destination stations/Railway, Headquarters and Railway Board.

(d) **Mechanical Officer** will assess the requirement of additional Medical Van/Accident relief train and will liaison with adjoining Railway/Division for ordering the same. He will also monitor the movement of Accident Relief train. He will obtain the details of Rolling Stock involved in accident their PRO/examinations/BPC particulars. He will maintain log register for working of ARTs and will obtain bio-data particulars of the crew involved in the accident.

(e) **Civil Engineering Officer** will collect the details information from site of accident regarding damage to track and will ensure ordering of material train, if required. Details of track structure and other relevant details such as USFD particulars, last inspection, track profile etc. will be obtained within minimum time. He will organize ordering of additional labours/materials etc as per requirement.

(f) **Electrical Officer** will obtain the details of extent of damage to OHE/LOCO or EMU/DMU stock etc. He will obtain bio-data particulars of Elect. Crew involved in the accident. He will assess the requirement of additional material at the site and will organize movement of Tower Wagon/Material special to the site of accident**.**

(g) **S &T Officer** will ensure proper communication to the site of accident. A line should be dedicated for the emergency transmission from the site /Divisional control to the Headquarters control / Disaster Management Cell. He will ensure installations of MTNL, Public phone and Railway phone at the site of accident involving passenger carrying train. He will coordinate with Test Room, Microwave centre Telecom agency for efficient communication. He will obtain the information details of S&T gears/ signal or other signalling equipments involved if any in the accident.

(h) A representative of Traffic branch will also attend the Disaster Management Room for any assistance required.

4.06. Duties of Railway Officials in case of Accident -

(1) Guard – At the time of accident the Guard must immediately-

(i) Note the date / time and exact location of the accident.

(ii) Ensure protection of the adjacent line / lines and then protect the

same line in accordance with the rule taking the assistance of any qualified Railway staff such as Loco crew, Trackmen /Gatemen etc.

(iii) Make a quick survey of the casualties, injuries and damage to the rolling stock, Track, OHE and S&T etc. assistance required at the site of accident and advice nearest SM or Controller.

(iv) Render first -Aid to injured persons and take action to save lives with the assistance of the Railway staff, doctors and / or volunteers on the train or near by villagers and make entry in the Guard's Journal.

(v) Arrange to shift the seriously injured passengers through road transport with local help to the nearest hospitals whenever possible. He will also take help from TTE / Conductor.

(vi) Preserve and safeguard all clues of probable cause of accident.

(vii) Arrange protection of belongings of passengers and/or Railways property with the help of RPF/ GRP/TTE etc.

(viii) Deploy Railway staff to man the field telephone to ensure regular flow of information to the Control till arrival of ARMV/ ART and remain in general charge till arrival of senior Railway Official at the site.

(ix) He will arrange tea, water and refreshments to injured persons with the help of Ticket Checking staff and other commercial staff available.

(2) Engine crew - At the time of an accident the Loco Pilot and Assistant Loco Pilot of the train must immediately-

(i) Ensure switch on the flasher light of the engine and switch off the head light of the engine.

(ii) Ensure protection of adjoining line / lines without any loss of time. He may contact the Guard for any assistance etc.

(iii) Sound short whistles frequently to warn the Loco Pilot of an approaching train.

(iv) Arrange to advise control and adjacent station about the accident by available means.

(v) Take such technical precautions as may be necessary to make the train safe.

(vi) Render all possible assistance to the Guard particularly in the assessment of damage to rolling stock and or locomotive and other nature of assistance required.

(3) Duties of Staff in the event of the Guard / Engine crew seriously injured/disabled or killed - In the event of any train staff suffering casualties or incapacitated due to injury their duties must be carried out by other

available competent staff.

(4) Duties of Railway Officials present at site - The senior most Railway official must take charge. He must ensure that the accident has been reported properly to the controller or the nearest Railway station or railway official etc. and relief, if any required, is asked for and arranges to :-

(i) Collect Railway men and volunteers at the site.

(ii) Allot duties to each as best as possible under the prevailing circumstances.

(iii) Seek help from RPF, GRP, Civil authorities and volunteers etc.

(iv) Organize relief with the assistance of volunteers.

(5) Duties of Train Superintendents /Conductors / TTEs etc - Such Staff shall be available at the site for assistance to passengers of the involved train and they shall -

(i) be prompt in providing relief, re-assurance and comfort to the affected passengers.

(ii) seek assistance of Doctors travelling in the train to attend the injured.

(iii) arrange for refreshments and drinking water free of charge to the affected passengers.

(iv) give timely information to the passengers.

(v) collect details of the dead / injured passengers with names, address, ticket / reservation / class / coach numbers & nature of injury etc.

(vi) record evidence of passengers with their names and addresses.

(vii) arrange for safe guard Railway and Passenger property.

(viii) assist other Railway staff and the Medical Team to identify the dead and in rendering first aid to the injured.

(6) Duties of Station Master – If an accident comes to the notice of the SM, he will immediately -

(i) ensure that no other train enters the affected section. On double line, he must lock the commutator of the block instrument controlling the affected section in 'Train on Line' Position.

(ii) advise the section controller, indicating the natur of medical and other assistance required.If the section is not controlled or control phone is out of order, the Sr. DOM/Sr.DSO or the CHC must be advised on nearby public phone / PCO Booth or any other means

available. The SM of adjacent stations and other major stations should also be advised accordingly.

(iii) take action to protect and safeguard railway and public property.

(iv) collect medical aid, if required, locally from the nearest hospitals/ dispensaries. In order to rush medical help to the site, trolleys or train engines utilized or outside conveyance requisitioned, if necessary. In this connection, he must take help from the local Police and Magistrate.

(v) call all the off-duty staff and allot them specific duties of protection, relief /rescue or first aid etc.

(vi) arrange to provide assistance to the affected passengers such as catering, drinking, issue of complimentary passes, free messages to relatives etc.

(vii) open information booths for giving information to the public regarding names of the injured/dead and regulation/diversion/ cancellation or running of special trains etc. STD booths at station or nearby areas may also be used for this purpose.

(viii) ensure assistance is required in connection with clearing arrangements, transhipment etc and provide lights, manual help and any other requirement which can be procured within his resources.

(ix) arrange for the section to be cleared of unaffected vehicles as early as possible but if the accident is attributed to sabotage or suspected sabotage he will not do so, but wait for instruction from the officer in charge at the site.

(x) remain on-duty taking orders from the control and the Officer- in-charge of break-down operation till the accident is cleared or he is replaced by a competent person.

(7) Duties of Station Master of Adjacent Station - On information of the accident, the SM of the adjacent station shall ensure that no other train enters the affected section and take necessary measures for protection of the site and perform all other duties.

(8) Duties of Traffic Inspector - The Traffic Inspector should reach the site by the first available means. He will –

(i) on arrival at the site, ascertain site protection and ensure accident reporting to the control is done. Confirm position of point & signals on Panel/ RRI/SSI/lever frame with relay room and confiscate relevant document etc.

(ii) co-ordinate official at site and control for relief and regulating the traffic. Note

down the evidences useful in establishing the cause.

(iii) seize the relevant records i.e. diary; caution orders, train signal register, private number sheets, line admission book etc. and will keep in his personal custody for inquiry etc.

(iv) arrange to get names, addresses and ticket particulars if any, of the passengers injured and dead, details of injuries and render assistance to the injured with the help of commercial staff.

(v) in case of a serious explosion or conflagration caused by explosives or dangerous goods, all wreckage and debris must be left untouched except, in so far as its removal may be necessary for the rescue of injured persons or recovery of dead bodies, until the Chief Inspector of Explosives or his representative has completed his inquiry or intimated that he does not intend to make any investigation.

(vi) obtain written evidences from as many independent witnesses as possible where a passenger train is involved in the accident. He will pass on such information to the Officer in charge at the site.

(vii) collect the following information with the assistance of other Inspectors/ Supervisors present-

(a) The condition of the track with special reference to alignment gauge, cross-levels, curvature, super-elevation, rail head-wear, dents on rail and marks on the sleepers etc.

(b) Condition of rolling stock, brake power and gear dimensions etc .

(c) The status of Block Instruments including relays controlling block entry and block clearance, signals, points, levers, indicators, track relays, route set on the Panel/ SSI/VDU/ lock indicators/ keys etc.

(d) The position of detached / broken parts or loose fittings of P.Way or Rolling stock/loco and secure for analysis in the Enquiry, Sleepers and rail marks of wheels between points of mount and drop shall be preserved. Photographs/Videographs of derailed vehicles, dents on rails etc. useful in facilitating the inquiry Committee to arrive at the cause of the accident must be obtained.

Note: The above should not interfere with rendering of the medical aid to the injured or other relief measures to the passengers. In case of sabotage the instructions given in chapter 6 should also be followed.

(9) Duties of SE (P.Way) and his staff – On getting information of the accident the SE (P.Way) and other P. Way staff will –

(i) immediately proceed to the site of accident.

(ii) protect the track and preserve clues jointly by T.I or any other traffic supervisor available at site.

(iii) arrange adequate labour with tools and track materials as required for unloading / loading of P. Way materials, track clearance and restoration operations etc and arrange adequate number of Petromax lamps or portable electric generators for track restoration works during night hours.

(iv) Associate in joint observations and prepare proper site sketch etc.

(10) Duties of Loco Inspector- On getting information of the accident the LI will -

(i) immediately proceed to the site of accident.

(ii) seize and seal the speedometer chart of the loco and other relevant documents.

(iii) arrange for breathalyzer test of the train crew.

(iv) preserve all clues.

(v) associate in Joint observations etc.

(vi) record measurement of locomotive involved in accident as per appendix –'P'

(11) Duties of SE (C&W) - On getting information of the accident, the SE(C&W) will -

(i) immediately proceed to the site of accident,

(ii) record measurement of the coach/ wagons involved in the accident jointly with other senior supervisors as per appendix – 'P'.

(iii) preserve all the clues .

(iv) associate in Joint Observations etc.

(12) (A) Duties of SE/(S&T) Deptt. - On getting information of the accident, he will –

(i) immediately proceed to the site of accident.

(ii) record measurement of the S&T gears if involved in the accident.

(iii) preserve all the clues jointly.

(iv) associate in Joint Observations etc.

(B) Duties of Telecom Staff - On getting information of the accident, the telecom shall provide all possible communication facilities, such as Control telephones, Railway telephones, BSNL telephones with STD facilities, Fax machines etc. at the site of accident. The telephones should be continuously

manned by S&T staff to ensure snag free and efficient communication between the site and Divisional/HQ control and Disaster Management cell at HQs.

(13) Duties of Commercial Inspector - He will -

(i) immediately rush to the site of accident.
(ii) ensuring refreshment, tea and water for the passengers free of cost.
(iii) collect detail information of killed passengers from GRP and injured passengers from Railway doctor, their relatives and relay the position to commercial control for onward transmition to stations and Headquarters on priority.
(iv) organize road transport to evacuate stranded passengers, open enquiry-cum-information booth at site for passenger information.
(v) arrange adequate licensed Porters / Hammals to shift passenger luggage / parcels or for transhipment of goods etc.
(vi) ascertain collecting the belongings of the injured / dead passengers and handed over to the RPF / GRP.
(vii) arrange payment of ex-gratia, on the production of Railway doctor's certificate as per extant rule.
(viii) Payment of diet allowance to the working staff at site and arrangement of refreshment, lunch etc. to the officers at site with the order of Sr. DCM/DCM as per standard of rate and menu prescribed by DRM.

(14) Duties of Section Controller-

(i) On receiving information of an accident, he will perform duties as given in Para 3.01 in additions to this he will ensure:-
(ii) alert the adjoining station to stop entry of any train in the affected section.
(iii) giving top priority to ARMV / ART to reach at site.
(iv) collect detail information regarding damage to property, casualty /injuries etc and rush men and material to the site on priority.
(v) start a chronological log of the events of the accident.
(vi) obtain forecast from a responsible official at site for clearing the track and the additional time needed for any repairs to the P.Way, OHE and other structures to assess the availability of the line for traffic.
(vii) regulate trains on the section as required, keeping loop lines clear on either side of the affected section clear for ARMV/ART and

evacuation operations. Mail/ Express and Passenger trains should be regulated at such stations where catering /communication facilities available.

(viii) not permit the running of unimportant trains and avoid congestion of the section.

(15) (A) Duties of Dy. CHC Punctuality-cum-Emergency - On getting information of an accident, he will perform duties as given in Para 3.01 in additions to this he will -

(i) order Medical Van and/ or ART immediately and ensure dispatch without delay.

(ii) arrange transport for injured passengers to the nearest hospitals as guided by CMS/Sr. DMO or DMO.

(iii) assist and guide the Section Controller for keeping chronological log of the information received and action taken in regulation of trains.

(iv) ensure regulation/ cancellation / diversion or running of relief trains and coordinate with adjacent Divisions and/ or Railways.

(B) Duties of Dy. CHC(Goods) - On getting information of an accident, he will ensure to

(i) arrange for power and crew for medical van and ART in consultation with PRC/TPC.

(ii) advise DRM/ADRM, Sr.DOM, Sr.DSTE, Chief Controller, Security Officer

(iii) arrange for power and crew for trains in consultation with PRC/TPC in which stranded passengers are to be carried.

(iv) arrange for material and labour specials.

(v) Regulation of goods trains

(vi) arrange for power in consultation with PRC and TPC for trains diverted.

(vii) where Dy. CHC (Punctuality) is not posted round the clock, he should perform the duties as mentioned in duty list of, Dy. CHC punctuality also.

(16) Duties of Chief Controller- On getting information of an accident he shall immediately take supervisory charge of the affected section and ensure that-

(i) advice of the accident has been sent to all concerned.

(ii) Medical relief is arranged as promptly as possible.

(iii) Injured passengers are transported to the nearest hospitals promptly as per instructions of the Sr.DMO/DMO/ADMO.

(iv) arrangements are made for onward journey of the passengers.

(v) transhipment arrangements are made for passengers and their luggage, regulation of traffic on either side of the site of the accident is done correctly.

(vi) passenger train are regulated as such stations where catering and drinking water facility is available.

(vii) information of all changes in train timings, diversions/cancellations of trains are given to concerned stations in time for information of public.

(viii) adjacent Divisions and/ or Railways concerned are advised regarding changes in traffic pattern.

(ix) assist the Sr. DOM/DOM/AOM or the officer, who takes charge of the Control Office.

(17) Duties of Dy.Chief Controller in the Headquarters Control- The Dy. Chief Controller/Emergency Control will record all the relevant information of the accident in the Accident Register. He will advise to all concerned officers and will obtain details from the site, time to time for onward apprise to concerned officers.

(18) Duties of Officer-in-Charge of the Divisional Control Office- Sr.DOM or DOM/AOM as the case may be, will take over charge of the Control Office and will be responsible for –

(i) keeping in touch with the Officer-in-charge at the site of accident to ascertain any assistance that required at the site and making arrangement for it.

(ii) passing on any supplementary information regarding the accident or clearing operation to the Headquarters office including casualties and injuries etc.

(iii) maintaining constant liaison with the Headquarters with latest information and obtain general guidance, if needed.

(iv) ensuring that food, water and tea /coffee etc. is sent to the accident point and making arrangements for evacuation of stranded passengers.

(v) Ensuring that maintaining of chronological log of all events and action taken directly or indirectly on accident.

(vi) Conveying detailed information regarding casualties and injuries including names, identification, ticket nos. or any other relevant information to Emergency Control, CSO and COM.

(vii) regulating traffic by diverting/canceling the trains, running duplicate trains or restricting booking or arranging for transhipment as circumstances may require after obtaining reliable information from the site with regard to probable detention to traffic.

(19) Duties of Officer-in-Charge at the site –

The DRM or ADRM and in their absence, the Senior most Officer at site will be the Officer-in-Charge and will be responsible for-

(i) ensuring that assistance is rendered by each department promptly and efficiently.

(ii) on receipt of advice of accident, he should decide which officer should go by road, by ART and by Medical Van.

(iii) ensuring that in addition to, one vehicle available in Control Office till restoration.

(iv) make an immediate assessment of-
- (a) the no. of passengers killed, grievously/simple injured.
- (b) extent of damage of Railway properties.
- (c) probable detention to traffic.
- (d) assistance required for restoration.
- (e) prima-facie cause of accident.

(v) depute officers and /or staff for specific duties in -
- (a) assisting in rescue operation
- (b) noting down particulars of injured persons sent to hospitals or given first aid.
- (c) assisting in preservation of clues.
- (d) maintaining a log at site.
- (e) assist in transhipment work.
- (f) assisting in Railway security work.
- (g) arranging lighting arrangements during night.

(vi) arrange for ex-gratia payment, if warranted.

(vii) catering arrangements such as food, drinking water to the travelling passengers and injured.

(viii) transhipment of passengers or freight consignments etc. Arrangements of road vehicles for clearing stranded passengers to the nearest rail head.

(ix) the officer-in-charge at site will personally liaison with press and civil authorities.

Note - In case of a serious accident when passenger carrying train is involved or blocking main line or heavy disruption to traffic, DRM must proceed to the site to coordinate and supervise relief operation.

(20) Duties of Sr. Divisional Safety Officer/DSO –

He Has -

(i) To proceed to the site of accident by first available means.

(ii) He should preserve the clues.

(iii) Arrange for photography and videography in all cases of serious accidents especially when sabotage is suspected. In case of sabotage, none of these objects should be disturbed until the Police has had opportunity of making a thorough examination.

(iv) Collect the statements from the staff involved in the accident. Make arrangement for breathalyzer test and Medical Examination of the Loco Pilot/Asstt. Loco Pilot and Guard involved in the accident.

(v) Ensure measurement of track, rolling stock, power in prescribed Proforma and as per prescribed procedure.

(vi) Ensure evidence of train staff, station staff and public are taken on the spot.

(vii) Address of passengers, who are willing to give statements later, should also be obtained.

(viii) The damaged vehicles should be kept for inquiry and not sent away.

(ix) Ensure that the log diary at the accident site is maintained properly with full details.

(x) He should produce public witnesses and advise S.P. and D.M. in time in case of CRS enquiry and should accordingly issue press notification in local press when advised by CSO.

(21) Duties of Sr. DOM/Gen or DOM/Gen – (When main line is blocked)

Proceed to site by first available mean and-

(i) ensure that front and rear portions of the affected train are cleared from the site.

(ii) marshalling of the crane before the ATR reaches site.

(iii) plan for efficient movement of ART, engine, Tower Wagon etc. between site and station for quicker restoration.

(22) **Duties of Sr. DCM/DCM** - On getting information of an accident he should proceed to site by first available means and make arrangements for –

(i) sending sufficient no. of T.Cs and Porters to the site of accident.
(ii) drinking water, refreshment and food for the passengers free of cost.
(iii) refund at all stations.
(iv) buses for passengers if required.
(v) obtaining reservation chart and advising the stations/division/HQ concerned.
(vi) opening of enquiry-cum-information centre at major stations for passengers queries.
(vii) labour for transhipment, loading/unloading of parcel and goods
(viii) making the list of dead/injured and the next of kin of the dead.
(ix) ex-gratia payment to the injured on production of certificate by Railway doctor and the next of kin of the dead on production of certificate by GRP.
(x) keeping in touch with the progress of patients in hospital and increase the ex-gratia payment suitably in case simple injuries turn grievous or patients paid ex-gratia payments for grievous injuries die later in the hospital.
(xi) making arrangement of water, tea, refreshment, food for passengers through commercial inspectors.
(xii) keeping minute to minute proper record of arrangements and facilities made in connection with accident in commercial control.

(23) (A) Duties of Sr. DME/ DME (O&F) –

(i) He should proceed to site by first means.
(ii) He should supervise working of cranes & clearance operation.
(iii) He should also ensure that speedographs, engine repair book are seized/sealed.
(iv) He should also note down his observations regarding the loco and rolling stock measurement.
(v) He will collect details of brake power/ BPC/load examination points and bio-data of crew etc.

(B) Duties of Sr. DME/ DME (C&W) –

(i) He should proceed to the site of accident.
(ii) He should record the details regarding brake power and other aspects of the rolling stock as per prescribed proforma.
(iii) He should have the measurements of the rolling stock taken as per the prescribed proforma/procedure.
(iv) He should check the fitness of stocks which are supposed to move from the accident site.
(v) He should ensure that coaches re-railed are in a fit condition to be taken from the accident site.
(vi) The care must be taken before permitting the movement of the un affected portion from the accident site. Further at the terminal, these

coaches must be subjected to intensive safety check during their pit line examination before being put into service. Similar precautions need to be taken in case of freight stock.

(24) Duties of Electrical Officers –

(A) Sr.DEE/DEE (G) –

(i) Ensuring lighting arrangements, if required, are provided at the site.
(ii) In case of fire in coaches, he should arrange immediately collect/ record evidence of passengers with full particulars. If some passengers are willing to give evidence later on, their name and addresses should also be recorded.

(B) Sr.DEE/DEE (TRD) –

(i) He should proceed to site by first means in case of OHE involved.
(ii) Depute officer in the Control Office.
(iii) Arrange adequate number of OHE break down staff, Tower Wagon and essential material for quick restoration
(iv) Ensure that OHE is made dead.
(v) Ensure that the measurements of the Loco/EMU are taken on the spot wherever possible otherwise in Car/Loco shed.
(vi) Supervise restoration of OHE expeditiously.
(vii) Record all relevant informations.

(C) Sr.DEE (RSO)/DEE (RSO) –

(i) He should proceed to site in case an electric Loco or EMU is envolved and other officer(Sr. Supervisor if no other officer is available) should be available in Control Office.
(ii) He should supervise restoration operations.
(iii) He should ensure that speedograph, engine/EMU log books are seized, sealed and kept in safe custody.
(iv) He should note down his observation regarding the electric loco/EMU and record measurements as per prescribed proforma.
(v) He should ensure that measurements of the loco/EMU are taken on the spot. If it is not possible for all type of measurements to be taken on the spot then these should be taken in shed.
(vi) Prompt and sufficient arrangement for the clearing of the line of Elec. Rolling stock and supervising clearance operations whenever an electric locomotive is involved.
(vii) Thorough examination of Loco should be done before it is allowed to move from the site.

(25) Duties of Sr. DEN/DEN –

(i) He should proceed to site by first means.

(ii) He should ensure that joint measurement/observation of track is taken and sketches of accident site are drawn out before starting the restoration work..

(iii) He should ensure that adequate no. of labour and materials are reached at site and their proper deployment for speedy restoration.

(iv) He should ensure that inspection notes and diary of ADEN, SE/P.Way, gang charts and maintenance records are seized and secured.

(v) He will assist other departments in clearance of line and ensure that track is made and certified fit at the earliest.

(vi) Another DEN should be available in Control Office for planning, reinforcement of labour, material and staff from different sections.

(26) Duties of Sr. DSTE/ DSTE –

(i) He should proceed to site by first available means.

(ii) He should ensure that

a) telephone is provided in the enquiry booth at site, wireless sets are installed at site.

b) PCP /ECP/DOT set is provided at site and portable control or the field telephone are functioning properly.

c) sealing of block instruments, lever, slide, slots, clamps etc.

d) record all relevant information and preserve evidence relating to S&T gears, Interlocking, RRI, Panel and points etc

e) restoring the signalling and interlocking for normal working.

f) Inspection notes and diary of ADSTE,SSE/SE/S&T and maintenance records are seized and secured.

g) ADSTE should be in Control Office for-

(i) establishing wireless communication between the site of accident and Divisional head quarters and also Zonal head quarters Allahabad, if necessary.

(ii) ensuring that a detail record is made of all evidences bearing an accident, so far as signalling and interlocking are concerned. Any broken or detached parts must be secured unless sabotage is suspected, in which case such parts must not be disturbed until the police have completed their investigation.

(27) Duties of CMS, MS, Sr. DMO & DMO –

Immediately on receipt of information of an accident involving injuries to passengers etc. the CMS, MS, Sr. DMO or DMO in whose jurisdiction the accident has occurred -

(i) Ensure that the doctors and medical staff, who have to accompany the ARMV, have proceeded immediately to the site of the accident.

(ii) As soon as possible, advise Officers in-charge of Civil Hospitals in

the vicinity of the accident requesting them to make arrangements for the admission, if necessary, of injured passengers requiring inpatients treatment.

(iii) Before proceeding to the site of the accident will direct his Sr.DMO or Senior Medical Official to take charge of the Divisional Hospital and prepare it for reception of the injured. The operation theatre should be kept ready and convalescent cases discharged from the Hospital.

(iv) Arrange to inform the CMS, MS, Sr.DMO of the Division adjoining the site of the accident on phone, if possible, the nature of injuries and the extent of medical aid required, and if necessary, advise him to proceed to the site of the accident with the Accident Relief Medical Van at his station;

(v) Proceed to the site of the accident with the ARMV and Medical Staff and any other equipment he considers necessary after intimating the Chief Medical Director and the CMS, MS, Sr.DMO, DMO or ADMO of the Division adjoining the site of the accident. He will also take with him if available, Railway employees qualified to render First Aid whether they are members of the St John Ambulance Brigade or not;

(vi) Advise the Medical Official in-charge of the dispensaries between his Headquarters Station and the site of the accident to meet the relief train with the Scale II equipment if maintained at the dispensary, and if he considers necessary, may take the Medical Staff and equipment with him;

(vii) In the event of any delay in the transportation of the Medical Van and staff to the site of the accident, and if the site of the accident is accessible by road, proceed to the site of the accident by motor car or Engineering or Transportation Trolley whichever is available first taking with him essential medical staff and such of the equipment from the hospital as he considers necessary;

(viii) In case he proceeds to the site of the accident ahead of the Medical Equipment, nominate an Officer of any department to be responsible for early transport of Medical Equipment and staff following him.

(ix) (a) He should attend to the injured and make out a quick summary of passengers (a) died, (b) sustained injury (i) grievous (ii) simple. These particulars should be given to the Sr. DCM/ Senior most officer/CSO/Sr. DSO as soon as possible.

(b) information regarding the names of the passengers injured and dead be furnished to the public within a period of 3 to 4 hours after the arrival of medical team. For this a senior doctor should be nominated at the site to me made accountable for giving accurate

and timely information on this aspect. He should coordinate and obtain the required data about the injured and dead which should be furnished to the originating and the destination station of the affected train, the Zonal Headquarters as well as the board.

The name of the injured and dead should be quickly published in the leading news papers and local dailies.

(c) One ADMO should visit hospital daily and report daily progress of patients to the CMO and Sr. DCM for one week. In case of simple injuries turning grievous/ patients dying later, immediate information should be given to Sr. DCM/DRM.

He should keep the Chief Medical Officer and DRM informed on control/ public phone, the exact position regarding the names and number of the person injured or dead, nature of casualties and time of evacuation of the injured to the hospital. He should also subsequently submit daily report on the state of health and the progress of the injured persons to the Chief Medical Officer for one week and thereafter as such intervals as desired by Chief Medical Officer.

(28) Duties of Medical Officers in-charge of dispensaries where scale-II or I Medical Equipment is located-

On receipt of information of accident to a train carrying passengers, the Medical Officer In-Charge of the dispensaries on either side of the section where the accident has occurred will take the following action-

(i) He will get in touch with the local Operations or Engineering Officer and arrange for transport of the Medical Equipment and staff to the site of the accident including necessary labour.

(ii) If transport such as light engine or an Engineering trolley is available, he will after intimating his CMS/MS or Sr. DMO immediately proceed to the site of the accident with the Dispensary Peon and a Safaiwala leaving the Dispensary in-charge of the dispensary, he will take with him, if available, Railway employees to render First Aid, whether they are members of the St. John's Ambulance Brigade or not.

(iii) In case transport by rail is not available, he will endeavor to find any other means of transport such as motor bus, car etc, available in the vicinity.

(29) Duties of Security Officers -

(i) He should proceed to the site by the quickest means.

(ii) Arrange sufficient number of RPF staff on site.

(iii) Assist in medical aid to the injured and also in sending them to the hospitals.

(iv) Safeguard public and Railway properties including parcel, luggage and freight consignments etc.
(v) Liaison with the local Police at site.
(vi) Wardoff unsocial elements and ensure no overcrowding at site to enable smooth restorations.
(vii) Assist in the care of the dead bodies and final disposals etc.

NB-Duties in respect of sabotage etc are mentioned in the chapter 6 (Sabotage).

(30) Duties of Sr. DPO –

(i) He should proceed to the site by the quickest means in case of passenger carrying trains met an accident having causalties.
(ii) Welfare Inspector should be deputed by him round the clock in shift duty to look after the welfare of the injured persons in the hospital.
(iii) He should ensure that complementary/free passes are issued to the relatives and escorts of injured for visiting them in the hospitals and taking them back.
(iv) He should depute welfare inspectors to assist the ADMO in taking down the name and address of the dead and injured persons and in shifting them to the hospital. Welfare Inspectors should also be deputed to the hospitals where the dead bodies/injured have been transferred. Such information should be passed on to Sr.DCM by quickest possible means.

(31) Duties of Chief Public Relations Officer – The Chief Public Relations Officer will be responsible for -

(i) issuing advice of the accident to the press.
(ii) keeping the press informed of developments in regard to relief operations; and
(iii) sending a photographer to the site of accident by the quickest available means when called upon to do so.

(32) Duties of Law Officer –

(i) The Law Officer will on behalf of the General Manager, arrange for the appointment of Claims Commissioners in all cases of accidents to train carrying passengers which involve the death more than ten passengers or more than 20 causalities including death or total or partial disablement of any passenger.
(ii) As soon as the Law Officer receives advice of an accident of the nature indicated in sub-para (i) above, he must ask the Chief

Secretary of the State Government concern to recommend a suitable person for appointment as Claims Commissioner. This reference must be made by fax, a copy of which must be endorsed to the Director, Establishment, Railway Board. If the recommendation complies with provision of Rule 3 of the Railway Accidents (compensation) Rules 1950, he must send intimation to the Railway Board, who will then notify the appointment of the Claims Commissioner.

(iii) Thereafter it will the duty of law officer to keep in touch with the Claims Commissioner and the State Government concerned to ensure that the Claims Commissioner's office is set promptly.

(iv) The law officer will on behalf of the Railway Administration, furnish the Claims Commissioner with the following information –

(a) A complete list of passengers killed or injured as a result of the accident together with the names and addresses of such passengers;

(b) A statement of injuries sustained by the passengers who are injured, signed by the medical authority attending of such passengers;

(c) The number of unidentified bodies, together with a brief description of each such bodies. Disposal of claims must be watched by the Law Officer and monthly progress report submitted to the Railway Board.

(33) Duties of DRM – The Divisional Railway Manager will be responsible for-

(i) Ensuring that assistance is rendered by each department promptly and efficiently.

(ii) Ensuring that in addition to one vehicle available in Control Office round the clock, motor vehicles are available with the Controlling Officer with the particulars of the drivers. The list of stations where such vehicles are available should also be exhibited in Control Office. The officer should be instructed to spare the vehicles and arrange for the driver as soon as the advice is received from the Control Office.

(iii) On receipt of advice of various accidents, he should immediately decide which officer should go by road, by ART and by Medical Van.

(iv) In case of serious accident when main line is blocked, DRM must proceed to the site to coordinate and supervise relief operations. He should put ADRM incharge in control office when he proceeds to site. He should return to the Head-quarters only after the traffic is restored or at least one line on a double/multiple line section is restored for traffic that too after deputing the ADRM at site.

(v) In case of accident involving goods train wherein blockage of one line

takes place and distruption to traffic may be of very serious nature then ADRM shall attend the site of accident. In the absence of ADRM, the senior most Branch Officer will be deputed by DRM.

(vi) He should also advise the Home Secretary/Chief Secretary of the state in case of the sabotage for prompt attendance of the S.P. So that restoration work is started with minimum delay.

(vii) He should take charge at site and function as the senior most officer and the duties of the senior most officer are laid down in Para 436 (if he is not available at site the duties will devolve on the ADRM or in his absence on the senior most officer irrespective of the department).

(viii) Arranging a preliminary enquiry by Divisional Officers, in cases wherein enquiry by the CRS or a committee of Administrative Officers is to be held but immediate investigation of certain matters is considered necessary.

(34) Duties of Chief Safety Officer – The Chief Safety Officer will make sure that the press, the Railway Board, the Chief Commissioner of Railway Safety and the Commissioner of Railway Safety have been advised of the accident in cases where advice is due to them. He will also advise the DRM concerned as to whether an inquiry is to be held by the commissioner of Railway Safety or a committee of administrative officer and will intimate the date, time and place of inquiry, and ensure that Press Notification is issued in time.

4.07 JOINT NOTE:

It is a firsthand information collected and jotted (to write down briefly) down by the Sr. Subordinate attending the site of accident. Those attending the site of accident should pay particular attention to the following with a keen eye which can be helpful in drafting the Joint Note and pin pointing the responsibility:-

(i) Point of derailment with respect to Kilometerage (Point of mount and drop).

(ii) Marks on sleepers, rail head etc.

(iii) Physical condition of sleepers, rail, track fitting ballast, embankment etc.

(iv) Physical condition of the locomotive involved in the accident.

(v) Physical condition of the rolling stock involved in the accident.

(vi) Other tell-tale marks or evidence such as speed of the train , drag etc. which may come to light or detached part/fittings or rolling stock, loco, track etc. having direct or indirect tearing on the cause of accident or which may prove to be helpful in establishing the cause of

accident.

(vii) Reading of track as regards gauge, super elevation, cross levels, rail head wear etc.

(viii) Reading of the rolling stock.

(ix) Examination of the Brake Power of the train involved in the accident.

(x) Statement of the crew Guard and other concerned staff.

(xi) Seizure of relevant record, position of signals, track circuits, crank points at site, Indication at the panel speedometer chart/graph.

(xii) Reading of various counters provided on the panel and as recorded in the Station journal and counter reading register.

(xiii) Names of the Loco Pilot, Asstt. Loco Pilot and Guard of the train.

(xiv) Marshalling order of the train, engine No. its load, its brake power, OPRS-22/MV-5 etc.

(xv) Whether the train was booked to stop or run through.

(xvi) Approximate cost of damage to the various assets of the Railway.

(xvii) Whether any causalities/injuries are suspected or have come to the light. On the above observation and statement of the staff concerned, Sr. Subordinates of traffic, C&W, Engg., S&T and Loco shall prepare a Joint Note giving description about direction of the movement of train pin pointing the responsibility of the staff/department as also the cause of the accident. The Joint Note should be prepared setting aside the department bias so that the exact cause of the accident is established and corrective remedial measures taken to eliminate those causes and to rectify if any inherent defect is found in the working of Railway machinery. Findings in the joint note should be unanimous and there should be no cause for a dissent note.

The Joint Note should be jointly signed by the concerned Sr. Subordinates along with sketch of site of accident and all other details.

SSE(C&W) SSE(Sec./S&T) L.I. SSE(Sec./ P-Way) T.I.(Sec.)

4.08 Attendance of staff attended accident site:

All branches should submit the details of staff attended accident site (Countersigned by Controlling Officer) to Sr. DPO/ Sr. DSO for record and scrutiny as early as possible.

CHAPTER· 5
Relief Measures

5.01. Accident Relief Trains [ART] and Accident Relief Medical Van [ARMV] -

(a) A list showing ARMV / ART and Tower wagons with locations is given in Appendix- B and E respectively.

(b) The in-charge of a ART/ARMV or Tower wagon is responsible for ensuring that the train is fully equipped with necessary tools and is in running order. He is also responsible for seeing that these trains are marshalled properly and kept stabled in a convenient siding with both ends entry / exit.

(c) The ARMV must be marshalled so as to be, when necessary, readily detachable and sent ahead of the ART, in case of accident involving injuries or casualties.

(d) Inspection and maintenance of ART and ARMV –
All Safety and other concerned Officers must inspect ART and ARMV, when visiting the stations/yards. An Inspection Register must be maintained in the ART and ARMV train, in which inspecting officials, shall sign on each inspection and enter their remarks. The incharge of the ART and ARMV will report these remarks to the Controlling Officer for action; and

(1) Nomination should be made of staff who are to attend ART/Medical van /Auxiliary van- attached to the medical van. The list of nominated staff should be approved at the level of ADRM and any addition or subtraction should be made only after approval of ADRM.

(2) (i) Separate inspection of ART by officers of Loco/C&W /Electrical /S&T /Safety/Engg. for checking the functioning and removing the deficiencies of any equipment under their respective charge should be recorded in the inspection register.

(i) ARME/Scale-I Auxiliary van should be inspected by Sr. DMO or DMO, SM,TCI, TXR and electric official every month Sr. DMO /DMO should inspect once in six months.

(ii) ARME/Scale-II should be inspected by DMO or ADMO and SM once a month. Observation should be recorded in the inspection register.

3. List of equipments as laid down by the Medical/Accident Manual should be exhibited by each branch quoting relevant Para. The actual number available should be indicated against each item.

5.02 DRILLS:

In order to test the readiness and quick turn out of Relief train, periodical drills, should be organised. These Drills shall be of two types namely a Mock drill and Accident drill.

(a) Mock Drill:

(1) The Mock drill means turning out ART, Medical Van (with auxiliary van) and 140 ton crane with participation of all nominated staff, Supervisors & Officers of the branch concerned. The ART and Medical Van should be run also to one or two stations and staff should accompany. Staff should realise their functions as a well-knit team and asses their alertness.

(2) Frequency – Once in three months if ART and Medical Van was not turned out earlier due to accident.

(3) Mock Drill of 140 Ton crane be exercised once in six months if the 140 ton crane has not been used for accident / other works upto six months. This will require break down train to be put in actual use to tackle derailed wagons / coaches under similar conditions so as to test its worthiness, as also to keep the crane staff fully trained in the use of cranes.

(4) Supervision - By a Senior Scale Officer nominated by DRM. A programme for a next three months should be drawn up by the Sr. DSO/DSO and approval of DRM obtained. The actual date, time should be left to the officer. DRM should be taken into confidence in this matter.

(5) The officer conducting the drill should be submit a report to the DRM/Branch Officer.

(6) Attendance of each branch - nominated staff actually attended. Non attendance to be reported by name to the DRM and the Branch Officer.

(7) Testing of and deficiencies to equipments- details to be noted by each branch official in-charge.

(8) Remedial action suggested.

(9) Where double entry is provided or was kept free. A copy of the report of this mock drill should be incorporated by each Sr. DSO/DSO in the monthly MCDO which is sent every month to the CSO.

(b) Accident Drill-

(1) Where there is no Medical Van, Accident drill of ART should be conducted once in three months. ART has to be taken out to the departure line.

(2) **Supervision -** Area Officer of the Mechanical/Operations Branch to be nominated by the DRM for supervision of the drill.

(3) Frequency of ART drills once in three months.

(4) Instruction given in mock drill in items (4), (5), (6), (7) & (8) should be followed also.

(c) Responsibilities - It will be the responsibility of Sr.DSO/DSO to ensure that Accident and Mock drill are conducted as per schedule laid down. Inspecting officer will enter their remarks in the inspection book, which must be kept in the relief van, Train Examiners will similarly make an entry in the inspection book when they lift or repack a vehicle of the relief train, or change any of vacuumed brake, rubber fitting etc. They will also certify by an entry in the book every three months that the train is in good and safe working order.

The loco running shed foreman or other person in-charge of the shed is

responsible for seeing that the relief train gang thoroughly understand the alarm signal and that their names and addresses are displayed at a place accessible to all. He must also see that, as far as possible, the men composing the gang live in the vicinity of the shed.

The train examiner in-charge is responsible for organizing a break-down gang from amongst his staff and seeing that the gang understands the alarm signal. A list of men composing the gang must be put up at a place accessible to all and, as far as possible; these men must be housed near the station.

Note- DRM shall personally inform GM about the details of proposed mock drill. Sr. DSO shall give SMS message on mobile phone to COM, CSO, CEE, CME, CSTE, PCE, CCM, CMD and CSC.

(d) Hooters:

When any accident takes place hooters are sounded according to the description given below -

	Description of Accident	**Nos. of hooters to be sounded**
(i)	When an accident takes place in the loco shed or traffic yard at home station requiring only ART.	2 long (each of 45 seconds duration with 5 seconds break in between)
(ii)	When an accident takes place at outside the Home stations requiring only ART	3 long (each of 45 seconds duration with 5 seconds break in between)
(iii)	When an accident takes place at Home station requiring both ART & ARMV	4 long (each of 45 seconds duration with 5 seconds break in between)
(iv)	When an accident takes place at outside the Home station requiring both ART & ARMV	5 long (each of 45 seconds duration with 5 seconds break in between)
(v)	For cancellation of ART/ARMV	1 long hooter of 90 seconds.

In case of items (iii) and (iv) when medical staff is required to attend the accident, a phone message is also sent to the A.D.M.O./A.M.O. concerned.

On listening to these hooters or on receipt of a memo from the SM on duty or the Loco foremen, the A.D.M.O/A.M.O. will immediately report himself to SM on duty with his staff, ready to proceed to the site of accident with the Relief Medical Van. The target time for reporting to the SM after hearing the hooter or receipt of memo is 15 minutes during the day and 25 minutes during the night.

(e) As soon as there is an accident under any one of the following categories.

(1) Collisions
(2) Averted Collisions
(3) Derailments
(4) Passing Signal at danger
(5) Level crossing accidents

a compulsory breathalayzer and blood test of crew members (Loco Pilot, Asstt. Loco Pilot, Guard) and all the train passing staff on duty at the station on either end of block section, immediately after the train accident should be under taken. Such check-up should be done by Sr. DMO/DMO/ADMO concerned.

The result of such medical examination along with complete bio–data of the engine crew should be sent to Sr. DSO/DSO immediately after the accident and in advance of the inquiry proceedings.

A copy of the medical test report of each member of the crew should be also sent later along with the inquiry proceedings.

5.03. List of Hospitals, Dispensaries and private medical practitioners etc. –

(a) SM shall maintain a list of all Railway and non Railway Hospitals, dispensaries, private medical practitioners and list of staff qualified in First Aid with their designation and residential address at respective stations. The members of the St. John's Ambulance Brigade shall also be summoned to render First Aid, when necessary. These lists should be exhibited in a conspicuous place in the office of the SM / Loco foreman at each station/ depot for the guidance of all concerned. The CMS and Sr.DSO on divisions shall ascertain that these lists are up-to-date. The medical officer, in charge of the section, shall periodically inspect the same to confirm that these lists are properly maintained and kept up to date.

(b) The Medical Officer, in charge of the section, shall also maintain the list as shown in Appendix-D. These updated lists should be displayed in the conspicuous places in his office/consulting room.

(c) All Medical Officers shall make themselves acquainted beforehand with the facilities available at all non-railway hospitals and dispensaries in their jurisdiction and good liaison with the officials concerned.

(d) Formalities, if any, to be observed before a person could be admitted in a non-railway hospital for treatment, should also be completed with the concerned authorities beforehand and not kept pending till an accident actually takes place.

5.04. Display of detailed road maps in control offices- In case where site of accident is approachable by road, it may be possible to rush medical-aid quickly and more conveniently by road than by train. A detailed road map for each division shall, therefore, be provided by the civil Engineering branch for

logging in the PC / Laptops of the Disaster Management Cell, ARMV & ART. It shall also be for display in all the control offices for ready reference. Copies shall also be available in all the Railway hospitals, road ambulance and ARMV/ART, so that in case of need, road ambulance vans can be rushed to the site directly from the Railway Hospitals. The road ambulance vans, therefore, shall be kept in proper working condition so that they are fit to undertake long journeys even.

5.05. Earmarking of alternate motor vehicles to Ambulance Car- Wherever an ambulance car is available, an alternate road vehicle of Railway may also be earmarked for use in case of contingencies of ambulance van not being able to proceed to the site of accident. When neither such ambulance nor a Railway vehicle is available, the attending doctor may also hire any other vehicle for the transport of casualties/doctors/ Para medical staff and accident relief medical equipments.

5.06. Ordering of Relief Arrangements –

(a) On receipt of advice of an accident the CHC/Dy.CHC Punctuality and on an uncontrolled section the Station Master of the Terminal station, shall order the ARMV and/or ART / Tower wagon, as necessary.

(b) Sounding of Accident Alarm Siren/Hooter - Alarm siren or hooter is provided at stations/ yards where Accident Relief Train / Accident Relief Medical Van are stabled. The accident alarm siren / hooter must be sounded immediately on Reporting of the accident requiring ARMV/ ART / Tower Wagon etc. The codes are prescribed for sounding the accident alarm siren or hooter as given in 5.02(d).

(c) Action taken when accident alarm siren/hooter is sounded- Immediately after the accident alarm /siren / hooter is sounded, all the staff earmarked for accident relief -train shall report at the nominated place and others at the station as decided by the Division keeping efficiency in view. All officials concerned shall report at the Medical Van (ARMV), if ordered and proceed with the ARMV or undertake any other duty that may be assigned to them by the competent authority. The SSE/Loco / Crew lobby in-charge / TPC/ TLC onduty (as the case may be), shall take immediate action to-

(i) arrange for locomotive. Any locomotive available should be utilized, preferably Diesel Loco.
(ii) ensure Loco Crew for ARMV/ ART and call the nominated staff of the ART.
(iii) turn out the ART/ARMV quickly for despatch to the site of the accident

(d) Target time for turning out the Medical Van /ARMV-

During Day	-	20 Minutes
During Night	-	30 minutes

The time is reckoned from the time of ordering to the time of dispatch.

Target time for turning out the Break down trains / ART -

During Day	-	30 Minutes
During Night	-	45 minutes

The time is reckoned from the time of ordering to the time of leaving the shed.

(e) An ARMV or ART or both, when proceeding to the site of accident will have precedence over all other trains. It must not be detained for Guard but may leave with the in-charge of ART. A Guard must be quickly arranged later.

(f) In the accidents involving loss of life or serious injuries, medical assistance from the Railway, Civil and Military hospital from the nearest station must be requisitioned on priority and rushed to the site of the accident by the quickest possible means. ARMV must be run ahead of ART with as much Medical staff as is readily available and whenever possible, the SE /Tele will travel with these vans with portable telephone,VHF/CUG phones with him.

The train carrying the Medical-Aid shall be given precedence over all trains and may be stopped enroute to pick up doctors and medical equipments. Railway Doctors of adjacent dispensaries/ Hospitals, other Divisions and Railways, may also be directed to the site, if required.

(g) Portable field telephones or any other means of communications be provided on ARMV/ART/Tower Wagon for use at the site of the accident. The Controller or the Station Master must immediately advise the S&T staff to proceed to the site preferably with the ARMV or ART or by other quickest possible means.

(h) The SM of the nearest important station must proceed to the site by the quickest possible means unless the TI is already there. The former must remain there and take general charge until relieved by a TI or an Officer.

(i) Sending of passenger relief train to the site of Accident - Divisional Control shall organize passenger relief train to clear the passengers of the train involved in the accident, as per requirements. Where necessary, arrangement of bus/taxi shall be made for transhipment of the passengers by the Commercial Branch positively.

5.07. ART / ARMV and Officers to the site from the contiguous Railway- In case of an accident occurring on a Railway near a junction station under the control of another Railway, being the contiguous Railway, should invariably assist the affected Railway by dispatching its own ART and ARMV etc. to the site of the accident provided such relief facilities are available and considered that by doing so, medical and other relief would reach the site quicker. All this shall be done in coordination with the affected Railway, in which the accident has occurred and affected Railway, should intimate for assistance by contiguous Railway.

5.08. Medical Relief-

(a) The primary duty of all Railway employees is to render prompt assistance to the injured in an accident. The Guard or the SM should ascertain if there are doctors and First-Aid workers amongst the passengers requesting to assist. The entire First- Aid equipments available on trains or at stations shall be used.

(b) In cases of grievous injuries, the nearest Civil or Military medical officials and ambulances must be summoned with the object of affording relief to the injured at the earliest possible moment.

In such cases, if it is necessary to requisition the services of road vehicles for the transport of grievous injured passengers, the Guard of the train may do so and, if demanded by the Driver of the trucks/bus etc. so requisitioned, give a memo to the effect that his truck/bus has been requisitioned by the Railway for carrying injured passengers from Kilometers (site of accident)……..…to……...…… hospital/station.

(c) Injured passengers, trespassers, and other non-Railway persons when able to travel, should be moved to the nearest public hospital or dispensary by the quickest possible means. Whenever possible, the injured person must be accompanied by Railway/Civil police officials, and the latter's name and number must be noted. If the police official is not available, the injured person may be accompanied by any responsible Railway employee to the hospital after rendering First-Aid.

(d) When an SM or other Railway employee arranges medical aid from outside, he shall inform the CMS/Sr. DMO Or the nearest Railway Doctor, as early as possible of the nature of assistance rendered by them.

(e) Speedy transport of the injured to hospital after examination by Railway Doctor, all the injured passengers must be transported as speedily as possible to the hospital as decided by the CMS or doctors at the site.

(f) In all the cases of injuries, however trivial, the injured person should be examined by a qualified doctor, to determine whether the injury is grievous or simple. Should a passenger refuses to be examined; endeavor must be made to obtain a written refusal.

(g) **Railway doctors to the site –** All the Railway employees shall afford every possible facility to the Railway doctors to enable them to reach at site with the least possible delay.

(h) **Refreshments and vendors by relief trains –** As soon as a relief train is ordered, instructions must be given by the Commercial Officer to the nearest originating station to send sufficient number of vendors with food, including tea and milk with the relief train.

(i) **Refreshments to the passengers involved-** Refreshments must be provided free to the passengers involved in the accident. A careful account, however, must be kept of the refreshments, thus served.

COM/ CSO/CCM/DRM /ADRM have full powers to incur expenditure in any accident towards the payment of bills in connection with refreshments

supplied to the affected passengers vide serial NO.36 of schedule of Powers Part-F (Miscellaneous Matters). The funds required may, if necessary, be drawn from Station earnings [item 6.09 of SOPGEN 2001 and Para 2425 of IR Commercial Manual]

(j) **Temporary hospital at the site -** In case the CMS or the Sr.DMO considers it necessary to open a temporary hospital at a station near the site of accident, the SM must make available, whatever accommodation he is called upon, to provide as per availability.

(k) **Arrangements for reception of patients at non-Railway Hospitals -** Timely advice must be given to the Civil and Military hospitals of the number of injured persons proposed to be shifted there and the time that they are expected to arrive at the hospital station. Ambulances or suitable road vehicles should also be requisitioned from the police, the army and other sources at the hospital station. If adequate transport cannot be arranged for by such means, transport should be hired.

(l) **Care of injured persons arriving at hospital/station-** The Station Master of the hospital station or any other official deputed for the purpose, will be responsible for-

(i) receiving the train carrying the injured on a platform line easily accessible by ambulance cars, stretchers, etc.

(ii) arranging for a room or other suitable place for the reception of the injured prior to their removal to the hospital;

(iii) making adequate Railway Protection Force arrangements so as to facilitate the handling and reception of the injured; and

(iv) opening an Enquiry Bureau from where public inquiries regarding the injured and dead may be attended to.

(m) **Information of the condition of the passengers injured or dead-** If telephone numbers are available, Railway (Commercial branch) will ensure information about the condition of affected passenger to his kith & kin free of charge.

(n) **Issue of Complimentary passes to the next of kin of the victims as well as to the surviving victims of Railway accidents-** With the approval of the General Manager complimentary passes in favour of not more than 02 persons may be issued to the next of kith& kin of the victims from any station in India to the site of accident and back to their destinations as well as to the surviving victims who are discharged from the hospitals, to their destination.

(o) **Ex-gratia payment to the injured or to the next of kin of the deceased victims-** The detailed instructions for ex-gratia payments are given in Appendix- G.

(p) **Referring of the injured persons to private hospitals-**

(i) It will be the duty of the train or station staff to render first aid to a person injured within the Railway premises immediately. If necessary, arrangements should be made to summon medical aid from other Railway or non-railway sources.

(ii) In the following special cases, the injured person may be taken to private-hospitals -

(1) When there is no Railway or non-Railway Government hospital available within a radius of, say 08 kilometers of the site of accident, or

(2) When the attending doctor certifies, in writing, in the prescribed profarma that the treatment in private hospital is necessary in the interest of the patient.

(iii) Where a private hospital to which an injured person is taken in terms of Para (i) and (ii) above has different scales of charges for different kinds of accommodation/diet, he should normally be eligible to the lowest class of accommodation/diet available. It will be left to the discretion of the doctor in charge, depending on the severity of the injury, to admit the injured person to a higher class of accommodation/diet, if it is considered essential for the recovery or for prevention of serious deterioration of the condition of the injured person.

(iv) Where the aforesaid conditions are not satisfied but the injured person or any adult member of his family who happens to be along with the injured, desires him to be provided with a higher class of accommodation/diet, there would be no objection to this being done, provided the injured person or the adult member of the family agrees, in writing, to pay extra cost involved directly to the hospital authorities.

(v) For this purpose, each of the Railway administration should come with a working arrangement with such private hospitals as may be necessary in the areas served by them so that in an emergency, injury cases can be referred without loss of time to the hospitals concerned. To facilitate matters and to avoid misunderstandings, the CMS / CMD should draw up a list of such private hospitals, bearing in mind the Railway or non Railway hospitals in existence in the vicinity. The Chief Medical Director should also settle the charges to be paid to the hospitals for such cases for each class of accommodation/diet etc

(vi) The bills by such private hospitals should be submitted through the Chief Medical Director who will certify the correctness of the charges payable, before passing of payment by the FA&CAO. Payment to private hospitals under this Para can be arranged locally by the Railways and the Ministry of Railways approval is not necessary.

(q) Railway doctor to accompany injured persons to non-Railway hospitals- When injured persons are sent to a non-Railway hospital for treatment, the CMS/Sr.DMO in-charge must depute a Railway Doctor to accompany them from station to hospital and see that they are properly accommodated. The doctor so deputed must give a daily report of the progress of patients to the CMS/Sr. DMO in-charge.

(r) Care of dead Bodies - In case of serious accident, the senior most Railway Officer on the spot should discuss the question of disposal of dead bodies with the senior most Police Officer at the site of the accident and they should jointly determine the place for keeping the dead bodies under the control of a

responsible officer. The Police have to take charge of the dead bodies and should be given the requisite facilities for their transport to well protected places where they could be kept pending completion of formalities or until claimed by the next of kin. It may be stressed that respect for the dead should be the primary consideration and in any case, no dead body should be kept exposed to the weather.

(s) Recording of information of injured/dead - In case of serious accident, the medical staff are fully engaged in dealing with the casualty cases, a responsible official should be detailed by the DRM to take notes, regarding details of the injured/dead as mentioned and as indicated by the doctor –

(i) Name
(ii) Full address
(iii) Ticket/Pass No. with full particulars of journey
(iv) Two marks of identification
(v) Details of injuries
(vi) Existing deformities and old scars

Only rough notes are to be recorded at the site of accident based on which detailed reports are to be made out later.

No statement with regard to the number or nature of casualties should be given to members of public or press till all casualties / injuries have been reconciled and verified correctly. These reconciled and final figures should only be given to press or general public by the senior most Railway official on the spot, viz. DRM, CMD/ CMS or other Divisional Officer, as may be nominated by the DRM.

(t) Submission of reports regarding injured/dead· On return to the head quarters, a detailed report should be made out by the CMS, based on rough notes recorded, which should give the name and addresses of all persons injured with details of injuries and should state how each case has been dealt with. The detailed report should also give particulars of the cases attended by the non railway doctors and the name and addresses of such doctors. The report should be submitted to the CMD along with the injury reports on accident block forms for passengers and railway employees separately. These notes should be kept confidential as these form important documents for assessing compensation.

5.09. Noting of Important facts - Any Officer /Safety nominee or TI or SM or Guard and other concerned officials present at site or arriving first at the site, shall record the relevant information at the site of accident as under –

(a) The names and addresses of persons killed or injured. If possible, particulars of their injuries and also tickets held, if available.

(b) Obtain names and addresses of independent eye-witnesses with their statements, duly attested by them, where possible. No person should,

however, be forced in any way to give his name or statement but if he declines to do so, the fact should be mentioned in the report.

(c) The Officers and Senior Sub-ordinates present at the site, shall jointly examine all evidences such as the condition of the track and rolling stock, brake-power, etc. and preserve all clues which may prove useful in ascertaining the cause.

(d) Measurement of track and rolling stock should be taken in the profarma given in Appendix P. The marks on sleepers, position of derailed vehicles, broken parts of track or vehicle and other particulars, which may have a bearing on the accident, shall be carefully noted and preserved by the concerned officials jointly.

(e) In case of accident at the station, the position of the track, signals, points, point/signal levers, indicators, keys, lever collar/button cap used, badges, transmitter keys, Panel / Relay room keys, shall also be recorded. At night, any signal, brakevan or disc lamp, which is not lit, should be carefully inspected to ascertain and record if the lamp was recently lit and recorded.

(f) Cross-Level /gauge/Varsine etc. should be taken at or near the point of derailment, by the senior sub-ordinates jointly and also at the point where the track has been loaded, either with a locomotive, fully loaded wagon or a coaching vehicle.

The above should not interfere with the rendering of medical aid to the injured or other relief measures to the passengers.

5.10. Clearing operations-

(a) The senior most officer assisted by a Safety officer at site will exercise general supervision and coordinate the work of all departments for the restoration of traffic.

(b) The senior most officer or supervisor from the O&F or C&W branch will be in - charge for clearing operations.

(c) The senior most Operations officer or supervisor at the site will be in-charge for regulation of traffic.

(d) The senior most commercial officer or supervisor shall make arrangements for food, water and transhipment of wagons /luggage/parcels and passengers, if required.

(e) On electrified sections, the senior most electrical officer or supervisor will look after the traction matters.

(f) The Sr. DOM / DOM / AOM will take over charge of the control office and regulate traffic accordingly.

(g) Steam and hand crane shall not be worked adjacent to overhead lines, unless such overhead lines are made dead. If the use of a steam or hand crane which may foul the overhead equipment or track lifting is necessary on the electrified area, the Power- Controller, Traction Foreman OHE, and the DEE or AEE (TRD) must be advised on telephone and their sanction obtained properly.

All the movements of crane jib shall be exercised with great care so as not to foul the overhead lines. Wherever possible the direct blast from the crane chimney to the overhead lines or insulators should be avoided.

(h) In accident cases where sabotage is suspected, the clearance and restoration operation should not be commenced until the arrival of the Police and receipt of all-right signal from them, except when human life is to be saved, in which case operations for clearing the wreckage must go on continuously until it is definitely known that all the injured persons have been extricated from the debris and it is established beyond all reasonable doubt and with the assistance of medical testimony (preferably independent) that only dead bodies remain, care must however be taken to preserve clues etc.

In other accident cases where sabotage is not suspected, clearance and restoration operations may be commenced even before the arrival of the Police, but all relevant material and clues etc. must be carefully preserved to enable the scene being reconstructed, if considered necessary.

(i) In serious accidents, where sabotage is suspected, the laid down procedure should be followed by the safety officer. In addition, it should be ascertained promptly from the CRS concerned if he would like to inspect the site etc before the commencement of clearance and restoration work and then action should be taken in accordance with his orders. Before, however, clearance and restoration operations are commenced all relevant clues, material and damages and deficiencies on rolling stock etc. must be noted and preserved.

(j) The senior most Railway Officer present at the site of the accident will decide in consultation with the senior most Police officer present at the site whether the case is of a suspected sabotage or otherwise and take action accordingly. For instructions for dealing with cases of sabotage, refer Chapter-6

5.11. Transhipment arrangements -

(a) Adequate arrangements should be made for lighting at the site, wagon sheets, ropes, hand trolleys, drinking water, food and refreshments for the stranded passengers.

(b) Sufficient number of porters and labour must be collected from the nearest station and if necessary the engineering officials may be requested to assist with gang labour.

(c) Transhipment of passengers and their luggage, parcels and mails should be done under the personal direction of the officer in charge of transhipment in proper manner.

(d) Live-stock, motor cars and heavy goods must not be transshipped but must be detained at a convenient station or diverted by the nearest open route.

(e) Notices must be exhibited at junction and terminal stations advising the public regarding interruption of traffic and probable duration of transhipment.

(f) Special precaution must be taken to ensure that luggage of the passengers is

transhipped free and the porters help freely to one and all and not solicit for payment.

5.12. Preservation of Clues - It is essential to preserve all the clues as far as possible for helping the CRS/Accident Inquiry Committee, as even apparently unimportant clues may give some useful information on the likely cause of accident. The clearance should ordinarily be limited to the removal of dead-bodies and injured persons from the debris, if any, and wherever feasible, in case of serious accidents, communications may be restored even by laying a diversion, so that the original clues could be preserved undisturbed.

In any individual case where the circumstances compel the removal of debris, in part or whole, complete and detailed notes should be recorded by the DSO/Sr.DSO and the senior most officer present, of the observations made by the various officers, before issuing such orders. These notes could be given to the Accident Inquiry Committee. All sleepers, rails, S&T, OHE or stock gears and other fittings removed from the site should be carefully preserved for inspection by the Accident Inquiry Committee.

5.13. Nomination of an official in case of serious accidents to disseminate information to Press/ Media-In case of serious accident, the senior most official at site will nominate a responsible Railway Officer at the site of accident to disseminate the information to press/media about the accident. The officer, so nominated, shall collect the following information:-

(a) Brief description of the accident.
(b) Time, Date and Kilometerage of the accident.
(c) Train or trains involved.
(d) The composition of the train, number of vehicles derailed and number capsized (painted number of vehicles to be stated)
(e) Brief account and rough sketch showing the condition and position of vehicles, with individual numbers, from which injured and killed, were extricated.
(f) Condition of the lines at the site of accident.
(g) Railway officials at the site of accident.
(h) Number of Railway Officials involved in restoration.
(i) Number of passengers killed.
(j) Number of passengers injured.
(k) Number of passengers admitted in various hospitals.
(l) Name, age, address of the affected passengers.
(m) Passengers evacuated.
(n) Relief arrangements.
(o) Description of injuries.
(p) Number of passenger provided first aid.
(q) Probable cause of accident.
(r) Arrangements made for the relatives of the affected passengers.

(s) Communication arrangements made.
(t) Medical facilities at site.
(u) Any medical aid received from outside.
(v) Likely time restoration of traffic.
(w) Any other trains regulated/diverted.
(x) Information booths opened on the Railway.
(y) Nature of inquiry ordered in the accident.
(z) In general, steps taken by Railway for safe running of trains.

The above is intended to serve only as a guide. The officer should also record any other relevant points, which he considers to be of value of interest.

5.14. Working of Traffic when a serious accident takes place- Following guidelines should be followed while working of traffic in case of serious accident –

(a) The SMs of the affected stations should be called out to assist in smooth train working. If necessary, Senior Supervisory official should remain in-charge of Stations immediately affected by the accident.

(b) Trains should be regulated/diverted/cancelled suitably by Operations Officer in-charge in the Division. Not only the stations on either side of the site of accident but also the stations adjacent to them shall be kept fluid in order to facilitate relief work.

(c) Passenger carrying trains should be regulated at such stations where drinking water and catering facilities are available.

(d) Goods trains should be regulated far from the site of the accident and preferably be regulated at stations having three or four lines.

5.15. Resumption of normal working-

In the case of an accident involving interruption of communications or blocking of the line, the Senior most Operation Officer and in the absence of an Officer, or TI, on receipt of a certificate from the Engineers that the road is safe for traffic, will advise to those originally informed of the accident that normal working is resumed or is being resumed after the safe passage of first commercial train on affected section.

Chapter - 6
Sabotage and Train Wrecking

6.01. General Applicability - The instructions contained in this chapter are additional and meant for the cases where derailments and/or other serious consequences arise due to sabotage or train wrecking. Cases of tampering with track or equipment, even though not resulting in an accident, have to be reported to the Railway Board. Such cases should be immediately brought to the notice of all concerned including Sr. DSO/DSO and DRM. The civil administration, Police and Security Staff shall be advised and shall be given necessary assistance to carry out the investigations.

6.02. Duties of Guard, Engine Crew and other Railway Staff, when derailment or any other serious consequences occur due to suspected sabotage –

In case where derailment and/ or other serious consequences arises due to suspected sabotage or train wrecking, the Guard along with the Engine Crew and other Railway staff on board shall -

(a) protect the train.
(b) report the accident to the control office/adjacent stations.
(c) render first aid to the injured.
(d) carefully examine the track jointly with responsible passengers, and record the results of the examination and have the record signed by them.
(e) see that portions of the track, rails, fish plates, bolts and other fittings, appearing to have been tampered with are not touched or moved by any person, and that these are closely protected till arrival of the Civil and Police Authorities.

Note-

(a) In case of an Officer or Inspector being on the train, the above duty will devolve on him.

(b) Whenever assistance is obtained from any passenger or other member of the public, their names and addresses should invariably be kept on record for future reference, if necessary.

6.03. Information to the Civil and Police Authorities - The SM of the station adjacent to the site of suspected sabotage or train wrecking, must inform the local Civil Police, GRP and RPF authorities by the quickest means available and give them all possible assistance to reach the site as early as possible.

6.04. Precautions by Engineering Supervisors - While proceeding to the site of suspected sabotage or train wrecking, AOEN/SE (P.Way) shall take the following precautions:-

(a) Instruct the Trackmen proceeding to the site, in the first instance, not to carry any tools with them.

(b) Ensure tool boxes of Track men to the site are not opened until they have been checked and cleared by the Police.

(c) Instruct them not to touch or remove any portions of the track, rails, fishplates, bolts and other fittings within the area of suspected sabotage or

train wrecking till they are inspected by the Railway, Civil and Police Authorities and photographs/video graph taken.

6.05. Duties of Officers and other Supervisors - All concerned officers and Senior Supervisors in addition to their other normal duties must-

(a) take note of casualties/injuries with arrangement for medical aid.

(b) prepare sketches of the accident.

(c) do all they can to collect evidence likely to throw light on the cause of accident

(d) see that likely clues to the cause of accident are not inadvertently removed through ignorance or curiosity.

(e) make arrangements for photography/videography of the portion of the permanent way, track, rails, fish-plates, bolts, and other fittings and the Engine and bogies of the affected train as early as possible by local photographer or videographer.

6.06. Duties of the R.P.F. Staff:-

(a) On receipt of information of suspected sabotage or train wrecking, the senior most RPF Official in whose jurisdiction the accident has taken place shall immediately proceed to the spot with all the available staff.

(b) Additional assistance, if necessary, may be requisitioned from the neighbouring RPF Post or Out-Post.

(c) Apart from making an entry in the Station Diary as usual, the SM also shall be informed of this movement.

(d) On receipt of information, the Circle Inspector of the Circle and the Sr.DSC/DSC or in absence, ASC division shall also proceed to the spot. Movement of the RPF Staff in these cases shall be undertaken by the quickest means available. When necessary, motor transport may be hired by the RPF officer.

(e) Before proceeding to the site, the RPF Officials shall contact the local GRP/District Police Officials to ensure that the accident has been reported to them also. On arrival at the spot, they will discharge the following duties in addition to their normal duties -

(i) Assist in extricating persons from wrecks, rendering First Aid to injured, evacuating injured and others at the site.

(ii) Protect the belongings of the victims and the Railway property as well.

(iii) Protect the Permanent Way rails, fish-plates, bolts and other materials from being interfered with, by anyone till the police officials arrive at the site and take charge.

(iv) Look out for suspects in the vicinity and keep note of any clues that may be useful in detecting the offence.

(v) Fight any fire that may break out at the site.

(vi) Coordinate with the GRP/Civil Police in the investigation of the case.

6.07. Wreckage, etc. not to be disturbed until permission is given by the Police - Whenever there is delay in the arrival of Civil and Police officials at the site of suspected sabotage or train wrecking, the Senior most Railway official at the site may, at his discretion, jack up any portion of a coach or shift

any property to the minimum extent necessary, after noting its original position by sketch, to extricate human beings trapped under. Normal traffic should however, not be permitted without consulting the Police.

6.08. Joint examination by Civil, Police and Railway Officials –

(a) The joint check shall be done by Civil, Police and Railway officials at the site of suspected sabotage or train wrecking and must make a detailed investigation of the cause of the accident including a thorough survey of the site for at least 800 metres in the rear, with the assistance of representatives of Departments concerned.

(b) While carrying out the examination, the position of vehicles, track fittings etc., should not be disturbed as far as possible. Arrangements must be made with the assistance of the Police to keep staff and outsiders, who are not concerned with the examination, away from the site. Precisely worded notes should be prepared specifying the various features coming to notice.

(c) The senior most officer at the site in consultation with the Police must decide what materials should be preserved for further examination. These materials should be stored under the joint custody of the Police and the Railway at a safer place. As far as possible, all small fittings should be put into a box or a gunny bag and sealed jointly by the Police and the Railway. A receipt must be obtained for whatever material the Police have taken in charge before dismantling the damaged track; the different components should be carefully numbered or match-marked, so that the whole scene can be reconstructed if required later for the enquiry.

(d) A factual note of the condition obtaining at the spot after an accident suspected to have been caused due to sabotage or train wrecking shall be prepared and signed jointly by the senior most Police and Railway Official at the spot. In case of any difference of opinion between the Police and the Railway Officials, such difference of opinion maybe recorded in the factual joint note.

6.09 Removal and examination of Rolling Stock -

(a) Removal of undamaged rolling stock - Rolling stocks which remain on the track undamaged, may be taken away after the written permission of the Senior Police Official at the site. Stock should be taken and stabled at the nearest convenient station where further examination of the fittings can be done under the supervision of the Sr. DME/DME or AME.

(b) Removal and Examination of rolling Stock damaged due to accident - A detailed examination of the engine and the vehicles damaged due to the accident must be made by the Sr.DME / DME [(for stock/DMU & diesel loco), by Sr.DEE/TRO-TRS for Electric loco and joint for EMU etc.)] along with the Senior Police Official. All damages and deficiencies must be carefully noted down and particular comments made with regard to damages and deficiencies likely to cause derailments and whether these appear to be old or fresh and the signature of the police official obtained on the note. These notes should be utilised for purpose of making the final note in the

joint examination. Break-down/ART operations to remove these vehicles should only be started in accordance with Para 6.12 below.

6.10 Special points to be borne in mind by the Officers in examining the site and for preparation of note and drawings - The following points should be noted by the Officers and supervisory staff when examining the site of suspected sabotage or train wrecking -

(a) The exact position in which engines and vehicles came to rest and also where loose components were found.

(b) The exact position in which rails and component parts, such as sleepers, fishplates, bolts, nuts, dog spikes, etc. were found.

(c) Wheel marks and other damage to sleepers, rails and other fittings in the accident.

(d) The examination of rail ends at the displaced point or points for any dents or burrs and whether burrs are vertical or horizontal.

(e) The position of wheels in relation to any displaced rail, its normal alignment and the landing rail.

(f) State of the track in rear for at least 800 metres.

(g) If the nature of the accident so requires-

(i) The position and condition of signals, point and signal levers, block instruments and panel be inspected.

(ii) Functioning of interlocking provided at the station should be tested.

(iii) Train passing records including Train Signal Register, private number sheets, line admission book should be seized and carefully preserved. Where line badges are in use, it should be recorded in whose possession each line badge concerned was.

(iv) Statements of staff should be recorded.

6.11 Arrangements for photographs and videography - Arrangements of all the essential features must be made for videography and photography. The services of a reliable local photographer/ videographer may be utilised till arrival of Railway photographer/videographer.

6.12 Restoration of communications - Restoration of communication must only be taken in hand after complete investigation/ examination, preparation of a joint note with sketch and the police and Civil Authorities have given in writing that their investigations are complete, and that no further check is necessary.

6.13 Preparation of plan for CRS or other Inquiry- A dimensional plan should be prepared for the CRS or Judicial Inquiry, which should be a reproduction of the original sketch. Copies of recorded note signed by the Railway and the police representatives should form an appendix to the statement made by the senior most official in his evidence at the Inquiry.

6.14 Notes and sketches to be carefully preserved - All notes and sketches recording observations of the various officials who attended the site of suspected sabotage or train wrecking, must be carefully preserved for future use, in case evidence of such officers and officials is required later at inquiries, subsequent investigations or in court trials.

CHAPTER - 7

Unusual Occurrences

7.01. Dangerous or unusual condition noticed on train - Every Railway employee, whether on duty or not, who notices anything unusual or dangerous on a train such as hot axle, spring broken, flat tyre, brake binding, load falling off or uneven loading, fire or any part of the vehicle detached or hanging loose part etc. in dangerous condition, must at once take steps to stop the train and warn the Guard and the Engine crew. If he cannot stop the train, must immediately inform the nearest SM/Gateman or any Railway official for necessary action.

In case of 'Passing Signal at Danger' by Loco Pilot the action should be taken as prescribed in para 5.02 (e). and 2.02.

On noticing any unsafe condition on train or after receiving such advice, the Railway official shall immediately exhibit danger hand signal to the Loco Pilot and Guard and make all efforts to stop the train at once and if possible, by putting back the signals to 'ON' position, advising the TPC to switch off the OHE supply. Simultaneously, the SM of the nearest station shall be informed, who, in turn shall inform the Section Controller and the SM of the station ahead. All out efforts shall be made to stop the train running with unsafe condition.

7.02. Precautions at construction & repair sites - Whenever platforms, buildings, roads, etc. are under repairs, and there is a possibility of any one falling into openings or over obstructions; barriers or warning boards and lamp posts must be placed to protect of those sites by the staff employed on the work. The Supervisor incharge must ensure that this is done.

7.03. Action to be taken when a person is thrown out of or is knocked down by a train -

(a) When life is not extinct:-

(i) When a Railway employee finds an injured person on or near the track, he should do his best for rendering first aid or in the alternative summon medical help as early as possible. He should also arrange to inform the Police through the nearest SM or any other person in the vicinity.

(ii) When a person is run over or knocked down by a train is found by the staff of the same train or subsequent train, first aid will be rendered promptly by the Guard himself or by a qualified Doctor if available in the train. Then such person shall be transported with the least possible delay to the nearest Railway Station in the direction of the train, where medical aid shall be arranged by the SM. When a station with medical facilities is situated near in the opposite direction and a train is also available in that direction, the person may be sent to that station for treatment.

(iii) If the condition of the person is found to be critical, the dying declaration should be recorded by the TS/Guard/TTE/Conductor or by the Railway

employee who happens to find the injured person. The particulars like name, father's name, residence, how it happened, how the wounds were inflicted etc. should be recorded. The statement should be signed by the Guard or the Railway employee who recorded it and some other responsible witness and made over to the SM of the nearest station for onward transmission to the police authorities. Along with the statement, a memo showing the time and place where the injured person was found and the further disposal there of should be attached. In case, the Railway employee who finds the injured person as illiterate, he may seek the assistance of some responsible person for obtaining the dying declaration.

(b) When life is extinct -

(i) The main requirement when a dead body is found on or near the track, by any Railway employee is to keep the evidence intact, especially the finger prints. Utmost respect should be shown while handling the dead body. Handling of the dead body by many people should be avoided as the finger prints which may be available near the site of occurrence may be disturbed. Similarly, the dead body should not be removed until the arrival of the Police as the chances of some clues which may lead to detection of cases may be interfered with. However, to clear the line for the movement of subsequent trains, the body may be removed from the line but in doing so the movement should be the minimum required.

(ii) The body may, thereafter be left in the charge of village Chowkidar or any responsible person in the vicinity. If no responsible person is readily available at the site where the body is found it shall be removed to the nearest gate lodge in the direction of the movement of the train. Where there is no gate lodge it will be carried and made over to the SM of the next station. In all cases, a written memo giving the following particulars shall be made out by the Guard, or if there is no Guard, by the Loco- Pilot (of the train) or by the person who happens to find the body -

(1) Time and place the body was detected.

(2) Position of the body in relation to the tracks.

(3) Blood stains on ballast or engine, extent of the injuries and whether prima-facie inflicted by a train or otherwise, and

(4) Position of any clothing etc. found on or near the rails. This memo should also contain the name of the informant, his parentage and address so as to enable the police authorities to progress the case further. Thereafter, the memo should be made over to the man under whose charge the body is kept, for onward transmission to the police authorities.

(iii) In case the body is found by a Railway staff not working a train, he shall, unless he himself is in a position to advise the police authorities, take immediate steps to inform any responsible person in the vicinity of the place of the accident to enable the latter to take further action.

(c) When a train has been stopped owing to a person thrown out of a train, the Guard will make a report on the incident comprising of the following particulars for the concerned authorities, in addition to that the action to be taken as indicated in Para (a) and (b) above -

(i) Kilometerage at which the passenger fell down or a person was knocked down.
(ii) Was the accident noticed by the Guard or Loco-pilot or train stopped or alarm chain was pulled to stop the train?
(iii) Was the train backed to the accident spot?
(iv) How the injured person was disposed off?
(v) Further information in the case of a passenger falling out

(1) Name, age, sex and address of the passenger, particulars of the ticket held (if any).
(2) If a child, also the name relationship and address of the guardian.
(3) Where was the person/child seated or standing at the time last seen by fellow passengers?
(iv) Owning Railway, painted number, compartment number, type description and position of the carriage from the engine.
(v) Condition of doors, door handles, shutters, safety latch, and window fastening in the carriage. Particular details should be given of the door or window through which the passenger fell.
(vi) Was there any GRP staff on the train?
(vii) Brief statement of the injured person giving -

(1) Possible cause of the accident shall be recorded, in presence of the Railway Police Constable, and countersigned by him. If the Railway police Constable is not present, the signature of passengers in whose presence the statement is recorded should be obtained.

(2) In the case of a child, the statement of the guardian should be recorded duly attested by the Railway Police Constable (or in his absence by two passengers present at the time of recording the statement).

7.04. Passengers getting sick in the train or injured inside the train- If a passenger is injured while travelling by a train, he should be given necessary medical assistance. If the passenger is reported to be injured due to defective fittings, like window shutter, the fittings should be examined. Evidence of other passengers should also be taken. A full report must be made by the Guard, giving name of the passenger, ticket particulars, description of the carriage, condition of the fittings, etc. The Guard / TS shall also issue a message to the Control, who in turn, will inform C&W control for enroute examination by the next C& W depot with necessary report to the terminal station for final examination and repairs.

In the case of a passenger getting sick while on the train, he should be given the same medical attention as is given to a person injured in an accident. The passenger should, however, be informed that he may be required to pay for

the medical attention given. If the passenger states that the sickness is due to some food he consumed from the Pantry Car or Licensed Vendor in Railway premises, the Guard will report to the SM who will report the matter to the Section Controller. The Section Controller will obtain instructions of the Sr.DMO/DMO/ADMO and advise the SM of the arrangements to be made the chemical examination of the food.

7.05. Trains in motion, getting into or out of - Passengers must be deterred against entraining or de-training a train in motion, and Railway employees must not open the door of vehicles in motion or in any way assist a passenger entraining or detraining a train in motion.

7.06. Material fouling the track- On completion of unloading, Station Masters and Engineering Officials must see that there are no heaps of material or other obstruction on or fouling the line which may cause derailment or endanger train safety in any way.

7.07. Precautions against derailment due to falling any part of engine/vehicle/wagon

(a) If any part of the engine or vehicle is fallen down and there is reason to believe that the fallen part may be fouling the track, a careful search must be made by the train staff for the missing part. If the missing part cannot be traced, the train must be stopped at the first station and the SM be advised. The SM will advise the control and issue Caution Order to the Loco pilot of the first train proceeding to the section and to be on the look out for any such part in the section. The control, at once, shall inform engineering control who will deploy SE (P.Way) or the Gang mate/Gateman for search in the section.

(b) The loco pilot of a train who has come to stop on one way spring point in the trailing direction must not release the brakes of the train unless the Guard has personally arranged for the spring points to be set and clamped for further movement of the train. In the case of a light engine, this responsibility will devolve upon the Asstt Loco Pilot of the light engine.

7.08. Defective Permanent Way: In the event of any abnormal condition noticed on the track action should be taken as per GR 2.11 and SR 2.11/1 & 6.07/1**.**

7.09. Running of defective locomotives - In case of defective running of locomotives action should be taken as per SR 2.11/2 & 6.07/1.

7.10 Explosion on track or in train - on hearing any explosion on in track or in train, action should be taken as per SR 2.11/3 & 6.07/1

7.11. Fire on track- Guard or Loco pilot who notices fire on track must stop the train and extinguish the fire. The guard shall advise the nearest P.Way staff, if any, and the SM at the next station.

7.12. Handling of Petrol and other inflammable goods - Petrol, explosives and other dangerous goods in full wagon loads must only be loaded, unloaded or transshipped during day light and on no account in dark, necessitating the use of lamps. The doors on both sides of a wagon containing consignments of petrol should remain fully opened for 05 minutes before anyone is allowed to enter the wagon for loading or unloading purposes. In the case of consignments of petrol, explosives or other dangerous goods carried in trains, the Guard of the train will be held responsible for supervising their checking, loading and unloading. Oil or gas lamps must on no account is taken inside the wagons or near the petrol tins, whether full or empty. No person shall smoke or take any naked light or unprotected lamp near the place where such goods are stored or handled.

7.13. Prevention of fire In live stock carrying vehicles - The SM / Goods or Parcel Supervisors, at the station from which live stock vehicles are forwarded, must personally warn the attendants in charge of the horses or animals against using any naked light or smoking or cooking in the horse box or cattle wagons, and point out the risk and danger incurred. Their attention should also be drawn to the notice exhibited in the horse boxes.

Guards must frequently inspect live stock vehicles en-route. The small end door of a horse box must be kept closed when a horse box is attached to a train.

SMs /commercial supervisor/train Guards and other concerned staff must ensure that none of the attendant's family member or persons other than the attendants in charge of the horses are allowed to travel in the horse box or cattle wagons.

Concerned staff will ensure that immediately after unloading, live stock vehicles are properly cleaned and no straw, dung etc. left inside. They should also see that before an empty horse box is attached to a train, it is thoroughly cleaned.

7.14. Cotton on fire- If a wagon loaded with cotton or other goods catches fire, the Guard shall take all possible measures to extinguish the fire and will also try to obtain the labels of the wagon and a sample of the cotton or goods and hand over to the Station Master who will forward the same, securely packed to the Chief Commercial Manager (claims), NC Railway /ALD, with full report stating the train number, date and place of fire, wagon number, owning Railway and the name of the stations from and to.

7.15. Acid Wagon catching fire - When an acid wagon catches fire, it must be extinguished by using sand and water etc. It should be seen, however, that water is not used if the type of acid or corrosive is such that would cause further damage by chemical reaction.

In all cases of fire in wagons containing acids, corrosives etc., the Guard or the Station Master or goods shed / parcel office incharge or any other supervisory official in charge of the situation, must make notes of the

condition of containers, packing (both inside and outside) labeling of containers, manner of loading in the wagon, quantity filled in each container and affixing of 'Dangerous' label on the wagon whether found in accordance with the prescribed manner as laid down for this commodity in the Red Tariff.
Whenever there occurs any accident connected with any consignment of acids and other corrosives and attended with loss of life or grievous injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer in charge of the nearest Police station and the Chief Inspector of Explosives in addition to the departmental officer concerned.

7.16. Reporting cases of Fire - When reporting cases of fire on trains, the position of the vehicle on the train should be stated, also whether it was loaded or empty. When reporting occurrences of fire on trains or in the station premises, Station Masters others sometimes ascribe the fire to sparks from engine or electric short circuit. Such statements must not be made unless these can be definitely substantiated.
Whenever serious fire accident occurs in a coach / wagon, the SM / Control Office or the C&W staff, as the case may be, will send information immediately to the concerned officials of the, Forensic Laboratory which caters the area so as to enable their scientist to attend the site of accident promptly for collecting clues /samples leading to the cause of the fire.

7.17. Fire, rendering of assistance by trackmen - If a fire occurs on any Railway premises at or near any portion of the Railway where Trackmen are employed, they shall endeavor to extinguish and prevent it from spreading. However, in case of fire in the electrical equipment, Trackmen shall make no attempt to extinguish the fire but shall report the occurrence to the nearest Station Master immediately and inform any passing train or trolley, unless some special instructions are received directing otherwise. If there be more than one Trackman, the occurrence shall be reported to the SMs of both the stations at either side.

7.18. Weather warning information- Arrangements exist with the meteorological Department of the Government of India for information of weather warning, whenever storms, gales or heavy rainfall are expected.

7.19. Track & Bridge Patrolling- Day/ night Track patrolling during different weather conditions e.g. monsoon / winter / summer is undertaken in accordance with instructions / programme issued by the engineering branch in terms of GR 15.05 and S.Rs, thereunder. The exact date and timings for commencement and termination of patrolling as per conditions will be notified by the concerned engineering branches of the divisions in consultation with the chief engineer.

7.20. Natural deaths- Natural deaths must be promptly reported to the Police by

telephone/written message. (In the case of death by contagious disease, the Director of Public Health of the State and the Civil Surgeon of the district must also be informed by the CMS of the division.)

7.21. Murder on running trains- If a crime of a serious nature such as murder or serious assault is committed in the Railway carriage on a running train, following action will be taken by the staff with a view to help the Police officials in their investigation -

(a) The Guard of the train will have the compartment vacated and locked up after all shutters have been closed from outside immediately so that blood-stains, marks of struggle, foot prints, finger impressions, etc. remain undisturbed.

(b) If the crime took place in a Railway compartment, the compartment will be immediately locked up and the carriage allowed proceeding to the nearest station where it can be replaced. At such station, the Railway Police will watch it until a Police Officer arrives for investigations.

(c) No one, either a Railway employee or an outsider, must be allowed to enter the compartment until arrival of the Police and except it is necessary to attend to the injured persons when unable to leave the compartment without assistance.

(d) Concerned Railway Police Station will be advised at what station the carriage has been or will be detached. After the carriage is taken over by the Police, it may not be removed or otherwise utilised without the written authority of the Police Officer conducting the investigation. If an abnormal delay takes place on the part of the Police in releasing the carriage, the matter shall be reported by SM to the Sr.DOM through control office for further action and directions.

7.22. Procedure to be adopted when deaths occur in trains and within Railway premises -

(a) In cases of deaths occurring in train or within station premises, SM/ASM may nominate some of his staff, on receipt of a request from a Magistrate or the Railway Police to become witnesses at inquests on all matters of fact regarding such occurrences.

(b) Police inquests on dead bodies are invariably held at the spot where the body is found. The staff will not be called upon to leave their stations for purposes of such inquests.

(c) In all cases of deaths from natural causes the SM/ASM should report such cases to the police who will call for the attendance of Railway Doctor, only if necessary. All messages offered by them for this purpose should be accepted. The SM/ASM should also issue an 'all concerned message'.

(d) In those cases, however, where it is thought that death is due to some contagious or infectious disease, SM/ASM must summon the Railway doctor to attend.

(e) In case of deaths suspected to have been due to foul play or suicide or deaths caused by accident, SM/ASM must immediately advise the police

who will call upon the Railway Doctor to attend. In such cases the body must not be moved until arrival of the Police, unless any train or trolley is due to pass the spot or there is no prospect of a Police Officer arriving at the site within a reasonable time, in that case the body must be carefully removed so as to clear the line and the body must be covered properly. It must not, however, be taken away from the spot until the Police has arrived, when they will hold an inquest and take necessary steps for the removal of the body.

(f) The respective Railway Doctor will attend an inquest if summoned by the Police and their duties, when so summoned, will consist merely in assisting the Police Officer in drawing up a report on the apparent cause of death. The Police will not ordinarily call upon them to attend on inquests.

(g) 'Post-mortem Examinations' should ordinarily be left to the Civil Surgeon or other Government Medical Officer deputed by him, but in very exceptional circumstances, when the probabilities of decomposition or other serious reasons are against the despatch of the body to the Civil Medical Officer, they may be performed by the Railway medical staff at the request of the Police, and in such cases the Railway Medical Officer performing this duty shall be paid fee by the Civil Authorities at the scale laid down and approved by the Government of India.

(h) Dispatch of corpses for Post-mortem examination - The following instructions must be observed when corpses are tendered by the Police for conveyance by rail for purposes of post-mortem examination -

(i) The corpse to be at once accepted for conveyance by any train except Mail train, at the written requisition of a Police Station Officer.
(ii) The corpse may be enclosed in any box or coffin, if available.
(iii) The Police tendering the corpse for conveyance are responsible for that no such corpse tendered is likely to endanger the public health and the corpse may be accepted without a medical certificate to this effect.
(iv) The conveyance of corpses under these rules must usually be made by goods train if a convenient train is running which will reach destination within the necessary time and must be carried in the brake van or an empty wagon if available or in the brake or luggage van if conveyed by a Passenger train.

(I) The following report shall be submitted by the SM to the DRM -

(i) Description of deceased, religion, name, age, sex, whether Railway employee, passenger or trespasser.
(ii) If passenger, number and class of ticket number, type and class of carriage.
(iii) Number of persons in the same compartment.
(iv) Listed property, belonging to deceased and how disposed of.
(v) Whether the body was made over to relatives, Police or sent to Civil Surgeon.
(vi) If the death is due to infectious or contagious disease, the carriage shall be disinfected immediately after its arrival at destination and no person shall be allowed to enter it until the disinfection is complete.

CHAPTER - 8

Investigation and Inquiries

8.01. Investigation on the spot - The Officers and Senior subordinates present at the site of accident must jointly investigate the cause thereof and advise to DRM and other officers concerned, their opinion, mentioning the Department or Departments responsible and person or persons responsible for the occurrence. The investigation on the spot includes recording of statements of staff concerned and, if necessary, other independent witnesses etc.

8.02. Information to be collected on the spot to facilitate Inquiry Committees to arrive at the cause of the accident -

(a) After every accident certain vital information bearing on the cause of the accident is to be collected on the spot which later may not be available on account of clearance operations undertaken and the resumption of normal traffic. Due to failure to collect such information, it often becomes difficult for the Inquiry Committee to ascertain the cause of the accident.

(b) Some important points for noting down in case of an accident are given below. Supervisory officials on the spot or arriving first at the site of accident may ensure that such information as would be required by the Inquiry Committee to arrive at the cause, is collected before starting the clearing operations-

(i) Signal passing at danger -

(1) In order to avoid any dispute later, the fact that a Loco pilot has passed a signal at danger should be formally brought to his notice.

(2) As soon as the Station Master becomes aware of the fact that a Loco Pilot overshot the signal(Outer/Home/Starter/Advance Starter), he shall apprise the Section Controller. Further action to be initiated against the crew, is detailed in Para 4.25 of Block Working Manual.

(3) The distance by which the train has passed the signal be recorded in engine plus bogie wagon lengths and/or telephone/ or Km. posts or OHE mast and by measuring the actual distance in meters.

(4) In the night time, the brightness of the signals should be noted. The weather condition and visibility should also be recorded.

(5) If the Loco pilot is required to use glasses, it should be checked whether he was in possession and using them.

(6) Arrangement for testing brake power of the train shall be made by Officers/Sr. Subordinates at the nearest Loco Changing or C&W examination point.

(7) Breathalyzer testing of the Loco pilot should be done.

(8) The Loco Pilot must be relieved immediately and sent for medical examination.

(ii) Collision or averted collision:

(1) The position of the signal levers, point levers and block instruments/panel/ data logger/relay room etc shall be immediately checked and recorded.

(2) The Train Signal Register and Private No. sheet shall be signed so as to indicate the last entry made and then seized.

(3) If Line Admission Books are in force, these be seized immediately noting that who possessed the same in the last.

(4) If Line Badges are in force, the disposition of the Line Badges should be recorded.

(5) The position of the two trains or train and obstruction should be marked on the sleepers. The distance between the two should be measured in metres in case of averted collision. A rough sketch shall be drawn showing its position viz-a--viz signals, station platform, turnouts and other fixed land marks.

(6) Arrangement for testing brake power of the train shall be made by Officers/Sr. Subordinates at the nearest Loco Changing or C&W examination point.

(7) Breathalyzer test of the Loco pilot be done immediately and book the loco pilot for further medical examination.

(iii) Derailments:-

(1) Track measurements should be taken and a sketch should be prepared.

(2) Measurements of rolling stock should be taken.

(3) For Locomotives derailments, examination of locomotives should be done.

(4) The rail fittings, point roddings including motor points and the locking arrangement shall be examined. See whether there was any obstruction resulting in a gap in the points. Marks on the rails and sleepers should be observed.

(5) In cases of derailments during shunting operations, it should be noted as to who was actually supervising the shunting.

(6) The position of the shunt signals, if any, point levers, point/track indicators /panel etc concerned should be recorded.

(iv) Accident at manned level crossing:

(1) Location and number of the gate.

(2) Whether engineering or traffic?

(3) Whether interlocked or non-interlocked?

(4) Gate working instructions - validity

(5) Visibility of signals.

(6) Visibility for road users.

(7) Condition of the road surface and approaches of the level crossing.

(8) Duty roster of the Gateman

(9) Competency certificate of the Gateman.

(10) Last census - Date and TVU.

(11) Length of cleanliness of the check rails.

(12) Availability of the safety equipment.

(13) Frequency of inspections and last inspection by officers/supervisors.

(14) Availability of Whistle boards, Road signs, speed breakers and stop boards etc.

(15) Relevant entries are made in gate log book.

(v) Accident at unmanned level crossing:-

(1) Location and number of the level crossing.
(2) Curve or straight for railway track and road separately.
(3) Visibility for road users and the Loco Pilot separately.
(4) Condition of the road surface and approaches of the level crossing.
(5) Last census - date and TVU.
(6) Length and cleanliness of the check rails.
(7) Availability of Whistle boards, Road signs, speed breakers and stop boards etc.
(8) photography of the site.

8.03. Time limit for holding Inquiries:-

The Inquiries must be held as per the following time table -

D = Date of accident

Model Time	**Remarks**
D	Date of accident
D + 1	DRM/GM* shall order the inquiry, if no particular department accepts the responsibility
D + 3	Committee shall convene the inquiry into the accident
D +7	Committee shall submit the inquiry report to DRM/GM*
D + 10	Acceptance of Inquiry Report by the DRM. Sr.DSO only for yard accident
D+15	Inquiry reports will be sent to HQ for information of GM
D+20	Submission of inquiry report to CRS for the section of the Railways on which the accident occurred with the remarks. A copy of findings of the Inquiry Report to be sent to Railway Board.
D+90	DAR action against responsible officials to be completed.

For SAG Level

(i) DRM/GM may decide to have the inquiry conducted even if a particular branch accepts the responsibility for enabling through review of associated systems involved in the accident.

(ii) Time limits prescribed above are the maximum period of time. Railway should make efforts to finalize the inquiry report and D&R action as early as possible but not beyond the prescribed limits.

8.04 Classification of Inquiries;

(a) Commission of Inquiry - The central government may appoint a Commission of Inquiry under the Commission of Inquiry Act, 1952 (LX of 1952) in a very serious accident.

(b) Commissioner of Railway Safety Inquiry - The CRS may order and personally conduct an inquiry into an accident, which he considers to be of a sufficiently serious nature to justify such a course being adopted. The CRS shall inform the GM/CSO of his intention to hold an inquiry and shall at the same time, fix and communicate the date, time and place of the inquiry.

(c) Magisterial inquiry - In case of reportable train accident, the District magistrate or any other magistrate may himself make an inquiry or depute a subordinate magistrate or direct investigation to be made by the police as detailed in Appendix - A.

(d) Joint Inquiry - When a reportable train accident has occurred, a joint inquiry shall be held for thorough investigation of the causes which led to the accident as detailed in Appendix - A.

(e) Departmental Inquiries:-

(i) **Officers Inquiry** – (a) When a joint inquiry/Magisterial inquiry/CRS inquiry into a reportable train accident is dispensed with, departmental inquiry consisting of Railway officers shall be held to determine the cause and / or responsibility for the accident. Departmental Inquiry Committee shall be ordered by DRM/GM. The report shall be submitted to HQ duly accepted by DRM through CSO for information of GM.

(b) In cases where the responsibility has been accepted by one particular branch, a departmental enquiry consisting of officers of the concerned branch can be ordered by PHOD/HOD in consultation with DRM to pin point the exact cause of the accident. Inquiry report will be sent to HQ through DRM & CSO for information of PHOD & GM.

(ii) **Sr. Supervisors Inquiry** - All yard accidents shall be inquired into by a committee of the Sr. Supervisors as decided by the Sr.DSO/ ADRM or DRM.

Note:

(a) When loss of or damage to Mail and Mail Van forms the subject of an inquiry, the Superintendent, R.M.S. concerned shall be intimated. He may be present

at the inquiry, but will take no part therein.

(b) In Railway inquiries into accidents where military personnel or property are involved, the Headquarters of the Military Command should be advised of the date, time and place of inquiry so that the Headquarters may send a Military representative to attend the inquiry if they so desire. The Military representative so deputed will only be an observer to watch the proceedings and not act as a Member of the Inquiry.

(c) The CRS may attend all or any of the above inquiries, if he desires to do so.

(d) In case of an inquiry into an accident which has occurred in a private siding and for which the owner of the siding or his employees may be in any way responsible, opportunity should be given for the owner of the siding to attend the inquiry, but he will take no part therein.

8.05 Ordering of Inquiries – Normally the DRM shall order all the Inquiries into the accidents. The GM or on his behalf CSO, may order an inquiry into the serious accidents, as deemed fit.

8.06 Accident Inquiry by the Railways -

(a) All serious accident shall be inquired into by the Commissioner of Railway Safety.

(b) In case Commissioner of Railway Safety or Chief Commissioner of Railway Safety is not in a position to inquire into serious accident cases, the Inquiry shall be done at least by a committee of JA Grade officers, formed in consultation with CRS/CCRS.

(c) All cases of collisions falling under A.1 to A.4 categories shall be inquired into by a committee of SAG officers with General Manager as the accepting authority, unless the same is being inquired into by the CRS.

(d) All other consequential train accidents except unmanned level crossing accidents shall be inquired into by a committee of JA grade officers and in its absence by branch officers. DRM shall be accepting authority for these inquires subject to review by CSO.

(e) Consequential Unmanned Level Crossing accidents and all other train accidents shall be inquired into by a committee of Senior Scale or Junior Scale Officers as decided by the respective DRM and he will be the accepting authority**.**

(f) All yard accidents shall be inquired into by a Committee of Senior Supervisors ordered by Sr.DSO/DSO and ADRM will be the accepting authority.

(g) All cases of indicative Accidents shall be inquired into by a Committee of Senior or Junior Scale Officers. DRM will be the accepting authority, axcept all cases of signal passing at danger shall be inquired into by a JA grade officers committee at Divisional level with Sr.DSO/DSO as one of the members.

Note: *General Manager or DRM can have the inquiry conducted by a committee of higher levels of officers.*

(h) Wherein the Inquiry Committee determines responsibility on the staff of Foreign Railway, the Inquiry Report should be put up to the Principal Head of the Department of concerned branch of the Railway on which the accident took place through CSO after which such inquiry report shall be accepted by the AGM/SDGM (instead of DRM). Finalization of Inter-railway D&AR cases arising out of such inquiry reports be followed up by the Principal Head of the branch of the concerned branch of the Railway on which the accident took place. If suitable response is not received from the respondent railway at GM level, then the case should be referred to Railway Board.

(i) All cases of equipment failure shall be inquired into by Senior Supervisor(s) of respective branch.

(j) All inquiries will be ordered by the concerned DRM except for inquiries into collisions as per item (c) above wherein General Manager will order the inquiries.

8.07 Composition of Inquiries -

(a) Inquiry committee will normally consists of the officers from Safety, Traffic, Mechanical, Elect-Op., Engineering or other branch, which are involved. It will be represented by the officers of equivalent rank. Safety officer should be a member of all inquiries as far as possible.

(b) When staff or engine of another division is involved, representative of that division may also be included in the inquiry committee.

(c) In case of fire accident the representative of RPF should also be associated.

(d) No Officer or a Subordinate official whose evidence is required to be recorded before an inquiry committee should be appointed as a Member of that committee except when allowed only under the personal orders of the CSO/DRM.

8.08. President of Inquiries-

(a) At a joint or officers inquiry, the senior most officer in the highest grade among those present at the inquiry will preside, seniority in the same grade among Officers belonging to different branches being reckoned on the total length of service and among officers of the same department, from the date of appointment to the grade.

(b) At a Sr. Supervisors inquiry, the senior most subordinate in the highest grade among those present at the Inquiry will preside, seniority as between Sub-ordinates belonging to different branch in the same grade being reckoned on the total length of service, and as between subordinates belonging to the same branch, the respective seniority in the branch.

8.09. Inquiry, Time and Place of inquiry - An inquiry must be held either at the place where the accident took place or at the nearest station, unless the Committee unanimously agrees that the holding of the inquiry elsewhere will best suits the circumstances of the case and the convenience of the witnesses.

8.10. Officers' duties in connection with inquiry - Whenever an inquiry has been ordered, it will be the duty of the Divisional Officer of each branch to advise all persons concerned under his charge or any other witnesses whom the committee may require to give evidence to be present at the place and on the date and time fixed for the inquiry, and he will also be responsible for seeing that all documents necessary for conducting the inquiry are available and any other information required is readily given. Inquiry Committee should endeavour not to call unnecessary witnesses.

8.11. Failure to attend inquiry - If a member of the Inquiry Committee fails to attend the inquiry due to any reason, he shall submit his written explanation to the President of the Inquiry Committee. When an Officer or a Subordinate is unable to attend an inquiry at which his presence is essential on account of the technical knowledge or knowledge of other facts which he possesses and it is not desirable to postpone the inquiry, an Officer or a Subordinate Officer of similar standing should, if possible, represent him and the Divisional Officer or Head of the Department, as the case may be, must be approached in order that this may be arranged. Witnesses who are summoned for an inquiry and fail to appear must similarly explain the absence.

8.12. Postponing of an inquiry- An inquiry will not ordinarily be postponed owing to the absence of a witness, but if after recording all other evidences, a decision cannot be arrived at, the inquiry may be adjourned till the witness is available. In case of a witness being sick, the President of the inquiry committee will advise the medical authorities to instruct the witness to attend the inquiry, and if the witness is unable to attend himself, he may depute a representative to record his evidence, subject to the concurrence of the Medical Officer.

8.13. Object of Inquiry - The objects of an inquiry are -

(a) To ascertain the cause of accident. In addition to finding out the immediate cause, root cause of the accident should also be looked into.

(b) To fix responsibility for the accident. The responsibility should be fixed at higher level and should be specific i.e. primary, secondary and blameworthy. In fixing individual responsibility, if there are any extenuating circumstances, these should be mentioned

(c) To formulate proposals for preventing a recurrence, practical

feasibility of the recommendations should be borne in the mind; the repercussion of the proposals should also be examined.

(d) To determine whether there was a general laxity in working to which the accident could also be attributed.

(e) To suggest improvement in system, practices and procedures.

8.14. Some guidelines for the members of Inquiry Committees: - Following are a few guide lines for the members of inquiry committee -

(1) Strict impartiality must be observed by all members of the committee.

(2) Findings shall be drawn unanimously, as far as possible dissent note should not be given.

(3) Different technical data as well as evidence bearing on the accident have to be collected and shifted and an attempt should be made as far as possible to reconstruct the sequence of events leading to the accident,

(4) Unless the cause of accident is evident, each of the factors that could result in the accident should be examined and its contribution, if any assessed.

(5) In case of contradictory evidence, the value of such evidence should be discussed giving reasons why a particular version is given credit, another version is discounted.

(6) The sequence of events prior to and after the accident should be brought out in the proceedings.

(7) To check general laxity in working or ineffective supervision the relevant record should be examined over some period to check whether the irregularities that have come to light relating to the accident had been repeated previously. The inspection notes of supervisory staff should be perused and it should be determined whether the irregularities could have been detected earlier and set right if effective supervision had been exercised.

(8) The following points should also be examined, when relevant -

(a) Whether the staff have passed the prescribed medical examination. In case of staff who are required to use glasses whether they were using them at the time of the accident, or not.

(b) Hours of work and previous rest of the staff concerned and whether it complied with the duty Roster and HOER.

(c) Whether the staff was acquainted with the rules pertaining to their duties and possessed the necessary competency certificates,

(d) Whether the staff was in possession of the prescribed Rule Books.

(9) **Loco** - For details to be inquired into in case of derailments of locomotives, refer to Appendix P.

(10) **Track** - For details to be inquired into in case of track defects, refer Appendix P.

(11) **Signal and Interlocking** - Following aspects should be examined in case of accident involving signal and interlocking-

(a) If the station is interlocked, standard and system of interlocking and

classification.

(b) Visibility of signals concerned from the place of operation. If the signals are not visible whether repeaters are provided both in cabin and SM's Office and what was the condition of the repeaters on the day of the accident?

(c) Is the first stop signal visible from the required distance? What is the approach like?

(d) Is the Home signal visible before approaching the outer most signal? If so, at what distance before the outer most signals?

(e) Lighting of signal lamps or indicators and the condition of lamps.

(f) Were the signals, points, slot repeaters or Panels etc. tested by the Committee and what were their observations?

(g) Recent history of signal concerned.

(h) Are other points worked from a cabin or a ground frame or otherwise such as panel etc.?

(i) Method of locking the points. Are points provided with point indicator or governed by a starting signal or motor point etc?

(j) Method of controlling the reception and departure signals.

(k) Were the rules and instructions complied with?

(l) Did the Lever man, Cabin Man/Master feel an obstruction while operating points or signal lever?

(m) When did the maintenance staff last attend the maintenance of the apparatus?

(n) Are the points provided with W. P. stretchers and if so, is the first stretcher hugging the stock rail?

(o) In case of double wire signaling, was the "Auxiliary Lever" sealed and was it in safe custody of the SM and when was the "Auxiliary Lever" last used and for what purpose?

(p) Were the points found correctly set and locked and what is the condition of the switches? Are they worn out or chipped?

(q) Are lever collars provided and were they used or whether instructions in force adhered to?

(r) Was the Relay Room properly locked and Operating Key was in possession of SM on duty ?

(s) Are the Relays properly sealed?

(t) When was the crank handle last used and for what purpose?

(u) Was the Crank Handle sealed?

(v) Was the Block Instrument properly sealed and locked. (double lock ESM2SM)

(w) Was the location box at site sealed and no interference has been done.

(x) Were Motor points in intact position and no tampering has been done.

(y) Was Panel sealed and all the counter readings were properly recorded for last operation?

(z) Whatever indications are shown on the panel (viz. Routes, Sub-routes, Signal aspects indications etc. should be recorded as shown on the panel).

(12) The inquiry report must contain complete relevant/relied upon documents for fixing up individual responsibility. So that adequate punishment can be awarded against the staff at fault.

8.15. Contents of Proceedings - The proceedings of an inquiry will consist of the following documents:

(a) A list of members composing the Committee.
(b) A description and summary of the accident.
(c) List of witnesses in the order examined.
(d) The evidence of each witness with his name, designation and length of service.
(e) The findings arrived at by the Committee.
(f) The reasons for the Findings.
(g) A statement showing the cost of damage, if any to -
(i) Permanent Way or Works;
(ii) Locomotive;
(iii) Rolling Stock,
(iv) S&T gears;
(v) Overhead Equipment;
(vi) Luggage, parcels and goods.
(h) List of passengers or Railway servants, killed or injured, if any, with nature of the injuries sustained;
(i) Extract of relevant documents, if necessary;
(j) Rules violated;
(k) Service particulars of staff held responsible giving brief particulars of accidents if any, in which they were involved during the past 3 years with punishment awarded;
(l) A sketch of the site of accident.
(m) Recommendations;
(n) Suggestions for system improvements; and
(o) Other matters brought to light.

8.16. The description, summary of the accident and the locality - This shall be a record of the actual facts and will include such of the following items, as may be relevant to the accident -

(a) Description of the Accident -

(i) Date and time of the accident;
(ii) Nature and summary of the accident;
(iii) Kilometerage;
(iv) Nearest station;
(v) District and state.
(vi) Terminal stations at either end;
(vii) Single or double line;
(viii) Electrified or non-electrified.
(ix) Number and class of the train;
(x) Load in tons and vehicles;

(xi) Marshalling order of the train;
(xii) Condition of Rolling Stock;
(xiii) Brake power of the train;
(xiv) Whether the train was booked to run through or stop;
(xv) Train lights and headlight whether lit;
(xvi) Entry of failure recorded in Loco Log book;
(xvii) System of working at the time and
(xviii) Weather and visibility conditions;

(b) Description of the locality -

(i) Type and condition of formation;
(ii) Type of Permanent Way i.e. Sleepers, rails, ballast used;
(iii) Condition of Permanent Way;
(iv) Grades and Curves;
(v) Gauge and Cross-levels;
(vi) Cant and Super elevation,
(vii) Description of signals;
(viii) Sighting of signals from approaching train and from the point from which they are worked;
(ix) System of interlocking and when no interlocking is provided, method of setting and locking of points and controlling of signals.

8.17. Evidence -

(a) **How recorded** - Evidence should be recorded as a connected narrative, subsequent admissions brought out in cross-examination should be recorded in the form of questions and answers. Care should be taken not to intimidate witnesses. Witnesses must read and sign their recorded statement on each page.

(b) **Evidence of illiterate witnesses** - When witnesses are not conversant with English, their evidence should be read over and explained to them before their signatures are obtained and the President should certify that this has been done. Statement of the witnesses must be taken in the language which he understands. The Inquiry Committee may later on get the same translated. if the witness is unable to sign his name, his thumb impression should be taken on each page and attested by the President.

(c) Evidence by whom recorded - The President of an Officers Inquiry Committee may utilise the services of a Stenographer to take down the evidence in shorthand and then transcribe on the computer/typewriter. The computerized/typed statement must be read and signed by the witness on each page. At a subordinate Officer's departmental inquiry, the TI, or in his absence, a Member nominated by the President of the Committee will record the evidence in his own handwriting or by computer/typewriter. A Stenographer may be utilized.

(d) **False evidence at inquiries** - The president of the inquiry Committee shall

warn the witnesses that, if false evidence is given at an inquiry, exemplary punishment will be given to staff including removal from service.

8.18. Findings -

(a) The findings should consist of a simple statement of the opinion of the Committee as to what caused the accident, mentioning the staff responsible, if any, and the rules violated or the offence committed by them. It should also be mentioned under which of the following categories the accident falls-

(i) Failure of Railway staff;
(ii) Failure of other than Railway staff;
(iii) Failure of locomotive or Rolling Stock;
(iv) Failure of permanent way;
(v) Failure of electrical, signaling and other equipment;
(vi) Fires;
(vii) Accidental or act of God;
(viii) Not definitely determinable.

(b) **Reasons for Dissent** - If a Member does not agree with the findings, he must record his note of dissent and reasons thereof, the note of the dissent must be drawn up on the spot. This document must accompany the proceedings.

(c) **Reasons for findings** - In the "Reasons for findings", the Committee must state fully the reasons which have led them to arrive at their findings. The Committee should bear in mind that the proceedings have to be considered by those who have not had the advantage of hearing the evidence and reviewing the circumstances on the spot. The description of the accident and the remarks of the Committee should, therefore, be as complete as possible, and knowledge on the part of others, who have to peruse the proceeding, of the conditions obtaining at the time and place of occurrence should not be assumed. The value of the evidence of each witness should be commented upon, and it should be stated, in the case of doubtful witness, whether the witness is impartial or whether he is one to whom the decision is a matter of indifference, or whether he is likely to be interested in securing a particular decision.

8.19. **Recommendations** - The committee may recommend the proposals for prevention of such accidents. The practical feasibility of the recommendations proposed should be borne in mind, the repercussions of the proposals on any other aspect of working should also be examined.

8.20. **Suggestions for system improvement** - The Committee should examine the system of working and may suggest improvements in the system, or practice of working which, in their opinion, would prevent such accidents in future. Rules and procedures which can not be implemented or difficult to implement should also be commented upon.

8.21. Other matters brought to light - The committee should also highlight the observations made at the site or during the inquiry which have not contributed directly in the cause of accident but are of a serious nature. Any alertness shown by any staff or other persons to prevent the accident should also be highlighted. Necessary action should also be taken by the DRM/ ADRM or Sr.DSO on the other matters brought to light.

8.22. Holding of inquiries in cases of fire -

(a) Preliminary report to the GM, HOD/PHOD, FA&CAO, CSO, Police, & District Magistrate etc. -

As soon as a case of loss due to fire involving ₹ 5000/- and above occurs, a preliminary report should be immediately made to the headquarters by DRM. In the case of Workshops, Stores etc., which are outside the divisional system, the WM, Sr. DCOS/DCOS etc. should send the preliminary report to the Head of the branch. The loss should be simultaneously reported to the Security branch and FA&CAO. Cases involving losses between ₹ 2000/- and ₹ 5000/- should also be reported immediately to the FA&CAO and Security branch. Cases presenting unusual features or revealing serious defects in procedure, irrespective of monetary limit, should however, be reported to the GM as above, endorsing copies thereof to the FA&CAO and Security branch. Where reasonable suspicion exists that a criminal offence has been committed, the cases should be reported immediately to the District Magistrate/ Commissioner of Police and he should be asked for a regular police investigation.

(b) Fire involving loss of ₹ 5000/- or above, and The cases which present unusual features or reveal serious defects in procedure - The DRM should order inquiry within 7 days of the date of occurrence of fire. Head of Department will similarly order inquiries in respect of fire occurring in the establishments not coming under the jurisdiction of the DRM. In special cases, the GM/CSO may order inquiries.

The Inquiry Committee should complete the inquiry and submit the report to the HOD or the DRM, as the case may be, within a month from the date of ordering of the inquiry, with their findings, reasons there for and recommendations. The DRM will examine the report of the Committee and forward the report, to the respective HOD within a fortnight of its receipt, in triplicate, where the loss is not more than ₹ 20, OOO/- and the case does not present unusual features or reveal serious defects in procedure, and in quintuplicate, where the loss is ₹ 20,OOO/- or above or is less than ₹ 20,OOO/- but the case presents unusual features or reveals serious defects in procedure. In doing so, he will indicate their acceptance or otherwise of the Committee's report, the action taken or proposed to be taken against the staff if any, held responsible, and the steps taken or proposed to be taken to avoid recurrence. While forwarding the Inquiry report of the committee to the DRM/HOD should also furnish copies of the reports from the Railway Protection Force and where applicable from the Police

Department. The HOD concerned will forward within a fortnight thereafter two/four copies of the report as the case may be with his comments to the FA&CAO who will scrutinize the report and furnish one/three copies to the GM with his observations, within a fortnight of the date of receipt from the HOD. This time schedule will also apply to the cases of fire occurring in establishments not falling within the jurisdiction of the DRM. The reports thus received through branches with the FA&CAOs remarks will be examined by the GM and action in regard to write off, furnishing final report to the Board etc.

The institution of criminal proceedings should not however, be regarded as absolving the Railway from conducting immediately a thorough departmental inquiry. If it is intended to prosecute the party concerned, a finding and sentence should not be recorded in the departmental proceedings till after the disposal of the criminal case, but the proceedings should be completed up to the point that can properly be reached.

The time schedule is as under:-

Model Time	**Date of occurrences**
D+7 Days	Date before which inquiry should be ordered by the DRM in the case of establishment under his jurisdiction and by the HOD concerned in the case of establishment outside the jurisdiction of the DRM.
D+37 Days	Date before which Inquiry Committee should submit the report.
D+52 Days	Date before which HOD should forward the report with his remarks to FA&CAO in the case of establishment outside the Divisional system, or the DRM should forward his remarks on the report to the HOD concerned.
D+67 Days	Date before which the FA&CAO should send his observations to the GM (in cases falling outside Divisional system) or the HOD should send his reports on the DRM's observations to the FA&CAO
D+82 Days	Date before which the FA&CAO should forward his observations to the GM in cases falling under divisional jurisdiction.

(c) Cases of fire involving losses below ₹ 5000/ - The fire cases involving losses below ₹ 5000/- may be dealt with by HOD or the DRM concerned. Cases involving losses below ₹ 5000/- where staff is responsible or if there are any special features should, however, be reported to the GM along with the Inquiry Committee's report and the remarks of the HOD and the FA&CAO.

(d) Composition of Inquiry Committee:- Cases of fire involving losses up to ₹ 5000/- shall be inquired into by a Committee of Sr. Supervisors and those

involving losses between ₹ 5001/- to ₹ 50,000/ shall be inquired into by a Committee of junior Scale Officers and those involving losses between ₹ 50,001 to ₹ 1,00,000/- by a committee of or Senior scale officers as decided by the DRM and those involving losses above ₹ 1 Lakh by a Committee of the JAG Officers or as decided by the CSO on behalf of the GM. However, there are special features Junior/Senior Scale Officers of the Accounts Departments should also be associated.

8.23. Additional Instruction in regard to the inquiries in case of fire on train -

(a) The following points should be taken into consideration in inquiries into cases of damage to the public property due to fire -

(i) (1) External causes such as sparks from the engine, sabotage, hot axles, throwing lighted cigarettes, carrying naked lights etc. near the goods consigned,

(2) Internal causes like loading of inflammables, dangerous and oxidizing goods which may catch fire on account of friction, slight change in temperature etc and use of defective wagons, should be eliminated in order to establish that the Railway has discharged its liability as common carrier. These possibilities should, therefore, be taken into account by the Inquiry Committee when considering the possible causes of fire and deciding that the Railway Administration has taken due care and foresight in carriage of the goods before, during and after the fire.

(3) Steps taken to extinguish the fire, facilities for fire fighting operations should also be commented upon fully to prove that Railway Administration had taken adequate care and foresight.

(ii) In the case of a fire where most of the evidence is generally destroyed, it may not be feasible to arrive at a definite cause of the accident on the basis of direct and recorded evidence. The Committee should, as usual, examine under the "Reasons for the Finding" all possible causes that could have contributed to the accident on the basis of evidence available but take care not to make any statement or draw any conclusions not supported by evidence on record. The finding should indicate only the definite cause, if determinable on the basis of available evidence; and in case a definite cause cannot be established, it should be stated that the cause of the fire is not definitely determinable.

(b) In all cases of fire on coaching stock, the following information should be submitted along with Inquiry report -

(i) Date, time, place.

(ii) Train number, loco type and number.

(iii) Coach Number and Type.

(iv) Position of Coach from the locomotive.

(v) Source of fire, if known, if not known, part of coach where fire was first observed.

(vi) Roofing material (whether rubberoid, flint kote or other material) sending sample piece if available.

(vii) Condition of wiring and electric equipment, and whether all fittings were intact prior to fire.

CHAPTER - 9

Disposal of Inquiry Reports

9.01. Submission of Inquiry Reports:-

(a) Submission of inquiry report to the DRM by President of the inquiry committee **–**

The President of the Inquiry Committee shall be responsible for the timely preparation and submission of the inquiry report. The inquiry report shall be submitted to the DRM through Sr. DSO within 7 days from the date of accident. The Sr. DSO will put up the inquiry report with his observations to the DRM for acceptance.

(b) Submission of the inquiry reports to the CSO by Sr. DSO –

The inquiry report duly accepted by the DRM shall be submitted to CSO within 10 days from the date of accident in all accidents as under:-

All reportable train accidents	4 copies
Train accidents and Fire cases	2 copies
All other accidents	1 copy

While forwarding the report, the DRM will offer his remarks:

(i) On the recommendations of the inquiry committee.

(ii) On other aspects of the enquiry e.g. other matter brought to light and systems improvement, if any.

(c) Submission of the inquiry report to the PHOD/HODs-

(i) Proceeding in connection with accidents falling in classes D (except D6) F, H, G, B1, B2, C, J-9 should be sent is triplicate to the General Manager through CSO after it has been accepted personally by the Divisional Railway Manager. DRMs are the final authorities in accepting the finding and recommendations of the officer's inquiry report is all cases. Points requiring inter-divisional coordination and measures to be taken on the entire railway should be specifically mentioned by the DRM in the report while sending the inquiry proceeding to the GM through CSO.

(ii) The copy of the inquiry proceeding should not be sent direct to CRS, but one extra copy should be sent to Headquarters office for onward transmission to CRS along with remarks of Head-quarters if any.

(d) Where the committee can not definitely determine the cause of the accident, the proceedings must be sent in duplicate to the General Manager through CSO.

(e) In other cases the proceedings must finally disposed of in the office of the Divisional Railway Manager. If the Divisional Railway Manager does not accept the findings, he will either refer the matter back to the committee or nominate a fresh committee to inquire in to the accident.

(f) In the event of a staff of the other Railway being held responsible, one copy of the proceeding will be made over to the representative of other Railway by CSO for processing disciplinary action against such staff.

(g) Submission of the inquiry report by CSO to Railway Board-
The CSO will submit all inquiry reports to the Railway Board on all accidents reportable to Railway Board. If there is any issue in the inquiry report in which it is necessary to obtain views of other PHOD/HODs, the inquiry report shall be sent to the PHOD/HODs concerned to enable the latter to record their views before the report is sent to Railway Board.
While forwarding the report to the Railway Board, the CSO will state whether the findings are accepted or not and indicate the action proposed to be taken against the staff, if any, held responsible for the accident.

(h) Forwarding the inquiry report to CRS -
A copy of the inquiry report of reportable train accident shall be forwarded to the CRS by CSO.

(i) Forwarding the inquiry report to CCM claims -
In such accident cases, where there is a likelihood of claims materializing, a copy of the inquiry report will be sent to the Chief Commercial Manager/ Claims by DRM.

(J) Forwarding the inquiry report to CSC-
In case of fire, a copy of the Inquiry report shall also be sent to the Chief Security Commissioner by CSO.

9.02. Acceptance of findings -

(a) CSO will advise the DRM about any issue not covered by inquiry report. DRM shall examine the issue and advise CSO about the same subsequently within one week.

(b) If the findings of a Sr. Supervisors inquiry committee are not accepted, an inquiry at Officers level should be ordered by the DRM.

(c) In the case of a joint or officers' inquiry, if findings are not accepted, the matter may be referred to the same committee or a new committee may be constituted.

(d) All cases of yard accidents should be accepted by ADRM. Inquiry proceeding should be routed through Sr. DSO.

(e) Accident Inquiry Reports wherein Foreign Railway staff is held responsible, should be put up to AGM through CSO and concerning PHOD/CHOD being the accepting authority in such cases. Regarding non-availability of AGM, the SDGM may be nominated as accepting authority and in absence of this post also, CSO will act as accepting authority.

9.03. Inquiries into accidents at Junction Stations -

(a) Accidents occurring at junction stations where two or more Railways have establishment should be treated as accidents of the working Railway and the responsibility for initiating, conducting and finalizing the inquiry shall devolve on the Railway doing the operational work.

(b) In case a train belonging to the using Railway or worked by staff belonging to the using Railway is involved in an accident, the Railway working the junction may inform the other Railway concerned and the officer of the appropriate level of that Railway may be appointed as a Member of Inquiry Committee. (This is desirable as the staff working the particular train would have to be

examined by the Inquiry Committee and the presence of an Officer of that Railway to which the staff belongs would facilitate the smooth conduct of the Inquiry).

(c) Punishment to the staff and acceptance of findings etc. -

(i) As a normal procedure whenever an Officer of another Railway is appointed a Member of the Inquiry Committee constituted by another Railway, that Officer should be given two copies of the complete Inquiry report, one for Division and other for Headquarters.

(ii) If in such cases, the Inquiry Committee holds the staff of the other Railway responsible for the accident, the punishment awarded to the staff shall be finally accepted and communicated by the headquarters of the inquiring Railway to the Headquarters of the other Railway for further necessary action.

(iii) In case the Divisional Offices do not accept the findings arrived at by the Inquiry Committee, they shall submit their own report to their own Headquarters and the correspondence in this regard will be done between the Railways at Headquarters level only.

9.04. Passengers, Railway or contractor's servant, trespassers etc. killed or grievously injured -

(a) Causalities under class P of Chapter- 2, are not to be reported individually to the CRS. It is not necessary to hold formal Inquiries into such accidents, unless there is special reason to do so. The DRM will ensure such Inquiries as deemed fit to be made by a responsible official and obtain medical and police reports. He will include such accidents in a monthly statement and submit it to CSO. The CSO will forward the statements to the CRS

(b) A summary of such accidents will also be sent by the CSO to the State Governments concerned.

9.05. Prosecution by Police - When prosecution is instituted by the police on the charge of neglect or carelessness which led to an accident, the PHOD of the staff concerned should be advised.

The inquiry report in such cases must be carefully examined by DRM, who must peruse the sections of the Indian Railways Act under which it is proposed to prosecute the staff, and convince himself that there is a definite order or rule which is or should be known to the accused and that the breaking of this rule or order falls under the aforesaid sections of the Indian Railways Act. A responsible official may, if necessary, be deputed to be present at the trial. When it is definitely known that the police intend prosecuting a person responsible for an accident, departmental action against him may be withheld until the result of the prosecution is known. Departmental action must not, however, be withheld indefinitely. The DRM will obtain a certified copy of the judgment in a court case, and submit four copies of it to the CSO.

9.06. Metallurgical and chemical investigation of fractured rails, broken parts of rolling stock or other equipment –

(a) The broken material i.e. fractured rails, broken parts of rolling stock or other

equipment which may be vital for concluding the cause of the accident will be collected/ seized by the Guard/SM/TI present at site and handed over to the Sr. DSO for further necessary action.

(b) The Sr.DSO/DSO after consultation with the branch officer concerned will send the broken materiel to RDSO/ LKO.

(c) On receipt of the investigation report from RDSO/LKO, Sr. DSO will advise the inquiry committee, DRM and CSO.

(d) In the event of breakage of any part of locomotive or other rolling stock of foreign railway, a copy of the report should also be sent to the concerned workshop/ Loco shed, CME and CSO.

9.07. Action to be taken by the G.M on receipt of the report of CRS -

Receipt of a copy of the report of the CRS under 'Statutory investigation into Railway Accidents Rules,1998', shall be acknowledged at once by the G.M. If he differs from the views of the CRS expressed in the report, he shall send his remarks thereon immediately to CRS. If, however, he is not able to do so immediately, he shall, while acknowledging the report inform the CRS of his intention to submit his remarks later. If the G.M. considers the prosecution of any person or persons desirable, he shall immediately forward a copy of the report to the D.M. of the district in which the accident has occurred, or to such other officer as the State Govt. may appoint in this behalf and to the concerned Police authorities. The Police authorities shall intimate the G.M about their decision regarding launching of any prosecution, G.M's views when he differs from the view of the CRS, shall be sent to CRS within a fortnight of the receipt of the report from CRS.

Remarks of the Railway Administration on the report of the CRS to the CCRS and the Railway Board:-

G.M. shall get the remarks, findings and conclusions of CRS's report examined in detail by the concerned HOD and shall send his parawise comments on them to the CCRS and the Railway Board within a fortnight of the receipt of the report from the CRS. The CSO will coordinate the comments received from HODs and get them approved by the G.M.

CRS to be informed of the punishment awarded -

Departmental action and punishment awarded to the Railway servants held responsible for an accident to be advised to the CRS.

9.08. Norms of punishments to be imposed in accident cases –

The norms of punishments prescribed by Railway Board are given in Appendix Q. The norms should be followed rigidly. The Sr. DSO shall personally monitor that the punishment awarded to the defaulters is as per the norms. If it is inadequate, he will put the case to the DRM for review. A monthly summary of such cases shall be sent by Sr. DSO to CSO.

Once the finding of inquiry committee in any Railway accident is accepted by competent authority, no one else is authorized to dispute the findings (Railway Boards letter no 93/Safety (A&R)/9/100 dt. 07.10.1993. Where the committee can not ascertain the cause of accident the proceeding must be sent in duplicate to GM through CSO.

CHAPTER – 10

Accident Records and Returns

RECORDS OF ACCIDENTS

10.01. Station Records: Every Station Master must maintain a register showing the following particulars in regard to all accidents taking place at his station or reported at his station as per proforma given below.

This register will be in two main parts each divided into two sub parts as follows :-

Part 1. Showing all accidents mentioned in chapter II except classes P/Casualties and Q/other incidents.

(a) Taking place at his station, and
(b) Not taking place at his station but reported to him.

Part 2. Accidents falling under classes P/casualties and Q/other incidents.

(a) Taking place at his station, and;
(b) Not taking place at his station but reported to him vide para 3.01.

1.	S.No.	
2.	Date	
3.	Time	
4.	Class	
5.	Brief description of accident	
6.	Date & time of issue of accident message.	
7.	Date on which accident report submitted.	
8.	Nature of enquiry held.	
9.	Date on which enquiry held.	
10.	Date on which enquiry completed.	
11.	Cause of the accident.	
12.	Staff held responsible.	`
13.	Nature of punishment awarded.	

10.02. Divisional record: Every division must maintain an accident register separate for train accident and yard/other accidents containing the following columns -

Accident Register
Particulars of Accident

1.	S.No.	
2.	Date	
3.	Time	
4.	Site	
5.	Brief description	
6.	Class	
7.	Cause of accident	
8.	No. of causalties	
9.	Loss of Railway Property	
10.	Date on which accepted by DRM	
11.	Enquiry by	
12.	Date on which enquiry held	
13.	Date on which enquiry finalized	
14.	Date on which accepted by DRM	
15	Responsibility	

10.03. Register of Progress of D&AR cases: Every division must maintain a register of progress of D&AR cases containing the following columns:-

1.	S.No.	
2.	Particulars of accident Date : Time : Class :	
3.	File No.	
4.	Name and particulars staff held responsible.	
5.	Date on which enquiry finalised.	
6.	Date on which charge sheet issued	
7.	Date on which acknowledgement taken.	
8.	Officer ordering D&AR enquiry.	
9.	Officer nominated for D&AR enquiry.	
10.	Date on which enquiry held	
11.	Date D&AR enquiry completed.	
12.	Date D&AR enquiry accepted.	
13.	Date Punishment imposed	
14.	Date acknowledgement of punishment	
15.	Date Headquarters advised	
16.	Result of appeal and review, if any	

10.04. Register giving cause wise analysis: Every Division should maintain a register giving cause wise analysis of train accidents for each calendar month.

10.05. Register showing progress of D&AR cases against Responsible staff:

(a) A register showing progress of D&AR cases against staff of the division held responsible in division occurring on Division/Railways should also be maintained on the same profarma as given in para 10.03.

(b) Follow up action on D&AR case should cover all accidents and not only those which are reportable to the Railway Board/HQ.

(c) Emphasis by the Divisional/Zonal officer in following laid down schedule of accident inquiry. D&AR cases and its finalization should be relevant for all type of cases.

(d) Monitoring of adequacy of punishments should be for all type of accidents.

ACCIDENT RETURNS

10.06. Accident returns - The following table details the returns required to be submitted to the Railway Board, the Commissioner of Railway Safety and State Governments, Divisional and extra Divisional Offices to the General Manager must be adhered to.

10.07. Rules for the preparation of accident returns:-

(a) Accidents to train shall be accounted for by the Railway, which exercises jurisdiction over the site of accident. Engine failure should be accounted for by the Railway owing the engines.

(b) A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. All other trains will come under the category of other trains.

(c) Statistical returns in the prescribed proforma showing cumulative data till the end of the month should be submitted so as to reach Boards' Office not later than 7th day of the next month.

(d) Statistical information regarding incidents not relayed to Board should be covered in MCDO alongwith action taken.

(e) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. With regard to accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that further details would follow.

(f) Each accident must be shown only once and in the event of an accident falling in more than one category; it should be treated as an accident in the higher category.

(g) Derailment or bumping during reversing or shunting operations etc. on an incoming, outgoing or any other load, including a sectional carriage etc. shall be deemed to be a 'train accident' only when the train engine or a vehicle still forming part of the train derails or as a result of bumping casualty (including injuries or loss to Railway

property takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.

(h) Interruption is defined as duration from the time of accident till starting of first train on line clear from adjacent station for movement over the affected line in that section.

(i) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amounting at ₹ five thousand and above.

(j) Equipment failure should include all failures irrespective of schedule of last date or examination shall be subsequently classified under avoidable or unavoidable category.

(k) Details and statistics for accident cases falling under unusual incident categories Class 'N', 'P' and 'Q' shall be maintained and provided by security (RPF) branch.

(l) Divisional Railway Manager at the divisional level and the General Manager at the Zonal Headquarter level will ensure correct reporting of accidents to Zonal Headquarters and Railway Board respectively.

10.08. Collection, compilation and monthly statement of Accident Statistics.

a) Information about train accidents, yard accidents and indicative accidents falling under classification A,B,C,D,E,F, G & H will be compiled by the Safety Branch at Divisional and Zonal Railways.

b) Equipment failures falling under classification J,K,L and M will be complied by the Divisional basis and shall be handed over to Safety Branch. Every equipment failure shall be classified under the category of avoidable and unavoidable by the Branch Officers concerned and summary shall be handed over to Safety Branch of the Division. It is further clarified that all equipment failure should be taken into account irrespective of the date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category as the case may be. The 'Safety "Branch shall forward the monthly summary to Chief Safety Officer of respective Zonal Railways. Chief Safety Officer after completion of statement shall forward monthly statement to the Safety Directorate of Railway Board.

c) Unusual incidents falling under classification N,P and Q shall be collected and compiled by the Security(RPF) Branch at Divisional level and they shall take subsequent follow up action. Daily position will be given to Safety branch of Division who after compilation of statement shall forward monthly statement to the Safety Directorate of the Railway Board.

ACCIDENT RETURNS

S.N.	Particulars of return	To be submitted to	Date by which to be submitted to GM(safety) by the Divisional and extra Divisional offices	Date by which to be submitted by G.M.(Safety)
1.	Monthly advance intimation by phone the catogarywise number of accidents	Rly. Board	--	1st of the following month
1-A.	Fortnightly	Rly. Board	--	16th of every month
1-B.	Periodical Statements	Local	1st, 13th, and 23rd	--
2.	Statements A.2 showing monthly and cumulative position of pending cases of enquiries, finalization of punishments and punishment imposed.	Rly. Board	--	By 3rd of every month
3.	Monthly as well as cumulative statement 'A'	Rly. Board	10th of the following month	20th of the following month
4.	Statement 'B'	Rly. Board	Close of 3 months to which it relates	A week after 3 months
5.	Statement 'C' showing analysis of disciplinary action taken against staff held responsible for train accidents.	Rly. Board	By the last week of 3rd month	Within one week after 3 months of the close of quarter to which the statement relates.
6.	Quarterly cumulative statistics of accidents on tables 1 to 7.	Rly. Board	25th of the following month	25th of the second month of the following quarter.
7.	Monthly statement showing cases of tampering with track/sabotage.	Rly. Board	5th of the following month	10th of the following month
8.	Monthly statement showing awards to staff for timely action in averting accident.	Rly. Board	5th of the following month	10th of the following month
9.	Quarterly statement number of trespassers	CRS	10th of the following month	20th of the following month
10.	Quarterly statement showing details of accidents fallen under section-83.	CRS	--	--
11.	Monthly brief particulars of accidents	Rly. Board	3rd of every month	5th of every month.
12.	Monthly statement of engine failures	Rly. Board	10th of the following month	15th of the following month

APPENDIX· A
(Part - I)

Railway (Notices of and Inquiries into Accidents) Rules, 1998

Published in the Gazette of India dt. 2nd Jan,99 and 6th March 99 GSR NO.5 & 64.
(PART II, SECTION-3, SUB-SECTION-(i)]

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

NOTIFICATION

New Delhi, The 21 5t December 1998.

G.S.R. 5 & 64 -In exercise of the powers conferred by Section-122 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules, namely-

1. Short Title and Commencement:-

(1) These rules may be called the Railway (Notices of and Inquiries into Accidents) Rules, 1998. (2) They shall come into force on the date of their publication in the Official Gazette.

2. Particulars to be given in the notices:- The notices mentioned in Section-113 of the Railways Act, 1989 (24 of 1989) (hereinafter referred to as the Act), shall contain the following particulars, namely-

(i) Kilometerage, or station or both, at which the accident occurred;

(ii) Time and date of the accident;

(iii) Number and description of the train; or trains;

(iv) Nature of the accident;

(v) Number of people killed or injured, as far as is known;

(vi) Cause of the accident, as far as is known; and

(vii) Probable detention to traffic.

3. Responsibility for sending notices, **to whom to be sent and mode thereof:-** Whenever any accident, as falls under Section-113 of the Act (hereinafter referred to as "Reportable train accident") occurs in the course of working a Railway, the Station Master nearest to the place at which the accident has occurred, or, where there is no Station Master, the Railway servant incharge of the Section of the Railway on which the accident has occurred or any other Station Master In-charge of a Section of a Railway to whom the report of the accident is made, shall give notice of the accident by message to the Commissioner of Railway Safety, the District Magistrate and the District Superintendent of Police of the district in which the accident has occurred or such other Magistrate or Police Officer as may be appointed in this behalf by the State Government concerned and by message, telephone or through special messenger or such other quick means as may be

available, to the Superintendent of Railway Police and to the officer-in-charge of the police station within the local limits of which the accident has occurred.

Explanation:- For the purpose of this rule, "Reportable Train Accident" under Section-113 of the Act also include those usually attended with loss of human life (such as accidents to passenger trains involving collisions, derailments, train wrecking, or attempted train wrecking, cases of running over obstructions placed on the line, of passengers falling out of trains or of fires in trains), or grievous hurt as defined in the Indian Penal Code (hereinafter referred to as the grievous hurt), or serious damage to Railway property of the value exceeding ₹ two crore which have not actually occurred but which by the nature of the accident might reasonably have been expected to occur, and also cases of landslides or of breach by rain or flood which cause the interruption of any important through-line of communication for at least 24 hrs.

4. Mode of sending notices to the State Government:- The notice of accidents, required under Section-113 of the Act, to be sent without delay by the Railway Administration, shall be sent to the State Government-

(a) by FAX in the case of-

(i) Accidents deemed, under the Explanation to Rule-3, to be serious by reason of loss of human life;

(ii) Accidents by reason of which the Permanent Way is likely to be blocked for more than twenty four hours; and

(iii) Train wrecking or attempted train-wrecking; and

(b) by letter in all other cases.

5. Railway servant to report accidents:- Every Railway servant shall report, with as little delay as possible, every accident occurring in the course of working the Railway which may come to his notice and such report shall be made to the nearest Station Master, or, where there is no Station Master, to the Railway Servant in-charge of the section of the Railway on which the accident has occurred.

6. Station Master or Railway Servant in-charge of the Section to report accidents;- The Station Master or the Railway servant in-charge of the section, shall report all accidents in accordance with the rules laid down by the Railway Administration concerned for the reporting of accidents.

6.A Responsibility of ensuring correct reporting of accidents:- The responsibility of ensuring correct reporting of accidents shall be of the Divisional Railway Manager (DRM) at Divisional level and the General Manager (GM) at the Zonal level.

7. Railway Administration to report serious accidents:-

(1) Whenever a serious accident, as defined in Sub-rule:2 of Rule:2 the Statutory Investigation into Railway Accidents Rules-1998, occurs, the Railway Administration concerned shall, as soon after the accident as possible, by message, supply to the Press such particulars as are mentioned in Rule-2 and as are till then available, and by supplementary messages, if necessary,

immediately after further information is available. A copy shall be sent simultaneously by urgent messages, to the Railway Board, the Commissioner of Railway Safety of the circle concerned and the Chief Commissioner of Railway Safety. In addition, the Commissioner of Railway Safety shall be informed, telephonically, of any serious accident, by the control of the Division in which the accident has occurred

(2) For the purpose of sub-rule (1), an accident shall be serious Railway accident where -

(i) Accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to Railway property of the value exceeding ₹ two crore and any other accident which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway Safety requires the holding of an inquiry by the Commissioner of Railway Safety, shall be deemed to be a serious accident. A workman's train or a ballast train or a material or an Accident Relief Train or a Tower Wagon or such other train carrying workmen, or Cattle special/military Special carrying authorised escorts or similar such train shall be treated as a passenger train.

(ii) An accident involving a train carrying passengers led to loss of life or grievous injury to any Railway Servant irrespective of whether he was travelling in that passenger train or not, it shall come under the purview of inquiry by the Commission of Railway Safety and shall be treated as a 'Serious Railway Accident'.

Provided that-

(a) Cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness, and

(b) Cases involving persons being Railway servant or holding valid passes/tickets or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board or roof or buffer but excluding the inside the vestibules between coaches, or run over at a Level Crossing or elsewhere on the Railway track by a passenger train, and

(c) Collision between a Road Vehicle and a passenger train at a Level Crossing where no passenger or Railway Servant is killed or grievously hurt shall not be treated as a 'Serious Railway Accident' even if those travelling in the road vehicle are killed or grievously hurt shall not be treated as serious Railway Accident, unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

8. Facility for reaching the site of the accident:- Whenever any accident has occurred in the course of working a Railway, the Head of the Railway Administration concerned shall give all reasonable aid to the District Magistrate or the Magistrate appointed or deputed under Rule-17 or to the Commission of Inquiry appointed under the Commissions of Inquiry Act-1952 (60 of 1952), or any other authority to whom all or any of the provisions of the

said Act have been made applicable, and to the Commissioner of Railway Safety, medical officers, police and other concerned to enable them to reach the scene of the accident promptly, and shall also assist those authorities in making inquiries and in obtaining evidence as to the cause of the accident.

9. **Medical aid to the persons grievously hurt in accidents:-** Whenever any accident, occurring in the course of working a Railway, has been attended with grievous hurt, it shall be the duty of the Head of the Railway Administration concerned to afford medical aid to the sufferers, and to see that they are properly and carefully attended to till they are removed to their homes or handed-over to the care of their relatives or friends. In any such case, or in any case in which any loss of human life or grievous hurt has occurred, the nearest available local medical officer shall be sent for if such medical officer is nearer at hand than the Railway medical officer.

10. **Arranging attendance of Railway servants at the place of judicial inquiries or inquiries conducted by Commissioner of Railway Safety or a Magistrate:-** When an inquiry under Rule-2 of the Statutory Investigation into Railway Accidents Rules-1998 or under Rule-17 of these Rules, or a judicial inquiry is being made, the Head of the Railway Administration concerned shall arrange for the attendance, as long as may be necessary, at the place of inquiry, of all Railway servants whose evidence is likely to be required at such inquiry; and if the inquiry is to be held by the Commissioner of Railway Safety under Rule-2 of the Statutory Investigation into Railway Accidents Rules-1998. The Head of the Railway Administration concerned shall-

(a) Cause notice of the date, hour and place at which the inquiry will begin to be given to the officers mentioned in clauses (a) and (c) of sub-rule (1) of rule-14, and

(b) Arrange for the attendance of the divisional officers, Railway servants required as witness at the Inquiry.

11 . **Action to be taken by Head of the Railway Administration on receipt of the report of Commissioner of Railway Safety:-** Whenever the Head of the Railway Administration concerned receives a copy of the report of the Commissioner of Railway Safety under Rule-4 of the Statutory Investigation into Railway Accidents Rules-1998, he shall at once acknowledge its receipt, and-

(a) Submit his remarks, on the views expressed in the Report, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety immediately on receipt of the Report by the Railway Administration and if he is not able to submit his remarks immediately he shall in his acknowledgement of the report indicate his intention to submit his remarks later as early as possible;

(b) If the Head of the Railway Administration concerned agrees with the views expressed in the Report and considers the prosecution of any person desirable, he shall immediately forward a statement of such persons to the District Magistrate of the district in which the accident occurred, or to such

other officer as the State Government may appoint in this behalf and to the concerned police authorities;

(c) In case the District Magistrate or Police authorities require copies of the Report, it may be sent to them and the confidentiality of the report should be made clear to the District Police Authorities, and the Police Authorities shall, as soon as possible, intimate the Head of the Railway Administration concerned about their decision regarding launching any prosecution.

12. Head of the Railway Administration to offer remarks on the suggestions made in the report of Commissioner of Railway Safety:- Whenever the report of the Commissioner of Railway Safety points to the necessity for or suggests a change in any of the rules or in the system of working of the Railway, the Head of the Railway Administration concerned shall, intimate the action which has been taken, or which it proposes to take, to prevent a recurrence of similar accidents, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety.

13. Joint Inquiry- When dispensed with:-

(1) Whenever a Reportable train accident, such as is described in section-113 of the Act has occurred in the course of working a Railway, the Head of the Railway Administration concerned shall cause an inquiry to be promptly made by a Committee of Railway Officers (to be called a 'Joint Inquiry') for a thorough investigation of the causes which led to the accident.
Provided that such an inquiry may be dispensed with-

(a) If any inquiry is to be held by the Commissioner of Railway Safety under Rule-2 of the Statutory Investigation into Railway Accidents Rules-1998, or a Commission appointed under the Commissions of Inquiry Act-1952 (60 of 1952), or any other authority appointed by the Central Government to which all or any of the provisions of the said Commission of Inquiry Act have been made applicable under Rule-2 of the said Statutory Investigation into Railway Accidents Rules, or

(b) If there is no reasonable doubt as to the cause of the accident; or

(c) If any department of the Railway Administration concerned intimates that it accepts all responsibility in the matter.

(2) Where such inquiry is dispensed with under Clause-{b) or Clause{c) of the provision to Sub Rule-(1), it shall be the duty of the Head of the Department of the Railway Administration responsible for the accident to make such inquiry (to be called a "departmental inquiry") as he may consider necessary and, if his staff or the system or working is at fault, to adopt or suggest such measures as he may consider necessary for preventing a recurrence of similar accidents.

14. Notice of Joint Inquiry -

(1) Whenever a joint inquiry is to be made, the Head of the Railway Administration concerned shall cause notice of the date and hour at which the inquiry will commence, to be given to the following officers, namely:-

(a) The District Magistrate of the district in which the accident occurred or such other officer as the State Government may appoint in this behalf, the Superintendent of the Railway Police and the District Superintendent of Police;

(b) The Commissioner of Railway Safety for the section of the Railway on which the accident occurred; and

(c) The Head of the Railway Police having jurisdiction at the place where the accident occurred; or, if there are no Railway Police, the Officer-in-charge of the police station having jurisdiction at such place.

(2) The date and hour at which the inquiry will commence shall be fixed so as to give the officers mentioned in sub-rule (1) sufficient time to reach the place where the inquiry is to be held.

(3) When a Joint Inquiry is held into an accident after receipt of information about the inability of the Commissioner of Railway Safety to hold an inquiry, under Sub-rule (5) of Rule-2 of the Statutory Investigation in Railway Accidents Rules-1998, the Head of the Railway Administration concerned shall issue a Press Note in this behalf inviting the public to tender evidence at the inquiry or send information relating to the accident to the Joint Inquiry Committee at an address specified in the Press Note.

15. Report of joint inquiry or departmental inquiry to be sent to the Head of the Railway Administration and the action to be taken thereon -

(1) As soon as any joint inquiry or departmental inquiry has been completed, the President of the Committee of Railway Officers or the Head of the department, as the case may be, shall send to the Head of the Railway Administration concerned a report containing inter alia -

(a) Brief description of the accident;

(b) Description of the locality of the accident;

(c) Detailed statement of the evidence taken;

(d) The conclusions arrived at together with a note of dissent; if any;

(e) Reasons for conclusion arrived at;

(f) The nature and extent of the damage done alongwith a list of its cost.

(g) When necessary, a sketch illustrative of the accident;

(h) The number of Railway servants killed or injured;

(i) The number of passengers killed or injured.

(j) An Appendix containing extracts of the rules violated by the staff responsible for the accidents.

(2) The Head of the Railway Administration concerned shall forward, with his remarks as to the action that is intended to be taken in regard to the staff responsible for the accident or for the revision of the rules or the system of working, a copy of the report referred to in sub-rule (1).

(a) To the Commissioner of Railway Safety for the section of the Railway on which the accident occurred;

(b) If no inquiry or investigation has been made under Rule-17 or if a joint or departmental inquiry has been held first, to the District Magistrate or the Officer appointed under clause (a) of sub-rule (1) of rule-14; and

(c) If any judicial inquiry is being made, to the magistrate making such inquiry.

(3) The copy of the report aforesaid shall be accompanied:-

(a) In the case referred to in clause(b) of Sub-Rule (2), by a statement of the persons involved in the accident whose prosecution the Head of the Railway Administration concerned considers to be desirable;

(b) In the case referred to in clause(c) of Sub-Rule(2) by a copy of the evidence taken at the inquiry.

16. Reports of inquiries into accidents not covered by Section-113 to be forwarded to Commissioner of Railway Safety:-

(1) Whenever any accident, not of the nature specified in Section-113 of the Act, such as averted collisions, breaches of block rules or other technical accidents, occurs in the course of working a Railway, the Railway Administration concerned may cause an inquiry, either a joint inquiry or a departmental inquiry, to be held into the accident.

(2) Where an inquiry is held as provided under Sub-rule(1), the head of the Railway Administration concerned shall forward a copy of the report of the inquiry to the Commissioner of Railway Safety for the section of the Railway on which the accident occurred.

17. Magisterial inquiry:- Whenever an accident, such as is described in Section-113 of the Act, has occurred in the course of working a Railway, the District Magistrate or any other Magistrate who may be appointed in this behalf by the State Government, may either-

(a) Himself make an inquiry into the causes which led to the accident; or

(b) Depute a sub-ordinate Magistrate, who if possible, should be a Magistrate of the first class, to make such an inquiry; or

(c) Direct investigation into the causes which led to the accident, to be made by the police.

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, a Magistrate or a police officer shall not make his inquiry or investigation under this rule and, where he has already commenced the inquiry or investigation, shall not proceed further with it; and such Magistrate or police officer shall hand-over the evidence, records or other documents in his possession relating to the inquiry or investigation to such authority as may be specified by the Central Government in this behalf.

18. Notice of Magisterial inquiry:- Whenever it is decided to make an inquiry under Clause(a) or Clause (b) of Rule-17, the District Magistrate or other Magistrate appointed as aforesaid or the Magistrate deputed under clause (b) of Rule-17 as the case may be, shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by message,

of the date and hour at which the inquiry will commence so as to enable the Railway Administration to summon the requisite expert evidence, and thereafter, he shall proceed to the scene of the accident and conduct the inquiry.

19. **Judicial inquiry:-** A Magistrate, making an inquiry under Rule-17, may summon any Railway servant, and any other persons whose presence he may think necessary, and after taking the evidence and completing the inquiry shall, if he considers that there are sufficient grounds for holding a judicial inquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident.

20. **The result of magisterial inquiry to be communicated to the Head of the Railway Administration:** The result of every inquiry or investigation made under Rule-17 shall be communicated by the Magistrate who has held such inquiry or investigation, to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety.

21. **Procedure for summoning Railway servants to assist the Magistrate holding judicial inquiry:-**

(1) If in the course of any judicial inquiry into an accident occurring in the course of working of Railway, the Magistrate holding such inquiry desires the assistance of the Commissioner of Railway Safety or Head of the Railway Administration concerned, he shall issue a requisition to the Chief Commissioner of Railway Safety or the Railway Board, for the presence of the Commissioner of Railway Safety or the Head of the Railway Administration, stating at the same time the nature of the assistance required, and if the assistance of any Railway Officer is required the Magistrate shall issue a requisition to the Head of the Railway Administration for his attendance in the Court.

(2) The Requisition referred to in Sub-section (1) shall state the nature of the assistance required. In summoning Railway Officials, the Magistrate shall take care not to summon on the same day so large a number of the employees, especially of one class, as to cause inconvenience to the working of the Railway. In the case of serious accidents, the Magistrate may obtain reports from the Commissioner of Railway Safety and the Head of the Railway Administration concerned in regard to the accident, before finally concluding the judicial inquiry.

22. **Communication of the decision of judicial inquiry to the Railway Administration, Commissioner of Railway Safety and the State Government:-** On the conclusion of the judicial inquiry, the Magistrate shall send a copy of his decision to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety, and shall, unless in any case he thinks it unnecessary to do so, report the result of the inquiry to the State Government.

23. **Police investigation:-** When to be dispensed with report on loss of life, grievous hurt, or damage to Railway Property:-

(1) The Railway Police may make an investigation into the causes which led

to any accident occurring in the course of working a Railway and shall do so whenever:-

(a) Any such accident is attended with loss of human life of with grievous hurt, or with serious damage to Railway property of the value exceeding ₹ Two crore or has prima facie been due to any criminal act or omission; or

(b) The District Magistrate or the Magistrate appointed under Rule-17 has given a direction under Clause(c) of that rule:

Provided that where, having regard to the nature of the accident the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act-1952. (60 of 1952), or has appointed any other authority to inquire into it and that purpose has made all or any of the provisions of the said Act applicable to that authority, or where a magisterial inquiry is being held under Rule Clause(a) or Clause(b) of Rule-17, the Railway Police shall not make an investigation under this rule, and, where they have already commenced their investigation, shall not proceed further with it; and shall hand-over the records or other documents in their possession relating to the investigation to such authority as may be specified by the Central Government in this behalf.

(2) The Railway Police shall report, with as little delay as possible to the nearest Station Master, or where there is no Station Master, to the Railway servant in-charge of the Section of the Railway, on which the accident has occurred, every accident which may come to their notice occurring in the course of working a Railway attended with loss of human life, or with grievous hurt or with serious damage to Railway property of the value exceeding ₹ two crore or which has prima-facie been due to any criminal act or omission.

24. Status of Police Officer investigating the accident-

(1) Whenever an investigation is to be made by the Railway Police-

(a) In a case in which an accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding ₹ two crore or

(b) In pursuance of a direction given under clause (c) of rule 17, the investigation shall be conducted by the Head of the Railway Police of the area in which the accident has occurred, or if that officer is unable to conduct the investigation himself, by an officer to be deputed by him.

(2) The Officer deputed under sub-rule (1) shall ordinarily be the senior officer available, and shall whenever possible be a Gazetted Officer, and shall in no case be of rank lower than that of an Inspector.

Provided that the investigation may be carried out by an officer-in-charge of Police station-

(i) in a case such as is referred to in clause (a) of sub rule (1), if no loss of life or grievous hurt has been caused to more persons than one or no damage to railway property of value exceeding twenty five lakh rupees has been caused or there is no reason to suspect that any servant of the railway has been guilty of neglect of any rule relating to the working of the railway; or

(ii) in the case referred to in clause (b) of sub-rule (1), if the District Magistrate so directs.

25. Notice of police investigation: - The officer who is to conduct an investigation in pursuance of rule 24 shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by message of the date and hour at which the investigation will commence so that, if possible, the presence of a Railway official may be arranged for to watch the proceedings and to aid the officer making the investigation, and thereafter, he shall proceed without delay to the scene of the accident and conduct the investigation there. So, however, that the absence of a Railway official shall not, be allowed to delay the investigation which shall be conducted as soon as possible after the accident has taken place.

26. Assistance by the District Police:-

(1) In every case to which rule 24 applies. Immediate information shall be given by the Railway Police of the area to the District Police, who, if so required, shall afford all necessary assistance and shall if occasion arises, carry the investigation beyond the limits of the railway premises. But the Railway Police of the area shall primarily be responsible for carrying on the investigation within such limits.

(2) Subject to the provisions of these rules, the further prosecution of the case on the conclusion of the police investigation, shall rest with the Railway Police.

27. Communication of the result of police investigation: - The result of every police investigation shall be reported at once to the District Magistrate or other officer appointed in this behalf by the State Government, to the Head of the Railway Administration concerned or other officer appointed by him, and to the Commissioner of Railway Safety.

28. District Police to discharge duties of Railway Police: Where there is no Railway Police in the area the duties imposed by rules 23, 24 and 25, sub-rule(2) of rule 26, and rule 27 on the Railway Police of the area or on the Head of such Railway Police, shall be discharged by the District Police or by the District Superintendent of Police, as the case may be.

29. Repeal and Saving:

(1) The Railway (Notices of and Inquiries into Accidents)Rules, 1973, are hereby repealed.

(2) Notwithstanding such repeal, anything done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions, of these rules.

(Part – II)

Statutory Investigation into Railway Accidents Rules,1998.

Published in the Gazette of India Date 26th Dec. 1998 & 6th March 1999 GSR No. 257 & 63

[PART II, SECTION 3, SUBSECTION (i)]
MINISTRTY OF CIVIL AVIATION

NOTIFICATION

New Delhi 17th Dec. 1998.

G.S.R.257 & 63 -In exercise of the powers conferred by section 122 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules, namely:-

1. (1) These rules may be called the Statutory Investigation into Railway Accidents Rules,1998.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Inquiry into a serious accident by the Commissioner of Railway Safety -

(1) (a) Where the Commissioner of Railway Safety receives notice under section 113 of the Railways Act, 1989 (24 of 1989) hereinafter referred to the Act, of the occurrence of an accident which he considers of a sufficiently serious nature to justify such a course, he shall, as soon as may be, notify the Chief Commissioner of Railway Safety, the Railway Board and the Head of the Railway Administration concerned of his intention to hold an inquiry and shall, at the same time, fix and communicate the date, time and place for the inquiry. He shall also issue or cause to be issued a Press Note in this behalf inviting the public to tender evidence at the inquiry and send information relating to the accident to his office address.

(b) While notifying his intention to hold an inquiry as aforesaid, the Commissioner of Railway Safety shall also inform or cause to inform the Chief Secretary of the State, the District Magistrate and the Superintendent of Police of the district concerned.

(2) For the purpose of this rule, every accident to a train carrying passengers which is attended with loss of life of a passenger or passengers in the train or with grievous hurt, as defined in the Indian Penal Code (hereinafter referred to as the grievously hurt) to a passenger or passengers in the train or with serious damage to Railway property of a value exceeding ₹ two corer and any other accident which in the opinion of the Chief Commissioner of Railway Safety or the Commissioner of Railway Safety requires the holding of an inquiry shall be deemed to be an accident of such a serious nature as to require the holding of an inquiry.

These accidents shall be termed as "Serious train accidents".

(3) However, for any accident, the Chief Commissioner may either hold the inquiry himself or direct any Commissioner of Railway Safety to do so.

Explanation: The inquiry under this rule shall be obligatory only in those cases

where the passengers, killed or grievously hurt were travelling in the train carrying passengers. If an accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant(s) irrespective of whether he was travelling in that passenger train or not, inquiry under this rule shall be obligatory. However, if a person being a Railway servant or holding valid pass or ticket or otherwise travelling outside the Rolling Stock of a Passenger train (such as on foot-board or roof or buffers but excluding the inside of vestibules between coaches) is killed or grievously hurt, or is run over at a level crossing or elsewhere on the Railway track, an inquiry under this rule shall not be obligatory. Similarly, if in a collision between a road vehicle and a passenger train at a level crossing, no passenger in the train is killed or grievously hurt, it shall not be obligatory to hold an inquiry. For the purpose of this rule, Workmen's trains or Ballast trains or Material trains or Accident Relief Trains or Tower wagons or such other trains carrying Workmen or Cattle specials/military special carrying authorized escorts or similar such trains shall also be treated as Passenger trains and in the event of a workman or escort being killed or grievously hurt as a result of an accident to the train, an inquiry under this rule shall be obligatory.

(4) When an accident requiring the holding of an inquiry occurs at a station where the jurisdiction of two or more Commissioners of Railway Safety meet, the duty of complying with this rule shall devolve on the Commissioner of Railway Safety within whose jurisdiction the Railway working such station lies. At other such locations where the issue cannot be resolved then it shall be finalized by the Chief Commissioner of Railway Safety.

(5) (a) If, for any reason, the concerned Commissioner of Railway Safety is unable to hold an inquiry at an early date after the occurrence of such an accident, he shall intimate by the fastest means of communication without any delay to the Chief Commissioner of Railway Safety of the reasons why the inquiry cannot be held by him. The Chief Commissioner may choose to conduct the inquiry himself or direct any other Commissioner to take up the inquiry or decide to let the inquiry be conducted by the Railway Administration. The concerned Commissioner shall thereafter notify the Railway Administration and the Railway Board accordingly.

(b) On receipt of the proceedings of the joint inquiry (inquiry made by a Committee of Railway Officers) from the Head of the Railway Administration in accordance with Rule-15 of Railway (Notices of an Inquiries into Accidents) Rules-1998, the Commissioner of Railway Safety shall scrutinize the same, and in case he agrees with the findings of the joint inquiry, shall forward a copy of the report to the Chief Commissioner of Railway Safety along with his views on the findings and recommendations made. In case the Commissioner feels, he may direct the Railway Administration either to conduct inquiry de-novo or re-examine specific issues and submit revised findings. On the other hand, the Commissioner of Railway Safety, after examination of the joint inquiry proceedings, considers that an inquiry should be held by himself, he shall, as soon as possible, notify the Chief Commissioner of Railway Safety, the Railway Board, and the Head of the Railway Administration concerned, of his intention to hold an inquiry and he shall at the same time fix, and communicate the date, time and place for the inquiry.

(6) (a) Where having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into the accident under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, the Commissioner of Railway Safety to whom notice of the accident has been given shall not hold his inquiry and where he has already commenced his inquiry he shall not proceed further with it and shall hand-over the evidence, records or other documents in his possession, relating to the inquiry, to such authority as may be specified by the Central Government in this behalf.

(b) If, as a result of the Police Investigation a regular case is lodged in a Criminal Court by the Police or arising out of the accident, a case is lodged in a Civil Court by interested person(s), the Commissioner shall finalize his report and circulate the same as per Rule-4, as a strictly confidential document.

3. Commissioner of Railway Safety to submit a brief preliminary narrative report :-

Where a Commissioner of Railway Safety has held an inquiry in respect of any of the accidents described in sub-rule (2) of rule 2, he shall submit a brief preliminary narrative report to the Chief Commissioner of Railway Safety and the Railway Board simultaneously. In case Chief Commissioner of Railway Safety has held an inquiry terms of rules 2(3) and 2(5) he shall submit the brief preliminary narrative Report to the Railway Board. The report shall be factual and shall not contain any reference to persons implicated.

4. Commissioner of Railway Safety to submit a report ;-

(1) Whenever the Commissioner of Railway Safety has made an inquiry under rule 2, he shall submit a confidential report in writing to the Chief Commissioner of Railway Safety and shall forward copies of the report to-

(i) The Railway Board;

(ii) The Railway Administration of all the Zonal Railways;

(iii) in the case of a Railway under the control of a State Government or Local Administration to such Government or Administration if the accident has occurred in that Railway;

(iv) other Commissioner of Railway Safety;

(v) the Director, Intelligence Bureau, Ministry of Home affairs, Government of India, if the Commissioner of Railway safety finds that the accident was caused by sabotage or train wrecking.

(2) In case the inquiry has been held by the Chief Commissioner of Railway Safety he shall forward his Report to the Authorities mentioned in (i) to (v) of sub rule (1) of this Rule.

5. **Publication report :-** Recommendations in regard to the publication of reports shall be made by the Chief Commissioner of Railway Safety and Railway Board (Ministry of Railways) informed accordingly. In case the Railway Board has reservations on the recommendations of the Chief Commissioner, the matter shall be finally decided by the Central Government (Ministry of Civil Aviation).

6. **District Magistrate or his representative to attend the inquiry conducted by Commissioner of Railway Safety**- Where no Magisterial inquiry is being made under clause (a) or (b) of rule 17 of the Railway (Notices of an Inquiries into Accidents) Rules, 1998, the District Magistrate shall, as far as possible attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.

7. **District Superintendent of Police or his representative-** The District Superintendent of Police shall, as far as possible also attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.

8. **Commissioner of Railway Safety to assist the Magistrate of the Commission of Inquiry etc. in clarifying technical matters :-** The Commissioner of Railway Safety, as far as possible, assist any Magistrate making a judicial inquiry or an enquiry under rule 17 of Railway (Notices of an Inquiries into Accident) Rules 1998 or a Commission of Inquiry appointed under the Commission of Inquiry Act 1952 (60 of 1952). or any other Authority appointed by the Central Government to which all or any of the provisions of the said Act have been made applicable, whenever he may be called upon to do so for the purpose of clarification of any technical matters.

9. **Powers of the Commissioner of Railway Safety**;**-** Nothing in these rules shall, except to the extent provided in sub-rule (6) of rule 2, be deemed to limit or otherwise affect the exercise of any of the powers conferred on Commissioner of Railway Safety by section 7 and 8 of Act, 1989.

10. Repeal and Saving:-

(1) The 'Statutory Investigation into Railway Accident Rules 1973', published with notification of Government of India in the Ministry of Tourism & Civil Aviation NO.22 dated 2.6.73, part II, section 3 are hereby repealed.

(2) Notwithstanding such repeal, any thing done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions of these rules.

APPENDIX - 'B'

Accident Relief Trains (ART) and Accident Relief Medical Vans (ARMV / ARME)

Relief Trains:

The ART shall be stabled complete with the crane and vehicles coupled together on suitable sidings set apart exclusively for the purpose. The Marshalling of the trains when stabled in sidings/yards should be such that the Medical Van is at one end and the crane at the other end, assuming the stabling line has an exit at both ends. In the event of their being only one exit, the medical van and the crane should be stabled nearest to the point of exit, in that order so that if necessary the medical van can be moved out without any delay, in advance of the rest of the rake.

The accident messages (initial or supplementary) dispatched from the site should include as much pertinent information as possible with specific reference to the number of injury cases, to enable the authorities dispatching the relief train to judge the requirements of the situation and act accordingly.

Unless it is known definitely that adequate medical assistance and equipment had already reached the site of accident or will reach quicker from other or nearer sources the medical van should be dispatched, at once, and in advance, without waiting to mobilize the complete relief train and staff.

It should be realized in this connection that satisfactory aid from private sources, even if known to be available at the site cannot always be depended upon, as such aid may often be rendered in fructuous owing to want of sufficient medical equipment and staff.

In dispatching a relief train to the site of an accident many factors likely to reduce its speed such as the presence of a crane on the train, should be taken into account in deciding as to whether medical relief should be sent in advance.

Action when Accident Alarm Signal is sounded (Hoorter/Siren) -

On hearing the emergency call, the staff nominated to attend for such calls by the respective Departments shall do so with the least possible delay and take up positions and duties allotted to them. The Loco Foreman/CPCOR/Lobby in charge/Engine turner/SM shall arrange and be responsible for the issue of the emergency calls. Whenever the Relief Train is ordered from a station, the above supervisors, if off-duty, shall be called for duty. The steps to turn out the Relief Trains shall not, however, pend in any respect the arrival of the Loco Foreman or other Supervisory Official / Officials.

Portable Telephone:-

All Relief Trains should be provided with portable control telephone for use in controlled section. When a Medical Van has to be dispatched by itself or ahead of the Relief Train to which it belongs, the Portable Control Telephone must be sent with it.

Civil and Police Officials to be given facility to proceed to the site of Accident by relief trains:-

Official such as the District Magistrate, the Superintendent of Police, and the Superintendent of Railway Police should be given every facility to proceed to the site of the accident by the relief train but delay to the departure of the relief train must not be allowed to occur on this account.

Provision of Rule Books in Relief Trains:-

1) General and Subsidiary Rules Book.
2) Accident Manual.
3) Rules for the working of crane.
4) Conference rules Part III.
5) Instructions Manual Sheets relating to Breakdown operation.
6) Working Time Table.
7) Disaster Management Plan

ART Locations

Sr. No	Station	ART Type	Guag	HRE Make	Year of HRE	Crane Capacity (ton)	Crane Make	Crane & Max. Speed (kmph)	Coaches on the Art	Wagons on the Art
1	Allahabad	B	BG	Lukas	2003	-	-	--	5	5
2	Kanpur	A	BG	Lukas + MFD	2009	140 DSL	Gottwald Germany	100	4+2+1=7 (crane)+ (Bulldozer)	5
3	Tundla	B	BG	MFD	2009	--	--	--	4+1+=5 (crane Rest van)	6
4	Jhanai	A	BG	MFD	1987	140 T DSL	Jessop	75	6	2
5	Banda	B Self-propelled	BG	Lukas	2003	--	--	--	2	3
6	Gwalior	C	BG	Lukas	2003	--	--	--	2	--
7	Gwalior	B	NG	Screw Jacks	--	--	--	--	3	3
8	Dhaulpur	C	NG	Screw Jacks	--	--	--	--	1	1
9	Agra	A	BG	Lukas	2005	140 T DSL	Gottwald Germany	100	6	3
10	Mathura	Tool Van	BG	Lukas	1987	--	--	--	--	1

ARMV / ARME Locations

Class/Scale	Station
ARME Scale -I	ALD, CNB, TDL, AGC, MTJ, JHS, & BNDA
ARME Scale – II	KRJ, ALJN, MNQ, PHD, ETW, FTP, MZP, DHO, OR, GWL, AF, MKP, MTJ

S.No	Station	ARMV / ARME Type	Guage	Make of HRD	Year of HRD	Coaches on the ARMV / ARME
1	Allahabad	SP	BG	Lukas	2003-1987	Self propelled having two coaches
2.	Kanpur	Conventional	BG	Lukas	2001	2
3	Tundla	Conventional	BG	Lukas	2003	2
4	Jhansi	Conventional	BG	HALMETRO	2001	2
5	Banda	Conventional	BG	BAHCO	1989	2
6	Agra	Conventional	BG	Lukas	2003	2
7	Mathura	Conventional	MG	BAHCO	1987	2

Beat of NCR ARTs and ARMVs

Station/ Division	ARTs, Class	Beat (ART/ARMV)	Distance In Kms	RIY.
MGS/ECR	ART/ ARMV	1) MGS-JHG 2) CAR-CPU	55 103	NCR NCR
ALD/ALD	B	1) ALD-FTP (Incl.) 2) ALD-PFM-JNH-ZBD(Excl.) 3) ALD-PFM-PBD(Excl.) 4) ALD-PFM-KHNM (Excl.) 5) ALD-JHG 6) ALD-PRG-Prayag Ghat 7) ALD-MKP (Excl.)	117 13+47+48=108 13+47=60 13+42=55 98 8 101	NCR NR NR NR NCR NR NCR
		Total	547	
CNB/ALD	A	1) CNB-BNT (Incl.) 2) CNB-ON-AJ 3) CNB-ON-UNC (Excl.) 4) CNB-ON-MAH 5) CNB-DMW-DYP(Excl.) 6) CNB-FTP (Excl.) 7) CNB-CPA-FKD 8) CNB-BZM-ORAI (Incl.)	117 18+15=33 18+112=130 18+77=95 98+25=123 77 140 160	NCR NR NR NR NR NCR NER NCR
		Total	875	
TDL/ALD	B	1) TDL-JAB (Incl.) 2) TDL-SKB-FKD 3) TDL-HRS-HRF (Incl.) 4) TDL-KRJ (Incl.) 5) TDL-BRN-ETH (Incl.) 6) TDL-BNT(Excl.) 7) TDL-ALJN-RG (Excl.)	21 37+106=143 48+9=57 122 15+59=74 112 78+49=117	NCR NCR NCR NCR NCR NCR NCR
		Total	646	
DLI/NR	ART/ ARMV	DLI-GZB-KRJ (Excl.)	16+63=79	NR/NCR
JHS/JHS Assisted one BG Tool Van and Hydraulic Rerailing Equipment Van at GWL	A	1) JHS-BIN 2) JHS-GWL-BIX 3) JHS-MBA I(Excl.) 4) JHS-AIT-KHN 5) JHS-AIT-ORAI (Excl.)	152 97+82+=179 138 89+14=103 114	NCR NCR NCR NCR NCR
		Total	686	

Beat of ARTs / ARMVs of NCR

Station/ Division	ARTs, Class	Beat (ART/ARMV)	Distance in Kms	RIY.
GWL/JHS (NG)	B	1) GWL-SEO (Sheopurkalan)	200	NCR
	SP/ART (B)	1) BNDL-BZM I (Excl.) 2) BNDL-MKP (Incl.) 3) BNDA-MBA-KURJ	130 100 119	NCR NCR NCR
		Total	349	
DHO/JHS (NG)	C (Only Jacks)	1) DHO-MHF-SRMT 2) DHO-MHF-TPO	71 59	NCR NCR
		Total	130	
AGC/AGC Assisted by one Hydraulic Equipment Re-railing Van at MTJ	A	1) AGC-PWL 2) AGC-JAB-BXN 3) AGC-MTJ-AWR 4) AGC-BTE-BKI 5) AGC-GWL	137 86 54+123=177 54+97=151 118	NCR NCR NCR NCR NCR
		Total	669	

Beat of NCR 140 ton Break Down Crane

Station/ Division	Section	Km	RLY.
MGS/ECR 140 T DSL BD Crane	1) MGS-JHG	55	NCR
	2) CAR-CPU	103	NCR
DLI/NR 140 t DSL BD Crane	1) DLI-GZB-KRJ (Excl.)	16+63=79	NCR
140 T DSL BD Crane CNB/ALD	1) CNB-ALD-MKP	194+101=295	NCR
	2) CNB-ALD-JHG	194+98=292	NCR
	3) CNB-ETW (Excl.)	137	NCR
	4) CNB-ON-AJ-(Incl.)	18+15=33	NR
	5) CNB-OJ-MAH (Excl.)	18+77=95	NR
	6) CNB-ON-UCR	18+112=130	NR
	7) CNB-DMW-DYP (Excl.)	98+25=123	NR
	8) CNB-ALD-PFM-JHN (Excl.)	194+13+47=254	NR
	9) CNB-ALD-PFM-ZBD (Incl.)	194+13+95=302	NR
	10) CNB-ALD-PFM-KHNM (Incl)	194+13+42=249	NR
	11) CNB-ALD-PFM-PBH (Excl)	194+13+46=253	NR
	12) CNB-ALD-PRG-Prayag Ghat	194+6+2=202	NR
	13) CNB-CPA-FKD-KSJ	247	NER
	14) CNB-GOY-BZM (Incl)	3+11=14	NCR
	Total	2626	
140 T DSL BD Crane / JHS	1) JHS-BIN	152	NCR
	2) JHS-GWL(Incl.)	97	NCR
	3) JHS-BZM (Excl)	206	NCR
	4) JHS-BNDA-BZM (Excl)	192+108=300	NCR
	5) JHS-BNDA-MKP	192+100=292	NCR
	6) JHS-AIT-Konch	89+14=103	NCR
	7) JHS-GWL-BIX	97+82=179	NCR
	8) JHS-MBA-Khajuraho	138+65=203	NCR
	Total	1532	
140 T DSL BD Crane/ AGC	1) AGC-PWL (Excl)	137	NCR
	2) AGC-GWL(Excl)	119	NCR
	3) AGC-TDL-ETW (Incl)	27+92=119	NCR
	4) AGC-TDL-SKB-FKD	27+36+105=168	NCR
	5) AGC-TDL-KRJ (Incl)	27+121=148	NCR
	6) AGC-TDL-BRN-ETH	24+14+59=97	NCR
	7) AGC-TDL-HRS-HRF	27+48+9=84	NCR
	8) AGC-TDL-ALJN-RG	27+78+49=154	NCR
	9) AGC-JAB-BXN	6+80=86	NCR
	10) AGC-MTJ-AWR	54+123=177	NCR
	11) AGC-BKI	151	NCR
	12) AGC-KSJ via AH-MTJ (After gauge conversion)	100	NER
	Total	1540	

APPENDIX – C

List of Controlling SMs and their Beats
(In case of accident)

ALLAHABAD DIVISION

S.No.	Station Master	Beat
1.	SM/Chunar	Mughalsarai(Excl.) to Chunar(incl.) Chunar to chopan (Excl.)
2.	SM/ Mirzapur	Chunar(Excl.) to Mandah Road(Incl.)
3.	SM/ Naini	Mandah Road(Excl.) to Allahabad(Excl.)
4.	SM/ Allahabad	Allahabad to Kunwar(Incl.)
5.	SM/Fatehpur	Kunwar(Excl.) to Bindki Road (Incl.)
6.	CYM/GMC	GMC(Incl.) to Phaphund (Incl.)
7.	SM/Etawah	Phaphund (Excl.) to Shikohabad(Excl.)
8.	SM/Shikohabad	Shikohabad to Hirangaon (Incl.) Shikohabad to Farrukhabad (Excl.)
9.	SM/Tundla	Hirangaon and Tundla to Jalesar Road(incl.) Barhan to Etah
10.	SM/Hathras	Jalesar Road(Excl.) to Aligarh Jn. (Excl.) Hathras Jn. to Hathras Qillah
11.	SM/Aligarh Jn.	Aligarh Jn. (Incl.) to Harduaganj (Incl.) Aligarh to Khurja (Excl.)
12.	SM/Khurja	Khurja Jn. (Incl.) to Ghaziabad (Excl.)

JHANSI DIVISION

1.	SM/Agasod	Agasod to Mohasa
2.	SM/Dhaura	Dhaura to Jiron
3.	SM/Lalitpur	Lalitpur to Bijrotha
4.	SM/ Talbahat	Daulta to Matatila
5.	SM/ Babina	Basai to Bijauli
6.	SM/ Dabra	Karari to Dabra
7.	SM/Gwalior Jn.	Anant Paith to Gwalior
8.	SM/Morena	Rayaru to Morena
9.	SM/Dhaulpur Jn.	Hetampur to Bhandai Dhaulpur – Sirmuttra – Tantpur(NG)
10.	SM/Chirgaon	Garhmau to Nandkhas
11.	SM/Ait	Moth to Bhua
12.	SM/ Orai	Orai – Chaunrah

13.	SM/ Bhimsen	Pokhrayan – Patara
14.	SM/Barwasagar	Orchha – Niwari
15.	SM/Mauranipur	Ranipur Road - Rora
16.	SM/Harpalpur	Harpalpur – Kulpahar
17.	SM/Chitrakut	Bharatkoop-Bahilpurva
18.	SM/Ghatampur	Yamuna South Bank - Ghatampur
19.	SM/Birlanagar	Birlanagar-Bhind
20.	SM/Sabalgarh	Sabalgarh – Sheopur Kalan
21.	SM/Manikpur Jn	Manikpur – Bargarh
22.	SM/ Iradatgang	Naini – Jasra
23.	SM/ Gwalior	Gwalior – Kailaras
24.	SM/ Mahoba	Mahoba – Khairad
25.	SM/ Banda	Banda – Badausa
26.	SM/ Shankargarh	Madraha –Majhirari

AGRA DIVISION

1.	SM./AGC	Agra Cantt.(Excl.) to Runakta, Agra City(Incl)
2.	CYM/ Baad	Kitham to Baad, Bhainsa and Parkham
3.	SM/Mathura Jn.	Mathura Jn. to Chata
4.	SM/Kosi Kalan	Kosi Kalan to Rundhi
5.	SM/Yamuna Bridge	Yamuna Bridge to Etmadpur
6.	SM/Idgah	Agra Fort (Excl.) to Mirakur
7.	SM/Fateh Pur Sikri	Fateh Pur Sikri to Bandh Baraitha
8.	SM/Achnera	Bichpuri to Helak
9.	SM/Mundawar Mahua Road	Mundawar Mahua Road to Biwai
10.	SM/Ramgarh	Gowardhan to Ootwar

APPENDIX – D

Details of Railway Hospitals

Allahabad Division

S.	Name of the place	Number of Doctors	No of beds	Telephone No.	
				Railway	DOT
1	Central Hospital/ALD	22	175	22102	0532-2427113
2	Sub Div. Hospital,CNB	12	71	32102,32103	0512-2322433
3	Sub Div. Hospital, TDL	7	75	42311	-
4	Health Unit/ Chunar	1	-	28233	-
5	Health Unit/ Mirzapur	2	-	27744	-
6	Health Unit/ Fatehpur	1	-	29225	05180-224835
7	Health Unit/ Etawah	2	-	45301	
8	Health Unit/ Aligarh	2	-	66309	0571-2408184
9	Health Unit/ Khurja	1	-		05738-253086
10	Health Unit/ MNQ	1	-	-	-
11	Health Unit/ NYN	1	-	026-208	0532-2697575
12	Health Unit/ SFG	1	-	22627	
13	Health Unit/ Kanpur Central	2	-	32319	2327802
14	Health Unit/ FBD	1	-	34281	2297366
15	Health Unit/ Juhi	1	-	34283	2650792

Jhansi Division

S.No	Name of the place	Number of Doctors	No. of beds	Telephone No.	
				Railway	DOT
1	Divisional Hospital/JHS	20	-	55500	0510-2441372
2	Rani Laxmi Bai Health Unit	2	-	6361	-
3	Health Unit/ Banda	1	-	209	05192-221653
4	Health Unit/ Gwalior	3	-	4504/4506	2426552
5	Health Unit/ Dhaulpur	1	-	260	-
6	Urai	1	-	205	-

Agra Division

S.No	Name of the place	Number of Doctors	No of beds	Telephone No.	
				Railway	DOT
1	Health Unit, Agra Cantt.	1	2	2500	2420879
2	Health Unit, Agra Fort	1	2	3602	2269673
3	Health Unit/ Idgah, Agra	2	10	3604	-
4	Health Unit/ Mathura	2	-	2300	0565-2406606
5	Health Unit/ Bandbaretha	1	-	17-3272	-
6	Health Unit/ Achhnera	1	-	41201	-
7	Health Unit/ Bharatpur	1	-	47272	-

List of Private Hospitals

ALLAHABAD DIVISION

Allahabad

1.	Ojha E.N.T. Surgical & Research Complex	2466881,2466935,
2.	Agrawal Nursing Home	2624579
3.	Sareen Nursing & Maternity Hospital	2467203
4.	Moti Lal Nehru Medical College	2600507
5.	Geetanjali Nursing Home	2615280
6.	Heartline Cardiac Care	2607803
7.	Raj Nursing Home	2461527
8.	Chiranjeev Nursing Home	2605060
9.	Bajaj Skin Clinic	2600561
10.	Abhilasha Infertility & IVF Clinic	2604155

Kanpur

1.	GSVM Medical College 2535881	0512-2535483,
2.	Ayushman Medical Centre	0512-2403573
3.	Regency Hospital	0512-2212001
4.	Cee Kay Hospital	0512-2311804
5.	Varun Hospital	0512-2305374

Aligarh

1.	Jawahar Lal Nehru Medical College	0571-2701165, 2702639
2.	Sood Medical Service	0571-2405013
3.	Chaudhary Hospital	0571-2743950

Ghaziabad

1.	Chandra Luxmi Hospital	0120-2950783, 2950784
2.	Ganesh Hospital	0120-4792809, 4792810
3.	Sarvodaya Hospital	0120-2701694, 2701695
4.	Shree Krishna Hospital	0120-2882657, 2881513

JHANSI DIVISION

Jhansi

1.	Medical College Hospital	0510-2320064, 2320224
2.	Emergency District Military Hospital	0510-2443987, 2762413
3.	Vimla Nursing Home	0510-220653
4.	Alka Maternity Hospital	0510-220264
5.	Manal Clinic	0510-220069

Babina

1.	Military Hospital	0510-2762920

Bina

1.	District Hospital	07580-220917
2.	Shree Raj Kumar Singhal Memorial Hospital	07580-220494
3.	Bapat Maternity	07580-220159
4.	Tiwari Clinic	07580-220105
5.	Panthi Clinic	07580-220035
6.	Diwan Clinic	07580-220093

Gwalior

1.	G R Medical College Hospital	0751-2321400, 2323650
2.	ESI Hospital	0751-2422730, 2422732
3.	Heart Hospital	0751-2424969, 2329500
4.	Birla Hospital	0751-2366655, 2310347
5.	BSF Hospital	0751- 274100, 274200
6.	Military Hospital	0751-2368975, 236870
7.	Gupta Orthopedic Nursing Home	0751-2330645, 2420135
8.	Maheshwari Nursing Home	0751-2326595, 2326596
9.	Swasti Hospital	0751-2424969, 2428715

Mahoba

1.	District Hospital	05282-2244518, 2244313

Hamirpur

1.	District Hospital	05282-2222334

Lalitpur

1.	District Hospital	05176-272661

Agra Division

1.	S. N. Medical College	0526-2520130, 2350088
2.	Military Hospital	0526-2361203, 2363955
3.	S. R. Medical Institute	0526-2269411, 2265587
4.	Shanti Manglik Hospital	0526-2330036
5.	District Hospital	0526-2363043

Mathura

1.	Gopi Krishna Nursing Home	0565-450450
2.	Maheshwari Hospital	0565-2530381, 2530382

APPENDIX – 'E'

Location of Rail Cum Road Vehicles and Tower Wagons

Part - I

Rail Cum Road Vehicles

Allahabad Division		
	Location	**SE**
1	Chunar Jn.	SE/T/CAR
2	Mirzapur	SE/T/MZP
3	Meja Road	SSE/T/MJA
4	Bharwari	SE/T/BRE
5	Khaga	SE/T/KGA
6	Fatehpur	SSE/T/FTP
7	Kanpur Central	SE/T/I/CNB
8	Kanpur Central	SE/T/II/CNB
9	Phaphund	SE/T/PHD
10	Etawah	SE/T/ETW
11	Shikohabad Jn.	SE/T/SKB
12	Tundla Jn.	SE/T/II/TDL
13	Hathras Jn.	SE/T/HRS
14	Aligarh Jn.	SE/T/ALJN
15	Khurja Jn.	SE/T/KRJ

Jhansi Division		
	Location	**SE**
1	Jhansi	SSE/P.Way/N/JHS
2	Lalitpur	SSE/P.Way/S/LAR

Agra Division		
	Location	**SE**
1	Agra	SSE/P.Way/Agra Area
2	Palwal	SSE/P.Way/PWL
3	Kosikalan	SSE/P.Way/KSV

Part – II

Tower Wagons with Beats

Allahabad Division

S.	Depot	TW Type	Beat
1	CAR	4W Mark III	676/27-28 to 720/23-24
2	MZP	4W Mark III	720/23-24 to 769/19-20
3	MJA	4W Mark II	769/19-20 to 815/13-14
4	SFG	8W Mark II	815/13-14 to 850/1-2
5	SFG	4W Mark II	815/13-14 to 850/1-2
6	SRO	4W Mark II	850/12 to 915/17-18
7	FTP	4W Mark II	915/17-18 to 984/ 19-20
8	CNB/PSI	8W Mark III	984/19-20 to 1027/25-26
9	CNB	4W Mark II	984/19-20 to 1027/25-26
10	CNB	8W Mark II	984/19-20 to 1027/ 25-26
11	RRH	4W Mark II	1027/25-25 A to 1081 / 27-28
12	PHD	4W Mark II	1081/27-28 to 1137/ 25-26
13	ETW	4W Mark II	1137/25-26 to 1211/3-4
14	ETW	8W Mark II	1137/25-26 to 1211/3-4
15	TDL	4W Mark II	1211/5-6 to 1268/34-35
16	TDL	8W Mark	1211/5-6 to 1268/34-35
17	HRS	4W Mark II	1262/5-5 to 1313/1-2
18	ALJN	8W Mark II	1313/27-28 to 1349 /7-8
19	KRJ	4W Mark II	1349/7-8 to 1388/27-28
20	DER	4W Mark II	1388/27-28 to 1428/13

Jhansi Division

S.	Depot	Tower Car No	TW Type	Beat
1	DHO	NCR 1899	4W Mark	1262/15-16(Excl)to1305/8(incl) 8Excl to 1340/29-30(incl)
2	DBA	NCR 1885	4W Mark II	1054/5-6(Excl) to1192/15-16(Incl)
3	JHS	NCR 1898	4W Mark II	1111/1-2(Excl)to 1154/5-6(Incl)
4	BAB	NCR 1886	4W Mark II	1093/1-2(Incl.) to 1111/1-2
5	TBT	NCR 1871	4W Mark II	1055/34-35(Excl) to 1093/1-2
6	LAR	UR 7001	8W Mark II	977/1-2(Incl) to 1055/34-35(incl)
7	GWL	UR 7002	8W Mark II	1192/15-16(Excl) to1262/15-16
8	AGC (J)	8408	4W Mark II	1340/29-30 to 1350/7-8

Agra Division

S.	Depot	Tower Car No	TW Type	Beat
1	KSV	92879	4W Mark III	1429/5-6 to 1479/13-14
2	FTS	1869	4W Mark II	00 to 62/1
3	IDH	NCR 0001	4W Mark III	62/1 to 88/3, 1267/10 to 1250/35A

***

APPENDIX· F

Hints on First Aid

(1) Bleeding may vary in intensity from severe to slight.

Severe Hemorrhage: Comes from a torn artery or torn vein or both combined. Many large arteries and veins lie close together and are frequently injured together.

Blood from an artery in the systemic circulation is bright red. If the injured artery is near the skin, the blood spurts out in jets corresponding to the pulsation of the heart.

Blood from a vein is dark red. It flows in a steady continuous stream.

Arterial and venous hemorrhage combined usually gushes out from the depth of the wound.

Slight Hemorrhage: Comes usually from injured capillaries and may flow briskly in a continuous stream or merely ooze from all parts of the wound. This type of bleeding is much more easily controlled than severe hemorrhage.

(2) General rules for treatment of wounds accompanied by severe hemorrhage:-

(i) Place the patient in a suitable position i.e. in recumbent position;

(ii) Elevate the bleeding part, except in the case of a fractured limb;

(iii) Expose the wound, removing only whatever clothing may be necessary;

(iv) Do not disturb any blood clot already formed;

(v) Remove any foreign bodies which are visible and easily removed;

(vi) Apply direct pressure with the thumb or thumbs over a pad, if available, to the part of the wound from which the blood is coming, when a foreign body or projecting broken bone is present in the wound, press alongside it and not over it. If the bleeding point is not readily visible, grasp the whole wound area and squeeze it tightly. This will nearly always control the bleeding for a time, and by relaxing the grasp slowly, the bleeding points will be found so enabling pressure to be applied with the thumb.

(vii) Apply an antiseptic;

(viii) For thumb pressure substitute pressure as following:-

(a) When there is no foreign body or projecting broken bone- Apply a suitable sized dressing and pad over the wound, press them firmly down and bandage them firmly in position. Deep wound may need further pads on top of the first, thus pressing the dressing into the depth of the wound.

Ensure that pads projects well above the level of the skin in order to provide adequate pressure on the torn ends of the blood vessels.

(b) When foreign body which cannot be easily removed or a projecting broken bone is present in a wound:-

(i) When gauze or lint dressing are being used, cover the wound with the dressing and build up the pads around the wound to a sufficient heights to allow for pressure to be applied by the bandage without pressing on the foreign body or projecting bones.

(ii) When prepared sterile dressings and pads are being used, build them up in cone fashion around the wound to sufficient height to cover the wound and to allow for pressure to be applied by the diagonal bandage without pressing on the foreign body or projecting bone.

(c) In the case of wound involving fracture of the dome of the skull a ring pad must be used.

(ix) Bandage the pads firmly in position. When a foreign body or projecting broken bone is present in a wound, it may be advantageous to apply the bandage diagonally to prevent pressure on the foreign body or projecting broken bone. The bandage should not be applied more tightly than is sufficient to stop the bleeding. If blood still soaks through, apply further pads on top with a fresh bandage, but do not remove the original bandage and pads.

(x) If bleeding is not controlled by the application of direct pressure, apply a firm bandage round the limb few inches above the wound. It is preferable to use a rubber bandage about four feet long and about 2 inches wide with a tape attachment at the end for fastening. At the end of every 20 minutes, the bandage must be relaxed. If bleeding has not ceased, the bandage must be retightened. A note must be made of the application and time applied.

(xi) Where a limb has been amputated, no time should be wasted in attempting to apply direct pressure, but a constrictive bandage should be immediately applied a few inches above the stump wound.

(xii) When it is impossible to apply direct pressure successfully for the arrest of arterial hemorrhage as in the case of wound in the throat, high up in the arm, and high up in the thigh, it is necessary to apply indirect pressure to carotid, sub clavian, or femoral pressure points.

(xiii) Immobilize the injured part; when the wound is near a joint, immobilize is the joint.

(xiv) When bleeding has stopped - Keep the patient warm; give him plenty of fluids especially warm tea sweetened with sugar.

(3) In the limb fractures, to maintain some extension and give the maximum amount of immobilization, the method of choice is the well-padded splint or splints and when available, they should be used. If a leg is fractured, steady the limb by holding the ankle and place it in its natural position along with its fellow and do not let go until the splints have been fixed. Apply splints on the outer and inner sides of the leg reaching from above the knee to beyond the foot. If only one splint is available, place it on the outer side. Secure splints by bandages (a) above, (b) below, (c) immediately above the knee (d) round

the ankles and feet as a figure of 8(e) a broad bandage round the both knees.

(4) Treatment of all Fractures of the upper limb:

General Guidelines

Carefully remove the patient's coat or shirt, if possible

(a) Fractures of Arm bone (Humorous) :

(i) Place a pair of rolled Handkerchief in the Axilla lightly.

(ii) Bend the patient's elbow and lay the injured limb against his chest with the fingers just touching opposite shoulder.

(iii) Fix the hand in the position with a cuff and collar sling, taking care that there is no constriction at the wrist.

(iv) Secure the limb firmly to the Chest by 2 broad bandages one above and one below the fracture site.

(v) Replace the Shirt, Coat and button, if possible.

(b) Fracture around the elbow:-

(i) If elbow can be bent, strap arm to chest and support forearm in a triangular sling.

(ii) If elbow cannot be bent, strap arm and fore-arm to the side of the body in an extended position.

(iii) Transport the patient in recumbent position.

(c) Fractures of the fore-arm:-

(i) Place fore-arm at right angles to the upper arm and place it across the chest with thumb facing upwards and palm over the chest.

(ii) Roll a folded newspaper or other Magazine round the fore-arm, if splint is not available. The splint newspaper should be from the elbow to the fingers.

(iii) Apply one bandage above the fracture and the other over the wrist, first round it and then as a figure of 8 including the wrist and hand.

(iv) Support the limb by a broad arm sling.

5. <u>Burns and Scalds</u>:

General Rules for treatment of Burns and Scalds.

(1) Do not remove clothing and do not break blisters.

(2) Wrap patient in a Clean cloth.

(3) Cover burnt area with sterile or clean dressing and apply bandage. In case of burns covering a large part of the body it is sufficient to cover the area with the clean sheet or towel.

(4) Keep a patient warm but do not overheat.

(5) If the hand arc involved keep them above the level of the victim's heart.

(6) Keep burnt feet or legs elevated.

(7) If patient's face is burnt, make him sit up or prop him up and keep him under observation for breathing difficulty. If respiratory problems develop, open airway must be maintained.

(8) Liberally apply ice/cold water or immerse the burnt area in ice/cold water as cold will reduce the intensity of burns.

(9) Give large quantities of warm fluids, preferably weak tea sweetened with sugar. If medical help or trained Ambulance personnel cannot reach, the scene for an hour or more, and if the victim is conscious and not vomiting, give a weak solution of salt and soda at the site and en-route. One level teaspoonful of salt and half level teaspoonful of baking soda to be dissolved in water which is neither hot nor cold. Allow the patient to sip slowly. Give about 4 ounces to adult over a period of 15 minutes, 2 ounces to a child between 1 to 12 years of age and about one ounce to an infant. Discontinue the fluid if vomiting occurs.

(10) Saturate the area, clothing included, with warm alkaline solution (two teaspoonful of baking soda to one pint of sterile water at body temperature). This treatment will relieve pain and there by minimize shock.

(11) Cover the area with prepared sterile dressing soaked in a similar solution and keep them moist with the solution. If the above solution is not available, cover the area with prepared sterile dressings.

6. Unconsciousness:-

(1) In case of asphyxia, perform artificial respiration.

(2) If the breathing is present, lay the patient on his back with his head turned to one side and if necessary, press forward the angle of his jaw so that his tongue does not impede respiration by failing back.

(3) Undo all tight clothing about the neck, chest and waist.

(4) Ensure an abundance of fresh air by opening windows and doors, keep back the crowd, remove from harmful gases or impure atmosphere.

(5) Adopt the special treatment for the condition which has caused the insensibility.

(6) Remove the patient to shelter in a recumbent position, as soon as possible.

(7) Give no food or fluids whatever by mouth while the patient is insensible.

(8) Do not leave the patient until he has been placed in the charge of another responsible person.

(9) When the patient returns to consciousness, water may be given to drink in sips. If the pulse is feeble, give hot strong tea or coffee sweetened with sugar, unless hemorrhage is apparent or hemorrhage from an internal organ is suspected.

(10) A desire to sleep should be encouraged except in cases of poisoning by drugs taken to relieve pain or to induce sleep.

7. <u>Electric Shock:</u>-

(1) Switch ‘off’ the source of current immediately while taking care to prevent from

receiving shock yourself. If no means of protection are at hand, drag the patient away by means of dry rope or stick or by giving a strong kick to the patient using rubber or wood or PVC shoes.

(2) If breathing or heart beat has stopped, start external cardiac massage & artificial respiration which should be carried out for a fairly long time.

(3) If shock is severe, wrap the patient in warm blankets.

(4) Do not allow patient to exert physically ,or mentally in any way, however slight the shock may be and no matter how well the patient looks and feels.

(5) Evacuate speedily to the nearest hospital.

APPENDIX – G

Ex-gratia payment to victims and compensation payable for death and inquries

1. The amount of ex-gratia relief payable to the dependents of dead and injured bona fide passengers involved in train accidents or untoward incidents as defined under section 124 and 124-A of Railway Act, 1989 should be as under:-

(i)	In case of death	₹15,000
(ii)	In case of grievous injuries-	
a.	Upto 30 days of hospitalization	₹ 5000
b.	Upto further 6 months of hospitalization	₹ 1000 per week or part there of the period for indoor treatment.
c.	Upto further 6 months of hospitazation	₹ 500 per week or part there of the period for indoor treatment

2. No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.

3. The amount of ex-gratia relief admissible to road users, who meet with an accident due to Railway's prima-facie liability at manned level crossings, would be as follows:-

(i)	In case of death	₹ 6,000
(ii)	Grievous injuries	₹ 2,500
(iii)	Simple injuries	NIL

4. In case of Road users who are dead or injured at manned level crossings, such payments will be counted towards the amount of compensations payable, if action is tonable against the Railways under the **"Law of Torts"** and award is actually granted by a court of law.

5. Ex-gratia payment should also be made to Railway servants killed or injured by a moving train while performing their duty, for example- Gangman working on track run over accidently by a moving train.

6. Payments should be sanctioned/ arranged preferably on the spot by a Senior Scale or Higher Officer nominated by the General Manager, after making such enquiries as can be reasonably made on the spot after immediate needs by way of medical attendance etc. to injured persons are attended to.

7. 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 formal claims for compensation.

******

APPENDIX - H

Extract from Indian Railways Act 1989

Chapter III.

COMMISSIONER OF RAILWAY SAFETY

Section-5 :Appointment of Chief Commissioner of Railway Safety and Commissioners of Railway Safety. Duties of Commissioner:

The Central Government may appoint a person to be the Chief Commissioner of Railway Safety and such other persons as it may consider necessary to be the Commissioners of Railway Safety.

Section-6: The Commissioner shall-

(a) Inspect any Railway with a view to determine whether it is fit to be opened for the public carriage of passengers and report thereon to the Central Government as required by or under this Act;

(b) make such periodical or other inspections of any Railway or of any rolling stock used thereon as the Central Government may direct;

(c) make an inquiry under this Act into the cause of any accident on a Railway and

(d) discharge such other duties as are conferred on him by or under this Act.

Section-7: Powers of Commissioner:

Subject to the control of the Central Government, the Commissioner, whenever it is necessary to do so for any of the purposes of this Act, may-

(a) enter upon and inspect any Railway or any rolling stock used thereon;

(b) by order in writing addressed to a Railway Administration, require the attendance before him of any Railway servant and to require answers or returns to such inquiries as he thinks fit to make from such Railway servant or from the Railway Administration; and

(c) require the production of any book, document or material object belonging to or in the possession or control of any Railway Administration which appears to him to be necessary to inspect.

Section-9: Facilities to be afforded to Commissioners:

A Railway Administration shall afford to the Commissioner all reasonable facilities for the discharge of the duties or for the exercise of the powers imposed or conferred on him by or under this Act.

Chapter IV,

Construction and Maintenance of Works

Section-14: Temporary entry upon land to remove obstruction, to repair or to prevent accident.

(1) Where in the opinion of a Railway Administration-

(a) there is imminent danger that any tree, post or structure may fall on the railway so as to obstruct the movement of rolling stock; or

(b) any tree, post, structure or light obstructs the view of any signal provided for movement of rolling stock; or

(c) any tree, post or structure obstructs any telephone or telegraph line maintained by it, it may take such steps as may be necessary to avert such danger or remove such obstruction and submit a report thereof to the Central Government in such manner and within such time as may be prescribed.

(2) Where in the opinion of a Railway Administration-

(a) a slip or accident has occurred; or

(b) there is apprehension of any slip or accident to any cutting, embankment or other work on a Railway,

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

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

Chapter V

OPENING OF RAILWAYS

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

(a) the Railway servant In charge of the works undertaken by reason of the accident has certified in writing that the opening of the restored lines of rails and works, or of the temporary diversion will not in his opinion be attended with danger to the public; and

(b) a notice of the opening of the lines of rails and works or the diversion shall be sent immediately to the Commissioner.

Chapter VIII

Carriage of Passengers

Section-56: Power to refuse to carry persons suffering from infectious or contagious diseases:-

(1) A person suffering from such infectious or contagious diseases, as may be prescribed, shall not enter or remain in any carriage on a Railway or travel in a train without the permission of a Railway servant authorised in this behalf.

(2) The Railway servant giving permission under Sub-section (1), shall arrange for the separation of the person suffering from such diseases from other persons in the train and such person shall be carried in the train subject to such other conditions as may be prescribed.

(3) Any person who enters or remains in any carriage or travels in a train without permission as required under Sub-section (1) or in contravention of any condition prescribed under Sub-section (2), such person and a person accompanying him shall be liable to the forfeiture of their passes or tickets and removal from Railway by any Railway servant.

Section 60 - Power to make rules in respect of matters in this Chapter:-

(1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:-

(a) the convenience and accommodation (including the reservation of seats or berths in trains) to passengers;
(b) the amount of refund for the cancellation of a ticket;
(c) the circumstances under which change of names of passengers, having reserved seats or berths, may be permitted;
(d) the carriage of luggage and the conditions subject to which luggage may be kept in the cloak rooms at the stations;
(e) diseases which are infectious or contagious;
(f) the conditions subject to which a railway administration may carry passenger suffering from infectious or contagious diseases and the manner in which carriages used by such passengers may be disinfected;
(g) generally, for regulating the travelling upon, and the use, working and management of the Railways.

(3) Any rule made under this section may provide that a contravention thereof shall be punishable with fine which shall not exceed five hundred rupees.

(4) Every Railway administration shall keep at every station on its Railway a copy of all the rules made under this section and shall also allow any person to inspect it free of charge.

Chapter XII

Accidents

Section 113 - Notice of railway accident.-

(1) Where, in the course of working a Railway, -

a) any accident attended with loss of any human life, or with grievous hurt, as defined in the Indian Penal Code, 45 of 1860 or with such serious injury to property as may be prescribed; or

b) any collision between trains of which one is a train carrying passengers; or

c) the derailment of any train carrying passengers, or of any part such train; or 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

d) any accident of any other description which the Central Government may notify in this behalf in the Official Gazette,

occurs, the Station Master of the station nearest to the place at which the accident occurs or where there is no Station Master, the Railway servant in charge of the section of the Railway on which the accident occurs shall, without, delay, give notice of the accident to the District Magistrate and Superintendent of Police, within whose jurisdiction the accident occurs, the officer in charge of the police station within the local limits of which the accident occurs and to such other Magistrate or police officer as may be appointed in this behalf by the Central Government.

(2) The Railway administration within whose jurisdiction the accident occurs, as also the Railway administration to whom the train involved in the accident

belongs, shall without delay, give notice of the accident to the State Government and the Commissioner having jurisdiction over the place of the accident.

Section 114 -Inquiry by Commissioner.-

(1) On the receipt of a notice under Section 113 of the occurrence of an accident to a train carrying passengers resulting in loss of human life or grievous hurt causing total or partial disablement of permanent nature to a passenger or serious damage to Railway property, the Commissioner shall, as soon as may be, notify the Railway administration in whose jurisdiction the accident occurred of his intention to hold an inquiry into the causes that led to the accident and shall at the same time fix and communicate the date, time and place of inquiry;

Provided that it shall be open to the Commissioner to hold an inquiry into any other accident which, in his opinion, requires the holding of such an inquiry.

(2) If for any reason, the Commissioner is not able to hold an inquiry as soon as may be after the occurrence of the accident, he shall notify the Railway administration accordingly.

Section 115 -Inquiry by railway administration.-

Where no inquiry is held by the Commissioner under Sub-section (1) of Section 114 or where the Commissioner has informed the Railway administration under Sub-section (2) of that section that he is not able to hold an inquiry, the Railway administration within whose jurisdiction the accident occurs, shall cause an inquiry to be made in accordance with the prescribed procedure.

Section 116 - Powers of Commissioner in relation to inquiries. -

(1) For the purpose of conducting an inquiry under this Chapter into the causes of any accident on a Railway, the Commissioner shall, in addition to the powers specified in Section 7, have the powers as are vested in a civil court while trying a suit under the Code of Civil Procedure, 5 of 1908, in respect of the following matters, namely :-

(a) summoning and enforcing the attendance of persons and examining them on oath;

(b) requiring the discovery and production of documents;

(c) receiving evidence on affidavits;

(d) requisitioning any public record or copies thereof from any court or office;

(e) any other matter which may be prescribed.

(2) The Commissioner while conducting an inquiry under this Chapter shall be deemed to be a Civil Court for the purposes of Section 195 and Chapter XXVI of the Code of Criminal Procedure, 2 of 1974.

Section 117 - Statement made before Commissioner. - No statement made by a person in the course of giving evidence in an inquiry before the Commissioner shall subject him to, or be used against him in, any civil or criminal proceeding, except a prosecution for giving false evidence by such statement:

Provided that the statement is -

(a) made in reply to a question which is required by the commissioner to answer, or

(b) relevant to the subject-matter of the inquiry.

Section 118 - Procedure etc. - Any railway administration or the Commissioner conducting an inquiry under this Chapter may send notice of the inquiry to such persons, follow such procedure, and prepare the report in such manner as may be prescribed.

Section 119 - **No inquiry investigation etc. to be made if the Commission of Inquiry is appointed -** Notwithstanding anything contained in the foregoing provisions of this Chapter, where a Commissioner of Inquiry is appointed under the Commissioner of Inquiry Act, 1952 (3 of 1952), to inquire into an accident,· any inquiry, investigation or other proceeding pending in relation to that accident shall not be proceeded with, and all records or other documents relating to such inquiry shall be forwarded to such authority as may be specified by the Central Government in this behalf.

Section 120 -Inquiry into accident not covered by Section 113 - Where any accident of the nature not specified in Section 113 occurs in the course of working a Railway, the Railway administration within whose jurisdiction the accident occurs, may cause such inquiry to/be made into the causes of the accident, as maybe prescribed.

Section 121- Returns - Every Railway administration shall send to the Central Government, a return of accidents occurring on its Railway, whether attended with injury to any person or not, in such form and manner and at such intervals as may be prescribed.

Section 122 - Power to make rules in respect of matters in this Chapter-

(1) the Central Government may, by notification, make rules to carry out the purposes of this Chapter.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:-

(a) the injury to property which shall be considered serious under clause (a) of sub-section (1) of Section 113;

(b) the forms of notice of accidents to be given under Section 113 and the particulars of the accident such notices shall contain;

(c) the manner of sending the notices of accidents, including the class of

accidents to be sent immediately after the accident;

(d) the duties of the Commissioner, Railway administration, Railway servants, Police officers and Magistrates on the occurrence of an accident; .

(e) the persons to whom notices in respect of an inquiry under this Chapter are to be sent, the procedure to be followed in such inquiry and the manner in which a report of such inquiry shall be prepared;

(f) the nature of inquiry to be made by a Railway administration into the causes of an accident under Section 120;

(g) the form and manner of sending a return of accidents by a Railway administration under Section 121.

Chapter XIII

Liability of Railway administration for death and injury to passengers due to accidents

Section 123 –

Definitions -In this Chapter, unless the context otherwise requires-

a) "Accident" means an accident of the nature described in Section 124;

b) "dependant", means any of the following relatives of a deceased passenger, namely:-

i) the wife, husband, son and daughter, and in case the deceased passenger is unmarried or is a minor, his parent;

ii) the parent, minor brother or unmarried sister, widowed sister, widowed daughter-in-law and a minor child of a predeceased son, if dependant wholly or partly on the deceased passenger,

iii) a minor child of a pre-deceased daughter, if wholly dependant on the deceased passenger;

(iv) the paternal grand parent wholly dependant on the deceased passenger.

c) “Untoward Incident” means –

1.i) the commission of a terrorist act within the meaning of sub-section (1) of section 3 of the Terrorist and Disruptive Activities (Prevention) Act, 1987 (28 of 1987); or

ii) the making of a violent attack or the commission or robbery or dacoity ; or

iii) the indulging in rioting, shoot-out or arson, by any person in or on any train carrying passengers or in a waiting hall, cloak room or reservation or booking office or on any platform or in any other place within the precincts of a Railway station; or

2. the accidental falling of any passenger from a train carrying passengers.

Section 124 : Extent of liability:- When in the course of working a railway, an accident occurs, being either a collision between trains of which one is a train carrying passengers of the derailment of or other accident to a train or any part of a train carrying passengers, then whether or not there has been any wrongful act, neglect or default on the part of the Railway administration such as would entitle a passenger who has been injured or has suffered a loss to maintain an action and recover damages in respect thereof, the Railway administration shall, not withstanding anything contained in any other law, be liable to pay compensation to such exigent as may be prescribed and to that extent only for loss occasioned by the death of a passengers, dying as a result of such accident, and for personal injury and loss, destruction, damage or deterioration of goods owned by the passenger and accompanying him in his compartment or on the train, sustained as a result of such accident.

Explanation – For the purpose of this section 'Passenger' includes a Railway servant on duty.

Section 125 - Application for compensation-

(1) An application for compensation under Section 124 may be made to the Claims Tribunal-

a) by the person who has sustained the injury or suffered any loss, or

b) by any agent duly authorized by such person in this behalf, or

c) where such person is a minor, by his guardian, or

d) where death has resulted from the accident by any dependant of the deceased or where such a dependant is a minor, by his guardian.

(2) Every application by a dependant for compensation under this section shall be for the benefit of every other dependant.

Section 126 - Interim relief by Railway administration-

(1) Where a person who has made an application for compensation under Section 125 desires to be paid interim relief, he may apply to the Railway administration for payment of interim relief along with a copy of the application made under that section.

(2) Where, on the receipt of an application made under Sub-section (1) and after making such inquiry as it may deem fit, the Railway administration is satisfied that circumstances exist which require relief to be afforded to the applicant immediately, it may, pending determination by the Claims Tribunal of the actual amount of compensation payable under Section 124 pay to any person who has sustained the injury or suffered any loss, or where death has resulted from the accident. to any dependant of the deceased, such sum as it considers reasonable for affording such relief, so however, that the sum paid shall not exceed the amount of compensation payable at such rates as may be prescribed.

(3) The Railway administration shall, as soon as may be, after making an order regarding payment of interim relief under Sub-section (2) send a copy thereof to the Claims Tribunal.

(4) Any sum paid by the Railway administration under Sub-section (2) shall be taken into account by the Claims Tribunal while determining the amount of compensation payable.

Section 127 - Determination of compensation in respect of any injury or loss of goods-

(1) Subject to such rules as may be made, the rates of compensation payable in respect of any injury shall be determined by the Claims Tribunal.

(2) The compensation payable in respect of any loss of goods shall be such as the Claims Tribunal may, having regard to the circumstances of the case, determine to be reasonable.

Section 128 : Saving as to certain rights -

(1) The right of any person to claim compensation under Section 124 shall not affect the right of any such person to recover compensation payable under the Workmen's Compensation Act, 1923 (8 of 1923), or any other law for the time being in force; but no person shall be entitled to claim compensation more than once in respect of the same accident.

(2) Nothing in Sub-section (1) shall affect the right of any person to claim compensation payable under any contract or scheme providing for payment of compensation for death or personal injury or for damage to property or any sum payable under any policy of insurance.

Section 129 - Power to make rules in respect of matters in this Chapter-

(1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:-

(a) The compensation payable for death;

(b) The nature of the injuries for which compensation shall be paid and the amount of such compensation.

Chapter XV
Penalties and offences

Section 145 - Drunkenness or nuisance -If any person in any railway carriage or upon any part of a railway -

a) is in a state of intoxication; or

b) commits any nuisance or act of indecency or uses abusive or obscene language; or

c) willfully or without excuse interfered with any amenity provided by the Railway administrations so as to affect the comfortable travel of any passenger, he may be removed from the Railway by any Railway servant and shall, in addition to the forfeiture of his pass or ticket, be punishable with imprisonment which may extend to six months and with fine which may extend to five hundred rupees:

Provided that in the absence of special and adequate reasons to the contrary to be mentioned in the judgment of the court, such punishment shall not be less than-

a) a fine of one hundred ₹ in the case of conviction for the first offence; and

b) Imprisonment of one month and a fine of two hundred and fifty ₹, in the case of conviction for second or subsequent offence.

Section 146 :- Obstructing railway servant in his duties :- If any person willfully obstructs or prevents any railway servant in the discharge of his duties, he shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to one thousand ₹, or with both.

Section 150 - Maliciously wrecking or attempting to wreck a train -

(1) Subject to the provisions of Sub-section (2), if any person unlawfully, -

(a) puts or throws upon or across any railway, any wood, stone or other matter or thing; or

(b) takes up, removes, loosens or displaces any rail, sleeper or other matter or things belonging to any railway; or

(c) turns, moves, unlocks or diverts any points or other machinery belonging to any railway; or

(d) makes or shows, or hides or removes, any signal or light upon or near to any railway; or

(e) does or causes to be done or attempts to do any other act or thing in relation to any railway with intent or with knowledge that he is likely to endanger the safety of any person travelling on or being upon the railway, he shall be punishable with imprisonment for life, or with rigorous imprisonment for a term which may extend to ten years:

Provided that in the absence of special and adequate reasons to the contrary to be mentioned in the judgment of the court, where a person is punishable with rigorous imprisonment, such imprisonment shall not be less than –

(a) three years in the case of a conviction for the first offence; and

(b) seven years, in the case of conviction for the second or subsequent offence.

(2) If any person unlawfully does any act or thing referred to in any of the clauses of Sub-section (1)-

(a) with intent to cause the death of any person and the doing of such act or thing causes the death of any person; or

(b) with knowledge that such act or thing is so imminently dangerous that it must in all probability cause the death of any person or such bodily injury to any person as it likely to cause the death of such person, he shall be punishable with death or imprisonment for life.

Section 151 - Damage to or destruction of certain Railway properties –

(1) If any person, with intent to cause, or knowing that he is likely to cause damage or destruction to any property of a Railway referred to in Sub-section (2), causes by fire, explosive substance or otherwise, damage to such property or destruction of such property, he shall be punishable with imprisonment for a term which may extend to five years, or with fine, or with both.

(2) The properties of a railway referred to in Sub-section (1) are railway track, bridges, station buildings and installation, carriages or wagons, locomotives, signalling telecommunications electric traction and block equipments and such other properties as the Central Government being of the opinion that damage thereto or destruction thereof is likely to endanger the operation of a Railway, may, by notification, specify.

Section 152 - Maliciously hurting or attempting to hurt persons travelling by Railway -If any person unlawfully throws or causes to fall or strike at against into or upon any rolling stock forming part of a train, any wood, stone or other matter or thing with intent, or with knowledge that he is likely to endanger the safety of any person being in or upon such rolling stock or in or upon any other rolling stock forming part of the same train, he shall be punishable with imprisonment for life, or with imprisonment for a term which may extend to ten years.

Section 153 - Endangering safety of persons travelling by Railway by willful act or omission -If any person by any unlawful act or by any willful omission or neglect, endangers or causes to be endangered the safety of any person travelling on or being upon any Railway, or obstructs or causes to be obstructed or attempts to obstruct any rolling stock upon any Railway, he shall be punishable with imprisonment for a term which may extend to five years.

Section 154 - Endangering safety of persons travelling by Railway by rash or negligent act or omission -If any person in a rash and negligent manner does any act, or omits to do what he is legally bound to do, and the act or omission is likely to endanger the safety of any person travelling or being upon any Railway, he shall be punishable with imprisonment for a term which may extend to one years, or with fine, or with both.

Section 156 - Travelling on roof, step or engine of a train - if any passenger or any other person, after being warned by a Railway servant to desist, persists in travelling on the roof, step or footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers he shall be

punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees, or with both and may be removed from the Railway by any Railway servant.

Section 160 - Opening or breaking a level crossing gate-

(1) If any person, other than a Railway servant or a person authorised in this behalf, opens any gate or chain or barrier set up on either side of a level crossing which is closed to road traffic, he shall be punishable with imprisonment for a term which may extend to three years.

(2) If any person breaks any gate or chain or barrier set up on either side of a level crossing which is closed to road traffic, he shall be punishable with imprisonment for a term which may extend to five years.

Section 161 - Negligently crossing unmanned level crossing -If any person driving or leading a vehicle is negligent in crossing an unmanned level crossing, he shall be punishable with imprisonment which may extend to one year.

Explanation: For the purpose of this section,"negligence" in relation to any person driving or leading a vehicle in crossing an in manned level crossing means the crossing by such person

(a) without stopping or caring to stop the vehicle near such Railway crossing to observe whether any approaching rolling stock is in sight, or

(b) even while an approaching rolling stock is in sight.

Section 172 - Penalty for intoxication. -If any Railway servant is in a state of intoxication while on duty, he shall be punishable with fine which may extend to five hundred rupees and when the performance of any duty in such state is likely to endanger the safety of any person travelling on or being upon a Railway, such railway servant shall be punishable with imprisonment for a term which may extend to one year, or with fine, or with both.

Section 173 - Abandoning train, etc., without authority. - If any Railway servant, when on duty, is entrusted with any responsibility connected with the running of a train, or of any other rolling stock from one station or place to another station or place, and he abandons his duty before reaching such station or place without authority or without properly handing over such train or rolling stock to another authorized Railway servant, he shall be punishable with imprisonment for a term which may extend to two years, or with fine which may extend to one thousand ₹ or with both:

Section 174 - Obstructing running of train, etc. -If any railway servant (whether on duty or otherwise) or any other person obstructs or causes to be obstructed or attempts to obstruct any train or other rolling stock upon a railways.-

a) by squatting or picketing or during any rail roko agitation or bandh, or

b) by keeping without authority any rolling stock on the railway; or
by tampering with, disconnecting or interfering in any other manner with its

hose pipe or tampering with signal gear or otherwise, he shall be punishable with imprisonment for a term which may extend to two years, or with fine which may extend to two thousand ₹ or with both.

Section 175 - Endangering the safety of persons. -If any railway servant, when on duty, endangers the safety of any person-

(a) by disobeying any rule made under this Act, or

(b) by disobeying any instruction, direction or order under this Act or the rules made there under, or

(c) by any rash or negligent act or omission, he shall be punishable with imprisonment for a term which may extend to two years, or with fine which may extend to one thousand ₹, or with both.

Section -176 - Obstructing level crossing. -If any railway servant unnecessarily-

a) allows any rolling stock to stand across a place where the railway crosses a public road on the level; or

b) keeps a level crossing closed against the public, he shall be punishable with fine which may extend to one hundred ₹.

Section 181 - Magistrate having jurisdiction under the Act - Notwithstanding anything contained in the Code of Criminal Procedure, 2 of 1974, no court inferior to that of a Metropolitan Magistrate or a Judicial Magistrate of the first class shall try an offence under this Act.

****

APPENDIX – I

Medical record of injuries sustained by passengers involved in accidents.

Accident Registers :

(a) Particulars of injuries sustained by passengers and Railway servants involved in accidents must be entered up as soon as possible in an Accident Register to be maintained on the prescribed form in every Railway hospital and dispensary. Separate sections of the register must be earmarked for Railway employees, families of Railway employees and members of the general public.

(b) Entries in Accident Register must be made as soon as possible after the patient is seen for the first time; any additional information available later on must similarly be recorded at the first opportunity.

(c) If a person claims that he is injured but clinical examination shows no sign of injury, an entry to this effect must be made in Accident Register. The case must at the same time be referred, in the case of Railway employees to the Divisional or Assistant Medical Officer, and in the case of others to any suitable non-Railway hospital.

Special injury case sheets :

(a) A day-to-day record of the progress of every injured person attended to in a Railway hospital or dispensary must be maintained in the form of special injury case sheets, which must be numbered in accordance with the serial number allotted to the patient in the daily attendance register.

(b) Injury case sheets must be preserved for ten years and must not be handed over to the patient.

APPENDIX – J

Distinction between Magisterial and Judicial inquiries in accident cases

stage upto which disciplinary action can be continued in accident and other cases in which prosecution may be launched.

1. An inquiry conducted by Magistrate under rule 22 is limited in its scope to determining the causes which led to the accident. If the evidence collected by the Magistrate in the course of such an inquiry discloses that an offence has been committed by any person who should be trial for being criminally liable for the accident, the Magistrate has under the rule 24 to take steps for a judicial inquiry. A judicial inquiry only means the prosecution and trial of a person who is alleged to be criminally responsible for the accident.

2. Under section 190 of the Criminal Procedure Court takes cognizance of an offence upon receiving a complaint of facts which constitute the offence or upon a police report or upon information received from any person other than a Police Officer or upon his own knowledge or suspicion that such as offence has been committed. Therefore, once a court has taken a cognizance of an offence either upon a complain or upon a police report, all departmental proceedings for disciplinary action against the accused responsible for the accident should be suspended.

   The departmental proceedings can be continued only so long as the court has not taken cognizance of the offence.

* * * * *

APPENDIX – 'K'

PROFORMA FOR ACCIDENT REPORT

N.C.R. **Genl. 79**

(1)

Class…….

1.	Kilometrage at which the accident occurred and name of the nearest station to the spot.	Kilometrage …… Station …….
2.	Date and time of accident	Date……. Time…….
3.	No. and description of train.	
4.	Name of Loco Pilot	
5.	Engine No. class.	
6.	Speed of train	
7.	State if accident occurred on straight road or curve; on level or on grade whether it was with or against train.	
8.	Weather conditions and visibility	
9.	**Description of Accident.**	

(2)

10. **Sketch of the site of accident**

(3)

11. **Probable cause of accident**

12. (a) Number of persons killed ……..
(b) Particulars of persons killed……..

Name	Sex	Age	Profession	Address	Particulars of ticket held	How dead body was disposed off	List of property and how disposed off

13. (a) Number of persons injured …….

(b) Particulars of injured persons…….

Name	Sex	Age	Profession	Address	Particulars of ticket held	Whether Injury Grievous or minor	How Dealt with

14.	In case of dead bodies or injured persons found on line within station limits-	
	(a) State in what position body was lying and give details for any apparent injury to the body or other circumstances which may have caused death or injury. (b) Whether passenger, Railway servant, trespasser or suicide?	
15.	If persons run over- (a) Did the engine crew see the persons.	
	(b) Was the Loco Pilot view at the site of the accident obstructed.	
	(c) Was it daylight or dark at the time.	
	(d) If it was not definitely known by what train the person had seen run over, was the running shed Foreman at both ends of the engine run told to examine engines for traces of blood marks, or other evidence.	
16.	In case of damage to Railway property, the estimated cost of damage-	To Permanent way ₹ …..…… To Locomotive ₹ ……..... To Rolling stock ₹ ……..... To other Railway Property ₹.....……
17.	In case of damages to vehicles – (a) Individual No. of vehicles damaged, extent of damage.	
	(b) Position of vehicle or vehicles in relation to engine.	
	(c) How disabled vehicles were disposed 'off'	

18	In case of obstruction line, cattle run over etc.	
	(a) What was the cause of obstruction?	
	(b) Did it appear willful or accidental?	
	(c) Is any one suspected ?	
	(d) Was the line fenced ? If so, the state of fencing	
	(e) Was the engine fitted with cow-catcher or cattle guard ?	
	(f) Has the obstruction being removed?	
19	In case of train parting, broken tyres, wheels, axles, rails, hot axles, fire in trains-	
	(a) How far was vehicle from engine?	
	(b) How many vehicles were on the train?	
	(c) Was engine fitted with a spark arrester, if so, pattern?	
	(d) What was the cause of the breakage of tyres, wheels axles and rails?	
	(e) In case of persons falling out or fires etc. in passenger trains state, if Alarm chain was pulled.	
20.	In case of derailments trains put on a wrong line, collisions etc -	
	(a) State whether points and signals were properly fastened or set in the right direction, and signals respected, also whether lights were visible flags properly exhibited etc.	
	(b) State if points or signals were interlocked.	
21,	In case of averted collisions state-	
	(a) Load of train	
	(b) Number of vacuum/ Air braked-vehicles	
	(c) Speed of train when obstruction or danger was observed.	
	(d) Distance from engine to obstruction when latter was first observed.	
	(e) Time and visibility.	

22.	In case of vehicles run away from station, state how the vehicles were fastened and how they broke adrift.	
23.	Detentions to trains affected and further probable detention.	
24.	How long was road blocked and to what extent?	
25.	If transhipment was necessary, what arrangements were made?	
26.	What system of block working is in force and was everything regular? If not give details.	
27.	Measures taken to re-establish traffic.	
28.	Time assistance sent for and time arrived.	
29.	Cause of delay, if any, in getting assistance.	
30.	Action taken in regard to staff considered responsible.	

No……20

Forward to the …….. for information in continuation of.....

..... station ……Signature

……..…….Designation

APPENDIX – L

PROFORMA FOR ACCIDENT ENQUIRY REPORT

(1)

NCR **O.P.336/T.M.336**

Proceedings of an official enquiry held at …….on …….200……to inquire into the particulars of an accident which occurred at …….on …….

COMMITTEE

Name	Designation	Headquarters
President		
Member		
Do		
Do		
Do		
Do		
Do		

ALSO PRESENT

Name	Designation	Headquarters

DOCUMENTS ACCOMPANYING

i.	
ii.	
iii.	
iv.	
v.	
vi.	
vii.	

President

(2)

Particulars of Accident

1. Class…….. 2. Date……..3.Time……

At…….station

4. Locality or between……..……and…….…… stations at Km.....

5. No. and description of train……..……..

6.. Engine No. and class……

7. Number of persons killed……..……injured……..……..

8. Number of vehicles on train……..…Coaching……Goods……

9. Marshalling order of train……..

Description of site of Accident

Description of Accident

President _____

(3)

PREAMBLE

…….Member …….Member

…….Member …….Member

_____President

(4)

FINDING

We the undersigned, have carefully considered all the evidence and find as follows -

…….Member …….Member

…….Member …….Member

_____President

(5)

RIDER

…….Member …….Member

…….Member …….Member

_____ President

(6)

RECOMMENDATIONS

…….Member …….Member

…….Member …….Member

_____ President

(7)

List of Damages

Nature	Estimated Cost
To permanent way	Total ₹ …….
To Locomotive	Total ₹ …….
To Rolling - Stock	Total ₹ …….
To other Railway Property	Total ₹ …….

Grand Total ₹ …….

…….....President

(8)

List of witnesses examined		
Name	Designation	Headquarters

Certified that the rules regarding holding of accident enquiries were carefully studied by the committee before taking down evidence at this inquiry.

Further certified that all the witnesses were warned at the outset that if they gave untruthful or false evidence they would render themselves liable to disciplinary action.

…….President

(9)

Statement of ……..…….

Son of ……..……..

Rank…….Station…….age…….years,……

Service……..……years.

Rate and scale of pay……..…….

APPENDIX – M

PROFORMA FOR ACCIDENT LOG

Accident to ……at……..on……

Preliminary

1.	Time, date and kilometrage of accident.	
2.	Nature of accident	
3.	Weather condition at time of accident……..	
4.	Steps taken for protection of train	
5.	Estimated number of passengers in train at time of accident.	
6.	Names of Loco Pilot and Guard and number and class of engine.	
7.	Whether Guard was in possession of First–aid Box, Tool Box, Field Telephone and Fire Extinguisher	
8.	Whether engine headlights were in working order.	
9.	Whether tail-lamps and side-lights were in working order.	
10.	Time train left last station and time due at next station.	
11.	Action taken by 'Control' and Station Master on either end of Block Section when excessive delay in arrival train was noticed.	
12.	Time 'Control' informed of accident and by whom.	
13.	Station which first received information of accident, source of information and time of receipt	
14.	Time accident message issued by Station Master.	
15.	In case of sabotage or suspected sabotage details of broken material found and other relevant evidence.	
16.	Probable cause of accident.	

Relief Arrangements

17.	Nature of assistance asked for in, accident message.	
18.	Action taken by Station Master to arrange medical relief.	
19.	Action taken by 'Control' to arrange medical relief.	
20.	Time at which first qualified medical aid received.	
21.	Particulars of non–railway practitioners who rendered medical aid.	
22.	Stations from where accident chests or other medical aid procured.	
23.	Time Railway doctors received advice of accident.	
24.	Time at which accident wire received at Headquarters stations of relief train/medical van.	
25.	Time relief train medical-van left headquarters station.	
26.	Time relief train/medical van arrived at site of accident.	
27.	Reasons for any delay in arrival of relief train/medical-van.	
28.	Arrangements made for removal of injured persons to hospital.	

Causalties

29.	Position and condition of coaches from which dead and injured were taken out (sketch to be given where possible).	
30.	Number of passengers killed and injured, respectively.	
31.	Particulars of passengers killed.	
	(i) Name and address	
	(ii) Name and address of next of kin	
	(iii) Particulars of ticket held.	
	(iv) How dead body disposed off.	
	(v) Details of belongings and luggage and how disposed off (This list must be signed by a responsible Police official.)	

32.	Particulars of passengers injured.	
	(i) Name and address	
	(ii) Name and address of next of kin	
	(iii) Particulars of ticket held.	
	(iv) Nature of injuries sustained.	
	(v) Nature of first–aid rendered	
	(vi) Whether allowed to proceed onward to destination or sent to hospital. (This list must be signed by the doctor attending injured persons.)	
33.	Particulars of Railway servants killed and injured should be made out on the line indicated in items 31 and 32).	
34.	Estimated cost of damage to – Permanent way Locomotive Rolling stock Other Railway property	

Miscellaneous

35.	Time clearing operation completed.	
36.	Time track made over to traffic and duration of block.	
37.	Particulars of transhipment arrangements made.	
38.	Names of civil and police officials who examined the site and time of their arrival.	
39.	Names of Railway officials who visited the site of accident and the times of their arrival and departure.	
40.	Other relevant information.	

APPENDIX – N

Proforma for Detailed Report to the Railway Board

No.		Date:	
Category of Accident:		Class of Accident:	
1	Date and Time of accident		
2	Division		
3	Section		
4	Block Section		
5	At Station/ Mid Station		
6	Gauge (BG/ MG/ NG)		
7	Traction (Elct./ Non elect.)		
8	Type of Route		
9	System of Working		
10	Class of Station Type of Signalling Standard of Interlocking		
11	Train Particulars		
12	Brief Particulars		
13	Train working condition (Normal/ Abnormal)		
14	Procedural, Failure, if any (in brief)		
15	Causality	Killed	
		Grievously injured	
		Simple injured	
16	Relief arrangements		
17	Officers visiting site		
18	Restoration		
19	Time of first train passed on the affected line / lines		
20	Prima Facie cause		
21	Gate particulars		
22	Loco Pilot particulars		
23	State / District		
24	Other information, if any		
25	SL/ DL		

Annexure 'A'

Loco Pilot's Particulars	
Name	
Father's Name	
Date of Birth	
Family members	
Qualification	
Headquarters	
Grade	
Breathalyzer test	
Positive (Intoxication)	
Negative (Without Intoxication)	
Date of appointment	
Promoted Goods Loco Pilot	
Promoted as Mail/ Exp. Loco Pilot	
Date of Medical Examination	Next due on..
Vision Test	Next due on..
With or without glasses	
Date of Refresher Course	Next due on..
Safety Camp	Next due on..
Competency	
Safety Category Grading Psycho Test	
Awards/ Punishment	
Nominated Loco Inspector	
Signing 'ON'/ 'OFF'	
Rest availed before duty	
Last trip on the section	
Previous history of accident, if any.	

Annexure 'B'

Gate Particulars	
Traffic / Engineering Gate	
Lifting Barrier	
TVU	
Interlocked/ Non Interlocked	
Telephone provided/ Not provided	
Normal Position of Gate	
Road signs – Provided	
Type of Road	
Visibility (in meters)	
Gradient, if any	
No. of accidents, during last two years.	

APPENDIX – O

Catering Arrangement for the supply of water, food, beverages etc. to passengers involved in train accidents

1. The following provisions are made in respect of relief to passengers involved in train accident

(i) D.C.M. or A.C.M./A.T.M. and supervisors/Inspector of departmental catering should be included in the list whom accidents involving death and serious injuries to passengers are reported.

(ii) D.C.M/D.T.M or in his absence A.C.M./A.T.M. / AOM should take charge of relief measures and be made responsible to initiate action either through departmental or contractor run catering establishments at the existing or nearby stations and local sources free of cost. He should also be responsible for augmenting the measures as the need arises for -

(a) arranging adequate water supply;
(b) supply of beverages and snacks, following it up with food packets etc;
(c) deputing porters for attending to passengers' luggage, transhipment of parcels etc.

(iii) Provision of 'Catering Relief Boxes' at the stations specified below should be made at the earliest. These boxes should contain the following equipment :-

2 Primus stoves (with spares)
1 Gallon kerosene.
2 Bottle spirit
2 Large kettles
500 Paper cups
50 Plastic Tumblers
2 Thermic jugs capacity 1 gallon each.
5 lbs. Leaf tea
2 lbs Coffee Powder (staines instantaneous in sealed tins).
3 lbs. Milk, condensed in tins of 14 oz. or 1 lbs capacity
8 lbs. Biscuits
50 lbs. biscuits.
50 lbs sugar cubes.
3 Buckets
2 Buckets
2 Laddles with long handles.

2. Sweet and saltish biscuits and cream crakers should only be selected, double biscuits with cream inside should not be stored. If the contents are not used for four months, they should be replaced by fresh stock. Biscuits, sugar and milk powder should be packed in moisture proof packets (Alkathene bags or grease paper). A copy of the receipt of making tea or coffee should also be placed inside the box.
3. This box should be kept under the charge of the Catering -Manager where there is departmental catering, or under the Station Superintendant/ Station Master, at contractor managed stations. The catering relief box should be rushed to the site of accident from the nearest station by the first available means to provide relief to the injured persons. Since these boxes will contain the very primary items of relief, the same can be distributed by the train Guard, T.T.Es or the station staff who may carry the boxes to the site of accident.
4. Requisition should be put up for the catering Officer for supply of requisite material and arrangements for supply to the Divisional Railway Manager should be completed early. Galvanized sheet boxes should also be procured for keeping these items. There should be separate compartments for keeping kerosene oil and spirit, so that the biscuits, sugar, tea, coffee etc. are not spoiled through contact. The required material should be placed in the box and a list pasted inside the cover of the box which may be locked and sealed in the presence of D.C.M or A.C.M. before it is handed over to the Catering Manager or the Station Master or Station Superintendant. A list of the stations where Catering Relief Boxes are provided should be available in Control Office, and should be supplied to all the stations, train Guards and other concerned.
5. Regarding supply of refreshment, food etc. free of cost to passengers involving the train accidents or the recovery of the cost thereof, the following should be laid down:-

(a)		In respect of passengers injured in a train accident.		Refreshment, beverages and food to be supplied free of cost
(b)		In respect of un-injured passengers.		Requirements of food etc. to be supplied generally on payment at the prescribed tariff rate. In exceptional cases where un-injured passengers, who have lost their cash in the accident are unexpectedly marooned etc., they may be also be given food free of cost. All cases when in which uninjured passengers are supplied food etc. free of cost should be reported to G.M.

6. When a box is opened and the contents are fully or partially consumed the DCM/ACMshould take immediate action to obtain requisite material, equipping the box again and have it sealed in his presence, for any future emergency.

APPENDIX – P

READING AND OBSERVATIONS TO BE TAKEN IN CASE OF DERAILMENT ON THE FOLLOWING PROFORMA:

(i)

PART- 'A'

PROFORMA SHOWING THE DETAILED PARTICULARS TO BE COLLECTED IN THE CASE OF PERMANENT WAY DURING AN ACCIDENT

S.	SOIL		Type of Formation	Rai	BALLAST		
	Type .e.g sandy, Loamy,Clay , Moorum, Black cotton etc.	Condition Firm Wet slushy etc.			Type/Stone Moorum, Sand, ash etc.	Depth below sleeper bottom in cms. Clean or caked.	Drainage
1.	2.	3.	4.	5.	6.	7.	8.

To be jointly signed by supervisors

APPENDIX – P (i) (Contd.)

BALLAST				SLEEPERS				
Width of shoulders in cms.from outside of				Type wooden/ PSC/ CST 9 steel trough etc.	Condition new, second hand, damaged unserviceable etc.	Density	Square or not	Packing loose or sound
RAIL		END OF SLEEPERS						
Left	Right	Left	Right					
9.	10.	11.	12.	13.	14.	15.	16.	17.

To be jointly signed by supervisors.

APPENDIX – P (i) (Contd.)

RAILS		RAIL FASTENINGS		RAIL JOINTS		
Weight 60Kg/52 Kg/90R/ 75R etc.	Condition of wear(attach rail profile if wear is heavy.)	Dog spikes/screw keys, Tie bars, cotters, loose jaw, pandrol clips, MS/GFN liners etc.		Condition Hogged battered low etc.	Staggered or square	Creep condition and extent of creep type of Creep anchors used with numbers per rail ion the affected section.
		Number per sleeper seat	Condition tight or loose or missing (in each sleeper)			
18.	19.	20.	21.	22.	23.	24.

To be jointly signed by supervisors.

APPENDIX – P (i) (Contd.)

General remarks about cracks or fracture of fish –plates, fish bolts and other components	Description of anti sabotage measures like reverse jaws welded rails etc.	Location of points of mount		Location of points of derailment	
		Whether on straight curve or transition	Gradient whether on falling/rising or level.	Whether on straight, curve or transition.	Gradient whether on falling/ rising or level.
25.	26.	27.	28.	29.	30.

To be jointly signed by supervisors.

Note: 1. Left and right are with respect to direction of Train Movement.

2. The data in Col. 2 to 25 need not be collected when the defect is obviously and indisputably on account of sabotage.
3. Only broken track material which is not indisputably to be broken after the accident should be included in Col. 25 and should be preserved.
4. Col. 25 need be filled only when there is a suspicion about sabotage being the cause of derailment.
5. Gradient shall be as per Index plan.

APPENDIX – P (i) (Contd.)

PART – B

Track Measurements

Station No.	Distance apart in meters	Gauge slack or tight (in mm)		CROSS LEVEL (mm)		Marks	Grinding or rubbing marks on rail
				Under no load condition	Under Load conditions to be measured with a locomotive / fully loaded wagon/ coaching stock bogie.		
1.	2.	3.		4.	5.	6.	7.
		under noload condition	Under load condition				

To be jointly signed by Sr. Supervisors.

APPENDIX – P (i) (Contd.)

Examination for alignments perceptible kinks of track distortion in the vicinity of the point of derailment	Subsidence of track	Varsine in mm			
		On 20M or 10M chord depending on practice prevalent on the Railway for the flat curves more than 600M radius.	On 10M or such chords as considered necessary for sharp curves(less than 600M radius on BG & MG)	Remarks regarding length of transition degree of curve and specified super elevation general alignment etc.	Longitudinal level to be recorded in the case of MG&NG in case of sags & curves
8.	9.	10.	11.	12.	13.

To be jointly signed by Sr. Supervisors.

Note:
1. The point of mount should be marked station No. '0' and the stations numbered serially as (+) for measurements ahead of site of derailment and (-) for measurements in rear.
2. The cross level will be measured on the left rail only as determined from the direction of movement.
3. Normally measurement will be taken at station 3M apart for a distance of 45 Meters on either side of '0' station if the cause of derailment is indisputably known, otherwise they will be taken for a distance of 90 meters in rear and 45 meters ahead of zero station.
4. Where necessary measurements for col. 3,4 and 5 may in addition be taken at individual sleepers.
5. This proforma need not be filled when the cause of derailment is obviously established as due to sabotage, obstruction on track, broken axle, and/or spring having fallen off prior to point of derailment.
6. Longitudinal levels should be recorded for 300 meters in rear and 100 meters in front, in case or straights at the middle of each rail and at Varsine recoding points in curves.

APPENDIX – P

(ii)

PART – 'A'

Measurement Table for Coach Involved in Accident

Note : Details regarding all derailed vehicles should be given except:

i. Where vehicles have derailed due to locomotive derailment.
ii. When the first derailed vehicle is obvious from examination of marks on Wheel, then the details for first derailed vehicle need only be given.
iii. When the obvious and indisputable cause is sabotage or obstruction in track.

Sr. No	Date of incident	Train No.	Details of BPC along with the name of station where issued and Engineer (C&W) who issued it	Coach No.	Type	Mech Code	Tare in Tonnes	Carrying capacity	Built date	Return Date
1	2	3	4	5	6	7	8	9	10	11

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – 'P' (ii) (Contd.)

POH Particular		'C' Schedule /IOH Particulars		Type of Brake Air/Vacuum	Position from Engine	Wheel and axle Face Particulars (in case of breakage of any wheel axle)	
Date	Shop	Date	Shop			Axle face Particulars	Ultrasonic Particulars on the hub of the dist.
12	13	14	15	16	17	18	19
						1L	1L
						1R	1R
						2L	2L
						2R	2R
						3L	3L
						3R	3R
						4L	4L
						4R	4R

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Contd.)

Wheel and Axle

Stamping Particulars on wheel dies regarding Manufacturer/ RA/RD (In case of breakage of any Wheel/Axle)	Wheel gauge in mm. (Taken in four places)	Any indication of bent axle or wheel having shifted on axle	Observation attend measuring the profile with tyre defect gauge (Good/Rejectable)**
20	21	22	23
1L			1L
	1		
1R			1R
2L			2L
	2		
2R			2R
3L			3L
	3		
3R			3R
4L			4L
	4		
4R			4R

*The wheel gauge is to be measured at the Horizontal plane passing through the centre of axle.

**The wheel profile is to be checked with tyre detect gauge only(Ref:IRCA Pt.IV Rule No. 2.95, 3.22 and S4.22.1 Plate No.45 to 53)

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

\

APPENDIX – P (ii) (Contd.)

Roller Bearing

(When Roller bearing is involved as cause)

Condition of axle box rear and front covers	Condition of face cover plate	Condition of locking plate and studs	Condition of roller bearing and its components
24	25	26	27

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Contd.)

Buffers height (to be measured on a level track in mm after coupling & re-railing	Details of broken parts giving location w.r.t. point of mount and derailment & whether breakage consider due to accident	Any other defect in each coach contributed to or caused the derailment.	List of damages to the coach due to accident	Other observations
28	29	30	31	32
End 1L End 1R End 2L End 2R				

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P

(ii)

PART – 'B'

Measurement Table for Wagon Involved in Accident

Note : Details regarding all derailed vehicles should be given except:

i. Where vehicles have derailed due to locomotive derailment.
ii. When the first derailed vehicles is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.
iii. When the obvious and indisputable cause is sabotage or obstruction in track.

Sr. No	Date	Train	Details of BPC along with the name of station where issued and Engineer (C&W) who issued it	Wago	Type	Mech	Tare in	Carr-	Built	Ret-
1	2	3	4	5	6	7	8	9	10	11

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Contd.)

ROH Particulars		POH Particulars		Pay Load in Tonnes		Commodity Loaded	Station		Position from Engine
Date	Sho	Date	Depo	From	From Actual Weighment		From	To	
12	13	14	15	16	17	18	19	20	21

To be jointly signed by

Supervisor (C&W) (P.Way) Supervisor (Traffic) Supervisor

APPENDIX – P (ii) (Contd.)

BUFFER WEIGHT	WHEEL AND AXLE FACE PARTICULARS (In case breakage of wheel/axle)		
Buffer height to be taken after uncoupling and rerailing on a level track)	Axle face Particulars	Ultrasonic Particulars on the hub of disc	Stamping Particulars on wheel disc regarding Manufacturer/RA/RD
22	23	24	25
	1L	1L	1L
	1R	1R	1R
	2L	2L	2L
	2R	2R	2R
	3L	3L	3L
	3R	3R	3R
	4L	4L	4L
	4R	4R	4R

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Cont'd.)

WHEEL AND AXLE

Wheel gauge in mm. *(Taken at Four places)		Observation after measuring the wheel profile with tyre defect gauge (Good/Rejectable)**
	26	27
1		
2		
3		
4		

*The wheel gauge is to be measured in empty condition and at the horizontal plane passing through the centre of the axle.

**Then wheel profile is to be checked with tyre defect gauge only (Ref:IRCA Pt.III Rule No.3.22(d) and 4.18.1, Plate No.57 to 66)

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Cont'd.)

Axle Box (For IRS Stock Only)

(To be recorded only when failure of bearing is involved as a cause.)

Brass thickness in mm	Condition of box and brass	Condition of Sole plate	Condition of Journal	Clearance between brass and collar of journal in mm.
28	29	30	31	32

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Cont'd.)

AXLE WHEEL (FOR IRS STOCK ONLY)(To be recorded only when failure of plain bearing is involved as a cause.)				ROLLER BEARING (When Roller bearing is involved as a cause.)		
Actual clearance between axle box and axle guard in mm.	Whether axle guard can work clear of axle box.	Are the axle guard bent or otherwise damaged to prevent free movement of axle box.	Remarks regarding bridle bar	Condition of face cover plate	Condition of locking plates & studs	Condition of roller bearing and its components.
33	34	35	36	37	38	39

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Cont'd.)

Spring and Spring Gear (For IRS Stock only)

Any broken/Cracked missing shackle and shackle pin	Camber of spring in mm, under tare after re-railing on a level uncanted track (for Laminated spring only)	Axle load
40	41	42

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Cont'd.)

Bogie

Vertical clearance at side bearers in mm. (For stock having clearance type side deeper only).	Whether a load is placed on more than one wagon	Any other defect in vehicles which may have contributed to or caused the derailment.
43	44	45

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (ii) (Cont'd.)

Details of broken parts giving locations w.r.t. point of mount and derailment	List of damage to the wagon due to accident	Other observations
46	47	48

To be jointly signed by

Supervisor (C&W) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P

(iii)

PART 'A'

Locomotive (Diesel & Electric) : Proforma to be filled in case of Accident when Derailment of Loco is involved in Accident.

INFORMATION TO BE FURNISHED BY THE LOCO DEPARTMENT

1. Basic Information :

a) Date of Accident
b) Train No.
c) Loco Class
d) Loco Number
e) Loco Manufacture Year and Place
f) Base Shed of Loco.
g) Date and Place last POH
h) Kilometers earned after last POH.
i) Date and Place of Last major inspection.
j) Date and Place of Last schedule inspection.
k) Whether any schedule are overdue.

2. Give brief particulars of the safety items not provided or provided but missing not working.

Whether Loco is provided with

Safety fittings	Provided/Not provided	Working/Not Working
Headlight		
Speedometer		
Speed Recorder		
Flasher light		
Horn		
Brake System		

Particulars of electrical protection (for electric loco)in case of fire only

Relay	Working/Not Working/Isolated
Earth Fault in Auxiliary Circuit (QOA)	
Over Current in Power Circuit (QLM)	
Over Current in Rectifier Block (QRS)	
Earth Fault in Power Circuit(QOP)	
Time leg Relay (QM)	

3. (a) Damage to the loco (Brief description).
(b) Cost of damage to the loco (in Rs.)

Check and record the observations as follows :-

a) Position of control handles, cutout cocks etc. after accident.
b) Functioning of brake synchronizing valve-whether working or not.
c) Position of brake blocks after the accident-whether applied or not.
d) Condition of cattle guard.
e) Any sign of seizure of roller bearing in axle – box.
f) Comments if any coil spring is broken or displaced.
g) Any other observation in respect to mechanical defect of the locomotive, which might have, any bearing on safe running of loco.

To be jointly signed by

Supervisor (loco) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (iii) (Contd.)

PART – 'B'

Measurement of Wheels for all Classes of Locomotives

S.N.	Description	Observed value (if any)			Remarks
1	Diameter of wheel at tread		Left	Right	Wheel size below corresponding limit is relevant only in case of wheel breakage due to lesser rim thickness
		1			
		2			
		3			
		4			
		5			
		6			
2	Wheel flange thickness		Left	Right	Information is normally relevant in case of two road cases.
		1			
		2			
		3			
		4			
		5			
		6			
3	Wheel Root wear		Left	Right	
		1			
		2			
		3			
		4			
		5			
		6			
4	UST of axle give the date of ins./UST test done		Axle	Observation	Information is relevant in case of axle breakage
		1			
		2			
		3			
		4			
		5			
		6			

NOTE:

1. Wheel number one is the outer and axle of truck under the shorthood and wheel count increases towards the Longhood on diesel loco, whereas for electric loco, Wheel number one is the outer and axle under cab-1(Cab-1 is that side of the loco which has the compressors and Cab -2 is that side of loco which has the ARNO converted and wheel count increases towards the Cab-2).
2. The measurements of wheels are to be done using wheel gauges to RDSO drawing No. SK DL 3592 for all BG locomotives except WAP5 locos. For WAP 5 locos RDSO's drawing No. SKDL 4446 and SKDL 4447 may be followed.
3. All measurements are to be taken in shed on a level, uncanted track.
4. Service limits given in the Maintenance Manual are for good maintenance practice and these are not safety limits.
5.

Sl. No	Description		Observed value (in mm) if any	Remarks
	Wheel gauge. for checking wheel gauge, average of three measurements at equal spacing on the inner periphery of the two wheels on the same axle is to be recorded.	1		All measurements shall be taken on a level tangent uncanted track These measurements are for unloaded wheels should be taken in workshop after dismantling information is relevant in case of wheel disc shifting/bent axle only. For safety, similar limits as applicable or track gauge are relevant for wheel gauge also.
		2		
		3		
		4		
		5		
		6		

To be jointly signed by

Supervisor (loco) Supervisor (Traffic) Supervisor (P.Way)

APPENDIX – P (iii) (Contd.)

PART – 'C'

Proforma for measurement of Electric and Diesel Locomotives after an Accident

(Locomotives, which are not mentioned in this pro-forma, may be mentioned in similar manner)

S.N	Description	Observed value (in mm)		Remarks
1	Buffer Height			All measurements shall be taken on a level tangent un-canted track. This measurement is required to be taken only in case of trailing stock is with buffers.
2	Lateral clearances	End Axles (1,3,4 & 6)		WDM-2, WDM-3 A, WDM-3D, WDG-4, WDS-6, WAM-4, WCG-2, YDM-4, YDM-4A, WDG-3A, WAG-5, WAG-9, WAM-7, WAP-1 & WAP-4 Locomotives only
		Middle Axle (2 &5)		Applicable for WDM-2, WDM-3A, WDM-3D, WDG-4, WDS-6, WAM-4, WCG-2, YDM-4, WCAM-1, WCAM-2, YDM-4A, WDG-3A, WCAM-3, WAG-5, WAG-9, WAG-7, WAP-4, WDP-2,WAP-3,WAP-6,WAP-4, WAP-1 &,WCAG-1 Locomotives only
3	Lateral clearances	End Axles (1,2,3 & 4)		Applicable for WDP-1 & WAP-5 locomotives only
4	Longitudinal clearance between axle box and pedestal liner (for all axles)			Applicable for WDM-2, WDM-3A, WDM-3D, WDM-5, WDS-6, WAM-4, WAG-5, YDM-4, YDM-4A, WDG-3A, WAG-7, WAP-4, WDP-1, & WAP-1 Locomotives only.
5	Longitudinal clearance between axle box and pedestal liner (for middle axle)			Applicable for WAP-3, WAP-6, Locomotives only.
6.	Height of Rail Guard from rail level			

Reading/Observations of S&T Gears to be taken after an Accident

1. Particulars of the S&T gears damaged.

2. The position/condition of points including their fitting and transmission.

A. ROD WORKED POINT :-

(i) Stroke at point

(ii) Stroke at lock bar

(iii) Position of Lock plunger(whether in locked or unlocked position)

(iv) Condition of lock bar (whether normal, reverse or mid position).

(v) No. of lock bar clips provided at the lock bar.

(vi) Vertical distance between the top of the rails and the lock bar in.

- (a) Normal position.
- (b) Reverse position.
- (c) Mid position.

B. POINTS WORKED BY DOUBLE WIRE :-

(i) Condition of the wire transmission after the accident whether (intact or broken)

(ii) Position of point mechanism (Normal/unlocked/reverse).

(iii) Position of the double wire detector at the point (detecting obstruction)

C. POWER OPERATED POINTS :-

(i) Date when the cables for the points were meggered.

(ii) Meggar readings for insulation between the relevant cable cores of the cable.

(iii) Meggar readings of the relevant cable cores with respect to earth.

(iv) Whether the cross protection (if provided) is effective.

(v) Is point machine cover sealed/locked?

(vi) Are ground connections intact.

(vii) Are there any signs of tampering with the adjustment of point throw and detection rods?

(viii) Location where crank handle has been found after the accident.

(ix) Condition of the point machine whether :-

- (a) Locked in normal position
- (b) Locked in reverse position
- (c) Mid position.

(x) Condition of the detector contacts whether ;-
- (a) Normal contacts making.
- (b) Reverse contact making
- (c) Any position other than above.

D. FITTED WITH HAND PLUNGER KEY LOCKS:-
- (i) Are locks sealed ?
- (ii) Are their covers opened/ tampered?
- (iii) The keys for HPK lock found at the point.
- (iv) The position of hand plunger (whether locked/unlocked)

3. OBSERVATIONS AT THE POINTS IN GENERAL

(i) With 5 mm obstruction placed at 150 cm from the toe of the closed switch.

- (a) Could the facing point lock lever be operated to reverse (in case of rod worked point)?
- (b) Could the hand plunger lock the point (in case of hand plunger key lock)?
- (c) Could the electric point machine complete operation to provide the point setting indication. On the points being operated (in case of power operated points)
- (d) Could the point lever be latched in the corresponding position in cabin without tripping (in case of double wire operated points)?
- (e) Are switches properly housed with stock rail upto 3 sleepers from the toe of the switch?
- (f) Last date of Joint Check of point/crossing by SE(Sig) and SE(P.Way) for the result thereof.

(ii) Is the Electrical/Detector assembly cover ?
- (a) Sealed/Locked.
- (b) In open condition.

4. OBSERVATION IN CABIN/PANEL ROOM :-

A. FOR ELECTRO-MECHANICAL INSTALLATION :-

(i) Particulars of levers in pulled position.
(ii) Particulars of levers in Mid position (if any).
(iii) Levers in tripped condition (in case of double wire clutch levers).
(iv) Indications of point signals and track circuits for the affected zones.
(v) Whether lever-locks(where provided) are correctly operated.
(vi) Date of last testing of the lever frames

(vii) Date of last overhauling of the locking.
(viii) Are locking tray covers sealed.
(ix) Observations of testing of lever frames for conflicting routes/signals (pertaining to accident zones).

B. FOR PANEL INTERLOCKED/RRI STATIONS -

(i) Position of switches/buttons.
(ii) Indications on the panel.
(iii) Position of S.M. lock key.
(iv) Position of emergency operation key(if any).
(v) Readings on the counters (if any) and last readings as recorded in relevant registers.
(vi) Date and Time, the relay room was last opened.
(vii) Results of operational test for concerned zone for :-
  (a) Route selection.
  (b) Point operation and setting.
  (c) Route checking.
  (d) Conflicting signals.
  (e) Approach and back locking.

5. OBSERVATIONS REGARDING SIGNAL -

(i) The position of signals in the accident zone whether -
  (a) In 'ON' position.
  (b) In 'OFF' position
  (c) Without light.
  (d) Any other aspect.
(ii) Details of the signals, if out of correspondence with their operating levers (in case of electro-mechanical signaling.)

6. OBSERVATION IN RESPECT TO TRACK CIRCUITS IN THE ACCIDENT ZONE-

(i) Does the track relay de-energize when, on a track circuited portion, the two rails of the track are shunted by a 0.5 ohms resistance(Rail-tops) should be cleaned of rust and dust before shunting the track.
(ii) Does the electrically operated point operate under the conditions of point controlling track circuit shunted by 0.5 ohms resistance (rail-tops) should be cleaned of rust and dust before shunting the track.

To be jointly signed by the Sr. Supervisors.

Supervisor (loco) Supervisor (Traffic) Supervisor (P.Way)

Q-1: Procedure for dealing with safety related Disciplinary cases

One of the essential measures to improve safety is to insure that exemplary punishment is given to Railway servants found guilty of violating safety rules / norms or causing accidents. It is also necessary that different departments adopt uniform punitive action, which can be ensured only if such actions are monitored at appropriate level. Further, it is also observed that Railway servants found responsible for causing accidents or violating safety norms are dealt with by concerned authorities as laid down in Railway Servants (Discipline and Appeal) Rules 1968. However, there are instances where the punishment imposed on the Railway servant found guilty of violating safety rules norms or causing accidents has been found to be inadequate.

The disciplinary cases of Railway servants found guilty of causing accidents or violating safety norms/rules related to maintenance and operation not necessarily leading to accidents to be properly dealt with. In such disciplinary cases, the following procedure should be adopted -

(i) Based on the recommendation of the safety department for initiation of disciplinary proceedings, the Disciplinary Authority should initiate disciplinary proceeding by way of issue of charge sheet etc.

(ii) The disciplinary proceeding should be concluded in accordance with the provisions laid down in the Railway Servants (Discipline and Appeal) Rules 1968 and the Disciplinary Authority may impose any punishment after full application of the mind, if the same is in conformity with the advice/ suggestion given by Safety Branch. It is hereby emphasized that the Disciplinary authority should strive to remove/reduce areas of disagreement, if any, by mutual consultation/discussions.

(iii) In case the Safety Branch has recommended a major penalty and the Disciplinary Authority proposes to exonerate or impose a minor penalty, the Disciplinary Authority should first record his provisional order and then consult Safety Branch. Reasons for disagreement should be recorded and communicated to Safety Branch. Consultation will be only once and if even after this the Disciplinary Authority is not in agreement with views of the Safety Branch, then the Disciplinary Authority is free to proceed and pass speaking order for imposing the penalty. In all cases, a copy of the Notice Imposing Penalty (NIP) must be sent to the Safety Branch, who may close the case, if its views have been accepted or if it is satisfied with the conclusions drawn by the Disciplinary Authority.

(iv) Where the Disciplinary Authority has not followed the advice of the Safety Branch, then the latter shall put up such cases to the Competent Authority who can do suomoto revision, with their comments.

(v) Likewise, where a major penalty has been imposed by the Disciplinary Authority in agreement with the recommendations of the Safety Branch but the appellate / revisionary authority proposes to exonerate or impose a minor penalty, appellate / revisionary authority may first record provisional decision

and consult the Safety Branch. Reasons for disagreement should be recorded and communicated to Safety Branch. Consultation will be only once and after such consultation, the appellate/ revisionary authority is free to take a final decision in the matter and record his/her views about penalty through speaking orders.

(vi) As far as action against the Railway servants where General Manager or Railway Board are the Disciplinary / Appellate/Revisionary Authority, the Safety Branch's comments may be obtained for proper appreciation of the case by the Disciplinary/ Appellate/ Revisionary Authority. Likewise, in those cases where the Disciplinary/Appellate/ Revisionary Authority being the president, the comments from the Safety Branch may be called for because in such cases, the provision for mandatory consultation with UPSC already exists.

Q-2: Punishment Norms in Accident Cases

(Ref.: Railway Boards' letter No.99/ Safety (A&R)/6/1 dated 23.04.99)

NOTE:

(i) 'D' staff: Staff directly held responsible for the accident.
'S' staff: Staff who are found to have secondary responsibility. In their case, the penalty imposed will depend on the degree of their contribution to the accident / engine failure and the Disciplinary Authority will use its discretion in the matter.
WIP - Withholding of increment with cumulative effect.
WIT - Withholding of increment without cumulative effect.

(ii) The Disciplinary authority must impose the minimum penalty if the responsibility of staff is clear. Factors, like the employee's past record of service may be taken into account by the Appellate Authority if and when an appeal is made to it. The Disciplinary Authority should deal with the case solely with regard to the facts and circumstances of the accident itself

	Nature of Accident	**Minimum Penalty**
1.	Collisions involving a train-	
	(a) Resulting in loss of human life.	(a) 'D' staff - Dismissal
		(b) 'S' Staff – Major Penalty
	(b) Not resulting in loss of human life.	(a) 'D' staff - Removal from service.
		(b) 'S' staff - Major penalty
2.	Averted collisions involving a train-	(a) 'D' staff - Removal from service.
		(b) 'S' staff - Major Penalty
3.	Train passing signal at danger-	Removal or compulsory retirement where entirely due to neglect of Loco Pilot; reduction to a lower grade if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the engine.
4.	Over speeding by Loco Pilot (in cases other than collisions, averted collisions and passing signals at danger for which penalties have been prescribed in items 1 to 3 above):-	
	(i) Resulting in derailment of passenger train involving loss of human life.	Dismissal, if there are no other contributory factors like track or rolling stock defects, removal, if there are such contributory factors.

	(ii) Resulting in derailment of passenger trains not involving loss of human life.	Removal, if there are no other contributory factors like track or rolling stock defects; reduction to 'C' grade for 3 years if working substantively in 'C' or 'B' grade and reduction to Shunter for 3 years, if working substantively in 'C' grade with loss of seniority in both cases. If there are such contributory factors.
	(iii) Resulting in derailment of goods trains on the main line in mid- section or within station limits.	Reduction to Grade of shunter for one to three years with loss of seniority.
	(iv) Resulting in derailment of goods train in station yard on other than main line.	Reduction to shunter for one to three years, depending upon extent of damage, without loss of seniority on being restored to 'C' grade Loco Pilot
5.	Failure to detect hot axle or other defective wagon resulting in derailment for which Loco Pilot / Guard can be held responsible if it is within range of visib -ility.	Reduction to next lower grade in case of passenger train. WIP for 3 years with loss of seniority in case of goods train.
6.	Failure to detect Hot Axle or other defective wagon resulting in derailment of which station staff/cabin staff can be held responsible or failure to stop the train on information regarding hot axle being given by the previous station for control.	Removal in case of passenger train, reduction to next lower grade in case of goods train if working in lowest grade , WIP for 3 years.
7.	Station derailments while shunting - (i) Due to Loco Pilot's fault in not obeying signals including hand signals or starting the train without authority to proceed. (ii) Due to Loco Pilot's failure to control the train.	WIT for 2 years. WIT for 2 years.
8.	Breach of Block Rules (which do not result in collision or averted collision) such as train entering the section without proper Line Clear, receiving trains on wrong line, blocked for engineering work etc. Placing material trolly on line without block protection and so on.	Reduction to a lower stage in the time scale.

9.	Accidents on manned level crossings (i) Failure of Gateman to close the Gate. (ii) Failure of SM/ASM to ensure closure of level crossing gates before allowing any movement where rules provide. (iii) Failure of Loco Pilot in observing rules before passing a gate signal in danger. (iv) Where no breach of rules is proved but lack of vigilance on the part of Loco Pilot/Guard or other staff is proved.	Dismissal if there is loss of human life removal if there no loss of human life. Reduction to a lower grade or post with loss of seniority. (WIP 3 years in case of lowest grade) Reduction to a lower grade with loss of seniority. WIT upto 2 years 11 months.
10	Accident at unmanned level crossings due to lack of vigilance on the part of Loco Pilot or failure to whistle on approaching the whistle board - (i) Accident involving loss of human life. (ii)Where no loss of human life is involved.	Reduction to a lower grade. WIT for one year.
11	Carriage & Wagon defects or improper securing of loads or failure to detect improper securing of loads by JE/SE/SSE (C&W) (i) Resulting in derailments on the main line, mid - section or within station limits (ii) Resulting in derailments in a station yard other than main line.	For the first offence WIT for 2 yrs. 11 months. For the second offence reduction to a lower grade for 3 years with loss of seniority (If any staff such as JE(C&W) are in the lowest grade, reduction by three stages in the scale of pay with loss of seniority; if the staff are in the lower stages of pay where reduction by three stages is not possible WIP for three years with loss of seniority) Same as for item (i) above but without permanent effect and without loss of seniority.

12	Locomotive defects - (i) Negligence in repairs or maint-enance in shops or shed resulting in accidents. (ii) Negligence in repairs or maintenance in shops or sheds or bad enginemanship by Loco Pilot resulting in engine failure.	Reduction to a lower stage in the time scale with loss of seniority for the first offence, reduction to a lower grade with loss of seniority for the second offence and removal for the third offence. For the first offence stoppage of Passes and PTOs for 1 year; the second offence WIT 1 year and for the third offence reduction to a lower grade for 3 years.
13	Traffic staff failure, resulting in accidents other than collisions or averted collisions (i) Wrong setting / manipulation of points. (ii) Incorrect Signaling (iii) Wrong marshalling. (iv) Excessive / uneven loading or improper securing of loads.	 Reduction to a lower grade with loss of seniority. WIP upto three years. Reduction to a lower stage in time scale of pay. WIT upto three years
14	Signal & interlocking failures, signal and interlocking defects for which maintenance staff are held responsible resulting - (a) Accidents of passenger train involving loss of human life	 (i) If due to causes where 'interlocking' has been shorted, circulated / made inoperative. D staff- Dismissal S staff -Major penalties (ii)If due to causes where 'interlocking' has deteriorated due to bad maintenance repairs. D staff-Removal S staff- Major penalties

	(b) Accident of passenger or goods train not involving loss of human life.	D staff - Removal S staff – Major Penalties
	(c)Derailment of goods train on the main line in mid-section or within station limits	D staff – Major Penalty S staff – Major Penalty
	(d) Derailment of goods train-within station yard other than main line.	D staff – Major Penalty S staff – Major Penalty

Civil Engineering Department

NOTE (i) D staff - Staff directly held responsible for the accident.
S staff -Staff who are found to have secondary responsible including that of Supervisors, JE/SE/SSE (P.Way) and PWS etc. whose failure to do proper inspections and take timely remedial measures and slack supervision would have contributed to the accident.
The penalty to be imposed in these cases will depend on the degrees of the contribution to the accident. The disciplinary authority will use his discretion in this matter. While fixing responsibility for slack supervision and neglect of periodical inspections the period, the supervisors have been in charge of the section is also to be taken into account.

(ii) The disciplinary authority must impose the minimum penalty if the responsibility of the staff is clear. Factors like the employee's past record of service and other extenuating circumstances as for want of materials and similar problems may be taken into account by the Appellate Authority when appeal is made to it. The Disciplinary authority should deal with the case solely with regard to the facts and circumstances of the accident itself.

	Nature of Accident	**Minimum Penalty**
1	Major track defects such as buckling, worn - out switches and crossings and spread of gauge (i) Resulting in derailment of passenger trains.	(a) D staff - (i) Dismissal, if there is loss of life. (ii) Removal from service, if no loss of life. (b) S staff - Reduction to a lower grade for a period of 3 years, with loss of seniority. If any staff such as JE(P.Way)are in the lowest grade reduction by 3 stages in the scale of pay with loss of seniority. If the staff are in the lowest stage of pay where reduction by 3 stages is not possible, WIT for3 years with loss of seniority.

	(ii) Resulting in derailment of goods trains on the main line in mid - section or within station limit.	(a) D staff - Reduction to a lower grade for a period of 3 years with loss of seniority. If any staff such as JE(P.Way) are in the lowest grade reduction by 3 stages in the scale for pay with loss of seniority. If the staff are in the lowest stage of pay where reduction by 3 stages is not possible, WIT for 3 years with loss of seniority. (b) S staff - Reduction to a lower stage in time scale of pay for a period of 3 years with effect of postponing future increments on expiry of such period.
	(iii) Resulting in derailment of goods train in station yard or other than main line.	(a) 'D' staff -Reduction to a lower stage in time scale of pay for a period of 2 years without the effect of postponing future increments. (b) 'S' staff - WIT upto 2 years 11 months or with holding of passes and PTOs for two years where the staff has reached as at maximum of grade.
2	Other track defects like cross levels or low joints and defective alignment in curves etc. (i) Resulting in derailment of passenger trains.	(a) D staff – (i) Removal from service if there is loss of human life. (ii) Reduction to a lower grade for a period of 3 years with loss of seniority if no loss of life. (iii) If any staff such as JE (P.way) are in the lowest grade, reduction by 3 stage in scale of pay of with loss of seniority. If the staff are in the lowest stage of pay where reduction by 3 stage is not possible. WIT for 3 years, with loss of seniority. (b) S staff – reduction to a lower stage in time scale of pay for a period of 3 years with effect of postponing future increments on expiry of such period.

	(ii) Resulting in derailment of goods train on main line in mid section or within station limit.	(a) D staff -Reduction to a lower grade for 1 to 3 years with loss of seniority. (b) S staff – Reduction to a lower grade in time scale of pay for a period of 1 to 3 years without ncrement.
	(iii) Resulting in derailment of goods train in station yard or other than main line.	(a) D staff -Reduction to a lower stage in time scale of pay for a period of one to 3 years without the effect of postponing future increments. (b) S staff - WIT for one year or with holding of passes and PTOs for one year if at maximum of grade.
3	Miscellaneous cause like infringement of track by irregular unloading of ballast, track materials etc. due to neglect of P. Way staff or failure to protect track in case of destruction, opening of track, breach etc.	WIT upto 3 years or reduction to a lower grade or removal from service according to the gravity of accident and damages caused.
4	In respect of accidents during shunting operations in sidings and other non running lines due to track defects.	WIT for one year or withholding of passes and PTOs where the staff has reached the maximum should be imposed depending on the extent of neglect of maintenance and other circumstances.

Standard List of minimum tools & equipments for ART

Item No	Description	'A' Class ART
	CATEGORY NO. 1 ILLUMINATION (OTHER THAN ELECTRICAL EQUIPMENT TO BE PROCURED AND SUPPLIED BY MECHANICAL DEPARTMENT)	
1.	Search Light Chargeable	06 Nos.
2.	Spare Search Light Bulb	12 Nos.
3.	Spare Chargeable Battery	02 Nos.
4.	3 Cell Torch (LED)	10 Nos.
5.	Spare Bulb for 3 Cell Torch (LED)	20 Nos.
6.	Dry Cells	03 Doz.
7.	Emergency Inflatable Lighting Tower with light source 4.5 meters high fitted with 400 watt metal halide lamp to illuminate an area of 10000 square meters with 3.5 BHP engine & alternator 1.2 KVA 230 volts of weight not exceeding 45 kg make ASKA or similar with Tool kit	04 Nos
	CATEGORY NO. 2- OXY CUTTING EQUIPMENTS	
1.	Cutting Torch with hoses, Nozzle sets and accessories with back fire arrestor.	03 set
2.	Pressure Gauge OXYGEN (Double type)	03 Nos.
3.	Pressure Gauge ACETYLENE (Double type)	03 Nos.
4.	OXYGEN Cylinder 150 Cu. Ft.	08 Nos.
5.	ACETYLENE/LPG Cylinder 150 Cu. Ft.	04 Nos.
6.	Safety Goggles for welder	06 pairs
7.	Leather made Gloves and leg guards	06 pairs
8.	Tool kit	01 set

Item No.	Description	'A' Class ART
9.	Leather Apron for welder	02 Nos.
10.	(i) Nozzle spare 1/8'' duly tested	06 Nos.
	(ii) Nozzle spare 1/16'' duly tested	06 Nos.
	CATEGORY No.3 HYDRAULIC RE-RAILING EQUIPMENTS	
1.	Hydraulic Re-railing equipment set	01 Set
	(LUKAS/MFD or similar make)	
	(i) Power Pack – Petrol driven	01 no
	(ii) Control Table –	01 no
	(iii) Hyd. Tele Jack 65/160 Ton	04 nos.
	(iv) Hyd. Tele Jack 50/100 Ton	02 nos.
	(v) Hyd. Tele Jack 25/63 Ton	05 nos.
	(vi) Hyd. Tele Jack 30/63 Ton	02 nos.
	(vii) Hyd. Single act. 10 Ton	01 no
	(viii) Hyd. Claw Jack 50 Ton	03 nos.
	(ix) Hyd. Lifting belt	02 nos.
	(x) Pulling Device with Rope 25 Ton	01 no.
	(xi) Roller Carriage with Traversing Jack 10 Ton	01 no.
	(xii) Roller Carriage with sliding plate &	01 no
	Distance bar & resetting device –	01 no.
	(xiii) Re-railing Bridge 4.40 meter	01 no.
	(xiv) Re-railing Bridge 3.25 meter	01 no.
	(xv) Re-railing Bridge 2.20 meter	01 no.
	(xvi) Re-railing Bridge 1.10 meter	01 no.
	(xii) Connection Element for Bridges	01 no.
	(xviii) Axle Pusher	01 no.
	(xix) Two way distributor Valve	01 no.
	(xx) Two Way Oil Distributor	01 no.
	(xxi) Quick Connect Socket	01 no.

	(xxii) Extension Hose Pair 10 meter (Red / Blue)	06 nos.
	(xxiii) Extension Hose Pair 10 meter (Yellow/Blue)	03 nos.
	(xxiv) Hydraulic Hose 10 meter	02 nos.
2.	Spare Power Pack, Control Table and roller carriage with traversing jack for Hydraulic Re-railing equipment and also spare hydraulic hose pipe set (spare set for replacement).	01 each
3.	Hand Pump for HRE	01 No.
4.	Hydraulic Oil for HRE with container .	200 ltrs.
5.	Petrol	50 ltrs.
6.	HSD Oil	50 ltrs.
7.	Power Partner for Steel cutting with spare abrasive disc	01 No.
8.	Power chain Saw cutter for cutting of trees.	01 No.
	CATEGORY No. 4- WIRE ROPE SLING & SHACKLES	
1.	Wire rope sling single part spliced type with ordinary galvanized (medium) Thimbles or both ends wire rope dia 48mm effective length 3 mtrs.	02 Nos.
2.	Wire rope sling single part spliced type with ordinary galvanized (medium) Thimbles or both ends wire rope dia 48mm effective length 6 mtrs.	02 Nos.
3.	Shackle Fabricated 10t, 40 t, & 60 t capacity	06 Nos. each
4.	Bow Shackle 10 t, 20 t, & 40 t capacity.	06 Nos. each
	WOODEN PACKINGS	
1.	Wooden Packing 300 x 300 x 25 mm	30 Nos.
2.	Wooden Packing 300 x 300 x 50 mm	30 Nos.
3.	Wooden Packing 300 x 300 x 75 mm	30 Nos.

Item No.	Description	'A' Class ART
4.	Wooden Packing 900 x 300 x 25mm	30 Nos.
5.	Wooden Packing 900 x 300 x 50 mm	30 Nos.
6.	Wooden Packing 900 x 300 x 100 mm	30 Nos.
7.	Wooden Packing 900 x 300 x 300 mm	10 Nos.
8.	Wooden Packing 1200 x 300 x 100mm	20 Nos.
9.	Wooden Packing 1200 x 300 x 300 mm	6 Nos.
10.	Wooden Packing 1200 x 450 x 100 mm	6 Nos.
11.	Joint Wooden packing 750 x 450x150mmxfor HRE	30 Nos.
12.	Wooden Wedges 380 x 150 x 75mm	20 Nos.
13.	Wooden Bricks 300 x 100 x 75 mm	30 Nos.
	CATEGORY NO. 5- OTHER MECHANICAL EQUIPMENTS	
1.	Trolley for Seized roller bearing wheels of Loco & wagon (wheel skate)	02 sets
2.	Universal Pulling & lifting machine TIRFOR 35t capacity or similar (SAMSON MAJOR, 5.2t capacity for pulling & 3.2t capacity for lifting)	02 Nos
3.	Rail Claw for maintaining gauge when tie bar broken/rail spread out.	08 Nos.
4.	Wheel Barrow (Tubular steel stock truck) 04 wheels hand push trolley.	01 Nos.
5.	Re-railing ramps (left hand & right hand)	01 Set
6.	Inflatable Air Bag	01 Set
	(i) Air Compressor electric driven	01 No.
	(ii) Control Panel	01 No
	(iii) Lifting Bag 40 Ton Cap.	02 No.
	(iv) Inflation Hose 10 meter (Red)	01 No.
	(v) Inflation Hose 10 meter (Yellow)	01 No.
	(vi) Inflation Hose 10 meter (Green)	01 No.

Item No.	Description	'A' Class ART
7.	Breathing Apparatus	01 Set
	(i) Cylinder Oxyen 9.7 kg, 300 bar pressure	01 No.
	(ii) Back Pack rest	01 No.
	(iii) Pressure Gauge	01 No.
	(iv) Reducer Valve	01 No.
	(v) Full Face Mask	01 No.
	(vi) Cylinder tightening strep	01 No.
	(vii) Cylinder Valve	01 No.
	(viii) Medium Pressure Hose	01 No.

CATEGORY No. 6 FITTER TOOLS

1.	Non Sparking Tools	01 Set
2.	Bench Vice 6" (150m)	01 No.
3.	Tool Bag/Tool Box	04 Nos.
4.	Hack Saw (Adjustable)	02 Nos.
5.	Blades for hacksaw	12 Nos.
6.	Bar Pinch	04 Nos.
7.	Bars Tommy	04 Nos.
8.	Chisel cross cut	04 Nos.
9.	Chisel half round 9" long	04 Nos.
10.	Chisel rod flat 1" dia x 2'6" long	02 Nos.
11.	Tongs of sorts 455mm & 610 mm	04 Nos.
12.	File Flat bastard (400mm) long	02 Nos.
13.	File round bastard 400mm long	02 Nos.

Item No.	Description	'A' Class ART
14.	File square bastard 400mm long	02 Nos.
15.	File half round bastard 400mm long	02 Nos.
16.	Hammer sledge 7 Lbs (3.2kg)	02 Nos.
17.	Hammer ball pin 1/12 Lbs (0.67 kg or 600gms)	06 Nos.
18.	Hammer Lead 6 Lbs	02 Nos.
19.	Punches Steel of sizes (1/8", 1/4 ", 3/8")	04 Nos. each
20.	Combination Plier (Electrician)	02 Nos.
21.	Centre Punch	02 Nos.
22.	Spanner Box (10 to 40mm)	01 Set.
23.	Spanner Double ended open sizes 8x10mm, 13x17mm, 19x22mm, 24x27mm, 30x32mm, 32x36mm 36x41mm	02 Nos. each.
24.	Allen key 1mm to 25mm	02 set.
25.	Screw driver 4", 6", 8", 10", 12" & 18"	02 Nos each
26.	Portable Electric Hand drill machine	01 Nos.
27.	Drill bits 1mm to 13mm	04 Nos each
28.	Adjustable Spanner 6", 12", & 18".	02 Nos each
29.	Pipe wrench 10", 14", 18", & 24"	02 Nos each
30.	Wrenches pipe chain ½" , to 3"	02 Nos
31.	Axes felling Canadian (2 Kg)	02 Nos
32.	Pick Axes (3 Kg)	06 Nos.
33.	Shovels	06 Nos.
34.	Handle Wooden for shovels	02 Nos.
35.	Goggle safety unbreakable glass (white clear cup type dust proof)	04

Item No.	Description	'A' Class ART
	CATEGORY NO. 7 – MEASURING INSTRUMENTS	
1.	Magnifying Glass 6"	02 Nos.
2.	Callipers 6" (150mm) out side	01 No.
3.	Callipers 6" (150mm) inside	01 No.
4.	Wheel & tyre gauge for Diesel & AC Loco	01 No.
5.	Gauge tyre (C&W)	01 No.
6.	Gauge Buffer height	01 No.
7.	Spring Loaded wheel distance measuring gauge model equivalent to PIE model no. WG-1	01 No.
8.	Spring Loaded Wheel diameter measuring gauge model equivalent to PIE model no. WD-0	01 No.
9.	Spring Loaded Track measuring gauge.	01 No.
10.	Tread Wear measuring gauge model equivalent to PIE model no. TWG-1 (BGL) for B.G. Loco's .	01 No.
11.	Measuring steel tape width & 300 meters long	02 Nos.
12.	Measuring Tape steel 2 meter	04 Nos.
13.	Feeler Gauge 100mm long 0.03mm to 1 mm	02 Nos.
14.	Buffer projection gauge	01 No.
15.	CBC Height gauge	01 No.
16.	Steel scale for measuring 6", 12", 24".	02 Nos each
17.	Rail Profile Gauge Cum Recorder Model RPG-III Make-PIE	01 No.
	CATEGORY No. 8 – C&W ITEMS	
1.	Screw Coupling with Shackles and pins	02 Nos.
2.	Modified Screw Coupling assembly	02 Nos.
3.	I.R. Rubber washer for Vacuum,/Air hose pipe 2"	12 Nos.

Item No.	Description	'A' Class ART
4.	Air/Vacuum hose pipe 2" complete with clips & corlton coupler and cage	06 Nos.
5.	Flexible pipe with clips	06 Nos.
6.	Hanger for Bolster spring suspension (ICF) with pin, Stone and hanger block.	04 Nos. each
7.	Angle Cock (bogie cut out cock)	02 Nos. each
8.	Draw hook with bas & draft key	02 sets
9.	Bolster Spring ICF (AC & non AC)	01 Nos. each
10.	Axle Box spring (AC & non AC)	2 Nos. each
11.	Equalizing Stay Rod (AC & non AC)	2 Nos. each
12.	Anchor Link (ICF)	02 Nos.
13.	Bypass coupling set for Air brake stock (Fly coup)	02 sets
14.	Coil Spring for cansub bogie (outer, inner & snubber)	06 Nos each
15.	Side frame key for cansub bogie	24 Nos.
16.	Adopter for cansub bogie (wide jaw & narrow jaw)	4 Nos. each
17.	Elastomeric Pad	01 No.
18.	Wedge block for cansub bogie	4 Nos. each
19.	Metal bounded pad side bearer	4 Nos. each
20.	Spring clamps for spring breakage/link bracket/trolley frame crack for 4 wheeler & 8 wheeler.	2 Nos. each
21.	Bolts for centre pivot	08 Nos.
22.	Knuckle for BOXN/TK	2 Nos. each
23	Lock piece for BOXN/TK CBC	2 Nos. each
24.	Laminated spring WA-8, Box wagon & brake van.	2 Nos. each
25.	Shackle Link/Retainer/stone for BOX wagon	10 No. each
26.	Shackle pin for WA-8/Box	6 Nos. each

Item No.	Description	'A' Class ART
27.	Pocket Coupler for Box wagon (Transition arrangement of AR type – E-coupler)	01 Nos.
28.	Hanger for ICF	04 Nos.
29.	Hanger Pin for ICF	06 Nos.
30	Safety Strap ICF	06 Nos.
31.	Wooden Wedges	10 Nos.
32.	Skids	06 Nos.
33.	Dummy Buffer face plate	02 Nos.
34.	Clamp for Coupling CBC & Screw Coupling	01 No.
35.	PU Pad	04 Nos.
36.	Flexible pipe for BMBC connection	08 Nos.
37.	Side Bearer Spring	02 Set.
38.	Test Plate with master gauge (Air brake)	02 Nos.
39.	Test Plate with master gauge (Vacuum brake)	02 Nos.
	Category No. 9 – GENERAL STORES	
1.	Bolt M.S. Hexagonal heads 10x110 mm	30 Nos.
2.	Bolt M.S. Hexagonal heads 12x75mm	40 Nos.
3.	Bolt M.S. Hexagonal heads 12x130mm	25 Nos.
4.	Bolt M.S. Hexagonal heads 12x150mm	25 Nos.
5.	Bolt M.S. Hexagonal heads 16x65mm	25 Nos.
6.	Bolt M.S. Hexagonal heads 16x75mm	15 Nos.
7.	Bolt M.S. Hexagonal heads 16x100mm	20 Nos.
8.	Bolt M.S. Hexagonal heads 16x150mm	20 Nos.
9.	Bolt M.S. Hexagonal heads 20x65mm	10 Nos.
10.	Bolt M.S. Hexagonal heads 20x90mm	10 Nos.

Item No.	Description	'A' Class ART
11.	Bolt M.S. Hexagonal heads 20x100mm	10 Nos.
12.	Bolt M.S. Hexagonal heads 20x150mm	10 Nos.
13.	Bolt M.S. Hexagonal heads 20x20mm	10 Nos.
14.	Bolt M.S. Hexagonal heads 22x100mm	10 Nos.
15.	Bolt M.S. Hexagonal heads 22x150mm	10 Nos.
16.	Bolt M.S. Hexagonal heads 24x110mm	10 Nos.
17.	Bolt M.S. Hexagonal heads 30 x150mm	10 Nos.
18.	Nut M.S. Hexagonal heads 10mm	30 Nos.
19.	Nut M.S. hexagonal heads 12mm	30 Nos.
20.	Nut M.S. Hexagonal heads 16mm	30 Nos.
21.	Nut M.S. Hexagonal heads 20mm	30 Nos.
22.	Nut M.S. Hexagonal heads 22mm	10 Nos.
23.	Nut M.S. Hexagonal heads 24mm	10 Nos.
24.	Nut M.S. Hexagonal heads 30mm	10 Nos.
25.	Gunny bags large size 38"x28"	12 Nos.
26.	Handle wooden for sledge hammers as 36" long	02 Nos.
27.	Handle wooden for hand hammers as 16" long	02 Nos.
28.	Handle wooden for files for spares 125mm long	02 Nos.
29.	Rope Manila 115mm circumference	150ft.
30	Red & White Luminescent barrier tape	2000 mts.
31.	Scrap Plate 5/8" x 10"x24"	12 Nos.
32.	Pad Lock with duplicate keys 65/75mm size	12 Nos.
33.	Measuring cans conical pouring type capacity 1 ltrs., 2ltrs, 5ltrs & 10 ltrs – 1 set of 4 cans	01 set
34.	Different sizes funnels for oil (set of 3 nos)	01 set

Item No.	Description	'A' Class ART
35.	Oil feeder 2 ltrs. Capacity	02 Nos.
36.	Lashing Chain ½" dia x 15 ft. length	02 Nos.
37.	Lashing Chain 5/8" dia x 10 ft. length	02 Nos.
38.	Lashing Chain 5/8" dia x 20 ft. length	02 Nos.
39.	Lashing Chain ¾" dia x 50 ft length with width 20mm	02 Nos.
40.	Lanket woolen superior quality	80 Nos.
41.	Bed Sheet (Khadi)	80 Nos.
42.	Pillows with cover	30 Nos.
43.	Pillows cover	20 Nos.
44.	Towel bath	10 Nos.
45.	GI box for keeping linen	As reqd.
46.	Aluminum Ladder 6 ft. long	01 Nos
47.	Telescopic Aluminum Ladder 15' Height.	01 Nos.
48.	Hand Umbrellas water proof & electric shock proof	10 nos.
49.	Rain Coat in 2 pieces	50 Nos.
50.	Uniform for ART staff (Navy blue pant & light blue shirt)	2 Pair per person
51.	High visibility Jackets	50 Nos.
52.	Gum Boot/Jungle Shoe	15 Nos.
53.	Heavy duty safety Shoes	50 Nos.
54.	Helmet Heat & chemical resistant Yellow for staff Helmet Heat & chemical Blue for Supervisors Helmet Heat & chemical White for Officers	50 Nos. 15 Nos. 10 Nos.
	CATEGORY – 10- LIST OF UTENSILS & STORES	
1.	Tumbler Stainless Steel (Glass)	24 Nos.
2.	Glass tumblers 250 ml capacity	24 Nos.

Item No.	Description	'A' Class ART
3.	Tea Mugs Bone China	48 Nos.
4.	Aluminum Degchies with cover 400mm dia and 200mm deep.	04 Nos.
5.	Tea Spoons Stainless Steel	48 Nos.
6.	Desert Spoon Stainless Steel	12 Nos.
7.	Kitchen Spoon stainless steel	04 Nos.
8.	Knives cook large 230mm long with handle	04 Nos.
9.	Stainless Steel Bhagona with cover	04 Nos.
10.	Frying Pan aluminum 300mm dia	02 Nos.
11.	Stainless Steel Palta	02 Nos.
12.	Pan with handle	02 Nos.
13.	Pressure Cooker 10 ltrs. Capacity	02 Nos.
14.	Compartment Thalies steel	48 Nos.
15.	Katories stainless steel 3" approximately	20 Nos.
16.	Parat stainless steel	02 Nos.
17.	Wooden Board with roller for chapaties	02 Nos.
18.	Jhara or Puri	02 Nos.
19.	Iron Tawa 12" dia	02 Nos.
20.	Stainless Steel Tray size 15"x11-1/2"	04 Nos.
21.	Serving Tray plastic	04 Nos.
22.	Hot Case 3-1/2" Ltr. & 5 Ltr. Capacity	02 Nos.
23.	Tea	01 Kg.
24.	Sugar in Tin	05 Kg.
25.	Biscuits	01 Kg.
26.	Coffee	100 gram
27.	Condensed Mild/Powder Milk	01 Kg.

Item No.	Description	'A' Class ART
28.	LPG Connection with stove and spares gas cylinders	02 set
29.	Gas lighter	04 Nos.
30.	Safety Matches	02 packet
31.	Paper Plate	200 Net
32.	Paper Glass (Themocol)	200 Nos.
33.	Tea thermos 1 ltrs. Capacity	02 Nos.
34.	Tea Thermos steel 20/10 ltrs. Capacity	02 Nos.
35.	Tea Strainer	04 Nos.
36.	Kettle Stainless Steel 2 ltrs. Capacity	02 Nos
37.	Steel Container 1 kg. cap. For storage of kitchen raw masala	02 Nos.
38.	Steel Container for keeping food raw material	02 Nos.
39.	Water cans 10 ltrs. Capacity	04 Nos.
40.	Stainless Steel Bucket 20 ltrs. Capacity	06 reqd.
41.	Jug Stainless Steel 2 ltrs Capacity	04 Nos.
42.	Stainless Steel drinking water containers with handle & cover 50 ltrs. Capacity	04 Nos.
43.	Water Themos 5 lrs. & 16 ltrs. Capacity	02 No. each
44.	Aqua guard or similar for water filtration	01 No.
45.	Toilet Soap	08 Nos.
46.	Duster Cloth	24 Nos.
47.	Water storage Tank (Syntax 500 ltrs. Capacity)	As reqd.
48.	Cooking Apron & cap	08 sets
49.	Ration	As reqd.
50.	Vim powder/bar for cleaning of kitchen wares	08 kg.

Item No.	Description	'A' Class ART
	CATEGORY No. 11- FIRE FIGHTING EQUIPMENTS	
1.	Sand filled buckets	06 Nos.
2.	Water Buckets GI	04 Nos.
3	Fire Extinguisher dry chemical powder type	15 Nos.
4.	Explosion meter (Explosive gas detector)	01 No.
5.	Fire Resistant/fighting suit complete	02 Nos.
	CATEGORY NO. – 12 – OPERATION SAFETY EQUIPMENTS	
1.	Lamp hand signal tri colour torch	04 Nos.
2.	LED flasher type (tail lamp)	04 Nos.
3.	Flags banner (track)	04 Nos.
4.	Poles for flag banner	04 Nos.
5.	Flags hand signal green 45x10 cm	04 Nos.
6.	Flags hand signal red 45x10cm	08 Nos.
7.	Board last vehicle (LV)	04 Nos.
8.	Fog Signals (one box of 10 detonators)	04 Nos.
	CATEGORY NO-13- MEDICAL EQUIPMENTS FOR FIRST AID	
1.	First Aid Boxes	02 Nos.
2.	Stretcher	04 Nos.
	CATEGORY NO.-14-BOOKS, MANUALS, & RECORDS	
1.	Accident Manual	01 No.
2.	G & S.R Rule Book	01 No.
3.	First Aid Manual	01 No.
4.	Working Time Table	01 No.

Item No.	Description	'A' Class ART
5.	ART Log Book	01 No.
6.	Attendance Register	01 No.
7.	Equipment Testing Register	01 No.
8.	Dead Stock Register	01 No.
9.	Maintenance Manuals of the equipments	01 No.
10.	ART Inspection Register	01 No.
11.	Inspection schedule display board	01 No.
12.	Copy of the recommendations of High Level Committee's report on Disaster Management	01 No.
13.	IRPWM (P.Way Manual)	01 No.
14.	A.C. Traction Manuals	01 No.
15.	S&T Manuals	01 No.
16.	Maintenance Manual for Coaches	01 No.
17.	Maintenance Manual for Wagons	01 No.
18.	Commercial Manual	01 No.
	CATEGORY NO.-15- MISCELLANEOUS GROUP	
1.	One Digital Still Camera with spare battery connecting cord ad required peripherals	01 No.
2.	One Digital Video Handy cam Camera with film for Video filming of restoration work with spare battery	01 No.
3.	Plastic Molded Chairs	20 Nos.
4.	Steel Table (36"x18"x20")	04 Nos.
5.	Garden Umbrella	02 Nos.
6.	Light Weight pre fabricated water proof tent	04 Nos.
7.	Digital Breathalyser	02 Nos.

Appendix – 'R'

Standard list minimum tools & equipments for SPART

Item No.	Description	'A' Class ART
	CATEGORY No-1- ILLUMINATION (OTHER THAN ELECTRICAL)	
1.	Search light Chargeable	04 Nos.
2.	Spare Search Light Bulb	06 Nos.
3.	Spare Chargeable Battery	01 Nos.
4.	3 Cell Torch (LED)	10 Nos.
5.	Spare Bulb for 3 Cell Torch (LED)	06 Nos.
6.	Dry Cells	03 Dozen
7.	Emergency Inflatable Lighting Towers with light source 4.5 meters high fitted with 400 watt metal halide lamp to illuminate an area of 10000 square meters with 3.5 BHP engine & alternator 1.2 K.V.A. 230 volts of weight not exceeding 45 kg. make ASKa-or similar with Took kit	02 Nos.
8.	Spare Tower cloth special fabric Cylindrical shape	01 No.
9.	Spare Blower	02 Nos.
	CATEGORY NO.2- OXY FUEL CUTTING EQUIPMENT	
1.	Petrogen (Oxy Gasolene) fast cutting torches for cutting large section steel structures and for under water cutting) Acetylene is not required. Works on Oxyen, Petrol or Diesel only.	01 set
	(i) Cutting Torch with cutting tip	02 Nos.
	(ii) Constant Pressure Fuel Tank	01 No.
	(iii) Shroud Assembly	01 No.
	(iv) Air Carry Tank	01 No.
	(v) Oxy Flash back arrestor	01 No.
	(vi) Oxy Hose dia 5/8"	15 meter
	(vii) Gasolene Hose dia ¼"	15 meter
	(viii) Spare part kit	01 No.
	(ix) Maintenance kit	01 No.

Item No.	Description	'A' Class ART
	CATEGORY NO.-3 – OXY CUTTING EQUIPMENTS	
1.	Cutting Torch with hoses, Nozzle sets and accessories with back fire arrestor	02 sets
2.	Pressure gauge Oxygen (Double type)	02 sets
3.	Pressure Guage Actylene (Double type)	02 sets
4.	OXYGEN Cylinder 150 Cu.Ft.	04 Nos.
5.	ACETYLENE/LP Cylinder 150 Cu.Ft.	02 Nos.
6.	Safety Goggles for welder	02 pairs
7.	Leather made Gloves and leg guards	02 pairs
8.	Tool kit	01 set
9.	Leather Apron for welder	02 Nos.
10.	(i) Nozzle spare 1/8" duly tested (ii) Nozzel spare 1/16" duly tested	06 Nos. 06 Nos.
	CATEGORY NO.-4-HYDRAULIC RE-RAILING EQUIPMENT	
1.	Hydraulic Re-railing equipment set (LUKAS/MFD) or similar make)	01 set
	(i) Power Pack – Petrol driven	01 No.
	(ii) Control Table-	01 No.
	(iii) Hyd. Tele. Jack 65/160 Ton	04 No.
	(iv) Hyd. Tele. Jack 50/100 Ton	02 No.
	(v) Hyd. Tele. Jack 25/63 Ton	05 No.
	(vi) Hyd. Tele. Jack 30/63 Ton	02 No.
	(vii) Hyd. Single act. 10 Ton	01 No.
	(viii) Hyd. Claw Jack 50 Ton	03 No.
	(ix) Hyd. Lifting belt	02 No.
	(x) Pulling Device with Rope 22 Ton	01 No.
	(xi) Roller Carriage with Traversing Jack 10 Ton	01 No.
	(xii) Roller Carriage with sliding plate & Distance bar & resetting device	01 No.
	(xiii) Re-railing Bridge 4.40 meter	01 No.
	(xiv) RE-railing Bridge 3.25 meter	01 No.

Item No.	Description	'A' Class ART
	(xv) Re-railing Bridge 2.20 meter	01 No.
	(xvi) Re-railing Bridge 1.10 meter	01 No.
	(xvii) Connection Element for Bridges	01 No.
	(xviii) Axle Pusher	01 No.
	(xix) Two Way distributor Valve	01 No.
	(xx) Two Way Oil distributor	01 No.
	(xxi) Quick Connect Socket	06 Nos.
	(xxii) Extension Hose Pair 10 meter (Red/Blue)	03 Nos.
	(xxiii) Hyd. Hose 10 meter (yellow/Blue)	02 Nos.
2.	Spare Power Pack, Control Table and roller carriage with traversing jack for hydraulic Re-railing equipment and also spare hydraulic hose pipe set (spare set for replacement).	01 each
3.	Hand Pump for HRE	01 No.
4.	Hydraulic Oil for HRE with container 50 ltrs.	50 ltrs.
5.	Petrol	50 ltrs.
6.	HSD Oil	50 ltrs.
7.	Portable set of electrically operated cold cutting tools comprising of trepanner, bar cutter, channel cutter and shell shearer for relief and rescue of trapped passengers.	01 set
8.	Power Partner for Steel cutting with spare abrasive disc	01 No.
9.	Power chain Saw cutter for cutting of trees.	01 No.
	CATEGORY NO. – 5 WIRE ROPE SLING & SHACKLES	
1.	Wire rope sling single part spliced type with ordinary galvanized (medium) Thimbles or both ends wire rope dia 48mm effective length 3 mtrs.	01 No.
2.	Wire rope sling single part spliced type with ordinary galvanized (medium) Thimbles or both ends wire rope dia 48 mm effective length 6 mtrs.	01 No.
3.	Shackle Fabricated 10 t, 40 t, & 60 t capacity	01 No. each
4.	Bow Shackle 10 t, 20 t, & 40 t capacity.	01 No. each

Item No.	Description	'A' Class ART
	CATEGORY NO. 6 WOODEN PACKING	
1.	Wooden Packing 300 x 300 x 25 mm	06 Nos.
2.	Wooden Packing 300 x 300 x 50 mm	06 Nos.
3.	Wooden Packing 300 x 300 x 75 mm	06 Nos.
4.	Wooden Packing 900 x 300 x 25 mm	06 Nos.
5.	Wooden Packing 900 x 300 x 50 mm	06 Nos.
6.	Wooden Packing 900 x 300 x 100 mm	06 Nos.
7.	Wooden Packing 900 x 300 x 300 mm	06 Nos.
8.	Wooden Packing 1200 x 300 x 100 mm	06 Nos.
9.	Wooden Packing 380 x 150 x 75 mm	10 Nos.
10.	Wooden Packing 300 x 100 x 75 mm	12 Nos.
	CATEGORY NO. -7- OTHER MECHANICAL EQUIPMENTS	
1.	Trolley for Seized rolled bearning wheels of Loco & wagon (wheel skate)	01 set
2.	Universal Pulling & lifting machine TIRFOR 35 t capacity or similar (SAMSON MAJOR),	01 No.
3.	Block Differential Pulley with chain of 3 t capacity hand operated with 3.2t 'D' shackle at other end.	01 No.
4.	Rail Claw for maintain gauge when tie bar broken/rail spread out.	02 Nos.
5.	Wheel Barrow (Tubular steel stock truck) 04 wheels hand push trolley.	01 No.
6.	Re-railing ramps ramps (left hand & right hand)	01 set
7.	Inflatable Air Bag	01 set
	(i) Air compressor electric driven	01 set
	(ii) Control Panel	01 set
	(iii) Lifting Bag 40 Ton cap.	02 set
	(iv) Inflation Hose 10 meter (Red)	01 set
	(v) Inflation Hose 10 meter (Yellow)	01 set
	(vi) Inflation Hose 10 meter (Green)	01 set

Item No.	Description	'A' Class ART
	CATEGORY NO.-8- FITTER TOOLS	
1.	Non Sparking Tools	01 set
2.	Bench Vice	01 Net
3.	Tool Bag/Tool Box	02 Nos.
4.	Hack Saw (Adjustable)	01 No.
5.	Blades for hacksaw	06 Nos.
6.	Bar Pinch	02 Nos.
7.	Bars Tommy	02 Nos.
8.	Chisel cross cut	02 Nos.
9.	Chisel half round 9" long	01 No.
10.	Chisels rod flat 1" dia x 2'6" long	02 Nos.
11.	Tongs of sorts 455 mm & 610 mm	02 Nos.
12.	File Flat bastard (400mm) long	01 Nos.
13.	File round bastard 400mm long	01 No.
14.	File square bastard 400mm long	01 Nos
15.	File half round bastard 400mm long	02 Nos.
16.	Hammer sledge 7 Lbs (3.2kg)	02 Nos.
17.	Hammer ball pin 1.5 Lbs (0.67 Kg or 600 gms)	02 Nos.
18.	Hammer Lead 6 Lbs	01 No.
19.	Punches Steel of sizes (1/8', ¼", 3/8")	01 No. each
20.	Combination Plier (Electrician)	01 No.
21.	Centre Punch	01 No.
22.	Spanner Box (10 to 40mm)	01 set
23.	Spanner Double ended open sizes 8x10mm, 13x17mm, 19x22mm, 24x27mm, 30x32mm, 32x36mm, 36x41mm	01 No. each
24.	Allen Key 1mm to 25 mm	01 set

Item No.	Description	'A' Class ART
25.	Screw driver 4", 5", 8", 10", 12" & 18"	01 No. each
26.	Portable Electric Hand drill machine	01 No.
27.	Drill bits 1 mm to 13 mm	01 No.each
28.	Adjustable Spanner 6", 12", & 18"	01 No.each
29.	Pipe Wrench 10", 14", 18" & 24"	01 No.
30.	Wrenches pipe chain ½", to 3".	01 No.
31.	Axes felling Canadian (2 kgs)	01 No.
32.	Pick Axes (3 Kgs.)	01 Nos.
33.	Shovels	02 Nos.
34.	Test Plate with master gauge (Air brake)	02 Nos.
35.	Test Plate with master gauge (Vacuum brake)	02 Nos.
36.	Goggle safety unbreakable glass (white clear cup type dust proof)	02 Nos.
	CATEGORY NO.-9 MEASURING INSTRUMENTS	
1.	Magnifying Glass 6"	01 No.
2.	Callipers 6" (150 mm) out side	01 No.
3.	Callipers 6" (150 mm) inside	01 No.
4.	Wheel & tyre gauge for Diesel & AC Loco	01 No.
5.	Gauge tyre (C&W)	01 No.
6.	Gauge Buffer height	01 No.
7.	Spring Loaded wheel distance measuring gauge model equivalent to PIE model no. WD-1	01 No.
8.	Spring Loaded wheel distance measuring gauge model equivalent to PIE model no. WD-0	01 No.
9.	Spring Loaded Track measuring gauge	01 No.
10.	Tread Wear measuring gauge model equivalent to PIE model no. TWG-1 (BGL) for B.G. Locos.	01 Nos.
11.	Measuring steel tape width & 30 meters long	01 No.
12.	Measuring Tape steel 2 meters	01 No.

Item No.	Description	'A' Class ART
13.	Feeler Gauge 100 mm long 0.03 mm to 1 mm	01 No.
14.	Buffer Projection gauge	01 No.
15.	CBC Height gauge	01 No.
16.	Steel scale for measuring 6", 12" & 24".	01 No. each
	CATEGORY NO. 10 - C & W ITEMS	
1.	Screw Coupling with Shackles and pins	01 No.
2.	Modified Screw Coupling assembly	01 No.
3.	I.R. Rubber washer for Vacuum, / Air hose pins	01 No.
4.	Air/Vacuum hose pipe 2" complete with clips & corlton coupler and cage	06 Nos.
5.	Flexible pipe with clips	06 Nos.
6.	Hanger for Bolster spring suspension (ICF) with pin, stone and hanger block.	04 Nos. each
7.	Angle Cock (Bogie cut out cock)	02 Nos. each
8.	Draw hook with bar & draft key	01 set
9.	Bolster Spring ICF (AC & non AC)	01 No. each
10.	Axle Box spring (AC & non AC)	01 No. each
11.	Anchor Link (ICF)	01 No.
12.	Bypass coupling set for Air brake stock (fly coup)	01 set
13.	Coil spring for cansub boie (outer, inner & snubber)	01 No. each
14.	Side Frame Key for cansub bogie	12 Nos.
15.	Adopter for cansub bogie (wide jaw & narrow jaw)	02 Nos. each
16.	Elastomeric Pad	06 Nos.
17.	Wedge block for cansub bogie	01 No. each
18.	Metal bounded pad side bearer	01 No. each
19.	Spring clamps for spring breakage/link bracket/trolley frame crack for 4 wheeler & 8 wheeler	01 No. each
20.	Bolts for centre pivot	04 Nos.
21.	Knuckle for BOXN/TK	01 No. each
22.	Lock piece for BOXN/TK	01 No. each
23.	Laminated spring WA-8, Box wagon & brake van	01 No. each
24.	Shackle Link/Retainer/stone for BOX wagon	05 Nos. each
25.	Shackle pin for WA-8/Box	03 Nos. each
26.	Pocket Coupler for Box wagon (Transition arrangement of AR type-E-coupler)	01 No.

Item No.	Description	'A' Class ART
27.	Hanger for ICF	02 Nos.
28.	Hanger Pin for ICF	03 Nos.
29.	Safety Strap ICF	03 Nos.
30.	Wooden Wedges	05 Nos.
31.	Skids	03 Nos.
32.	Dummy Buffer face plate	01 No.
33.	Clamp for Coupling CBC & Screw Coupling	01 No.
34.	PU Pad	02 Nos.
35.	Flexible pipe for BMBC connection	04 Nos.
36.	Side Bearer spring	01 set
	CATERGORY NO.-11- GENERAL STORES	
1.	M.S. Bolt Hex head of different sizes	05 kg.
2.	M.S. Nuts Hex head of different sizes	02 kg.
3.	Handle wooden for sledge hammers as 36" long	02 Nos.
4.	Handle wooden for hand hammers as 16" long	02 Nos.
5.	Handle wooden for files for spares 125 mm long	02 Nos.
6.	Rope Manila 1" dia	50 ft.
7.	Red & White Luminescent barrier tape	500 mts.
8.	Scrape plate 5/8" x 10"x24"	10 Nos.
9.	Pad Lock with duplicate keys 65/75 mm size	06 Nos.
10.	Measuring cans conical pouring type capacity 1 ltr, 2ltr, 5 ltr, & 10 ltr. -1 set of 4 cans	01 No. each
11.	Different sizes funnels for oil (set of 3 nos.)	01 No. each
12.	Lashing Chain 1/2'' diax 10 ft. length	02 Nos.
13.	Lashing Chain 5/8" dia x 10 ft. length	02 Nos.
14.	Lashing Chain 5/8" dia x 20 ft. length	02 Nos.
15.	Blanket woolen superior quality	30 Nos.
16.	Bed Sheet (Khadi)	60 Nos.
17.	Pillows	30 Nos.
18.	Pillow cover	60 Nos.

Item No.	Description	'A' Class ART
19.	Towel bath	04 Nos.
20.	GI box for keeping linen	As reqd.
21.	Aluminum Ladder 6 ft. long	01 No.
22.	Telescopic Aluminum Ladder 15' Height	01 No.
23.	Hand Umbrellas	10 Nos.
24.	Rain Coat	30 Nos.
25.	Uniform for ART staff (Navy Blue pant & light blue shirt)	2 pair for each person
26.	High visibility Jackets	30 Nos
27.	Gum Boot/ Jungle shoe	05 Nos.
28.	Heavy duty safety shoes	30 Nos.
29.	Helmet - Yellow for staff Helmet - Blue for Supervisors Helmet - White for Officers	30 Nos. 05 Nos. 05 Nos.

CETEGORY NO.-12 – LIST OF UTENSILS & STORES

1.	Tumbler Stainless Steel (Glass)	12 Nos.
2.	Glass tumblers 250 ml capacity	12 Nos.
3.	Tea Mugs Bone China	30 Nos.
4.	Aluminum Degchies with cover 44mm cia and 200 mm dia and 200mm and deep	02 Nos.
5.	Tea Spoons Stainless Steel	12 Nos.
6.	Desert Spoon Stainless Steel	12 Nos.
7.	Knives	02 Nos.
8.	Stainless Steel Bhagona with cover	02 Nos.
9.	Frying Pan aluminum 300 mm dia	01 No.
10.	Pressure Cooker 5 ltr. & 10 ltrs. Capacity	01 No. each
11.	Parat stainless steel	01No.
12	Wooden Board with roller for chapaties	01 No.
13.	Iron Tawa 12" dia	01 No.
14.	Stainless Steel Tray size 15" x 11.5"	01 No.
15.	Serving Tray plastic	02 Nos.

Item No.	Description	'A' Class ART
16.	Hot Case 3.5" ltr. & 5 Ltrs. Capacity	02 Nos.
17.	Tea	01 Kg.
18.	Sugar	05 kg.
19.	Biscuits	01 kg.
20.	Milk Powder	01 Kg.
21.	LPG connection with stove and spares gas cylinders	01 set
22.	Gas lighter	01 packet
23.	Safety Matches	100 Nos.
24.	Paper Plate	100 Nos.
25.	Paper Glass (Thermocol)	100 Nos.
26.	Tea Thermos 1 ltr. Capacity	02 Nos.
27.	Tea Thermos steel 10 lts. Capacity	01 No
28.	Tea Strainer	01 No.
29.	Kettle Stainless steel 2 ltrs. Capacity	01 No.
30.	Steel container 1 kg. cap. For storage of kitchen raw masala	As reqd.
31.	Steel Container for keeping food raw material	As reqd.
32.	Water cans 10 ltrs. Capacity	02 Nos.
33.	Stainless Steel Bucket 20 ltrs. Capacity	04 Nos.
34.	Jug Stainless Steel 2 ltrs. Capacity	02 Nos.
35.	Stainless Steel drinking water containers with handle & cover 50ltrs. Capacity	02 Nos.
36.	Water Thermos 10 ltrs. Capacity	01 Nos.
37.	Toilet Soap	06 Nos.
38.	Duster Cloth	12 Nos.
39.	Water storage Tank (Syntax 200 ltrs. Capacity	01 No.
40.	Cooking Apron & cap	02 set
41.	Ration	As reqd.
42.	Vim powder	02 kg.

Item No.	Description	'A' Class ART
	CATEGORY NO.-13 FIRE FIGHTING EQUIPMENTS	
1.	Fire Extinguisher DCP type	06 Nos.
2.	Fire Resistant/fighting suit complete	01 No.
	CATEGORY NO.14- OPERATING SAFETY EQUIPMENTS	
1.	Hand Signal tri colour torch	02 Nos.
2.	LED flasher type (tail lamp)	02 Nos.
3.	Flags banner (track)	02 Nos.
4.	Poles for flag banner	04 Nos.
5.	Flag green 45x10cm	02 Nos.
6.	Flags red 45x10cm	02 Nos.
7.	Board (LV)	02 Nos.
8.	Fog Signals (one box of 10 detonators)	02 Nos.
	CATEGORY NO.-15 – MEDICAL EQUIPMENTS	
1.	First Aid Box	01 No.
2.	Stretcher	02 Nos.
	CATEGORY NO. 16-BOOKS & MANUALS	
1.	Accident Manual	01 No.
2.	G & S.R. Rule book	01 No.
3.	First Aid Manual	01 No.
4.	Working Time Table	01 No.
5.	Log Book	01 No.
6.	Attendance Register	01 No.
7.	Equipment Testing Register	01 No.
8.	Dead Stock Register	01 No.
9.	Maintenance Manual for the Equipments	01 No.
10.	Inspection Register	01 No.
11.	Inspection schedule display board	01 No.
12.	Recommendations of HLC on Disaster Management	01 No.
13.	P.Way Manual	01 No.

Item No.	Description	'A' Class ART
14.	S & T Manual	01 No.
15.	Maintenance manual for Coaches	01 No.
16.	Maintenance Manual for Wagons	01 No.
	CATEGORY NO.17-MISCELLANEOUS GROUP	
1.	One Digital Still Camera with spare battery connecting cord and required peripherals	01 No.
2.	One Digital Video handycam Camera with film for Video filming of restoration work with spare battery	01 No.
3.	Plastic Molded Chairs	20 Nos.
4.	Steel Table (36"x18"x20")	02 Nos.
5.	Garden Umbrella	02 Nos.
6.	Inflatable Tent size 5.5x7.5 meter	01 set
	(i) Electric inflator with inflation hose	-01 Nos.
	(ii) Double way manual inflator (hand pumt)	-02 Nos.
	(iii) Peges	-20 Nos.
	(iv) Hammer	-01 Nos.
	(v) Repair Kit	-01 Nos
	(vi) Maintenance Spare white nylon nut screw & washer	-40 Nos. each
	(vii) Inflation Valve	05 Nos.
7.	Digital Breathalyzer	01 No.
	CATEGORY No.18- ILLUMINATION ELECTRICAL EQUIPMENTS	
1.	Portable Generator set 3/2 KVA on anti vibration mounts 230/250 V with integral switch, spare spark plug and its spanner	04 Nos.
2.	Main Cable fixing from DG set to terminal board 3 core cable 10 square mm PVC insulated	100 meter
3.	Tool kit for maintenance of Portable Generator set as per make of Gen. set	02 set

Item No.	Description	'A' Class ART
4.	Portable Switch Board with 4 water proof industrial sockets each capable of taking 500 watt load 2 meters 15 amp. Capacity PVC insulated copper leads with plug at each end	04 Nos.
5.	Stand Flood Light 1.8/2.5 meter high	06 Nos.
6.	500 Watt Halogen Lamp with water proof fitting 200 meter 15 amp. Capacity lead with plug on 1 end & suitable arrangement for keeping cables	06 Nos.
7.	Hand Lamp with electrical Cable	05 Nos.
8.	Insulated Tape 3/4"	10 Nos.
9.	Kerosene Oil	50 ltrs.
10.	HSD Oil	50 ltrs.
11.	Tool set complete with cutting Plier, hammers, screw drivers, knife etc.	01 set
12.	Aluminum Telescopic Ladder	01 No.
	CATEGORY NO. 19- TELECOMMUNICATION EQUIPMENTS	
1.	Inspection Book	01 No.
2.	Mega Phone transistorized 2 watts to work on 9 volt dry battery cells.	03 Nos.
3.	4 wire emergency portable control telephone set with accessories DTL 10093	01 set
4.	Hand Held Walkie Talkie sets with battery charger	06 sets
5.	Charging facility for Lap Top, Cell Phone and camera	01 unit
6.	Mobile Cellular telephone	04 sets
7.	VHf set 25 watt along with accessories	02 Nos.
8.	Multi meter Digital along with tool kit	01 unit
9.	Hand Held Torch of 3 cell complete with dry cell	04 Nos.
10.	Satellite Phone	01 No.
11.	Wireless PA System	01 unit

PORTABLE MEDICAL KIT FOR ACCIDENTS (POMKA) TO BE TRANSPORTED BY ROAD/RAIL

1.	One surgical dressing drum (size 10" dia x 5" ht. autoclaved each containg one kg. of one kg. of sterlised cotton, 5 meters of gause (cut to different sizes) and to 10 roller bandages (7.5 cm x 4 cm) and two towels.)	
2.	Chromic Catgut with needles	2 Packets.
3.	Sterile Adhesive strip dressing	50 Nos. assorted
4.	Rubber tourniquets	2 Nos.
5.	(a) Disposable sterile syringes 2 c.c. with needles	10 Nos.
	(b) Disposable sterile syringes 5 c.c. with needles	10 Nos.
6.	Methylated spirit/or Antiseptic Lotion/Povidone /Iodine	Bottle of 250.c.c.
7.	Chloromycetion Applicaps	10 in plastic container
8.	Paracetamol	100 tabs. In strips
9.	Tab. Analgin	30"
10.	Tab. Peniramine Maleate 25 mg. (Avil)	30"
11.	Tab. Prochlorperazine 5 mgm (Tab. Stemetil)	30"
12	Tab. Baralgan	30"
13.	Tab. Metronidazole + Fujrozolidon 2	30"
14.	Tab. Antacid	30"
15.	Tab. Salbutamol 4 mgm	30"
16.	Tab. Diazepam 5 mgm	10"
17.	Tab Metoclopramide HCL	10"
18.	Coronary Vasodilator sub-lingual (Tab. Sorbitrate 10 mg)	10"
19.	Tab. Supremorphine (Tamgesic)	12 Tabs.
20.	Antiseptic Cream 25 gm.	1 tubes
21.	Antiseptic Ointment/antiseptic lotion	1 tubes
22.	Nasal drops	1 vial
23.	Oral Rehydration powder	4 pkts.
24.	Injection Pentazocine	2 Amps.
25.	Injection Analgin in 2 ml.	10 Amps.
26.	Injection Phgeniramine Maleate	5 Amps.
27.	Injection Diazepam 10 mg.	5 Amps.
28.	Injection Dopamine 5 ml.	5 Amps.
29.	Injection Dexamethasone 4 mgm. Vial	2 vial
30.	Injection Lignocane (Plain) 2% 50 ml. vial	1 vial
31.	Injection Rentitidine	2 Amps.

32.	Injection Deriphylin	2 Amps
33.	Nifedipine liquid Capsule for sub-lingual use (Depin)	2 Capsules
34.	Injection paracetamol 2 ml – 1/m	2 Amps.
35.	Injection Baralgan 2 M 1 – 1/M	2 Amps.
36.	Injection Lasix	4 Amps.
37.	Injection Bupernorphine	06 Amps.
38.	Aerosol Spray Dressing	01 No.
39.	Ambubag with Airway 1 Audit 1 Child set	01 No.
40.	Displsable transfusion set	01 No.
41.	Disposable transfusion Glucose bottle	2 Nos.
42.	Stethoscope	01 Nos.
43.	Kidney tray 25 cm. and 20 c.m.	02 Nos.
44.	Brush Nail	01 Nos.
45.	Gloves surgical	2 Pairs
46.	Ryles Tube	1 No.
47.	Soap-Toilet	02 cakes
48.	Arm bands with red cross	10 Nos.
49.	Torch (of 3 cells)	02 Nos.
50.	Adhesive Plaster 2.5 cmx4/5 m and 10 cm x 5 m	01 No.
51.	Splints wooden extensible set of 6	One set
52.	Rain coat plastic	Two
53.	Crepe bandage	Two

Note.: The contents should be stored in convenient container like a suitcase (size 21") for easy transport

.

DISTRIBUTION OF POMKA

(a)	Health unit/poly clinic	1 set of Pomka
(b)	Sub-Divisionsl hospital	2 sets of Pomka
(c)	Divisional/Zonal hospitals	3 set of Pomka + Add. Items.
(d)	ARME- II Revised	3 sets of Pomka + Addl. Items

ADDITIONAL ITEMS

1.	POP bandages – 10 & 15 cm.	10 Assorted
2.	Mackintosh sheet	1x1mt. – two Nos.
3.	Aerosol Spray Dressing	2 Nos.
4.	Folding stretcher	2 Nos.
5.	Portable Boyles apparatus	1 No.
6.	Dictaphone	1 No
7.	Generator set	1 No.
8.	Laryngesoope set	1 No.
9.	Endotrecheal tubes	1 No.

ADDITIONAL ITEMS FOR ARME SCALE-II

1.	Pop bandage 10 and 15 cm.	5 each
2.	Mackintosh 1x1 mt.	2 Nos.
3.	Folding stretcher	2 Nos.
4.	LPG based Petromax	2 Nos.
5.	Spare Mental for petromax	2 Nos.
6.	Match Box	1 No.
7.	Tally Card 10 x 7 cm. with one skin marking pencil	12 Nos.
8.	Catherer Sterile :	Male 2 Nos. Female 2 Nos.
9.	Mouth gag	
10.	Shop Scissor	1 No.
11.	Clasp knife	1 No.
12.	Umbrella Hand	2 Nos.
13.	Gum Boot	2 Pair
14.	Basin wash hand El 35 cm. dia	1 pair
15.	Bed-sheets	10 Nos.
16.	Shroud	06 Nos.
17.	Blanket woolen or cotton according to climate conditions	06 Nos.
18.	Note Book with Pencil	2 Nos.
19.	Memo pad with carbon	2 Nos.
20.	Book for noting injury particulars identification etc.	2 Nos.

Note : The additional items of ARME Scale – II should be kept in two boxes for easy transport.

CONTENTS OF A.R.M.E. SCALE-I

	ITEM	**Qty.**	**Location**
1.	IV Fluids in disposable plastic tramsfusion bottls.		Operation theatre room.
	(a) 5% Glucose	5 Nos.	In built in cabint or shelves marked Syringes, injections and medicines.
	(b) Normal saline in 500 ml.	5 Nos.	
	(c) Plasma expander like low molecular	2 Nos.	Syringes, injections and medicines.
2.	Disposable sterile infusion sets	12 Nos.	"
3.	Sterilised disposable syringes		"
	(a) 2 Ml.	20 Nos.	"
	(b) 5 Ml.	10 Nos.	"
	(c) 10 Ml.	10 Nos.	"
	(d) 20 Ml.	10 Nos.	"
	With disposable needles	50 amps	"
4.	Injection Pntazocine	50 amps	"
5.	InjectionAtropine suplh. 0.65 or 0.60 mg.	10 amps.	"
6.	Injection Analgin-2 Ml.	50 amps	"
7.	Injection Andrenaline 1 in 100 Ml.	5 amps.	"
8.	Injection Bu-prenorphine	10 Nos.	
9.	Inj. Lignocaine Hydrochloride without adrenaline 2% vial of 50 c.c.	5 vials	
10.	Inj Ampincillin 250 mg./vial	20 vials	
11.	Inj. Dopamine 5 ml	10 amps	
12.	Inj. Dexamethasone, each vial to contain 4 mg.	10 vials.	"
13.	Inj. Diazepam 10 mg.	10 amps	"
14.	Inj. Pheniramine Maleate	06 amps	"
15.	Inj. Deriphyline	6 amps	"
16.	Inj. Renitidine	6 amps	"

17.	Nifedipine liquid capsule for sub-lingual use.	6 capsules	"
18.	Inj. Paracetamol 2 ml. 1/M	6 amps	"
19.	Inj. Baralgan 2 ml. 1/M	6 amps	"
20.	Inj. Metochlopromie	10 amps	"
21.	Inj. Lasix	12 amps	"
22.	Surgical spirit 350 ml. in stoppererd bottle wax	2 bottles	"
23.	Solution of lodine (weak) 2% 120 Ml. in stoppered bottles/Povidone lodine-solution	2 bottles	"
24.	Chloroxylenol or similar antiseptic 120 ml. bottle.	2 bottles	"
25.	Sterile Paraffin Tulle 10 cm x 10 cm. or equivalent in this of 24 peces	5 pkts.	"
26.	Lignocaine Jelly in vials of 30 ml.	1 No.	"
27.	Redistilled water 10ml with files for injections	10 amps	"
28.	Paracetamol 500 mg. tablets in strip pack	100 tabs.	"
29.	Tab. Diazepam 5 mg.	50 in strips	"
30.	Tab. Pheniramikne malcate	50 in strips	"
31.	Oral Rehydration Powder	12 pkts.	"
32.	Tab. Analgin	100 tabs in strips	"
33.	Tab Prochlorparazine 5 mgm. (tab Stemotil)	50 "	"
34.	Tab. Baralgan	50"	"
35.	Tab. Metronidazole + Furozolidone	100"	"
36.	Tab. Antacid	100"	"
37.	Tab. Salbutamo ¼ mgm	50"	"
38.	Tab Metoclopramide Hcl	30"	"
39.	Coronary Vasodilator Sub-Lingual Tab sorbitrate 10 mg	50"	"
40.	Nasal Drops	3 vials	"

41.	Enteroquinol/DIHQ	100 tabs. In strips	"
42.	Chloremphanicol eye applicaps in bottle of 25	2 Nos.	"
43.	Anti-infective or antiseptic insufflations powder 10 gms. Container	5 tubes	"
44.	Surgeons' instruments and ligature in a case containing the following :	Operation Theatre Room	Cabinet or shelf marded instruments and appliances etc.
	(a) Listion's Amputation knife	1 No.	
	(b) Board parker scalpel handles size No. 4	2 Nos.	"
			"
	(c) B.P. Blades for above in packets of 6 size No. 4	1 Packet	"
	(d) Amputation saw	1 No.	
	(e) Probe sinus 20 cm.	1 No.	"
	(f) Director butterfly wing	2 No.	"
	(g) Forceps bone 18 cm.	1 No.	"
	(h) Newedle holder universal	1 No.	"
	(i) Scissors blunt pointed 12 cm SS	1 No.	"
	(j) Scissors sharp pointed 15 cm SS		"
	(k) Artery forceps spencerwells 12 cm. SS	10 Nos.	"
			"
	(l) Razor safety with packet of 5 blades in case	1 No. each 05 each	"
	(m) Catherter male G.S. Size 8 & 12		
	(n) Tourniquet Esmarch (I.R. Bandage)	2 Nos.	"
	(o) Suture needles cutting curved and Straight assorted size in vulcanite case	5 each	"
	(p) Lighature catgut chromic with straight needles of 50 mm and curved meedles of 40 mm attached in sealed tubes)	5 each	"
	(q) Ligature Nylon medium	50 strands	
	(r) Ligature catgut plain in sealed tube	6 each	"
			"
45.	Forceps torgue S.S.	1 No.	"
46.	Mouth Gag-Adult & Child	1 No. each	"
47.	Airways plastic or Rubber Guedel child and adult sizes	2 each	"
48.	Sponge Holder 20 cms. Long SS	4 Nos.	"
49.	Scissors surgical 12 cm. blunt and sharp painted SS	3 Nos.	"

50.	Forceps dissecting 12 cm. toothed SS	1 No.	"
51.	Forceps dissecting 12 cm. non-toothed SS	1 No.	"
52.	Forceps dressing 12 cm SS	3 Nos.	"
53.	Forceps Cheatle SS	2 Nos.	"
54.	Corneal loupe	1 No.	"
55.	Tracheostomy set in a case labeled sterile consisting of tracheostomy tube with tapes, one scalpel with blade, one sharp hook, two artery forceps, mosquito silk suture, one blunt hook and double hook retractor, sterile gauze.	1 No.	"
56.	Labelled cut open set sterilized in case consisting of 1 BP scalpel with blade NO. 4, 2 mosquito artery one fine dissecting forceps, one I.V. cannula, silk thread, one needle connected polythene tube and gauge.	1 No.	"
57.	Eye lid retractor	1 No.	"
58.	Eye spud SS	1 No.	"
59.	Eye fixation forceps SS	1 No.	"
60.	Rubber catheter universal size	1 No. each	"
61.	Foley's catheter universal size	2 Nos.	"
62.	Tourniquet esmarch's (I.R. Bandages and card in tin case)	2 Nos.	"
63.	Stethoscope binaural	1 No.	"
64.	Sphygomonometer	1 No.	"
65.	Scissors Mayo 7" straight	1 No.	"
66.	Bowls lotion 25 cm. 20 cm, 16 cm diameter E.I.	2 Nos. each	"
67.	Trays instrument and dressing with cover 30x25, 25x20 cms. SS and 25 x 15 cm. SS	1 No. each	"

68.	Trays kidney size 25 and 20 cm.	1 Nos. each	"
69.	Brush nail	2 Nos.	"
70.	Apron operation, plastic	5 Nos.	"
71.	Apron operation, long cloth to be kept in sterile drum	5 Nos.	"
72	O.T. slipper size 7, 8	2 Nos. each	"
73.	Face mask disposable	10 Nos.	"
74.	Head cap disposable (Surgeon)	10 Nos.	"
75.	Towels operation surgical 100 x 60 cm	20 Nos.	"
76.	Gloves surgical size 6-1/2", 7", 7-1/2"	10 Nos.	"
77.	Coats surgeons	5 Nos.	"
78.	Towels hand surgeons (in polythene bag)	10 Nos.	"
79.	Soap toilet in case- cakes	5 Nos.	"
80.	Stopper looener	1 No.	"
81.	Operation table tabular steel with sponge rubber mattresstheater room.	1 No.	In operation
82.	Shadowless lamp 30 cms. Dia or angle poise lamp fixed on side panel.	1 No.	"
83.	Trolley anaesthetic without castor with stand for oxygen cylinder	1 No.	"
84.	Oxygen cylinder 1320 ltrs. With key	1 No.	"
85.	Inh. Ketamin Hydrochloride	5 amps	"
86.	Mpsk oxygen. Polythene (big & small)	1 No. each	"
87.	Portable Resusecitation kit in a bag containing . (a) Automatic resuscitator with provision for positive pressure ventilation, inspiratory, expiration & flow adjustments. (b) Manual resuscitator (Ambu's bag)	1 No. " "	"

	(c) Oxygen Cylinder (Small Vetimask) with tubes	"	
	(d) Suction (Manual & Automatic)	"	
	(e) Intubation set with Laryngoscope endotrachal tubes of all size	"	
	(f) Stethoscope, Sphygmomanometer, Hammer, Spatula Torch, Thermometer	"	
	(g) I.V. rod in two (folded) disposable IV set, adhesive plasters, sterilized gauge, bandage scissors, dissecting & tissue forceps, Haemostatic forceps, needle, splint.	One each	
88.	Revolving stool.	2 Nos.	"
89.	Trolley instrument without castors & with castor and glass top	1 No. each	"
90.	Sterillse instrument portable with two burner spirit stove sizes 30x20x15 cms. And 20x10x10 cms.	1 No. each	"
91.	Gauze cut in assorted sizes and packed in dressinjg drum 23x25 cms. Sterilized	20 mtrs.	Store Room In built in cupboard or shelves marked 'sterilisation' and dressing material.
92	Wool cotton absorbent cut to size & sterilized in drum 23x23 cm.	2 kg.	"
93.	Wool cotton absorbent packet of 500 gms.	10 pkts.	"
94.	Bandage loosewoven compressed 7.5 cm. wide, 4.5 mtrs. Long	100 Nos.	"
95.	Bandage loosewoven compressed	100 Nos.	"
95A.	Bandage adhesive 7.5 cm wide in sealed tins.	2 Nos.	"
96.	Bandage triangular 130x90x90 cms. (SJA)	30 Nos.	"
97.	Adhesive plaster 2.5 cm x 5 m & 10 cms x 5 mts	3 Nos.	"
98.	Scissors Mayo 7"	1 No.	"
99.	Mackintosh 1 mts. Size	5 Nos.	"
100.	Swab sticks in bundles of 25 wraped in cloth bag and sterilized in drums.	50 Nos.	"

101.	Spirit methylated in wax stoppered bottles of 250 CC each.	4 bottles	“
102	Readymade plaster of paris bandage 10 cms. And 15 cms. Wide in thin	20 bandages	“
103.	Corrugated rubber drain for operation	1 sheet	“
104.	Pins safety assorted size in packet of 10.	4 sets	“
105.	Thomas’ splint adult & child	2 Nos.	Store Room in built in cup-board cabinet or shelves marked ‘splint’ Primus stove, petro-max lanterns, kerosene oil.
106.	Splint arm & forearm wooden set of 6	2 sets	“
107.	Splint thigh wooden liston set of different sizes	3 sets	“
108.	Hammer 400 cms.	1 No.	“
109.	Chisel 2.5 cms. Wide	1 No.	“
110.	Saw 30 cm. long	1 No.	“
111.	Clasp knife	2 No.	“
112.	Cork screw opener	1 No.	“
113.	Matches Safety packet of 1 dozen boxes.	1 pkt.	“
114.	Torch Eveready 4 cell	10 Nos.	“
115.	Bulbs for torch (spare)	5 Nos.	“
116.	Water bottles with drinking cup and strap – 1 ltr.	5 Nos.	“
117.	Basin wash hand E. 1.35 cms. Dia	5 Nos.	“
118.	Buckets Plastic 5 ltr. Capacity.	5 Nos.	“
119.	Jug water E.T. 2 ltr. Capacity	2 Nos.	“
120.	Store primus single burner folding design No. 100 with kit containing spare washer, pin etc.	2 Nos.	“
121.	Day carrier	1 Nos.	“
122.	Kerosens oil in 5 ltr. Tin	01 Nos.	“
123.	L.P.G. Petromax 1.5/2 ltr.	5 Nos.	“

124.	Notebook with pencil.	5 Nos.	"
125.	Memo pad with carbon paper	5 Nos.	"
126.	Book for noting injury particulars identification etc.	5 Nos.	"
127.	Skin marking pencil	2 Nos.	"
128.	Ground sheet size 200x120 cm	2 Nos.	"
129.	Brassards arm with red cross	50 Nos.	"
130.	Haversacks each containing the following:	5 Nos.	Store Room-In built in copboard cabinet or shelves, marked HAVER-SACKS
	(a) Roll bandage	10 Nos.	
	(b) Triangular bandage	2 Nos.	
	(c) Paractamol	20 table in	
	(d) Sterilise adhesive strip dressing	strips	
	standard	40 Nos.	
	(e) Antiseptic cream 25 gms.	01 No.	
	(f) Chloromycetin applicaps in	1 tube	
	plastic bag	10 Nos.	
	(g) Torch (3 cell)	01 No.	
	(h) Arm Brassard red cross	05 No.	
	(i) Memo pad with pencil	01 Nos.	
	(j) Tally cards 10 x 7 cms. With		
	eylets and tape	12 Nos.	
	(k) Disposable sterilized syringes		
	with needle 2 cc	2 Nos.	
	(l) Inj. Analigin	2 amps.	
	(m) Safety pins	10 Nos.	
	(n) Esmarch Torniquet	1 No.	
	(o) Wooden splint set of 6	1 No,	
131	Sterile adhesive strip; dressing standard size giant box of 150	1 box	

132.	Cups feeding E.I. (200 ml)	5 Nos.	In built in cupboard cabinet or shelves marked 'Nursing appliances, bed linen and patients' linen etc.
133.	Mug Polythene 500 ml. capacity	5 Nos.	"
134.	Hot water bags I.R. with cover Ice cap.	5 Nos.	"
135.	Spittoons	5 Nos.	"
136.	Bed sheets cotton white 2.1 x 1.5 mt.	40 Nos.	"
137.	Pillow cotton 50x20 cms. With water proof covers, 2 each	20 Nos.	"
138.	Sarees cotton white 5.5 m	10 Nos.	"
139.	Lungis cotton white 2 m each	20 Nos.	"
140.	Shirts open in front with half sleeves large size.	20 Nos.	"
141.	Water proof sheeting 1x1 m. pieces	20 Nos.	"
142.	Sand bags 30x15 cms.	10 Nos.	"
143.	Hand pankhas	10 Nos.	"
144.	Shrouds long choth, size 2.1 x 1.5 m.	40 Nos.	"
145.	Backrest wooden	1 No.	"
146.	Camp stool folding	2 Nos.	In ward compartment strapped to one size
147	Camp table folding	2 Nos.	"
148.	Blankets woolen or cotton according to climatic conditiopns .	50 for BG-40 to MG	In ward compartment in tin lined box in locker under box seat or stretcher.
149.	Bed pan E.I. Slipper shaped	4 Nos.	Inward compartment or racks in lavatory.
150.	Urinal male E.I.	4 Nos.	"
151.	Urinal Female E.I.	2 Nos.	"

152.	Milk powder 450 gms. Or milk condensed	2 tins	In kitchen compartment.
153.	Sugar in lever lid tin in half kg. / 1 kg. polythin pack	2 tins 4 tins	In built in cupboard cabinet or shelves etc. Marked medical comforts.
154.	Tea in sealed tin of 500 gms. (250 gms. Pack -2)	1 tin	"
155.	Coffee (instant) 100 gms. In sealed tins.	2 tins.	"
156.	Table spoons s.s.	5 Nos.	"
157.	Tea spoons s.s	10 Nos.	"
158.	Tea pot E.I. or aluminium (6 cups capacity)	01 Nos.	"
159.	Tumbler polythene or disposable glass (300 ml. capacity)	40 No.	"
160.	Cork screw	1 No.	"
161.	Tin opener	1 No.	"
162.	Bucket with flat cover polythene size 5 ltr.	2 Nos.	"
163.	Kettle aluminium size 3 lter.	1 Nos.	"
164.	Degchi aluminium with cover 20, 18, 15, 10cms. Dia set of 4 nested	1 set	"
165.	Sterile/mineral water	25 bottles	"
166.	Bucket G 5 ltr. Capacity	2 nos.	"
167.	Polythene carboys with handle and stopper 18 lter. Capacity (for drinking water)	5 Nos.	"
168.	Stretcher folding S.J.A. Pattern aluminium folding	10 nos.	In a box fitted to the under-frame marked ‘stretcher umbrellas shelter etc.
169.	Umbrella	5 Nos.	"
170.	Rain coat Plastic with hood (Like ladies raincoat)	5 Nos.	"
171.	Gum boots (standard and large)	2 nos. each	"
172.	Breathalyser	1 No.	"

173.	Vials for collection of Blood samples for testing of alcohol contents.	5 Nos.
174	Dictaphone	1 No.
175	Stair case steel	2 No.
176.	Shelter as per specification given below- Shelter BIVOUAC 420 cm x 420 cm x 240 cm made of light single fly convas with the fly extended to the ground on the two sides & open at the two ends. On both sides there should be hood attached to the top to prevent rain beating in. Tents made of white & blue fabric complete with bamboo poles without joints, iron pages hammer and stilts.	1 No.

ADDITIONAL ARME / ITEMS

1.	Light weight synthetic pre fabricated tents	
2.	Lumious Jackets	30 Nos.
3.	Foldable Chairs	04 Nos.
4.	Portable fire existinguishers	02 Nos.
5.	Augumnted first Aid Boxes	02 Nos.
6.	Readymade Splints	25 Nos.
7.	Readymade Slings	25 Nos.
8.	Protable Generator set	01 set
9.	Battery Operated head light	05 Nos.
10.	Seldinger	09 Nos.
11.	Tracheotmy	01 No.
12.	Inflatable tourniquet	10 Nos.
13.	Spinal Splint	10 Nos.

Note : Following instructions (i) to (xvi) should be strictly followed.

(i) All surgical instruments should be regularly vaselinised.
(ii) Autoclaving of drums should be done every month and date of last sterilization indicated.
(iii) All spirit bottles should be stoppered.
(iv) Hot water bags to be kept slightly inflated.
(v) All rubber goods to be powdered.
(vi) Stretchers canvas to be regularly tested (by standing on it).
(vii) Umbrellas to be regularly tested by opening them.
(viii) All linen and blankets to have sufficient Naphthaline balls.
(ix) Availability of vials for collection of blood samples for testing Alcohol content should be ensured.
(x) Oxyegen cylinder should be regularly tested for availability of oxygen.
(xi) Petromax should be regularly tested.
(xii) The torch cells should be tested regularly. The plastic cover on torch cells should be removed.
(xiii) The A.R.M.E. should be regularly cleaned.
(xiv) All electrical connections in ARME van should be 'ON' and only the mains should be 'off'.
(xv) The ward of the ARME van should have a door towards the track.
(xvi) Trial run of ARME and mock drills should be done regularly.

Note - Maintenance and replacement of ARME equipment.

(i) There are many items which are to be kept in sterile drums so that will be available ready for immediate use. The number of drums required can be decided by the Medical Officer. The drums should be of uniform size of 23 cm. diameter and 23 cm height (this is a standard size) so that they can be sterilized in the single drum autoclaves normally available at almost all health units. These items should be re-sterilized every month and the date of last sterilization indicated.

(ii) All perishable items in the ARME should be replaced during the last quarter of the year and a complete stock taking of all equipment in the ARME should be done. A certificate to the effect that this has been done and that the equipments are according to the scales laid sown should be submitted to the CMS before the 31st December every year. To enable this to be checked the date of replacement should be clearly shown on the packages so replaced. In the case of torch cells, the date of replacement should be entered in pencil at the bottom of each cell. Only leak proof cells should e used in ARME.

(iii) Stretchers and Blankets – Stretchers should be opened cut and canvas tested for deterioration once in three months. Blankets should be taken out of their boxes and examined once in six months.

(iv) Details of replacements :

(a) All injectibles and medicines with expiry date should be replaced from fresh hospital stock well in advance of the date of expiry.

(b) Torch cells should normally be kept outside the torch. These should be replaced once in six months, or earlier if they show signs of deterioration. The torches should be tested at each inspection. All Medical Officers have full powers for replacement of any items that become due or any deficiencies that occure on attending at an accident.

(c) Bottles containing spirituous preparations like surgical spirit, tincture iodine etc. should be seated with candle wax to make them air-tight.

(d) Rubber goods should be powdered with French chalk. Hot water bas and ice bags should be kept lightly inflated. All ruber goods should be replaced from fresh hospital stock once a year, including rubber tourniquects when required.

(e) Articles of medical comfort such as tea, coffee, milk powder and sugar etc should be replaced once a yar, or earlier if they show signs of deterioration in stock.

(f) Injection of Adrenalin showing signs of deterioration such as brown discoloration or deposit should be discarded irrespective of the date of expiry.

(g) Glucose solution in bottles and ampoules should be replaced annually earlier if it shows signs of deterioration such as fungus growth, haziness or deposit.

(v) To protect blankets and other linen from pests, naphthalene balls should be used liberally. A few should be put in between the folds of the lankets.

(vi) Petromax lanterns, hurricane lanterns and primus stoves should be lit and tested once a quarter.

(vii) Surgical instruments which are not made of stainless steel should be kept smeared lightly with Vaseline. Once a year Vaseline would be wiped off the instruments cleaned with rag soaked in kerosene, and fresh Vaseline applied.

(viii) Staff should be properly trained and conversant with the method of putting up the shelters.

(ix) Plasma, A.T.S. Antigas, gangxne serum etc. and any other equipment as well as additional quantities of equipment like blanets, stretchers, dressing materials etc. which are likely to be needed at the site of accident should be taken from the Hospital and Health Units in addition to the standard Accident Relief Medical Equipment.

(x) A.R.M.E. Scale-I and Auxillary van must be inspected monthly by the following officials (Preferably Jointly).

(a) A.D.M.O.

(b) Station Master/Station Supdt.

(c) Inspector, Telephones.

(d) SSE/C&W.

(e) Electrical Official Incharge.

The SSE/C&W must personally ensure that the coaches are in good working order on the mechanical side and then certify fitness. The Electrical Official must personally examine and similarly ensure and certify that the electrical portion of the coaches and the electrical equipments in the Auxillary coach are in good working order.

ADMO must check the medical equipment and shall be responsible for the immediate replacement of articles found unserviceable or deficient. As a practical tip, ADMO is advised to send responsible para-medical personnel about an hour or two in advance of inspection to open and clean the van and keep the equipment ready for check. They will also light up hurricane lamps. Petromax lamp and primus stoves.

The SSE/C&W should ensure that the water tanks are drained and refilled with fresh water once in a month.

Tele-communication Inspector must thoroughly test the portable phone equipment to ensure that this is in good working order and that the wire diagram is up to date. He must also check up the public address equipment where provided.

After each montly inspection, report should be submitted by the ADMO to the DMO stating that joint inspection has been carried out and bring to the notice of the DMO any defects noticed that require remedial action. He will also bring to the notice of the DMO if the vehicle has not been inspected by any of the officials mentioned above to enable the DMO to take action at the Divisional level.

ARME Scale- 'II' Equipment will be inspected by DMO /ADMO and Station Master/ Station Supdt. Once a month .

The Divisional Medical Officer must Inspcet the ARME scale – 'I' once in six months and scale 'II' once in a year and take such action as is found necessary to see that the equipment is upto the standard and in good working order. It is desirable that the inspection of Scale 'I' equipment is done jointly with the D.M.E, D.E.E. and D.S.T.E. During this inspection a complete stock verification should be done.

CONTENTS OF STATIC FIRST AID BOX

Sl. No.	Name of equipment	Quantity
1.	Sterilized finger dressings each in sealed polythene bag	12 Nos.
2.	Sterilized wound dressings 7cm x 5 cm in sealed polythene bags.	12 Nos.
3.	Sterilized First Field dressings 12 cm x 8 cm in sealed polythene bag.	12 Nos.
4.	Triangular bandages I closed packed. (120x90x90cm)	3 Nos.
5.	Bandages loose wove, compressed 7.5 cm x 4 m in polythene bag.	6 Nos.
6.	Sterilized cotton wool, compressed 25 gms. Inpolythene bag	6 Nos.
7.	Antiseptic cream or jelly in tube of 25 gm.	1 No.
8.	Liquid paraffin 15 ml in plastic drop bottle.	1 No.
9.	Analgesic tablet, paracetamol or A.P.C. tube of 10 or strips.	10 Tabs.
10.	Splits wooden extensible set, of 6	1 Set
11.	Plastic adhesive 2.5 cm x 4 m	1 Reel
12.	Pins safety on a card or in a box	12 Nos.
13.	Esmarckh tourniquet (I.R. bandage)	1 No.
14.	Scissors dressing 12 cm blunt pointed	1 No.
15.	List of contents and instruments	1 No.
16.	Injury card	1 No.

Note The contents of the Static first Aid Boxes provided at Workshops may be varied to suit the requirements of necessary of the relevant factory Acts.

CONTENTS OF FIRST AID BOX FOR GUARDS

Sl.No.	**Name of equipment**	**Quantity**
1.	Sterilized finger dressings each in sealed polythene bag	6 Nos.
2.	Sterilized wound dressings 7 cm x 5 cm in sealed polythene bags.	6 Nos.
3.	Sterilised first field dressings in sealed polythene bags- 12 cm x 8 cm	6 Nos.
4.	Triangular Bandages compressed in closed packet – 120 x 90 x 90 cm.	3 Nos.
5.	Bandages loose wove compressed 7.5 cm x 4 m in polythene bags.	6 Nos.
6.	Sterilized cotton wool 25 gms. In polythene bag.	2 Nos.
7.	Antiseptic cream or jelly in tube of 25 gm.	1 No.
8.	Liq. Paraffin 15 ml. in plastic drop bottles.	1 bottle.
9.	Analgesic tablets, paracetamol or A.P.C. tube of 10 or strips.	10 tabs
10.	Pins safety on a card or in a box	12 Nos.
11.	Esmarch Touniquet (I.R.Bandage)	1 Nos.
12.	Scissors Dressing 12 cm.	1 No.

13.	List of contents and instructions regarding treatment.	1 Nos
14.	Injury card	1 No.
15.	Splints, wooden , extensible set of 6	1 Sets.

LIST OF CONTENTS OF FIRST AID BOX FOR TRACKMEN

Sl. No.	Name of equipment	Quantity
1.	Sterilised Finger Dressing each in sealed polythene bag	6 Nos.
2.	Sterilised wound dressing 7 cm. x 5 cm in sealed polythene bag.	6 Nos.
3.	Bandages loose wove compressed in sealed polythene bag (size of bandage 7.5 cmx 4.0m.)	1 No.
4.	Cotton wool in sealed polythene bag tube of 25 gms.	1 No.
5.	Antiseptic cream or jelly in collapsible 25 gms.	1 Tube
6.	List of contents and instructions regarding treatment.	1 No.

Instructions regarding treatment of minor injuries : The equipment contained in First Aid Boxed is only for First Aid and is to be used by those qualified in First Aid. A printed sheet of instruction should be kept inside the First Aid Box for ready reference.

A scratch or slight wound : Treat every scratch or slight wound immediately. Apply antiseptic cream or jelly over the broken surface once. Do not attempt to wash the wound at all. Apply a sterilized dressing . A bandage can be applied over this dressing if necessary. Do not touch the part of the sterilized dressing which is put next to the wound. Blood poisoning or septic infection of wound is caused by introducing germs into it. A sterilized dressing should therefore, always be used as it is free form germs. Antiseptic cream or jelly sterilizes the wound and makes any dirt harmless. Hands are never free from germs and should never touch to wound or the part of the dressing to be applied to the wound.

A burn or scald - Cover the injured part with a dry sterilized dressing according to size. Do not use any oil or ointement. Do not prick a blister, except under medical advice.

Foreign body in the eye – Instil a drop or two of liquid paraffin in the inner side of the lower lid. The eye can then be covered with a pad (e.g. a clean hand kerchief folded), which should be gently bandaged on . Seek the advice of a doctor at once. Do not try to remove any particle which cannot be brushed away.

To relieve pain give analgesic tablet like paracetamol or APC by mouth and another after 2 hours, if necessary.

Appendix – 'R'

Standard list of minimum tools & equipments for ARME/SPARME

Item No.	Description	SPARME
	CATEGORY NO. – 1 ILLUMINATION (OTHER THAN ELECTRICAL)	
1.	Chargeable Search light	03 Nos.
2.	Search Light Bulb with fuse	06 Nos.
3.	3 Cell Torch (LED)	05 Nos.
4.	Spare Bulb for LED Torch	10 Nos.
5.	Dry Cells	02 Dozen
6.	Emergency inflatable lighting towers with light source 4.5 meters high fitted with 400 watt metal halide Lamp to illuminate an area of 10000 square meters with 3.5 BHP engine & alternator 1.2 K.V.A. 230 volts of weight not exceeding 45 kg make ASKA- or similar with tool kit	02 Nos.
	CATEGORY NO.-2 OXY CUTTING EQUIPMENT	
1.	Cutting Torch with hoses, Nozzle sets and accessories with back fire arrestor.	02 sets
2.	Pressure Gauge OXYGEN (Double type)	02 Nos.
3.	Pressure Gauge ACTYLENE (Double type)	02 Nos.
4.	OXYGEN Cylinder 150 Cu. Ft.	04 Nos.
5.	ACETYLENE/LPG Cylinder 150 Cu. Ft.	02 Nos.
6.	Safety goggles for welder	02 pairs
7.	Leather made Gloves and leg guards	02 Pairs
8.	Tool kit	01 set
9.	Leather Apron for welder	02 Nos.
10.	(i) Nozzle spare 1/8" duly tested	02 Nos.
	(ii) Nozzle spare 1/16" duly tested	02 Nos.
	CATEGORY NO. 3- HYDRAULIC RESCUE DEVICE	
1.	Hydraulic Rescue Device (cold cutting equipment)	01 set
	(i) Power Pack – Petrol driven	01 No.
	(ii) Spreader	01 No.
	(iii) Cutter	01 No.

Item No.	Description	SPARME
	(iv) Ram Jack	01 No.
	(v) Hydraulic Hose	01 No.
	(vi) Extension Hose – Red, Blue, Yellow 5 meter each	01 No
	(vii) Cutter & Spreader combination	01 set
	(viii) Chain set with chain hook	01 No.
	(ix) Light weight Rescue Platform	01 No.
	(x) Light weight folding type ladder	01 No.
2.	Spare Power Pack for HRD	01 No.
3.	Inflatable Air Bag	01 set
	(i) Power Pack	01 Nos.
	(ii) Air compressor	01 Nos.
	(iii) Control Panel	01 Nos.
	(iv) Lifting Bag 40 Ton Cap.	02 Nos.
	(v) Inflation Hose 10 meter (Red)	02 Nos.
	(vi) Inflation Hose 10 meter (Yellow)	01 Nos.
4.	Hand Pump for HRD	01 No.
5.	Spare Cutter blades for HRD	01 set
6.	Spare tips for spreader for HRD	01 set
7.	Hydraulic Hoses for HRD	01 set
8.	Hydraulic Oil with container	50 Ltrs.
9.	Nose Plier, combination plier (Electrician)	01 each
10.	Screw spanners 12”	01 No.
11.	Tool kit for HRD maintenance	01 set
12.	Petrol	25 Ltr.
13.	Screw driver 6” & 12”	01 each
14.	Portable set of electrically operated cold cutting tools comprising of trepanner bar cutter, channel cutter and shell shearer for relief and rescue of trapped passengers.	01 set

Item No.	Description	SPARME
	CATEGORY NO.4- OILS & GREASESE (WITH CONTAINERS)	
1.	Petrol	25 Ltrs.
2.	Diesel Oil	50 Ltrs.
3.	Pumps for drawing Oil from 20 ltrs. Tin/drum	01 No.
4.	Engine Olil – SP-40	20 Ltrs.
5.	Transmission Oil- T-10 (Servo Torque)	20 Ltrs.
6.	Compressor Oil- HP-68	20 Ltrs.
7.	Axle Oil-EP-90	10 Ltrs.
8.	Soft Grease	02 kg.
	CATEGORY NO. 5 WOODEN PACKING	
1.	Wooden packing 300 x 300 x 50 mm	03 No.
2.	Wooden packing 900 x 300 x 25 mm	03 Nos.
3.	Wooden Packing 900 x 300 x 100mm	03 Nos.
4.	Wooden Wedges with 1” dia hole	10 Nos.
	CATEGORY NO. 6- OTHER MECHANICLA EQUIPMENTS	
1.	Universal Pulling & lifting machine TIRFOR 35t capacity or similar (SAMSON MAJOR, 5.2t capacity for pulling & 3.2 t capacity for lifting).	01 No.
2.	Block Differential Pulley with chain of 3t. capacity hand operated with 3.2 t ‘D’ shackle at other end.	01 No.
	CATEGORY NO. 7- FITTER TOOLS	
1.	Bench Vice 6” (150m)	01 No.
2.	Tool Bag/Tool Box	01 NO.
3.	Hack Saw 305 mm to 407 mm (Adjustable)	01 Nos.
4.	Blades for hackshaw 300 x 12.5 x 1-00 mm and 350 x 32 x 1.6 mm	03 Nos. each
5.	Bars Tommy 2’6” x 7/8 (765mmx22mm)	04 Nos.
6.	Chisel cross cut	02 Nos.
7.	Chisel half round 9” long	02 Nos.

Item No.	Description	SPARME
8.	Chisel rod flat 1” dia x 2'6" long	02 Nos.
9.	Tongs of sorts 455 mm & 610 mm	02 Nos.
10.	File Flat bolster (400mm) long	02 Nos.
11.	File 20 mm round bolster 400 mm long	02 Nos.
12.	File 20 mm square bolster 400 mm long	02 Nos.
13.	File half round bolster 400 mm long	02 Nos.
14.	Hammer sledge 7 Lbs (3.2 kg)	02 Nos.
15.	Hammer ball pin 1.5 Lbs (0.67 kg or 600 gms)	02 Nos.
16.	Punches Steel of sizes (1/8”, 1/4", 3/8”)	02 Nos.
17.	Combination Plier (Electrician)	02 Nos.
18.	Centre Punch	02 Nos.
19.	Spanner box (10 to 40mm)	01 set
20.	Spanner Double ended open sizes 8x10mm, 13x17mm, 19x22mm, 24x27,mm. 30x32mm, 32x36mm, 36x41mm	02 Nos. each
21.	Allen Key 1 mm to 25 mm	01 set
22.	Screw driver 4”, 6”, 8”, 10”, 12” & 18”	02 Nos.
23.	Hand electric drill machine	01 No.
24.	Drill bits 1mm to 13 mm	03 Nos. each
25.	Adjustable Spanner 6” 12”, & 18”	01 No. each
26.	Axes felling Canadian (2 kgs.)	02 Nos.
27.	Pick Axes (3 kg)	03 Nos.
28.	Shovels round nose 16 kgs 685 mm long handle	03 Nos.
29.	Handle wooden for shovels 685 mm long as spare	02 Nos.
30.	Test Plate with master gauge (Air brake)	02 Nos.
31.	Test Plate with master gauge (Vacuum brake)	02 Nos.
32.	Goggle safety unbreakable glass (white clear cup type dust proof)	02 Nos.

Item No.	Description	SPARME
	CATEGORY NO.8- C & W ITEMS	
1.	I.R. Rubber washer for vacuum hose pipe 2”	12 Nos
2.	Vacuum hose pipe 2” complete with clips & corlton coupler and cage	06 sets
3.	Syphon pipe with clips	06 Nos.
4.	Angle Cock (Bogie cut out cock)	02 Nos. each
5.	Bypass coupling set for Air brake stock (fly coup)	02 sets
6.	BP & FP Air hose with MU washer	01 No. each
7.	Wooden Wedges	06 Nos.
8.	Skids	06 Nos.
9.	Clamp for coupling CBC & screw coupling.	01 No.
	CATEGORY NO. 9- GENERAL STORES	
1.	Bolt M.S. Hexagonal heads 10x 110 mm	10 Nos.
2.	Bolt M.S. Hexagonal Heads 12x75 mm	20 Nos.
3.	Bolt M.S. Hexagonal heads 12x130 mm	15 Nos.
4.	Bolt M.S. Hexagonal heads 12x150 mm	15 Nos.
5.	Bolt M.S. Hexagonal heads 20x65 mm	10 Nos.
6.	Bolt M.S. Hexagonal heads 20x90 mm	10 Nos.
7.	Bolt M.S. Hexagonal heads 20 x 100 mm	10 Nos.
8.	Bolt M.S. Hexagonal heads 20 x 150 mm	10 Nos.
9.	Bolt M.S. Hexagonal heads 20x200 mm	10 Nos.
10.	Bolt M.S. Hexagonal heads 22x100 mm	10 Nos.
11.	Bolt M.S. Hexagonal heads 22x150 mm	10 Nos.
12.	Bolt M.S. Hexagonal heads 24x110 mm	10 Nos.
13.	Bolt M.S. Hexagonal heads 30x150 mm	10 Nos.
14.	Nut M.S. Hexagonal heads 10 mm	10 Nos.
15.	Nut M.S Hexagonal heads 12 mm	10 Nos.

Item No.	Description	SPARME
16.	Nut M.S. Hexagonal heads 16 mm	10 Nos.
17.	Nut M.S. Hexagonal heads 20 mm	10 Nos.
18.	Nut M.S. hexagonal heads 22 mm	10 Nos.
19.	Nut M.S. Hexagonal heads 24mm	10 Nos.
20.	Nut M.S. Hexagonal heads 30 mm	10 mm
21.	Gunny bags large size 38” x 28”	08 Nos.
22.	Handle wooden for sledge hammers as 36” long	02 Nos.
23	Handle wooden for hand hammers as 16” long	02 Nos.
24.	Handle wooden for files for spares 125 mm long	02 Nos.
25.	Rope Manila 115 mm circumference	50 ft.
26.	Red & White Luminescent barrier tape	500 mtrs.
27.	Scrap Plate 5/8” x 10”x24”	As reqd.
28.	Pad Lock with duplicate keys 65/75 mm size	04 Nos.
29.	Measuring cans conical pouring type capacity 2 ltrs. & 5 ltrs.,	01 No. each
30.	Different size funnels for oil	02 Nos.
31.	Bed Sheet (Khadi)	30 Nos.
32.	Blanket (Superior)	30 Nos.
33.	Pillow with cover	20 Nos.
34.	Towels bath	05 Nos.
35.	Gl box for keeping linen	02 Nos.
36.	Aluminum Ladder 6 ft. long	01 No.
37.	Telescopic Aluminum Ladder 6/11 mtrs. height	01 Nos.
38.	Hand Umbrellas water proof & electric shock proof	10 Nos.
39.	Rain Coat in 2 pieces	25 Nos.
40.	Uniform for ARME staff (Navy Blue pant & light blue shirt)	2 pair for each person
41.	High visibility Jackets	20 Nos.
42.	Gum boot / jungle shoes	10 nos.
43.	Heavy duty safety shoes	20 Nos.

Item No.	Description	SPARME
44.	Helmet Heat & chemical resistant Officers – White – 05 Supervisors – Blue 10 Staff – Yellow -10	25 Nos.
45.	First Aid Box	01 Nos.
	CATEGORY NO.10- LIST OF UTENSILS & STORES	
1.	Tumbler Stainless Steel (Glass)	15 Nos.
2.	Tea Cups and Saucers B/China 6 Ozs capacity	12 Nos.
3.	Tea Spoons Stainless Steel	12 Nos.
4.	Desert Spoons Stainless Steel	12 No.
5.	Tea	01 kg.
6.	Sugar	10 Kg.
7.	Biscuits	05 kg.
8.	Coffee	200 Gram
9.	Condensed Milk / Powder Milk	1 kg.
10.	LPG Connection with stove and spares gas cylinders	01 set
11.	Gas lighter	02 Nos.
12.	Safety Matches	01 packet
13.	Paper Plate	200 Nos.
14.	Paper Glass (Thermocol)	200 Nos.
15.	Tea Thermos 1 ltr. Capacity	02 Nos.
16.	Tea Thermos steel 20/10 ltrs. Capacity	02 Nos.
17.	Tea Strainer	06 Nos.
18.	Kettle Stainless Steel 2 ltrs. Capacity	02 No.
19.	Jug Stainless Steel 2 ltrs. Capacity	03 Nos.
20.	Stainless Steel drinking water containers with handle & cover 50 ltrs. Capacity.	04 Nos.
21.	Water Thermos 5 ltrs. & 16 ltrs. Capacity	01 No.
22.	Aquaguard or similar for water filtration	01 No.

Item No.	Description	SPARME
23.	Toilet Soap (Soap Cake)	04 Nos.
24.	Duster Cloth	12 Nos.
25.	Soap Bars (Yellow hard)	04 Nos.
26.	Water storage Tank (Syntax 1000 ltrs. Capacity	As reqd.
	CATEGORY NO.-11 FIRE FIGHTING EQUIPMENTS	
1.	Sand filled buckets (Buckets fire standard 300 mm)	03 Nos.
2.	Water Buckets (Stainless Steel)	03 Nos.
3.	Fire Extinguisher dry chemical powder type	03 Nos.
	CATEGORY NO.12- OPERATIONS SAFETY EQUIPMENTS	
1.	Lamp hand signal tri colour torch	02 Nos.
2.	LED flasher type (tail lamp)	02 Nos.
3.	Flags banner (track)	02 Nos.
4.	Poles for flag banner	02 Nos.
5.	Flags hand signal green 45x10 cm	04 Nos.
6.	Flags hand signal red 45x10 cm	04 Nos.
7.	Board last vehicle (LV)	02 Nos.
8.	Fog signals (one box of 10 detonators)	02 Nos.
	CATEGORY NO. 13-BOOKS, MANUALS & RECORDS	
1.	Accident Manual	01 No.
2.	G & SR Book	01 No.
3.	First Aid Manual	01 Nos.
4.	Conference Rules part-III & iv for train	02 Nos.
5.	Safety First instruction book	01 NO.
6.	Working Time Table	01 No.
7.	ARME Log Book	01 No.
8.	Attendance Register	01Nos.
9.	Equipment Testing Register	01 Nos.
10.	Dead Stock Register	01 NO.

Item No.	Description	SPARME
11.	Maintenance Manual of the Equipments	01 Nos.
12.	SPARMV Inspection Register	01 No.
13.	Inspection schedule display board	01 Nos.
14.	Fire fighting instruction board	01 Nos.
15.	Copy of the recommendations of High Level Committee's report on Disaster Management	01 Nos.
16.	Maintenance Manual for Coaches	01 No.
	CATEGORY NO.14- MISCELLANEOUS GROUP	
1.	One Digital Still Camera with spare battery connecting cord and required peripherals	01 NO.
2.	One Digital Video handy cam Camera with film for Video filming of restoration work with spare battery	01 No.
3.	Plastic Molded Chairs (stackable)	20 Nos.
4.	Garden Umbrella	02 Nos.
5.	Light Weight pre fabricated water proof tent for ARME equipments	02 Nos.
6.	Almirah with safe for keeping valuable items	02 Nos.
7.	Digital Breathalyzer	01 Nos.

TELEPHONE NUMBER OF CIVL AUTHORITIES OF NORTH CENTRAL RAILWAY ZONE

Station		District Magistrate			SSP/SP		
	Code	Res.	Office	Mobile	Res.	Office	Mobile
MZP	05442	257400	252340	9475906775	256565	252578	9454400299
ALD	0532	2250400	2440515	9415906185	2250600	2541902	3454400448
FTP	05180	224222	224507	-	224288	224413	-
CNB	0512	-	2311267	9415906222	-	2214864	-
FZB	05612	285002	285001	-	-	2304407 285052	9415041246
TDL	05612	-	227272	-	-	229449	-
GZB	0120	-	2824416	-	-	2829520	-
ALJN	0571	2400202	-	-	2703111	2703110	-
KRJ	05737	-	-	-	-		-
RBGJ	05444	252644	222187	-	252614	252631	-
CHURK	05444	252644	222190 222187	-	252614	252631	-
AGC	0562	2403200	222190 24044152		2261000	2560494	-
MTJ	0565	2505225 2466210	2260184	9415906178	2404600	25051172	9454400246
Dausa	01427	2461251	2204111			23001	
Bhara-pur		233316	223086	09414133553	223566	223116	-
Alwar	0144	33756	2337565	941411477	2337454	2337453	
094143-20091							
JHS	0510	2470556	2443324	-	2443304	2443340	9415228935
LAR	05176	272201	272200	-	278100	277100	9935854656
Mahoba	05281	256800	244473	-	244474	244475	-
CKTD	05198	235016	235305	-	235318	235500	-
ORAI	05162	252200	242201	-	255233	25237	9415165390
Tikamgarhh	07683			9424437745			
Gwalior	0751			9425046228			
Fir Brigade			101 (BSNL)				
Police control Room			100 (BSNL)				

NUMBERS OF CHIEF SECRETARIES & RELIEF COMMISSIONER

APPENDIX – R

	Residence	**Office**	**Mobile/ Fax**	**Internet**	**Control**
Relief Commissioner /UP		0532 22238200	9415906092	Rahat @ up.Nic.in	**2238084**
Chief Secretary	0172-2713613	0172-2740118 0172-2743506 Ext. 2404 & 2451	0172-2740317		
Madhya Pradesh	0755-2551585	0755-2441442	0755-2441574	Reliefcom @m.ic.in	0755-2441419
Secretary (DM & R) Rajasthan	0141-2290878	041-2227110		Relief rj @ nic.in	1070 (Toll Free)

National Disaster Response Force/Greater Noida-

NDRR Battalions	STD Code	Office Telephone	Telefax	Address
3.Bn. ITBP (NDRF)	011	25316837 25316256	25317256	TAC Headquarter, Chawla Camp. New Delhi-71

Control Room Dte Gen.	011-24363940, 011-24368237
Exchange Dte. Gen.	011-24362844, 011-24362837, 011-24360742
Commandant, 6th Bn.	0120-2351101, Mob.- 9968610011
Second Command, 6th Bn.	0120-2351103, Mob- 9968610012
Adjutant, 6th Bn.	0120-2351104, Mob. 9968610013
Exchange, 6th Bn.	0120-2351087
Control Room, 6th Bn.	0120-2351087
Fax No. of 6th Bn.	0120-2351087
NDMA Exchange	011-26701700, 011-26701745
Fax NO. of NDMA	011-26701744