SOUTHERN RAILWAY

MADURAI DIVISION



DISASTER MANAGEMENT PLAN

2017

FOREWORD



We the Railway men are expected to exercise due diligence and utmost devotion in accident management. Clear guidelines and standing instructions go a long way in minimizing the after effects of accidents and disasters. This book complies actions to be taken in order to provide prompt and effective relief to the affected people, in case of any disaster. A plan of this kind can possibly not foresee and cater to each and every eventuality. However, this is a sincere attempt to visualize various situations that can arise in an emergency working and provides detailed instructions to meet such eventualities. It is also to be borne in mind that this book does not supersede or alter in any way the rules contained in different Railway Manuals and Policy Circulars.

I appeal to all railway employees to go through it carefully and act upon in case of unforeseen situations. I am sure that the contents of this book will be helpful in tackling the problems that arise in accidental situations.

NEENU ITTYERAH
DIVISIONAL RAILWAY MANAGER

FOREWORD



This book consists of Disaster management plan to be carried out by different Departments of Railways during disasters, particularly of Medical, Security, Engineering, Commercial and Operating. As accident situation requires co-ordination and co-operation to minimize the impact and well knitted chain of action by different agencies, this book will help to contact the civil authorities, Private / Government Hospitals, Ambulance services, Blood Banks, Police / Bomb Disposal squad to minimize the time delay and expeditious arrangement of relief and rescue operations.

Duties and responsibilities of different departments and individuals during an accident will certainly help to save the life and to mitigate the sufferings of the injured. The add up instructions in this book will be useful to all the readers to enlighten their knowledge and the steps needed to be taken during such situations. Every year Railways will update the Disaster Management Plan as per the guidelines of the Railway Board. I hope this book will be a guiding star to the Railway men and to help them to take speedy action needed to combat such situation.

P. V. MURALI KRISHNA
ADDITIONAL DIVISIONAL RAILWAY MANAGER

PREFACE



Railway has its own system and resources to handle train related accidents. The Ministry of Railways had constituted a high level committee to review the disaster management system over Indian Railways. The committee brought out their recommendations which are mostly directed towards faster relief, rescue and restoration.

It also envisages that the Disaster Management Plan should be prepared as per the stipulation of Disaster Management Act 2005, specifying help from others. The main emphasis is on:

i) The measures to be taken for prevention and mitigation of disaster.

ii) Its roles and responsibilities in relation to preparedness and capacity building, promptly and effectively responding to disasters.

iii) Present status of preparedness and the measures required to be taken to perform its roles and responsibilities.

It also recommended that all Zonal Railways and Divisions must devise their Disaster Management Plan taking into account the details of the local resources available with them, their neighboring Divisions / Zonal Railways, Civil authorities and armed force bases and dovetail the same with the District/State Disaster Management Plans respectively.

The earlier Disaster Management Plan prepared by Madurai Division is updated with adequate information taking into consideration of High Level committee's recommendation carefully. This Disaster Management plan of Madurai division prepared in 2016 will hopefully be beneficial to all officials concerned.

P. BALACHANDRAN
Senior Divisional Safety officer

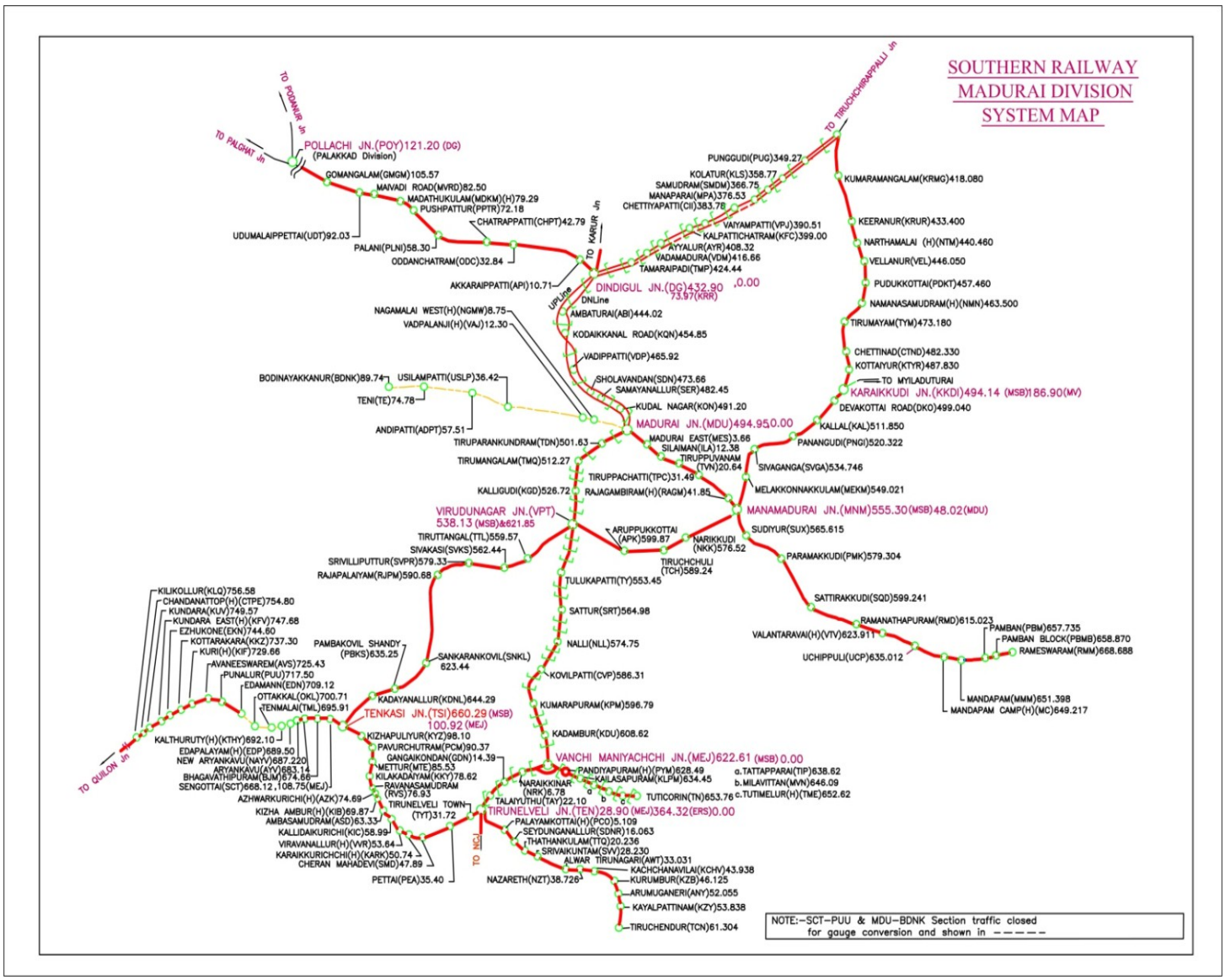
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MAP OF MADURAI DIVISION



INTRODUCTION

The real capability of an organization is invariably tested by the quality of its response to a crisis. Despite the earnest efforts taken to manage every disaster efficiently, in some Train accidents involving heavy casualties, the expectations of those affected could not be met fully. Accidents involving heavy casualties and in difficult terrain like bridges, tunnels, cuttings and ghat sections during bad weather conditions makes the rescue and relief work more difficult and necessitates the assistance of specialized outside agencies in addition to Railways' own resources.

The high level committee on Disaster Management analyzed the various aspects of the present Disaster Management system and pointed out some deficiencies such as lack of precision, Speed and Co-ordination, Non-availability of clear procedure to avail outside resources and non-availability of an updated Data Bank on outside agencies resources. Hence the Committee has suggested various measures to improve the present situation. Some of the important measures suggested are;

i. Organizing effective Trauma Care.
ii. Definite medical care within "Golden Hour".
iii. Divisional/Zonal Disaster Management plan.
iv. Making use of non-railway resources.
v. Maintenance of ART to have failure free service.
vi. Defining responsibilities of various Staff/Departments.

With the view to build up appropriate capability to manage Disaster at Divisional/Zonal levels, clear instructions defining the role of various Departments are required. This Disaster Management Plan issued by Safety Organization covers such necessary instructions to organize an efficient Rescue and Relief operation and lays down the basic framework for immediate action by every Railway servant.

It is dovetailed with respective State Governments / Armed forces, etc. and with Divisional Disaster Management Plans. It is also provided with the details of organization having infrastructure facilities and resources available with civil authorities useful in Disaster Management.

Chapter I

(a) Objectives:

According to the High-level committee's report on Disaster Management "Stronger and appropriate infrastructure backed by a well trained team of disciplined and dedicated man power from the basis for an effective Disaster Management system". Such a well-defined Disaster Management System aims to

1. Prevent all avoidable Loss of lives.

2. Protect the property of Railways and its users.

3. Minimize Human Agony due to accident.

4. Expedite Relief and Rehabilitation.

5. Preserve Clues and Evidence.

6. Expedite Restoration of Traffic.

Irrespective of their department, all Railway servants shall work in coordination with the rescue team to achieve the above objectives.

(b) Definition of Disaster:

"Railway Disaster is 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".

Railway Board has also approved the proposal to nominate either GMs, AGMs or CSOs for declaring an untoward incident as a Railway Disaster.

(c) Type of Disasters:

Disaster in general can be classified into following groups.

(1) Natural Disasters:

Floods, cyclones, tornadoes, storms, soil erosion, landslides, mud flows, earth quakes, etc., Railway accidents can be caused by such Natural Disasters also.

(2) Man Made Disasters:

Chemical, industrials, Nuclear, Biological disasters, Fire, stampede Air, Road, Rail and water transport accidents, sabotages, Bomb blasts, Strike, Setting fire to Train/Railway Installations and Railway property, Tampering with Railway fittings to

cause accidents, Placing of obstructions on track to cause disruption to traffic. Railway accidents can be caused by such manmade disaster also.

However Railway related accident disasters can be further classified as:

- Collisions
- Derailments
- Level crossing accidents
- Fire on Train

Further, railway accidents/natural calamities can be categorized into different levels:

- Accidents / natural calamities of a magnitude which can be managed by the concerned divisional authorities.
- Accident / natural calamities of a magnitude which also require assistance from neighbouring divisions and can be managed by the Zonal Railways and
- Disaster of a magnitude in terms of their severity or the scale of causalities to be treated as natural level disasters and require active involvement of multiple agencies viz. The Central Government (Ministry of Railways & other Ministries).

(d) Levels of Disaster causing interruption to train services:

Railway accidents can be categorized into different levels:

- Accidents of a magnitude which can be managed by the concerned divisional Authorities
- Accidents of a magnitude which may require assistance from neighbouring divisions but can be managed by the Zonal Railway and
- Disasters of a magnitude in terms of their severity or scale of casualties that require active involvement of multiple agencies of the Central Govt. (Ministry of Railways and other Ministries).

(e) Integrated Operation Centre (IOC):

It has been set up in the Ministry of Home Affairs (MHA) to handle disaster situation on a 24x7 basis. A Standard Operating Procedure has been prepared for alerts of events of different types and a uniform system has been devised by categorizing each type of alert in stages- Yellow, Orange and Red. For Ministry of Railways these are:-

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

(f) The methodology of reporting and seeking co- ordination from various district Authorities during disaster:

ROLE OF GUARD, DRIVER AND STATION MASTER – ALL CONCERNED MESSAGES:

i. On the occurrence of a disaster the Guard or in his absence the Driver shall immediately note the time of disaster, and after protection, shall report the occurrence to the Control and to the nearest Station Master. Wherever possible, protection and reporting shall be done simultaneously.

ii. Report by the quickest available means:

Every disaster hall immediately be reported to the Station Master of the nearest (accessible) station by the quickest available means. For this purpose the Guard or in his absence the Driver or any other railway servant present at the site of the disaster shall follow the procedure prescribed in S.R.6.05 (ii) to (v).

SR 6.05 (ii) Whenever a train is stopped between stations on account of any of the circumstances mentioned in Rule 6.03, the Guard of the train shall, after protecting the train immediately contact the controller on duty through portable telephone (if provided) and take orders from him. If communications with Control is not obtainable or if he is not provided with a portable telephone, he shall promptly send a report of the accident in the quickest possible manner to the nearest (accessible) block station or station connected with control. For this purpose, a train coming in the opposite direction on Double line may be stopped and the report sent through the Guard or Loco Pilot of that train; or else, a magneto telephone in a nearby gate lodge connected to the adjacent block station may be used. If it is known that there is total interruption of communications, the report shall be sent to the Station Masters of the block stations at both ends of the block section.

SR.6.05 (iii) If the Loco Pilot is present at the site of the accident, he shall be consulted and the report shall be signed by both the Guard and the Loco Pilot. If the Loco Pilot is not present (as in the case of a train parting and the Loco Pilot going away with the front portion put of sight), the report shall be prepared by the Guard and signed by him alone; the Guard using his judgment and discretion as to what assistance has to be asked for.

SR.6.05 (iv) The report in Form ACC.3 shall contain the kilometerage, time and date of the accident and shall give full particulars of the nature of the accident and the kind of relief, if any, required.

SR.6.05 (v) (a) In the absence of facilities on the spot as detailed in S.R.6.05(i), the report shall be sent by the engine, when the Loco pilot and his staff can be of no assistance at the spot, or when it is imperative as in the case of injury to passengers calling for prompt medical assistance, that the news of the accident shall be conveyed more speedily than it would be possible to convey it by a messenger on foot. When the engine is detached from

the formation in mid-section and despatched with the report, the procedure laid down in Rule 6.09.shall be strictly observed.

As the next alternative, the report shall be sent by the Guard through the Brakesman or a Gangman, if available, or Assistant Loco Pilot, the name and designation of the messenger and the time of despatch of the report being recorded on the report itself. The messenger may be sent by a fast conveyance like jeep, car, bus etc., if readily available at the time. Otherwise the report shall be carried on foot with the greatest possible speed being passed on from one gang to another till the station is reached. If the Assistant Loco Pilot cannot be spared and no Brakesman or Gangman is available or can be spared, the report shall be sent through any other railway servant if none is available or can be spared the report shall be sent through any reliable person, the Guard, in consultation with the Loco Pilot, using his judgment and discretion as to who is to be sent according to nature of the accident and urgency, to ensure speedy despatch of the report.

On the way out, the messenger or the Loco Pilot carrying the report shall inform the Gatemen at the level crossings which they pass, of the obstruction, and warn them to be prepared for unusual and in the case of Double line, Wrong line movement. The messenger shall not stop and wait for the Gate man or the Loco Pilot shall not stop his train for this purpose if the Gateman is absent; It shall be clearly understood that no time is lost on this account. The Gatemen shall inform the adjacent stations, if telephone communication is provided.

iii. **The station Master shall arrange to advise the controller, Station Master at the other end of the Block section and officials of the other departments also by the quickest possible means.**

The Station Masters/Station Managers of stations where sirens are provided shall arrange for sounding the siren immediately and arrange to move MRV/BD special where necessary.

Information to Civil and police authorities: **Depending on the gravity of the situation Station Master shall also establish direct contact with Civil and Police authorities such as District Collector, District Superintendent of Police, and Superintendent of Police GRP apart from conveying the information to the nearest Police Station**

(g) Institutional Arrangements of Central Government:

1. Armed Forces:

Conceptually, the Armed Forces are called upon to assist the civil administration only when the situation is beyond their coping capability. In practice, however, the armed forces form an important part of the Government's response capacity and are immediate responders in all serious disaster situations. On account of their vast potential to meet any adverse challenge, speed of operational response and the resources and capabilities at their disposal, the armed forces have historically played a major role in emergency support functions. These include communication, search and rescue operations, health and

medical facilities, and transportation, especially in the immediate aftermath of a disaster. The air and heli-lift and movement of assistance to neighbouring countries primarily fall within the expertise and domain of the armed forces. The armed forces will participate in imparting training to trainers and DM managers, especially in CBRN aspects, heliinsertion, high altitude rescue, waterman ship and training of paramedics. At the national level, the Chief of the Integrated Defence Staff and the Chairman Chiefs of Staff Committee has already been included in the NEC. Similarly, at the State and District levels, the local representatives of the armed forces may be included in their executive committees to ensure closer coordination and cohesion.

2. Central Para Military Forces:

The Central Paramilitary forces, which are also the armed forces of the Union, play a key role at the time of immediate response to disasters. Besides contributing to the NDRF, they will develop adequate disaster management capability within their own forces and respond to disasters which may occur in the areas where they are posted. The local representatives of the CPMFs may be co-opted/invited in the executive committee at the State level.

3. State Police Forces and Fire Services:

The State Police forces and the Fire Services are crucial immediate responders to disasters. The police force will be trained and the Fire Services upgraded to acquire multi-hazard rescue capability.

4. Civil Defence and Home Guards:

The mandate of the Civil Defence and the Home Guards will be redefined to assign an effective role in the field of disaster management. They will be deployed for community preparedness and public awareness. A culture of voluntary reporting to duty stations in the event of any disasters will be promoted.

(h) National disaster management plan:

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

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

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

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

The NPDM envisages a holistic approach to disaster management, encompassing the entire disaster management cycle including prevention, mitigation, preparedness, relief, response, rehabilitation and reconstruction. It addresses all aspects of disaster management covering institutional, legal and financial agreements, capacity building, knowledge management, research and development. It focuses on the areas where action is needed and the institutional mechanism through which such action can be channelized.

(i) Salient Features of the Disaster Management Act, 2005

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

Disaster has been defined in this Act as under:

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

Disaster Management has been explained in this Act as under:

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

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

(j) Important Provisions in the DM Act, 2005 concerning Railways:

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

Section 35

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

a) Coordination of actions of the Ministries or Departments of the Government of India, State Governments, National Authority, State Authorities, governmental and non-governmental organizations in relation to disaster management.

b) Ensure the integration of measures for prevention of disasters and mitigation by Ministries or Departments of the Government of India into their development plans and projects.

c) Ensure appropriate allocation of funds for prevention of disaster, mitigation, capacity-building and preparedness by the Ministries or Departments of the Government of India.

d) Ensure that the Ministries or Departments of the Government of India take necessary measures for preparedness to promptly and effectively respond to any threatening disaster situation or disaster.

e) Cooperation and assistance to the State Governments, as requested by them.

f) Deployment of naval, military, air forces and other armed forces of the Union or any other civilian personnel as may be required for the purposes of this Act.

Section 36

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

(a) Take measures necessary for prevention of disasters, mitigation, preparedness and capacity-building in accordance with the guidelines laid down by the National Authority.

(b) Integrate into its development plans and projects, measures for prevention or mitigation of disasters in accordance with the guidelines laid down by the National Authority.

(c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines of the National Authority or the directions of the National Executive Committee in this behalf.

(d) Review the enactments administered by it, its policies, rules and regulations and incorporate provisions for prevention of disasters, mitigation or preparedness.

(e) Allocate funds for measures for prevention of disaster, mitigation, capacity-building and preparedness

(f) Provide assistance to the National Authority and State Government for

(i) Drawing up mitigation, preparedness and response plans, capacity building, data collection, identification and training of personnel in relation to disaster management

(ii) Carrying out rescue and relief operation in the affected area

(iii) Assessing the damage from any disaster

(iv) Carrying out rehabilitation and reconstruction

(g) Make available its resources to the National Executive Committee or a State Executive Committee for the purposes of responding promptly and effectively to any threatening disaster situation or disaster, including measures for –

(i) Providing emergency communication in a vulnerable or affected area

(ii) Transporting personnel and relief goods to and from the affected area

(iii) Providing evacuation, rescue, temporary shelter or other immediate relief

(iv) Setting up temporary bridges, jetties and landing places

(v) Providing drinking water, essential provisions, healthcare and services in an affected area.

(vi) Take such other actions as it may consider necessary for disaster management

Section 37

(1) Every Ministry or Department of the Government of India shall –

(a) Prepare a disaster management plan specifying the following particulars, namely;

(i) The measures to be taken by it for prevention and mitigation of disasters in accordance with the National Plan;

(ii) The specifications regarding integration of mitigation measures in its development plans in accordance with the guidelines of the National Authority and the National Executive Committee ;

(iii) Its roles and responsibilities in relation to preparedness and capacity-building to deal with any threatening disaster situation or disaster;

(iv) Its roles and responsibilities in regard to promptly and effectively responding to any threatening disaster situation or disaster;

(v) The present status of its preparedness to perform the roles and responsibilities specified in sub-clauses (iii) & (iv).

(vi) The measures required to be taken in order to enable it to perform its responsibilities specified in sub-clauses (iii) & (iv)

(b) Review and update annually the plan referred to in clause (a);

(c) Forward a copy of the plan referred to in clause (a) or clause (b), as the case may be, to the Central Government which Government shall forward a copy thereof to the National Authority for its approval.

(2) Every Ministry or Department of the Government of India shall –

(a) Make while preparing disaster management plan under clause (a) of sub-section (1), provisions for financing the activities specified therein:

(b) Furnish a status report regarding the implementation of the plan referred to in clause (a) of sub-section (1) to the National Authority as and when required by it.

(k) Preparedness of different departments:

Natural disaster in general like floods, cyclones can be forecast whereas other natural disasters like earthquakes, land slides are difficult in nature to forecast. But preparedness for floods & cyclone will help in tackling situation for other natural disasters also.

Engineering Department

- Shall identify the Risk zones prone for natural disasters like floods, cyclones or earthquakes with the help of meteorological department.
- Shall identify detailed inventory of major infrastructures like tracks, bridges should be kept readily available and analysis of its strength to withstand such disasters.
- The action plan for Weather and Cyclone warnings shall be followed according to the Joint Engineering/ Operating Circular No. W.556/1/Vol.V 2007.
- Shall ensure arrangement of essential items like empty bags, sand, dust, cinders etc. ready to be moved to vulnerable location of needs.
- Intensified patrolling at vulnerable location.

a) The yardstick for Engineering Materials:

The details of the yardstick for Engineering materials to be kept in Accident Relief trains are given below (Ref.: CE‟s Circular No. 184 circulated vide No.TC/POLY/ACCD/Pt.-VIII/2347, dated 18.09.03)

b) Track Material:

Track materials sufficient to lay 500 m of track should be kept loaded on to the BFRs. These BFRs should be kept stabled at a suitable central place in the Divsion so that the same can be moved anywhere in the division in the shortest possible time.

In addition to the track materials loaded to the BFRs, the following track material should be kept as a reserve stock. These materials should preferably be stacked close to a siding, so that they can be loaded easily for dispatch.

- Track materials for laying 500m of track.
- Switches Left Hand and Right Hand, one set each, 1 in 12 as well as 1 in 8.5 turnouts, along with crossing and lead rails etc.
- One set of fan shaped turnout concrete sleepers for 1 in 12 as well as 1 in 8.5 turnouts.
- One set of SEJ along with the concrete sleepers.
- One set of concrete sleepers for level crossings including check rails & corresponding fittings etc.
- Adequate number of bridge timbers depending upon the type, number and span of the existing bridges in the division.

c) Labour:

- Details in respect of P.Way labour, their addresses and how to contact them – The details to be kept with ADEN/SSE (P.Way) & SE (P.Way).
- The details in respect of temporary labour - availability and how to get them –The details to be kept with ADEN/SSE (P.Way) & SE (P.Way).
- The details in respect of contractors labour working in the Division with the numbers at each side - The details to be available with each Sr.DEN/DEN/ADEN for the whole division.

d) Mobility:

- The Divisions have been authorized to hire trucks on regular basis for use of SSE (P.Way) & SSE (Bridges). The contract agreement for hiring such trucks should have a provision for hiring additional number of trucks at short notice in the event of an emergency.
- Each SSE (P.Way) should have a plan for movement of labours and materials to the site of restoration with various alternatives like movement of the same by rail/road. For this, a complete road map should be prepared showing connections to the track through level crossings or canal roads or the nearest points to track where the truck can reach.

e) Equipment and Miscellaneous:

- The details in respect of heavy earth moving machinery available in the nearby areas, their contact persons, the telephone numbers etc. must be kept with ADEN/DEN/Sr.DEN.

- Areas such as ghat sections may need use of explosives in the restoration process. The Divisions having such areas will also keep the details in respect of availability of explosives in the nearby areas, the contact address and telephone numbers etc. readily available. Use of explosives also needs availability of duly authorized persons approved by the Govt. Authorities and therefore, the contact details of such authorized persons should also be kept handy.
- The details of availability of tentage in the nearby areas, the contact numbers etc. should be kept handy. This is in addition to the availability of the tentage in the relief train as per prescribed scale.
- Suitable arrangements need to be made for supply of drinking water for the labour working at site. Therefore, the addresses and contact numbers of the agencies who could supply drinking water may be kept handy with ADEN/SSE (Works) of the sub-division.
- Needless to mention, that the small track machines like rail cutting, drilling welding equipment etc. are already forming part of the equipment of each relief train. In case, the same is not kept in the relief train, these equipments/small track machines must be procured and kept in the relief train in adequate numbers.
- All SSE (P.Way) should have an arrangement of portable generators for lighting so that the dependence of Electrical Department even for small magnitude emergencies can be avoided.
- The above are only guidelines. The Division may keep these in view while formulating the detailed Action Plan for their jurisdiction.

Mechanical Department:

- Shall ensure that ART, ARME/SPART are equipped with sufficient tools to handle cutting of tress etc and availability of portable genset, gas lamps etc.

- Shall ensure immediately availability of tank wagons for carrying water at important stations.

Medical Department:

- Shall ensure availability of adequate medicines first and materials or disinfectants etc. At health unit/hospitals near the forecast warned places.

- Shall take enough measures to prevent epidemics in co-ordination with engineering department for sanitation and drainage and disinfection.

Electrical Department:

- Shall ensure availability of stand-bye power (generator) and strategic locations.

Telecommunication Department:

- Shall ensure proper communication with adequate facilities like wireless communication, satellite phones etc.

Transportation Department:

a. Requirement of essential staff and then deployment shall be assessed by Sr. DOM of respective division.

b. SM of the warned area station shall ensure all station equipment are in good condition in co-ordination with respective department like Generator, Emergency light VHT sets, First Aid equipment etc.

c. SMs will also ensure proper securing of stabled coaches/wagons as per extant instructions. This should be informed to control.

d. COM of the Railway will issue instructions regarding regulation, diversion or cancellation of trains in the warned section with information of CPRO.

e. Ensuring full complements of Brake van equipment:

i. At the originating and interchanging points of all passenger carrying trains, it must be ensured that these trains run with full equipment of brake van as prescribed by GR, SR and other special instructions.
ii. The Officers and Senior Subordinates of the Traffic, Mechanical, S&T, Electrical, Engg. Departments must examine these equipments regularly and take necessary action to ensure that they are in good working condition.
iii. The first Aid Box and the stretchers should also be examined for this purpose by the concerned Medical Officers.
iv. The Guards/Asst. Guards of the passenger carrying trains while taking over the charge of these equipment should also ensure that they are in good working condition.

Commercial Department:

- Shall ensure arrangement of essential items like empty bags, sand, dust, cinders etc, ready to be moved to vulnerable location of needs.

- Intensified patrolling at vulnerable location.

Security Department:

- To ensure alertness of security personnel to accompany relief material trains to help vulnerable station in handling public enquiries to move to location vulnerable.

a) Disaster Management Team of RPF

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

b) Equipment for RPF

This Disaster Management team of RPF should have the following equipment available with them:

i. Torches and other lighting arrangements.
ii. Nylon ropes and poles for segregating the affected area from unwanted visitors and spectators.
iii. Loud-hailer for making announcements.

iv. Stretchers and first aid equipment
v. Wireless sets for inter-communication.
vi. Cameras for photographing the scenes.

Preparedness at the Divisional Level

The Divisional Disaster Management plan shall contain the following information. Review and updating of this information should be done in the first quarter of every year.

a. Telephone Nos. including Mobile Nos. of all important railway officials at both Zonal & Divisional level and telephone Nos. of all stations, blocks etc.
b. Location of ART&ARME/SPART within Division and adjoining division and adjoining Zonal Railways.
c. Inventory of medical facilities within Division, Doctors, Hospitals, Nursing Home, Ambulance.
d. Details of District & State officials
e. Details of Fire service stations.
f. Details of Defence establishment including Army, Navy & air force.
g. Details of Helipads/location where a small plane or helicopter can land
h. Details of social organization / NGOs.
i. Inventory of agencies for earth moving equipment like crane, bulldozer, hiring boats, road vehicles etc.
j. Details of skilled divers with their name and address.
k. Details of road Transport, distance map superimposed on division map, detailed road map, etc.
l. Details of forensic personal.
m. List of materials of ART&ARME.
n. Details of important bridges and its locations.
o. Details of para military establishments.

All the above updated information should be readily available with Divisional Control office.

Display at Railway stations:

Each railway station shall maintain a complete list of above in addition to the following details and should be displayed in a prominent place.

a. Details of state govt. officials in which jurisdiction of station comes with their Name, Designation, Telephone Nos., etc.
b. List of persons qualified for providing first aid.
c. List of Private Doctors.
d. List of Railway Hospitals.
e. List of conveyance available.

Railway hospitals:

Each Railway Hospital/Hospital Units should similarly maintain a display containing information about other Govt./ Private Hospitals nearby, Govt./Pvt. Doctors, Social Organizations having ambulance facilities, details of voluntary organizations in the nearby locality, Blood bank and blood donor details. All these details must be available in the respective stations also.

General:

- Apart from the above, each PHOD/DRM shall nominate an officer to monitor warned location and order arrangement.

- A monitoring cell shall be formed by all departments concerned at Divisional/Zonal level to ensure proper co-ordination and planning.

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Chapter II

DISASTER PREPAREDNESS – AVAILABILITY OF RESOURCES

Railways are generally self-reliant in carrying out rescue and relief operations as a result of having a well organized set up including ARTs, SPART and ARMEs. However, major accidents involving heavy casualties in remote areas or in difficult terrain or under adverse weather conditions are possible to be managed efficiently only by mobilizing non-railway resources.

Hence Disaster preparedness in Railways is a system of keeping all resources to be readily available so that they can be used whenever situation warrants. Resources imply railway and non-railway men and material, which include medical personnel, transporters, volunteers, police and fire services. Such resources types and their strengths are identified, compiled and are placed.

The entire resources are grouped into four units viz. -

1. Resource Unit I - Railway and non-railway resources available on the train, and at nearby surroundings.

2. Resource Unit II - Railway resources available at ART/ARME/SPART depots and elsewhere within the Division.

3. Resource Unit III - Railway resources available at ART/ARME/SPART depots and elsewhere on adjoining Zones and Divisions.

4. Resource Unit IV - Non-railway resources available within or outside the Division.

(1) <u>Resource Unit I</u>

(a) <u>On all trains carrying Passengers following resources are available</u>:-

i. First Aid Box available with the Guard

ii. First Aid Box available in the Pantry Car

iii. Stretchers, Portable Telephones, Fire Extinguishers in Brake Van

iv. Portable Telephones, Fire Extinguishers in Train Engine,

v. Portable Telephones in Locomotives working all trains.

vi. Walkie-Talkie with Guard and Loco Pilot

vii. Cell Phones/Mobile Communications with Passengers.

viii. Information collected by Travelling Ticket Examiner about Medical Practitioners travelling by train.

ix. Information collected by Travelling Ticket Examiner about Railway Officers travelling by train.

x. Railway Staff travelling on the train- either on duty or on leave as passengers.

xi. Passengers travelling on the train who volunteer their help for rescue and relief work.

(b) <u>Non-railway resources available nearby</u>:-

i. Volunteers from nearby villages and towns.

ii. Transport facilities available at site or passing through nearby LC Gates.

iii. Tractors with trolleys from nearby villages both for transport purposes and for lighting up the accident site.

iv. Station staff and local railway officials should request help from non-railway sources before railway's own rescue team arrives.

v. Such local networks are most effective in rushing assistance immediately, especially with regard to:

a) Medical succour,

b) Additional manpower,

c) Rescue equipment,

d) Lighting arrangements,

e) Transport services,

f) Fire fighting tools, etc.

(c) At Surroundings:-

i. Engineering, Over Head Equipment, Signal Staff available.

ii. Other resources such as Medical Facilities, Communication facilities, Transport facilities available at site/LC Gate.

(d) At adjoining Stations:-

i. Resources to be mobilized to send Medical Team at short notice as given in ACC Forms 8 – 12.

ii. Staff available at Station

(2) Resource Unit II

i. MRV, BD Special, HRE, HRD, Crane stabled at nominated stations.

ii. Railway Medical and departmental resources.

(3) Resource Unit III

i. Location of ARMEs, ARTs with 140T crane based on adjoining Zones/Divisions are given in Chapter-3.

ii. Section wise chart of which ARMEs/ARTs are to be requisitioned from adjoining Zones/Divisions is given in Chapter-3.

iii. Copies of Disaster Management Plans of adjoining divisions should be available with the divisional control office.

(4) Resource Unit IV

i. Non-railway resources.

ii. Resources available at adjoining divisions.
Delayed availability of Human Resources, equipment, transport and other relief material hampers action and creates a sense of helplessness.

Use of walkie-talkie

i. Ensure that the set is charged.

ii. Check that the proper channel is selected for communication.

iii. Do not intervene when the channel is engaged.

iv. Never press “SOS” button provided in walkie-talkie unless it is a real emergency. In case of emergency if “SOS” button is provided on the mobile, it should be used to override an ongoing conversation.

Use of BSNL / Cell phone

BSNL phone numbers with STD code for Railway station in the Division are given.

Resources available at adjoining Stations:-

Resources available at stations for mobilizing Rescue/Relief Team at short notice.

i. ACC 8, ACC 9, ACC 10, ACC 11, ACC 12

ii. List of Voluntary Organizations like St.John’s Ambulance Brigade, Lion’s Club, Rotary Club, etc.

iii. List of Civil, Police and other authorities.

iv. List of fire fighting agencies.

v. List of mobile crane operators.

vi. List of State transport bus depots.

vii. List of Defence establishments/Para-military units.

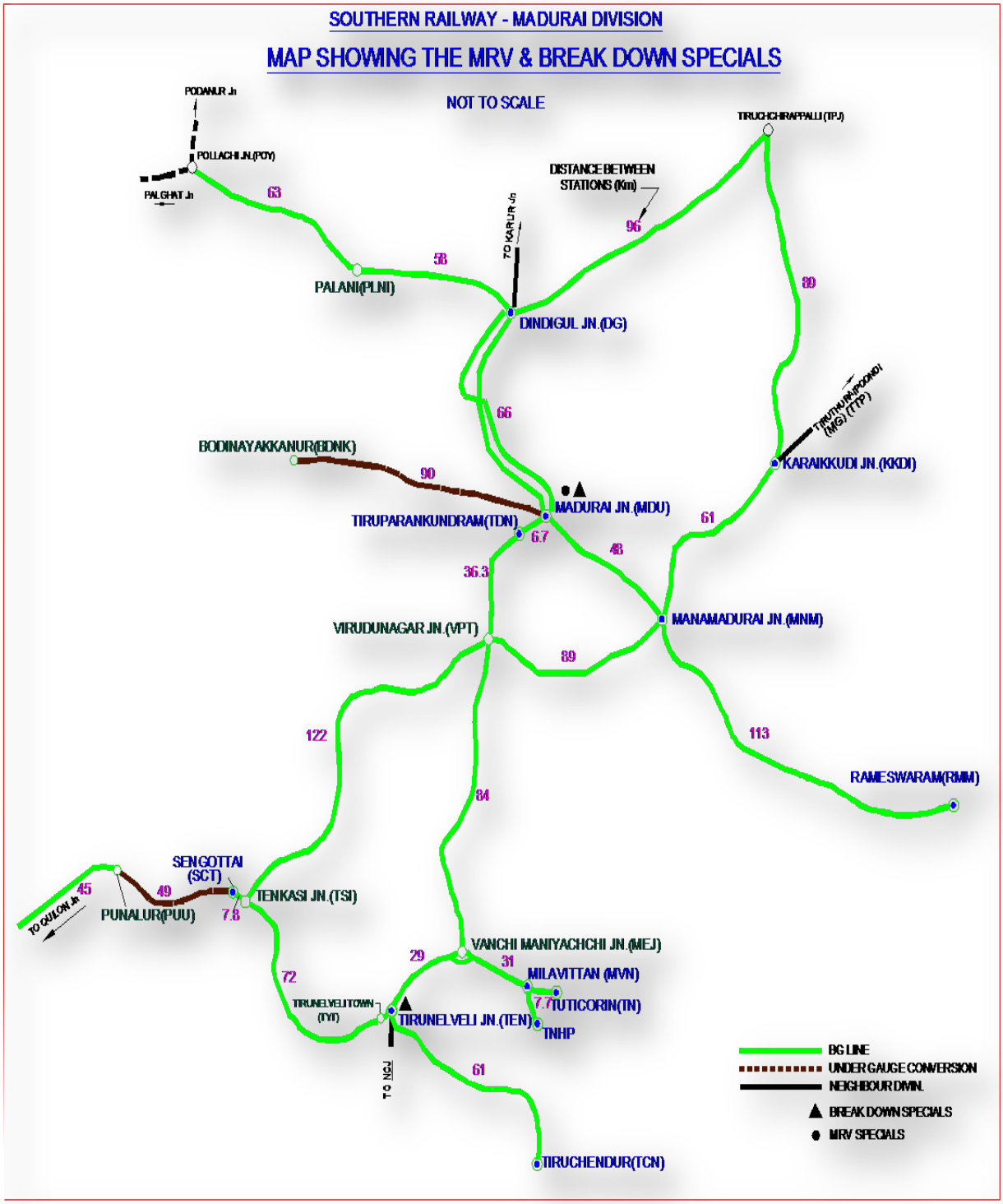
The Station Master of the station shall make a test call to the numbers in the list at least once in 3 months and update the data.

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Chapter III

Resources in Railways

ARME & ART with location map:



TARGET TIME FOR TURNING OUT - ARME:

For stations, where the ARME is stabled on a siding with exit from both ends **'20'** minutes.

For stations where the ARME is stabled on single exit siding '25' minutes, subject to the remarks furnished below.

The above time should be reckoned from the moment of the siren is sounded till the time ARME is ready in all respect for dispatch.

TARGET TIME FOR TURNING OUT - ART:

The Accident Relief Train must be turned out/dispatched from the base station to the site of accident within **30** minutes by day / **45** minutes by night after sounding the Electric Sirens.

Standard Composition of ARTs

A Class ART – 01 No. of OHE Mast (for Electrified section only).

1) 140 T Diesel Crane with Match Truck – 01 unit.

2) One equipment van containing HRE, Generator, compressor etc.,

3) Two staff van including kitchen Car,

4) One BCNTAHS containing Engineering materials:

5) One BFU containing Bulldozer and other heavy materials: and

6) One BRNTAHS containing material for OHE (for electrified sections only)

B Class – ART

1) One equipment van containing HRE, Generator, compressor etc.,

2) Two staff van including kitchen Car,

3) One BCNTAHS containing Engineering materials:

4) One BFU containing Bulldozer and other heavy materials: and

5) One BRNTAHS containing material for OHE (for electrified sections only)

(A) ACCIDENT RELIEF MEDICAL EQUIPMENT VAN:

(1) ARME Scale I - Equipment stored in Special Medical Relief Vans Stabled in separate sidings at Madurai with '**both end exit'**

i. One key of the van is available with the SSE/C&W/BD or SE/C&W/PF in a glass fronted case.

ii. Other key is with the doctor in charge of the Relief Van.

iii. The medicines and equipment are provided as per the Railway Board norms.

iv. The keys of all the locks inside the Medical Relief Van shall also be in duplicate. One with the Medical Officer and the other in a glass fronted case inside the relief van.

Locations of Keys of ARME Scale II are given below:

i. The medical equipment is kept sealed without any lock.

ii. Scale II room has duplicate keys:- One with Medical Officer and other is in Station Master Office.

(B) ACCIDENT RELIEF TRAIN:

ART locations are given below:

ART Spl. Formation is stabled complete on separate siding having double entry for faster exit in both directions.

i. Rescue/Restoration equipments are kept as per Railway Board's instructions.

ii. Break Down special keys are with the following Officials:

a) Engineering Tool Van – SSE/SE/JE/Permanent Way.

b) Mechanical Tool Van – SSE/SE/JE/Mechanical.

iii. Crane Supervisors will ensure availability of adequate fuel and water in the crane at all times.

On getting Emergency call, the Crane Supervisors shall check and ensure:

(a) Correct marshalling of Crane according to site requirement.

(b) Alert the standby Crane Operator of 140T Crane.

(c) In case, road approach is faster, prevailing equipment may be moved by road as required

LOCATION OF MRV/BD/MFD/ARME IN MADURAI DIVISION

	S.No.	Item	Location	Type
1.		ART	MDU	A
2.		ART	TEN	B
3.		Crane	MDU	140 T
4.		ARME	MDU	Scale-1
5.		ARME	TEN, VPT, MNM, KKDI, DG, TN, PLNI, MMM, SCT	Scale-II

LOCATION OF ARME & ART IN ADJOINING DIVISIONS

TPJ DIVISION:

	S.No.	Item	Location	Type
1.		ART	TPJ	A
2.		ART	VM	B
3.		ARME	TPJ	Scale-1
4.		ARME	VM	Scale-1
5.		ARME	TVR, VRI, TTP, TNM	Scale-II

SA DIVISION:

	S.No.	Item	Location	Type
1.		ART	ED	A
2.		Crane	ED	140 T
3.		ARME	ED	Scale-1
4.		ARME	SA, PTJ, KRR, ONR	Scale-II

PGT DIVISION:

	S.No.	Item	Location	Type
1.		ART	MAQ	B
2.		ART	SRR	A
3.		ARME	MAQ	Scale-1
4.		SPART	SRR	-
5		ARME	PGT, CLT, CAN, POY	Scale-II

TVC DIVISION:

	S.No.	Item	Location	Type
1.		ART	ERM	A
2.		ART	TVC	B
3.		Crane	ERS	140 T
4.		ARME	ERS	Scale-1
5		ARME	TVC	Scale-1
6		ARME	NCJ, TVC, KTYM, TCR, ALLP	Scale-II

Authority to order movement of ART Special to site

i. On receipt of information about serious accident involving train carrying passengers ART Special at the nearest adjoining depot shall be alerted and kept

ready by the Chief Controller/Deputy Chief Controller.

ii. The order to move ART Special to the site shall be issued by Divisional Railway Manager.

iii. In the absence of Divisional Railway Manager, the officer in charge at control office shall issue orders.

iv. If the services of ART Special are not required after confirming, Divisional Railway Manager may cancel the movement.

ACCIDENT RELIEF TRAIN / VANS

I. Accident Relief Medical Equipment:

a) The Medical Officer in charge is responsible for ensuring that the prescribed contents of the accident relief medical equipment (Scale-I and II) are maintained in the chests and are in good condition. Whenever required, the medicines, surgical appliances and other articles must be replaced.

b) Where Scale II equipment is stored in the Station building, the Station Manager/Station Master shall be responsible for the safe custody of the boxes. Whenever this equipment is sent to the site of accident, the Station Manager/Station Master shall ensure that the boxes are received back in time and kept at the proper place. On return of the boxes after use, the medical officer in charge should check the same and arrange immediately for necessary replenishment of the articles used. In addition, the medical officer in charge and the Station Manager/Station Master will inspect this equipment once in a month.

c) ARME Scale-I must be inspected once in a month by the following officials in charge (preferably jointly)-

i. Medical Officer.
ii. Station Manager/Station Master.
iii. Telecommunication Inspector.
iv. Carriage and Wagon Supervisors.
v. Electrical Official.
vi. Engineering Official.

d) An inspection book must be provided in the ARME van Scale-I as also in the location of Scale-II equipment for record of remarks by inspecting officials and action taken. The inspection book shall neatly be maintained.

e) Medical Officer in charge of the Division shall inspect the Scale-I and Scale-II equipment quarterly and ensure that all the prescribed contents are maintained in good condition.

f) After each monthly inspection, a joint report shall be submitted by the officials to their respective Divisional Officers. Every month a certificate to the effect that the contents of the equipment have been checked and replenished (wherever required) shall be sent by the Doctor-in-charge of each equipment to the Medical Officer in charge of the Division who in turn shall forward it to the Chief Medical Officer.

g) During the inspection, the Medical Officer shall also see that the water tanks are being refilled every week. The SSE/ C&W in charge shall be responsible for refilling the water tanks every week. The inspecting officials concerned shall also see that all the articles such as other lights, kerosene, torches, batteries and bulbs etc. DG sets, inflammable tower lights are in working order with full load capacity with sufficient quantity of Diesel/Kerosene Oil. All the quality fittings should be in working order with sufficient cables and good switch boards. The lighting arrangements should be tested by actually burning them. The electrical official in charge shall also ensure that the lights, fans and the batteries are in proper working order.

II. Accident Relief Train:

a) Following records shall be maintained in the accident relief trains:-
   i. Accident Relief Train Log Book.
   ii. Attendance registers.
   iii. List of tools and equipment.
   iv. Register for testing of wire ropes and chains.
   v. Periodical testing registers for
      (1) First aid equipment
      (2) Field Telephone
      (3) Detonators
      (4) Gas cutting equipment
      (5) Gas lighter
      (6) Generators
      (7) Compressors
      (8) Fire fighting equipment
   vi. Joint Inspection register

b) All Relief trains and Relief vans come under Mechanical department. SSE/C&W and others in charge of the Accident Relief Trains and Relief Vans, are responsible to ensure that they are always fully equipped and in proper running order. They will also inspect the equipment to ensure that they are in efficient working condition. However, the Engineering, Electrical and S&T department will be responsible to ensure the availability of prescribed equipment for their respective departments and their good condition.

c) The Divisional Mechanical Engineer, Divisional Engineer, Divisional Electrical Engineer (TRD), Divisional Signal and Telecommunication Engineer and Divisional Electrical-Engineer(G) concerned must personally inspect the Relief

d) Trains and their equipments concerned to the respective departments to ensure the availability and their efficient working condition. They must also satisfy themselves that the deficiencies are made good after use at every accident.

e) The person in charge of the Loco-shed, Running shed at the base station of Relief Trains is responsible to see that the Relief Train gang thoroughly understand the accident hooter for their attendance, and to maintain a list with their names and the names of principal members who live in the vicinity of the shed who are supposed to attend with the relief train. He is also responsible to keep the said list in a place accessible to all.

f) The person in-charge of the C&W department is responsible to organize a break down gang amongst his staff at the base station of relief train and to see that they thoroughly understand the accident hooter for their attendance, also to ensure that the gang is efficient enough to work at the site of accident.

g) The person in-charge of the loco shed/running shed is responsible to keep the engine and accident relief crane (if provided) in readiness. The SM will be responsible to arrange any extra vehicle or brake van for relief work in case of necessity.

h) The person in-charge of C&W department for relief train is responsible to maintain all the vehicles on the Accident Relief train in the same way as other coaching stock in regular use, in that the running gears shall be regularly attended, oiled and replaced in accordance with the orders in force. He must ensure that those vehicles are always kept in good working condition, so that in the event of an accident requiring relief train, no detention or speed restriction need be permitted to these vehicles for any reason.

III. Accident Relief Machinery :

a) The entire accident relief machinery as a whole, i.e., the special ARME Scale–I (Medical Relief Van) and the break-down special shall be inspected by a committee consisting of the Divisional Safety Officer, the Divisional Engineer, Divisional Medical officer, Divisional Mechanical Engineer, Divisional Electrical Engineer and Divisional Signal & Telecommunication Engineer once in three months and a joint report shall be submitted regarding the results of the inspection to the Divisional Railway Manager. The Divisional Safety Officer shall act as the Secretary of the committee submitting the Joint report to the Divisional Railway Manager. Only in regard to matters concerning change in policy, equipment or stabling arrangement, if any, the Divisional Railway Manager shall address the Chief Safety Officer for orders or approval and in all other aspects he shall dispose off the case. A consolidated statement showing the dates on which the Joint Inspection was made shall be submitted by the Divisional Railway Manager to the Chief Safety Officer, by the end of the month following each quarter.

b) In inspecting periodically Medical Relief Equipment of any type, the Medical Official in charge shall pay attention to the condition of dressings and articles liable to deteriorate and perish. He shall replace consumable articles and drugs with limited period of efficacy from their boxes not longer than quarterly, aired for above three hours and replaced in their boxes with a quantity of naphthalene balls between the folds to avoid damage by insects. The Assistant Divisional Medical Officer concerned shall specially ensure that the petromax and other lights are in proper working order by actually burning them and shall also see that there is sufficient quantity of oil, mantles and matches. He shall also specially see that the arrangements for water are all right.

c) Emergency indents in Form MO 3A shall be placed by the Assistant Divisional Medical Officer for the replacement of articles and the indents shall also be endorsed in red ink for Accident Relief Medical Equipment. As far as possible, the Medical Official in charge shall replace immediately any damaged article from the stock available in the hospital or dispensary, without waiting for the indent to be complied with.

d) The seal of the box containing the keys may be broken for the purpose of inspection. After each inspection the concerned official shall restore the keys to the box kept for this purpose and reseal it. In an emergency, the glass front can be broken and the keys taken. After replacing, the concerned official shall see that the glass front is replaced by contacting the local Junior Engineer/Section Engineer (Permanent Way).

IV. Accident Mock Drills:

Each division should conduct one full scale Disaster Management exercise on the similar line as the army conducts once in a year.

Accident Mock Drills for ARME/ART:

Mock drill to be organized once in every two months as per Rly.Board letter No.2010/Safety (DM)/6/23 dt.05.12.2016 & 28.01.2010. The details of preparedness viz. turning of ART/ARME, turning up of doctors/staff, restoration process etc., can be tabulated and taken as a mock drill for the purpose of statistics. In a financial year, quarter ending is on 30th June, 30th Dec and 31st March.

In carrying out these drills the following points should be carefully borne in mind:

i. Every drill should be made as realistic as possible.
ii. Arrangements regarding the drills should be kept confidential.
iii. The turnout of a relief train should be completed with full complement of equipment and staff.
iv. These drills should be ordered by the DRM personally and conducted under the direct supervision of an officer not lower in rank than Senior Scale Officer.
v. The results of mock drills should be maintained in a special register along with the particulars of corrective actions taken wherever necessary. The results should also be communicated to the CSO and General Manager.

Mock drill regarding Video Transmission from ART:

Ref: (i) Railway Board letter No.2003/Safety (DM)/6/2/1 dt.29.07.2013

(ii) Railway Board letter No.2003/Safety (DM)/6/2/1 dt.09.11.2016.

In continuation of Board's letter under ref.(i) wherein instructions were issued to Zonal Railways regarding live video transmission from Accident Relief Train, Railway Board vide letter under ref.(ii) have issued revised schedule for conducting mock drill.

Divisions are requested to ensure that mock drills are conducted as per schedule given in Board's letter. In case, the nominated day is holiday, mock drills may be conducted on the next working day.

Schedules:

Sl. No	S. Rly	Working day of every month for

		Mock Drill
1	MDU	2nd Wednesday 10 to 11 hrs
2	PGT	2nd Wednesday 11 to 12 hrs
3	TVC	2nd Wednesday 15 to 16 hrs
4	TPJ	2nd Thursday 10 to 11 hrs
5	MAS	2nd Thursday 11 to 12 hrs
6	ED	2nd Thursday 12 to 13 hrs

V. Preliminary Warning for ARME/ART:

a) If a passenger carrying train does not arrive within 10 minutes or a goods train does not arrive within 20 minutes after allowing for its normal running time, at the next block station, the Station Master on duty at the block station concerned shall immediately inform the station in rear and the section controller.

b) The section controller on duty on receipt of such advice shall immediately issue a preliminary warning to the nearest base stations of ARME/ART, so as to keep them ready for dispatch pending further information.

c) The Station Masters at either end of the block section shall also send one of the Traffic Staff out on the block section to fetch information about the whereabouts and condition of the delayed train and nature of assistance, if any required.

PREPARATION OF ACCIDENT RELIEF TRAIN

Sr. DEN/DEN/ ADEN/SSE/P.Way

i. Contact local crane/bulldozer operators and ask for assistance.
ii. Contact boat operators/naval bases and arrange divers.
iii. Move gang staff/materials from adjacent depots.
iv. Arrange drinking water, Tent materials.

Sr. DSO / Sr. DOM / SMR / TI

i. Contact Police station, fire station and request their services.
ii. Inform Village Administrative Officer, Revenue Inspector, Tahsildar, Revenue Divisional Officer, Collector and Superintendent of Police and ask for assistance.
iii. Arrange vehicles from private owners.
iv. Arrange Loco Crew and Guard to work ART.

Sr. DSTE / DSTE / ADSTE / SSE/Tele

i. Send the required complement of Inspectors, maintainers and helpers by ART who can install and operate the communication equipment provided in the ART.

Sr. DMO / DMO / ADMO

i. Collect particulars on nature of accident and prepare MRV according to the site requirement.
ii. Contact SJAB and avail their services.
iii. Alert blood donors.
iv. Special Medical arrangement in case of fire/bomb explosion and on water bodies.
v. Contact local Hospitals and collect sufficient number of trained manpower.

Sr. DME / DME / ADME / SSE(C&W)

i. Prepare MRV special according to site requirements with required tools like cutters, spreaders, Lights, Jacks, cold cutting equipment, drinking water etc.

ii. Assess the approximate requirement of additional equipment and mobilize them from local operators / agencies.
iii. Marshall MRV special/BD special according to site condition.
iv. Check up MRV special for its fitness.
v. If required ask for MRV special from adjacent depots.

Provision of LAPTOP Computer in ART/ARMEs:

(Ref: Board's letter No.2000/Safety (A&R)/14/3 dt.2.12.02)

All ARMEs and ARTs must be equipped with a LAP TOP computer and a printer.

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Chapter IV

Action Plan for Different Exigencies

The Action plan for Weather and Cyclone warnings shall be followed as per Joint Engineering/Operating Circular No.W.556/1/ Vol-V 2007.

Earthquake:

- When first tremors are sensed during an Earthquake, all Personnel should evacuate buildings and assemble at safe places away from structures, walls and falling objects.
- Emergency shutdown should be declared.
- Emergency response plan to be activated.
- After the status is restored, personnel should inspect all the facilities for damage assessment, cleanup, restoration and recovery.

Landslide:

- Whenever landslide is expected / experienced due to heavy down pour all train services to be regulated.
- Rescue team to be rushed for restoration work.

Floods:

- Based on the weather forecast warnings regarding impending flood condition the following steps should be taken.
- Bridge watchman to be provided at vulnerable points to inform flow of water.
- Shifting all and movable equipment around the bank.
- If time permits sandbag dykes can be constructed to ensure safe passage of trains.
- Regulate the train service till the flood recedes
- Evacuate people on train/at station and move them to a safer place.
- Contact Fire brigade, Naval, Army, Air force, Local boat man and arrange Divers and boats.
- With the co-ordination of local authorities the Engineering Officer/Supervisor or other supervisors at that station shall arrange temporary shelter in nearby schools, marriage hall, community centre etc.
- If necessary arrange coaches to accommodate the affected temporarily.
- Seek assistance from voluntary organization and arrange drinking water, food, medicine etc.
- RPF and GRP in co-ordination with local police shall arrange protection.
- Keep communication with Divisional Control Office.
- When people are marooned by flood, arrange air dropping of food packets, cloths etc., with the assistance of civil administration.
- Contact SJAB (St. John Ambulance Brigade), local doctors and provide medical care to the affected.

Cyclone/Storm:

When a train caught in a cyclonic storm at midsection/ station:

- Stop the train clear of cuttings, bridges and embankments.
- Guard, Loco Pilot and other Railway servants on train shall keep open windows and doors of all coaches.
- Station Master shall not start trains when the wind velocity exceeds the permitted level of 41 knots/72 kmph.
- Make announcement frequently to warn the public about the storm/cyclone.
- Take all necessary action to provide shelter and other assistance as in the case of flood.

Manmade Disaster:

The following disasters/accidents may be caused by human/ equipment failure, which may affect the normal movement of train services with loss of life or property or both.

Collisions:

- Fire on Train
- Level crossing accidents at Manned/Unmanned Level Crossings.
- Derailments.

Sabotage causing deliberate loss of life/damage to property or both:

- Bomb threat/ blasts.
- Setting fire to Train/Railway Installations and Railway property.
- Tampering with Railway fittings to cause accidents.
- Placing of obstructions on track to cause disruption to traffic Hijacking of Train etc.

Bomb threat/Blast:

The general guideline to deal with the issue of explosives over Indian Railways issued by DG/RPF vide Railway Board letter No.2003/Sec(Spl.)200/14 dated 16.01.2008 in addition to those already issued in the Joint Procedure Order issued vide CSC letter No.CXC/185/ Vol.VI/JPO of 03.07.06 dated 08.08.06 to deal with Bomb threats issued duly signed by CME, COM, CCM and CSC.

Person receiving call regarding bomb threat:

- Should attempt to gain as much information as possible from the caller like type of device, time set, location, reason/purpose of the act, dialect mannerism and identity of the caller.
- The person receiving call should inform and alert the disaster management team (Bomb detection squad).
- Also, alert police, fire brigade and explosive department.
- Pass the information to all departments concerned.

- Take initiative for evacuation of all from the premises.
- Person noticing a bomb like object, should bring it to the notice of the nearest available officer.
- Inform Railway Police, RPF, and Bomb Detection Squad.
- Ensure all persons are away from the spot and to avoid unnecessary crowding near the area.
- Inform control to take further steps of regulating the train services.
- Wait for clearance from the Police department to restore normal working.
- Utilize "Caller ID" facility if provided to trace the caller.

Tampering of Railway fittings causing accidents & Placing of foreign particles on track to cause interruption to traffic:

- A staunch vigil should be kept by introduction of special patrolling over the area as and when warranted.
- Some persons to be trained specially and to be drafted for duty over the area if required.

Radiation Emergency:

a) Personal Injury Involving Radioactive Material Contamination

- Render first aid immediately for serious injuries, as trained.
- Call bomb squad, fire station.
- As possible, without doing harm to the victim, monitor the injured and remove contaminated clothing and gross personal contamination.

b) Radioactive contamination of Personnel

- Remove and bag all contaminated clothing.
- Call fire station, bomb squad, and police.
- Skin contamination should be cleaned using mild soap and tepid water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-wash and re-survey.

What to do upon suspected letter/package receipt:

- Handle with care.
- Don't shake or bump.
- Isolate and look for indicators.
- Don't open, smell, or taste.
- Treat it as suspect.
- Call Police/Fire service/ Bomb squad.

If parcel is Open and/or Threat is identified

(a) For a Bomb

- Evacuate immediately.
- Call police/fire service/ Bomb squad.

(b) For Radiological

- Limit exposure – don't handle.
- Evacuate area.
- Shield yourself from the object.
- Call police/fire service/bomb squad.

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Chapter V

Disaster Response – Golden Hour

If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduces drastically, even with the best of Medical attention thereafter. This one-hour period is generally known as The Golden Hour.

During this Golden Hour period every effort should be made to:

i) Render definite medical care to the extent possible preferably by qualified medical practitioners.
ii) Stop bleeding and restore Blood Pressure.
iii) Persons under shock should be relieved of shock immediately.
iv) Transport casualties to the nearest hospital so as to reach within this Golden Hour period.

For being effective, any Disaster Management system should aim at recovering as many critical patients as possible and rushing them to hospital within this period.

1. Disaster Syndrome:

A victim's initial response following a Disaster is in three stages, viz. Shock stage, Suggestible stage and Recovery stage. These initial reasons are called Disaster Syndrome.

(i) Shock stage: In which victims are stunned, dazed and apathetic.

(ii) Suggestible stage: In which victims tend to be passive but open to suggestions and willing to take directions from rescue workers and others.

(iii) Recovery stage: In which individuals may be tense and apprehensive and may show generalized anxiety.

2. Three Different phases of Disaster Response:

Disaster Response in case of a railway accident consists of three phases. These three phases are determined both by the time factor, as also by the extent of specialized

assistance available. Firstly, it begins with the spontaneous reaction of men available on the train at the time of the accident. Thereafter the second phase continues with contributions made in rescue and relief work by men and material available locally in nearby areas of the accident site. The third and longest phase consists of meticulously planned action by trained DM teams who arrive at the accident site to carry out rescue and relief operations.

The first phase, which is of shortest duration, last for about half an hour. It is an amateurish, poorly equipped effort, but is nevertheless the most important phase. In most cases, this is the only help available for a major part of the 'Golden Hour'.

The second phase which is of 2-3 hrs duration is comparatively less amateurish and much better equipped. Their contribution is vital since the 'Golden Hour' period comes to an end during the working of this group. How many critically injured passengers can finally be saved depends solely on the efficiency of this group.

The last and final phase of Disaster Response by railway's DM team continues for a few days. It comes to an end not only with the restoration of traffic but also with the departure of most relatives and next of kin from the accident site and disposal of all bodies. Few of the grievously injured that continue to be hospitalized for comparatively longer spells are then the sole responsibility of railway's medical department.

With the above scenario in mind, it is necessary to take firm and quick decisions to save lives and property. To achieve these objectives Railways have a well-defined action plan that is successfully executed by the coordinated efforts of different disciplines, all of who function as a team.

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Chapter VI

DISASTER RESPONSE – INSTANT ACTION TEAM (IAT)

The Instant Action Team comprises:

i) The Guard, Crew, TTEs, AC coach attendant, Asst. Guard, and RPF.
ii) GRP staff travelling on the train on duty.
iii) Railway staff travelling by the accident involved train either on duty or on leave as passengers.
iv) Doctors travelling by the train.
v) Passengers travelling on the train who volunteer for rescue and relief work.
vi) Railway staff working at site or available nears the site of the accident.
vii) Non-Railway personnel available at or near the accident site.

Pre-accident checklist of preparation for Members of Instant Action Team:

a. Generally, about 10"-15" time elapses before information regarding occurrence of an accident reaches the Divisional control office. In case information can be conveyed immediately this time can be saved. This 15" time is of vital importance since it constitutes 25% of the 'Golden Hour'.

b. In case they have a mobile, ensure that telephone numbers of all relevant officials such as those of divisional control offices etc. have been permanently fed into the Mobile for immediate use in an emergency.

c. Whenever they are travelling at night they should keep a torch handy and secure by some means.

Railway staff travelling on the accident affected train:

i) Whenever a train is involved in a serious accident with casualties/injuries to passengers, all railway staff travelling on the train either on duty or on leave is deemed to be on duty with immediate effect.

ii) Under no circumstances should any of them leave the accident site unless and until divisional officers arrive, take over charge of rescue and relief operations, and permit them to leave.

iii) Railway staff on train/at site shall volunteer themselves to render assistance and report to TTE/Guard of the Train.

iv) The senior most officers travelling on the train will assume charge as Officer-in-Charge Site (Site In charge).

v) Normally the senior officers will be travelling in either the 1AC or in 2AC coach, and most probably in the Emergency Quota section of the coach. The Emergency Quota section of 2AC is invariably in the centre of the coach (berth nos. 19-22). In any case the TTE would know whom are the railway officers travelling in 1AC or 2AC.

vi) Similarly, other railway staff will be travelling in 2AC/3AC coach, and most probably in the Emergency Quota section of the coach. The Emergency Quota section of 3AC is also in the centre of the coach (berth nos. 25-30).

vii) Similarly, some Group "C"&'D' railway staff may be travelling in Sleeper coach, and probably in the Emergency Quota section of the coach. The Emergency Quota section of a Sleeper coach is located in the centre of the coach (berth nos. 25-38).

viii) In the absence of any officer the senior most TTE/Guard will discharge duties listed out for site Officer.

ix) One group shall assist the Guard and Loco Pilot and the other groups may be directed to assist in rescuing injured/entrapped passengers.

x) In the absence of TTE, the Guard shall take steps to form such groups.

Formation of Groups comprising members of Instant Action Team:

i. Site Officer shall immediately collect all Railway staff on train/at site and form separate groups.

ii. In the absence of site Officer TTE shall take steps to form such groups.

iii. In the absence of TTE the Guard shall take steps to form such groups

iv. Passengers travelling by the same train who volunteer for rescue and relief work should also be drafted into these groups.

v. Passengers from accident-involved coaches should be directed toward their own coach.

vi. Passengers, from coaches which are not affected, can be distributed amongst other accident-involved coaches.

vii. 5 or 6 groups should be formed depending on number of coaches involved.

viii. Ideally, one group should be formed for handling each coach.

ix. In case sufficient numbers of officers are present, then one officer should be made in charge of each group.

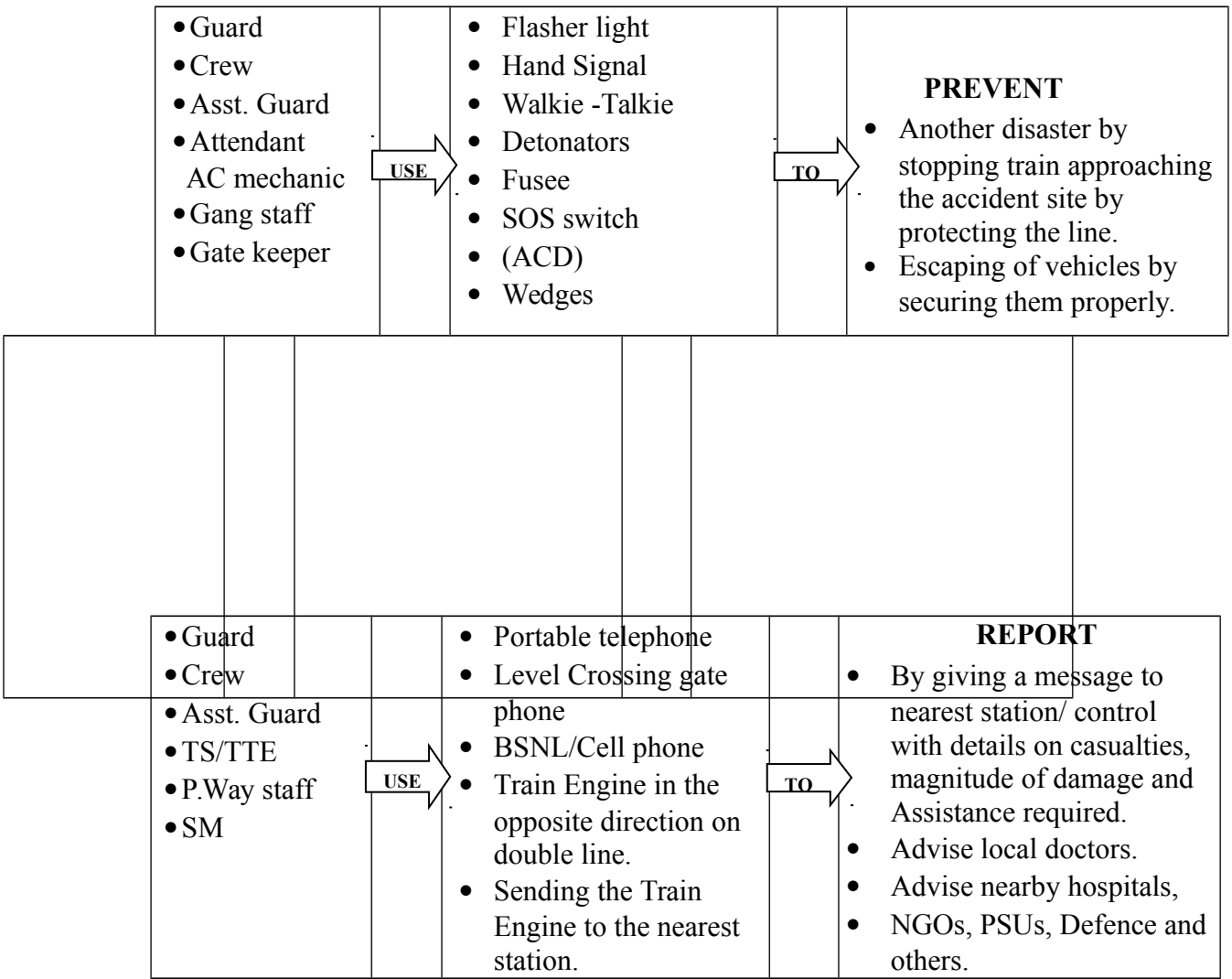
x. Otherwise, Sr. Supervisors travelling by the accident-involved train should be nominated as in-charge of each group to co-ordinate its working.

xi. In case sufficient numbers of Sr. Supervisors are also not present, one TTE should be nominated as in-charge of each group to co-ordinate its working.

xii. Each group should rescue injured, entrapped passengers.

CLEAR AND ACCURATE COMMUNICATION WITH PEOPLE WORKING WITH THE LEADER IS VERY MUCH ESSENTIAL FOR THEIR EFFECTIVE FUNCTIONING

SIMULTANEOUS ACTION PLAN



• TS/TTE • Doctor on Train • Attendant • P.Way staff • AC Mechanic • SM/Guard/ Crew	USE	• First aid boxes on Train • Facilities at site • Road vehicles at site • ETL Box • Fire Extinguishers	TO	**SAVE LIVES** • Render medical aid • Rescue entrapped • Transport injured to nearest hospital • Prepare a list with details of injured coach-wise

Lack of information and disruption of communication seriously hampers.

Activity unit-1

The assigned roles of members of the Instant Action Team are enlisted under activity unit 1. Every member of this team is responsible to ensure that timely action is taken to protect traffic, save lives and communicating the incident to the all concerned properly.

LIST OF DUTIES OF INSTANT ACTION TEAM (IAT):-

i. Duties of Loco pilot and Assistant loco pilot (Motor Man)

ii. Duties of Guard

iii. Duties of TTE

iv. Duties of Coach Attendant / AC Mechanic / Khalasies

v. Duties of any Railway servant on duty or as passenger

vi. Duties of Engg. Over Head Equipment, Signal Staff at site

vii. Duties of senior most official by train

viii. Duties of on board railway staff immediately after the accident

Detail duty list of Guard and Crew are laid down in the Accident Manual. Some of the more important ones are enumerated below:

Duties of Crew of the Train:-

a) Switch on Flasher light immediately and give four short whistles.\

b) Inform Guard / Station Master over walkie-talkie.

c) Protect the obstructed/adjacent lines as per GR & S.R. 6.03.

d) Take necessary action to prevent Loco/Vehicles/Wagons rolling down.

e) Record the time of accident and location immediately.

f) Co-ordinate with Guard to save lives.

g) Ensure that no clue or evidence is destroyed.

h) If necessary detach Loco and take it to inform SM of near

<u>Duties of Guard</u>:-

i. Switch on the Amber in Flashing Tail Lamp if provided in the rear of his brake van.

ii. Secure the Train and prevent escaping of vehicles.

iii. Protect the obstruction or Depute Asst. Guard/Competent person to protect as per GR & SR 6.03 (Page No.196-199)

iv. Note down the time and location of accident.

v. Inform Crew/Station Master through walkie-talkie.

vi. Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.

vii. Render First Aid to the injured passengers and arrange to transport them to hospital.

viii. Direct Railway servants on train at site to rescue injured entrapped passengers.

ix. Utilize Emergency Train Lighting box to facilitate medical Aid.

x. Stop train running on adjacent line and utilize the resources on that train.

xi. Report the occurrences as quick as possible to control / nearest SM through portable Telephones or other communication equipment available at site with details asking for assistance.

xii. In electrified section if OHE is affected, take steps to switch off OHE supply.

xiii. Log your activities. Do not leave the spot unless you are relieved by a competent authority.

xiv. Record evidence or statements if any given by passengers.

xv. Do not disturb the clues.

Duties of TTE:-

i. Avail the services of a Doctor travelling by the train immediately and render Medical Aid.

ii. Render First Aid to injured person.

iii. Collect particulars of the injured and prepare a list showing their position coach wise.

iv. Prepare a separate list showing dead & injured with address and ticket particulars.

v. Transport the injured by Road Vehicles if available to the nearest hospital.

vi. Take the assistance of Local people / volunteers at site.

vii. Record evidences or statement given by the passengers/others at site.

viii. TTE shall prepare a list that shows the exact position of injured in the coaches from Train Engine to Brake van and hand over it to the Doctor.

ix. Inform the stranded passengers about alternative transport arrangement

Duties of AC Mechanics / Coach Attendants :-

i. Switch off the power supply to avoid short-circuiting.

ii. Assist the TTEs in their duties at the accident site.

Duties RPF/GRP Staff:-

i. Try and rescue as many passengers as possible from the accident involved coaches.

ii. Render First Aid to the injured.

iii. Arrange to shift injured persons to the nearest hospital.

iv. Protect passenger's luggage and railway property.

v. Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

vi. Collect men and material available nearby and direct them to site.

vii. Avail the services of road vehicles if any, waiting / passing through LC gate.

Duties of Senior most official by train:-

a. Ensure protection of traffic and assist Guard and Loco pilot.

b. Ensure the reporting of accident to nearest Station / Control.

c. Note down the time of accident.

d. Collect the reporting staff / volunteers, form and direct different groups and assign work.

e. Roughly assess the casualties/extent of damage.

f. Ensure the issue of a detailed message with the following information:

i. Time/Date of accident
ii. Location Km. / between stations.
iii. Train number and description
iv. Nature of accident
v. Number of killed/injured
vi. Extent of damage
vii. Assistance required
viii. Prima facie cause of the accident
ix. Condition of the adjacent line, if any.
x. Whether OHE is involved.

g. Maintain the log of events.

h. Till the Site Manager takes control over the situation continue to be in charge of the site.

<u>Duties of on Board railway staff immediately after the accident</u>:-

a) Don't panic. Once the accident has already occurred and the train has come to a standstill nothing worse can happen.

b) In case any one of on board staff has a Mobile and it is working, inform the divisional control office immediately about the accident.

c) Observe the position in which your coach has stopped, whether it is standing upright or turned upside down or lying on its side.

d) Try and see whether your coach has stopped on a bridge or whether there is level ground on both sides.

e) In case the coach is on a bridge or very high embankment or in case it is raining heavily, then it is better to wait for some time and not be in a hurry to leave the coach. You may be jumping from the frying pan into the fire.

Duties of TS / TTE

a) Avail the services of a Doctor travelling by a train immediately and render Medical Aid.

b) Render First Aid to injured.
c) Collect particulars of the injured and prepare a list showing their position coach wise.

d) Prepare a separate list showing dead & injured with address and ticket particulars.

e) Transport the injured by Road Vehicles if available to the nearest hospital.

f) Take the assistance of Local people/volunteers at site.

g) Record Evidences or statement given by the passengers/others at site.

h) TS / TTE shall prepare a list that shows the exact position of injured in the coaches from Train Engine to Brake van and hand over it to the Doctor.

i) Inform the stranded passengers about alternative Transport arrangement.

Duties of Gang staff

a) On double/multiple lines stop the train approaching obstructed line if any by showing hand danger signal.

b) Ensure that the track alignments or lines are not disturbed.

c) Report to Site Manager and assist in rescue/restoration.

d) Assist in extricating the injured/dead from coaches and transport them to hospitals.

<u>Duties of the Instant Action Team – In case of a fire</u>:

i. In case of fire pull the Alarm Chain and stop the train immediately.

ii. Try and put out the fire before it becomes a big blaze by using either water or blankets etc.

iii. More people expire due to suffocation from smoke rather than due to actual burning.

iv. Advise passengers to take a cloth wet it in their drinking water and cover their nostrils.

v. Instruct passengers to go to the other end of the coach, which is away from the fire, and if possible cross over to the next coach through the vestibule.

vi. Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.

vii. Make sure that no passenger lies down on the floor.

viii. After train has stopped, passengers should come down from the coach immediately.

ix. Isolate the affected coaches from other coaches.

x. Building up confidence of injured passengers by suitable advice is of great importance.

Duties of members of Instant Action Team – Till arrival of Divisional Officers:-

i. If a person is bleeding and losing blood, or if he is unconscious, then in that case you have to act quickly. 'Golden Hour' should be kept in mind. You may have at the most only one hour's time on hand.

ii. In such cases, immediately administer First Aid to the injured passenger and try and stop further loss of blood.

iii. Persons trained in first aid may do 'Cardio Pulmonary Resuscitation." This may save several lives.

iv. If the door is open and is accessible, then uninjured passengers should be helped to come out from the door.

v. In AC coaches the windows panes should be broken open in order to let in fresh air for the occupants, and thereafter to evacuate them.

vi. Non-AC coaches have one emergency exit window on each side.

vii. In case the door is locked and jammed, try and open these windows so that some of the uninjured passengers can come out through the emergency exit.

Normal position of this emergency window in a carriage is as follows

Sl.No	Coach	Berth number
1	GS	21, 25, 70, 76
2	CNY	52, 56, 17, 23
3	ACCN	17, 20, 47, 48
4	ACCW	17 & 31
5	SLR	16 & 21

viii. Special care should be taken while evacuating the old, infant and children in order to ensure that they are not separated from their family members.

ix. Extrication of critically injured should be done under medical supervision as far as possible.

x. In case medical supervision is not available, then critically injured passengers should be made to lie down on a bed sheet and thereafter taken out by 4 persons holding the four

corners. This will ensure that no further damage takes place (Bed sheets will be available in AC coaches)

xi. Passengers who are bleeding from open cuts should be tied up with strips of cloth so as to reduce if not stop the bleeding altogether.

xii. It is better not to take out the luggage from inside the coaches at the first instance, for two reasons. Firstly, passengers both injured and uninjured should get preference in this evacuation process. Secondly, it may be safer for the luggage to be left inside where there are fewer chances of their being stolen or pilfered.

xiii. After passengers have been evacuated from your coach, cross check with the reservation chart and against the name of each passenger note down as to whether he / she is injured or not.

xiv. After all passengers have been evacuated; water and eatables can be taken out gradually.

xv. After helping evacuate all passengers from your coach go over to the unreserved coaches and provide similar help to those passengers also.

xvi. Railway officials from divisional HQrs. generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the divisional HQrs. Wait for them to come and make further arrangements.

xvii. Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalisation. In case some local people have arrived by that time, their help should be taken in shifting the grievously injured to the nearest hospital.

xviii. In case your train has been involved in an accident but neither has not your coach derailed nor any passengers of your coach injured, then you should go to the unreserved coaches and carry out the duties as listed above.

Duties of site Officer– till arrival of divisional officers:-

Having formed different groups consisting of available railway staff on the train and volunteers from amongst passengers, the rescue and relief work should be got started in right earnest. This entire exercise would take about 30" time. Once the rescue and relief work by the Instant Action Team has got underway, the site Officer should then devote his attention to contacting First Responders.

Locating nearby villages:-

i. There would be some villages nearby, either visible or out of sight.

ii. In most cases, villagers turn up on their own having heard the sound of the disaster.

iii. Otherwise, try and see if any light or any other signs from the village are visible.

iv. In case none of the above is possible, then speak to either the control office or the nearest station and find out the location of nearby villages as also their general direction.

v. Ascertain the general location of nearby villages, send messengers (preferably railway staff) to inform villagers and seek their assistance.

Locating the nearest manned level crossing gate:-

i. The train Loco pilot is the best and fastest source of information regarding location of the nearest manned level crossing gate in either direction.

ii. Send a messenger preferably a railway staff to the gate for contacting the Gate Man.

iii. In most cases, the gate keeper will be able to give location of nearby villages.

iv. The messenger should then try and stop a passing vehicle and go to the nearby village, inform villagers and seek their assistance.

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CHAPTER VII

DISASTER RESPONSE -FIRST RESPONDERS

Duties of Chief Controller / Deputy Chief Controller:-

i. On getting information about accident from site inform SM at the either end.
ii. Check whether the adjacent line is clear or not.
iii. Collect all necessary details about the accident.
iv. Regulate trains and give top priority to ART.
v. Order ART and start under Divisional Railway Manager's order.
vi. Advise Divisional Officers/Area Officers.
vii. Inform Central Control.
viii. Inform Civil, Military, and Voluntary Organization and sent Medical team.
ix. Get orders in time and divert/regulate/cancel trains before it crosses the diversion points.
x. Regulate the trains at Stations where food can be arranged.
xi. Avoid blocking of all running lines at Stations on either side of the accident site for -

i. Through passage of ART.
ii. Inform emergency counters with necessary details of dead/injured.
iii. For accident involving passenger carrying trains or road vehicles at level crossing, MRV shall be ordered immediately. Subsequently if it is found not required it may be cancelled with the permission of Divisional Railway Manager.
iv. Advise senior subordinates like Traffic Inspector, Commercial Inspector, Loco Inspectors, Section Engineers (P.Way) etc., to proceed to the site of accident by first means.
v. When a train carrying mail is involved advise the RMS authorities.
vi. Open a register and log the events with time and details like -

a) Time of accident.
b) Location, gauge, single/double/quadruple line, system of working, mid section or station, gradient, kilometre, traction etc
c) Type and description of train/trains involved.
d) Types of coaches/wagons involved.
e) Load of the train.
f) Nature of the accident (collisions, derailments, etc.)
g) Casualty/injuries

vii. Ensure a clear path for running Medical van, BD Special etc.
viii. Arrange to dispatch Crane with break down trains if required.

ix. If Crane is not available in the Division order from adjoining Division / Railway.
x. Record the timings of ordering, actual departure and arrival at the accident site for the MRV, BD Special, and Crane Special.

. **Station Master at adjoining station:-**

(a) Conveying of information:-

(i) Arrange protection of traffic by keeping all signals at ON position.
(ii) Report the accident to Station Master at the other end. He should be asked to call all off duty staff at his station and send them to the accident site.
(iii) Report the accident to Section Controller.
(iv) Control to be advised regarding –

i. Time and nature of accident
ii. Brief description of accident.
iii. Adjacent lines clear or not.
iv. Damage to rolling stock.
v. Damage to track in terms of telegraph posts.
vi. OHE masts damaged or not, and extent of damage.
vii. Approximate number of dead and injured (grievous, simple) to be obtained from the TTEs.

(v) Following functionaries should be advised regarding the accident:

a) All off duty railway staff posted at that station.
b) SM/SMR of Junction stations at either end.
c) TI, CCI
d) P.Way Supervisors – SSE/JE etc.
e) TRD Supervisors – SSE/JE etc.
f) C&W Supervisors – SSE/JE etc.
g) S&T Supervisors – SSE/JE etc.
h) SI/RPF, SHO/GRP.
i) Nearest Fire Station.

(vi) Inform civil authorities, village/town/city representatives and volunteers for possible relief assistance.
(vii) Supervisory Station Manager of the nearest Jn. station shall proceed to accident site.

(b) Medical assistance:-

(i) Call for assistance from local Doctors, SJAB, Civil and Army Hospitals. Civil Defence, Scouts and guides or any such organisation.
(ii) Arrange adequate number of First Aid boxes and stretchers.
(iii) Mobilize local medical team and send it to site to render First Aid to the injured.
(iv) Quickly transport ARME Scale – II equipment to the site of the accident.

(c) Assistance to Passengers:-

i. Arrange drinking water, beverages and refreshments, either from Refreshment Room or local sources.
ii. Supply beverages and refreshments free of cost to stranded passengers.
iii. Open emergency counter and display necessary information.
iv. Obtain reservation charts and display it.
v. Collect information on dead/injured and convey it whenever asked for.
vi. Make frequent announcements about diversion, cancellation, and regulation of train services.
vii. Arrange for refund of fares as per extant rules.

(d) Transport assistance:-

i. Arrange for transport from local resources, if available, for transporting injured passengers to nearest hospitals by fastest possible means.
ii. For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilised.
iii. Stranded passengers to be transported from the accident spot by arranging transhipment either by train or by hiring road vehicles.

(e) Security assistance:-

i. Advise RPF/GRP/State Police to provide security to passengers, their belongings and railway property.
ii. They should also be asked to assist in rescue and relief work.

(f) Communication Assistance:-

i. Direct passengers to PCO booths if available nearby.
ii. Issue free telegrams and make available STD phone to relatives of dead/injured.

(g) Sending manpower for site:-

i. Proceed to site of the accident by quickest means with trolleys, coolies, lamps, vendors and any other equipment that is considered necessary.
ii. Till relieved by a Traffic Inspector or Divisional Officers be in charge of site and carryout rescue/relief operations.

(h) Preservation of clues and evidences:-

i. TI/SMR first reaching the site shall take action to preserve clues and evidences.
ii. Secure records related to accident in the Station/Cabin.
iii. Seal slides, levers, knobs and Relay room, if accident takes place within the Station limit.

Duties of SSE/SE/PWay, Sig, C&W, LI, TI/SMR:-

(a) Rushing to accident site by quickest available means with men and materials

- Before leaving for the site of accident organise maximum number of men to go to the accident site along with their equipment.

(b) Rescue and relief:

1. Ensure that the obstructed line is protected.
2. Direct all staff working under them to assist in rescue and relief work.
3. All of them should work as per directions of Site Officer.
4. Assess casualties and arrange to render First Aid.
5. Shift injured to nearest hospital.

(c) Joint measurements and preservation of clues and evidences:

i. Collect and record all evidences relating to the accident such as:

a) Condition of track, with special reference to alignment, gauge, cross levels, super elevation, points of mount and drop and any sign of sabotage etc.

b) Condition of Rolling stock with reference to Brake Power and braking gear.
c) All marks on sleepers, rails, locomotives and vehicles etc. especially for preservation of clues.
d) Position of derailed vehicles.
e) Prima facie cause of accident.

ii. Seize and seal the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.
iii. Note down the position of panel switches, indication, block instrument, condition of relay room, status of data logger, etc.
iv. Condition of switches, ground connections, point locking, occupancy of track circuit, details of damage to outdoor signal/point gears should be noted down.
v. Seize and seal the Speed Recording Graph and all other registers and repair logbook of the locomotive.
vi. Record details of Brake Power and other aspects of Rolling stock as per Performa.
vii. Joint measurements of rolling stock should be taken. Note down observations, measurements of Loco etc. at site. If it is not possible arrange for taking the reading at shed.
viii. These can also be recorded on a video or digital camera subject to the availability.
ix. Details of all readings taken and position of all equipments noted should be jointly signed by supervisors of all 5 departments (Engg, TRD, Traffic, Signal and Mechanical) at accident site.
x. Obtain statement of staff involved in the accident.

(d) SE/C&W shall prepare a sketch showing position of Rolling stock.
(e) SE/P.Way shall prepare a final sketch indicating the position of track, with respect to alignment, point of mount, point of drop, OHE mast, point number etc.
(f) Survey the situation, assess assistance required and issue message to Divisional Control Office.
(g) Take charge of the situation pertaining to your own department and remain till Divisional officers arrive at the site.

Gate Keeper:-

(i) Keep gate closed if the train has not cleared the gate.
(ii) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
(iii) Arrange to inform SM immediately.
(iv) Don't meddle with Interlocking.
(v) Avail services of road vehicles waiting or passing through LC Gate.
(vi) Send message to nearby village, informing them regarding the accident.
(vii) Collect men and material available nearby and direct them to site.

Gang Staff:-

(i) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
(ii) Ensure that track alignments or lines are not disturbed.
(iii) Report to Site Officer and assist in rescue and relief work.
(iv) Assist in extricating injured passengers from coaches.
(v) Assist in transporting them to nearest hospitals.

Help to seek from Local people:-

(1) **Organizing assistance from local people available in nearby villages:-**

i. Villagers should be asked to make an announcement from their loud speaker (generally available in the local temple, mosque, church etc.) informing others regarding the accident.

ii. Everybody should be asked to rush to the accident site with following:
- Tractor trolleys (both for transportation as also for general lighting).
- As many cutting implements, hammers, chistles Ropes, Ladders etc. as are available.

iii. If doctors or Para-medical staff is available in the village they should also be sent to the accident site.

iv. The messenger should stay back and try and organize opening of a big building (preferably a school) for sheltering of injured passengers and/or preservation of dead bodies.

In villages/towns:-

i. A big building, preferably a school building should be got vacated and made ready for keeping of dead bodies and unclaimed luggage of passengers.

ii. They should be asked to bring the following to the accident site for train passengers:-
- Tea and refreshments,
- Warm clothing, if required.

iii. Look after injured passengers who have been taken to the village.

iv. Take injured passengers to the nearest hospital by means of any transport available. For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized.

At accident site:-

a) Any road vehicles which arrive should be lined up in a row facing the track with their headlights switched ON for illuminating the accident site.

b) Road vehicle should be so spaced out that they illuminate the entire length of the accident site. Such spacing would also depend on number of tractors that have arrived.

c) Rescue and relief work should now be mounted under the available light.

d) Villagers arriving for rescue and relief work should be formed into separate groups for handling individual coaches.

e) Group leaders of IAT who were earlier conducting rescue and relief work should co-ordinate with the local people and guide them.

f) Grievously injured passengers extricated from coaches should be sent to the nearest hospitals by available road vehicles.

g) Passengers who have suffered trivial injuries and uninjured passengers should stay back at accident site and wait for arrival of railways DM team who would take charge of them.

h) As a thumb rule, any injury requiring hospitalisation of more than 48 hrs. is grievous, hospitalisation of less than 48 hrs. is simple, and any injury not requiring hospitalisation at all is trivial.

i) The following priority should be adhered to while sending such grievously injured passengers:
1. Unconscious,
2. Bleeding excessively,
3. Having breathing problems,
4. Grievously injured,
5. In a state of shock,
6. Having fractures,
7. Simple injury,

j) Dead bodies, if extricated should be kept alongside the coach but away from the track for proper tagging etc. before being dispatched for preservation.

k) Bodies should be kept in separate lots, coach wise, so that they do not get mixed up.

l) Tagging of dead bodies should indicate the coach number and also the cabin number, if possible, (For example SR 98127, cabin number containing berths 9-16).

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CHAPTER VIII

DISASTER RESPONSE – OFFICERS AT DIVISION

(A) **GENERAL**

1. Intimation of Accident – Divisional Control Office:-

i. In the Divisional Control Office, information regarding an accident is generally received either by the Section Controller or the TPC.

a) Section controller gives orders for sounding the siren for ARMEs and ARTs.

b) Section controller gives orders for sounding the siren for alerting all concerned about the derailment.

ii. In most cases, the First Information Report also intimates the approximate number of coaches involved and a rough estimate of the likely number of casualties (such as 'heavy casualties expected').

iii. Accidents involving a passenger carrying train where the first information says that heavy casualties are expected, should prima-facie be treated as a Disaster.

iv. The moment information regarding an accident involving a passenger carrying train is received in the divisional control office; the siren in the Divisional office should be sounded for alerting all on-duty functionaries.

v. After all on-duty functionaries gather around the section control board they will be briefly informed about the accident.

vi. Each functionary will thereafter resume his position and take steps to set in motion activities required of him.

vii. TPC will switch off OHE in case it has not tripped OHE will not be restored even on adjacent line unless confirmation has been received from site that adjacent line is not obstructed and OHE is alright.

viii. PRC will inform his departmental officers and supervisors.

ix. CHC will first inform Hospital Casualty. Thereafter he will inform officers and supervisors as given below:

x. Each departmental functionary will inform divisional officers and supervisors of his department about the accident as detailed below:

Functionary	Officers and Supervisors
CHC	Hospital Casualty, DRM, ADRM, CMS/MDU Sr.DOM, Sr.DSO,
BTC	Sr.DEN/Co, DENs
TPC	Sr.DEE/G, Sr.DEE/TRD
PRC	Sr. DME
C&W	Sr.DME
Commercial Control	Sr.DCM, Sr.PRO,Sr.DPO & Sr.DFM
Security Control	ASC
S&T control	Sr. DSTE

xi. For this purpose, all functionaries working in the divisional control office will have a ready list of telephone numbers (Railway, BSNL and Mobile) of all officers and supervisors of their departments.

xii. After CHC has informed Hospital Casualty, DRM, ADRM and Railway Doctors, he will then inform Dy. Controller (Punctuality) or CHC in HQrs, Emergency Control regarding the accident.

xiii. CHC will inform nearest police station / District administration and nearest civil hospitals for assistance either through nearest station manager or himself.

xiv. In case the accident site is far off and going by air would be faster, then either helicopters or special Air Force planes may be organized from the IAF Base or by private hiring.

2. Intimation of Accident – Railway Doctors:-

CHC will inform the Hospital Emergency of Railway Hospital regarding details of the accident; Railway doctor on emergency duty shall undertake the following:

(i) Note down time of receiving message.

(ii) Inform CMS and other Doctors & Para medical staff and instruct them to reach the ARME immediately.

(iii) Collect necessary Medical team in the hospital.

(iv) Inform CMS about movement of ARME.

(v) Alert blood donors, Civil defence Scouts and guides or any other such organisation.

(vi) Bare minimum medical team should remain in the hospital; rest of the doctors should be rushed to the accident site.

(vii) Arrange to move Emergency box from ARME Scale-II locations to the accident site.

3. Informing Non-Railway Officials by the Division:-

i. ADRM will inform the following regarding the accident:

SP/Dy.SP/GRP,
IG/ADG/GRP,
District Collector,

ii. ADRM will also intimate and seek help from SCOUTS, CIVIL DEFENCE, NGOs, OIL COMPANIES (for oil fire) and Other Depts if required.

iii. In case POL rake is involved, then IOC/BPC/HPC officials should also be informed.

iv. In case Mail bags of RMS are involved, then Postal officials should also be informed.

v. Telephone numbers of all District Collectors, SPs, CMSs are available .

vi. Telephone numbers of IOC, BPC and HPC officials are also available.

4. Divisional Officers required to go to site:-

(i) All concerned divisional officers required to go to the accident site should proceed by first available means.

(ii) Road vehicles should be sent to accident site separately. Maximum number of road vehicles should be sent to accident site from Divisional HQrs.

(iii) ARME shall be despatched within 15 minutes by day and within 20 minutes by night after sounding of siren.

(iv) DRM will proceed to the accident site; ADRM shall stay back at divisional HQrs. for co-ordination work.

(v) All Branch Officers should proceed to the accident site. For this purpose, officers heading different branches within the same department are referred to as Branch Officers. For example, in Electrical department, TRD and 'General' will be considered to be separate branches and both will be required to go to site.

(vi) The second senior most officer of each branch should stay back at divisional HQrs.

(vii) Of the remaining officers from each branch, a majority of both Senior and junior scale officers should also proceed to the accident site.

(viii) Once it has become clear that the accident is a Disaster, then the 80/20 rule should be followed:

(a) 80% of all officers should go to the accident site, and only 20% should stay back at HQrs.

(b) Similarly, 80% of all supervisory staff should go to the accident site, and only20% should stay back at HQrs.

5. Supervisors required to go to Accident Site:-

(i) At the divisional level 80% of all supervisors available in divisional HQrs. should proceed to the accident site.

(ii) All other supervisors available in the field at other stations should also proceed to the accident site.

(iii) Divisional Control Office should issue a recorded control message from DRM to all Supervisors for proceeding to the accident site immediately by the fastest possible means.

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Chapter IX

DISASTER RESPONSE – DISASTER RESCUE TEAM (DRT) Division Level

Nominated Officer/Official from various departments arriving at site form the part of Disaster Rescue Team. The officer/official representing each department is responsible to ensure that the assigned duties of the department concerned are efficiently carried out synchronizing with other department functions for quick rescue / relief operation.

(A) Members of the Disaster Rescue Team:-

Disaster Rescue Team normally comprises members of following departments: -

a) Trained Railway men from Mechanical, Medical, Engineering, RPF and other departments.

b) In case of fire accidents, trained fire services personnel shall form part of this unit.

c) In case of an accident on water body, Divers, Naval cadets.

d) In case of a sabotage/bomb explosion, Bomb Squads and GRP/Local Police.

e) Rescue unit shall accompany the Relief Train or move by road as quickly as possible.

On arrival of ARME /ART at accident site the senior most officer/official shall act as Site Manager and he is responsible to form CORE GROUPS required and direct them to carryout efficient Rescue and Relief operations.

(1) Site In charge:-

a) Collect information from Officer in charge of Instant Action Team.

b) Ensure setting up of MSO, PAC and SOs at the earliest.

c) Estimate quantum of assistance required for each department from:

i. -Within the division,
ii. -Adjoining divisions,
iii. -Non-railway agencies,

d) Take stock of the situation and plan for efficient rescue operation as Site Manager.

e) Forecast for completion of each activity mentioned below should also be firmed up. These target dates and times should be communicated to all officers and supervisors at accident site:

i. Re-railment.
ii. Track fitness.
iii. OHE fitness.
iv. Points and interlocking
v. Clearance of section.

f) Ensure immediate Medical Aid to critically injured passengers.

g) Keep record of injured persons and the hospital to which they have been admitted with contact details. The information may also be relayed to Divisional Control Office for dissemination through media.

h) Identify and rescue the entrapped.

i) Ensure co-ordination among all departments for efficient rescue/relief operation.

j) Channelize the local resources to supplement Railway Relief/Rescue operation.

k) Ensure supply of food to all affected passengers.

l) Ensure transport facility for shifting the injured.

m) Arrange on the spot Ex-gratia payment to the eligible. \

n) Ensure timely information to Divisional Railway Manager on the progress of rescue/relief/restoration work with following details:

i. Number of injured/nature of injuries to passengers.
ii. Supplemental assistance if required
iii. Prima facie cause of accident
iv. Probable time of restoration

o) Ensure the preservation of Clues/Evidences as per the proforma.

p) In case of sabotage direct RPF for quick clearance with State Police.

q) In case of serious explosions or fire clearance from Controller of explosives to be obtained.

r) Get the written evidence of as many witnesses as possible from non-railway men and get their names and addresses.

s) Ensure the preparation of a list of dead and injured and convey information to kith and kin at once by free telegram/STD calls.

t) Ensure information to Superintendent of Police and District Collector.

u) Movement of first train

(2) Formation of two teams at accident site for round the clock working:-

i. At the accident site, departmental officers available from the division shall be formed into two teams for round the clock working in 2 shifts, preferably 08.00 hrs. to 20.00 hrs. and from 20.00 hrs. to 08.00 hrs.

ii. This composition should not normally be changed during the 3-4 day stay at the accident site.

iii. Branch Officers shall be available on duty during the daytime.

iv. Branch Officers shall take on the spot decision regarding composition of the team for night shift for their respective department. This composition should not normally be changed during the 3-4 day stay at the accident site.

v. Similarly, the supervisors available from the divisions shall also be put in two teams.

(3) The Relief Team shall swing into the following action:-

i. Rescue operation

ii. Relief operation

iii. Installation of Communication Network

iv. Crowd Control and Law & Order

v. Clearance from State Police for restoration

vi. Preservation of clues and Evidence

vii. Media Management at site

viii. Salvage operation

ix. Video coverage of accident site

x. Restoration Operation

(4) Photography:-

Prior to starting restoration work of an accident site, divisions should undertake suitable video film coverage to the extent feasible. Still photography by digital camera should also be undertaken extensively for its obvious advantages. The photograph should be taken from a vantage point and from as many angles as possible so as to give a bird's eye view as also close up photographs.

i) Such photographs should clearly indicate:

- Severity of the accident.
- Illustrate the damage to P.Way, Rolling stock, Signal, OHE and other structures and equipment.

ii) Separate set of photographs to be taken to preserve clues and evidence of Sabotage is suspected. (Letter.No.GM/M/2003/03/576 of GM/S.RLY dt.27.03.03)

iii) Victims and unidentified bodies should also be extensively photographed

Instructions On Video Coverage At Accident Site

(Ref: Ministry's letter No.93/Safety – 1/6/1 dated 01.8.93)

In the event of any serious accident taking place at the site, video coverage may be done subject to the availability of the facility. For this purpose, wherever necessary, video cameras may be taken on line.

Rushing of ARMEs & ARTs to accident site:

i. Movement of ARME and ART should never be clubbed together. ARME should be started first and moved separately for faster movement.
ii. ARMEs and ARTs should be dispatched from the base station, within the target time stipulated. Departure of ARMEs and ARTs should not be delayed on any account including arrival of doctors or officers. Anybody who is left behind can proceed later on, either by GM special or by next special train or even by road.
iii. ARMEs must be run out within the target time, even without full complement of doctors, if necessary. This will ensure that other doctors, who are available at accident site, can utilize facilities of ARME after its arrival at site.
iv. ARMEs and ARTs should be moved on top priority taking precedence over all other trains. They should not be stopped anywhere en-route for picking up any one.
v. Running lines at 5 stations on either side of the accident affected block section should be kept clear of all trains. In case there are any stabled loads, the same should be shifted.
vi. Freight trains on run towards accident site should be reversed and returned.

vii. Fresh stabling, if any, should be done beyond 5 stations on either side.
viii. Even for stabling beyond 5 stations, both up and down loop lines should not be blocked at the same station.
ix. For stabling beyond 5 stations, up loop and down loop should be blocked, at alternate stations.

Diversion, Regulation, Short termination, Cancellation and Rescheduling of Mail/ Express/Passenger Trains:

i. The moment information is received about the accident, all Mail/Express trains on run towards the accident involved section should be stopped. They should not be advanced beyond the last Jn. from where they can be diverted.
ii. They should be regulated at convenient stations before a decision is taken regarding their further movement. This decision should normally be taken within the next one hour.
iii. Trains should preferably be regulated at stations where food can be arranged.
iv. However, too many trains should not be simultaneously brought to a Jn. Station for regulation, since it may create law and order problems.
v. It is better to keep them moving slowly so that passengers do not agitate. In such cases, a caution order may be served to the driver to proceed at 30 KMPH.
vi. Passenger trains can be run out to the next convenient location and thereafter terminated so that their rakes are available for use.
vii. Headquarters' Emergency Cell shall decide on the following in consultation with adjoining Railway and Coaching Directorate of Railway Board:
    - Diversion,
    - Regulation,
    - Short termination,
    - Cancellation,
    - Rescheduling.
viii. The above decision regarding diversion etc. should be taken in about an hour's time after ARMEs, ARTs, GM special have been run out and there is a slight lull in the information flow.
ix. As far as possible, trains, which are already on run, should be diverted. They should not be short terminated, since this will create problem of dispersal of passengers.
x. Trains should be diverted from the last possible Jn. station onwards so that maximum number of passengers can detrain at their proper destination stations
xi. Sr.DEE/TRD or Sr.DME/DME(P) would be in-charge of co-ordination with operating department regarding requirement and availability of crews etc.
xii. Sr.DEE/TRD or Sr.DME/DME(P) will take into consideration changing traffic requirement because of diversions etc. and accordingly plan crew deployment.
xiii. Adjoining divisions should be informed about these diverted trains so that spare crews can be sent to interchange points.
xiv. For diverted trains, drivers and guards having necessary road learning should be arranged.
xv. Drivers nominated for working these diverted trains should be empanelled for working Mail/Express as per Railway Board's instructions.
xvi. Crews should also be planned for diesel engines sent to the accident site working ARMEs, ARTs, other special trains and likely to be held up there for next 2-3 days.
xvii. A total of about 5 diesel powers would be deployed in the accident-affected section on different special trains at any point of time.

xviii. 3 sets of diesel crews should be planned for each diesel loco deployed at the accident site.

xix. If necessary, diesel crews should be arranged from adjoining divisions also.

Running of Special trains:

Following special trains will be required to be run in the given order of priority:

i. ARME.

ii. ARME from the other end.

iii. 2 additional ARMEs from adjoining divisions, one from each end.

iv. ART.

v. ART from the other end.

vi. 2 additional BD Specials one from each end.

vii. 1st special train carrying GM and other officers from Headquarter and some left over officers from Division (in case it passes through the Divisional headquarter).

viii. Unaffected front portion of the accident involved train in case the same can be moved.

ix. Unaffected rear portion of the accident involved train in case the same can be moved.

x. In case the front and rear portions cannot be moved, then they should be left as they are.

xi. 2 empty coaching rakes, one from either end for clearing unaffected passengers of the accident involved train.

xii. 2nd and 3rd special trains for accident site, one from each end, carrying logistic backup support, material and additional manpower from junction stations. These should normally be run out 2-3 hours after arrival of ARME carrying DRM and other Divisional officers at the accident site.

xiii. Before these 2nd and 3rd special trains run from each end, Railway staff at all stations en-route should be informed regarding running of these trains so that supervisory staff of all departments, from Jn. stations can go to the accident site on these trains.

xiv. 2 light engines should be stationed, one at each station on either side of the accident involved block section.

xv. 2 Engineering specials, one from each end, carrying engineering material and Gangmen from the section.

xvi. Running of 2 passenger specials for carrying relatives to the site of accident. These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives enroute. This is to be coordinated by Headquarters' Emergency Cell in consultation with Railway Board.

xvii. Arrangement for the visit of MR/MOSR, CRB and other Board Members to the accident site should be made in coordination with the Safety Directorate of Rly. Board, and Secretary, Railway Board.

xviii. 2 empty coaching rakes, one from either end for being stabled at convenient locations where watering and charging facilities are available. These stabled rakes will be used for housing the staff working at accident site.

Sequence of movement of ARMEs and ARTs into the accident affected block section:

i. The sequence of sending and taking out various trains into and out of the accident affected block section should be planned carefully.
ii. Except for 140T cranes and Engineering specials, all other trains should be sent into the block section with engine leading so that they can reach faster.
iii. If the unaffected front and rear portions of the accident involved train can be pulled out, then these should be withdrawn before sending in ARMEs into the block section.
iv. After the unaffected front and rear portions have been pulled out, both portions should be augmented by being patched up with extra coaches at the first Jn. station enroute.
v. In case the front and rear portions cannot be pulled out then they should be left as they are.
vi. After the 1st pair of ARMEs reaches adjacent stations from either side, they should be sent into the block section, one from each end.
vii. BD specials without cranes that have arrived should be pushed into the block section after the ARME so that additional cutters, spreaders, hydraulic jacks etc. can be made use of.
viii. After all equipment from BD specials have been unloaded at accident site and staff have detrained, both BD specials should be withdrawn. These should then be kept 4 stations beyond.
ix. The 2nd pair of ARMEs that have been requisitioned should also be moved on top priority. After BD specials have been withdrawn, these ARMEs should be sent into the block section while the first ones are still there.
x. In case 2nd pair of ARMEs arrive before BD special, then item No. (ix) should be carried out before item No. (vii) and (viii).
xi. Both ARTs with 140T cranes should be regulated at least 1 station before, so as not to clutter up the adjacent station.
xii. Empty coaching rakes that have been sent for clearing uninjured passengers should be sent into the block section thereafter, while both ARMEs are still there.
xiii. After transhipment of passengers, both empty coaching rakes should be pulled out and run out as passenger special to the original destination of the accident involved train.
xiv. After the work of ARMEs is over, all of them should be withdrawn and returned back.
xv. The front and rear portion of the accident-involved train should now be withdrawn by sending diesel light engines into the block section.
xvi. Last of all both ARTs with 140T crane should be marshalled as per site requirement and sent into the block section with crane leading, one from each end. The marshalling should be done as per Sr.DME's orders, in consultation with Crane in-charge.
xvii. Tower wagons should be sent from each end following the ART.
xviii. One Operating Officer at Site should be nominated for planning and executing movements as per site requirements in consultation with Sr.DME, and with DRM's approval.

Setting up of Emergency Cells in Divisions:

Divisional Emergency Cell shall be opened immediately after receipt of information of the accident at Divisional Control Office.

i. This unit will exercise control, co-ordinate and arrange supplementary assistance to the accident site.

ii. It shall function in a separate cubicle at Divisional Control Office provided with centralized communication networks, hot line to the site and Headquarter.

iii. Sr.DOM will be in-charge of the Divisional Emergency Cell and will function as the Divisional Emergency Officer for the purpose of managing relief and restoration operations from Divisional level.

iv. In case Sr.DOM is not available, DOM will be the Divisional Emergency Officer.

v. In case both officers are not available, any other officer nominated by DRM, will take over charge.

vi. Requirements of all departments for movement of men and materials to the accident site shall be conveyed to the Divisional Emergency Officer, who shall arrange their movement.

vii. Timings of 2nd and 3rd special trains to be moved from each end to the accident site, carrying backup logistic support, will be conveyed to all concerned beforehand.

viii. Divisional Emergency Cell will maintain:

- Telephone and FAX numbers of the accident site. These should be maintained functionary wise for each functionary available in the Main Site Office (MSO).
- Similarly telephone and FAX numbers of functionaries available in Passenger Assistance Centre (PAC) should also be available with the Divisional Emergency Cell.
- Telephone and FAX numbers of Helpline Enquiry Booths that would have been setup at various stations on the division.
- Names and phone numbers of hospitals where injured have been admitted/shifted, along with number of patients and their brief particulars.

ix. Divisional Emergency Cell will collect updated information regarding all aspects of the accident and pass on the same either telephonically or by E-Mail to:

- All Helpline Enquiry Booths within the division.
- Headquarters' Emergency Cell.

x. Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.

xi. In addition to the Division where accident has taken place, similar Emergency Cells will be opened in other Divisional Control Offices of Central Railway that are involved in restoration and relief operations. AGM/COM will decide divisions where Emergency Cells are to be opened.

xii. Helpline Enquiry Booths outside the accident affected division, but within Central Railway jurisdiction should keep in touch with Divisional Emergency Cell of their respective division.

xiii. If necessary, similar emergency cells will be opened at other major terminals as decided by Chief Emergency Officer of C.Rly.

xiv. After relief, rescue and restoration work is completed, winding up of Divisional Emergency Cells shall be decided by DRM**.**

Site Manager:

On arrival of ART at accident site the senior most officer/ official shall act as Site Manager and he is responsible to form CORE GROUPS required and direct them to carryout efficient Rescue and Relief operations.

"Site Manager's accurate decision making and sound judgment will not only save precious lives but will also emerge successful with his team of co-workers in any Disaster situation"

Rescue and Relief Operation:

The Relief Team arrival by ART with its elaborate preparedness shall swing into the following action

- Rescue operation
- Relief operation
- Installation of Communication Network
- Crowd Control and Law and Order
- Clearance from State Police for restoration
- Preservation of clues and Evidence
- Media Management at site
- Restoration Operation
- Salvage operation.

For efficient Disaster Management, the responsibilities of various departments are to be executed by deputing a responsible officers or supervisors. The important duties of such officers/supervisors are enlisted below.

Activity Unit III

For efficient Disaster Management, the responsibilities of various departments are to be executed by deputing a responsible officers or supervisors.

The important duties of such officers / supervisors are enlisted under Activity Unit III.

LIST OF DUTIES OF DISASTER RESCUE TEAM

i. Duties of Station Master/ SS / SMR
ii. Duties of Medical department.
iii. Duties of Mechanical Dept.
iv. Duties of Engineering Dept.
v. Duties of Signal & Telecommunication Dept.
vi. Duties of Commercial Dept.

vii. Duties of OHE Dept. / Electrical Dept.

viii. Duties of Security Dept.

ix. Duties of GRP.

x. Duties of Public Relations Officer

xi. Duties of Personnel Dept.

xii. Duties of Accounts Dept.

<u>Station Master/Station Manager</u>:

i. On getting information about the accident:
ii. Arrange protection of Traffic.
iii. Report the accident to Controller/Station Master at the other end.
iv. Control to be advised regarding:–
   - Time and nature of accident
   - Brief description of accident
   - Medical van required or not
   - Break Down Special with or without crane.
   - Adjacent lines clear or not.
   - Damage to rolling stock
   - Damage to track in terms of Telegraph posts/ O.H.E masts.
   - Numbers of dead and injured (simple, grievous) to be obtained from the TTE/Train Superintendent.
v. Sound siren, and arrange to move ART.
vi. Advise officials of other departments
vii. Chief Station Master shall proceed to the accident spot.

a) Arrange Medical Assistance

- Call for assistance from local Doctors, SJAB, Civil and Army Hospitals.
- Particulars available in Accident forms 8,9,10 and 11 can be made use of.
- Transport injured passengers to nearest hospitals.
- Arrange adequate number of First Aid boxes and stretchers.
- Quickly transport A.R.M.E. Scale II equipment to the site of the accident.

b) Arrange refreshments to the affected passengers

- Get sanction from Sr.DCM/DCM and arrange drinking water, beverages and food from Vegetarian Refreshment Room/ Non-Vegetarian Refreshment Room and/or local sources.
- Supply food and beverages free of cost to the stranded passengers.

c) Arrange transport assistance

- Arrangements shall be made to transport the injured on top priority by road or by a special train to hospitals.
- Stranded passengers to be transported from the accident spot by arranging transhipment either by train or by hiring Road vehicles.
- Arrange for refund of fares as per the extant rules.

d) Arrange Security assistance

- Advise RPF/GRP/State Police to provide security and assist Rescue work.

e) Arrange Communication Assistance

- Open special information counters.
- Collect information on dead/injured and convey it whenever asked for.
- Issue free Telegrams/make available STD phone to the relatives of dead/injured.
- Keep at least one line clear for the passage of ART.
- SM in charge proceed to site with rescue team if necessary.
- TI/SM/SMR first reaching the site shall take action to preserve clues and evidences.
- Obtain reservation charts and display it.

<u>Controlling Station Master</u>:

- Proceed to site of the accident by quickest means with trolleys, coolies, lamps, vendors and any other equipment that he considers necessary.
- Till relieved by a Traffic Inspector or Officer properly be in charge of site and carryout rescue/relief operations.

<u>Duties of Traffic Inspector/SSE (P. Way) /SSE(Signal) / SSE(C&W) / LI</u>:

On receipt of information about the accident;

- Reach the site of accident by quickest available means.
- Ensure that the obstructed line is protected.
- Assess the casualties and arrange to render First Aid.
- Survey the situation/assistance needed and issue message to Controller.
- Shift injured to the nearest hospitals.
- Collect and record all clues relating to the accident such as;
- The condition of the track, with special reference to the alignment, gauge, cross levels, super elevation, points of mount and drop and any sign of sabotage etc.
- The condition of Rolling stock with reference to Brake Power and braking gear.
- All marks on sleepers, rails, Locomotives and vehicles etc. especially for preservation of clues.
- Position of derailed vehicles.
- Prima facie cause of accident.
- Seize the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.
- Obtain the statement of staff involved in the accident.
- SSE (C&W) shall prepare a sketch showing position of Rolling stock.
- SSE (P. Way) shall prepare a final sketch indicating the position of OHE mast, point number etc.
- Take charge of the situation and remain till a higher official arrives at the site.

<u>Additional Duties of SSE/Signal</u>:

- Note down the position of panel switches, indication, block instrument, condition of relay room, status of data logger, etc.
- It shall be the responsibility to keep the status position signed by the Inspector of other Departments at site.
- To facilitate preservation of clues, the condition of switches, ground connections, point locking, occupancy of track circuit, details of damage to out door signal/point gears may also be recorded on a video or digital camera subject to availability.
- It shall also arrange to provide equipment and staff for emergency communication facility till the arrival of the telecommunication team.

Senior most Officer at Site:

- Collect information from Officer in charge of Instant Action Team.
- Take stock of the situation and plan for efficient rescue operation as Site Manager.
- Ensure immediate Medical Aid to critical injured passengers.
- Keep record of injured persons and the hospital to which they have been admitted with contact details. The information may also be relayed to Divisional Control Office for dissemination through media.
- Identify and rescue the entrapped.
- Ensure co-ordination among all departments for efficient rescue/ relief operation
- Channelize the local resources to supplement Railway Relief/ Rescue operation.
- Ensure supply of food to all affected passengers.
- Ensure transport facility for shifting the injured.
- Arrange on the spot Ex-gratia payment to the eligible.
- Ensure timely information to Divisional Railway Manager/ General Manager on the progress of rescue/relief/restoration work with following details.
- Number of injured/nature of injuries to passengers
- Supplemental assistance if required
- Prima facie cause of accident
- Probable time of restoration
- Ensure the preservation of Clues/Evidences as per the proforma
- In case of sabotage direct RPF for quick clearance from state Police.
- In case of serious explosions or fire clearance from Controller explosives to be obtained.
- Get the written evidence of as many witnesses as possible from non-railway men and get their names and addresses.
- Ensure the preparation of a list of dead and injured and convey information to kith and kin at once by free telegram/ STD calls.
- Ensure Information to the Supdt. of Police and District Magistrate
- Give prima facie cause of the accident with the probable time of restoration.
- Convey the progress of restoration work to the DRM/GM every hour.

Duties of Medical Department Official/Officer

i. On getting emergency call note down time of receiving message.

ii. On receipt of information regarding the accident where casualties are expected, the doctor on emergency duty in the hospital would inform all other doctors and Para medical staff concerned.

iii. Alert blood donors, SJAB.

iv. Move Emergency boxes from ARME-Scale II/Health Unit/Hospital to site.

v. Prepare MRV and report its readiness to traffic official.

vi. Reach the site by road if it is quicker.

vii. Check all the equipment in MRV.

viii. Get the operation theatre ready.

ix. Arrange to inform CMS about the movement of MRV.

x. Keep MRV ready to treat the injured without delay.

xi. Two teams of Doctors and Para medical staff would be formed. Team 'A' and Team 'B'.

xii. Team 'A' – headed by CMS/MS in charge will rush to the accident site immediately by ARME along with sufficient doctors and paramedics.

xiii. Team 'B' – headed by the senior most doctor amongst them will stay back at the divisional hospital; and perform duties as given below:

xiv. In case the accident site is far away from divisional HQrs, then injured passengers are unlikely to be brought back to the divisional hospital for treatment.

xv. In that case, only bare minimum number of doctors should be left behind for manning Team 'B' and most of the available doctors should be rushed to accident site as part of Team 'A'.

(a) **Duties of Team 'A':-**

(1) General:

i. Ensure collecting blood and urine samples of train crew in case the same is necessary.

ii. Organize as many road ambulances as possible at the accident site.

iii. Hospitals near the accident site should be contacted on phone for sending road ambulances along with team of doctors.

iv. Set up Medical Counter in MSO and PAC for passenger assistance.

v. Set up First Aid Posts in SOs.

(2) Main Functions:

i. Taking out injured passengers from accident involved coaches.

ii. Attending to injured passengers and giving them First Aid.

iii. Preparing list of injured passengers.

iv. Classification of their injuries.

v. Transporting them to hospitals and getting them admitted.

vi. Taking an initial round of hospitals and assessment of situation.

vii. Post admittance hospital care of the injured.

viii. Dealing with dead bodies.

ix. Preservation of dead bodies.

(3) Site Management:

i. Leader of Team 'A' (Normally CMS/MS In-charge of the Division) would take control of the site, co-ordinate relief measures and distribute duties amongst doctors available as detailed below:

ii. Different teams and groups will be formed discharging various duties of the Medical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

iii. One group of doctors will take a round of various hospitals where injured passengers have already been admitted.

iv. One group consisting of 4-5 teams of doctors and Para-medics will take out injured passengers and dead bodies from accident involved coaches.

v. One team will attend to injured passengers and give them First Aid and other medical treatment.

vi. One team will prepare list of injured passengers, note down details of their injuries and classify them.

vii. One team would be in-charge of transporting injured passengers to hospitals and getting them admitted.

viii. One team would be in-charge of post admittance hospital care of the injured.

ix. One team will deal with dead bodies after these have been extracted from coaches. They will prepare a list and arrange for their preservation.

x. In case sufficient doctors are available then more groups should be formed for rescue operations.

(4) Taking an initial round of hospitals:

i. Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.

ii. One commercial Officer will also accompany doctors and make a general assessment.

iii. At the hospital, they should collect information about dead/injured persons, their name age, sex, address, telephone number, name and telephone number of relatives /friends, nature of the injury etc.

iv. This information should be immediately communicated to CMS/MS at accident site.

v. Prepare a list of person's dead/injured already in hospitals in three copies by using carbon paper.

vi. The list thus prepared is to be signed by railway doctor on duty in the hospital. One copy is to be handed over to the Commercial Department.

vii. 2nd copy to be kept with the doctor in charge as office copy and the 3rd copy to be given to paramedical staff to get multiple photocopies for further distribution.

viii. One copy should also be sent to PAC for being fed into the PC provided in the PAC.

ix. The initial list prepared should be updated at regular intervals, as and when any change occurs.

(5) Taking out injured passengers:

i. Maximum number of doctors should be deputed for this activity.

ii. This group should consist of at least 4-5 teams. If numbers permit, more such teams should be formed.

iii. Teams involved in rescue operation should ensure rapid access to all injured passengers.

iv. They should take assistance of Mechanical/Engineering/RPF staff to extricate injured passengers.

v. Each team will join up with teams of Mechanical staff who would also be involved in extracting dead and injured from coaches.

vi. Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.

vii. Coaches should be thoroughly searched including lavatory and vestibule portions before abandoning further search and moving on to the next coach.

(6) Attending to injured passengers:

i. One team will be asked to provide medical treatment to injured passengers immediately after their evacuation from coaches.

ii. Ensure stabilization of condition of injured passengers already taken out from coaches, before they are dispatched to hospitals by road.

iii. In case of patients in critical condition where stabilization of condition at site is not possible, they should be moved immediately by road ambulance or shifted to ARME.

(7) Preparing list of injured passengers:

i. Collect list of injured passengers prepared by TTEs and assess the situation.

ii. Separate lists to be prepared coach wise,

iii. The list should contain following details:-

a) If found Conscious: Name, sex, age, identification marks, address, and ticket number, originating and destination station.

b) If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.

iv. Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS In charge and a copy handed over to Commercial department.

v. The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues.

(8) Classification of Injuries:

i. Injuries are classified as under:

a) 'Grievous' injuries as defined below.
b) 'Simple', but excluding 'trivial' injuries such as abrasions or bruises

ii. Following are considered to be grievous injuries (as per section 320 of the Indian Penal Code)

a) Emasculation.
b) Permanent privation of sight of either eye.
c) Permanent privation of hearing of either ear.
d) Privation of any member or joint.
e) Destruction or permanent impairment of powers of any member or joint.
f) Permanent disfigurement of head or face.
g) Fracture or dislocation of a bone or tooth
h) Any hurt which endangers life, or which cause the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.

iii. Injuries other than those defined above are considered to be simple injuries.

iv. Apart from injuries defined above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as injuries.

v. As a thumb rule, any injury requiring hospitalisation of more than 48 hrs. is grievous, hospitalisation of less than 48 hrs. is simple, and any injury not requiring hospitalisation at all is trivial.

vi. Classify injured passengers into separate categories as grievous or simple.

vii. Inform Commercial department for arranging ex-gratia payment.

(9) Transporting injured passengers to hospitals:

i. One team will be asked to arrange transport of injured passengers to nearby hospitals .

ii. Ensure expeditious transportation of injured either to ARMEs or to nearby hospitals.

iii. Critically injured passengers should be transported by means of road ambulances and other by means of ordinary road vehicles.

iv. Commercial staff should also be associated with transfer of injured passengers to hospitals.

v. Before doctors and supervisors leave the accident site for hospital duty, they should note down the DOT and Mobile Telephone No. of the accident site, CMS, MS and other doctors at the site for quick communication.

vi. Doctors going to different hospitals should have separate vehicles.

vii. In case sufficient numbers of railway vehicles are not available, they should hire taxis for their movement by withdrawing cash from station earnings.

(10) Post admittance hospital care:

i. One railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.

ii. Normally one doctor should look after one hospital, along with a commercial supervisor and Welfare Inspector.

iii. In many no. of hospitals are involved 2/3 hospitals may be given to one doctor. In that case, the doctor, in consultation with CMS/MS should station himself at the hospital where maximum no. of patients are admitted.

iv. Make an assessment about capabilities of the hospital to handle they have suffered. Decide whether the patient needs to be shifted to other hospital with better facilities and arrange to shift the patient.

v. In case any injured passenger succumbs to his injuries in the hospital, then the doctor in charge of that hospital should update this fact to the medical counter at PAC.

(11) Dealing with dead bodies:

i. Problem faced by rescue teams is regarding dealing of dead bodies.

ii. In case of a major disaster, the usual complement of medical staff in any ARME is grossly inadequate for undertaking work of this magnitude.

iii. Adequate number of Safaiwalas and other health workers who have come to the accident site should be mobilized for this purpose.

iv. Often rescue and relief operations continue for more than 48 hours.

v. Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances becomes a real problem.

vi. Target should be to extricate all dead bodies within 24 hrs.

vii. Dead bodies should be dealt with coach wise; otherwise bodies taken out from different coaches get mixed up.

viii. Bodies taken out from coaches should be stacked at quite some distance from the track in front of respective coaches, in separate lots, coach wise. While this may slow down the work initially, in the long run it is more systematic since bodies don't get mixed up.

ix. Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other railway staff and non-railway volunteers available at site.

x. Put dead bodies in body bags.

xi. Put label written by Marker pen on each dead body in the pocket provided in body bag.

i. Date _____
ii. Dead body Serial No._____
iii. Name _____

iv. Age _____Sex_____
v. Coach No._____

xii. In case of unidentified dead bodies, against the item 'name' it should be written as unidentified-1/unidentified-2 etc. Approximate age should be estimated from the appearance, such as between 35-45 years.

xiii. 5 Photographs preferably by digital camera should be taken of each dead body. Two should be close up of face from in front and sideways, third should be of full length of the body.

xiv. If possible each body should also be video photographed.

xv. After photographs have been taken, each body should be placed inside a plastic bag with zip having proper labelling system where same information is also to be provided.

xvi. After this, bodies will be handed over to GRP or Local Police for safe custody.

xvii. Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

(12) <u>Preservation of dead bodies:</u>

i. Numbering and photography of bodies should be done even when relatives are on hand to claim the body.

ii. Arrangements have to be made for a more permanent location for them till such time as the next of kin arrive to claim these bodies.

iii. In all such accidents passengers are invariably separated from their belongings. As such in many cases there are no tickets or other identification papers on their persons.

iv. This problem is further compounded in unreserved coaches where no reservation charts are available.

v. Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.

vi. Arrange for hiring of a couple of big halls, for keeping bodies.

vii. Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.

viii. A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building temporarily.

ix. Arrange to move dead bodies to nominate buildings being used as temporary mortuaries. Bodies likely to be hold for more days should be embalmed.

x. Bodies should be neatly lined up with their numbers prominently displayed, and kept in different rooms, coach-wise.

xi. Notice Board outside the building should display the room numbers where bodies extracted from a particular coach have been kept.

xii. These details should also be pasted on a notice board outside each room.

xiii. This will prevent unnecessary handling of bodies, which in any case would be in an advanced state of decomposition.

xiv. For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.

xv. Procure following items from local market for dealing with dead bodies:

i. Shrouds,
ii. Polythene bags,
iii. Coffins,
iv. Dry ice.

xvi. 4 Commercial supervisors should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives as and when they come

(ii) **Duties of Team 'B':-**

i. Team 'B' will establish an Emergency Cell in the Casualty Unit of Railway Hospital.

ii. Contact adjoining divisions and organise movement of ARME to accident site,

iii. Contact local hospitals (Railway/Govt./Private) near the accident site to and ask them to rush their road ambulances along with necessary medical team to the accident site immediately.

iv. Contact local hospitals (Railway/Govt./Private) near the accident site to keep them in readiness to receive and provide medical treatment to injured passengers.

v. Arrange to send the following in the subsequent Special trains carrying backup logistic support to the accident site, from each end:

a) As many more medical teams as possible,
b) Adequate number of Safaiwalas, other health workers,
c) Members of SJAB, Scouts and Civil Defence personnel.

vi. Co-ordinate with MS/CMS of adjoining Divisions and ask them to send their medical teams to the accident site.

vii. These medical teams should be sent to the accident site by train/road or combination of train-cum-road, as feasible. In case suitable Railway vehicles are not available, taxies should be hired for this purpose.

viii. Adequate number of following items should be arranged and sent to accident site for the purpose of handling dead bodies:

ix. Body bags.

x. Polythene covers for dead bodies.

xi. Coffins.

xii. Dry ice.

xiii. One doctor will be available in Divisional Emergency Cell for maintaining liaison with MSO and the medical team at the accident site. Requirement of medicines required either at the accident site or in various hospitals where patients have been admitted should be noted, procured and sent as required.

xiv. Prepare Railway Hospital to receive and provide treatment to injured passengers, as and when they are brought back from accident site.

xv. Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

Duties of Mechanical Official/Officer

On getting emergency call:-

i. Collect details about the accident and assess the requirement.

ii. All nominated Break Down special staff shall report to the in charge.

iii. Ensure marshalling of BD Special according to site requirement.

iv. Inform the traffic official about BD special readiness.

v. Ensure the requirement of Crane/Re-railing equipment and marshal accordingly.

On reaching the site:-

i. For discharging the dual responsibility of extricating injured passengers and dead bodies form coaches and toppling those coaches whose search has been completed, 2 separate groups will be formed at each end for purposes of ‘search and rescue’ and ‘off tracking of coaches’.

ii. Once ARMEs, ARTs and BD specials have arrived at the accident site, normally no more mechanical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

iii. Different teams and groups will be formed for discharging the dual responsibilities of the Mechanical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

iv. One Sr. Supervisor should be in-charge of each team conducting ‘search and rescue’ at the site. All such ‘search and rescue’ groups at each end of the accident site would function under directions of an ADME.

v. Similarly, one Sr. Supervisor should be in-charge of each team working on ‘off tracking of coaches’ at the site. All such ‘off tracking of coaches’ groups at each end of the accident site, would function under directions of another ADME. The second ADME concerned would also be in-charge of the crane at that end.

vi. Take precautions in electrified section that power supply is switched off before commencing rescue/relief work.

vii. Use necessary safety equipment like hand gloves, helmet etc.

viii. If spillage of inflammable substances is suspected, then only cold cutting equipment should be used.

ix. In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.

x. Be cautious in using rescue tools like gas cutters, cold cutters, spreaders, hydraulic jacks etc. so that passengers trapped inside or buried under the debris do not get hurt.

xi. Ensure marshalling of ART according to site requirement before it is sent into the accident involved block section.

xii. For efficient extrication of entrapped passengers take assistance of Medical/Engineering departments.

xiii. Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.

xiv. Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.

xv. Road cranes of sufficient capacity should be arranged so that these cranes can start working from the centre while the 140 T cranes can continue working.

xvi. Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that number of coaches can be simultaneously approached and more work centres can be opened up.

xvii. Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

Duties of Engineering Official/Officer

On getting emergency call:-

i. Collect details of accident and assess the requirement.

ii. ADEN/SSE (P.Way/Works) shall collect men, rescue tools and proceed to site by first available means.

iii. Keep ready necessary men and material by BD Special.

On reaching the site:-

i. Assist Medical/Mechanical Department in rescue work.

ii. Arrange to provide a temporary shelter at site – a tent for Medical Clinic, Catering, and Stores and for Site Manager with basic facilities.

iii. Ensure availability of water supply.

iv. Ensure preservation of clues as per procedure.

v. Provide necessary dummy track for Restoration work/Crane working.

vi. Plan for quick restoration of traffic.

vii. If necessary move Gang staff from adjacent unit.

viii. If necessary under the direction of DRM contact Army/Navy/Air Base and collect the required personnel like Divers for rescue operation.

ix. If necessary hire Private Crane, Bulldozers, Earth movers, etc.

x. A responsible Engineering Officer shall be available in Control Office for monitoring and arranging reinforcement of men and material.

xi. Plan for coordinated working and movement of track machine for quick restoration with TRD official and transportation official.

xii. Assess the cost of damage to the Engineering Department.

Duties of Signal & Telecommunication Official / Officer

On getting emergency call:-

(i) Collect details of accident and assess the requirement.

(ii) Arrange to move INMARSAT Phone by available means including road transport to the site.

(iii) Adequate number of mobile phones available with the Divisional staff should also be rushed to site for emergency use.

(iv) Send required number of telecom staff by Accident Relief Train for installation and operation of telecom equipment.

On reaching site:-

(i) Duties of S&T department consist of providing sufficient and reliable means of communication at the accident site and other work centres as indicated in item 3.

1. Types of communication facilities:-

For this purpose following types of communication facilities as specified in item 3 should be provided:

(i) Satellite telephones.

(ii) BSNL telephones.

(iii) Mobiles, in case the area is under mobile coverage.

(iv) Walkie–Talkie sets.

(v) Railway telephones.

(vi) PA System.

2. Locations:-

These facilities should be provided at following locations:

(i) MSO.

(ii) PAC.

(iii) SOs.

(iv) Hospitals.

(v) Mortuary.

(vi) Any other location as decided.

3. Public Address System:-

(i) Provided adequate number of PA system, Handsets.

(ii) PA system should be provided in MSO, PAC and SOs. These are to be used for communicating with passengers and for giving directions to railway staff.

(iii) For this purpose, additional PA systems may become necessary depending upon the requirements at accident site.

(iv) Mega mikes available in ART will also be utilised.

(v) Volume of PA system in MSO, PAC and SOs should be so adjusted that announcements made over one of them reaches only those areas which are under its jurisdiction. It should not interfere with announcements being made by other PA system.

General:-

(i) Ensure availability of adequate copies of telephone directory containing important telephone numbers.

(ii) Adequate number of Mobile Battery Chargers should be provided in MSO, PAC and SOs along with number of spare batteries.

Duties of Commercial Official / Officer

On getting the emergency call:-

i. Collect details of accident and assess requirement.

ii. Arrange the following :-

a. Drinking water/Beverages/Food packets.
b. Sufficient Labour for transhipment
c. Sufficient coolie porters
d. Ticket Collectors
e. State Transport corporation / Private buses

iii. The Commercial Inspector shall withdraw sufficient amount of money from Station collection under the authorization of Sr.DCM.

On reaching the site:-

i. Issue of complimentary passes with the assistance of Personnel Inspector.

ii. Arrange ex-gratia payment on the spot to the injured and next of kin of dead.

iii. Assist Medical department.

iv. Protect the luggage/belongings of injured/dead with the assistance of RPF.

v. Protect luggage, parcels and goods.

vi. Arrange transport to clear the stranded passengers, record the details of passengers dispatched and relay the particulars to Control.

For information to general public:-

i. Open information counters for giving information to public regarding the names of injured, dead, etc.

ii. List of dead and injured to be displayed at a prominent place at station/important stations.

iii. Make announcement through PA system on diversion of trains, regulations, and probable time of arrival of relief train.

iv. Arrange refund of fare through special counters.

v. A responsible Commercial Officer in Control Office shall co-ordinate with site and arranges supplemental assistance.

vi. Take care of the Media personnel.

Duties of Electrical Official / Officer

i. For discharging the dual responsibility of providing illumination at site and managing the OHE, 2 separate units will be formed at each end of the accident site consisting of 'General Branch' officers & staff and TRD officers & staff.

ii. Once ARMEs, ARTs and BD specials have arrived at the accident site from both ends, normally no more electrical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

iii. Different teams and groups will be formed for discharging various duties of the Electrical Department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

1. Site illumination:

One Sr. Supervisor should be in-charge of each group working at the site. All 'General Branch' teams at each end' of the accident site, would function under directions of an ADEE (M).

(i) Senior most electrical officer at site would make a quick assessment of the electrical requirement of the site.

(ii) Thereafter, he would assess the quantity of electrical fittings and generating sets available in ARMEs and ARTs.

(iii) In order to set up adequate illumination facilities, all generating sets and lighting fixtures available in ARMEs and ARTs would be used.

(iv) First priority for lighting would be the accident site along the track where rescue, relief and restoration work is going on.

(v) Additional requirements of generators and lighting fixtures, if any, should be called for immediately from other railway sources within the division, well in time.

(vi) In case divisional sources are inadequate, then sources from other divisions should be tapped.

(vii) Officer at site should hire additional generating sets, lighting fixtures etc. as required from non-railway sources available nearby.

(viii) Once generators and lighting fixtures have been setup, efforts should be made to tap direct power supply from some nearby sources, if available.

(ix) In case power supply is not available nearby and illumination has to continue on generator supply, then sufficient quantity of petrol and diesel should be procured and kept in stock.

2. <u>OHE at site</u>:

One Sr. Supervisor should be in-charge of each group working at the site. All TRD teams at each end of the accident site would function under directions of an ADEE/TRD.

(i) In case OHE is to be brought down, then the same should be done immediately so that working of crane does not get held up on account of OHE.

(ii) In case slewing of OHE suffices for some sections, then the same should be done quickly so that working of crane does not get held up on account of OHE.

(iii) Sr. DEE/TRD shall arrange movement of 6 Tower Wagons along with men and material from adjacent depots from both sides of accident site.

(iv) In case more tower wagons are required these should also be requisitioned from other depots along with men and material.

(v) An assessment should also be made of the extent of damage to OHE masts, and other equipment.

(vi) Additional requirement of materials, if any should be called for immediately from other railway sources within the division.

(vii) In case divisional sources are inadequate, then sources from other divisions should be tapped.

(viii) In case other divisional sources are also inadequate, then sources from other zones should be tapped.

(ix) Availability of OHE masts is a long lead item. Requirement of masts should be quickly worked out so that these can be moved immediately.

(x) Ensure temporary portals are erected without delay.

(xi) In case damage to OHE is extensive and a wiring train is considered to be more efficient, then the same should arrange for from other zone after discussion with RE organisation.

(xii) Ensure that the section is earthed before staff starts working near OHE.

(xiii) OHE should not be charged until all staff, tower wagons, cranes etc. have cleared the block section.

Duties of Security Official / Officer:-

Main functions of the Security Department can be broadly classified as:-

a. Co-ordination with GRP and Local Police.
b. Crowd management.
c. Protection of luggage.
d. Protection of railway property.

1. Liaison with Civil Police:

(i) In case of sabotage, liaison with Local Police & officials of district administration and get early clearance.

(ii) Clearance should be obtained as expeditiously as possible, for starting restoration work.

(iii) Additional manpower should be requisitioned from local police officials and district administration for purpose of crowd control.

(iv) Exemption should be obtained from SP of the district for waiving off formalities of Post Mortem of dead bodies.

(v) Obtain assistance from GRP and Local Police as and when required.

2. Crowd Management:-

The first problem at an accident site is that of surging crowds. Carrying out any kind of rescue and relief operation becomes next to impossible. Railwaymen who try to undertake any kind of rescue and relief work become victims of mob fury.

(i) Cordon off the site and prevent unauthorized entry of outsiders.

(ii) Segregate the area of accident by putting up temporary barriers using nylon ropes or any other makeshift device available at the scene so that outsiders do not disturb the site or hamper rescue operations.

(iii) These barriers should be at quite some distance away from the track, so that MSO, PAC and SOs are inside the cordoned off area.

(iv) Provided barricade and ask for additional force to control crowd during VIP visit.

3. Protection of luggage:-

(i) Protect unclaimed luggage of passengers till these are duly taken over by commercial department for safe custody.

(ii) Unclaimed luggage of passengers should be isolated and stacked coach-wise, with proper labelling indicating coach no. from which recovered.

(iii) If possible, the cabin number inside the coach should also be indicated.

(iv) All such unclaimed luggage should be protected till they are handed over to claimants or taken over by commercial department.

(v) Unclaimed luggage should be stored in a safe place, preferably, part of the same school building which is being used for preserving dead bodies.

(vi) These should be stored in separate rooms coach wise so that it is easy for relatives to identify.

4. Protection of railway property:-

(i) Protect Railway consignments/goods/parcels till these are duly taken over by commercial department and dispatched to nearest station for proper disposal.

(ii) Guard perishables till they are auctioned off at site or till they are dispatched to nearest station for being auctioned.

(iii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.

(iv) Provide security for the cash withdrawn for payment of ex-gratia by the commercial department.

(v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

(vi) Ensure that no railway staff tampers with any track fittings, or rolling stock parts.

(vii) Anybody found moving under suspicious circumstances should be questioned.

(viii) No railway staff should be allowed to move about near the accident site with loose or piece meal equipment.

5. General:-

(i) RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.

(ii) 3 – hourly position will be updated by field personnel at the scene of incident to the RPF functionary in the MSO giving the latest situation.

iii) RPF Assistance Post will be established within the PAC so that people needing help can approach RPF.

Duties of PRO:-

i. On getting the information proceed to the Emergency Control Room.
ii. Collect the details on real time basis from the Emergency Control.
iii. Only the reliable details as confirmed by the Site Manager are to be given to the Print / Visual Media.

Duties of Personnel Officers:-

i. DPO shall direct an Officer/inspector to site.
ii. Such official shall be available round the clock in shift to look after the welfare of the injured persons in hospitals.
iii. Issue passes to the relatives escorting the injured and taking them back home.
iv. Assist Doctors in collecting details of injured/dead and shifting them to hospitals.
v. Issue complimentary return journey passes to relatives for escorting injured and taking them back home.
vi. Man personnel branch counters in PAC and discharge duties listed out for those counters.
vii. Convey such information to Sr.DCM.

Staff matters:

i. First problem is of identifying railway personnel.
ii. They should be supplied with orange coloured armbands to be kept in ARMEs/ARTs.
iii. Adequate number of armbands, gloves and facemasks should also be provided in the ARMEs/ARTs.
iv. Second problem is of communicating with railway personnel in the crowd.
v. Microphones/loud speakers provided in ARMEs/ARTs should be used both for crowd control as also for giving instructions to railway personnel working at accident site.
vi. Once initial rescue operations have got underway, arrangements have to be made for water and food for railway staff working at site.

Duties of Finance Official / Officer:-

i. Making available sufficient amount of cash for meeting emergent expenses.
ii. Opening of current account in a local bank and getting permission for over draft facilities so that large amount of cash is not required to be carried from far off stations.
iii. Issue of cheques for making of enhanced ex – gratia payment, if so announced at accident site by Hon'ble MR.

Duties of Divisional Safety Official / Officer:-

i. Proceed to the site of accident by the first available means.
ii. Ensure the clues are preserved and video/still photos are taken as needed.
iii. Ensure that the front and the rear portions are cleared from the site.
iv. Ensure that joint measurements/ observations are recorded in the prescribed Performa.
v. Ensure that the evidence of the train staff, station staff and public are recorded on the spot.
vi. Addresses of the passengers willing to give statements later should also be obtained.
vii. Ensure proper co-ordination among all departments for efficient Rescue, Relief and Restoration work.

Duties of Divisional Operations Manager:-

Immediately after getting the information,

i. All sectional TI s and Supervisory SMs& SMR should be directed to reach the accident site by first available means.
ii. Similarly additional RG/LR staff from the section should be sent to 3 stations on either side so that SMs can be free for going to accident site.
iii. Since considerable number of shunting is required to be performed at adjoining stations, 2 traffic supervisors in 2 shifts should be posted at adjoining stations on each side.
iv. Ensure that Engineering vans of the ART are placed nearest to the accident site. For this purpose, Engineering van/wagon should be placed closest to site of accident by sending it in pushing condition.
v. Ensure that the medical relief van, Breakdown Specials are ordered, moved and reach the spot without any detention.
vi. Ensure the marshalling of the crane if needed while proceeding to the accident spot.
vii. Inform District Collector and other Civil authorities with details.
viii. Open an Emergency Disaster Co-ordination Unit in the Control Office.
ix. Plan for regulation of Passenger/Express trains, cancellation, diversion, and termination short of destination in consultation with the Headquarters in time.
x. Ensure efficient movement of relief train, engine, tower wagon etc., between the site and the station for quick restoration in consultation with the Site Manager available at the site.
xi. Ensure prompt transport of stranded passengers, at the site and clearance of passengers held up at other stations in coordination with the commercial department.
xii. Check the information of passengers dead, injured verified with the Railway Doctor and approved by the Site Manager.
xiii. Details of the dead/ injured, their originating and destination stations, ticket number, Hospitals to which sent for treatment and details of the kith and kin to be obtained from the site and relayed to the emergency control etc.,
xiv. Ensure proper logging of all the events.

Duties of Divisional Railway Manager:-

On getting emergency call:-

i. Collect details of accident and assess the situation.
ii. If necessary proceed to the site.
iii. Give clear directions to Officers in connection with rescue and relief work.
iv. Nominate an officer to man control office.
v. Depute ADRM as in charge in Control office.
vi. Order to keep a vehicle ready for immediate use at Control Office.
vii. Arrange to advise the Home Secretary/ Chief Secretary or other officers of the state in case of sabotage for prompt attendance of the Supdt. of Police.
viii. Monitor that each department renders prompt assistance.
ix. Arrange for collection of clues/ evidence.
x. Appoint a reporter in case of serious accident.
xi. Ensure taking joint observation / readings by Supervisors.

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CHAPTER X

Disaster Response: Disaster Rescue Team (DRT) Zonal Level

1. Control at Divisional Level:

Deputy Chief Controller on duty in Divisional Control Office shall be responsible to communicate available information about the serious accident, to the Chief Controller / Dy. Chief Controller on duty at MAS, immediately after he gets the report of a serious accident.

Central Control at Zonal Level:-

On receiving the information from the Divisional Control, the Chief Controller / Dy. Chief Controller on duty shall immediately inform the following officers at Chennai.

i. Chief Safety Officer
ii. Chief Operations Manager
iii. Chief Passenger Transportation manager
iv. Chief Freight Transportation manager
v. Sr. Deputy General Manager
vi. Additional General Manager
vii. Secretary to GM
viii. Chief Commercial Manager
ix. Principal Chief Engineer
x. Chief Electrical Engineer
xi. Chief Bridge Engineer (If a bridge is involved)
xii. Chief Medical Director (when any person is killed or injured)
xiii. CPRO
xiv. Chief Security Commissioner
xv. Chief Mechanical Engineer
xvi. Chief Signal & Telecom Engineer
xvii. Chief Track Engineer
xviii. Other Safety Officers of the Headquarters Safety Organization

2. Meeting of the "Disaster Monitoring Cell"

On receipt of the first information, the "Disaster Monitoring Cell" shall hold an emergency meeting immediately to take stock of the situation and monitor the relief & rescue operations. It will also decide, the consultation with General Manager whether any headquarters officer(s) shall be deputed to attend the site.

The Committee will also take necessary actions, which are required to be done at the Zonal Headquarters level.

3. Attendance of Headquarters Officers at the site of accident:

It has been decided that unless otherwise instructed, the following officers should proceed to the site of accident.

a) In case of an accident to a passenger carrying train involving death and/or grievous injury (or is reported to have occurred) the following officers may attend the site.

i. GM or AGM
ii. CMD
iii. CSO
iv. Territorial HOD of civil Engg. Department
v. SAG Officer of the Mechanical Branch nominated by CME.
vi. SAG Officer of Electrical Dept. Nominated by CEE-In case of Electrified section
vii. SAG Officer of Signal and Telecom branch nominated by CSTE- If Signal or interlocking is expected to be involved.
viii. Chief Security Commissioner.

b) **Other Accidents:** In case of other serious train accidents, GM/AGM may instruct officers to proceed to the site of accident. GM's decision in this regard would be conveyed by Emergency/Central Control or CSO to the principal HOD concerned. On receipt of the information of an accident the officers mentioned above may keep themselves in readiness to move and in touch with Emergency/Central Control.

c) Special movement programme for attending the site of accident shall be drawn up by the CPTM or an officer of operating branch and should be communicated to the Emergency/Central Control, so that the concerned officers should obtain necessary information from it accordingly.

4. Reporting of Accidents:

a) Transmission of information related to accidents and unusual occurrences related to safety from site to Divisions, to the Zonal Railway Head Quarters, and to the Railway Board must be quick and prompt. No effort should be made to suppress or delay the information. All the accidents, which are reportable to the Board as per extant instructions should be reported promptly.

b) It is reiterated that on no account there must be any delay in transmitting information about an accident from the site to the divisional control. The Divisional control will immediately relay the same to the Central Control who will inform to all concerned at the Head Quarters starting with the4 Chief Safety Officer. There can be very little/negligible change of any outside agency reporting the accident before the information is relayed by

Railway sources. The divisional authorities must not wait for investigating the prima-facie cause of accident. However, sketchy, the FIR should be sent to the Head Quarters immediately.

c) Reporting of Accidents of the Railway Board:

A telephonic advice should be relayed to nominated officer in Railway Board's Office immediately after the accident in case of following categories of accidents:

i. All consequential train accidents
ii. Any yard accident having serious repercussion on movement of traffic on through/main line resulting in dislocation of traffic more than the threshold value as indicated in para (h) (2).
iii. Landslides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold
iv. Averted collisions.
v. Signal passing at Danger.
vi. The following occurrences shall be reported promptly to the safety directorate of Railway Board over telephone and by Fax.

a) Collisions falling under A-5 when occurring during shunting in coaching yards or stations even through not involving a train.
b) Indicative Accidents falling under Class F, G and H.
c) Fire in train engine/other engines attached to a passenger carrying train or goods train including cases falling under Class B-5 and B-6.
d) Derailments of trains not carrying passengers and falling under D-5.
e) Trains running into obstruction including fixed structure falling under E-2.
f) Parting of trains, failure of rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc., during the journey of passengers carrying trains or goods trains falling under class J-3, J-4, J-5 & J-6.
g) Cases of averted mishaps due to failures of permanent way such as rail fracture, weld failure, buckling of track, etc, during the journey of passengers carrying trains or goods trains falling under class K-3, K-4, K-5 & K-6.
h) Cases of averted mishaps due to failures of permanent way such as rail fracture, weld failure, buckling of track, etc., or obstruction to track, thus endangering the safety of the train(s).

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

d) To Zonal Railway: A telephonic advise should be relayed to nominated officer(s) in zonal HQ immediately after the accident in case of following categories of accidents:

i. All train accidents.
ii. Any yard accident having serious repercussion on movement of traffic through line resulting in dislocation of traffic more than the threshold value.
iii. Landslides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value.

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

e) Accidents reportable to CRS:

Any accident which is attended with loss of human life or with grievous injury or with damage to Railway property of the value exceeding Rs. 25,00,000/- or accident to passenger carrying trains or the cases of landslides or of breaches by rain or flood, which cause the interruption of any important through line of communication or at least 24 hrs., should immediately be reported to the Commissioner of Railway Safety, Concerned.

f) Information to the police and civil authorities:

The following cases of accidents should immediately be reported to the police.

a) That usually attended with loss of human life or with grievous hurt as defined in the Indian Penal Code.
b) That involves a passenger carrying train.
c) Train wrecking or attempted train Wrecking.
d) Cases of run over or passenger falling out of train.
e) Fire or Explosion on train.
f) Case of suspected Sabotage.

<u>The following officials to be informed in the above cases</u>:-

i. Chief Secretary of the State
ii. Home Secretary of the State
iii. The District Magistrate/Additional District Magistrate.
iv. Sub Divisional Officer/Deputy District Magistrate.
v. The District Superintendent of Police of the concerned District.
vi. The Superintendent of Railway Police
vii. The Officer – in – charge of the police station within local limits.
viii. The Officer – in – charge of the Government Railway Police.
ix. The Officer – in – charge of the Railway Protection Force.

N.B – Reporting of the accidents to the Railway Board and the CRS, shall be the responsibility of the Head Quarters Safety Organization, whereas the responsibility of transmitting necessary information to the Head Quarters and to the Civil and Police authorities shall devolve with the division.

a) Clearance by State Police

1. Clearance by the State Police in case of Railway Accidents where Sabotage is suspected is necessary for commencing restoration works at the site of accidents.

2. Such clearance by the state Police or permission of the State Government is not required for launching "Rescue Operations" for the purpose of saving Human lives which inter-alia may also involve handling/shifting the rolling stocks (wagons, locomotives & coaches) for extricating the trapped passengers.

3. Ministry of Home affairs/Govt. of India vide letter NO. VI-24022/11/2002-pm-1 dt 24.12.2002 have directed the Home Secretaries of all states to issue suitable instructions to all concerned authorities for taking prompt action and to expedite clearance certificate in the event of a rail accident, when sabotage is suspected.

(Board's letter No.2002/Sec.(CR) /45/47, March 27.03)

<u>Helicopter Requirements</u>:

Zonal Railways have been delegated powers to requisition helicopter/ aero plane for expeditious action in the event of serious accidents vide Railway Board's letter No. 86/Safety-1/24/47 dt.13.03.87 & 19.07.89. The subject matter has been reviewed by the Board and the following revised powers are delegated to the Zonal Railways.

I. GMs/DRMs have been delegated the powers to requisition helicopter/aero plane to reach the site of serious accident for rescue operation expeditiously. In addition, powers are also delegated to requisition air support to dispatch the rescue teams to the site of the accident.

It is difficult to stipulate exactly the circumstances under which they may exercise these powers. It has been decided to leave this to the discretion of GMs/DRMs.

However, broadly these may cover the following type of cases:

a) Where more than 10 casualties (deaths-cum-serious injuries) are feared and it is difficult to these officers to reach the site within reasonable time;
b) Where heavy damage is caused to railway installations in sensitive and tension filled areas (e.g. wreckage of track, bridges, etc. through bomb blast, other means of sabotage, etc.);
c) Where public reaction in case of late arrival of senior officers at site is likely to be highly adverse.

Normally, in case of an accident only one helicopter should be requisitioned by a Zonal Railway, except when there is a serious passenger train accident involving several casualties when it is essential for both the General Manager and the Divisional Railway Manager to reach the site at once to satisfy the public and the Press. However, for dispatching the rescue teams to the site of the accident, separate helicopter/aero plane may be requisitioned, if so needed.

The GMs/DRMs may exercise the above powers personally and may not delegate these powers.

II. Zonal Railways are further empowered to requisition helicopter/aeroplane to evacuate injured and dead in the event of serious accident. GMs may personally exercise these powers and may not delegate these further.

The above instructions on the subject supersede all the previous instructions issued vide above referred letters. This issues with the concurrence of the Finance Directorate of the Ministry of Railways. (Railway Board"s letter No. 2002/ Safety-1/1/6/6 dated 13.06.2004)

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Chapter XI

Passenger Care

1. Hospitalization of the injured

(i) The general policy in the case of railway accidents in which casualties occur is that of rapid evacuation after rendering immediate and necessary first-aid treatment. In the following special cases, the injured may be taken to a Private Hospital.

(a) When there is no railway or non-railway hospital available within a radius of say 8 kms. of the site of accident or

(b) When the attending doctor certifies in writing that the treatment in private hospital is necessary in the interest of the patient.

(c) Except under the discretion of the doctor such injured passenger should normally be eligible to the lowest class of accommodation/diet in private hospitals where different scales are available.

(d) Where the family of the injured person desires to be provided with a higher class accommodation/diet, the family should give in writing to pay the extra cost involved directly to the hospital authorities.

(ii) For this purpose, each division should make out 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 Chief Medical Director 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.

(iii) 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 for payment by the FA&CAO. Payments to private hospitals under this para can be arranged locally by the Railways and the Ministry of Railways approval is not necessary.

(Extract of Para 701(1) & Para 712 of Chapter VII of IRMM and Para 1421 of Indian Railway Establishment Manual and M.O.R's letter No.MH 59/MES/96/Medical dt. 18/12/1959)

(iv) When injured are admitted in non-railway hospitals, railway doctors should be deputed to these hospitals to render necessary assistance, including supply of needed medicines, etc. which may not be available in these hospitals. They should also carefully monitor the condition of the injured and maintain an updated list with all details. If more than one hospital is involved apart from deputing doctors to individual hospitals, a railway doctor should also be deputed to coordinate and maintain the centralized updated position.

2. Catering Arrangements

(i). The affected passengers and their relatives are to be treated with the utmost courtesy, concern and sympathy to alleviate their trauma and discomfort. Officers and supervisors should be assigned to talk to the injured to ascertain from them whether they wish to call relatives. Free passes can also be given to the relatives.

(ii). Arrangements for supply of meals, drinking water, tea, coffee, etc. to not only the injured but also to other passengers of the affected train/ trains should be swiftly organized.

In this connection, Board's instructions vide their letter No.89/Safety-I/ 4/3, dt.22.9.89 is reproduced below.

3. Arrangements for drinking water, food and beverages

(i) Refreshments, food and beverages may be supplied free of charge to the affected passengers, injured/or stranded. These may be arranged from the Railway and/or outside sources as necessary.

(ii) The senior-most official at site shall have the powers to arrange conveyance of the affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers' luggage, etc.
(Board's letter No.93/Safety-I/6/1, dt. 2.11.93)

4. Communication

STD equipped telephone should be made available to passengers to communicate with their relatives. (*Board's letter No.93/Safety-I/6/1, dt. 2.11.93)*

Station Masters can hire a few cellular phones in case of passenger train accidents to meet the needs of stranded passengers, wherever cellular phone connectivity is available. The stranded passengers should be permitted to use these phones free of charge. *(Board's letter No.2002/Tele/TN/1, dt.12.5.03)*

Prepare a map of the division showing the areas where cell phone is operative / available.

Should set up a machinery to hire sufficient number of cell phones for emergencies.
These cell phones should be used to convey information regarding the safety of passengers to their friends and relatives.

(GM's instructions vide No.GM/M/2002/09/295, dt.24.9.02)

5. Withdrawal of station collections

In order to meet accident related expenditure, the officers can withdraw money from the station collections duly following the procedure incorporated in Commercial Manual Vol.II Rule No.2425.

(a) (8) Departmental expenditure necessitated by floods, accidents or earthquakes, etc.

(b) (22) Ex-gratia payments to persons involved in train accidents.

The following procedure shall be followed for withdrawal from station earnings.

(a) The nominated supervisor in charge of the department concerned may alone withdraw from station collections through a requisition in respect of the above items specified in rule 2425 of the IRCM.

(b) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From	To
Name of the Supervisory Official	Station Master
Designation	Station
Station	

Please arrange to pay from the Station Collections an amount of Rs…….. (Amount to be shown in words and figures) towards …….. (Purpose to be indicated). This is one of the authorized items of withdrawal from Station Collections. The expenditure is chargeable to the head ……..

Accounting Authority …….

Controlling Officer ……..

Designation ……..

Station ……..

SIGNATURE

Payment made from Station Collections	Received an amount of Rs…… from Station Collections
Amount:	
Signature of SM/SS	Signature: Designation: Station

(c) The requisition is required to be prepared in triplicate, one to be kept as record, the second to be presented to the Station Master for arranging payment against proper acknowledgement and the third to be sent to the DFM concerned duly countersigned personally by the Divisional Officer of the department.

(d) Any failure by the supervisory official withdrawing the cash to observe the above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.

(e) The Branch Officer concerned shall forward the requisition received from the stations to the Divisional Accounts Office indicating the circumstances under which the withdrawal was necessitated.

(f) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. The timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.

(g) The Executive Officer concerned shall be furnish full particulars of the amount withdrawn, details of the payment made, the reason for the payment, the rate and period for which payment is made and the total amount paid with the acquittance of the payee with necessary revenue stamp wherever due to DFM.

(h) The DCM will compile a monthly statement of all withdrawals pertaining to his division obtaining a statement from the various executives in his division and send it to CCM.

(i) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by the executives.
(Jt. Commercial & Accounts Procedural Order No.1 of 1990)

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Chapter XII

Media Management Plan

1. Objective

- To post the public with factual information
- To create a positive public opinion
- To create a healthy relationship with the media.

2. Managing Media

- Any accident which may reflect in the media shall be reported to Public Relations Branch by Central Control. The Safety Officer available in the control shall personally ensure that CPRO/PRO is informed of all the available details.

- Depending upon the gravity of the situation, CPRO or his representative will immediately position himself in the Central Control.

- Either CPRO or his representative shall proceed to the accident spot, whenever required, to take charge of PR work at the site.

- Meanwhile, PR official stationed at the Central Control will obtain more details from the site for information of media.

- The Public Relations officer, on arrival at site of accident shall collect factual information from the officer-in-charge of the accident site and then relay the same to the media men at site and also to PR representative in the Control. Thus, an on line communication channel will be established to keep media informed of all important details.

- Railway's endeavour shall be to ensure that only factually correct and confirmed information is relayed to the media and no inflated or exaggerated version of the fact reported in the Press.

3. The Procedure to be followed

(i) Unconfirmed news having no proper source shall not be relayed to media.

(ii) No one except the PR representative stationed at Control/site shall relay any information to the media.

(iii) No railwaymen shall express or voice any criticism, opinion or views at any point of time about the accident.

(iv) Only General Manager, CPRO, DRM and officer authorized by the General Manager is competent to interact or give interview to media. This is as per rule No.11 of Railway Servant Conduct Rules 1966.

(v) <u>The media may be given the following information</u>:-

a)	Nature of the accident – place, exact location, time, train No. & Name, Names of the dead and injured passengers.
b)	Steps taken by Railways to render immediate medical attention, food and travel facilities for the stranded passengers, communication facilities like cell phones, STD phones.
c)	Names of Hospitals where injured are being treated.
d)	Facilities offered to the kith and kin of the victims – Payment of ex-gratia.
e)	Setting up of passenger assistance booths, telephone/fax No., e-mail address etc.
f)	Diversion of trains, road bridging, re-routing etc.
g)	Probable restoration
h)	Prima-facie cause of the accident will be relayed to press only with the approval of GM. Sabotage, even if suspected, will not be relayed to Press, without the approval of Railway Board.

(vi) Convenience and conveyance of media shall be taken care of by PR personnel with the assistance of Commercial representatives at site. The media persons must be conducted to the hospitals where injured are being treated.

(vii) Commercial department must ensure that list of passengers who travelled by the accident involved train along with the list of dead and injured in the accident reach the PR official in Control/site by the fastest possible means.

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Chapter XIII

Site Management Plan

There are two aspects of Disaster Management work at an accident site. Firstly, rescue, relief and restoration operation, which is carried out by one set of functionaries. Second aspect pertains to rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managing these two distinct aspects of DM work, that are required to be discharged by railways, two separate establishments should be setup at an accident site

.

1. Main Site Office (MSO)

(i) Main Site Office (MSO) should be set up at the accident site.

(ii) This will be some kind of a control office to be located near the centre of the accident site.

(iii) This is basically meant for catering to operational needs of railway in rescue, relief and restoration work.

(iv) MSO is to be manned by staff of relevant departments such as:

- Medical,
- Commercial,
- Operating,
- Safety,
- Security,
- Public Relations,
- Mechanical,
- Electrical,
- S&T,
- Civil.

(v) MSO will be provided with all facilities similar to a control office.

(vi) Adequate lighting with generator backup should be provided in the MSO.

(vii) Adequate number of telephonic links to Divisional Emergency Cell and Headquarters' Emergency Cell should be provided. Preferably, each department in the MSO should be given an independent telephone.

(viii) Satellite telephone should be installed in the MSO.

(ix) MSO should be provided with FAX, loudspeakers, P.A. system with conference facility for press briefing to be arranged by S&T Dept. S&T Dept. should also arrange photocopier and PCs. in consultation with Dy.CSTE (Tele). Equipment available in ART/ARME may also be used, if required.

(x) PC/Laptop should be connected to Internet (if feasible) for E-mailing of details update to all concerned, including Divisional Emergency Cell, Headquarters' Emergency Cell and Helpline Enquiry Booths.

(xi) A big banner displaying 'MAIN SITE OFFICE' should be put up at a prominent place at the entry to the shamiana.

(xii) Similarly, there should be sufficient number of signage indicating the way to MSO on approach roads etc.

(xiii) MSO at the site will be manned by Sr. Supervisors on round the clock basis in 12 Hrs. shift duty.

(xiv) Officers will not be permanently stationed in MSO. They will move about the entire accident site supervising and monitoring working of their department at different activity centres. However, they will keep coming to the MSO off and on and will keep in touch with their departmental functionaries in MSO.

(xv) Various functionaries in the MSO will monitor and co-ordinate the working of their departments, and assistance required by them, if any.

(xvi) Each functionary at the MSO will maintain a logbook. Flow of information both incoming and outgoing would be recorded along with the time and names of officers/staff who were given the message.

(xvii) MSO will basically supervise the working of 2 Site Offices (SOs) and co-ordinate with Divisional and Headquarters' Emergency Cell.

(xviii) Functionaries of different departments in SOs should provide updated information regarding progress of work to their counterparts in MSO.

(xix) This updated information should be provided once every hour as per the following timings:

The information to be updated every ½ hour initially, and then every 1 hour.

2. <u>Site Office (SO)</u>

(i) Depending on the spread of the accident site, Site Offices (SO) on the same pattern as the MSO, should be setup.

(ii) If the site is spread out over >300 metres 1SOs and if spread over > 400 meters then 2SOs should be setup.

(iii) Representatives of same departments as in MSO should be present in SOs also. However, they should be either one or at most 2 men per department.

(iv) SOs will serve as co-ordination centres for various teams that are working spread out over different geographical locations.

(v) Each SO will oversee the working of DM teams at <u>one end</u> of the accident site.

(vi) Jurisdiction of each SO will extend to all men and materials belonging to 2 ARMEs, BD special and 1 ART at that end of the accident site.

(vii) One SAG officer of Mechanical department will be overall in charge of each SO.

(viii) SOs should be provided with loudspeakers for making announcements.

(ix) SOs should be provided with direct telephone links to MSO.

(x) However, SOs should not be provided with telephone links to either Divisional Emergency Cell or Headquarters' Emergency Cell. This will ensure that there is minimum telephonic disturbance from outside to teams, which are actually

working at the accident site. It will also ensure that outflow of information from accident site goes out from MSO only.

(xi) Members of different teams of each department working at the accident site in rescue, relief and restoration work should provide updated information regarding progress of work to their respective functionaries at the MSO.

(xii) This updated information should be provided once every hour as detailed at 11.1(xix) above.

3. <u>Passenger Assistance Centre (PAC)</u>

(a) Need for setting up of Passenger Assistance Centre

(i) Relatives of passengers who arrive at an accident site are already traumatized by the tragedy.

(ii) They arrive at an unknown location with no place to stay, no friend or acquaintances and not knowing whom to turn upto.

(iii) The problem is made even more challenging since many relatives and next of kin come from far-flung areas of some other state, with language barriers.

(iv) Being semi-literate and from different parts of the country some of them are not even familiar with the local language. For them, even communicating becomes a problem.

(v) In addition to above, complex legal formalities & multiplicity of paper work is required to be completed before dead bodies are handed over to the next of kin of the dead.

(vi) For taking care of relatives of passengers, providing them with succour in their hour of agony and for guiding them sympathetically, some kind of an assistance centre is required.

(b) Formalities required to be completed by relatives of passengers

(1) Sequence of formalities that are required to be completed by relatives of injured passengers includes:

(i) Locating the name of the passenger on reservation charts, in case passenger was travelling in reserved accommodation.

(ii) Going through the list of injured and dead passengers to find out whether the name appears.

(iii) In case the name is not available in the list, then taking a round of different hospitals to find out whether their relative has been admitted in one of them in an unconscious state.

(iv) Hospitals are generally at separate locations, sometimes even in different towns; and commuting becomes a problem.

(v) In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries, likely period of hospitalization, etc.

(vi) Collect the ex - gratia paid by Railways.

(vii) Try and locate missing luggage and belongings of the injured passengers. For this they have to take a round of the building where all unclaimed luggage have been kept.

(viii) Next they have to arrange for a place for them to stay.

(ix) Arrange for medicines/diet etc. and payment of hospital bills, if required.

(x) Thereafter, they have to keep in touch with the hospital and get their relative released.

(2) Additional formalities that are required to be completed by next of kin of dead passengers include:

(i) In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.

(ii) Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dear one.

(iii) Identify the dead body, if the same has been extracted by then.

(iv) Otherwise wait for all bodies to be extracted and try and identify their relative.

(v) In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.

(vi) After the body is finally identified, they have to produce proof of relationship for railways to entertain their claim.

(vii) Obtain medical death certificate from the railway doctor.

(viii) Obtain post mortem report, from the Govt. Doctor who has performed post mortem on the body.

(ix) Obtain official death certificate from the local municipality.

(x) Accept of ex-gratia payment from railways.

(xi) Collect forms for lodging claim for compensation in RCTs.

(xii) Take over custody of dead body from the local police.

(xiii) Perform last rites at the same place or take back the body to their native place, depending on circumstances.

(xiv) Make arrangements for their return journey back to their native place.

(c) Problems encountered by relatives

(i) Each of these formalities are under the jurisdiction of a different agency, either railway or police or civil administration or local administration.

(ii) In such a situation the level of co-ordination between these various agencies leaves much to be desired.

(iii) Sometimes it even takes up to 48 hours before these entire documentary formalities can be completed.

(iv) In most cases relatives have to run from pillar to post for completing all these formalities and the bitter experience leaves them permanently antagonized towards Railways.

(v) For this purpose a single window clearance system should be available for relatives and next of kin.

4. <u>Managing Passenger Assistance Centre (PAC)</u>

(i) The MSO should have a Passenger Assistance Centre (PAC) located towards the rear side, away from the track, for rendering help to passengers and their relatives. PAC will be headed by a Commercial Officer.

(ii) This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.

(iii) Passenger Assistance Centre (PAC) should be separate from the MSO so that it does not interfere with normal rescue and relief work.

(iv) PAC will be manned by staff of relevant departments such as:

- Operating,
- Medical,
- Commercial,
- Security,
- Personnel.

(v) There should be only one such PAC, and all Railway resources should be pooled into it.

(vi) SOs should not have any small PAC located in the rear. It is likely to create logistic problems.

(vii) A big banner displaying ‘PASSENGER ASSISTANCE CENTRE’ should be put up at a prominent place at the entry to the shamiana.

(viii) Similarly, there should be sufficient number of signage indicating the way to CAC on approach roads etc.

(ix) Railway staff fluent in the language of relatives should be posted for doing work of interpreters.

(x) Post mortem formalities should be waived off so that one reduces number of formalities.

(xi) Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.

(xii) Functionary concerned from the local Municipality who issues Official Death Certificate should be made to come and sit in the PAC so that these certificates can be issued immediately without any delay.

(xiii) PAC should have different counters for various purposes in following sequence:

(a) Reservation Chart for locating the name.

(b) List of dead and injured along with name of hospital. The name of passenger involved should be checked up from the list of dead or injured if available, and their current status informed.

(c) Counter for providing commercial supervisor or WLI as escort along with a vehicle, for accompanying the relative and going to hospital or mortuary.

(d) Railway doctor for issue of Medical Death Certificate.

(e) Govt. Doctor for issue of Post Mortem Certificate, in case the same is necessary.

(f) Municipality official for issue of Official Death Certificate.

(g) Local police for issue of authority for handing over of dead body.

(h) Claims counter – payment of ex-gratia and issue of Claims Compensation form.

(i) Counter for helping performance of last rites in case relatives decide to cremate the body there itself.

(j) Pass counter for issue of return journey pass.

(k) Return journey facilitation counter for making arrangements for return journey reservation, etc.

(xiv) PAC will provide updated information to MSO, initially once every half an hour and later once every hour.

5. First Aid Posts

(i) Medical Posts should be provided in both MSO and PAC.

(ii) Medical Post in MSO will provide first aid to injured passengers after extrication, assess their injuries and make arrangements for sending them to nearby hospitals.

(iii) Medical Post in PAC will keep all records of injured and dead passengers, names of hospitals where they have been admitted etc.

(iv) First Aid posts should be provided in SOs.

(v) These First Aid Posts are meant for treating passengers and classifying their injuries before they are sent for admission to various hospitals.

6. Setting up of MSO, SO and PAC

(i) One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following:

- Move along with sufficient staff for setting up of these facilities.
- Immediately start setting up of the tent age accommodation after taking out tents and shamianas provided in ARTs.
- In addition, he should also requisition agencies, which provide tent age accommodation on contract. Details of such agencies have been given in Divisional Disaster Management Plan.

(ii) Bridge Line staff will assist in setting up tent age and above-mentioned facilities. Dy. CE/Bridge will also move to the site and in case bridge is not involved, he will take full charge of tent age arrangements.

(iii) Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropes should be sufficient in length to ensure barricading at sites and camping areas.

(iv) Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organised, if required at site.

(v) Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places.

(vi) Water Tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.

(vii) Temporary kitchen in tents/shamianas is to be setup so that catering unit or IRCTC can provide cooked food to staff working at accident site.

(viii) About 100 folding chairs should also be arranged, beside those available in ARTs.

(ix) Bridge Line staff will have list of divers who, in case of emergency, can be hired for rescue or restoration operations, wherever site is surrounded by deep water.

(x) Signage for both MSO and PAC should be provided at prominent locations.

7. Collection and Dissemination of Information – Channels of Communication

The following would be the responsibility and channel of communication both for collection as also for dissemination of information. Before each shift goes off duty, details of work done should be updated in the SO.

The SO should in turn update the MSO regarding the latest progress. This updated information would be conveyed to Divisional Emergency Cell every hour and on WEBSITE of Central Rly.

(a) Number of dead and injured – Medical Department:

(i) Medical department at site should confirm the number of dead.

(ii) Doctors in charge of various teams working on different coaches should give hourly report to Medical counter in SO who in turn will inform MSO.

(iii) Number of injured passengers.

(iv) Type of injuries, whether grievous, minor or trivial.

(v) Names of injured, and names of various hospitals where injured have been sent.

(b) Identification of dead bodies – Commercial Department:

(i) Ex - gratia paid to injured.

(ii) Number of dead bodies identified.

(iii) Ex - gratia paid to the next of kin of the dead.

(iv) No. of bodies handed over to relatives.

(c) Number of coaches dealt with – Mechanical Department:

(i) No. of coaches thoroughly searched.

(ii) No. of coaches made off track/re-railed.

(iii) No. of coaches yet to be dealt with.

(iv) Expected Time for clearing the rolling stock from site.

(d) Extent of damage and assistance required - Engineering Department

(i) Damage to sleepers, rails and track fittings.

(ii) Assistance of men & material required.

(iii) Damage to bridge girders and other fixed assets.

(iv) Time required for restoring track for traffic use.

8. Important definitions

8.1 Injuries

Injuries are classified as grievous and simple.

(A) **Grievous Injuries**

For purpose of these statistics should be taken as injuries as defined in section 320 of Indian Penal Code reproduced below for ready reference.

Following kinds of hurt only are designated as 'grievous':

a) Emasculation.

b) Permanent privation of the sight of either eye.

c) Permanent privation of the hearing of either eye.

d) Privation of any member of joint.

e) Destruction or permanent impairing of the powers of any member or joint.

f) Fracture or dislocation of a bone or tooth.

g) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, or in sever bodily pain or unable to follow his ordinary pursuits.

(B) **Simple Injuries**

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

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

8.2 Threshold Value

For the purpose of accident, threshold value is the minimum value beyond which the accident will be treated as having serious repercussion on the basis of loss to

Railway property or interruption to communication. It shall constitute two portions:

(a) Threshold value of Railway property , loss of which is fixed at 1 lakh rupees.

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

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

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 over the effected line in that section.

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CHAPTER-XIV

Other Disasters

1. **<u>Fire in Trains</u>:**

"Fire instils in the human mind an elemental fear harking back to Mankind's primeval origin. Our dormant animal instincts arouse awe if not an unreasonable fear of fire. Fires particularly in Railway trains are also the most difficult accidents to investigate since by their very nature, they destroy the evidence."

Fire on a running train is more dangerous than a static one, because the fanning effect may spread the fire very quickly to other coaches and in panic the passengers may jump out of running train as it had happened in past train accidents. Under such situation, every Railway servant available on train or at site shall immediately stop the train and plunge into action to save the lives and property. In this context, the Railway servants are expected to have a basic knowledge on fire and fire fighting methods.

Continuous heating due to brake binding, hot axle etc. may also cause a fire. Spilt liquid fuel can catch fire quickly than the liquid in bulk.

i) Main Causes of Fire in Trains

- Carrying Stoves, sigris, Gas cylinders, Kerosene oil, Petrol fire works etc. In passenger compartments.
- Making fire/using fire near paper, wood, petrol or such inflammable articles.
- Lighted match sticks, cigarette ends carelessly thrown.
- Short circuit in electrical wirings.
- Using naked light during authority token delivery to the Driver, Shunting of inflammable loads, sealing of inflammable wagons.
- Use of open fire, smoking near gas/ petrol tank.

Everyone should take all possible precautions to keep away from doing the above mistakes so that possibility of breaking out of fire can be minimized.

ii) Three main methods to be adopted to extinguish fire

a) **STARVATION -** means removing combustible substances away from the Fire.
b) **SMOTHERING -** means prevention of Oxygen, access of fresh air in fire, using sand, foam etc to cover fire, which cuts Oxygen supply.
c) **COOLING -** means reducing the degree of the temperature with water. Immediately summon the fire brigade in the event of Fire.

iii) In the event of a vehicle on a train being on fire

- Stop the train immediately.
- Don‟t panic.
- Evacuate the passengers from the burning coaches.
- Protect property, valuables & mails.
- Locate the fire extinguishing substances viz, water bucket with water/sand, fire extinguishers etc.
- Ascertain the type of fire viz, dry, oil gaseous, electric and use the right type of extinguishers.
- Use the fire extinguisher if any and put out the fire.
- Throw earth or sand, if available on the fire.
- Use water from the coaches and extinguish the fire.
- Isolate the burning vehicle from other vehicle by uncoupling.
- Train to be protected by Loco Pilot and Guard at both ends according to the provision of GR 6.03.
- Report it to the nearest station/control/fire station.
- Every effort shall be made to extinguish the fire and to save the wagon labels, seals and the contents of the vehicle.
- Throw Earth or sand, if available on the fire.
- In case of the fire is discovered when the train is near the tank or a watering station, the Guard and Loco Pilot shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.

- Inform all concerned to assist in extinguishing the fire.
- In case of fire from electricity switch off the source.

iv) In the event of fire on an Electric engine / EMU

- The Loco Pilot/Motorman shall immediately switch off the circuit and lower the pantograph. The train shall then be brought to a stop at once.
- After disconnecting the electric supply to the affected circuits, the Loco Pilot/Motorman shall take necessary action to put out the fire.
- If fire cannot be extinguished by the above means the Loco Pilot/ Motorman shall advice the Traction Power Controller through the emergency telephone to arrange the affected section of the over-head equipment to be made dead.
- The Guard and any other staff available shall render all possible assistance to the Loco Pilot/Motorman in putting out the fire.
- Ordinary fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operation until all electrical equipment in the vicinity of the fire have been made dead.

v) In the event of a fire on a DMU stock

- The Motorman shall immediately switch off the circuit breaker and shut down the engine. The train shall be brought to stop at once.
- The Guard shall give all possible assistance to the Loco Pilot in putting out the fire.
- The fire extinguishers of approved type shall be provided on each motor coach of DMU when a DMU rake is turned out from the car shed. The CWS in charge of the shed shall inspect the fire extinguishers and ensure that these are in good working condition.

vi) When a person is on fire

- Approach him holding the nearest available wrap in front of you.
- Wrap it round him.
- Lay him flat and smother the flames.
- He may roll on the floor, smothering the flames.
- On no account should he rush in to the open air.
- Call for assistance.

vii) Fire caused by Petrol or any other inflammable liquids, acids or gases

- Segregate the affected wagon, coach or area involved.
- On opening a wagon do not enter it immediately. You would thus, avoid fumes, which may be dangerous.
- Use foam type fire extinguishers and sand and not water or soda acid type fire extinguishers.
- Do not bring naked lights near the site of fire.
- Warn the people living in the surrounding one Km radius.
- Stay away from ends of tanks, as tanks normally burst from the ends.

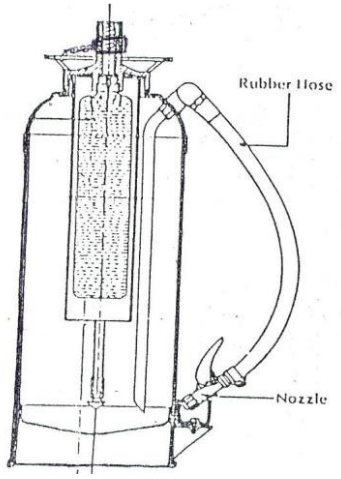
- Cool tanks that are exposed to flames with water from the sides only after the fire is put out.
- Withdraw immediately in case of rising sound from venting safety device or any discoloration of tank due to fire.
- Inform the nearest Railway or Civil Fire Stations intimating that the fire has been caused by Petrol or any other inflammable liquids, acids or gases.

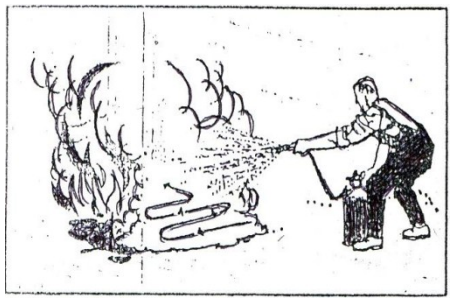
viii) In case of fire/accident due to explosives/inflammables/ dangerous goods etc.

- Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
- Following steps may be taken if no undue risk is involved:
  a) Move unheated Cylinders to a safe place after ensuring closing of valves.
  b) Cool the Hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
- If the cylinder containing inflammable/toxic gas which develops leak during transport, remove it to an isolated open place away from any source of ignition and advise the filler or consigner as required.
- Inform the Chief Controller of Explosives by fax/ telephone.
- Inform Officer in charge of nearest police station.
- Inform Departmental Officers concerned.
- Pending the visit of the Chief Controller of Explosives/ his representatives, the wreckages and debris shall be left undisturbed except to save lives.
- After getting information from the Chief Controller of Explosives that he does not wish any further investigation, the restoration work may be commenced.

If you smell gas or vapour, hold a wet cloth loosely over your nose and mouth and breathe through it in as normal a fashion as possible.

<u>DRY CHEMICAL POWDER TYPE FIRE EXISTINGUSIHER (DCP)</u>:





These types are suitable for tackling petroleum Gas, electrical fire and controlling fires in textile fibers. Sodium based chemical powder is used on a fire which undergo chemical reaction.

How to Use:

Carry to the place of fire and keep it up right.

1. Remove the safety clip.
2. Strike the knob located in the cap.
3. Sealing disk of the cartridge is broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out.
4. Direct the steam of the powder at the base of the flame.
5. For effective result stand at about 1.5 to 2.5 m. near the seat of the fire.
6. Move forward with moving the nozzle rapidly from side to side in sweeping motion.

When using on outdoor fires operate from the up wind side of the wind for effective spray.

2. <u>Strike</u>:

Extracts from southern railway strike scheme – 2007 are reproduced below.

i) Para-1

1. The object of "Southern Railway Strike Scheme" is to provide an Emergency Organization to operate on this Zonal Railway under conditions when a large section of Railway employees may go on "strike" paralyzing train servicing, and the working of the Railways, itself. The strike may be accompanied by sabotage or even civil unrest. The strike scheme is also devised to help in dealing with any circumstances that may arise, if the strike intensifies, further.
2. It is emphasized that these instructions do not and cannot possibly cover every situation that may arise during an emergency nor it is meant that these instructions are to be followed exclusively. Each case and every situation will have to be dealt with on its own merits. Officers should, therefore, realize that they are expected to act on their own initiative and to take decisions in such emergent situations keeping in mind that Administration will accept anything reasonably done by them in good faith. The scheme merely lays down the broad principles that will help officers in arriving at a decision.
3. This scheme should be read in conjunction with the Police, Railway Protection Schemes of Tamil Nadu, Andhra Pradesh, Karnataka, Kerala and Pondicherry States which will be brought into force under the orders of the State Governments concerned.
4. All Officers who have been supplied with copies of the Southern Railway Strike Scheme should make themselves conversant with the instructions given therein.

ii) Para-2

The main objectives of the Scheme are:

1. To keep open, in the event of a strike, Railway lines, signal & telecommunication lines including microwave, PRS centres, fibre optic computer/telecommunication network and to run passenger and goods train services of an essential nature to the maximum extent with due regard to safety aspects.
2. To safeguard vital Railway property and in general to prevent damage to any Railway Property.
3. To arrange protection, as far as practicable, to Railway personnel who do not wish to join the strike so as to enable them to continue their work uninterrupted and
4. To maintain at each appropriate level, closest possible liaison with the Local Police, Railway Police, Railway Mail Service and Civil Officials concerned.

iii) Stage 1: Setting in motion of the strike scheme

a) Administration: Para-3

1. As soon as the possibility of "Strike" of importance appears to be imminent, the General Manager will inform the Principal Heads of Departments/Heads of Departments and detail an Officer to deal with all matters relating to the preliminary arrangements to meet the situation. This officer will coordinate the work of all the Departments. The Senior Deputy General Manger will be the coordinating officer for this purpose. But from the time the strike becomes effective, the Chief Operations Manager will take charge of the situation as the "Principal Strike Officer".

2. The Senior Deputy General Manager will set in motion the General Strike Organization and extend it as may be decided to meet the situation. He will nominate officers to maintain close liaison with high level Government officials and Police authorities of different States and to keep them informed of the prevailing situation generally.

b) General Strike Organization: Para-4

1. In accordance with para 3(1) from the time the strike becomes effective, the Chief Operations Manager will assume the post of "Principal Strike Officer" and he will be responsible for coordinating the work of all Departments on the Railway and keep the General Manager fully informed of the daily position based on the reports received from the Divisions. The arrangements outlined below will be brought into effect for the purpose:

2. A Central Emergency Control Room will be established in the Office of the Chief Operations Manager at Chennai. This Control Room will be manned by the officers of Traffic and Mechanical Departments in three shifts of 8 hours each. All other Departments will notify the Central Emergency Control Room the names of Officers who would be available during emergencies. This emergency control room will keep the General Manager and Heads of Departments informed of important developments.

3. Similar Control Rooms will be established at each Divisional Headquarters which will be manned by the representatives of Traffic and Mechanical Departments in 8 hours shift as in the case of the Central Emergency Control Room. One of the Divisional Officers should remain as in-charge of the Control Room during each shift. Officers of other Departments should keep themselves in touch with the Divisional Control Room and also notify important events pertaining to their branches and other connected matters to these Control Rooms.

4. The Divisional Control Rooms will keep the Central Emergency Control Room (functioning under control of Chief Operations Manager) informed of matters pertaining to their divisions. For this purpose, the Divisional Control Rooms should collect information from all the extra Divisional Officers also, besides the Officers and line staff under the Control of the Divisional Railway Manager.

5. The Divisional Railway Managers will also arrange to open additional Control Rooms at other important stations, if necessary, to collect and send information to the Divisional Control Room. In case of any emergency, such additional Control Rooms should contact the Central Emergency Control Room directly and pass on any important information.

6. Strike Officers should be nominated by the Divisional Railway Manager to be in charge of important stations for coordinating the work of various branches, for liaison with the Police and to keep the Divisional Railway Manager appraised of the local situations.

7. Similar Control Rooms should be established in the Workshops at Perambur, Ponmalai, Engineering Workshop at Arakkonam and Signal and Tele Communication Workshop at Podanur for collection of daily position and advising the same directly to the Central Emergency Control Room.

8. Necessary additional telephones should be provided in the Central Control Room. The Duty Officers in the Control Rooms should maintain a daily diary of events recorded chronologically during the strike period and compile the situation reports in the morning and evening.

9. A Senior Officer each from the Mechanical, Electrical, Engineering and Operating Branches will be nominated to be in touch with the Central Emergency Control Room and take prompt follow up action regarding the branch concerned on the information obtained from the Divisions. For example, if a section of Loco Running Staff resort to strike at a particular shed, it will be the responsibility of the Mechanical Officer, (Electrical officer where running staff are working under their control) to promptly arrange for relief from other divisions without detrimental to the general train service. These officers should act in consultation with the Principal Strike Order and keep the Heads of Departments appraised of the position. The senior Operating Officer will compile daily reports to the Board with the approval of Chief Operations Manager and General Manager and then issue them.

10. Arrangements should be made in the Central Emergency Control Room and Divisional and Workshops Control Rooms for coding and de-coding of confidential messages to be exchanged in connection with the emergency. The Duty Officer shall filter all messages and take appropriate action on the messages. He may, if necessary, be assisted by a Cipher Operator.

11. Selected staff of the Special Intelligence Branch of the RPF will be posted in the Central Emergency Control Room to collect information and coordinate so as to take prompt follow up action on security aspects and to keep the intelligence records up to date.

12. The Divisional Railway Manager will be the overall in-charge of all Extra Divisional Offices within the division during the emergency. The Extra Divisional Officers concerned should take instructions from the Divisional Railway Manager and should be prepared to take up any special duty assigned by him.

iv) The new Southern Railway Strike scheme 2007 circulated vide Letter No.X/SE/40/A/III/2007 dt.09.10.2007 by IG&CSC/S.Rly. to all concerned, covers the following chapters in detail which should be followed.

1. Functions of DRM
2. Posting of other officers
3. Instruction to sr. Subordinates.
4. Communication
5. Line patrolling.
6. Liaison with police and Military authorities.
7. Police protection scheme.
8. Patrol trains.
9. Vulnerable points.
10. BD special.
11. Imprest stock of stores.
12. Tool boxes.
13. Trolleys.
14. Sabotage of engines.
15. Engine repair and Maintenance.
16. Watering Installation.
17. Action to be taken as soon as the strike commences.
18. Replacement of stage on strike.
19. Housing arrangements and movement of loyal staff.
20. Medical assistance.
21. Hours of Employment regulation
22. List of Hospitals.
23. Pay and allowances.
24. Catering arrangements.
25. Operational aspect of the strike scheme – Train services.
26. Routes to be kept open during the strike Priority of strike.
27. Essential goods and parcel traffic.
28. Working of trains.
29. Closing of station and custody of closed station.
30. Traction.
31. Situation reports.
32. Code.
33. Indian Railways Telecommunication Basic strike Plan.

3. <u>Chemical and Biological Disasters</u>:

i) Chemical Disaster

National Disaster Management Authority (NDMA) has issued guidelines on the management of chemical disasters. These guidelines are directed more towards their prevention and mitigation of their effects, if these happen than on rescue and relief operations afterwards.

Indian Railways have also been transporting chemicals and hazardous materials e.g. petroleum products (petrol, Naphtha, HSD, etc.), Caustic Soda, alcohol, compressed gases (LPG gas etc.) chemical manures, acids, matches, etc. These goods are carried either in the SLRs or in the parcel vans or in the goods wagons. Quantum and type of transportation of such hazardous material varies from railway to railway and different zonal railways need to prepare themselves based on the type and extent of hazardous material being handled and transported by them.

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

I. Explosives
II. Gases - compressed, liquefied or dissolved under pressure
III. Petroleum and other inflammable liquids
IV. Inflammable solids
V. Oxidizing substance
VI. Poisonous (toxic substances)
VII. Radio-active substances
VIII. Acids and other corrosives

Chapter I to VIII respectively deal with the above classes of dangerous goods which include General Rules governing acceptance, handling, carriage, storage, delivery and the list of commodities included in that class. Carriage of goods of a hazardous nature other than those specified in these chapters shall not be accepted for transport by rail unless specially authorized by the railway administration as provided under these Rules.

Out of the above 8 classes of dangerous goods, classes II (Gases, compressed, liquefied or dissolved under pressure), III (Petroleum and other inflammable liquids) and VIII (Acids and other corrosives) area dealt in bulk on the railways whereas other classes of dangerous goods are dealt in piecemeal/small quantities in parcel vans/SLRs. Railways may refer to the specific paras pertaining to all these classes of dangerous goods. However, important relevant details of the popular classes (II, III and VIII) of dangerous goods are detailed as under:

ii) CLASS-II (GASES, COMPRESSED, LIQUEFIED OR DISSOLVED UNDER PRESSURE)

Gases compressed, liquefied or dissolved under pressure, which have been permitted for their carriage by rail, as per Red Tariff No.20 are given below:

a) Dissolved gases:

- Acetylene (compressed into porous substances)

b) Compressed gases:

- Air compressed
- Argon
- Coal gas
- Hydrogen
- Methane
- Neon
- Nitrogen
- Oxygen
- Sulphur Hexaflouride

c) Liquefied gases

- Ammonia (Anhydrous)
- Chlorine
- Liquefied petroleum gas (Commercial butane or propane)
- Carbondioxide (Carbonic Acid gas)
- Cyclopropane gas
- Ethyl chloride
- Freon, Arcton or Genetron
- Hydro-cyanic Acid
- Medical mixtures (Oxygen & CO2, Oxygen & Helium mixture)
- Methyl Bromide
- Methyl Chlorine (Chloromethane)
- Nitrous oxide
- Sulphur dioxide toxic (sulphurous acid gas)
- Liquid air
- Liquid oxygen
- Liquid nitrogen
- Liquid Helium

iii) General Rules regarding acceptance of above commodities

For carriage of the above commodities by rail are given in Rules 202, 203, 204, 205 & 206 of Red Tariff No.20.

a) Packing

Before the above commodities are transported by rail, it must be packed as per rules 207.1 & 207.2 of Red Tariff No.20. However, Rule 207.2 i.e. rule for protection of cylinder valves during transport shall not apply to cylinders containing oxygen or nitrous oxide for medical purposes having water capacity less than 5 litres.

b) Marking & labeling of cylinders or containers

Rules for marking and labeling of cylinders are given in rules 208 & 209 of Red Tariff No.20. It must be ensured that the date of the last hydrostatic test or hydrostatic stretch test with the code mark of recognized testing station is marked on every cylinder. In the case of liquefied petroleum gas cylinders, the quarter and the year of test shall be given additionally in a neck ring or on a shoulder plate.

c) Storage

(Refer Rule No.211 of Red Tariff No.20)

Following points must be ensured:

- Thin wall cylinders such as liquefied petroleum gas cylinders and dissolved gas cylinders shall not be stacked in a horizontal position.
- Cylinders containing inflammable gases other toxic gases shall be kept away from cylinders containing other type of gases.
- Cylinders shall not be stored along with any combustible material.

d) Precautions in handling & storing gas cylinders or containers

(Refer Rule No.212 of Red Tariff No.20)

Commodities mentioned in this chapter, shall not be stored or handled with or near explosives or other dangerous goods. Smoking and carrying any type of fire must not be allowed near these commodities.

Modes of Transportation

Regarding modes of transportation, refer rules 213, 214, 215, 216, 217 & 218 of Red Tariff no.20.

e) Stowage & Carriage

Stowage and carriage rules of gases, compressed, liquefied or dissolved under pressure are discussed in rules 219, 220, 221, 226, 227 & 228 of Red Tariff No.20.

f) Additional Rules

Exceptional or additional rules regarding packing marking and labelling, carriage by goods/mixed/parcel train and stowage and carriage rules have been specified in Tables II, Chapter II of Red Tariff No.20. Characteristic property of gas and pictorial level indicating main characteristics of the gas is also indicated in column 2 & column 3 of table II.

4. CLASS – III (PETROLEUM & OTHER INFLAMMABLE LIQUIDS)

Petroleum and other inflammable liquids i.e. mixture of liquids & liquids containing solids in solution which give off inflammable vapour and is capable of ignition in suitable concentration of air when exposed to a source of ignition. Petroleum and other inflammable liquids are considered dangerous as per Railways Act 1989 (24 of 1989) and have been classified in three classes i.e. Class 'A', Class 'B' & Class 'C'.

i. Class A: Petroleum and other inflammable liquids, the vapour of which having flash point below 23°C.
ii. Class B: Petroleum and other inflammable liquids, the vapour of which having flash point above 23°C but below 65°C.
iii. Class C: Petroleum and other inflammable liquids, the vapour of which having flash point at 65°C and above.

A list of items included under above three classes is given in table III, Chapter III of Red Tariff No.20.

Rules regarding general restrictions on conveyance and acceptance of petroleum and other inflammable liquids have been detailed in rules 302, 303, 304, 305 & 306 of Red Tariff No.20.

i) Packing, Marking & Labelling

It is to be ensured that the words "Highly inflammable" and "Inflammable" as the case may be is marked on every package containing petroleum and other inflammable liquids. Every tank vehicles used for transportation of petroleum must be marked on each side and rear thereof in letters at least 7 cm high on a background of sharply contrasting colour the word "FLAMMABLE" and the common name of the liquid being transported e.g. "MOTOR SPIRIT", "KEROSENE" etc. For method of packing, marking and labelling of petroleum and other inflammable liquids, Rules 308, 309 and 310 of Red Tariff No.20 may be referred.

ii) Storage

a) Time of Loading & Unloading:

All operations of loading, unloading and handling of petroleum and other inflammable liquids shall be conducted between sunrise and sunset. Provided that consignments to be sent in brake vans of passenger, mixed or parcel trains and by tranship or road van trains may be handled at any hour, after due precautions have been taken to prevent accidents. Loading and unloading of petroleum products shall be allowed at any hours if, adequate electrical lighting and fire fighting facilities as determined by Chief Controller of Explosives, have been made available at the place of loading and unloading.

b) Prohibition of smoking, fires, etc.:

Petroleum and other inflammable liquids must not be stored or handled near explosives and other dangerous goods. Smoking, taking fire or naked light matches or other articles of inflammable nature is strictly prohibited near petroleum and other inflammable liquids. All due precautions should be taken at all times to prevent any escape of petroleum and other inflammable liquids. Rules 312 and 313 of Red Tariff No.20 may be referred for detail.

c) Transportation:

Subject to the provisions of Rules (i) and (ii) :

i) Petroleum and other inflammable liquids, class „A", shall be transported by goods trains only.
ii) Petroleum and other inflammable liquids, Class „B" and „C" may be transported in wagons by all trains except passenger trains.

Rule (i): Petroleum and other inflammable liquids, class „A" may be transported in wagons by a mixed or parcels on any line or section on which goods trains are not running provided that immediately on entering any section on which goods trains are running, the wagons containing petroleum and other inflammable liquids class „A" shall be detached from the mixed or parcel train.

Rule (ii): Carriage in brake van of passenger, mixed or parcel trains – Except as otherwise provided in column 5 of table III of Red Tariff No.20, petroleum and other inflammable liquids shall not be carried in brake van of passenger, mixed or parcel train. Whenever these commodities are permitted to be carried in the brake van, the following points must be ensured.

i) The total quantity in the brake van of any one train at any one time shall not exceed 50 litres.
ii) Petroleum and other inflammable liquids shall not be conveyed in the same carriage with any matches or fuses or appliances producing ignition, or any explosives or other dangerous goods.
iii) Packages containing petroleum and other inflammable liquids shall be carried only in the rear brake van which shall be well ventilated.
iv) Packages containing petroleum and other inflammable liquids shall be placed as far as possible from other packages in the brake van and from the tail light of the train.

5. Conveyance in tank wagons

Tank wagons used for the conveyance of petroleum and other inflammable liquids shall be of a design approved by the Chief Controller of explosives.

i) Precautions to be observed while loading and unloading tank wagons

1. Tank wagons used for the conveyance of petroleum and other inflammable liquids shall be in good condition and free from leakage.
2. In filling tank wagons, an air space of more than 5% of the capacity of the tank wagon shall be left provided that the prescribed air space may be reduced to

a) 2.5 percent in the case of some important items like
   High speed diesel oil

   Furnace oil

   Kerosene oil

   Aviation Turbine fuel

b) 4 percent in the case of some important items like
   Aviation spirit

   Petrol

   Naptha

1. All inlets and outlets shall be securely closed.
2. Petroleum and other inflammable liquids, class „A" shall not be filled in or discharged from tank wagons:
   a) At any place where tank wagon is exposed to sparks.
   b) Within a distance of 30 m from any fire, furnace or artificial light capable of igniting inflammable vapour. Distance may be reduced to 9m when the liquid is filled or discharged under seal and closed vapour return pipe lines are provided.

ii) Empty Tank Wagons

All empty tank wagons which have contained petroleum and other inflammable liquids shall, except when they are opened for the purpose of cleaning them and rendering them free from vapour, be kept securely closed unless they have already been thoroughly cleaned and rendered free from vapour.

iii) Stowing in wagons, labelling, sealing and locking

Guidelines regarding stowing, labelling, sealing and locking of wagons have been discussed in Rules 322 and 323 of Red Tariff No.20. A „Dangerous‟ label as shown in Rule No.323 of Red Tariff No.20 must be affixed to both sides of every wagon in which petroleum and other inflammable liquids are stored for despatch or delivery or while in transit.

The rules for shunting, marshalling and delivery of consignments have been discussed in Chapter III of Red Tariff No.20.

iv) Additional Rules

Any additional or exceptional rules applicable for any specific item regarding packing, marking and labelling carriage by goods train, carriage in brake van of passenger, mixed or parcel train and stowage and carriage rules have been discussed in detail in table III, Chapter III of Red Tariff No.20.

6. Class VIII: ACIDS AND OTHER CORROSIVES

A list of acids and other corrosives which have been considered dangerous goods are given in Chapter VIII, table VIII of Red Tariff No.20. Only these acids and other corrosives shall be accepted for conveyance by rail. Regarding general restrictions on conveyance of acids and other corrosives by rail and notice of despatch to be given by sender, rules 802, 803, 804, 805 & 806 of Red Tariff No.20 may be referred.

i. Packing, Marking and Labelling

Although acids and other corrosives is to be packed by consignor but more precautions need to be taken by concerned Railway officials, that it is packed strictly in the manner laid down in column 2 of table VIII and as per rules 807 of Red Tariff No.20.

The outermost package containing acids and other corrosives must be marked with the word “Corrosive” and name of the acid or corrosive. Labelling of package must be done as per rule 808, 809 & 810 of Red Tariff No.20.

ii. Handling and Storage

a) Time of Loading and Unloading

All the operations of loading, unloading and handling of acids and other corrosives shall be conducted between sunrise & sunset. Consignments sent in sectional vans may be handled at any hour by taking all due precautions to prevent accidents, including provision of adequate lighting.

b) Handling of Packages

1. Packages containing acids and other corrosives not to be thrown, dropped down or dragged along the ground of floor and care should be taken to avoid striking them against any hard object.

2. When loading and unloading heavy drums or casks cushions of a suitable type, thick coir matting, felt, bags filled with saw dust or similar protection should be used to avoid damage to the drums or casks and to prevent leakage.

3. Whenever practicable, packages containing acids and other corrosives shall be carried or conveyed on trolley or hand barrows.

c) Acids and other corrosives not to be stored or handled with or near explosives or other dangerous goods or articles of inflammable nature.

d) Acids and other corrosives not to be stored or handled with or near foodstuffs or foodstuffs empties.

e) The floor of any place or wagon on which acids and other corrosives have been stored or the wagon or trolley or hand barrow in which they have been carried shall swept and thoroughly cleaned after removal of the goods there from.

iii. Transportation

a) Acids and other corrosives in wagons may be transported by all trains including passenger trains, but not to be transported in the brake van of trains.

b) Acids and other corrosives shall be carried in covered iron wagons and tank wagons. End opening carriages or wagons shall not be used.

iv. Conveyance in tank wagons

Tank wagons used for the conveyance of acids and other corrosives shall be of a design approved by the Chief Controller of explosives.

v. Precautions to be taken while loading tank wagons

a) Tank wagons used for the conveyance of acids and other corrosives shall be in good condition and free from leakage.

b) In filling tank wagons, an air space of not less than 5% of the capacity of the tank shall be left.

c) All inlets and outlets shall be securely closed subject to provision of vents where required.

vi. Stowing in wagons

a) Packages containing acids and other corrosives should be compactly loaded so that they do not shift during transit.

b) Different kinds of acids and other corrosives when loaded together in the same wagon shall be kept as far apart from another as may be practicable.

c) Drums containing acids and other corrosives shall as far as possible be loaded on end.

d) Bottles, jars and carboys should not be loaded on top of other goods and the other goods should not be loaded on the top of bottles, jars and carboys.

vii. Labelling, Sealing and locking of wagons

A "dangerous" label as shown in rule 824 of Red Tariff No.20, shall be affixed on both side of every wagon in which acids and other corrosives are stored for despatch or delivery or while in transit.

viii. Precautions to be taken during shunting

Shunting of wagons containing acids and other corrosives shall not be carried out, except under the superintendence of a duly authorized officer who shall ensure that during shunting operations:

a) The speed of all movements does not exceed 8 kmph.
b) No rough hump, fly or loose shunting takes place.

7. Stationary Storage of Dangerous Goods

Some of the dangerous goods like HSD oil, lubricants, etc. are also stored by the railways for their own consumption in diesel loco sheds, RDIs at stations, store depots, etc. These places of storage of dangerous goods must have sufficient fire fighting equipments and trained man power to deal with initial phases of fire. All such locations of storage must also have the road access so that fire tenders can approach in the event of any major fire. Adequate security arrangements should be made at these locations to prevent any outside interference which may cause any untoward incident. The facilities for storage of petroleum products by the Railways should conform to the Petroleum Rules 2002 notified in the Gazette of India.

In addition to the railways own storage, there are major storage points of dangerous goods adjacent to the railway infrastructure under the private ownership. Railways should liaise with such private owners to ensure that adequate safety precautions are taken and locations are suitably guarded by them to obviate any untoward incident that might affect railway system

8. Rescue, Relief and Restoration Operations

Railway's expertise in dealing with the mis-happening like spillage, catching fire, etc. of these dangerous goods is very limited. It is, therefore, imperative that the respective zonal railways will develop and nurture coordination with those agencies and organizations on their system that have expertise in dealing with the hazardous material being handled and transported on the respective zonal railways. Contact details e.g. name, designation, telephone Nos., mobile Nos. etc. of such agencies should be available in the divisional and zonal railway Disaster Management Plan so that these agencies can be called for without any delay during any untoward incident. However, not to mention the least nominated staff of ARMVs, ARTs and few of the staff maintaining the rolling stock which is used for transportation of hazardous material may be trained and equipped with the equipment used for dealing with such material in the eventualities.

9. Biological Disasters

i. Epidemics

An epidemic is defined as the occurrence of an illness or other health-related event that is clearly in excess of unexpected occurrence. A disease epidemic or outbreak is the occurrence of cases of a particular disease in excess of the expected, therefore, demanding that emergency control measures be implemented. The threat of communicable disease outbreaks is greater after a disaster than in non-emergency situations, particularly when large populations have been displaced. However, an epidemic or outbreak will only occur if the equilibrium between the population's susceptibility (host or reservoir), the virulence of the infectious agent (bacteria, viruses, parasites or fungi or their products) and the environment that promotes the exposure is upset.

The onset of an epidemic can be either rapid or sudden and this depends on several factors. An epidemic can be anticipated by the rise in number of people suffering from a particular disease. In some cases an epidemic can be anticipated or predicted by an increase in the vector breading sites or in the death of the disease carriers.

The main cause for an epidemic is the pathogen (virus, bacteria, protozoa or rarely fungi). Reports of outbreaks of communicable diseases are increasing in number and reported in many of the national dailies. This is because of a number of reasons. For instance poor sanitary conditions may contaminate food and water and also suffice the environment for breeding conditions for the vector. Other factors include the seasonal changes that favour the breeding of an insect vector such as mosquito in the rainy season, exposure of non-immune persons say tourists and migrants, poverty, overcrowding, etc. Poverty is one of the major factor contributing to the vulnerability. Impact of natural diseases on the environment also leads to outbreak of epidemic. Part of the increase in the number of outbreaks is due to exposure of unreported cases of diseases as a result of better reporting and increased coverage of health services.

Epidemics cause illness and death. There are other secondary effects such as disruption in the society and economic losses. Vulnerability is high among those are poorly nourished, people living in unhygienic sanitary conditions, poor water supply, individuals who do not have an access to the health services or those who have weak immune systems. The outbreak of an epidemic in situations where already a natural calamity has struck will cause life-threatening situations.

ii. Mitigation measures

- **Structuring the health services** is important to have clear understanding of roles and responsibilities of the public health system. Organizational preparedness and the coordination mechanism is required right from the Railway medical units with State and District to the sub centre level which is manned by the village health nurses or the health workers.

- **Contingency Plan** for response should be prepared after identifying the epidemics that are likely to occur in the region. Early warning system through a surveillance system is the primary requirement so as to have an effective response and prevent any outbreaks. For this, surveillance need to be carried out at a regular basis through the routine surveillance system by involving the health tier system. Maps of all the health facilities in each division with an inventory of drugs and vaccines, laboratory set ups, list of number of doctors and supporting staff etc. needs to be kept ready and updated at regular intervals.

- **Training** need to be given to so as to build the capacity at all levels. Training will help to cope better during the emergency response period for epidemics.

- **Personnel protection** through vaccination is an effective mitigation strategy and will protect the persons at risk.

10. Nuclear and Radiological Disasters

Any radiation incident resulting in or having a potential to result in exposure and/or contamination of the workers or the public in excess of the respective permissible limits can lead to a nuclear/radiological emergency.

After due consideration of the nature and consequences of the nature and consequences of all the possible scenarios, these radiological emergencies have been broadly classified into the following five categories;

a. **An accident taking place in any nuclear fuel cycle including the nuclear reactor, or in a facility using radioactive sources, leading to a large-scale release of radioactivity in the environment.**
b. **A 'critically' accident in a nuclear fuel cycle facility where an uncontrolled nuclear chain reaction takes place inadvertently, leading to bursts of neutrons and gamma radiations.**
c. **An accident during the transportation of radioactive material.**

d. **The malevolent use of radioactive material as a Radiological Dispersal Device by terrorism for dispersing radioactive material in the in the environment.**

e. **A large-scale nuclear disaster, resulting from a nuclear weapon attack (as had happened at Hiroshima and Nagasaki) which would lead to mass casualties and destruction of large areas and property.**

Normally, nuclear or radiological emergencies (referred to in points (i) to (iv) above) are within the coping capability of the plant/facility authorities. A nuclear emergency that can arise in nuclear fuel cycle facilities, including nuclear reactors, and the radiological emergency due to malevolent acts of using Radiological Dispersal Devices are the two scenarios that are of major concern. The impact of a nuclear disaster (scenario at (v)) will beyond the coping capability of the local authorities and it calls for handling at the national level.

i. **Vulnerability of Nuclear Facilities;**

Identification of a Rail network close to a nuclear facility needs to be done by the Zonal Railways.

As regards the vulnerability of various nuclear fuel cycle facilities to terrorists attacks, these facilities have elaborate physical protection arrangements in place to ensure their security. The structural design of these facilities ensures that even of a physical attack, the structural barriers prevent the release of any radioactivity outside the plant area itself and hence the public are not likely to be exposed to radiation.

While their radioactive strength is in itself a deterrent to pilferage, the radioactive sources can still be stolen and used in a Radiological Dispersal Device or Improvised Nuclear Device. Essentially, a Radiological Dispersal Device is a conventional explosive device in which the radioactivity in the environment.

A Radiological Dispersal device is not a weapon of Mass Destruction. Normally, the use of a Radiological Dispersal Device by itself would not result in fatalities due to radiation. The fatalities, if any, would primarily be due to the explosion. However, it may contaminate a reasonably large area, besides its main potential of causing panic and disruption.

Accidents during the transportation of radioactive materials are of low probability due to the special design features of the containers in which they are transported and special safety and security measures (to take care of all possible threats/eventualities, including the threat from misguide elements) which are laid down to be followed during actual transportation.

A network of 18 Emergency Response Centres has presently been established by the Bhabha Atomic Research Centre to cope with radiological emergencies in the public domain, like transport accidents, handling of orphan sources, explosion of Radiological Dispersal Devices etc.

The task of these Emergency Response Centers is to monitor and detect radiation sources, train the stakeholders, maintain adequate inventory of monitoring instruments and protective gear, and provide technical advice to first responders and local authorities.

ii. Monitoring Movement of Hazchem:

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

iii. Rescue Relief and Restoration Operations:

Railway‟s expertise in dealing with the mis-happenings like spillage, catching fire etc. of these dangerous goods is very limited. It is therefore imperative that the respective zonal railways will develop and nurture coordination with those agencies and Organisations on their system that have expertise in dealing with the hazardous material being handled and transported on the respective zonal railways. Contact details e.g. Name, Designation, Telephone Nos., Mobile Nos. etc. of such agencies should be available in the Divisional and Zonal Railway Disaster Management Plan so that these agencies can be called for without any delay during any untoward incident. Nominated staff of ARMVs, ARTs and few of the staff maintaining the rolling stock which is used for transportation of hazardous material may be trained and equipped with the equipment used for dealing with such material.

iv. Preventive Action the Rail Route of Movement of Hazchem

Divisions located on the “Hazchem Rail Transportation Highways” have to be in close touch with specialized services available with IOC/GAIL and Pvt. Chemical Factories and NGOs to be able to call upon their men and firefighting fire extinguishers etc at short notices.

Vulnerability on this Highway needs to be reduced by the removal of Jhuggies from close to the track (say till at least 50 m away). This is essential as in the case of derailment of a Naptha loaded (or even POL Tank Wagon etc) train, there is a high possibility of spillage of the dangerous products and its spread over a wide area. These products are highly prone to catch fire and even explode, resulting in fire in the Jhuggies etc.

v. Management Of Chemical (Terrorism) Disasters

Introduction

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

Chemical terrorism is an act of violence to achieve professed aims using chemical agents. These chemical agents include poisonous gases, liquids or solids that have a deleterious effect on the biotic and non –biotic environment. Due to the relatively easy availability of hazardous chemicals in Major Accident Hazard units, storages and during transportation, terrorists can procure chemicals or even try to sabotage the facilities or transport vehicles as it offers them an easier and often more catastrophic method of anti-national activity. The mode of dispersal used for chemical agents would range from dissemination of aerosolised material to contamination of food and water.

NDMA's Guidelines

The possibility of a chemical terrorism attack can be minimized by spreading general awareness and building the capacity of the community, institutions, and governmental and nongovernmental organisations.

The approach followed in the NDMA‟s Guidelines lays emphasis on:

i. Security and surveillance measures for installations manufacturing/ using/storing chemicals.
ii. Strengthening intelligence regarding the movement of chemicals.
iii. Preparedness for counter-terrorism measures:
    a. Issues regarding the safety of chemicals and risk reduction strategies etc.
    b. Strengthening of response through rescue and emergency medical resources.
    c. Preparedness of all emergency functionaries in terms of protection, detection, decontamination, de-corporation, capacity building and infrastructure development.
    d. Community-centric mechanism for the management of chemical (terrorism) disasters.

vi. CTD Preparedness Plan

Implementation of the Guidelines at the national level shall begin with the preparation of a detailed action plan (involving programmes and activities) by the nodal ministry (MHA) that shall promote coherence among different CTD management practices and strengthen mass casualty management capacities at various levels. The concerned ministries like MoD, MoEF, Ministry of Railways (MoR), MoL&E (through Employees‟ State Insurance Corporation (ESIC), MoA etc., will also prepare their respective CTD preparedness plan as a part of all hazard DM Plans. The Railways has an important role in the management of mass casualties in the event of national calamities, they should also cater for developing additional capacities besides meeting their own requirements in their preparedness plan.

Railway Board has issued guidelines on precautions in handling, storage and transportation of chemicals. These are to supplement the guidelines laid down in the Red Tariff. The Commercial Department may keep the RPF official updated on the Goods Sheds which handle Hazchem so that adequate security systems can be strengthened. This may be a part of the Divisional DM Plans.

vii. Preparedness for Emergency Response

Preparedness for an emergency response at the incident site requires protection, detection, and decontamination. RPF and the Medical Department have a role to play in

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

viii. Training for the Responders

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

ix. Medical Preparedness for CBRN

Action plan by Railways to prevent Chemical (Terrorism) Disaster at crowded railway stations and yards should be worked out. The plan should include immediate response capability of Railways, before the specialist forces arrive, to manage such a disaster.

11. Tunnels

i. Check List for Tunnel Disaster Management

- In case a train stalls in long tunnel due to derailment/ fire or any unusual occurrence, automatically alarm will be sounded in the control room to alert the Ventilation Operator, Controller, or if Guard/Driver of a train or any other person gives such case on Emergency Telephone the ventilation operator should.
- Control the ventilation in tunnel as per the procedure
- Arrange to illuminate the Tunnel lighting
- Passengers/Staff trapped in the tunnel should be alerted by sounding siren as required.
- Be in touch with Site and Central Control for any instructions/ assistance.
- Ensure that the Emergency Telephone is provided at the site and is in working order.
- Monitor the communication network continuously and ensure against failure.
- Take joint observation at site with other Senior Subordinates.
- Ensure movement of any train/vehicle on the affected point only after proper setting and clamping the same.
- Arrange early restoration of Signal & Telecommunication work by deputing proper staff.
- Where required take help of Engg. Staff and work jointly for restoration of damaged point/track.

ii. Various Facilities that should be available on Divisions having Tunnel for use in Emergency

a) Emergency Communication

- Emergency Field Telephone Boxes are supplied to all passenger carrying trains.

- Emergency communication socket posts are provided at 1 km interval in the entire section. These posts are provided with alternate band of yellow and black colours and Emergency box containing the telephone socket, painted in grey colour.

- At every 100M white coloured Hectometer posts and at every 1 km, yellow coloured km. posts are provided on which the direction of nearest telephone socket is shown for guidance of the staff.

- In tunnels where ventilation control is provided following facilities should be available.
  i. Emergency telephone Socket Boxes to be provided at every 400M for facilitating communication with Central Control/nearest Station Master. They shall be painted in RED colour.
  ii. Emergency Telephone Socket Boxes for establishing contact with Tunnel Ventilation Control should be provided at every 200M. They are painted in Blue Colour.
  iii. The same emergency telephone can be used in both the Emergency Telephone Socket boxed (RED and BLUE) provided in the tunnel.
  iv. For establishing communication.
  v. Open Emergency Box with emergency key, provided with each emergency telephone.
  vi. Insert 'six point plug' provided on the emergency telephone into the emergency socket.
  vii. Press power button for two to three seconds. It will send tone to control/Tunnel Ventilation Control.
  viii. Press 'talk button' to establish conversation.

b) Tunnel Ventilation Control

Ventilation Control should be provided to control the ventilation in the tunnel during the passage of train or in emergency.

c) Medical Facilities

1. First Aid Boxes are provided at all stations and to the Guard of all passengers carrying trains.
2. Railway Dispensaries/Health units are available at TVC, NCJ, KTYM, ERS, QLN, ONR, and MTP.
3. Accident relief medical equipments are provided at following stations.
   a) Accident Relief Medical Equipment (ARME) scale I at TVC and ERS.
   b) Accident Relief Medical Equipment (ARME) Scale II at CBE, QLN, MDU, TEN, TVC and ERS.

d) Relief Trains

Accident Relief Train (ART) is available in TVC, QLN, ERM and MDU.

e) Fire Extinguishers are provided

- In the Guard‟s brake van of all passengers carrying trains.
- At all stations
- In the locomotives of all trains.

f) Other Facilities

1) In long tunnels, side foot path & Man Refuge are provided in addition, Direction indication Board/ Posters are provided showing the direction of nearest Telephone Socket for

Extinguishers, Man Refuge, available in the tunnel and also direction of nearest Telephone socket is shown for guidance of Passengers/Staff in emergency.

2) Details particulars of Civil Hospital and Doctors available in the vicinity of stations is kept available at every station with their telephone nos. address and distance from station for calling them in emergency.

12. Rail Disasters in a Lake, River, Sea etc.:-

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

13. Crowd Control and Management of rush at Railway stations during festivals:

We should prescribe prevention protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Meals or other exceptional situation. It may not be out of place to ban all commercial vending and parcel handling such occasions; supplement exists if possible, and brings more area under illumination.

It is important to press upon the State Government to give an approximate indication of the number of persons likely to reach Railway stations in the days when rush is expected. Even more important is the number of such persons reaching each Railway station within a one or two hour time slots. Unless this information is given, it would not be possible for Railways to plan special trains. The OD flows of the Passenger are very important to plan destination wise running of special trains. It may be kept in mind that often the Inward and outward passenger traffic is not equal, there are wide variations. Further the inward rush comes in a staggered and spaced interval, the outward rush goes back at one go. It would be essential for the Division toim press upon the State Government (or the District Magistrate) in writing of their peak capacity to clear rush, as also they can do so only direction wise. The District Administration has to regulate and control the entry of more than this number beyond which (in 1-2 hourly slots)) the Railway would be unable to evacuate.

Specific defined areas of jurisdiction for crowd control and duties assigned to GRP/RPF and the city Police needs to be placed on record much before the expected days of rush. Close coordination has to be maintained between the 3 wings of Police Protection Force RPF and Civil Police GRP and RPF and areas of responsibilities well defined.

The car and other vehicle parking facility at a station when where a terrorist strike is expected may be discontinued; sale of Platform Tickets can also be banned for short period of time. RPF and GRP personnel deployed on each platform will monitor crowds and rush build up in the circulating areas, booking windows, station platforms and mainly on the FoBs. Special teams of commercial staff will liase with the RPF /GRP and relay 2/4 hourly position to acentralized location viz commercial control who will advise the need for running of special trains to specified destination to the operating departments control room.

14. Explosion in trains and railway premises

One of the key components of the Integrated Security System is explosive detection and disposal. It provides for effective detection and disposal capability with RPF. Explosive detection and disposal, being a highly skilled and challenging job, requires Bomb Detection and Disposal Squad comprising of personnel. Such RPF personnel have been identified on S.R railway and

they are being trained in phased manner by the National Security Guard (NSG). Preventive measures to be taken in such situation have been separately circulated vide Security Directorate Secret letter No.2003/Sec(Spl.)200/14 dated 16.01.2008. 112

15. Terrorist acts & Hijacking of trains:-

Procedures have been outlined in the Crisis Management Plans of the Government of India, of the Ministry of Home Affairs and of the Ministry of Railways to tackle such situations. Above mentioned secret documents are available with concerned Authorities and action has to be ensured in accordance with the provisions mentioned in the above mentioned plans.

Ministry of Home Affairs is the Central Nodal Ministry to tackle hostage or terrorist situations requiring specialized handling. National Security Guard (NSG) has to be requisitioned in such situations. Crisis Management Plan of the Ministry of Railways envisages management of such crisis by the National Crisis Management Committee (NCMC) and Crisis Management Group (CMG) at the Railway Board level and by the zonal management group at the zonal level.

Coordinated efforts have to be ensured by all security agencies present at the spot. Senior most official available at the spot shall handle situations in accordance with conditions of the crisis at local level and instructions received from concerned Crisis Management Groups at Zonal and National levels. Quick Reaction Teams (QRTs) of RPF personnel should be available round the clock at bigger stations which will be of immense help to tackle such situations during initial phases specially in cases of terrorist attacks.

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CHAPTER-XV

Emergency Support Function (ESF)

NDMA Guidelines on management of various disasters are available on Railway board web site.

(SIMS):

http://safety.indianrail.gov.in

- Guidelines on Management of Earthquakes
- Guidelines on Management of Tsunamis
- Guidelines on Management of Cyclones
- Guidelines on Management of Flood
- Guidelines on Management of Urban Flooding
- Guidelines on Drought Management
- Guidelines on Landslide and snow avalanches
- Guidelines for Nuclear and Radiological Emergencies
- Guidelines on Chemical Disaster (Industrial)
- Guidelines for Chemical (Terrorism) Disaster
- Guidelines on Medical Preparedness and Mass Casualty Management
- Guidelines for Biological Disaster
- Guidelines for Psycho-Social Support
- Guidelines on Formulation of State DM Plans
- Guidelines for Incident Response System
- Guidelines for National Disaster Management Information and Communication System

- Guidelines for Scaling, Type of Equipment and Training of Fire Services
- Guidelines for Seismic Retrofitting of Deficient Buildings and Structures.

Website maintained by viewed

i. Important Contact Nos. for dealing on Disaster Management

Contact Details of NDMA Officers:

NDMA Bhawan,
A-1, Safdarjung Enclave,
New Delhi – 110029.

Telephones: +91-11-26701700
Control Room: +91-11-26701728
Helpline Number: 011-1078
Fax: +91-11-26701729
E-mail: website@ndma.gov.in

MEMBERS:

Name	Office	Fax	Mob.	E. Mail ID
Shri R K Jain, IAS (Retd), Member.	011-26701710	011-26701716		secretary@ndma.gov.in
Sh. S K Gulati, PPS	011-26701711	011-26701716		
Mr. D S Butola, PA	011-26701713			
Lt Gen (Retd) N C Marwah, PVSM, AVSM, Member.	011-26701775	011-26701783		marwahnc.ndma@nic.in
Smt Seetha Mahesh, PS to Member	011-26701721	011-26701783		seetham.ndma@nic.in
Shri Vijaya Kumaran, PA to Member	011-26701782	011-26701783		
Dr. D N Sharma, Member	011-26701738	011-26701767		dnsharma@ndma.gov.in
Sh. Sanjay Kukreja Sr. PPS to Member	011-26701761	011-26701767		
Shri Kamal Kishore, Member	011-26701740	011-26701754	9818143429	kkishore@ndma.gov.in
Shri Harish Kumar Arora PPS to Member	011-26701751	011-26701754	9910226153	
Shri Basudev Rajbhar PA to Member	011-26701753		8285642447	

JOINT SECRETARIES

Name	Office	Fax	Mob.	E. Mail ID
Shri B Pradhan, IAS, JS (Admin & Capacity Building and Training)	011-26701780	011-26701795		jsadm@ndma.gov.in b.pradhan@nic.in
M.Mushtaq, PPS	011-26701876			
Shri A.K.Sanghi,ITS JS (Mitigation, IT & Comn)	011-26701718	011-26701864		mitigation@ndma.gov.in
Shri Munendar Kumar, PA	011-26701720			
Maj Gen Anurag Gupta, Advisor (Ops)				
Ms Archana, PA	011-26701267			
Ms. Mamta Kundra, Joint Secretary (Policy & Plan) (Additional Charge)	011-26701777	011-26701816	9599946299	jspp@ndma.gov.in
Ms Indira, PA	011-26701747			
M.Sanjay Singh, PA	011-26701816		9899403773	

FINANCIAL ADVISOR

Name	Office	Fax	Mob.	E. Mail ID
Smt. Aastha S Khatwani, FA	011-26701709	011-26701715		fa@ndma.gov.in
Sh. Bharat Bhushan, PPS	011-26701712			

JOINT ADVISORS

Name	Office	Fax	Mob.	E. Mail ID
JA (IT & Comn)	011-26701743			jaitcomn@ndma.gov.in
Col Ranbir Singh, JA (CBT)	011-26701823			ranbir@ndma.gov.in
Vinay Kajla, JA (RR & NDRF)	011-26701815			vinay.kajla@ndma.gov.in
Dhirendra Singh Sindhu, JA (OPS)	011-26701218			dssindhu@ndma.gov.in
Sachida Nand Singh, JA(MP & P)	011-26701798			jampp@ndma.gov.in

Alice Kujur, DIR (PP)	011- 26701722			
S K Singh, Dir (Finance)	011- 26701778			
Yogeshwar Lal, DS (Admin)	011- 26701833			
Bhupinder Singh, DS (PR & AG)	011- 26701878			

NCRMP

Name	**Office**	**Fax**	**Mob.**	**E. Mail ID**
Ms. Mamta Kundra Project Director	011- 26701777 011- 26714321			pd.ncrmp@gov.in
Shri S.S. Jain Dy. Project Director	011- 26701792			dpd.ncrmp@gov.in
Shri Ashok Kumar Sarkar, Project Accountant cum Admn. Officer.	011- 26701744			adm.ncrmp@gov.in

NDMA CONTROL ROOM

Name	**Office**	**Fax**	**Mob.**	**E. Mail ID**
Control Room	011- 26701728	011- 26701729	9868891801 9868101885	controlroom@ndma.gov.in ndmacontrolroom@gmail.com

Ministry of Defence

Director/Air/Ministry of Defence	23011872 (O)
Director/Ministry of Defence	23015601(O)
JS/Air/Ministry of Defence	23011410 (O)
Control Room of Defence Ministry (INCP) (Group Captain Deshmukh/Brig. Ahluwalia) Department of Ops Lgs, INCP HQ IDS.	23005133
Ministry of Defence, Gate No. 11, South Block, New Delhi -110011. (INCP – Interim National Command Post)	23005226(fax) 24605226(fax

NDRF Battalions

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-mail
Sh. A.K.Singh	Commandant	1st BN NDRF, Patgaon PO - Azara,Distt. Kamrup Metro, Guwahati Pin - 781017	0361-2840027	0361-2849080	9401048790	0361-2840284 09401048790 09435117246	assam01-ndrf@nic.in
Sh. Sandeep Channan	Commandant	2nd BN NDRF, Near RRI Camp. Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246	033-25875032	033-25875032	9434742836	033-25875032 09474061104 09474116775	wb02-ndrf@nic.in
Sh.M.K.Yadav	Commandant	3rd BN NDRF, PO-Mundali, Cuttack-Odisha Pin - 754013	0671-2879710	0671-2879711	9439103170 9437964571	0671-2879711 09437581614	ori03-ndrf@nic.in
Ms.Rekha Nambiyar	Commandant	4th Bn NDRF, PO-Suraksha Campus, Arrakonam, Distt. Vellore Tamilnadu Pin - 631152	04177-246269	04177-246594	9442105169	04177-246594 09442140269	tn04-ndrf@nic.in
Sh. Anupam Srivastava	Commandant	5th Bn NDRF, Sudumbare Taluka, Distt - Maval Pune Maharashtra Pin - 412109	02114-247010	02114-247008	9423506765	02114-247000 09422315628	mah05-ndrf@nic.in
Sh. R.S Joon	Commandant	6th Bn NDRF, Chilora Road, Gandhinaga, Pin - 382042	079-23202540	079-23201551	9428826445	079-23201551 09723632166	guj06-ndrf@nic.in
Sh. Jaideep Singh	Commandant	7th Bn NDRF, Bibiwala Road, Bhatinda, Punjab Pin - 151001	0164-2246193	0164 - 2246570	9417802032	0164-2246193 0164-2246570	pun07-ndrf@nic.in
Sh. P.K.Srivastava	Commandant	8th Bn NDRF, Kamla Nehru	0120-2766013	0120 - 27666012	9968610014	0120-27666180 9412221035	up08-ndrf@nic.in

		Nagar, Ghaziabad UP Pin – 201002					
Shri. Vijay Sinha	**Commandant**	**9th Bn NDRF, Bihata Patna, Bihar Pin - 801103**	**06115-253942**	**06115-253939**	**7762884444**	**06115-253939 08544415050 09525752125**	**patna-ndrf@nic.in**
Sh. Parshant Dhar	**Commandant**	**10th Bn NDRF, ANU Campus, Nagarjuna Nagar, Guntur, AP Pin – 522510**	**0863-2293178**	**0863-2293050**	**9419217790**	**0863-2293050 08333068559**	**ap10-ndrf@nic.in**
Sh.A.K.Singh	**Commandant**	**11 th Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP Pin - 221002**	**0542-2501201**	**0542 - 2501101**	**9455511003**	**0542-2501101 08004931410**	**up-11ndrf@gov.in**
Sh. Shivom	**OFFG. Commandant**	**12 th Bn NDRF, Itanagar, Arunachal Pardesh Pin - 791112**	**03621-242940**	**03621-242940**	**9435483204**	**0360-2277106 0360-2277104**	**bn12.ndrf@gov.in**

ii. Helicopter Requirements:

Zonal Railways have been delegated powers to requisition helicopter/ aero plane for expeditious action in the event of serious accidents vide Railway Board's letter No. 86/Safety-1/24/47 dt.13.03.87 & 19.07.89. The subject matter has been reviewed by the Board and the following revised powers are delegated to the Zonal Railways.

III. GMs/DRMs have been delegated the powers to requisition helicopter/aero plane to reach the site of serious accident for rescue operation expeditiously. In addition, powers are also delegated to requisition air support to dispatch the rescue teams to the site of the accident.

It is difficult to stipulate exactly the circumstances under which they may exercise these powers. It has been decided to leave this to the discretion of GMs/DRMs.

However, broadly these may cover the following type of cases:

d) Where more than 10 casualties (deaths-cum-serious injuries) are feared and it is difficult to these officers to reach the site within reasonable time;
e) Where heavy damage is caused to railway installations in sensitive and tension filled areas (e.g. wreckage of track, bridges, etc. through bomb blast, other means of sabotage, etc.);

f) Where public reaction in case of late arrival of senior officers at site is likely to be highly adverse.

Normally, in case of an accident only one helicopter should be requisitioned by a Zonal Railway, except when there is a serious passenger train accident involving several casualties when it is essential for both the General Manager and the Divisional Railway Manager to reach the site at once to satisfy the public and the Press. However, for dispatching the rescue teams to the site of the accident, separate helicopter/aero plane may be requisitioned, if so needed.

The GMs/DRMs may exercise the above powers personally and may not delegate these powers.

IV. Zonal Railways are further empowered to requisition helicopter/aeroplane to evacuate injured and dead in the event of serious accident. GMs may personally exercise these powers and may not delegate these further.

The above instructions on the subject supersede all the previous instructions issued vide above referred letters. This issues with the concurrence of the Finance Directorate of the Ministry of Railways. (Railway Board"s letter No. 2002/ Safety-1/1/6/6 dated 13.06.2004)

iii. EMERGENCY SUPPORT FUNCTIONS (ESF)

1. The Ministry of Railways will provide emergency support to the Ministry of Home Affairs in the event of natural or man-made disasters in regard to Rail Transportation.
2. The details of Nodal Officers and the Alternate Nodal Officers for the purpose of coordinating Emergency Support Functions with Ministry of Home Affairs are as under:

Nodal Officer

Designation/ Office Address/Residential Address	**Phones with STD code/e- mail**
Advisor Traffic Room No. 264, Railway Board, Rail Bhavan, New Delhi	011-23382427(O) 011-24673463(R) 011-23303990 (Fax) 9818798393 (Mobile) (e-mail). amt@rb.railnet.gov.in

Alternate Nodal Officer

Name/Designation/Office Address/Residential Address	**Phones with STD code/e- mail**
Additional Member, Commercial Room No. 473, Railway Board, Rail Bhavan, New Delhi.	011-23382112 (O) 011-23366635(R) 011-23303973 (Fax) 9818798394 (Mobile) amc@rb.railnet.gov.in(e-mail)

Quick Response Team (QRT) at the Ministry of Railways

3. The Ministry of Railways has set up the Quick Response Team (QRT) at Ministry level for emergency response and the details of the Team and the task assigned are given in the attached Form No. ESF-01.
4. The Ministry of Railways has designated the following Field Officers for Providing Emergency Support Functions:

SN	Location	Postal Address	Phone
1.	Mumbai	Additional General Manager, Central Railway, Mumbai.	022-22620746 (O) agm@cr.railnet.gov.in
2	Kolkata	Additional General Manager, Eastern Railway, Kolkata.	033-22204950 (O) 033-22204950 (Fax) agm@er.railnet.gov.in
3	New Delhi	Additional General Manager, Northern Railway, New Delhi	011-23388392 (O) 011-23381271 (Fax) agm@nr.railnet.gov.in
4	Gorakhpur	Additional General Manager, North Eastern Railway, Gorakhpur	0551-2202627 (O) agm@ner.railnet.gov.in
5	Guwahati	Additional General Manager, Northeast Frontier Railway, Guwahati	0361-2676002 (O) 0361-2676097 (Fax) agm@nfr.railnet.gov.in
6	Chennai	Additional General Manager, Southern Railway, Chennai	044-25353743 (O) 044-25341225 (Fax) agm@sr.railnet.gov.in
7	Secunderabad	Additional General Manager, South Central Railway, Secunderabad	040-27822874 (O) 040-27824216 (Fax) agm@scr.railnet.gov.in
8	Kolkata	Additional General Manager, South Eastern Railway, Kolkata	033-24391114 (O) 033-24391114 (Fax) agm@ser.railnet.gov.in
9	Mumbai	Additional General Manager, Western Railway, Mumbai	022-22097576 (O) 022-22079709 (Fax) agm@wr.railnet.gov.in
10	Hajipur	Chief Operations Manager, East Central Railway, Hajipur	06224-272691 (O) 06224-2205354 (Fax)
11	Bhubaneswar	Chief Operations Manager, East Coast Railway, Bhubaneswar	0674-2303122 (O) 0674-2301893 (Fax) com@eastcoastrailway.gov.in
12	Allahabad	Chief Operations Manager, North Central Railway, Allahabad	0532-2561120(O) com@ncr.railnet.gov.in
13	Jaipur	Chief Operations Manager, North Western Railway, Jaipur	0141-2222488 (O) com@nwr.railnet.gov.in
14	Bilaspur	Chief Operations Manager, South East Central Railway, Bilaspur	07752-410305 (O) 07752-410306 (Fax) com@secr.railnet.gov.in
15	Hubli	Chief Operations Manager, South Western Railway, Hubli	0836-2364907 (O) 0836-2289841 (Fax) com@swr.railnet.gov.in
16	Jabalpur	Chief Operations Manager, West Central Railway, Jabalpur	0761-2677726 (O) 0761-2627582 (Fax) com@wcr.railnet.gov.in

Quick Response Teams (QRTs) at the Field Level.

5. The Ministry of Railways has set up the Quick Response Teams (QRTs) at the field levels for emergency response and the details of the Teams and the task assigned are given in the attached Form No.ESF-02.

Resource Inventory

6. The Ministry of Railways will be in a position to make available the Rail Transportation over the entire network of Indian Railways.
7. It is certified that Rail transportation is considered adequate for accomplishing the Emergency Support Functions assigned to the Ministry of Railways.
8. It is certified that no pre-contract is deemed necessary for supply of resources.
9. The Ministry of Railways has issued revised authorization vide Order No. 2003/Safety/DM/6/3 dated 04.07.2006 as per Form No. ESF-03 in favour of the nodal officers and the designated officers to deploy the resources in the event of disasters and in accordance with the requests received from the Ministry of Home Affairs.
10. The Emergency Support Functions (ESF) Plan has been last updated on 04.07.2006.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

QUICK RESPONSE TEAM (QRT) at the Ministry of Railways

Name/Designation/ **Office Address/** **Residential address**	**Phones with STD code/** **e-mail**
Team Leader **Additional Member, Traffic** Room No. 264, Railway Board, Rail Bhawan, New Delhi – 01.	011-23382427 (O) 044-28311666 (R) **9003160001 (Mobile)** 011-23303990 (Fax) amt@rb.railnet.gov.in
Alternate Team Leader & Member-1 Additional Member, Commercial, Room No. 473, Railway Board, Rail Bhawan, New Delhi – 01	011-23382112 (O) 044-28250399 (R) 011-23303973 (Fax) amc@rb.railnet.gov.in
Member-2 Additional Member, Mechanical Room No. 319, Railway Board, Rail Bhawan, New Delhi – 01.	011-23382975 (O) 011-23303977 (Fax) amm@rb.railnet.gov.in
Member-3 Additional Member, Civil Engg., Room No. 125, Railway Board Rail Bhawan, New Delhi – 01.	011-23382607 (O) 011-23304875 (Fax) amce@rb.railnet.gov.in
Member-4 Additional Member, Electrical Room No. 115, Railway Board Rail Bhawan, New Delhi – 01	011-23381227(O) 011-23304692(Fax) aml@rb.railnet.gov.in
Member-5 Additional Member, Telecom Room No. 152, Railway Board Rail Bhawan, New Delhi – 01.	011-23383815 (O) 011-23304686(Fax) amtele@rb.railnet.gov.in
Member-6 Addl DG/RPF, Room No. 437, Railway Board, Rail Bhawan, New Delhi – 01	011-23385188(O) 011-23385188(Fax) ighq@rb.railnet.gov.in
Member-7 ED, Safety, Room No. 353, Railway Board Rail Bhawan, New Delhi – 01.	011-23381344(O) 011-23382638(Fax) advsafety@rb.railnet.gov.in
Member-8 Director, Public Relations Room No. 302, Railway Board, Rail Bhawan, New Delhi – 01.	011-23381332(O) 011-23385215(Fax) dpr@rb.railnet.gov.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

QUICK RESPONSE TEAM (QRT) at the Field Level.

Field Office: Southern Railway, Chennai.

Name/Designation/Office Address/ Residential address	Phones with STD code/ e-mail
Team Leader: Additional General Manager, Southern Railway, Chennai-3	(O) 044-25353743 (Fax) 044-25341225 (Mobile)9003160001 agm@sr.railnet.gov.in
Alternate Team Leader & Member-1 Chief Operations Manager, Southern Railway, Chennai-3	(O) 044-25354233 (Fax) 044-25357590 (Mobile) 9003160900 com@sr.railnet.gov.in
Member-2 Chief Commercial Manager, Southern Railway, Chennai-3	(O) 044-25353148 (Fax) 044-25353531 (Mobile) 9003160950 ccm@sr.railnet.gov.in
Member-3 Chief Mechanical Engineer, Southern Railway, Chennai-3	(O) 044-25353582 (Fax) 044- 25351162 (Mobile) 9003160400 cme@sr.railnet.gov.in
Member-4 Chief Electrical Engineer, Southern Railway, Chennai-3	(O) 044-25353717 (Fax) 044-25353690 (Mobile) 9003160300 cee@sr.railnet.gov.in
Member-5 Chief Engineer Co-ordination, Southern Railway, Chennai-3	(O) 044-25353030 (Fax) 044-25351117 (Mobile) 9003060200 pce@sr.railnet.gov.in
Member-6 Chief Signal & Telecommunication Engineer, Southern Railway, Chennai-3	(O) 044-25353800 (Fax) 044-25330177 (Mobile) 9003160800 cste@sr.railnet.gov.in
Member-7 Chief Safety Officer, Southern Railway, Chennai-3	(O) 044-25354233 (Fax) 044- 25354233 (Mobile) 9003060940 cso@sr.railnet.gov.in
Member-8 Chief Security Commissioner, Southern Railway, Chennai-3	(O) 044- 25352414 (Fax) 044-25352204 (Mobile) 9003160700
Member-9 Chief Public Relations Officer, Southern Railway, Chennai-3	(O) 044-25353455 (Fax) 044-25341800 (Mobile) 9003160091 cpro@sr.railnet.gov.

Ministry of Railways

Government of India (Railway Board)

No. 2003/Safety (DM)/6/3 New Delhi, dated 04.07.06

Sub: Deployment of resources in the event of disasters authorization thereof as per the ESF Plan – 2006

The undersigned is directed to say that the Ministry of Home Affairs is the nodal Ministry for coordinating relief and response in the event of both natural and manmade disasters, as per the Allocation of Business Rules. In the event of a disaster, Ministry of Railways is required to provide the emergency support to the Ministry of Home Affairs in regard to Rail Transportation function listed in the ESF Plan- 2006 of Ministry of Railways.

It has accordingly been decided, with the approval of the competent authority, to authorize the nodal officers and the designated officers in the field offices of this Ministry to deploy resources in the events of disasters and in accordance with the requests received from the Ministry of Home Affairs as per ESF-Plan 2006.

In case the resources are likely to be deployed for a period exceeding 72 hours, then the officers concerned will obtain necessary approvals of the competent authority for continued deployment.

iv. LIST OF PLACES SUITABLE FOR LANDING OF HELICOPTERS

Railway Area

Div/unit	Name of the school	Location	Rly. phone	BSNL No.
Chennai	Rly.Mixed Hr.Sec school	Perambur	22622	25355169
Chennai	Rly.Mixed High school	Rly.colony Arakkonam	41970	04177-233010
Chennai	Rly.Mixed High school	Rly.colony Jolarpettai	43391	04170-241997
Golden Rock Workshop	Rly.Mixed Hr. Sec school	Rly.colony Trichy	75410	0431-2490210
Madurai	Rly.Mixed Hr. Sec school	Rly.colony Madurai	72700	0452-2308600
Palakkad	Rly.Mixed Hr. Sec school	Rly.colony Palakkad	62700	0491-255335
Tiruchchirapalli	Rly.Mixed High school	Rly.colony Villupuram	77700	0431-2460825
Salem	Rly.Mixed High school	Rly.colony Podanur	67211	0422-2412726
Salem	Rly.Mixed High school	Rly.colony Erode	68800	0424-2275319

Non-Railway Area

a. All Government and Public schools
b. All Government colleges and universities
c. All Play Grounds in and around the area.
d. Private institutions having adequate free landing space.

All these details should be available in each Divisional Management Plans

v. PARA MILITARY

Name/Desgn. of the Commandant	NDRF Battalions	STD Code	Office Telephone	Telefax	Address
DG/NDRF			9910621515		
Inspector General (ADM)	CISF HQRs.	011	26160252	26105912 Control Room	13, CGO Complex, Lodhi Road, New Delhi-3
Dy. Inspector General (DM)	CISF HQRs.	011	26105910	26105912 Control Room	13, CGO Complex, Lodhi Road, New Delhi-3
Commandant	6 Bn. CISF (NDRF)		246100 246259	246644	PO-Suraksha Campus, Arrakonam Dist. Vellore, TN-63452

vi. NATIONAL DISASTER RESPONSE FORCE (NDRF):

As per Disaster Management Act 2005, various Ministries and departments under Government of India, should join hands for mutual assistance in case of a disaster. Assistance from local Government and non-government agencies is invariably required by the Railway Administration for prompt relief and rescue operation in case of disasters affecting railways Assistance of NDRF could be of great help to the Railways in major railway disasters.

CISF NDRF Battalion, Arakkonam is the only Battalion available in Tamil Nadu, meant for Disaster Management. This Battalion has Tamil Nadu, Puducherry, Kerala and Andhra Pradesh (except Srikakulam and Vizianagaram Districts) in its area of responsibility. The Battalion is headed by Senior Commandant, under the administrative/operational control of Inspector General (Adm.), CISF HQRs., New Delhi and Deput Inspector General (DM), CISF HQRs., New Delhi.

Zonal Railways should get in touch with NDRF officers at the nearby NDRF locations to have the first-hand knowledge of the resources available with them and also familiarize NDRF task force with railway related disaster situations and expose them to the issues relevant to rescue and relief of passengers during railway accidents. Railways may also associate NDRF in the full-scale exercise that is held once every year. Zonal Railways nearest to the respective NDRF battalion locations may coordinate with them accordingly.

There are no charges for availing the services of NDRF except the rail transportation which railways may provide at their cost for attending to rail accidents. Railways may also have to provide the rail transportation logistics for transporting NDRF in case of non-railway exigencies.

Board have also empowered Divisional Railway Managers to directly requisition the relevant NDRF battalion for relief and rescue operations depending upon the gravity of situation so that their services could be made available expeditiously at the time of major railway disasters without any loss of time. However, requisitioning or NDRF should be judicious and NDM control room under Ministry of Home Affairs (Tele No.011-23092885 Fax No.011-23093750) and Security Control Room (Tele No.011-23387981 Fax No.011-23303983) and safety cell (Tele Fax No.011-23382638) in the office of Railway Board must be kept informed.

This is issued in consultation with National Disaster Management Authority (NDMA) having the administrative control of NDRF.

(Ref: Rly.Bd"s letter No.2003/Safety(DM)/6/3 dt.13.06.08)

vii. CIVIL DEFENCE

List of Directors of Civil defence in Southern Railway

SN	List of Directors	Telephone No. Office /Fax
1.	Director general of Police/ Director of Civil Defence and Home Guard , 475 , Link Road, Nandanam, Chennai -600035.	Fax -044- 24343398 Tele-044- 24330203
2	Chief Secretary / Director of Civil Defence, 57, Indira Nagar, Gorimedu, Pondicherry – 6.	Fax -0413-2337575 Tele-0413- 0413-
3.	Additional Director general of Police/Director of Civil Defence, Government of Kerala, Thiruvanathapuram -695004	Tele Fax-0471-551424
4	Principal Secretary (Home-II) / Director of Civil Defence, Government of Andra Pradesh , Hyderabad -500029	Tele –040-23453170

SOUTHERN RAILWAY

Civil Defence Organisation

Emergency Officer of Civil Defence

Ref: File No. G(CD) 25 / H /Vol. VII

Ministry of Home Affairs Lr.No. 81/W1/CD/14 dated 15-01-1982

Civil Defence Organisation

Division	Design.	Phone Numbers	
		Railway	Mobile
CHENNAI	ADRM -II	22551	900306100
TIRUCHCHIRAPALLI	ADRM	77002	9003864001
MADURAI	ADRM	72002	9003862001
TIRUVANDRUM	ADRM	83002	9746769001
PALGHAT	ADRM	62002	9746763001
SALEM	ADRM	65002	9003956001

Civil Defence Committee - Division Level
Responsibilities in Civil Defence Organisation

Designation	Responsibilities
DRM	1. Responsible for Organization, Training and Control of All Civil Defence on the Division. 2. Division Operation centre a) Emergency Operation Centre on Stations. b) Shift Officer and their staff.
Sr.DOM	Ensure Proper operation of train services and diversion of trains in case of damage of track
Sr.DPO	In- charge of Railway Wardens Service and Welfare Organization, Publicity and Education of staff.
Sr.DEE	Protection of Electrical Machinery and all other Electrical Installations.
Sr.DEN	1. Protection Works. 2. Repairs of damage to Permanent way and Works. 3. Organise Demolition, Repairs, Rescue squads, Corps Disposal and Salvage of valuables. 4. Maintenance of Water Supply.
Sr.DME	Proper maintenance and Operation of Rolling stock and Sheds, Supply of Transport for various Civil Defence Organisation.
ASC	Security, Law & Order, Fire fighting in coordination with the State Fire Services and custody of valuables.
Sr.DMO	First Aid, Medical and Sanitation.

viii. BHARAT SCOUTS AND GUIDES

TELEPHONE NUMBERS & ADDRESS OF SCOUTING PERSONNEL

State Head quarters:

SN	Name & Designation	Phone No.
1	State Chief Commissioner & CPO/IR/S.Rly	Rly:22526, 9003160601
2	State Commissioner (Guides), & CPO/Admn/S.Rly	Rly:22557, 9003160606
3	State Secretary & APO/M&E/S.Rly	Rly:23183, 9003160617
4	State Treasurer & Sr.AFA/Pension/S.Rly	Rly:23460, 9003060118
5	State Organising Commissioner (Scouts)	8056015612
6	State Organising Commissioner (Guides)	Rly:22368, 9176043234
7	Asst. State Training Commissioner (Scouts) & Inspector/Scouts	Rly:22368, 8056015614
8	Asst. State Training Commissioner (Scouts)	9003160078

Central District

N	Name & Designation	Phone No.
1	District Chief Commissioner & ADRM/II/MAS	Rly:22551, 9003061002
2	District Commissioner(Scouts) & Sr.DEN/Metro/MAS	Rly: 22606, 9003161201
3	District Secretary & Dy.CME/Plg./HQ	Rly: 22599, 9003160407
4	District Organizing Commissioner (Scouts)	8056015615

Golden Rock District

N	Name & Designation	Phone No.
1	District Chief Commissioner & Dy.CME/Production	9003864467
2	District Commissioner(Scouts) & PE/GOC	9003864474
3	District Secretary & WM/Carriage/GOC	9003864473
4	District Organizing Commissioner (Scouts)	9442661331

ICF District

	S No.	Name & Designation	Phone No.
1`		District Chief Commissioner & Dy.CMM/SD/ICF	Rly: 47807, 9003141758
2		District Commissioner(Scouts) & Dy.CE/ICF	9003141201
3		District Commissioner(Guides) & ANO/RH/ICF	Rly: 46664, 9003141518
4		District Secretary & SME/DSD/ICF	9003141427
5		District Organising Commissioner (Scouts)	8056015624

Madurai District

SN	Name & Designation	Phone No.
1	District Chief Commissioner & ADRM/MDU	Rly: 72002, 9003862001
2	District Commissioner(Scouts) & Sr.DEN/Coord/MDU	Rly: 72400, 9003862200
3	District Secretary/MDU & APO/Traffic	Rly: 72706, 9003862604
4	District Organising Commissioner (Scouts)	Rly: 72208, 9962590306
5	Asst. Secretary	9442169027

Palakkad District

SN	Name & Designation	Phone No.
1	District Chief Commissioner & Sr.DPO/PGT	Rly: 62700, 9746763600
2	District Commissioner (Scouts) & Sr.DMO/PGT	9746763501
3	& Principal/RHS/PGT	9746763605
4	District Secretary & APO/Traffic/PGT	9746763602
5	District Organising Commissioner (Scouts)	9447422052

Perambur District

SN	Name & Designation	Phone No.
	District Commissioner (Scouts) & SPO/Stores	Rly: 29475, 9003160330
	District Commissioner(Guides) & PE/GOC	Rly: 29450, 9003160779
	District Secretary & SPO/Rules/S.Rly	Rly: 22689
4	District Organising Commissioner (Scouts)	9841410946

Salem District

	Name & Designation	Phone No.
1	District Secretary & APO/Traffic/SA	Rly: 65708, 9003956604
2	District Organising Commissioner (Scouts)	9443516069
3	Asst. Secretary	9944206472

Trichy District

o	Name & Designation	Phone No.
1	District Chief Commissioner & ADRM/TPJ	Rly: 77002, 9003864001
2	District Commissioner(Guides) & PPS to DRM	Rly: 77008, 9003864002
3	District Secretary & APO/E/TPJ	9003864602
4	District Organising Commissioner (Scouts)	Rly: 77613, 9487158074
5	District Training Commissioner (Scouts)	9442228116

TAMIL NADU

CHIEF MINISTER

Shri. O Paneer Selvam

(O) 044-25672345, 24991222

(F) 044-25670930

CHIEF SECRETARY

Shri Grija vatheyanathan, IAS

(O) 044 -25671555

(F) 044 -25672304s

(M) 9940266114

Email- cs@tn.gov.in

RELIEF COMMISSIONER

Dr K SatyaGopal

Relief Commissioner

(O) 044-28523299

(F) 044-28546624

(M) 9573467786, 9445000444

Email- com-ra@nic.in

RESIDENT COMMISSIONER

Shri. Jasbir Singh Bajaj, IAS

(O) 26119375

(F) 24193444

(M) 9818259088

Email- prcofficetnh@gmail.com

SDMA

Shri. Atulya Mishra, IAS

Relief Commissioner

(O) 044-28523299

(M) 9940341445

Email- com-ra@nic.in

DGP

Shri. Ashok Kumar (IPS)

Tiruvananthapuram District

S	Name & Designation	Phone No.
1	District Coordinator	9789768223

ix. LIST OF NON-GOVERNMENTAL ORGANIZATION

offering At present, Non-Governmental Organizations around the accident spot are their assistance spontaneously. In order to help from the NGOs to speed up the rescue operations, the High Power Committee on Management has recommended that the Governmental organizations willing to help Railways during disasters should be identified and registered in all divisions contact person name, address and phone

get more

Disaster

Non-

with

No.

The list of such NGOs who can be contacted in times of disaster has been from all divisions over Southern Railway.

collected

State wise list of VOs/NGOs singed up is available in Website:

ngo.india.gov.in /ngo_stateschemes_ngo.php and in Divisional D.M plan

x. Assistance from State Government

Tamil Nadu

Tamil Nadu - Official Website - http://www.tn.gov.in/tsunami/index.html

Hazard Profile - Cyclone, Flood, Earthquake,

Tsunami

Helpline Numbers for floods in CHENNAI, TAMIL NADU

So	Place	Telephone
1	State emergency	044-1070
	DGP Control	044-28447701
	CRA Control	044-28523299
	Railmin	044-29015204 / 29015208 / 28190216 / 25330714
5	Navy helpline	044-25394240
6	Water Logging	044-1913
7	Sewage Overflow	044-45674567, 22200335

	Place	Mobile
1	1st Regional Office (Tiruvottiyur)	9445190001
2	2nd Regional Office (Manali)	9445190002
3	3rd Regional Office (Madhavaram)	9445190003
4	4th Regional Office (Tondiarpet)	9445190004
5	5th Regional Office (Royapuram)	9445190005
6	6th Regional Office (Thiru. Vi. Ka. Nagar)	9445190006
7	7th Regional Office (Ambattur)	9445190007
8	8th Regional Office (Annanagar)	9445190008
9	9th Regional Office (Teynampet)	9445190009
1	10th Regional Office (Kodambakkam)	9445190010
1	11th Regional Office (Valasaravakkam)	9445190011
1	12th Regional Office (Alandur)	9445190012
1	13th Regional Office (Adyar)	9445190013
1	14th Regional Office (Perungudi)	9445190014
1	15th Regional Office (Sholinganallur)	9445190015

Helpline No. 044 1913

Emergency Contact Numbers for all Regional Zones in Chennai

S	Place	Telephone
CHENNAI		
1	Fort-Tondiarpet	94450 00484
2	Purasawakkam-Perambur	94450 00485
3	Egmore-Nungambakkam	94450 00486
4	Mylapore-Triplicane	94450 00487
5	Mambalam-Guindy	94450 00488
THIRUVALLUR		
6	Ambattur	94450 00489
7	Ponneri	94450 00490
8	Gummudipoondi	94450 00491
9	Thiruthani	94450 00492
1	Pallipattu	94450 00493
1	Thiruvallur	94450 00494
1	Uthukottai	94450 00495
1	Poonamallee	94450 00496
KANCHEEPURAM		
1	Kancheepuram	94450 00497
1	Uthiramerur	94450 00498
1	Sriperumbudur	94450 00499
1	Chengalpattu	94450 00500
1	Thirkkalukunram	94450 00501
1	Tambaram	94450 00502
2	Madurantakam	94450 00503
2	Cheyyur	94450 00504

TAMIL NADU POLITICAL MAP



Kerala - Official website - http://kerala.gov.in/

Hazard Profile - Landslides, Flood, Coastal Hazards, Gustnados, Lightning, Drought, Road Accidents, Petro-chemical transportation accidents

Kerala State Emergency Operations Centre - 0471-2364424, Fax: 0471-2364424

Kerala State Disaster Management Control Room - 0471-2331639, Fax: 0471-2333198

Chief Minister & Chairman, KSDMA - Shri. PinarayiVijayan

Minister for Revenue & Vice Chairman, KSDMA - Shri. E. Chandrasekharan

Chief Secretary & Chief Executive Officer, KSDMA - Shri S.M Vijayanand IAS Office: 0471- 2333147, 0471- 2327376, Fax : 0471- 2327176 Residence: 0471-2430710 Email: chiefsecy@kerala.gov.in

Principal Secretary, Revenue and Disaster Management & State Relief Commissioner - Shri. P.H Kurian IAS
Office: 0471-2329227 Email: prl.secy.revenue@gmail.com

Member Secretary, KSDMA & Head, State Emergency Operations Centre - Dr. Sekhar L. Kuriakose Office: 0471-2331345, 2364424 Residence: 0471-2551803 Email: keralasdma@gmail.com, seoc.gok@gmail.com Web: www.sdma.kerala.gov.in, www.disasterlesskerala.org

State Police Chief - Shri. LokanathBehera IPS Office: 0471-2721601 Fax : 0471-2726560 Mobile: 09497999999 Email: dgp.pol@keralapolice.gov.in

Disaster Management Plan of Kerala: http://disasterlesskerala.org/disaster-management-plans/

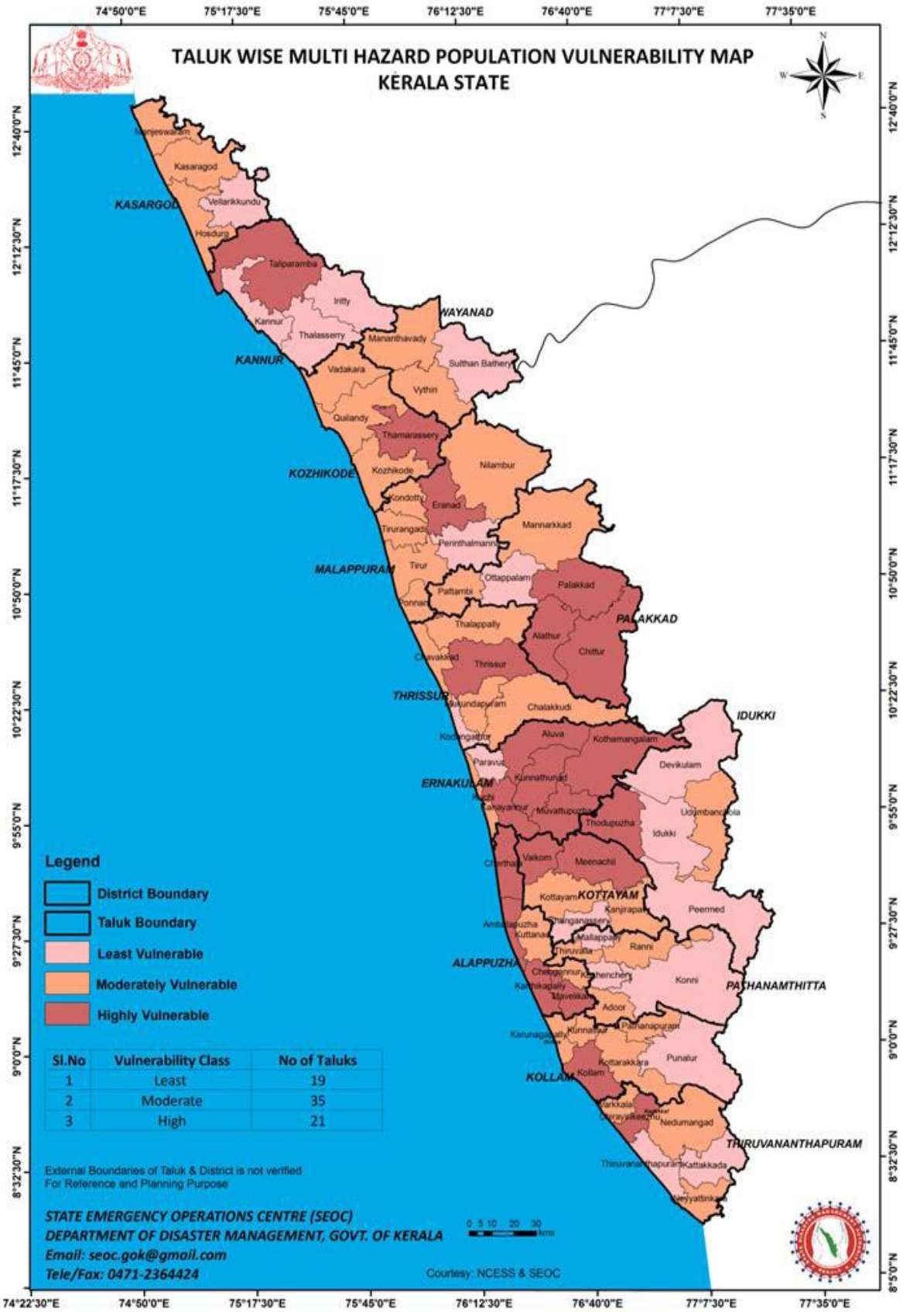
TELEPHONE NUMBERS OF DISTRICT COLLECTORS KERALA

S	District	Office	Mobile	
1	Thiruvananthapuram	0471-2730067 0471-2730045	8547610015	Assist. Commissioner (DM) Mob No-8547610004.
2	Kollam	0474-2794004	9447557736	Commissioner Mob No-8547610000
3	Pathanamthitta	0468-2222515	8547610039	
4	Alappuzha	0477-2238630	8547610047	
5	Kottayam	0481-2562201	8547610057	
6	Idukki	0486-2232242 0486-2232303	8547610061	
7	Eranaakulam	0484-2422282	854710077	
8	Trissur	0487-2362424	8547610085	
9	Palakkad	0491-2505309	8547610097	
1	Malappuram	0483-2736320	854716007	
1	Kozhikod	0495-2371002	854716018	
1	Wayanad	04936-202251	8547616023	

Details of SSP/SP's of District Kerala

S.N	District	Mobile	Office No	Residential No	Fax No
1	SP TVM RL	9497996985	0471-2315803	2317545	2315803
2	SP KLM City	9497996908	0474-2764422	5459555	2744165
3	SP PTA	9497996983	0468-2222636	2222637	2222636
4	SP ALPY	9497999682	0477-2239326	2230527	2263600
5	SP KTM	9497996980	0481-2564700	2578115	2564700
6	SP IDI	9497996981	04862-232354	2233004	2233006
7	SP EKM RL	9497996979	0484-2623550	2604080	2623550
8	SP TSR RL	9497996978	0487-2361000	2363601	
9	SP PKD	9497996977	0491-2534011	2533276	2534011
10	SP MPM	9497996976	0483-2734377	2734384	2734377
11	SP KKD RL	9497996975	0496-2523100	2517988	2523100
12	SP WYD	9497996974	04936-202525	202500	202525

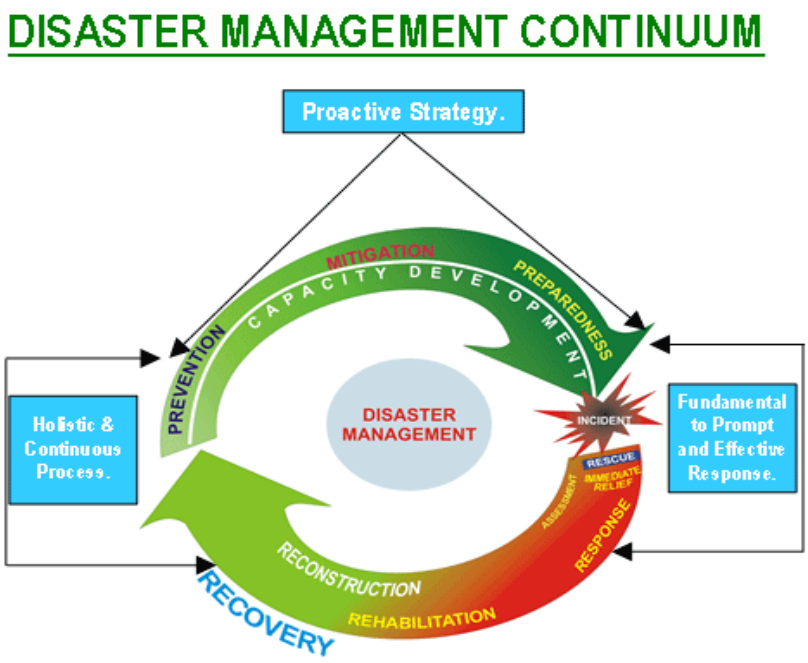
13	SP KNR	9497996973	0497-2763330	2763331	2763330
14	SP KSD	9497996972	04994-257401	255301	230401
15	SP TRAFFIC SZ	9447105619	0471-2324001		
16	SP TRAFFIC NZ	9497996437	0495-2769190		



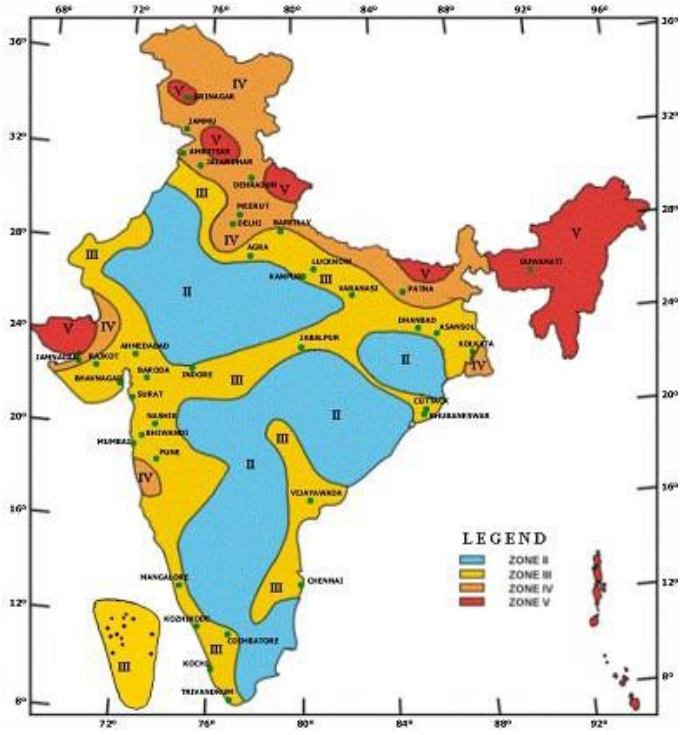
xi. Message from SDMA Tamilnadu

Till recently, the approach to Disaster Management has been reactive and relief centric. A paradigm shift has now taken place at the national level from the relief centric syndrome to holistic and integrated approach with emphasis on prevention, mitigation and preparedness. These efforts are aimed to conserve developmental gains as also minimize losses to lives, livelihood and property.

A typical Disaster Management continuum as shown below, comprising of six elements i.e., Prevention, Mitigation and Preparedness in pre-disaster phase, and Response, Rehabilitation and Reconstruction in post-disaster phase, defines the complete approach to Disaster Management.



xii.Seismic Zoning Map of India



Bureau of Indian Standards
Criteria for earthquake resistant design of structures
IS 1893 : 2002

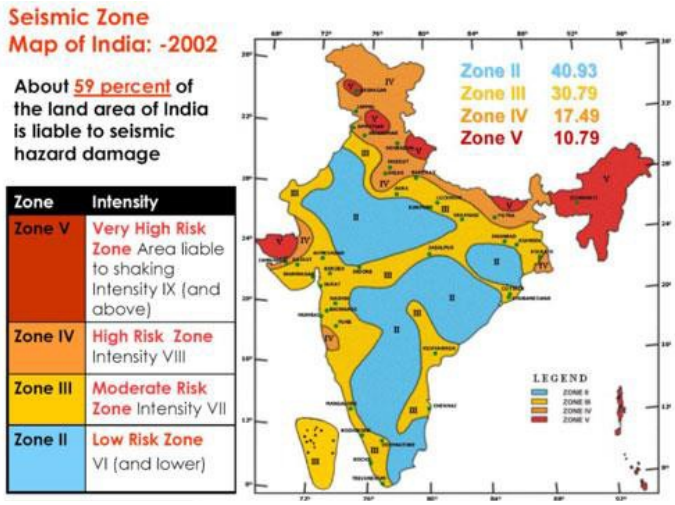
Designing Safe House in an Earthquake Prone Area

Seismic Region	No. of Earthquakes of Magnitude				Return Period
	5.0-5.9	6.0-6.9	7.0-7.9	8.0+	
Kashmir & Western Himalayas	25	7	2	1	2.5-3 yrs.
Central Himalayas	68	28	4	1	1 yrs.
North East India	**200**	**128**	**15**	**4**	**<4 months**
Indo-Gangetic Basin and Rajasthan	14	6	-	-	5 yrs
Cambay and Rann of Kutch	4	4	1	1	20 yrs.
Peninsualr India	31	10	-	-	2.5-3 yrs.
Andaman & Nicobar	80	68	1	1	<8 months

Table 1: Region wise major earthquakes in India

India on account of unique geo-physical setting is highly prone to earthquakes of varying intensities. The country has faced several devastating earthquakes in the past resulting

in a large number of deaths and severe property damage. During the last century, five earthquakes measuring M8 or more had struck different parts of the country; Great Assam earthquake (1897), Kangra earthquake (1905), Bihar-Nepal earthquake (1934), Andaman-Nicobar earthquake (1941) and Assam earthquake (1950) had caused untold misery to the affected community and enormous damage to infrastructure and public and private property. In the recent years damaging earthquakes had been experienced in different parts of the country (Table 1) e.g. Assam (1988) M7.2, Bihar- Nepal (1988) M6.5, Uttarkashi (1991) M6.6, Latur (1993) M6.4, Jabalpur (1997) M6.0, Chamoli (1999) M6.8 and Bhuj (2001) M6.9. Some of the earthquake events (Muzaffarabad earthquake, 2005 M7.6; Great Sumatra earthquake, 2004 M9.1), which did occur outside Indian Territory, had a very severe bearing on the nation as well. Table -1, shows region wise frequency of occurrence of earthquakes for last 110 years.



Seismic Zoning

The country has been classified into different zones indicating the intensity of damage or frequency of earthquake occurrences. These zoning maps indicate broadly the seismic coefficient that could generally be adopted for design of buildings in different parts of the country. These maps are based on subjective estimates of intensity from available information on earthquake occurrence, geology and tectonics of the country. The Indian seismic zoning is a continuous process which keeps undergoing changes as more and more data on occurrence of earthquakes becomes available.

Considering the recorded history of earthquakes in the country, seismologists have classified 59% of the land mass of India as prone to earthquakes of different magnitudes - 11% in very high risk zone V, 18% in high risk zone IV and 30% moderate risk zone III. The capital cities of Guwahati and Srinagar are located in seismic zone V, while national capital of Delhi is in zone IV and the mega cities of Mumbai, Kolkata and Chennai are in zone III. 38 cities with population of half a million and above each and a combined population of million are located in these three regions.

List of Indian standards dealing with Earthquake resistant construction are:

1. IS 1893 (Part 1): 2002 'Criteria for Earthquake Resistant Design of Structures : Part 1 General provisions and Buildings'
2. IS 1893 (Part 4): 2005 'Criteria for Earthquake Resistant Design of Structures : Part 4 Industrial Structures Including Stack Like Structures'
3. IS 4326:1993 Earthquake Resistant Design and Construction of Buildings - Code of Practice
4. IS 13827:1993 Improving Earthquake Resistance of Earthen Buildings - Guidelines
5. IS 13828:1993 Improving Earthquake Resistance of Low Strength Masonry Buildings - Guidelines
6. IS 13920:1993 Ductile Detailing of Reinforced Concrete Structures Subjected to Seismic Forces - Code of Practice
7. IS 13935:1993 Repair and Seismic Strengthening of Buildings - Guidelines

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Chapter XVI

TRAINING ON DISASTER MANAGEMENT

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

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

S	Categories of Officials	New Training methodology and schedule
1	Top Level Management (GMs, PHODs, DRMs and other SAG officers)	3-day Disaster Management Modules are to be delivered at RSC/Vadodara and IRITM/LKO @ one every 3 months as per **Annexure 1**. **Frequency of Training:** Once every five years for SAG officers and above.
2	Middle Level Management (SG & JAG officers)	Some of the latest and relevant topics are to be included in the AMP and MDP programmes being delivered at RSC/BRC as peer **Annexure 2.** IRITM, LKO will also deliver special module being developed by them @ one every month. **Frequency of Training:**

		Every SG/JAG officer need to undergo the module once every five years either at RSC as regular MDP/AMP course for special DM module at IRITM.
3	Lower Level Management (SS & JS officers including serving Group B officers).	Disaster management training to be imparted at IRITM/LKO on the topics @ one course every month as per **Annexure 3**. **Frequency of Training:** Once every five years.
4	Probationers and Group B officers attending induction courses	Topics as per **Annexure 4** are to be covered during the regular training programme at RSC/Vadodara. **Frequency of Training:** As part of the course.
5	Supervisors of all frontline departments (Mechanical, Electrical, Engineering, S&T, Traffic Comml. & Optg.)	Topics as per Annexure 5 are to be covered during the one-week special course at ZRTIs @ one every month. Passing this course is compulsory for promotion to the level equivalent to Section Engineer and above. Frequency of Training: Once every five years.
6	Railway Staff on board passenger carrying train (TS, Dy.TS, TTEs & catering staff of Commercial Department, Coach attendants and AC Mechanics from Electrical departments, some of the selected coach cleaners of Mechanical Departments, some of the RPF escorting staff and catering staff of contractor wherever outsourced).	Disaster Management being a multidisciplinary effort during field operations, training in groups of such on-board staff is more desirable and efficient than training them category wise. Role of on-board railway staff has been a matter of great criticism in most of the serious train accidents. On-board staff is the first railway representatives to respond to any untoward incident and their empowerment will improve railways response in a big way. Such staff is to be trained in appropriate multidisciplinary groups at such locations in the divisions where there is concentration of such staff, to obviate the need for their hostel accommodation, non-availability for longer periods, etc. Such training can be imparted at the selected country-wide locations to cover maximum number of staff in short period of time. This training can also be imparted in the Customer Care Institutes. Only select staff of Mechanical Electrical (AC), RPF is to be imparted this training who are deputed to escort trains. This training will be made mandatory in a phased manner for any staff to go on-board a passenger train. The staff of catering contractor is also to be imparted this training in Phase 2 to leverage their physical presence. Topics to be covered under this training are at Annexure 6. Frequency of Training: Once every three years.
7	Nominated ARMV and ART staff of Mechanical and Medical departments	Composite training of Mechanical and Medical Staff for relief and rescue operations is planned to be given at upcoming Disaster Management Railway Institute at Bangalore. Such staff is to be trained at STC/Bangalore under SWR, who are also setting up disaster management training module, to augment and facilitate their training till such time regular DM institute comes into existence. Facilities at STC/Kharagpur may also be utilized

		for such training. Doctors and paramedics nominated for ARMVs and other rescue operations should be exclusively trained on trauma care management either at some specialized institutions or in-house. **Frequency of Training:** Once every three years.
8	Disaster Management team of RPF staff & other RPF personnel associated with relief rescue operations.	As per recommendation no. 46 of HLC on disaster management there should be a disaster management team of RPF on each division comprising about 15 men in different ranks. Such teams should be trained in providing necessary support on relief rescue operations. The existing 5 day training module should be appropriately revised to make it suitable to achieve the above objective. Each of the above teams should be trained on this module at RPF Academy at Lucknow. In addition, training module may be appropriately developed separately for RPF Officers and staff and should be imparted at RPF Academy at Lucknow. The respective training modules should include role of RPF at the accident site, security at the railway premises like railway stations, trains etc. Frequency of Training: Once every three years for disaster management team of RPF. Once every five years for other RPF officers and staff.

Zonal Railways & Training institutions are requested to take immediate action on the above and confirm its implementation for the information of the Board.

Annexure – 1
Top Management (GMs, PHODs, DRMs and other SAG officers)
Module to be delivered at RSC/BRC and IRITM/LKO
@ one every 3 months

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

i. Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.

ii. Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter.

iii. Review the level of preparedness with respect to these events in their own set up.

iv. Clearly identify his personal role and responsibility in managing the event.

v. Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.

vi. Make/help make action plan to manage vulnerabilities in his working domain.

vii. Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.

viii. Command the field operations involving different department of the railway and outside resources.

Contents of training module:

a) Aspects of Disaster Management – Prevention, Mitigation, Relief and Rescue – more emphasis on prevention & mitigation.

b) Developments on Disaster Management on national front – Disaster Management Act, 2005 – Provisions concerning Railways, NDMA, NDRF, IDRN, NIDM, Emergency Operating Centers, National Disaster Management Policy, Other developments, Disaster Management Plans, Relief and Rescue Teams etc.

c) Role of Railways in Railway and Non-Railway Disasters

d) Role of Civil Administration in Railway Disasters

e) Possible disasters on the railway system and their prevention and mitigation

f) Integration of Disaster Management into developmental planning.

g) Information Dissemination, Crisis Communication, Interactive Sessions, Media Handling.

Annexure - 2

Middle Management (SG and JAG officers)

Module to be delivered during AMP & MDP at RSC and at IRITM, Lucknow.

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

i. Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.

ii. Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter.

iii. Review the level of preparedness with respect to these events in their own set up.

iv. Clearly identify his personal role and responsibility in managing the event.

v. Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.

vi. Make/help make action plan to manage vulnerabilities in his working domain.

vii. Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.

viii. Understand the role of individual departments in relief and rescue operations during serious accidents/disasters and unified command of response from all departments of railways and outside.

ix. Conversant with the equipment with the railways for field operations.

Contents of training module:

a) Aspects of Disaster Management- Prevention, Mitigation, Relief and Rescue.

b) Developments on Disaster Management on national front - Disaster Management Act, 2005 - Provisions concerning Railways, NDMA, NDRF, IDRN, NIDM, Emergency Operating

Centers, National Disaster Management Policy, Other developments, Disaster Management Plans, Relief and Rescue Teams etc.

c) Role of Railways in Railway and Non-Railway Disasters

d) Role of Civil Administration in Railway Disasters

e) Possible disasters on the railway system and their prevention and mitigation

f) Integration of Disaster management into developmental planning.

g) Information Dissemination, Crisis Communication, Interactive Sessions, Media Handling.

h) Commission of Railway Safety

i) Judicial Commission.

j) Discussion on Corporate documents (Corporate safety Plan etc.)

k) Divisional & Headquarter Disaster management Plans of Railways

I) Safety Management Plan

m) Discussions on disaster management efforts in some of the latest railway related disasters

n) Table top/class room simulation exercise

o) Disaster Management films

Annexure 3

Lower Level Management (SS, JS officers‟ including serving Group „B‟)

Special Module to be delivered at IRITM/LKO

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

i. Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.

ii. Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter.

iii. Review the level of preparedness with respect to these events in their own set up.

iv. Clearly identify his personal role and responsibility in managing the event.

v. Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.

vi. Make/help make action plan to manage vulnerabilities in his working domain.

vii. Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.

viii. Understand the role of individual departments in relief and rescue operations during serious accidents/ disasters and unified command of response from all departments of railways and outside.

ix. Work as a team under the team leader.

x. Conversant with the equipment with the railways for field operations.

Contents of training module:

a) Aspects of Disaster Management- Prevention, Mitigation, Relief and Rescue.

b) Brief on Developments on Disaster Management on national front - Disaster Management Act, 2005 - Provisions concerning Railways, NDMA, NDRF, IDRN, NIDM, Emergency Operating Centers, National Disaster Management Policy, Other developments, Disaster Management Plans, Relief and Rescue Teams etc.

c) Role of Railways in Railway and Non-Railway Disasters (in brief)

d) Role of Civil Administration in Railway Disasters (in brief)

e) Possible disasters on the railway system and their prevention and mitigation

f) Integration of Disaster management into developmental planning.

g) Commission of Railway Safety (in brief)
h) Judicial Commission (in brief)
i) Discussion on Corporate documents (Corporate safety Plan etc.)
j) Safety Management Plan of the division
k) Discussions on disaster management efforts in some of the latest railway related disasters
l) Divisional & Headquarter Disaster management Plans of Railways
m) Table top/class room simulation exercise
n) Disaster Management films

Annexure 4

Probationers of All Services

Module to be delivered during Induction Course and Group B course at RSC

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

i. Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.

ii. Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/ resources in this matter.

iii. Review the level of preparedness with respect to these events in their own set up.

iv. Clearly identify his personal role and responsibility in managing the event.

v. Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.

vi. Make/help make action plan to manage vulnerabilities in his working domain.

vii. Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.

viii. Understand the role of individual departments in relief and rescue operations during serious accidents/disasters and unified command of response from all departments of railways and outside.

ix. Conversant with the equipment with the railways for field operations.

Contents of training module:

a) Aspects of Disaster Management- Prevention, Mitigation, Relief and Rescue. Brief discussion, Emphasis on relief & rescue.

b) Disasters (accident & non-accident) affecting railway working.

c) Relief, Rescue & restoration systems on the Railways – ARTs, ARMEs, 140 Tonne Crane.

d) Accident Manual, Disaster Management Plans of division & HQ.

e) Inquiries of railway accidents – Judicial, CRS & departmental.

f) Role of Railways in Railway and Non-Railway disasters.

g) Role of Civil Administration in Railway Disasters.

h) Brief on Developments on Disaster Management on national front - Disaster Management Act, 2005 - Provisions concerning Railways, NDMA, NDRF, IDRN, NIDM, Emergency Operating Centers, National Disaster Management Policy, Other developments, Disaster Management Plans, Relief and Rescue Teams etc.

i) Disaster Management films

Annexure 5
Supervisors of All Frontline departments
(Mechanical, Electrical, Engg., S&T, Traffic Comml. & Optg.)
Module to be delivered at ZRTIs @ one every month

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

i. Distinguish between the national level crisis, serious railway accident where help from other agencies are also needed and normal railway accident where railway resources are adequate.

ii. Assess the extent of resource mobilization needed under each of these events and should be acquainted with the best practices/resources in this matter.

iii. Review the level of preparedness with respect to these events in their own set up.

iv. Clearly identify his personal role and responsibility in managing the event.

v. Assess the strengths and weaknesses of his working domain with respect to their role in a disastrous situation within and outside railway.

vi. Make/help make action plan to manage vulnerabilities in his working domain.

vii. Identify events that may lead to disaster if associated systems and procedures are not set up right while there is time.

viii. Understand the role of individual departments in relief and rescue operations during serious accidents/disasters and unified command of response from all departments of railways and outside.

ix. Learn to work as a team at the site of disaster/accident.

x. Conversant with the equipment with the railways for field operations.

xi. Learn to render medical first-aid and use fire extinguisher by himself.

Contents of training module:

a) **Introduction to disaster management –** Main ingredients of DM, Last 5 major accidents on IR with emphasis on relief, rescue and restoration, discussion with participants.

b) Features of **disaster management plans** at various levels.

c) **Developments on Disaster management at National front –** Brief discussion.

d) **Location of Emergency Provisions in Coaches** – C&W – Emergency windows and hatches, Electrical – Isolation through emergency switches.

e) **Duties at accident site.**

f) **Duties of Control Officials.**

g) **Codal provisions** of accident manual, IRCM etc.

h) **Communication skills and PR/Media handling,** Good conduct.

i) **Rescue techniques:** medical – First Aid, Shifting, Handling and transportation of Injured, Evaluation of seriousness of injury, Artificial respiration, Hemorrhage, bandage and Electrocution, Consoling the injured patients, demonstration, Practical examination.

j) **Rescue techniques –** Fire fighting (each trainee has to exhaust one fire extinguisher), Cause and kind of fire, Types of fire extinguishing equipment, Types of fire extinguishers, Fire Brigades, Isolation of burning vehicle, Demonstration, Practical examination.

k) **Table top/class room simulation exercise**

l) **Disaster Management films**

m) Discussion and Question/Answer Session.

Annexure 6

On-board Railway Staff (Multi-disciplinary)

Module to be delivered at selected countrywide locations throughout-sourcing

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

i. Assimilate accident management related information before start of the journey.

ii. Understand to work as a team and clearly identify his personal role and responsibility in managing the accident in the team of railways‟ first responders.

iii. Know the physical operation of all emergency provisions in the coaches/train.

iv. Know the physical operation of fire extinguisher.

v. Assess the extent of resources (railway and non-railway) mobilization needed during railway accidents.

Contents of training module:

a) **Introduction to Disaster management –** Main ingredients of Disaster management, Experiences at accident sites, last five major accidents on IR with emphasis on rescue, relief and restoration, Discussions with participants.

b) **Rescue technique – Medical,** First aid, Shifting, handling and transporting the injured, Evaluating the seriousness of injury, Artificial respiration, Hemorrhage, bandage and electrocution, Consoling the injured patients, demonstration and examination.

c) **Rescue techniques – Fire fighting** (each trainee has to exhaust one fire extinguisher), Cause and kinds of fire, Types of fire extinguishing equipment, types of fire extinguishers, Fire Brigades, Isolation of burning vehicle, demonstration and examination.

d) **Duties of on board staff:** At the starting station like team reporting, details of doctors, emergency systems, etc. and at the accident site.

e) **Codal provisions** of accident manual, IRCM etc., Good conduct, Communication skills

f) **Location of Emergency Provisions** in Coaches – C&W – Emergency windows and hatches, Electrical – Isolation through emergency switches etc.

g) **Table top/class room simulation exercise**

h) **Disaster Management films**

i) Discussion and Question/Answer Session

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Chapter XVII
Brief Particulars of Division

(a) <u>Jurisdiction of Engineering department</u>:-

Sr.DEN / DEN	ADEN	SSE / PWAY	STATION		KM	
			FROM	TO	FROM	TO
Sr.DEN / Co-	CO-ORDINATING OFFICER FOR ENGINEERING DEPARTMENT					
DEN / NORTH	ADEN / DG , SSE / W / DG	MPA	TPJ (EX)	AYR (IN)	341.600	408.600
			Detour length 1.800			
		DG	AYR (EX)	DG (IN)	408.600	439.300
			KRR – DG	LINE	70.800	73.970
			DG (IN)	KQN (IN)	432.900	455.000
			DG (IN)	PLKN(IN)	0	20.930
		PLNI	PLKN (EX)	PLNI (IN)	20.930	58.300
			PLNI (EX)	UDT (IN)	58.300	92.430
		POY	UDT(EX)	POY(EX)	92.430	120.070
	ADEN/KKDI , SSE/W/ KKDI	PDKT	TPJ (EX)	KKDI (EX)	406.810	489.500
		SVGA	KKDI (IN)	MNM (EX)	489.500	554.700
			MNM (EX)	PMK (EX)	556.950	578.700
			TTP - KKDI	LINE	184.950	185.250
		MMM	PMK (IN)	RMM (IN)	578.700	668.770
DEN / CENTRAL	ADEN/ CENTRAL, SSE/W/MDU	MDU	DG (EX)	MDU (IN)	439.300	495.670
			ABI-KQN Extra Km (452a,452b,452c,452d)			
		MDU	MDU-BDKN Line (GC)		0.000	0.530
			KQN (EX)	MDU (IN)	455.000	494.950
			MDU (EX)	TPC (EX)	0.000	31.000
		USLP	MDU (EX)	BDNK (IN)	0.530	89.740
		MNM	TPC (IN)	MNM (IN)	31.000	48.100
			MNM (IN)	RMM side	555.300	556.950
			MNM (IN)	VPT (EX)	554.700	619.830
Sr. DEN/SOUTH	ADEN/SOUTH SSE / W / VPT	VPT	MDU (EX)	NLL (EX)	495.670	574.000
			MNM-VPT (MG		619.830	621.850
			VPT	SCT	538.130	538.700
		SVKS	VPT (EX)	SNKL (EX)	538.700	623.200
	ADEN / TEN SSE/ W / TEN	TN	NLL (IN)	TN (IN)	574.000	653.760
			MEJ	TEN	0.000	0.270
		TEN	MEJ (EX)	TEN (IN)	0.270	28.900
			TEN (IN)	NCJ LINE	0.000	0.200
			TEN (IN)	KKY (EX)	28.900	78.330
		SVV	TEN (EX)	TCN (IN)	0.200	61.210
			SNKL (IN)	SCT (IN)	623.200	668.120
			SCT (IN)	EDP (EX)	668.120	688.700

	ADEN/SCT SSE / W / SCT	SCT	KKY (IN)	TSI (EX)	78.330	100.920
		PUU	EDP (IN)	PUU (EX)	688.700	717.500
			PUU (IN)	QLN (EX)	717.500	761.400

(b) <u>Jurisdiction of Traffic department</u>:-

Section TIs	Controlling Stations	Mobile Numbers of TIs
MDU	ABI, KQN, VDP, KYR(H), SDN, SER, KON, MDU, TDN, TMQ & KGD	9003862911
MNM	ILA, TVN, TPC, MNM, SUX, PMK, SQD, RMD, UCP, MMM, PBM & RMM	9003862917
KKDI	KRMG, KRUR, VEL, PDKT, TYM, CTND, KTYR, KKDI, KAL, PNGI, SVGA & MEKM	9003862918
DG	PUG, KLS, SMDM, MPA, CII, VPJ, KFC, AYR, VDM, TMP & DG	9003862913
PLNI	API, ODC, CHPT, PLNI, PPTR, MVRD, UDT &GMGM	9003862912
VPT	VPT, TY, SRT, NLL, CVP, KPM, KDU, APK, TCH & NKK	9003862914
TEN	TEN, SDNR, SVV, NZT, ANY, TCN, SMD, ASD, KKY & PCM	9003862916
TN	TNHP, TN, MVN, TIP, MEJ, NRK, GDN & TAY	9003862936
RJPM	SVKS, SVPR, RJPM, SNKL, PBKS, KDNL & TSI	9003862924
SCT	SCT, BJM, AYV, TML, OKL, EDN, PUU, AVS, KKZ, KUV & KLQ	9003862919

(c)Particulars of LCs:

MANNED LEVEL CROSSING DETAILS IN MDU DIVISION AS ON 01.01.2016

TPJ – DG Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	TPJ-PUG	257	346/800-900	C	1000	800	1000	800	NO
2	TPJ-PUG	259	349/000-100	C	1000	1000	1000	1000	YES
3	PUG-KLS	261	350/500-600	C	800	1000	800	1000	No
4	PUG-KLS	264	353/700-800	C	1000	1000	1000	1000	No
5	KLS Yard	265	358/600-700	C	600	600	600	600	YES
6	KLS-SMDM	266	360/600-700	C	800	600	1000	1000	NO
7	KLS-SMDM	270	364/400-500	C	1000	1000	600	500	NO
8	SMDM-MPA	272	366/800-900	C	600	1000	300	1000	YES
9	SMDM-MPA	274	369/800-900	C	400	300	400	300	NO
10	SMDM-MPA	276	372/400-500	C	500	500	1000	600	NO
11	SMDM-MPA	278	374/000-100	C	1000	600	800	400	NO
12	MPA Yard	280	376/300-400	A	500	1000	600	500	YES
13	MPA-CII	282	380/400-500	C	250	250	250	200	YES
14	CII Yard	284	383/300-400	C	1000	1000	700	700	YES
15	CII-VPJ	285	385/800-900	C	950	950	650	650	No
16	CII-VPJ	287A	387/800-900	C	600	600	800	800	YES
17	VPJ Yard	289	390/300-400	SPL	1000	1000	1000	1000	YES
18	VPJ-KFC	290	392/300-400	A	1000	1000	900	900	YES
19	KFC-AYR	291	400/800-900	C	450	450	300	300	YES
20	AYR Yard	293	408/000-100	C	450	450	300	300	YES
21	AYR-VDM	294	408/600-700	C	600	600	500	500	YES
22	AYR-VDM	295	410/700-800	C	400	400	400	400	NO
23	AYR-VDM	296	411/200-300	C	500	450	500	500	NO

24	AYR-VDM	297	412/300-400	C	1000	1000	1000	1000	NO
25	AYR-VDM	299	415/400-500	C	600	600	600	500	Yes
26	VDM-TMP	301	416/900-417/0	A	600	600	400	400	Yes
27	VDM-TMP	302	418/500-600	C	600	600	500	600	NO
28	VDM-TMP	303	419/800-900	C	800	700	600	800	No
29	VDM-TMP	303A	421/500-600	C	600	1000	1000	1000	YES
30	TMP-DG	306	427/400-500	B2	500	500	500	500	Yes
31	TMP-DG	307	428/300-400	C	600	1000	600	1000	NO
32	TMP-DG	308	431/100-200	SPL	500	800	300	500	Yes
33	TMP-DG	309	431/900-/432/0	A	500	500	300	500	Yes

DG – MDU Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	DG-ABI	311	435/200-300	C	200	200	100	100	Yes
2	DG-ABI	312	437/100-200	C	200	300	100	300	NO
3	DG-ABI	313	438/200-300	C	700	300	300	700	NO
4	DG-ABI	313A	439/400-500	A	700	1000	1000	1200	YES
5	DG-ABI	315	441/600-700	C	50	400	1000	1000	YES
6	DG-ABI	316	442/800-900	B	1000	1000	1000	1000	Yes
7	ABI YARD	317	443/700-800	C	1000	1000	900	900	Yes
8	ABI-KQN	317B	452/900-452A	C	800	800	800	800	YES
9	ABI-KQN	323	451/700-800	C	600	600	600	600	NO
10	ABI-KQN	324	452/200-300	C	500	800	800	800	NO
11	ABI-KQN	325	453/400-500	C	1000	1000	800	800	NO
12	ABI-KQN	327A	454/900-455/0	B	600	500	200	200	Yes
13	KQN-VDP	331	459/300-400	C	600	400	1000	400	NO
14	KQN-VDP	332	460/200-300	SPL	200	1000	400	600	YES
15	KQN-VDP	335	463/200-300	SPL	500	600	600	700	YES

16	KQN-VDP	337	465/700-800	B	600	1000	500	500	YES
17	VDP-SDN	341	470/600-700	C	500	550	200	250	NO
18	VDP-SDN	345	473/000-100	C	300	1000	250	300	YES
19	VDP-SDN	346	473/500-600	SPL	600	600	600	500	YES
20	SDN-SER	349	476/500-600	C	900	1000	1000	1000	NO
21	SER-KON	352	482/800-900	C	500	500	600	600	YES
22	SER-KON	353	483/100-200	C	1000	700	600	700	YES
23	SER-KON	354	484/100-200	SPL	600	1000	700	800	YES
24	SER-KON	356	485/700-800	A	600	1000	600	600	YES
25	SER-KON	358	488/800-900	SPL	1000	1000	1000	1000	YES
26	SER-KON	359	489/700-800	SPL	1000	1000	1000	1000	YES

MDU – VPT Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	MDU-TDN	367	497/900-498/0	SPL	1000	1000	1000	1000	YES
2	MDU-TDN	368	498/300-400	C	800	2000	1000	1000	NO
3	MDU-TDN	369	499/100-200	C	600	600	1000	1000	NO
4	TDN-TMQ	372	502/700-800	C	800	800	400	600	YES
5	TDN-TMQ	373	506/000-100	C	1000	1000	1000	1000	NO
6	TDN-TMQ	374	508/400-500	C	650	600	660	500	NO
7	TDN-TMQ	375	509/900-510/0	C	1500	1000	500	1000	NO
8	TDN-TMQ	376	510/600-700	C	800	600	800	600	YES
9	TMQ-KGD	377	512/400-500	SPL	500	450	500	600	YES
10	TMQ-KGD	378	512/700-800	C	1000	1000	1000	650	YES
11	TMQ-KGD	384	519/400-500	C	1000	1000	1000	1000	NO
12	TMQ-KGD	385	521/700-800	C	750	750	1000	1000	NO
13	TMQ-KGD	387	526/500-600	C	1000	1000	1000	1000	YES
14	KGD-VPT	393	532/300-400	C	2000	1500	1000	1000	NO
15	KGD-VPT	395	534/700-800	C	1000	1000	1000	1000	YES

VPT – MEJ Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	VPT-TY	403	538/600-700	SPL	300	360	800	750	YES
2	VPT-TY	404	538/700-800	SPL	800	360	600	500	YES
3	VPT-TY	405	539/200-300	SPL	1500	2000	1000	100	YES
4	VPT-TY	406	540/200-300	A	500	550	500	1200	YES
5	VPT-TY	409	544/600-700	C	1000	1000	1000	1000	NO
6	VPT-TY	412	547/100-200	C	1000	1000	1000	1000	NO
7	VPT-TY	414	549/500-600	C	600	600	1000	900	YES
8	VPT-TY	416	552/400-500	C	700	700	1000	1000	YES
9	VPT-TY	417	553/200-300	C	600	600	600	600	YES
10	TY-SRT	418	554/800-900	B2	100	650	100	650	YES
11	TY-SRT	419	555/400-500	C	1000	1000	1250	1250	YES
12	TY-SRT	421	558/500-600	C	1000	1000	1000	1000	NO
13	SRT-NLL	424	565/100-200	SPL	500	500	600	600	YES
14	SRT-NLL	426	568/100-200	C	1000	1000	1000	100	YES
15	SRT-NLL	427	572/300-400	C	1200	1200	600	600	NO
16	NLL YARD	428	574/900-575/0	B	600	600	400	600	YES
17	NLL-CVP	431	579/300-400	C	750	750	360	600	NO
18	NLL-CVP	432	580/200-300	C	600	600	450	600	NO
19	CVP-KPM	440	588/600-700	C	300	300	300	300	YES
20	CVP-KPM	442	591/200-300	C	600	600	600	600	YES
21	CVP-KPM	443	592/800-900	C	600	400	600	600	NO
22	KPM YARD	446	596/600-700	C	600	600	600	600	YES
23	KPM-KDU	452	604/700-800	C	400	300	600	600	NO

24	KPM-KDU	453	607/600-700	C	600	600	600	600	NO
25	KDU YARD	454	608/700-800	C	250	250	200	200	YES
26	KDU YARD	455	609/200-300	C	400	300	300	500	YES
27	KDU-MEJ	461	614/900-615/0	C	500	500	400	400	NO
28	MEJ-YARD	468	622/800-900	C	600	600	600	500	YES
29	MEJ- YARD	469	623/400-500	C	600	600	600	600	YES
30	MEJ-BYEPASS	469A	0/300-400	C	600	600	600	600	YES

MEJ – TN Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	MEJ-TIP	473	628/100-200	C	300	75	300	100	YES
2	MEJ-TIP	476	634/400-500	C	240	100	600	80	YES
3	TIP YARD	478	638/400-500	C	150	260	150	560	YES
4	MVN-TN	482A	651/100-200	SPL	390	200	425	130	YES
5	MVN-TN	486	652/700-800	SPL	550	600	600	600	YES
6	TN YARD	487	653/300-400	SPL	300	400	400	400	YES
7	MVN-TNHP	1	3/600-700	C	600	600	600	550	NO
8	MVN-TNHP	8	10/100-200	A	500	550	600	600	NO

MEJ – TEN Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	MEJ-NRK	2	2/800-900	C	180	1000	160	1000	NO
2	MEJ-NRK	4	4/900-5/000	C	1000	1000	1000	1000	NO
3	NRK YARD	5	6/500-600	C	800	800	800	800	YES
4	NRK-GDN	6	9/200-300	C	600	600	1000	600	NO
5	NRK-GDN	7	9/900-10/000	C	600	1000	1000	1000	NO

6	NRK-GDN	9	14/200-300	C	400	450	500	600	YES
7	GDN-TAY	11	17/500-600	C	1000	1000	1000	1000	NO
8	TAY YARD	14	22/300-400	A	800	800	600	600	YES
9	TAY-TEN	16	25/200-300	C	1000	450	800	400	NO
10	TAY-TEN	17	26/300-400	C	1000	200	1000	250	NO
11	TEN YARD	18	27/500-600	SPL	360	1000	340	1000	YES

TEN – TCN Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	TEN-SDNR	1	0/900-1/000	SPL	350	300	400	300	YES
2	TEN-SDNR	2	2/400-500	A	600	800	600	800	YES
3	TEN-SDNR	4	4/500 - 600	SPL	500	700	500	700	YES
4	TEN-SDNR	5	5/300-400	B1	1000	1000	1000	1000	YES
5	TEN-SDNR	6	6/500-600	SPL	1000	350	1000	350	YES
6	TEN-SDNR	12	15/700-800	C	500	700	500	700	YES
7	SDNR-SVV	13	17/100 - 200	C	700	700	700	700	YES
8	SDNR-SVV	15	20/100-200	C	700	400	700	400	YES
9	SDNR-SVV	21	24/600-700	C	500	300	400	300	NO
10	SDNR-SVV	24	27/300-400	C	1000	300	1000	300	YES
11	SVV-NZT	25	28/400-500	C	500	300	500	300	YES
12	SVV-NZT	27A	31/200-300	C	250	1000	250	1000	NO
13	SVV-NZT	28	32/800-900	C	700	1000	700	1000	NO
14	SVV-NZT	29	34/500-600	C	500	800	500	800	NO
15	SVV-NZT	30	35/200-300	C	1000	1000	1000	1000	YES
16	NZT-ANY	33	39/000-100	C	800	400	600	400	YES
17	NZT-ANY	34	39/600-700	C	400	1000	400	1000	NO
18	NZT-ANY	37	42/700-800	C	600	800	600	200	NO
19	NZT-ANY	40	44/000-100	C	600	400	600	400	YES

20	NZT-ANY	42	45/800-900	B1	400	400	400	400	YES
21	NZT-ANY	42A	46/500-600	C	300	350	400	300	NO
22	NZT-ANY	43	47/800-900	B1	400	300	400	300	YES
23	NZT-ANY	46	51/600-700	A	500	400	500	400	YES
24	ANY-TCN	48	53/700-800	B2	500	500	500	500	YES
25	ANY-TCN	49	59/200-300	A	500	400	500	400	YES

TEN – TSI Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	TEN-SMD	22	30/900-31/0	B	600	600	600	600	YES
2	TEN-SMD	24	31/900-32/0	C	600	600	600	600	NO
3	TEN-SMD	25	32/500-600	C	600	600	600	600	NO
4	TEN-SMD	27	34/000-100	C	600	600	600	600	NO
5	TEN-SMD	28	34/600-700	C	600	600	600	600	NO
6	TEN-SMD.	29	35/700-800	A	600	600	600	600	YES
7	TEN-SMD	32	38/800-900	C	600	600	600	600	NO
8	TEN-SMD	35	42/600-700	C	600	600	600	600	NO
9	TEN-SMD	36	43/400-500	C	600	600	600	600	YES
10	SMD.YARD	40	47/500-600	B2	600	600	600	600	YES
11	SMD YARD	41	48/300-400	B	600	600	600	600	YES
12	SMD-ASD	43	50/700-800	C	600	600	600	600	NO
13	SMD-ASD	47	53/300-400	C	600	600	600	600	NO
14	SMD-ASD	51	57/100-200	C	600	600	600	600	NO
15	SMD-ASD	52	58/000-100	C	600	600	600	600	NO
16	SMD-ASD	53	58/700-800	C	600	600	600	600	NO
17	SMD-ASD	55	59/800-900	C	600	600	600	600	NO
18	ASD Yard	59	63/000-100	B	600	600	600	600	YES
19	ASD-KKY	64	70/500-600	C	600	600	600	600	NO

20	ASD-KKY	67	74/600-700	C	600	600	600	600	YES
21	ASD-KKY	71	76/700-800	C	600	600	600	600	NO
22	ASD-KKY	73	77/800-900	B2	600	600	600	600	YES
23	KKY-PCM	73A	78/900-79/000	C	200	200	150	150	YES
24	KKY-PCM	73C	80/500-600	C	500	500	500	500	NO
25	KKY-PCM	74	82/100-200	C	400	400	200	200	NO
26	KKY-PCM	76	84/900-85/000	C	700	700	300	350	NO
27	KKY-PCM	77	85/900-86/000	C	300	400	350	350	NO
28	KKY-PCM	79	87/500-600	C	400	600	600	600	NO
29	KKY-PCM	80	88/400-500	C	600	500	800	800	NO
30	KKY-PCM	81	88/900-89/000	C	600	500	400	450	NO
31	PCM-TSI	83	90/600-700	A	300	350	500	500	YES
32	PCM-TSI	86	95/900-96/000	C	250	250	400	400	NO
33	PCM-TSI	88	98/100-200	C	300	400	600	600	YES
34	PCM-TSI	90/501	100/000-100	C	200	420	600	400	YES

VPT – SCT Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	VPT-SVKS	407	541/200-300	A	600	600	400	500	YES
2	VPT-SVKS	410	544/400-500	C	2000	2000	2000	2000	NO
3	VPT-SVKS	417	550/800-900	C	1500	1500	1500	1500	NO
4	VPT-SVKS	423	559/000-100	C	1600	1600	1600	1600	NO
5	VPT-SVKS	424	559/700-800	SPL	1600	1600	1600	1600	YES
6	VPT-SVKS	425	560/800-900	C	900	900	900	900	NO
7	VPT-SVKS	426	562/100-200	B1	1500	1500	1500	1500	YES
8	SVKS-SVPR	427	563/100-200	SPL	600	600	1500	1500	YES

9	SVKS-SVPR	428	565/100-200	C	2000	2000	600	700	NO
10	SVKS-SVPR	434	573/100-200	C	1200	1200	1200	1200	NO
11	SVKS-SVPR	435	573/700-800	C	800	800	1300	1300	NO
12	SVKS-SVPR	437	576/500-600	C	1295	1295	925	925	NO
13	SVPR-RJPM	441	579/900-580/0	B2	400	400	1200	1200	YES
14	SVPR-RJPM	442	582/300-400	C	1500	1500	1000	1000	NO
15	SVPR-RJPM	444	583/800-900	C	1500	1500	1500	1500	NO
16	SVPR-RJPM	447	588/600-700	C	1200	1200	800	800	NO
17	SVPR-RJPM	448	590/100-200	B2	800	800	1000	1000	YES
18	RJPM-SNKL	449	591/900-592/0	SPL	600	600	600	600	YES
19	RJPM-SNKL	450	596/600-700	C	1500	1500	1500	1500	NO
20	RJPM-SNKL	451	598/700-800	C	1500	1500	1500	1500	NO
21	RJPM-SNKL	453	602/400-500	C	1000	1000	1500	1500	NO
22	RJPM-SNKL	456	605/800-900	C	1500	1500	1500	1500	NO
23	RJPM-SNKL	458	608/800-900	C	1500	1500	800	800	NO
24	RJPM-SNKL	462	612/500-600	C	1500	1500	1500	1500	NO
25	RJPM-SNKL	472	622/000-100	A	600	600	1500	1500	YES
26	RJPM-SNKL	473	623/100-200	C	1500	1500	600	600	YES
27	SNKL YARD	477	623/900-624/0	A	600	500	500	500	YES
28	SKNL-PBKS	480	630/100-200	C	500	600	800	500	NO
29	PBKS Yard	485	635/600-700	C	600	600	800	600	YES
30	KDNL YARD	490	644/600-700	C	600	600	600	400	YES
31	KDNL-TSI	491	645/000-100	C	600	800	600	400	YES
32	KDNL-TSI	492	647/800-900	C	200	600	200	600	NO
33	KDNL-TSI	493	649/000-100	C	1000	400	1200	600	NO
34	KDNL-TSI	495	651/400-500	C	200	600	300	600	YES
35	KDNL-TSI	496	651/600-700	C	400	200	600	200	YES
36	KDNL-TSI	497	652/800-900	C	300	200	200	300	YES
37	KDNL-TSI	499	654/800-900	C	600	200	400	400	YES
38	KDNL-TSI	500	657/900-658/0	C	1000	550	1000	700	NO
39	TSI YARD	501	659/700-800	A	300	600	250	200	YES

40	TSI-SCT	503	662/800-900	A	500	600	600	600	YES
41	TSI-SCT	505	665/100-200	C	600	600	120	200	NO
42	TSI-SCT	507	667/400-500	A	300	300	400	400	YES

SCT – PUU Section (UNDER GAUGE CONVERSION)

PUU – QLN SECTION

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	PUU-AVS	519	725/1-2	A	100	100	100	100	YES
2	AVS-KKZ	520	726/1-2	C	100	100	100	100	YES
3	AVS-KKZ	521	728/0-1	C	250	250	100	0	NO
4	KKZ-KUV	524	745/5-6	C	120	100	600	60	YES
5	KKZ-KUV	525	746/8-9	C	150	200	250	500	YES
6	KKZ-KUV	526	747/3-4	SPL	200	100	100	75	YES
7	KUV-QLN	527	749/1-2	C	300	300	150	150	YES
8	KUV-QLN	528	749/7-8	SPL	200	200	500	500	YES
9	KUV-QLN	529	751/5-6	C	250	250	200	75	NO
10	KUV-QLN	530	751/9-752/0	A	200	200	100	100	YES
11	KUV-QLN	531	753/4-5	C	100	150	100	75	YES
12	KUV-QLN	532	754/2-3	A	100	80	30	55	YES
13	KUV-QLN	533	755/2-3	C	270	270	1000	1000	YES
14	KUV-QLN	534	757/5-6	SPL	100	400	200	300	YES
15	KUV-QLN	535	757/9-758/0	C	300	80	200	150	YES

DG – POY Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	DG-API	2	1/600-700	SPL	200	300	200	300	YES
2	DG-API	4	2/600-700	A	500	600	200	300	YES
3	DG-API	6	3/100-200	SPL	400	400	500	600	YES
4	DG-API	8	5/300-400	SPL	600	600	600	600	YES
5	DG-API	9	6/800-900	C	800	800	1000	1000	NO
6	DG-API	11	9/700-800	C	500	500	600	600	YES
7	API-ODC	12	11/800-900	C	500	700	500	700	YES
8	API-ODC	13	12/500-600	C	600	500	600	500	NO
9	API-ODC	17	16/600-700	C	780	700	700	500	NO
10	API-ODC	18	17/600-700	B	1000	1000	1000	1000	YES
11	API-ODC	22	24/500-600	C	900	900	320	360	NO
12	API-ODC	24	27/000-100	C	800	800	500	500	YES
13	API-ODC	30	30/600-700	C	700	340	600	420	NO
14	API-ODC	32	32/400-500	B2	600	600	600	600	YES
15	ODC-CHPT	34	33/500-600	C	580	900	580	600	YES
16	ODC-CHPT	37	35/700-800	SPL	100	200	100	100	YES
17	ODC-CHPT	38	36/100-200	C	240	700	480	480	YES
18	ODC-CHPT	40	37/500-600	C	500	560	600	600	NO
19	ODC-CHPT	44	41/500-600	C	620	400	480	320	YES
20	CHPT-PLNI	46	43/200-300	C	600	750	600	540	YES
21	CHPT-PLNI	49	45/900-46/000	SPL	600	600	600	600	YES
22	CHPT-PLNI	51	47/700-800	C	600	600	600	600	NO
23	CHPT-PLNI	51A	50/100-200	C	300	360	470	1000	NO
24	CHPT-PLNI	56	52/500-600	SPL	1000	1000	700	720	YES
25	CHPT-PLNI	57	52/700-800	C	620	1000	640	630	NO
26	CHPT-PLNI	58	53/500-600	C	480	500	1000	600	YES
27	CHPT-PLNI	59	53/700-800	C	1200	1200	800	800	YES

28	CHPT-PLNI	62	56/900-57/000	C	1000	1200	150	240	NO
29	CHPT-PLNI	62A	57/600-700	B1	400	170	900	900	NO
30	PLNI-PPTR	63	58/600-700	A	400	400	600	600	YES
31	PLNI-PPTR	64	60/400-500	A	700	700	700	1000	YES
32	PLNI-PPTR	65	63/500-600	C	150	85	190	190	NO
33	PLNI-PPTR	68	67/700-800	A	300	100	360	25	YES
34	PLNI-PPTR	69	68/300-400	C	400	600	220	100	NO
35	PPTR-MVRD	77	76/00-100	B2	250	250	400	400	NO
36	PPTR-MVRD	78	77/500600	C	1000	1000	330	330	NO
37	PPTR-MVRD	80	79/400-500	B2	600	600	1000	1000	YES
38	PPTR-MVRD	84	82/100-200	C	200	85	1000	1000	NO
39	MVRD-UDT	90	89/500-600	C	1000	600	1000	500	NO
40	MVRD-UDT	91	90/100-200	C	1000	1000	600	600	NO
41	MVRD-UDT	92	91/100-200	B1	600	600	600	600	YES
42	UDT-GMGM	94	92/400-500	A	300	500	500	400	YES
43	UDT-GMGM	98	95/200-300	C	500	500	500	500	NO
44	UDT-GMGM	100	98/00-100	C	800	1000	1000	800	NO
45	UDT-GMGM	101	98/700-800	C	1000	1000	1000	1000	NO
46	GMGM-POY	108	105/900-000	C	1000	1000	1000	1000	NO
47	GMGM-POY	108A	106/300-400	C	500	500	320	450	NO
48	GMGM-POY	110	108/100-200	C	130	100	500	500	NO
49	GMGM-POY	111	111/100-200	C	600	500	900	900	NO
50	GMGM-POY	113	114/500-300	C	800	1000	800	800	NO

DG – KRR Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	DG-EDU	27	72/200-300	A	100	100	800	800	Yes

TPJ – MNM Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	TPJ-KRMG	326	407/200-300	A	1000	1000	600	1000	NO
2	TPJ-KRMG	327	407/800-900	C	600	800	600	600	NO
3	TPJ-KRMG	330	409/800-900	A	700	700	1000	1000	NO
4	TPJ-KRMG	332	411/600-700	C	1000	1000	1000	1000	NO
5	TPJ-KRMG	339	417/400-500	C	1000	1000	750	750	YES
6	KRMG-KRUR	340	418/400-500	C	600	750	1000	1000	YES
7	KRMG-KRUR	343	422/200-300	C	1000	1000	1000	1000	NO
8	KRMG-KRUR	347	426/100-200	C	1000	1000	1000	1000	NO
9	KRMG-KRUR	349	428/200-300	B2	1000	1000	600	600	NO
10	KRMG-KRUR	351	429/300-400	SPL	400	800	300	1000	YES
11	KRMG-KRUR	355	433/100-200	C	600	600	600	600	YES
12	KRUR-VEL	356	434/400-500	C	200	200	200	200	YES
13	KRUR-VEL	358	437/200-300	C	1000	500	500	500	NO
14	KRUR-VEL	360	440/000-100	C	1000	1000	400	400	NO
15	KRUR-VEL	361	441/700-800	C	400	400	1000	1000	NO
16	KRUR-VEL	365	445/100-200	C	1000	1000	1000	1000	YES
17	VEL-PDKT	366	447/400-500	C	1000	1000	500	500	NO
18	VEL-PDKT	369	450/900-451/0	C	1200	300	600	600	NO
19	VEL-PDKT	372	452/900-453/0	SPL	500	500	500	500	YES
20	VEL-PDKT	376	455/800-900	SPL	700	700	1000	1000	YES
21	VEL-PDKT	377	456/500-600	C	600	600	600	600	YES
22	PDKT-TYM	378	457/900-458/0	C	1000	1000	300	300	YES
23	PDKT-TYM	384	462/400-500	C	500	500	1000	1000	NO
24	PDKT-TYM	385	463/000-100	SPL	1000	1000	500	500	YES

25	PDKT-TYM	386	463/700-800	C	1000	1000	500	500	YES
26	PDKT-TYM	389	467/400-500	C	500	500	200	200	NO
27	PDKT-TYM	395	472/800-900	C	600	600	600	600	YES
28	TYM-CTND	403	479/700-800	SPL	800	800	500	500	YES
29	TYM-CTND	405	481/400-500	C	600	300	500	500	YES
30	CTND-KKDI	407	484/100-200	C	100	400	300	150	NO
31	CTND-KKDI	411	489/300-400	SPL	600	600	1000	500	YES
32	KKDI.YARD	415	493/000-100	C	600	600	600	600	Yes
33	KKDI-KAL	417	495/100-200	A	800	800	600	600	Yes
34	KKDI-KAL	418	496/200-300	C	800	700	800	700	YES
35	KKDI-KAL	419	497/600-700	C	600	800	700	800	NO
36	KKDI-KAL	420	499/100-200	SPL	800	600	700	800	Yes
37	KKDI-KAL	422A	504/000-100	C	800	800	800	600	NO
38	KKDI-KAL	423	505/600-700	C	600	800	800	700	NO
39	KKDI-KAL	428	511/300-400	B2	700	700	700	700	Yes
40	KAL-PNGI	429	513/800-900	C	600	700	700	800	NO
41	PNGI-SVGA	432	520/800-900	C	600	800	600	800	Yes
42	PNGI-SVGA	437	526/400-500	C	700	800	700	600	NO
43	PNGI-SVGA	438	529/000-100	C	800	800	800	800	NO
44	SVGA-MEKM	441	535/300-400	SPL	1000	1000	1000	1000	Yes
45	SVGA-MEKM	444	537/500-600	SPL	700	800	800	800	Yes
46	SVGA-MEKM	447	541/800-900	C	700	800	800	600	NO
47	SVGA-MEKM	451	548/500-600	C	600	800	600	800	Yes
48	MEKM-MNM	452	550/500-600	SPL	800	200	500	300	Yes
49	MEKM-MNM	453	551/400-500	C	600	600	600	600	NO
50	MEKM-MNM	454	552/200-300	C	500	800	500	600	NO
51	MEKM-MNM	456	553/700-800	SPL	300	700	300	800	Yes

MNM – RMM Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	MNM-SUX	457A	557/700-800	C	600	600	600	600	NO
2	MNM-SUX	465	565/200-300	C	600	600	600	600	NO
3	SUX-PMK	468	571/000-100	SPL	600	600	600	600	Yes
4	SUX-PMK	471	576/000-100	B	600	600	600	600	NO
5	SUX-PMK	473	578/600-700	SPL	600	600	600	600	Yes
6	PMK-SQD	475	579/700-800	C	600	600	600	600	YES
7	PMK-SQD	476	580/600-700	C	600	600	600	600	NO
8	PMK-SQD	481	589/800-900	C	600	600	600	600	NO
9	PMK-SQD	482	591/200-300	C	600	600	600	600	NO
10	PMK-SQD	484	593/700-800	C	600	600	600	600	NO
11	PMK-SQD	485	595/000-100	C	600	600	600	600	NO
12	PMK-SQD	486	596/400-500	C	600	600	600	600	NO
13	PMK-SQD	488	598/700-800	C	600	600	600	600	YES
14	SQD-RMD	492	604/600-700	C	600	400	600	400	NO
15	SQD-RMD	495	609/600-700	C	600	600	600	600	NO
16	SQD-RMD	500	614/000-100	C	600	600	600	600	NO
17	RMD-UCP	501	615/200-300	SPL	600	600	600	600	YES
18	RMD-UCP	502	616/100-200	C	600	600	600	600	NO
19	RMD-UCP	505	620/600-700	C	600	600	600	600	NO
20	RMD-UCP	507	623/400-500	C	600	600	600	600	NO
21	RMD-UCP	508	624/400-500	C	600	600	600	600	NO
22	RMD-UCP	509	625/000-100	C	600	600	600	600	NO
23	RMD-UCP	510	625/600-700	C	600	600	600	600	NO
24	RMD-UCP	512	628/700-800	C	400	400	300	400	NO
25	RMD-UCP	513	630/000-100	C	600	600	600	600	NO
26	RMD-UCP	514	631/900-632/0	C	600	600	600	600	NO
27	RMD-UCP	516	634/700-800	C	600	600	600	600	YES

28	UCP-MMM	518	636/300-400	SPL	600	600	600	600	YES
29	UCP-MMM	519	636/700-800	C	600	600	600	600	NO
30	UCP-MMM	525	648/100-200	C	600	600	600	600	NO
31	UCP-MMM	526	650/000-100	C	250	350	250	250	NO
32	UCP-MMM	527	650/900-651/0	C	600	600	450	250	YES
33	MMM-PBM(B)	529	657/400-500	C	150	600	150	600	NO
34	MMM-PBM(B)	530	658/100-200	C	600	200	600	200	NO
35	PBM(B)-RMM	531	659/500-600	C	600	600	600	600	YES
36	PBM(B)-RMM	532	661/200-300	C	200	600	200	600	NO

MDU – MNM Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	MDU-ILA	2	1/400-500	C	300	400	600	600	YES
2	MDU-ILA	4	2/500-600	B	400	550	400	400	YES
3	MDU-ILA	5	2/800-900	A	400	450	400	400	YES
4	MDU-ILA	6	4/000-100	A	600	600	600	600	NO
5	MDU-ILA	7	4/900-5/000	A	500	500	500	500	NO
6	MDU-ILA	8	6/900-7/000	C	1000	1000	1000	1000	NO
7	MDU-ILA	9	10/800-900	C	500	500	300	300	NO
8	MDU-ILA	10	12/000-100	C	600	600	1000	1000	YES
9	ILA-TVN	12	15/700-800	C	1000	1000	1000	1000	NO
10	ILA-TVN	13	16/900-17/0	C	500	500	200	1000	NO
11	ILA-TVN	15	19/900-20/0	C	1000	1000	1000	1000	YES
12	TVN-TPC	18	22/700-800	C	500	500	1000	1000	NO
13	TVN-TPC	19A	25/800-900	C	600	1000	1000	1000	NO
14	TPC-MNM	23	32/100-200	C	500	500	1000	1000	YES
15	TPC-MNM	25	35/200-300	C	500	500	800	500	NO

16	TPC-MNM	27	37/200-300	C	800	800	300	300	NO
17	TPC-MNM	28	37/500-600	C	400	400	1000	1000	NO
18	TPC-MNM	31	43/500-600	C	700	700	1000	1000	NO
19	TPC-MNM	33	46/100-200	SPL	600	100	1000	100	YES
20	TPC-MNM	34	47/200-300	A	800	800	600	600	YES

MNM – VPT Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT	Interlocked
1	MNM-NKK	1	557/300-400	C	300	500	400	400	NO
2	MNM-NKK	8	565/500-600	C	1000	1000	1000	1000	NO
3	MNM-NKK	13	571/500-600	C	1000	1000	800	800	NO
4	MNM-NKK	17	575/900-576/0	C	1000	1000	1000	1000	YES
5	TCH-APK	35	598/300-400	C	1000	1000	400	400	NO
6	APK-VPT	49	611/300-400	C	1300	1300	2000	2000	NO
7	APK-VPT	52	614/100-200	C	200	200	1000	1000	NO
8	APK-VPT	56	617/400-500	C	1000	1000	750	750	NO

MDU – BDNK Section (UNDER GAUGE CONVERSION)

UNMANNED LEVEL CROSSING DETAILS IN MDU DIVISION AS ON 01.01.2016

TPJ – DG Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	TPJ-PUG	255	344/000-100	C	1000	800	1000	600
2	TPJ-PUG	258	348/000-100	C	1000	1000	800	800
3	PUG-KLS	262	351/700-800	C	1000	1000	1000	1000
4	KLS-SMDM	267	361/700-800	C	1000	1000	1000	1000
5	KLS-SMDM	268	362/200-300	C	1000	1000	600	600
6	KLS-SMDM	269	362/700-800	C	600	1000	800	600
7	KLS-SMDM	271	365/200-300	C	500	500	1000	1000
8	SMDM-MPA	273	368/400-500	C	300	300	500	500
9	SMDM-MPA	275	371/500-600	C	600	600	600	600
10	CII-VPJ	286	386/600-700	C	950	950	500	500
11	KFC-AYR	292	404/800-900	C	400	400	800	800
12	AYR-VDM	298	414/200-300	C	600	600	600	600
13	VDM-TMP	304	423/300-400	C	1000	1000	1000	800

DG – MDU Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	ABI-KQN	318	445/500-600	C	1000	1000	1000	1000
2	ABI-KQN	320	446/600-700	C	1000	1000	1000	1000
3	ABI-KQN	322	450/600-700	C	700	700	700	700
4	KQN-VDP	329	457/400-500	C	50	300	50	600

5	KQN-VDP	330	458/300-400	C	1000	1000	1000	1000
6	VDP-SDN	340	468/800-900	B	1000	800	600	1000
7	SDN-SER	347	474/800-900	C	500	500	4.5	600
8	SDN-SER	349A	479/700-800	C	1000	800	1000	1000

MDU – VPT Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	TMQ-KGD	381	514/700-800	C	500	500	500	500
2	KGD-VPT	389	528/300-400	C	500	500	500	500

VPT – MEJ Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	VPT-TY	407	542/600-700	C	1200	1200	1200	1200
2	VPT-TY	408	543/300-400	C	1000	1000	1000	1000
3	VPT-TY	410	545/500-600	C	500	600	600	600
4	VPT-TY	411	546/300-400	C	600	600	700	700
5	NLL-CVP	434	581/900-582/0	C	450	600	440	440
6	CVP-KPM	445	594/900-595/0	C	450	600	440	440
7	KPM-KDU	449	600/500-600	C	400	600	600	600
8	KDU-MEJ	456	610/600-700	C	600	578	600	600
9	KDU-MEJ	458	612/200-300	C	1000	500	1000	1000
10	KDU-MEJ	459	612/800-900	C	1000	500	1000	1000
11	KDU-MEJ	460	614/200-300	C	600	600	600	600
12	KDU-MEJ	463	617/700-800	C	600	600	600	600
13	KDU-MEJ	466	620/600-700	C	600	500	600	600

MEJ – TN / TNHP Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	MEJ-TIP	477	636/800-900	C	600	600	600	600
2	TIP-MVN	481	641/700-800	C	600	600	600	600
3	TNHP-WHAR	10	13/500-600	C	0	0	0	0
4	TNHP-WHAR	11	14/200-300	C	0	0	0	0

MEJ – TEN Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	MEJ-NRK	1	1/500-600	C	520	500	450	520
2	MEJ-NRK	3	4/200-300	C	600	600	750	750
3	GDN-TAY	13	20/000-100	C	1000	1000	1000	1000
4	TAY-TEN	15	24/700-800	C	300	500	200	200

TEN – TCN Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	TEN-SDNR	7	8/600-700	C	1000	1000	1000	1000
2	TEN-SDNR	9	11/500-600	C	1000	1000	1000	1000
3	SDNR-SVV	16	21/300-400	C	300	700	300	700
4	SDNR-SVV	22	25/300-400	C	500	800	500	1000
5	NZT-ANY	45	49/600-700	C	300	400	300	400

TEN – TSI Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	TEN-SMD	26	32/700-800	C	500	400	400	250
2	TEN-SMD	30	37/000-100	C	490	650	490	600
3	TEN-SMD	31	37/800-900	C	600	600	600	600
4	TEN-SMD	34	40/900-41/000	C	600	600	600	600
5	TEN-SMD	37	44/000-100	C	700	500	500	700
6	TEN-SMD	38	46/000-100	C	600	600	600	600
7	TEN-SMD	39	46/800-900	C	600	600	600	600
8	SMD-ASD	42	49/600-700	C	600	600	600	600
9	SMD-ASD	44	51/400-500	C	600	600	600	600
10	SMD-ASD	45	52/000-100	C	650	700	700	300
11	SMD-ASD	46	52/600-700	C	400	350	600	600
12	SMD-ASD	49	54/900-55/000	C	600	600	600	600
13	SMD-ASD	50	56/200-300	C	600	600	480	350
14	SMD-ASD	56	60/500-600	C	600	600	200	300
15	ASD-KKY	61	65/700-800	C	600	660	400	600
16	ASD-KKY	62	67/200-300	C	600	800	600	350
17	ASD-KKY	63	68/700-800	C	500	400	600	300
18	ASD-KKY	65	72/800-900	C	600	600	600	600
19	ASD-KKY	66	73/500-600	C	480	600	600	500
20	ASD-KKY	68	76/200-300	C	350	300	200	150
21	ASD-KKY	69	76/500-600	C	200	250	50	200
22	KKY-PCM	73B	79/800-900	C	600	600	600	600
23	KKY-PCM	75	83/000-100	C	1000	250	1000	250
24	KKY-PCM	78	86/800-900	C	600	600	600	600
25	PCM-TSI	84	91/400-500	C	600	500	600	500
26	PCM-TSI	85	94/000-100	C	475	1000	475	1000
27	PCM-TSI	87	96/700-800	C	600	1000	600	1000
28	PCM-TSI	89	99/500-600	C	180	300	180	300

VPT – SCT Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	VPT-SVKS	409	543/600-700	C	850	840	910	900
2	VPT-SVKS	411	545/400-500	C	680	690	720	710
3	VPT-SVKS	412	545/900-546/0	C	800	800	830	810
4	VPT-SVKS	415	548/900-549/0	C	1000	1000	900	900
5	VPT-SVKS	416	549/500-600	C	1000	1000	700	700
6	VPT-SVKS	418	552/200-300	C	1000	1000	1000	1000
7	VPT-SVKS	419	553/300-400	C	800	800	900	900
8	VPT-SVKS	420	554/200-300	C	900	900	900	900
9	VPT-SVKS	421	555/500-600	C	1000	1000	1000	1000
10	SVKS-SVPR	430	567/700-800	C	1805	1805	1715	1715
11	SVKS-SVPR	431	570/000-100	C	1215	1210	1365	1355
12	SVKS-SVPR	432	570/600-700	C	1195	1105	1125	1225
13	SVKS-SVPR	433	571/300-400	C	875	875	1125	1125
14	SVKS-SVPR	436	575/800-900	C	875	875	725	725
15	SVKS-SVPR	438	577/800-900	C	1260	1260	736	736
16	SVKS-SVPR	439	578/500-600	C	890	890	615	615
17	SVPR-RJPM	443	583/100-200	C	875	875	680	680
18	RJPM-SNKL	454	603/300-400	C	500	430	430	430
19	RJPM-SNKL	455	603/900-604/0	C	2000	430	430	600
20	RJPM-SNKL	459	610/800-900	C	950	605	430	610
21	RJPM-SNKL	465	616/500-600	C	930	610	610	670
22	RJPM-SNKL	469	619/100-200	C	580	605	1450	1450
23	RJPM-SNKL	470	619/700-800	C	610	780	430	480
24	RJPM-SNKL	471	620/500-600	C	1360	1350	740	770
25	SNKL-PBKS	478	625/300-400	C	600	800	600	800

26	SNKL-PBKS	479	627/400-500	C	600	800	600	800
27	SKNL-PBKS	481	632/000-100	C	1000	1000	1000	1000
28	SKNL-PBKS	482	632/700-800	C	1000	1000	1000	1000
29	SKNL-PBKS	483	634/300-400	C	600	800	600	800
30	PBKS-KDNL	486	636/800-900	C	600	1000	600	1000
31	PBKS-KDNL	487	638/700-800	C	550	1000	550	600
32	PBKS-KDNL	488	641/100-200	C	380	1000	380	1000
33	PBKS-KDNL	489	643/200-300	C	600	1000	600	1000
34	KDNL-TSI	494	650/500-600	C	450	750	450	750
35	KNDL-TSI	498	653/400-500	C	430	1000	430	1000
36	TSI-SCT	504	663/700-800	C	800	450	800	450

SCT – PUU Section (UNDER GAUGE CONVERSION)

PUU – QLN SECTION

(NO UNMANNED LC IS AVAILABLE)

DG – POY Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	DG-API	3	2/300-400	B	160	180	350	800
2	DG-API	10	9/000-100	C	700	700	820	700
3	API-ODC	14	13/900-14/000	C	370	410	760	710
4	API-ODC	15	15/300-400	C	600	600	600	600
5	API-ODC	19	19/300-400	C	700	700	700	600
6	API-ODC	20	21/200-300	C	450	540	1000	1000
7	API-ODC	21	22/900-23/000	C	600	600	600	600
8	API-ODC	23	25/400-500	C	600	600	600	600
9	API-ODC	25	27/900-28/000	C	360	300	420	460

10	API-ODC	26	29/100-200	C	600	600	600	600
11	API-ODC	28	30/100-200	C	900	600	600	600
12	ODC-CHPT	35	34/100-200	C	1000	1000	840	840
13	ODC-CHPT	36	35/200-300	C	800	800	380	300
14	ODC-CHPT	42	37/900-38/000	C	500	500	1000	500
15	ODC-CHPT	43	39/700-800	C	600	560	600	600
16	CHPT-PLNI	47	44/300-400	C	860	840	900	900
17	CHPT-PLNI	48	45/500-600	C	1000	1000	1000	1000
18	CHPT-PLNI	50	46/900-47/000	C	420	900	1000	1000
19	CHPT-PLNI	54	51/700-800	C	1000	500	1000	900
20	CHPT-PLNI	60	54/800-900	C	600	600	1000	1000
21	CHPT-PLNI	61	55/900-56/000	C	600	1200	1000	1000
22	PLNI-PPTR	70	69/600-700	C	800	800	800	600
23	PPTR-MVRD	73	74/00-100	C	550	550	480	500
24	PPTR-MVRD	75	75/100-200	C	550	550	480	500
25	PPTR-MVRD	82	81/100-200	C	600	600	600	600
26	PPTR-MVRD	83	81/700-800	C	400	400	250	250
27	MVRD-UDT	86	86/100-200	C	390	300	1500	1500
28	MVRD-UDT	89	89/000-100	C	1000	1000	1000	1000
29	UDT-GMGM	97	94/200-300	C	400	500	400	600
30	UDT-GMGM	102	99/800-900	C	1000	1000	1000	900
31	UDT-GMGM	104	101/300-400	C	350	400	400	350
32	UDT-GMGM	105	102/0-1	C	260	345	210	740
33	UDT-GMGM	107	104/3-4	C	1000	1000	1000	1000
34	GMGM-POY	109	107/700-800	C	650	650	800	800

TPJ – MNM Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	TPJ-KRMG	337	415/200-300	C	270	310	800	800
2	TPJ-KRMG	338	415/700-800	C	262	255	235	260
3	KRMG-KRUR	341	420/700-800	C	1000	1000	900	1000
4	KRMG-KRUR	342	421/700-800	C	630	650	670	870
5	KRMG-KRUR	350	428/700-800	C	450	900	900	800
6	KRMG-KRUR	352	430/700-800	C	790	860	785	885
7	KRMG-KRUR	353	431/400-500	C	495	390	610	610
8	KRMG-KRUR	354	432/000-100	C	800	500	450	390
9	VEL-PDKT	368	449/900-450/000	C	350	400	300	800
10	VEL-PDKT	370	451/700-800	C	500	500	1000	1000
11	PDKT-TYM	390	468/500-600	C	640	740	440	560
12	PDKT-TYM	392	469/800-900	C	700	600	540	640
13	PDKT-TYM	393	470/900-471/000	C	500	450	900	800
14	TYM-CTND	397	474/300-400	C	550	100	360	540
15	TYM-CTND	398	475/700-800	C	520	520	1000	1000
16	TYM-CTND	401	478/200-300	C	900	900	600	410
17	KTYR-KKDI	414	490/800-900	C	700	600	800	700
18	KAL-PNGI	430	514/800-900	C	800	300	800	300
19	PNGI-SVGA	433	523/000-100	C	600	600	600	600
20	PNGI-SVGA	435	524/500-600	C	800	700	800	700
21	PNGI-SVGA	439	530/800-900	C	800	800	800	800
22	SVGA-MEKM	446	540/800-900	C	800	800	800	800
23	SVGA-MEKM	449	544/000-100	C	800	800	800	700

MNM – RMM Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	MNM-SUX	459	558/500-600	C	600	600	600	600
2	MNM-SUX	460	559/600-700	C	500	600	500	600
3	MNM-SUX	461	561/000-100	C	600	600	600	600
4	MMM-SUX	464	563/000-100	C	600	600	600	600
5	SUX-PMK	466	568/100-200	C	800	600	800	600
6	SUX-PMK	467	570/200-300	C	600	600	600	600
7	SUX-PMK	469	572/600-700	C	600	800	600	800
8	SUX-PMK	472	577/300-400	C	600	600	600	600
9	PMK-SQD	477	583/300-400	C	600	500	600	500
10	PMK-SQD	479	586/400-500	C	600	600	600	600
11	SQD-RMD	490	601/100-200	C	600	600	600	600
12	SQD-RMD	491	602/700-800	C	600	600	600	600
13	SQD-RMD	493	605/800-900	C	600	600	600	600
14	SQD-RMD	494	608/000-100	C	600	600	600	600
15	SQD-RMD	496	610/700-800	C	600	600	600	600
16	SQD-RMD	497	611/700-800	C	600	600	600	600
17	RMD-UCP	503	618/500-600	C	600	600	600	600
18	RMD-UCP	506	621/200-300	C	600	600	600	600
19	RMD-UCP	511	626/900-627/0	C	600	600	600	600
20	RMD-UCP	515	633/100-200	C	600	600	600	600
21	UCP-MMM	521	638/700-800	C	600	600	600	600
22	UCP-MMM	523	641/200-300	C	600	600	600	600
23	PBM(B)-RMM	533	662/200-300	C	600	600	600	600
24	PBM(B)-RMM	534	662/700-800	C	600	150	600	150
25	PBM(B)-RMM	536	664/500-600	C	350	600	350	600
26	PBM(B)-RMM	538	665/900-666/0	C	500	600	500	600

MDU – MNM Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	ILA-TVN	11	13/900-14/000	C	500	500	1000	1000
2	ILA-TVN	14	17/600-700	C	500	500	400	400
3	TVN-TPC	16	21/900-22/000	C	450	450	600	600
4	TVN-TPC	19	25/100-200	C	1000	1000	1000	1000
5	TVN-TPC	21	27/900-28/000	C	600	600	1000	1000
6	TVN-TPC	22	29/900-30/000	C	600	800	800	800
7	TPC-MNM	24	33/200-300	C	1200	1200	1000	1000
8	TPC-MNM	30	41/900-42/000	C	800	800	1000	1000

MNM – VPT Section

Sl. No.	Between Stations	LC No.	Location (KM / TP)	Classification of gate	Road (Ints.) LEFT	Road (Ints.) RIGHT	Loco Road (Ints.) LEFT	Loco Road (Ints.) RIGHT
1	MNM-NKK	5	561/700-800	C	350	600	600	600
2	MNM-NKK	9	568/200-300	C	1000	1000	1000	1000
3	MNM-NKK	16	574/300-400	C	550	600	500	600
4	NKK-TCH	21	581/900-582/0	C	1000	1000	1000	1000
5	NKK-TCH	23	583/800-900	C	1200	1200	1000	1000
6	NKK-TCH	24	586/800-900	C	1000	1000	1000	1000
7	NKK-TCH	25B	587/100-200	C	1000	1000	1000	1000
8	TCH-APK	28	591/200-300	C	1000	750	750	1000
9	TCH-APK	29	592/700-800	C	750	1000	1000	750
10	APK-VPT	38	602/000-100	C	750	750	750	750
11	APK-VPT	39	602/700-800	C	850	850	900	900
12	APK-VPT	40	602/900-603/0	C	850	850	900	900

13	APK-VPT	41	603/600-700	C	1000	1000	1000	1000
14	APK-VPT	42	604/200-300	C	750	750	1000	1000
15	APK-VPT	43	605/100-200	C	1000	1000	1000	1000
16	APK-VPT	46	607/900-608/0	C	850	900	900	850
17	APK-VPT	47	608/700-800	C	2000	2000	800	1000
18	APK-VPT	51	613/300-400	C	1000	1000	400	480
19	APK-VPT	54	615/800-900	C	800	800	800	800
20	APK-VPT	57	618/300-400	C	1000	1000	850	850

MDU – BDNK Section

(UNDER GAUGE CONVERSION)

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SOUTHERN RAILWAY

Civil Defence Organisation

Emergency Officer of Civil Defence

Ref: File No. G (CD) 25 / H /Vol. VII

Ministry of Home Affairs Lr. No. 81/W1/CD/14 dated 15-01-1982

Sl. No	Division	Design.	Phone Numbers	
			Railway	Mobile
1.	CHENNAI	ADRM -II	22551	900306100
2.	TIRUCHCHIRAPALLI	ADRM	77002	9003864001
3.	MADURAI	ADRM	72002	9003862001
4.	TIRUVANDRUM	ADRM	83002	9746769001
5.	PALGHAT	ADRM	62002	9746763001
6.	SALEM	ADRM	65002	9003956001

NDRF Battalions:

S. No.	COMDT NDRF Bn (S/Shri)	LOCATION	TEL NO.	MOB. NO	FAX NO.
1	Alok Kumar Singh 1st Bn NDRF	Guwahati (Assam	0361-2640284 (O) 0361-2841464 (R)	09435545951 09435545949 (21C)	0361-2840284
2	Sukhdev Raj 2nd Bn NDRF	Kolkata (WB)	033-25264302 (O) 033-26526010 (R)	09434742636 09434742866 (21C)	033-25264394 033-26263077
3	M.K.Yadav 3rd Bn NDRF	Mundali (Orissa)	0671-2679710 (O)	09437964571 09437964576 (21C)	0671-2070710 09937186222
4	Sh Madhu A. 4th Bn NDRF	Arakkonam (Tamilnadu)	04177-246100 (O) 04177-246259 (R)	09442105089 09442105169 (21C)	04177-246594 04177-246833 04177-246644
5	Alok Avasthy 5th Bn NDRF	Pune (Maharashtra)	02114-231246 (O) 02114-231243 (R)	09423506765 09423578446 (21C)	02114-231508
6	R S. Joon 6th Bn NDRF	Gandhinagar (Gujarat)	079-23202540 (O) 079-23202539 (R)	09428826445 09427304218 (21C)	079-23201551 079-23202540
7	Jaideep Singh 7th Bn NDRF	Bhatinda (Punjab)	0164-2246030 (O)	09417802031 09417802031 (21C)	0164-2246570
8	J.P. Yadav 8th Bn NDRF	Gr. Noida (U.P.)	0120-2766013 (O)	09968610011 09968610012 (21C)	0120-2351067 0120-2351105
9	S.S.Guleria 9th BN NDRF	(Bihar) Patna	06115-253939(O)	09968659905 09973300000	06115-253939
10	Sh Prashant Dhar 10th BN NDRF	Guntur	0863-2293187(O)	07362299621	0863-2293050

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CHAPTER -XV

GUIDE LINES FOR MOCKDRILL

1. Disaster Management essentially necessitates a state of preparedness under all circumstances and title efficacy of the arrangements therein can be assessed only by conduct of periodical mock drills.

2. Mock Drill is a series of hypothetical accident conditions that create forces to act instantaneously to raise our level of awareness of potential accidents and our means to deal with them.

3. Objective:

   (a) To gauge the preparedness which requires detailed planning and keeping of all equipment in good fettle.

   (b) To integrate the operational response to measure overall performance of the exercise.

   (c) To measure performance in regard to accident restoration.

4. Guidelines:

   (a) Mock drill shall be conducted at least once in 3 months either during day or night. It is desirable not to repeat the drill again and again at the same time or same section.

   (b) Such drills shall not hamper regular working of trains.

   (c) It may be ensured that no inconvenience is caused to travelling public. Such drills should not lead to panic which may result in inconvenience or injury to the public.

   (d) While absolute secrecy and confidentiality shall be maintained regarding the conduct of mock drill, CSO, GM, AGM, Secy. to GM shall be advised in advance of such mock drill.

   (e) Except under instructions or orders from HQ, this drill shall be confined only to the respective divisions and on this account no traffic shall be refused from the adjoining divisions/railways.

(f) Mock drill trials may end with the departure of ARME/ART. However, if considered necessary, DRM may permit the ARME/ ART to proceed up to the mock accident site. In such cases the drill shall end with the various agencies having set up their field establishment and deployed their equipment.

(g) During these trials, the following aspects shall be closely watched by the officer in-charge of the drill.

i) Turning out of ARME/ART within the prescribed time.

ii) Speed of the specials.

iii) Assembly of staff

iv) Handling of accident relief cranes, HRDs, HREs and other rescue equipment

v) Logging of events

vi) Functioning of field telephones and communication network, generator sets, lighting equipment.

vii) Preparedness of first-aiders and availability of medical equipment.

On completion of the drill, a detailed report shall be submitted within 3 days to the Headquarters detailing: -

(a) Response time of ARTs/ARMEs

(b) Alertness and skill of the staff.

Deficiencies noticed and corrective measures initiated and any assistance required.

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Chapter XVI

ACCIDENT ENQUIRIES – RELEVANT SECTIONS OF THE RAILWAYS ACT, 1989 (Section 114 to 120).

i) **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.

ii) **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.

iii) **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 posers specified in Section 7, have the powers as are vested in a civil court while trying a suit under the Code of Civil Procedure, 1908 (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, 1973 (2 of 1973).

iv) **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 proceedings 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.

v) **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 a manner as may be prescribed.

vi) **Section 119**: NO INQUIRY, INVESTIGATION, ETC., TO BE MADE IF THE COMMISSIONER OF INQUIRY IS APPOINTED. –

Notwithstanding anything contained in the foregoing provisions of the chapter, where a Commission of Inquiry is appointed under the Commissions of Inquiry act, 1952 (3 of 1952), to inquire into an accident, any inquiry, investigation or other proceedings 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.

vii) **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 may be prescribed.

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Chapter XVII

Extract of Chapter-VII of INDIAN RAILWAY MEDICAL MANUAL VOLUME-II (Third Edition – 2000)

MEDICAL AID AT THE TIME OF RAILWAY ACCIDENTS

701. GENERAL POLICY:-

(1) The general policy in the case of Railway accidents in which casualties occur is that of rapid evacuation after rendering immediate and necessary first aid treatment. This is always preferable to prolonged detention and elaborate treatment at the site of accident as the time factor is of paramount importance in removing the injured persons to the nearest hospitals by the first available means of transport to enable all necessary medical aid to be rendered.

(2) It is therefore, essential that the Railway doctors know thoroughly their duties not only when called upon to render medical aid to the injured but also in connection with the preparations made by the Railway administration to deal with accidents and the maintenance and use of accident relief medical equipment.

(Ministry of Railway's letter No. 383.T.G/dt. 31/3/1951)

709. Classification of injuries:-

(1) For the purpose of these rules, a Railway employee or a passenger or a trespasser shall be considered to be 'injured' only when he/she is incapacitated from following customary vocation for more than forty eight hours. Such injuries are classified as under –

(i) 'Serious '(include 'grievous' injuries as defined below)

(ii) 'Minor' or 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.

(2) The following are considered to be grievous injuries (as per section 320 of the Indian Penal Code) –

(a) Emasculation.

(b) Permanent privation of the sight of either eye.

(c) Permanent privation of the hearing of either ear.

(d) Privation of any member or joint.

(e) Destruction or permanent impairment of powers of any member or joint.

(f) Permanent disfigurement of head or face.

(g) Fracture or dislocation of a bone or tooth.

(h) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.

(3) Injuries other than those defined above are considered to be minor or simple injuries.

(4) Apart from the 'injured' cases as above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as 'injured' persons.

Note: Change of classification of injuries may be necessary in the light of x-rays and other detailed findings after admission. Advice with regard to change of classification of injuries should be furnished to the Chief Medical Director as early as possible.

(Paragraph 1428 of Indian Railway Establishment Manual, Ministry of Railway's letter No. 68/safety/43/19 dt. 25/02/ 1969 and section 320 of the Indian Penal Code).

712. Referring of the injured persons to private hospitals:-

(1) 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.

(2) In the following special cases, the injured person may be taken to a private hospital:-

(a) When there is no railway or non-railway hospital available within a radius of, say eight kilometres of the site of accident, or

(b) When the attending doctor certifies, in writing, in the prescribed proforma as given in Annexure XII to this chapter, that the treatment in private hospital is necessary in the interest of the patient.

(3) Where a private hospital to which an injured person is taken in terms of (a) and (b) 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.

(4) Where the aforesaid conditions are not satisfied but the injured person, or any adult member of his family who happens to be along with him, 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 the extra cost involved directly to the hospital authorities.

(5) For this purpose, each of the Railway administrations 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 Chief Medical Director 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.

(6) 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 for payment by the FA&C AO. Payments to private hospitals under this para can be arranged locally by the Railways and the Ministry of Railways approval is not necessary.

(Para 1421 of Indian Railway Establishment Manual and M.O.R's letter No. MH 59/MES/96/ Medical dt. 18/12/1959)

715. Issue of complimentary passes to the next of kin:-

Complimentary passes may be issued to the next of kin of the victims of accident from any station in India to the site of accident and back to the destination, as well as to surviving victims, who are discharged from the hospitals, to their destinations, provided that:-

(i) The issue of such passes should be centralized in the General Manager's office and should have the personal approval of the General Manger.

(ii) The class of pass for the surviving victims should be the same as they were travelling, or higher if recommended by the attending doctor,

(iii) The class of pass for the relatives should be determined according to their status,

(iv) Such passes should be issued to not more than two relatives of the injured or the deceased persons and,

(v) No break journeys are allowed.

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ACS No. 4 of 2006 **S.NO. 4 of Health/2006**

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2003/H/7/1/SCR **New Delhi, dated:14.11.2006**

The General Managers,
All Indian Railways
Including Production Units

Sub: Medical treatment of Railway passengers involved in accidents / untoward accidents.

The matter regarding amendment to Para 711 (7) & (8) and Para 712 of Indian Railway Medical Manual, 2000, on the subject cited above has been examined in Board's Office and it has been decided by Board to accept the recommendations of Commissioner of Railway Safety, South Central Circle which were made vide Para No. 9.2 of the Inquiry Report on Derailment of 7201 Golconda Express at Warangal Station in Secunderabad Division of South Central Railway on 02.7.2003. The following changes have been made in the provisions contained in para 711 (7) & (8) & Para 712 of Indian Railway Medical Manual, 2000 (Volume-II):-

2. The existing provisions contained in para 711 (7) of IRMM, 2000, (Vol-II) "The injured persons, other than Railway beneficiaries, should be shifted, as far as possible, to the nearest non-railway hospital except in the following circumstances" may be amended to read as "The injured persons should be sent to nearby Govt./ Railway Hospital. If no Govt. or Railway Hospital is available nearby, victims can be sent to nearby private hospital. Full powers in this connection will be exercised by General Manager. General Manager's decision will be final."

3. Similarly, at present there are no directives on treatment of trespassers & persons traveling dangerously (U/s. 147 & 156 of Indian Railway Act, 1989). Therefore, it has now been decided "to provide emergency medical treatment to such injured persons also and to send them to nearest Government Hospital. However, the mere fact that the Railway is providing medical aid does not bestow any right on the injured person, covered U/s 147 & 156 of Indian Railway Act, 1989, to claim any compensation from Railways".

ACS No. 4 of 2006 S.No. 4 of Health'2006

Advance Correction Slip to Paras 711 (7) & (8) and Para 712 of IRMM' 2000

Para 711 (7)

(i) Injured person as a result of Rly. accident (u/s 123 of I.R. Act,1989) and untoward incidence (u/s 124-A of I.R. Act, 1989) are to be provided emergency first aid at the site of accident / incidence and then to be shifted promptly to nearest suitable hospital which may be a Govt. Hospital, Rly. Hospital or Private Hospital.

(ii) Persons injured due to trespassing (u/s 147 of I.R. Act, 1989) and travelling dangerously (u/s 156 of I.R. Act, 1989) are to be provided emergency first aid and then to be shifted promptly to nearest Govt. Hospital.

(iii) However, the mere fact that the Railway is providing medical aid does not bestow any right on the injured persons covered u/s 147 and 156 of I.R. Act, 1989 to claim any compensation from Railways.

Para 711 (8)

Injured persons as a result of Rly. accident (u/s 123 of I.R. Act, 1989) and untoward incidences (u/s 124 of I.R. Act,1989) when admitted in any Govt./Railway. or Private Hospital, a close watch to be kept on medical treatment need of the patient and the extend of medical facilities available in that hospital. In case there is inadequate medical facilities the patient should be promptly shifted to a Higher medical center which can be either a Govt. Hospital, Railway Hospital or Private Hospital.

Para 712

(i) Referring the injured persons, injured due to Railway accident (u/s 123 of I.R. Act, 1989) or untoward incidences (u/s 124-A of I.R. Act, 1989) to a hospital. Injured person as a result of Railway accident (u/s 123 of I.R. Act, 1989) and untoward incidence (u/s 124-A of I.R. Act, 1989) are to be provided emergency first aid at the site of accident / incidence and then to be shifted promptly to nearest suitable hospital which may be a Govt. Hospital, Railway Hospital or Private Hospital.

(ii) All the expenditure of Govt. / Railway or Private Hospital to be borne by railway administration.

(iii) Bills of the Govt. Hospital / Private Hospital should be scrutinized & passed by CMS / MS in charge of the Divisional Hospital with the concurrence of Associated Finance of the Division."

(Authority Board's letter No.2003/H/7/1/SCR dated: 14.11.2006)

CHAPTER XVIII

OTHER INFORMATION

a) Extract of the INDIAN PENAL CODE, 1860 - Section 320 - Grievous hurt

The following kinds of hurt only are designated as "grievous":-

First.	-	Emasculation.
Secondly.	-	Permanent privation of the sight of either eye.
Thirdly	-	Permanent privation of the hearing of either ear.
Fourthly.	-	Privation of any member or joint.
Fifthly	-	Destruction or permanent impairing of the powers of any member or joint.
Sixthly.	-	Permanent disfiguration of the head or face.
Seventhly.	-	Fracture or dislocation of a bone or tooth.
Eighthly.	-	Any hurt which endangers life or which causes the sufferer to be during the space of twenty days in severe bodily pain, or unable to follow his ordinary pursuits.

b) Medical Treatment of Passengers in untoward incident

<u>Duties of Medical Department Official / Officer</u>

On getting emergency call

- Note down time of receiving message
- Collect necessary Medical team.
- Inform CMS, other Doctors and staff.
- Alert blood donors, SJAB
- At least one Doctor to remain in the hospital.

- Move Emergency boxes from ARME-Scale II / Health Unit / Hospital to site.
- Prepare MRV and report its readiness to traffic official.
- Reach the site by road if it is quicker.
- Check all the equipment in MRV.
- Get the operation theatre ready.
- Arrange to inform CMD about the movement of MRV.
- Keep MRV ready to treat the injured without delay.

On reaching the site Medical Officer in charge

- Refer the list of injured passengers prepared by TTE/TS and assess the situation.
- Plan for efficient Medical Management.
- Ensure rapid access to all injured passengers.
- Take assistance of Mechanical / Engineering / RPF staff and extricate the passengers.
- Conduct a thorough search of coaches including lavatories / vestibules for injured / dead.
- Open the First Aid Post / Clinic and depute a team exclusively to man it.
- Form different groups if required to handle more number of casualties at a time.
- Ensure collecting blood and urine samples of Crew of the train / trains in time.
- Ensure the stabilization of condition of injured.
- Ensure expeditious transportation of injured to the MRV / nearby hospitals.
- Take a list of Dead / injured and communicate with the following details:-
    - If found Conscious: Name, sex, age, identification marks, address, ticket number, originating and destination Station.
    - If found Unconscious: Approximate age, sex, identification marks, ticket number, the particulars, if relatives and friends are available.

- Ensure covering of bodies with shrouds.
- Arrange to move bodies to Govt. hospital with the assistance of RPF / Commercial Department.
- Take necessary steps to handle unhygienic condition that may arise due to decomposed / mutilated bodies.
- Certify the injured / dead and inform Site Manager for arranging on the spot ex-gratia payment.
- The Medical Officer at Division / Headquarters shall have constant touch with site if necessary arrange supplemental Medical assistance.

c) Extract of Para 2425 of INDIAN RAILWAY COMMERCIAL MANUAL (VOLUME II)

2425. Utilization of station receipts for departmental expenditure.

Station Masters are required to remit the entire collection of cash, cheques, etc., to the cash office as laid down in the following paragraphs. However, the withdrawals from station earnings are permitted in the following cases only:

(1) Encashment of cheque issued by the Financial Adviser and Chief Accounts Officer or by an Officer authorized by him in this behalf in favour of the Chief Cashier.

(2) Payments to comply with the Payment of Wages Act in certain cases where pre-check and payment by Accounts Office is not possible for want of time, e.g., settlement of dues of staff whose services are terminated by the administration.

Note. (i) These who reign or otherwise leave the service of their own record should not be paid from station earnings but their wages should be driven though pay sheets as usual.

(ii) The term 'wages' has been defined in section 2(VI) of the Payment of wages Act. It does not include the Traveling Allowance, for the payment of which the normal procedure should be observed.

(3) Payment of wages of temporary and permanent staff who cannot be paid by Pay Clerks within 10 days of the expiry of the wage period.

(4) Payment of handling charges at stations where the Station Masters are goods handling contractors.

(5) Encashment of pay orders issued by competent authority for payment of claims for compensation for goods lost, damaged etc. not exceeding Rs. 10,000 in each case.

(6) Payment against vouchers, overcharge sheets or other documents issued by competent authority for refund of fares and freight.

(7) Refund of wagon registration fees.

(8) Departmental expenditure necessitated by floods, accidents or earthquakes, etc.

(9) Handling charges for transshipment due to accidents, hot axles, etc.

(10) Payment of fees to surveyors engaged in assessment of value of damaged consignments up to limit of Rs. 250 in each case.

(11) Payment of decretal and settlement amounts in court cases when the parties insist on immediate payment under threat of execution or in discharge of legal attachment in railway earnings at the station.

(12) Refund of "deposits" for the value of perishable consignments taken at the time of delivery, on production of necessary particulars by the claimants of such consignments (see para 961).

(13) Refund of deposit money of Rs. 5 to the licensed Porters.

(14) Payment of cost for obtaining decrees judgments from the court under the orders of the Head of the Department only in cases where an appeal has to be filed within a specified period.

(15) Cost of transport of sick and wounded persons to hospitals when on small stations ambulances are not available.

(16) Payment to the casual labour engaged by Station Masters when handling contractors fail to provide adequate labour, only in emergent cases, which should be subsequently approved by the Head of Department. However, when such labour is engaged temporarily by the Station Master when a handling contract has been terminated on account of unsatisfactory working of the contractor, the labour should normally be paid through muster sheets and if they are to be discharged, before the close of the wage period and payment through muster sheets is not possible, the payment can be made through station earnings.

(17) Payment of expenses of special catering when the imprest is exhausted in emergent cases only, duly authorized by an officer.

(18) Payment in cash to staff governed by Workmen's Compensation Rules.

(19) Refund of fares on unused and partially used tickets.

(20) Payment of salary of Traveling Inspectors of Station Accounts against cheques issued.

(21) Refund of earnest money to unsuccessful bidders in cases of auction of unclaimed or lost property when the amount of the bid is not approved by the competent authority or when the property is connected and delivered to the owner.

(22) Ex-gratia payments to persons involved in train accidents.

(23) Advance of Traveling Allowance in an emergency as Court attendance at short notice.

(24) Refund of security deposits on account of hiring of lockers at railway stations.

(25) Payment of the reward to persons who help in apprehending prosecution of unauthorized chain pulling.

(26) Refund of Quick Transit Service Charges.

(27) Payment of grants sanctioned from Railway Minister's Welfare and Relief Fund through pay orders excusable at stations.

(28) Payment of commission to halt agents.

(29) Defraying of expenses in departmental catering establishments for the purchase of perishables, fish, meat, eggs, milk, butter, melted ghee, etc.

(30) Encashment of pay orders issued by the Railway men's Co-operative Credit Societies, Banks against fortnightly deposits made with the railway administration by Societies' Banks.

(31) Payment of commission amount to vendor| bearers engaged on commission basis.

(32) Spot payments of Daily Allowances to public witnesses attending departmental enquiries in vigilance cases against railway employees.

(33) Payment of coolie hire charges for effecting delivery of public telegrams wherever so indicated.

(34) Payment of immediate relief to the families of non-gazetted railway servants who die while in service.

(35) Advance to running staff marooned due to breach of communications.

(36) Payment or advances from Provident Fund sanctioned by competent authority to meet the funeral expenses of deceased railway employees at roadside station.

(37) Payment not exceeding Rs. 10 (Rupees ten) only in each case for shrouds to cover dead bodies of victims of accidents on railway. The vouchers required to be submitted along with the cash may be countersigned by the Government Railway Police Official in token of his having taken over the dead body bodies duly covered with shrouds.

d) Requisition of Indian Air Force Air Crafts:

Zonal Railways have been delegated powers to requisition helicopter/ aero plane for expeditious action in the event of serious accidents vide Railway Board’s letter No.

86/Safety-1/24/47 dated 13.03.87 & 19.07.89. The subject matter has been reviewed by the Board and the following revised powers are delegated to the Zonal Railways.

(i) GMs/DRMs have been delegated the powers to requisition helicopter/aero plane to reach the site of serious accident for rescue operation expeditiously. In addition, powers are also delegated to requisition air support to despatch the rescue teams to the site of the accident.

It is difficult to stipulate exactly the circumstances under which they may exercise these powers. It has been decided to leave this to the discretion of GMs/DRMs. However, broadly these may cover the following type of cases:

(a) Where more than 10 casualties (deaths-cum-serious injuries) are feared and it is difficult to these officers to reach the site within reasonable time;

(b) Where heavy damage is caused to railway installations in sensitive and tension filled areas (e.g. wreckage of track, bridges, etc. through bomb blast, other means of sabotage, etc.);

(c) Where public reaction in case of late arrival of senior officers at site is likely to be highly adverse.

Normally, in case of an accident only one helicopter should be requisitioned by a Zonal Railway, except when there is a serious passenger train accident involving several casualties when it is essential for both the General Manager and the Divisional Railway Manager to reach the site at once to satisfy the public and the Press. However, for despatching the rescue teams to the site of the accident, separate helicopter/aero plane may be requisitioned, if so needed.

The GMs/DRMs may exercise the above powers personally and may not delegate these powers.

(ii) Zonal Railways are further empowered to requisition helicopter/aeroplane to evacuate injured and dead in the event of serious accident. GMs may personally exercise these powers and may not delegate these further.

The above instructions on the subject supersede all the previous instructions issued vide above referred letters.

This issue with the concurrence of the Finance Directorate of the Ministry of Railways. (Railway Board's letter No. 2002/Safety-1/1/6/6 dated 13.06.2004)

ASSISTANCE FROM DEFENCE SERVICES

DACIDS (Operational Logistics) is the nominated contact point, which is to be contacted first for seeking any assistance in case of Railway Disaster. GM / DRM / CSO may contact him on the telephone / mobile number given below in case of emergency.

011-23017897 (Office), 011-25686071 (Residence), 9810856633 (Mobile).

DEFENCE ESTABLISHMENTS

Force	Unit	Phone No. Office
Defence	Director, Integrated Defence Staff, New Delhi	011 – 23017897
	Madras Regimental Centre, Wellington, Nilgri	0423 – 2206111
	DSC Centre, Cannanore	0497 – 2703844
	Military, Cannanore	0497 – 2705177
	Assistance, Cannanore	0497 – 2703844
	Army Unit, Mangalore	0824 – 2436757
	Army Camp, Madukkarai	0422 – 2622218
	Army Unit, Madukkarai	0422 – 2622217
	Military Regiment, Madukkarai	0422 – 2622235
	Commanding Officer, Madukkarai	0422 – 2622217
	Quarter Master, Madukkarai	0422 – 2316069
Navy	Naval HQ (War Room, Director of Naval Operation)	011 – 23017616
	Duty Officer, Maritime Operations Centre – Kochi	0891 – 2577240
	Naval Unit – Ezhimala, Kerala	04975 – 2020041
	Coast Guard, Mangalore	0824 – 2407875
	Naval Unit agrani, Madukkarai	0422 – 2231553
	Naval Exchange	0422 – 2551361
	Duty Officer, Southern Region, Chennai	044 – 25623059
Air Force	Air Force Station, Coimbatore	0422 – 2622217
	Air-II / Trivandrum	0471 – 2551375
	Operating Room (AF) TVC	0471 – 2551376
	Sr. Air Staff Officer / TVC	0471 – 2551372
	Air Force Station, Madukkarai	0422 – 2887591
	Commandant (Indian Coast Guard) / TVC	0471 – 2486484
	Station Commander, Pangode / TVC	0471 – 2352373 0471 – 2351240 0471 – 2352808
	Flag Officer Commanding-in Chief, Southern Naval Command, Kochi	0891 – 2662001 0891 – 2662002 0891 – 2668888
	Military Exchange, Pangode, Trivandrum	0471 – 25352373
	Duty Officer, Southern Region, Trivandrum	0471 – 2260373

NAVY (Parundu)
Uchippuli, Ramanathapuram District, Tamil Nadu 04567 – 259277
FAX – 04567 – 259226

COAST GUARD
Tuticorin, Tamil Nadu 0461 - 2352046
Mandapam, Ramanathapuram District, Tamil Nadu 04573 – 242020
04573 – 241718

CISF
Tuticorin, Tamil Nadu 0461 - 2352566

LOCATION WITH LANDING FACILITY FOR SMALLER AIRCRAFT / HELICOPTER DURING DAY / NIGHT

S.No.	Rly. Station	Distance from Railway station
1	MDU	12 km.
2	VPT	02 km.
3	DG	06 km. (Soundararaja Mill Private Air Port)
4	TENI	02 km.
5	RMD	22 km. (UCP Naval Station – Ph. 04567-259226) (Coast Guard/MMM – Ph. 04573 – 241718, 241519)
6	SVGA	03 km.
7	PDKT	10 km.
8	SVKS	01 km.
9	TN	07 km.

e) Extract of Para 11 of THE RAILWAY SERVICES (CONDUCT) RULES, 1966:

Para 11. Communication of Official Information:

Every Railway servant shall, in performance of his duties in good faith, communicate information to a person in accordance with the Right to Information Act, 2005 (22 of 2005) and the rules made there under:

Provided that no Railway servant shall, except in accordance with any general or special order of the Government or in performance in good faith of the duties assigned to him, communicate, directly or indirectly, any official document or any part thereof or classified information to any Railway servant or any other person to whom he is not authorized to communicate such document or classified information."

(Authority: Railway Board's letter No. E (D&A) 2005/GS1 dated 21.02.06)

(f) <u>Photograph of Unmanned and Manned LC accidents.</u>

Based on the instructions from RB, photographs of Consequential Manned/Unmanned Level Crossing accidents should be sent along with details immediately by E-mail to HQ in the following address.

cso@sr.railnet.gov.in and dycoms@sr.railnet.gov.in

The photographs should be around 800x600 pixel size and if it is in higher size, a picture editing software may be used to resize the pictures so that the picture size is adequately clean and around 100kb, which can be easily sent over E-mail. Photographs to be sent in JPEG formats only and should not be embedded in documents. It is preferable to give only a serial number to the photographs and relate the serial number to the photograph in a separate MS Word document.

While taking photographs of warning board, speed breakers, road surfaces etc., the view should such that some of the surrounding area and landmarks like OHE masts, hectometre posts, LC posts should also be get included to give the proper perspective.

The photographs should be depict the following:

i. Horizontal road surface at the level crossing and its width & length,

ii. Difference of level of rails at level crossing.

iii. Condition of approach road on both side and gradient if any.

iv. Full complement of road signs on either side of Level Crossing along with distance measured.

v. Condition of Speed breakers on both sides of Level Crossing and its distance from the centre of the track.

vi. Visibility to train.

vii. Visibility to road user from either end, both left and right.

The photographs should be shot on the same day if the level crossing accident takes place during day time and in case the accident occurs during night, the photos should be shot in the morning on the very next day.

g) Accident Reporting Format
(LC gates both manned and unmanned)

Annexure – A (1)

LC Gate Particulars (Manned/Unmanned)

Traffic/Engg gate - Engg:	Class -	Gate no. -	Kms –
Lifting Barrier/Flap/Chain - NA			
TVU -		Year -	
Interlocked or Non interlocked -			
Telephone provided or not provided -			
Normal position of gate -			

Road Signs - Available	Speed Breaker -		Whistle Board -	
Type of Road -				
Visibility (in meters)	VRU -	m	VLU -	M
	VRD -	m	VLD -	M
Gradient, if any				
No. of accidents during last two years.				

Annexure – A (2)

Particulars of Loco Pilot

Name		
Date of birth		
Family Members		
Qualification		
Headquarters		
Grade - Rs.		
Breath analyzer Test		
(Positive = Intoxication) (Negative = without intoxication)		
Date of appointment		
Promoted as Asst. Driver		
Promoted as Gds. Driver		
Promoted as Pass. Driver		
Promoted as Mail/Exp.		
Date of Medical Exam.		
With or Without Glasses		
Date of Refresher Course		
Safety Camp		
Competency		
Safety Category Grading		
Psycho Test		
Awards/Punishments		
Nominated Loco Inspector		
Signing Off/ ON		
Rest availed before duty.		
Last trip on the section.		
Previous history of Accident, if any.		

h) Accident Reporting Format (from DRM to CSO)

PROFORMA FOR ACCIDENT INFORMATION

1	Date & Time of Accident
2	Division
3	Section
4	Station/Block Section
5	At Station/Mid-section
6	Gauge (BG/MG/NG)
7	Traction (Elect / Non-elect.)
8	Type of route
9	System of Working (Absolute/ Automatic/ One train only etc.)
10	Class of Station, Type of signalling, Standard of interlocking
11	Train Particulars
12	Brief Particulars:
13	Train working condition (Normal/ Abnormal) (in brief)
14	Procedural failure, if any (in brief)
15	Casualty
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 (Annexure A-1)
22	Loco Pilot Particulars (Annexure A-2)
23	State/District
24	Other information, if any

i) Disaster Management Schedule of Powers

Withdrawal of station collections

In order to meet accident related expenditure, the officers can withdraw money from the station collections duly following the procedure incorporated in Commercial Manual Vol. II Rule No.2425.

(a) (8) Departmental expenditure necessitated by floods, accidents or earthquakes, etc.

(b) (22) Ex-gratia payments to persons involved in train accidents.

The following procedure shall be followed for withdrawal from station earnings.

(a) The nominated supervisor in charge of the department concerned may alone withdraw from station collections through a requisition in respect of the above items specified in rule 2425 of the IRCM.

(b) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From	To
Name of the Supervisory Official Designation Station	Station Master Station

Please arrange to pay from the Station Collections an amount of Rs…….. (Amount to be shown in words and figures) towards …….. (Purpose to be indicated). This is one of the authorized items of withdrawal from Station Collections. The expenditure is chargeable to the head ……..

Accounting Authority …….
Controlling Officer ……..
Designation ……..
Station ……..

SIGNATURE

Payment made from Station Collections Amount: Signature of SM/SS	Received an amount of Rs…… from Station Collections Signature: Designation: Station

(c) The requisition is required to be prepared in triplicate, one to be kept as record, the second to be presented to the Station Master for arranging payment against proper acknowledgement and the third to be sent to the DFM concerned duly countersigned personally by the Divisional Officer of the department.

(d) Any failure by the supervisory official withdrawing the cash to observe the above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.

(e) The Branch Officer concerned shall forward the requisition received from the stations to the Divisional Accounts Office indicating the circumstances under which the withdrawal was necessitated.

(f) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. The timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.

(g) The Executive Officer concerned shall be furnish full particulars of the amount withdrawn, details of the payment made, the reason for the payment, the rate and period for which payment is made and the total amount paid with the acquittance of the payee with necessary revenue stamp wherever due to DFM.

(h) The DCM will compile a monthly statement of all withdrawals pertaining to his division obtaining a statement from the various executives in his division and send it to CCM.

(i) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by the executives.

(Jt. Commercial & Accounts Procedural Order No.1 of 1990)

Payment of Ex-gratia

Part A – Classification of injuries.

(1) Injuries are classified as under:

(i) 'Serious' (include 'grievous' injuries as defined below)

(ii) 'Minor' or 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.

(2) Injuries other than those of defined above are considered to be minor or simple injuries.

(3) Apart from the 'injured' cases as above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as 'injured' persons.

(Indian Railway Medical Manual Vol. II Rules No. 709. Para 1428 of Indian Railway Establishment Manual, Ministry of Railway's letter No. 68/Safety/43/19 dt. 25.02.1969 and Sec. 320 of the Indian Penal Code)

Part B – Amount of ex-gratia

The rate and conditions for payment of ex-gratia relief in case of grievously injured passenger who are hospitalized in case of untoward incidents as defined under Sections 124 and 124-A of the Railways act, 1989 is as follows:

Period of hospitalization	Rate of ex-gratia
Upto 30 days of hospitalization	Rs.5000/-(Rupees five thousands)
Upto further six months of hospitalization	Rs.1000/-(Rupees one thousand only) per week or part thereof for the period of indoor treatment.
Upto further five months of hospitalization	Rs.500/-(Rupees five hundred only) per week or part thereof for the period of indoor treatment.
The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	

The revised rate and conditions for payment of ex-gratia relief in case of grievously injured passenger who are hospitalized in case of train accidents as defined under Sections 123, read with section124/124-A of the Railways act, 1989 is as follows:

Period of hospitalization	Rate of ex-gratia
For hospitalization upto 30 days to take care of initial expenses	Rs. 25,000/- (Rupees Twenty five thousands) lump sum
Thereafter at the end of every 10 day period or discharge whichever is earlier	Rs. 300/-(Rupees Three hundred only) per day.
The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	

In case of enhanced ex-gratia announced by the Minister of Railways as a special case under his/her discretionary powers, the amount equivalent to the normal rate of ex-gratia for death for injury of passenger in train accidents / untoward incidents and to the road users to meet with an accidents due to railway's Prime of facie liability at Manned LC Gate accident be paid in cash and the remaining portion of the enhanced ex-gratia be paid account payee cheque. The position is tabulated as under.

	In case of	**Normal rate of ex-gratia (as per extant instructions)**	**Amount of Ex-gratia to be paid by cash/cheque in case of enhanced ex-gratia announced by the Hon'ble Minister of Railways)**	
			BY CASH	**BY CHEQUE**
1	**In case of Train Accident (section 124 of the ACT)**			
i)	In case of death	Rs.50,000/-	Rs.50,000/-	Announced amount of ex-gratia minus Rs.50000/-
ii)	In case of grievous injury	Rs.25,000/-	Rs.25,000/-	Announced amount of ex-gratia minus Rs.25000/-
iii)	In case of simple injury	Rs.5000/-	Rs.5000/-	Announced amount of ex-gratia minus Rs.5000/-

2	**In case of untoward incident (section -124A of the ACT)**			
i)	In case of death	Rs. 15,000/-	Rs. 15,000/-	Announced amount of ex-gratia minus Rs.15,000/-
ii)	In case of grievous injury	Rs.5000/-	Rs.5000/-	Announced amount of ex-gratia minus Rs.5,000/-
iii)	In case of simple injury	Rs.500/-	Rs.500/-	Announced amount of ex-gratia minus Rs.5,00/-
3	**In case of accident at Manned Level Crossing (due to Railway's prime facie liability)**			
i)	In case of death	Rs.50,000/-	Rs.50,000/-	Announced amount of ex-gratia minus Rs.50000/-
ii)	In case of grievous injury	Rs.25,000/-	Rs.25,000/-	Announced amount of ex-gratia minus Rs.25000/-
iii)	In case of simple injury	Rs.5000/-	Rs.5000/-	Announced amount of ex-gratia minus Rs.5000/-

This has the approval of authorised officer.

AMOUNT OF COMPENSATION PAYBLE – VARIOUS PROVISIONS OF RAILWAY ACCIDENT (COMPENSATION) RULES, 1990

Compensation payable to persons injured in railway accidents is prescribed by a Schedule of Compensation attached to the Railway Accidents and Untoward incidents (Compensation) Amendment Rules 1997.

a) The amount of compensation payable for an injury not specified in the schedule but which in the opinion of the Claims Tribunal is such as to deprive a person of all capacity to do any work, shall be Rs. 4,00,000/-.

b) The amount of compensation payable in respect of any injury other than any injury specified in the schedule resulting in pain or suffering shall be such as the Claims Tribunal may after taking into consideration medical evidence, besides other circumstances of the case, determine to be reasonable.

Provided if more than one injury is caused by the same accident, compensation shall be payable in respect of each such injury.

Provided further that the total compensation in respect of such injuries shall not exceed Rs. 4,00,000/-.

c) Where compensation has been paid for any injury which is less than the amount which would have been payable as compensation if the injured person had died and the person subsequently died as a result of the injury, a further compensation equal to the difference between the amount payable for death and that already paid shall become payable.

d) Notwithstanding anything contained in the above rule, the total compensation payable under that rule shall no case exceed Rs. 4,00,000/- in respect of any person.

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Chapter XIX

Telephone Directory:

(i) Distance and Telephone Numbers of Stations:

Distance from Chennai Beach, Inter Distance & Telephone Nos. Tiruchchirappalli - Dindigul (BG) Section						
Station	Station Code	Kilometre from MSB	Inter distance	STD Code	BSNL No.	Rly. No.
Tiruchchirappalli Jn.	TPJ	340.29	--	0431	2461603	77634
Pungguddi	PUG	349.27	8.98	0431	2690006	74388
Kolatur	KLS	358.77	9.50	0431	2695546	74387
Samudram	SMDM	366.75	7.98	04332	278251	74386
Manaparai	MPA	376.53	9.78	04332	260339	72673
Chettiyapatti	CII	383.78	7.25	04332	264051	74385
Vaiyampatti	VPJ	390.51	6.73	04332	272872	74384
Kalpattichatram	KFC	399.00	8.49	04332	209460	74383
Ayyalur	AYR	408.32	11.02	04551	231108	74382
Vadamadura	VDM	416.66	8.34	04551	238400	74381
Tamaraipadi	TMP	424.44	7.78	0451	251022	74379
Dindigul	DG	432.90	8.46	0451	2422045	74378

Distance from Chennai Beach, Inter Distance & Telephone Nos. Dindigul – Madurai (BG) Section						
Station	Station Code	Kilometre from MSB	Inter Distance	STD Code	BSNL No.	Rly. No.

Dindigul	DG	432.90	--	0451	2422045	74378
Ambaturai	ABI	444.00	11.10	0451	2452243	72670
Kodaikkanal Road	KQN	454.85	10.85	04543	238926	72669
Vadippatti	VDP	465.92	11.07	04543	254226	72668
Sholavandan	SDN	473.66	7.74	04543	258221	72667
Samayanallur	SER	482.45	8.79	0452	2463263	72666
Kudal Nagar	KON	491.20	8.75	0452	2667214	72665
Madurai Jn.	MDU	494.95	3.75	0452	2341597	72645

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Madurai – Virudunagar (BG) Section

Station	Station Code	Kilometre from MSB	Inter distance	STD Code	BSNL No.	Rly. No.
Madurai Jn.	MDU	494.95	--	0452	2341597	72645
Tiruparankundram	TDN	501.63	6.68	0452	2482541	72674
Tirumangalam	TMQ	512.27	10.64	04549	280749	72675
Kalligudi	KGD	526.72	14.45	04549	278530	74584
Virudunagar Jn.	VPT	538.13	11.41	04562	243747	74565

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Virudunagar – Vanchi Maniyachchi (BG) Section

Station	Station Code	Kilometre from MSB	Inter distance	STD Code	BSNL No.	Rly. No.
Virudunagar Jn.	VPT	538.13	--	04562	243747	74565
Tulukapatti	TY	553.45	15.32	04562	256367	74582
Satur	SRT	564.98	11.53	04562	2602243	74591
Nalli	NLL	574.75	9.77	04562	286424	74626
Kovilpatti	CVP	586.31	11.56	04632	220092	74616
Kumarapuram	KPM	596.79	10.48	04632	228969	74628
Kadambur	KDU	608.62	11.83	04632	246230	74674
Vanchi Maniyachchi Jn	MEJ	622.61	13.99	0461	2268230	74660

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Vanchi Maniyachchi – Tuticorin (BG) Section

Station	Station Code	Kilometre from MSB	Inter distance	STD Code	BSNL No.	Rly. No.
Vanchi Maniyachchi Jn.	MEJ	622.61	--	0461	2268230	74660
Tattapparai	TIP	638.62	16.01	0461	2261714	74672
Milavittan	MVN	646.09	7.47	0461	2340013	74875
Tuticorin	TN	653.76	7.67	0461	2326751	7161-276
Tuticorin SPIC siding	MVTS	-	-	0461	2355186	7161-228
Tuticorin Port	TNHP	-	-	0461	2352290	7161-278

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Manamadurai – Rameswaram (BG) Section

Station	Station Code	Kilometre from MSB	Inter Distance	STD Code	BSNL No.	Rly. No.
Manamadurai Jn.	MNM	555.30	--	04574	268520	72678
Sudiyur	SUX	565.615	10.315	04564	264200	72647
Paramakkudi	PMK	579.282	13.667	04564	231339	72648
Sattirakkudi	SQD	599.186	19.904	04564	292968	72649
Ramanathapuram	RMD	614.908	15.722	04567	220810	72679
Uchippuli	UCP	634.997	20.089	04567	259930	72655
Mandapam	MMM	651.402	16.405	04573	241444	72682
Pamban	PBM	658.873	7.471	04573	231437	74432
Rameswaram	RMM	668.815	9.942	04573	221226	74409

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Manamadurai – Virudunagar (BG) Section

Station	Station Code	Kilometre from MSB	Inter Distance	STD Code	BSNL No.	Rly. No.
Manamadurai Jn.	MNM	555.28	--	04574	268520	72678
Narikkudi	NKK	576.45	21.17	04566	286428	74586
Tiruchchuli	TCH	589.24	12.79	-	-	74587
Aruppukkottai	APK	599.87	10.63	04566	220272	74588
Virudunagar Jn.	VPT	621.85	21.98	04562	243747	74565

Distance from Madurai, Inter Distance & Telephone Nos.

Madurai – Bodinayakkanur (BG) Section

Station	Station Code	Kilometre from MDU	Inter Distance	STD Code	BSNL No.	Rly. No.
Madurai Jn.	MDU	00.00	--	0452	2341597	72645
Usilampatti	USLP	36.42	36.42	04552	252140	-
Andipatti	ADPT	57.51	21.09	04546	242272	-
Teni	TE	74.78	17.27	04546	252319	-
Bodinayakkanur	BDNK	89.74	14.96	04546	280268	-

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Sengottai – Quilon (BG) Section

Station	Station Code	Kilometre from MSB	Inter Distance	STD Code	BSNL No.	Rly. No.
Sengottai	SCT	668.12	-	04633	233188	-
Bhagavathipuram	BJM	674.66	6.54	04633	285635	-
Aryankavu	AYV	683.14	8.48	0475	2211520	-
Tenmalai	TML	695.91	12.77	0475	2344540	-
Edamann	EDN	709.12	13.21	0475	2335506	-
Punalur	PUU	717.515	8.38	0475	2222606	74908
Auvaneeswaram	AVS	725.526	8.011	0475	2322040	74918
Kottarakkara	KKZ	737.075	11.549	0474	2454754	-
Kundara	KUV	748.743	11.668	0474	2522253	-
Kilikollur	KLQ	755.834	7.091	0474	2719885	-
Quilon Jn.	QLN	761.614	5.78	0474	2760102	89382

Distance from Vanchi Maniyachchi, Inter Distance & Telephone Nos.

Vanchi Maniyachchi – Tirunelveli (BG) Section

Station	Station Code	Kilometre from MEJ	Inter Distance	STD Code	BSNL No.	Rly. No.
Vanchi Maniyachchi Jn.	MEJ	00.00	--	0461	2268230	74661
Naraikkinar	NRK	6.78	6.78	0461	2273466	74761
Gangaikondan	GDN	14.39	7.61	0462	2486178	74675
Talaiyuthu	TAY	22.10	7.71	0462	2300351	74788
Tirunelveli Jn.	TEN	28.90	6.80	0462	2322155	74747

Distance from Chennai Beach, Inter Distance & Telephone Nos. Virudunagar – Sengottai (BG) Section						
Station	Station Code	Kilometre from MSB	Inter Distance	STD Code	BSNL No.	Rly. No.
Virudunagar Jn.	VPT	538.13	--	04562	243747	74565
Sivakasi	SVKS	562.44	24.31	04562	220001	-
Srivilliputtur	SVPR	579.33	16.89	04563	260280	-
Rajapalayam	RJPM	590.68	11.35	04563	222100	-
Sankarankovil	SNKL	623.44	32.76	04636	222350	-
Pambakovil Shandy	PBKS	635.25	11.81	04636	285140	-
Kadayanallur	KDNL	644.29	9.04	04633	240241	-
Tenkasi Jn.	TSI	660.29	16.00	04633	222234	74996
Sengottai	SCT	668.12	7.83	04633	233188	74975

Distance from Madurai, Inter Distance & Telephone Nos. Madurai – Manamadurai (BG) Section						
Station	Station Code	Kilometre from MDU	Inter Distance	STD Code	BSNL No.	Rly. No.
Madurai Jn.	MDU	00.00	--	0452	2341597	72630
Silaiman	ILA	12.38	12.38	0452	2465599	72676
Tiruppuvanam	TVN	20.64	8.26	04574	265230	72677
Tiruppachetti	TPC	31.45	10.81	04574	266631	72646
Manamadurai Jn.	MNM	47.57	16.12	04574	268520	72678

Distance from Tirunelveli Jn, Inter Distance & Telephone Nos. Tirunelveli - Tiruchendur (BG) Section						
Station	Station Code	Kilometre from TEN	Inter Distance	STD Code	BSNL No.	Rly. No.
Tirunelveli Jn.	TEN	00.00	-	0462	2323156	74751
Seydunganallur	SDNR	16.063	16.063	04630	263440	-
Srivaikundam	SVV	28.230	12.167	04630	255232	-
Nazareth	NZT	38.726	10.496	04639	277234	-
Arumuganeri	ANY	52.055	13.329	04639	280351	-
Tiruchendur	TCN	61.304	9.249	04639	242237	-

Distance from Vanchi Maniyachchi, Inter Distance & Telephone Nos.

Tirunelveli - Tenkasi (BG) Section

Station	Station Code	Kilometre from MEJ	Inter Distance	STD Code	BSNL No.	Rly. No.
Tirunelveli	TEN	28.9	-	0462	2323156	74751
Cheranmahadevi	SMD	47.982	19.10	04634	260129	74986
Ambasamudram	ASD	63.42	25.45	04634	250239	74983
Kilakadaiyam	KKY	78.61	15.19	04634	240240	74981
Pavurchatram	PCM	90.38	11.77	04633	250234	74979
Tenkasi Jn.	TSI	100.92	10.54	04633	222234	74996

Distance from Chennai Beach, Inter Distance & Telephone Nos.

Tiruchchirappalli - Manamadurai (BG) Section

Station	Station Code	Kilometre from MSB	Inter Distance	STD Code	BSNL No.	Rly. No.
Tiruchchirappalli Jn.	TPJ	340.29	--	0431	2461603	77634
Kumaramangalam	KRMG	418.080	13.290	04339	256777	-
Keeranur	KRUR	433.40	15.32	04339	262229	-
Vellanur	VEL	446.050	12.650	04339	240325	-
Pudukottai	PDKT	457.46	11.410	04322	260261	-
Tirumaiyam	TYM	473.18	15.70	04333	207660	-
Chettinad	CTND	482.33	9.15	04565	283282	-
Karaikudi Jn.	KKDI	494.14	11.81	04565	224391	-
Kallal	KAL	511.910	17.77	04565	284559	-
Panangudi	PNGI	520.322	8.412	04575	293768	-
Sivaganga	SVGA	534.746	14.424	04575	240237	-
Melakonnakulam	MEKM	549.021	14.275	04574	258572	-
Manamadurai Jn.	MNM	555.30	6.279	04574	268520	72678

Distance from Dindigul, Inter Distance & Telephone Nos. Dindigul - Palani - Pollachi (BG) Section						
Station	Station Code	Kilometre from DG	Inter Distance	STD Code	BSNL No.	Rly. No.
Dindigul Jn.	DG	00.00	-	0451	2422045	74378
Akkaraipatti	API	10.698	10.698	0451	2341900	74313
Oddanchatram	ODC	32.84	22.142	04553	240288	74318
Chatrapatti	CHPT	42.790	9.950	04545	220102	74337
Palani	PLNI	58.260	15.470	04545	242268	74389
Pushpattur	PPTR	72.18	13.920	04545	294235	-
Maivadiraod	MVRD	82.50	10.32	04545	253133	-
Udumalaipettai	UDT	92.03	9.53	04545	223044	-
Gomangalam	GMGM	105.57	13.54	04545	280736	-
Pollachi	POY	121.20	15.63	0422	24107841	67187

(ii) Important Telephone Numbers connected with Disaster Management at state level and district level:

FIRST CALL

CONTROL ROOM PHONE NUMBERS OF MDU DIVN.

CONTROL	RAILWAY	BSNL	MOBILE
OPERATING	72650, 72608 Chief Controller	0452-2308649	9003862938
	72642, 72651 Dy. Controller	0452-2308650	9003862939
MECHANICAL	72555 Power Control	0452-2308555	8056162433
	72550 C&W Control	0452-2308556	8056162434
ENGINEERING	72450	0452-2308450	9003862235
CONMMERCIAL	72250	0452-2308050	9003862961
SIGNAL & TELE COMMUNICATION	72940, 72950	0452-2308950 0452-2308094	9003862832 8056162860
TRACTION POWER CONTROL	72331, 72338	0452-2308033	8754570625
TRACTION LOCO CONTROL	72336		9003160317 (TLC/HQ/MAS)
ELECTRICAL	72350	-	8056162321
SECURITY	72804	0452-2308802	8056162724

SATELLITE PHONE NUMBERS-ART/TPJ-00870763945561

INMARSAT ID - 00873-684040213(VOICE)

INMARSAT MINI -00873 -763945565 (VOICE)
- 00873 763945566(FAX)
- 00873 763945567(DATA)
- 00873 763945568(VOICE)

CENTRALCONTROL/MAS (HQ) 22415, 22212(RLY),
044-25353175 & 25358164 (BSNL)

EMERGENCY HELP LINE FOR AMBULANCE /POLICE /FIRE & AMBULANCE: 108

Tamilnadu STD Code -044

Designation	Office	Residence	Mobile
Chief Secretary	044-25671555 Fax- 044-25672304 Email- cstamilnadu@nic.in	044-24919490	-
Home Secretary	044-25671113	044-24892518	
DGP	044-28447755 044-28447777 Fax-044-28447703 Email-dgp@tn.gov.in	-	9444457711
State Police Control Room	044-28447701	--	--
Fire service Control Room	044-28294181 Fax-044-28294181	-	--
Secretary (Transport)	044-25671475	044-24482010	--

Kerala: STD.Code: 0471

Designation (Connected State/UT)	MTNL/BSNL Office	Residence	Mobile	Fax
Chief Secretary	0471-2333147	0471-2720606	09447773303	0471-2327176
Home Secretary	0471-2327451	0471-2430710	09446440085	0471-2327451
Director General of Police	0471-2721601	0471-2732314	09497999999	0471-2726560
Additional Chief secretary(Revenue)	0471-2324120	0471-2478898	09447132755	0471-2333198 2324120

Relief Commissioner	0471-2325239	0471-2724220	09447132755	0471-2335487
Disaster Management Control Room	0471-23316391	-	-	-

Southern Railway: **STD Code: 044**

Designation	Telephone No.			
		Rly.	DOT	Mobile
GM	O	86499	27822874	09701370000
	R	86500	27825309	
AGM	O	86497	27824216	09710370004
	R	89970	27826464	
CSO	O	86438	27832342	9701370730
	R	89038	27004193	
Chief Controller	O	27820326 27820326	88166 88120	9701370925 9701370924 9701370923

Police: IG Zones:

IG North Zone	Railway Station Road, Alandhur, Chennai-600 016, Tamil Nadu.	Chamber: 044-22324232
		Control/Fax: 044-22314232
		ID: nzcontrol@gmail.com
IG West Zone	COP Campus, Coimbatore-18, Tamil Nadu	Chamber: 0422-2223585
		Control/Fax: 0422-2223888
		ID: wzcontrol@gmail.com
IG Central Zone	TVS Tollgate Road, Opp. Jamal Mohamed College, Trichy-20, Tamil Nadu.	Chamber: 0431-2333755
		Fax :0431-2333866
		ID: igczoffice@gmail.com
IG South Zone	New Natham Road, Madurai-2, Tamil Nadu.	Chamber/Fax: 0452-2522594
		ID: igpsz@gmail.com

Civil Defence

Designation	**Contact Nos**

Designation	Contact Nos
ADGP, Dy.CMT.Genl.Home Guards.	044-28441617(Direct)
CONTROL & FAX	044-2844 3498

Forensic establishments

Forensic laboratory:
Dr.Radhakrishnan Salai, Mylapore, Chennai - 600 004.

Regional Forensic Science Laboratories:

Coimbatore	rfsl(at)kovai.tn.nic.in
Madurai	rfslat)madurai.tn.nic.in
Ramanathapuram	rfsl(at)ramnad.tn.nic.in
Salem	rfsl(at)salem.tn.nic.in
Tanjavur	rfsl(at)tanjore.tn.nic.in
Tiruchirappalli	rfsl(at)trichy.tn.nic.in
Tirunelveli	rfsl(at)nellai.tn.nic.in
Vellore	rfsl(at)vellore.tn.nic.in
Villuppuram	rfsl(at)vipuram.tn.nic.in

Designation	Contact Nos
DIRECTOR	044-28447767
	fsddirector@gmail.com

Railways

Designation	Contact Nos
IGP	044-28512415
DIG	044-28513718
SP Chennai	044-28364338 sbrailwayschennai@gmail.com
SP Trichy	0431-2491313 rcrb_try@yahoo.co.in
CONTROL & FAX (Chennai)	044-28366868,8361195
CONTROL & FAX(Trichy)	0431-2400725 / 2410063

(iii) Important Phone Numbers of District Civil Authorities:

Tamil Nadu State:

MADURAI:

Designation	Office	Residence	Mobile
Collector	0452-2531110 Fax- 0452-2530925 Email-collrmdu@nic.in	O452-2532290	9444171000
Deputy collector	0452-2537074		
DRO/MDU	0452-2532106	0452-2538363	

VIRUDHUNAGAR:

Designation	Office	Residence	Mobile
Collector	04562-252600 Fax-04562-252671 Email-collrvnr@nic.in	04562-252345	9444184000

Asst. Collector / Sivakasi	04563-220052	04563-220153	
RDO/Arupukottai	04566-220570	04566-220326	

DINDIGUL:

Designation	Office	Residence	Mobile
Collector	0451-2461199 Fax-0451-2432133 Email-collrdgl@tn.nic.in	0451-24312600	9444169000
Addl.Collector	0451-2460370		
Asst. Collector	0451-2432615		
DRO/DG	0451-2460300		

TIRUCHIRAPPALLI:

Designation	Office	Residence	Mobile
Collector	0431-2415358 Fax- 0431-2411929 Email-collrtry@nic.in	0431-2420681	9444174000
DRO/Trichy	0431-2460016		9445000919

PUDUKOTTAI:

Designation	Office	Residence	Mobile
Collector	04322-227100 Fax-04322-221663 Email-collrpdk@nic.in	04322-221690	9444181000
Sub collector	04322-222219	04322-260208	
DRO/Pudukottai	04322-220946	04322-261825	

RAMANATHAPURAM:

Designation	Office	Residence	Mobile
Collector	04567-231220 Fax-04567-230558 Email-collrrmd@nic.in	04567-221349	9444183000
Addl.collector/ Devakottai	04567-231375	04567-230630	
Asst. Collector	04567-230056	04567-225537	
Sub collector/ Paramakudi	04564-224151	04564-224590	

SIVAGANGAI:

Designation	Office	Residence	Mobile
Collector	04575-241466 Fax-04575-241525	04575-241455	9444182000

	Email- collrsvg@tn.nic.in		
Asst.Collector/ Devakottai	04561-272283		
DRO/Sivagangai	04575-241293	04575-241402	

THENI:

Designation	Office	Residence	Mobile
Collector	04546-253676 Fax-04546-251466 Email-collrthn@nic.in	04546-253626	9444172000
Sub collector/ Periyakulam	04546-231256	04546-231257	
DRO/Theni	04546-254946	04546-254976	

THOOTHUKUDI:

Designation	Office	Residence	Mobile
Collector	0461-2340600 Fax-0461-2340606 Email-collrtut@nic.in	0461-2320050	9444186000
Asst.collector/ Kovilpatti	0461-220258	0461-220238	
DRO/Thoothukudi	0461-2340400	0461-2340999	
RDO/Tiruchendur	0461-245165	0461-245458	
RDO/Tenkasi	04633-222212	04633-222181	

TIRUNELVELI;

Designation	Office	Residence	Mobile
Collector	0462-2501222 Fax- 0462-2500224 Email- collrtenv@nic.in	O462- 2577983	9444185000
Asst. Collector/ Cheranmadevi	04634-260124	04634-260123	
DRO/Tirunelveli	0462-2500466	0462-2580466	

KARUR:

Designation	Office	Residence	Mobile
Collector	04324-257555 Fax-04324-257800 Email- collrkar@nic.in	04324-257112	9444173000
Asst.Collector/	04324-274038		

Karur			
DRO/Karur	04324-256501	04324-256447	

Kerala State:

Kollam- District Collector

dcklm.ker@nic.in
0474-2794900
9447795500(M)

Addl. District Magistrate

0474-2795186(O)

Superintendent of Police

0474-2764422(O), 2799099 (R), 9446402007(M)

Palakkad - District Collector

dcpkd@kerala.nic.in
0491-2505266
9387288266(M)
0491-2533026(R)

Addl. District Magistrate

0491-2505008

Superintendent of Police

0491-2534011

Thiruvananthapuram - Addl. District Magistrate (ADM)

0471-2472165

City Police Commissioner

0471-2320579, 9447715599

Superintendent of Police (Rural)

0471-2315803(O), 2743024(R), 9447115601

(iv) Important phone numbers of Headquarters officers:

DESIGNATION	RAILWAY		BSNL		MOBILE
	Office	Residence	Office	Residence	
GM	22687	22867	25332157	28272867	-
AGM	22502	28533	25353743	28273434	90031 60001
SDGM/CVO	22522	28860	25353389	24340408	90031 60002
DGM/G	22541	28632	25355305	28270926	90031 60004

SECY TO GM	22504	28836	25331765	24356182	90031 60003
ADGM	22511	-	25355765	26864701	90031 60007
FA &CAO	22570	29790	25354871	26745288	90030 60100
CCM	22424	28595	25353148	28277480	90031 60950
CAO/CN	27000	28502	25322486	28276521	90031 45000
CEE	22480	28495	25353717	28276812	90031 60300
PCE	22540	28540	25353030	28270680	90030 60200
CME	22499	28502	25353582	28276521	90031 60400
CMD	20350		25354237		90031 60500
COM	22400	28548	25355829	23641830	90031 60900
CSO	22405	28594	25354233	24320594	90030 60940
CPO	22520	28521	25353755	28276972	90031 60600
CPRO	22488		25353455	26380860	90031 60080
CSC	20371	28566	25352414	28220207	90031 60700
IGP		27370		28362415	
CSTE	22450	28580	25353800	28278207	90031 60800
COS	29400	28593	26743808	28277351	90031 60770

(v) Telephone phone numbers of Safety Officers:

DESIGNATION	RAILWAY		BSNL		MOBILE
	Off	Res	Off	Res	
DRM	72000	72001	2308000	2308001	90038 62000
ADRM	72002	72003	2308002	2308003	90038 62001
Sr.DSO	72680	72681	2308680	2308681	90038 62947
Sr.DEE/G	72300	72301	2308300	2308301	90038 62301
Sr.DEN/Co-ord	72400	72401	2308400	2308401	90038 62200
Sr.DME	72500	72501	2308500	2308501	90038 62400
CMS	73100	73101	2308150	2308151	90038 62500
Sr.DOM	72600	72601	2308600	2308601	90038 62900
Sr.DSTE	72900	72901	2308900	2308901	90038 62800
Sr.DEE/TRD	72304	72305	2308080	2308222	80561 62319
DSC	72800	72801	2308800	2308140	90038 62700

(vi) Phone numbers of Divisional officers:

DESIGNATION	RAILWAY		BSNL		MOBILE
	Off	Res	Off	Res	
DRM	72000	72001	2308000	2308001	90038 62000
ADRM	72002	72003	2308002	2308003	90038 62001
Sr. DFM	72006	72007	2308006	2308007	90038 62107
Sr.DCM	72200	72201	2308200	2308201	90038 62950
Sr.DEE/G	72300	72301	2308300	2308301	90038 62301
Sr.DEN/Co-ord	72400	72401	2308400	2308401	90038 62200
Sr.DME	72500	72501	2308500	2308501	90038 62400
CMS	73100	73101	2308150	2308151	90038 62500
Sr.DOM	72600	72601	2308600	2308601	90038 62900
Sr.DSO	72680	72681	2308680	2308681	90038 62947
Sr.PRO	72014	72015	2308114	2308115	90038 62002
Sr.RA	72012	-	2308012	-	90038 62605
AMM	72010	-	2308010	-	90038 62771
PS to DRM	72008	-	-	-	80561 62852
Sr.DFM	72100	-	2308100	2308101	90038 62100
Sr.DEE/TRD	72304	72305	2308080	2308222	80561 62319
Sr.DAO	72180	-	2308010	-	9442938018
Sr. DPO	72700	72701	2308700	2308701	90038 62601
Sr.DSTE	72900	72901	2308900	2308901	90038 62800
DSTE/SW	72902	72903	2308902	2308903	90038 62801
DSC	72800	72801	2308800	2308140	90038 62700
SMR/GAZ / MDU	72630	-	2343799	2300230	90038 62903
Principal/RMHSS/MDU	72780	-	2308780	-	80561 62610

(vii) Telephone numbers of emergency officers:

DESIGNATION	RAILWAY		BSNL		MOBILE
	Off	Res	Off	Res	
DRM	72000	72001	2308000	2308001	90038 62000
ADRM	72002	72003	2308002	2308003	90038 62001
Sr.DSO	72680	72681	2308680	2308681	90038 62947
Sr.DEE/G	72300	72301	2308300	2308301	90038 62301
Sr.DEN/Co-ord	72400	72401	2308400	2308401	90038 62200
Sr.DME	72500	72501	2308500	2308501	90038 62400
CMS	73100	73101	2308150	2308151	90038 62500
Sr.DOM	72600	72601	2308600	2308601	90038 62900
Sr.DEE/TRD	72304	72305	2308080	2308222	80561 62319
Sr.PRO	72014	72015	2308114	2308115	90038 62002
Sr. DSTE	72900	72901	2308900	2308901	90038 62800
DSC	72800	72801	2308800	2308140	90038 62700

(viii) Telephone numbers of officers of adjacent divisions:

DESIGNATION	RAILWAY		BSNL		MOBILE
	Off	Res	Off	Res	
DRM/TPJ	77000	77001	2411204	2480605	90038 64000
ADRM/TPJ	77002		2416105	2460002	90038 64001
DRM/TVC	83000	83001	2325828	2342423	97467 69000
ADRM/TVC	83002		2325468	2735579	97467 69001
DRM/PGT	62000	62001	2555296	2555115	97467 63000
ADRM/PGT	62002	62003	2555343	2555365	97467 63001
DRM/SA	65000	65001	2330635	2330345	90039 56000
ADRM/SA	65002	65003	2431957	2431631	90039 56001

(ix) PhPhone numbers of supervisors:

Operating:

Section TIs	Mobile Numbers
MDU	9003862911
MNM	9003862917
KKDI	9003862918
DG	9003862913
PLNI	9003862912

VPT	9003862914
TEN	9003862916
TN	9003862936
RJPM	9003862924
SCT	9003862919

CARRIAGE & WAGON:

SSE / C&W	Mobile Numbers
ART / MDU	9003862405
ART / MDU	9003862406
MDU	8056162437
DG	9003862410
RMM	9003862411
TEN	9003862413
ART / TEN	8056162439
TN	9003862416
MVN	9003862417
SCT	9003862415

ENGINEERING:

SSE / P.Way	Mobile Numbers
MPA	9003862214
DG	9003862213
PLNI	9003862215
MDU(MG)	9003862219
MDU(BG)	9003862218
PDKT	9003862225
SVGA	9003862226
MNM	9003862222
VPT	9003862220
MMM	9003862227
TEN	9003862228
SVV	9003862230
TN	9003862229
SVKS	9003862221
SCT	9003862210
PUU	9003862224
POY	9003862216

SSE/Works

SSE / Works	Mobile Numbers
MDU	9003862231
TEN	9003862232
VPT	9003862233
DG	9003862234

SSE/Electrical

SSE / Electrical	Mobile Numbers
SSE/HQ	9003862303
SSE/E/Pumps	9003862305
SSE/E/AC	9003862306
SSE/E/RMM	9003862307
SSE/E/TL	9003862308
SSE/E./DG	9003862309
SSE/E./TN	9003862310
SSE/E/SCT	9003862311
SSE/E/TEN	9003862309

COMMERCIAL

CCI	Mobile Numbers
CCI/HQ	9003862953
CCI/MNM	9003862956
CCI/TEN	9003862957
CCI/VPT	9003862958
CCI/DG	9003862959
CCI/TSI	9003862960

S & T

SSE	Mobile Numbers
SSE/S/N	9003862804
SSE/S/S	9003862805
SSE/S/HQ	9003862806
SSE/S/DG	9003862807
SSE/S/KKDI	9003862810
SSE/S/VPT	9003862812
SSE/S/TEN	9003862813
SSE/S/SCT	9003862814
SSE/S/PUU	9003862816
SSE/T/HQ	9003862820
SSE/T/DNMC	9003862821
SSE/T/EX	9003862822
SSE/T/WRC	9003862823
SSE/T/TEN	9003862824
JE/T/TN	9003862825
JE/OFC	9003862826

PERSONNEL

CS&WI/MDU	Mobile Numbers
CS & WI/MDU	9003862606
S & WI/MDU	9003862607
S & WI/MDU	9003862608
S & WI/MDU	9003862609

SECURITY

IPF	Mobile Numbers
MDU	9003862704
TEN	9003862705
VPT	9003862706
TN	9003862707
DG	9003862708
SIB	9003862709
CIB	9003862710

MNM	9003862713
SCT	9003862714
RMM	9003862715
MVN	9003862716
MEJ	9003862717
KKDI	9003862718

(x) Phone numbers of Railway doctors:

Designation	Rly. Phone	BSNL Phone	Mobile
S.Rly.HQ / MAS			
CMD	20350	044-25354237	9003160500
CHD	20353	044-25332501	9003160509
MD	29012, 28562	044-26740509 044-28225594	9003160508
MADURAI DIVISION			
Designation	Rly. Phone	BSNL Phone	Mobile
CMS/MDU	73100, 73101	0452-2308150 0452-2308151	9003862500
Addl. CMS/ Admin.	73104, 73122	0452-2308154 0452-2308811	90003862501
Addl. CMS/ General	73152	0452-2308041	9003862502
Sr.DMO/Ortho	73150, 73112	0452-2308040	9003862503
Sr.DMO/Opthalmology	73125	0452-2373635	9003862506
Sr.DMO/Psychiatry	73113	0452-2338796	9003862509
Sr.DMO/Physician	73108	0452-2308307	9003862504
Sr.DMO/Surgery	73106	0452-2526713	8056162532
Sr.DMO/Anaes	73132	0452-2694036	9003862507
Sr.DMO/Sick list	73113		9003862508
DMO/Male OP	73138	0452-2308159	9003862517 9003862505
AHO/Division	73143		8056162534
AHO/Station	73148		8056162536
CMP/SCT	74970, 74971	04633-234384	9003862512
Sr.DMO/TN	74860	0461-2324028	8056162533
Sr.DMO/VPT	74548	04562-246296	8056162533
Sr.DMO//MNM			9003862515
ADMO/DG	74360	0451-2427040	9003862510
CMP/KKDI		04565-247674	9003862514
CMP/TEN	74779		9003862511
CMP/PLNI		04545-247674	

(xi) Phone numbers of private doctors, hospitals & ambulances:

MADURAI

1. Christian Mission Hospital (91)-452-2326458, +(91)-9585510844
2. Vadamalayan Hospital +(91)-452-2545400, +(91)-9942141553
3. Government Rajaji Hospital +(91)-452-2532535, 2532536

TIRUNELVELI

1. Shifa Hospitals: 0462-2323044, 9345833 444
2. Dr.Agnesh Joseph Hospital: 0462-2573080, 9894257499
3. PS Hospitals : 0462 -2573411
4. Rose Mary mission Hospital: 0462-2502211,7598064064
5. Venkateswara Hospital: 0462-2584165, 7708057448
6. Annai Velankanni Hospital : 0462-2501661,2501662
7. Gem Head & Neck Hospital : 0462-2572909, 994417575
8. Sugam Hospital : 04635-260580

List of Ambulance services with phone numbers

VIRUDHUNAGAR -04562	Govt. Hospital/VPT	243030
	Amudha Ambulance Service/VPT	266069
	Ashokan Hospital/VPT	244826
	Govt.Hospital/Tirumangalam	280754

DINDIGUL -0451	Govt. Hospital/DG	2430066
	RajaRajeswari Hospital	2424441
	City Hospital	2437070
	St.Joseph Hospital	2430399
	Rotary Ambulance	944334169

DISTRICT	LOCATION	PHONE NUMBER
MADURAI CITY -0452	Govt.Rajaji Hospital	2532535
	KGS Ambulance Service	2651921
	City Hospital	2669266, 2669499
	Vadamalayan Hospital	2536291
	Narpani Mandrum	2602086
	J.P.Ambulance	2533963
	Manibala Ambulance	2662749
	Kalyani Ambulance	2530469
	Sourastra Ialingnar Mandrum	2328100
	Thembrasc Ambulance	2605288
	Sourastra Saba Ambulance	2332138
TENI	Maruthi Ambulance	252007
	Seva Nilaya Ambulance	252260
	Mani Ambulance	265999
	Vidhya Ambulance	264231
	Rotary Ambulance	231338
	Fire Service Ambulance	231299
	GH/Ambulance/Periyakulam	231292
	GH/Ambulance, Uthamapalayam	265243
	Selvanilayam Ambulance/Andipatti	242600 09842130015

TIRUNELVELI - 0462	Govt. Hospital/PCO/TEN	2572612 2572613
	Anniavelankanni Hospital	2579023
	Subha Polyclinic	2333245
	Kethel/TEN	2322006
	Sakthi Hospital/Tirunelveli	2501075
	Child Care Centre/TEN	2500789
	Govt.Hospital	04634-260650
Keeranur-04339	Govt. Hospital/Keeranur	04339/262228
Pudukottai -04322	Govt. Hospital/PDKT	04322/221775 04322-222382
Karaikudi -04565	Govt. Hospital/Karaikudi	04565./220183
Devakottai-04561	Govt. Hospital/Devakottai	04565/220183
Sivagangai -04575	Govt. Hospital/SVGA	04575/240541
Manamadurai 04574	Govt. Hospital/MNM	04574/268387
Paramakudi -04564	Govt. Hospital/PMK	04564/22656
Ramnad -04567	Govt. Hospital/RMD	04567/220304
Tiruppuvanam -04574	Primary Health Unit/TVN	04574/265690, 265591

PALANI -04545	Govt. Hospital/PLNI	04545/240424
	GH/Aayakkudi	04545/251089
	Vijayasekar Ambulance/PLNI	04545/240424
UDUMALPET	GH/Udumalpet	04252/223065

TUTICORIN - 0461	Govt. Hospital/TN	0461/2321051
	A.V.M Hospital/TN	0461/2320733
	Sundaram Arulraj Hospital / TN	2327661
	American Hospital/TN	2360704
	City Hospital TN	2311349
KOVILPATTI -04632	Aarthi Hospital/CVP	04632/227330
	GH/CVP	220040
	Srinivasa Clinic/CVP	220473
	Gandhiraja Hospital/CVP	220144
	Gowri Clinic/CVP	221170
	GH/Sattur	04562/260215
SATTUR -04562	Star Hospital/SRT	04562/261875
	Chandradurai Hospital/SRT	260307

(xii) Phone numbers of Blood banks:

MDU	Satyam Blood Bank	+(91)-452-2330327, +(91)-9865660802
	Madhura Blood Bank	+(91)-452-4352535, +(91)-9894668215
	Thai Mookambigai Blood Bank	+(91)-452-2535685, +(91)-9362683732
	Annai Abirami Blood Bank	(91)-452-2339750
	Apollo Blood Bank	+(91)-452-2581147
TEN	Life line Blood bank	0462-4560430, 984124430
	Tirunelveli Medical College Hospital	0462-2572611, 2572612
	Bethel Blood Bank	0462-2574775
	Aarthi Blood Bank	0462-2501363, 8508664777
	Life line Blood bank	0462-4560430, 984124430
DG	Government HQ, Hospital	04541-2424600
	Indian Blood Bank	9942749922, 0457-2429393
	Dindigul Blood Bank	0451-2427143
PLNI	Government Hospital	04542-248553
KQN	Kashturiba Hospital	0451-252328 2452328
ODC	Christian Fellowship hospital	04553-240983
PDKT	Government HQ Hospital	04322-228111
RMD	Government HQ Hospital	04567-228178
KKDI	Government Hospital	04565-221782
SVGA	Government HQ Hospital	04575-246356
TN	Government Medical college Hospital	0461-2321052
	Moses Blood Bank	9842141111
	AVM Hospital Blood Bank	9443158446
	Aarthi hospital & Diagnostic Centre Blood Bank	9842040346
CVP	Government HQ Hospital	04632-223106
TPJ	Blood bank of Shavana	9244611750
	Annal Gandhi Memorial Government Hospital	0421-270047
MPA	Government Hospital	04332-260760
QLN	Taluk HQ Hospital	9495703827
RJPM	Sai Blood Bank & Clinical Laboratory	04563-2525208 2522295
	Government Hospital	04563-221307
SVKS	Government Hospital	04562-220301

(xiii) Details of Civil Police Authorities:

LIST OF SNIFFER DOG AND DOG SQUAD

Madurai City	0452/2523291
Dindigul SP Office	0451/2411169
Dog Squad/AR/TEN	0462/2501067
Pudukottai	04322/221447
Sivagangai	04575/240427
Ramnad	04567/230758
Tuticorin	0461/2340650

LIST OF BOMB DISPOSAL SQUAD AT MADURAI DIVISION

Madurai	0452/2350760
Dindigul	0451/2461500
Virudhunagar	04562/252300
Pudukkottai	04322/266243
Sivagangai	04575/240440
Ramanathapuram	04567/221356
Tirunelveli	0462/2501067
Tuticorin	0461/2340650 & 2340651

Madurai District **STD Code-0452**

	DESIGN.	OFF.	RESI	Fax	CELL
1.	COLLECTOR	2531110	2532290	2530925	9444171000
2.	IG/S.ZONE	2522596 2522594 2523053	2539539	2522596	9445749849
3.	DIG RANGE	2531317	2539539	2431317	9445006844
4.	COP/MDU	2350777	2533005	-	9791089608
5.	DC/L&O	2343387	2530162	2343387	8754433007
6.	DC/CRIME	2343233	2524061	2343233	9911169417
7.	DC/TRAFFIC	2335565	-	-	-
8	SP/MDU	2344197	2539477	2344197	9445495300
9	MDU-CITY IS OFFICE	2350760 2350900	-	-	-
10	MDU/ SB OFFICE	2525307 2534070	-	-	-
11	Inspector South Zone	2522596	-	-	9443750077

Virudhunagar District **STD Code:04562**

S. No.	DESIGN.	OFF.	RESI.	Fax	CELL
1.	COLLECTOR	252525	252345	252500	9444184000
2	SP/VPT	252300	252400	252300	9443240569
3.	INSP/SB	252011 252076	-	252011	9486643350

TIRUCHCHIRAPPALLI DISTRICT **STD Code: 0431**

Designation	Office	Residence	Mobile No.
District Collector	2415031,2415032, 2419929, 2410876	2420681, 2419929	94441-74000
DIG of Police	2333909	2333966	96000-43442
Supdt. Of police	2333603, 2461683	2455500	94432-40189
Commissioner of Police	2332566, 2465211	2422522	94421-05020
Police control Room	100, 2418070 (SP), 2410255, 2333866 (IG)	--	--
Govt. Hospital	2771465 to 67	--	--
Ponmalai Rly. Hospital	2490708 (Casuality)	--	--
Fire & Ambulance	101, 2462101, 108	--	--
Army- 117 BN/ Cantonment	2401120	--	--

TIRUNELVELI DISTRICT: STD Code-0462.

S.No.	DESIGN.	OFF.	RESI.	Fax	CELL
1.	COLLECTOR	2500828	2577983	2500244	9444185000
2.	DIG/RANGE	2568030 2568031	-	2568031	9840970530
3.	COP	2501444 2502696	-	2501444	9840069696 9444092920
4.	DC/L&O	2501070	-	-	-
5.	SP/TEN	2568020 2568025	2568021	2501444	9940193494
6.	INSP./SB	2501028 2568025	-	2501068	9443430182

RAMANATHAPURAM DISTRICT: STD Code-04567

S.No.	DESIGN.	OFF.	RESI.	Fax	CELL
1.	COLLECTOR	231220	227240	231220	9444183000
2.	DIG/RANGE	230780	231310	230780	9940455455
3.	SP	231380	230741	231380	8300015310 9442208424
5.	DSP/PMK	226948	(04564)	-	9442537799
6.	DSP/RMM	221256	(04573)	-	9443047516
7.	DSP/RMD	-			9443120117

SIVAGANGAI DISTRICT: STD Code-0457

S.No.	DESIGN.	OFF.	RESI.	Fax	CELL
1.	COLLECTOR	241466	241455	241585	9444182000
2.	DIG RANGE	04567 230780	04567 231310	04567 230780	9940455455
3.	SP/SVGA	241386	241485	241386	8300000583
4.	DSP/SVGA	240242	(04575)	-	9791987112
5.	DSP/MNM	269886	(04574)	-	-
6.	DSP/KKDI	238049	(04565)	-	9842417190
7.	SB/INSP.	240307	240427	240307	8300001001

COIMBATORE DISTRICT: STD Code- 0422

S.No.	DESIGN.	STD Code	OFF.	RESI.	CELL
1.	DIST. COLLECTOR	0422	2301320 2301114	2216630	09843399988
2.	COMM. OF POLICE	0422	2300600 2300250	2223200	09443163735

PUDUKOTTAI DISTRICT: STD Code-04322

S.No.	DESIGN.	OFF.	RESI.	Fax	CELL
1.	COLLECTOR	221663	2216 90	221663	9444181000
2.	DIG/TPJ	0431 2422433	-	-	9443311220
2	SP/PDKT	265613 221653	-	265613	9489051400
3.	DSP/KRUR	262224	-	-	9965505195
4.	DSP/PDKT	-	-	-	9445493738
5.	SB/INSP.	265005	266243	265005	9443120735

TUTICORIN DISTRICT: STD Code-0461

S. No.	DESIGN.	OFF.	RESI.	Fax	CELL

1.	COLLECTOR	2340600	2320050	2340606	9444186000
2.	SP/TN	2340200	2330111	2340200	9444981118
3.	INSP./SB/TN	2340650 2340651	-	2340650	9486337869
4.	ASP/SATTUR	0461-2273252		-	9443388434
5.	DSP/CVP	04632-220020		-	-

DINDIGUL DISTRICT **STD Code- 0451**

S.No.	DESIGN.	OFF.	RESI	Fax	CELL
1.	COLLECTOR	2461199 2460080	2432133	2432600	9443704899
2.	DIG/DG	2411800	2410200	2411800	9487711133
3.	SP/DG	2461718	2432530	2461718	9443477225
4	DSP/DG	2460860	-	-	9629666197
5.	SB/INS	2461500 2461888	-	-	9443693639

KARUR DISTRICT ADMINISTRATION **STD Code: 04324**

Designation	Office	Residence	Mobile No.
District Collector	257555, 257800 (Fax)	257112, 255444	94441-73000
Supdt. of police	255500	255244	94421-06163
Police control Room	100	--	--
Govt. Hospital	274280, 261101	-	--
Fire & Ambulance	101, 108	-	--

TENI DISTRICT: **STD Code-04546**

Designation	OFFICE	RESIDENCE
COLLECTOR	253767	251466, 253626
DRO	254946	254976
S.P	2514100	253999
D.S.P THENI	252873	
D.S.P. ANDIPATTY	242335	
D. S. P BODI	283899	

QUILON DISTRICT: **STD Code- 0474**

S.No.	DESIGN.	OFF.	RESI.	Fax	CELL
1.	COLLECTOR	2726666	-	-	9447795500
2.	SP/QLN	2764422	-	-	9497996984
3.	Rural/SP/KKZ	2450168	-	-	9497996908
4	IRP/TVC	-	-	-	9497987332

LIST OF POLICE STATIONS:

Section	Location	Police station	Phone No.
MDU-BDNK	Bodinayakkanur	Bodi Town	280298 280391 265653 280491
		Bodi Taluk	280292 280208
	Teni	Theni Cell 9842155224	252391 253330
	Andipatti	DSP/Andipatti	242335
		Andipatti/PS- Cell 9842225626	242331 242333 243203
VPT-MDU	Virudunagar	Virudhunagar East	280169
		VPT West	243222
		VPT Rly. Police	243082
	Kalligudi	Kalligudi	04549/278523
	Tirumangalam	Tirumangalam	280561
	Tiruparankundram	Tiruparankundram	2482366
TPJ-DG-MDU	Dindigul	DG Taluk	2427414

		Ambaturai	2452286
		Kodaikkanal	240262
		Vadamadurai	04551/238424
		Ammainaikkanur	238240
		Manapparai	04332/260500
		Vaiyampatti	04332/272433
		Vadipati	04543/254228
		Sholavandan	04543/258226
		Samayanallur	04543/2463415
		Kudal Nagar	0452/2661100

SCT-PUU		Sencottah	04633/233274
		GRP/Punalur	0475/2222575
		PUU / SI	2222700
		Kundra	0474/2451100

VPT-TSI		HC/SVPR/OP	04563/2629207
		Tenkasi	222278
		RJPM South	04563/230739
		RJPM North	230749

TPJ-KKDI-SVGA		Kumaramangalam	04339/250558
		Keeranur	262221
		Tirumayam	04322/274225
		Chettinad	04565/283300
		Kottaiyur	04565/283252
		Karaikkudi North	04565/238448
		GRP/KKDI	224219
		KKDI/South	237328
		Kallal	284236
		Panankkudi	04575/232222
		SVGA/South	04575/240242
		SVGA/North	241485
MNM-RMM		Manamadurai	04574/268235
		Sudiyur	04564/264235
		Paramakudi/Taluk	226959
		Chatrakkudi	04564/262249
		Ramnad Town	04567/220354
		Mandapam	04573/241447
		Mandapam Camp	224557
		Pamban	231453
		Rameswaram	04573/221223
		GRP/ Rameswaram	04573/221232
MNM-MDU		Tiruppachetti	04574/266631

		Tiruppuvanam	265227
		Silaiman	0452/2465457
MNM-VPT		Narikkudi	04566/286229
		Tiruchchuli	04566/282223
		Aruppukottai	04562/220245
		GRP/Manamadurai	04574/268560

SCT-PUU		Sencottah	04633/233274
		GRP/Punalur	0475/2222575
		PUU / SI	2222700
		Kundra	0474/2451100

VPT-TSI		HC/SVPR/OP	04563/2629207
		Tenkasi	222278
		RJPM South	04563/230739
		RJPM North	230749

TEN-TSI	Tirunelveli	IRP/TEN	0462/2334634
		TEN Town	2339273
		Ambasamudram	250346
		Cheranmahadevi	260125
		Kallidaikuruchi	250404
		HC/TSI/OP	04633/2322378
TEN-TCN		Palam/TEN	2334629
		Melapalayam	2352530
		Munirpallam	2352405
		Palayamkottai	2561292
		Srivaikundam	04630/255210
		Nazareth	04639/277233
		Alwarthirunagai	04639/242241
		Arumuganeri	280350
		Tiruchendur	04639/24500
TEN-MEJ		Naraikkinar	0461/2273292
		Vanchi-Maniyachchi	2268225

TN-MEJ-VPT	Maniyachchi	HC/MEJ/OP	0461/2268225
		Tamilnadu Police/MEJ	0461/2268226
	Tuticorin	GRP/TN	0461/2321101
		TN/NORTH	0461/2320051
		Muthiahpuram	2355311
		Thermal Nagar	2352721

		Thattaparai	2261240
	Kovilpatti	Kovilpatti/East	04632/220050
		Kovilpatti/West	220040
		Nalatinputhur	240240

DG-POY	Palani	PLNI/Town	242255
		Chathirapatti	220236
		Oddanchatram	04553/240223
	Udumalaippettai	Udumalaipettai	04252/224487
		Udumalapet/Town	223841
		Gomangalam	04259/2500226

(xiv) List of Voluntary Organizations:

MDU	CRED Madurai west Vadipatti Alaganallur Corporation	954543 254453
	MNEC Thirumangaalm T.P.Kundram Madurai East Madurai West Madurai Corp	9443477515 95452-2386135 9865564236
VPT	Divine Trust	04563-236619 9245288253
	Resdo	9865575223 9789513393
	Navajeevan educational welfare Society	9443581505
TEN	Nava jeevan Trust	9488064042
	Bethel welfare centre	0462-2572935 9443158506
	Kakkum Karangal Charitable trust	9486643122

DG	Association of Welfare in Anthropology and Rural Development	04545-251501
	Grama Pengal Munnetra Sangam Society	04543- 263752
	Technology Tamil Endowment	9777905647
TN	The International Human Rights Federation	9443176812
	Centre for Aid and public Health	0462-2531213 9786919789
	Empower	0461-2310151
RMD	SPEED Voluntary Organisation	04567-264060 / 9486651535
	Score Voluntary Organisation	9444301256
MNM	Christopher Action for Rural & Educational Development	04574-258444
MPA	Thai charitable Trust	9842216131
	Aruthal A charitable Trust	9047372461
	Sispod	9751241408
RJPM	CSRD - Centre for Social Reconstruction and Development	04563- 9790037102 (8 am to 11.00 pm)
SVGA	SOZO Trust	04561-273339
	Sulabh International Social service Organisation	7598286860, 8122369347
PDKT	Arokiya Charity	04322- 265166
	Bharath Environment Seva Team	04322- 220766 (6 am - 9 pm)
QLN	Seirei Asha Bhawan	9447462257
	All Kerala youth Centre	0474-2457494 9447743054

(xv) List of fire stations:

SECTION	FIRE SERVICE STATION	CONTACT NUMBERS
DG – MDU	Dindigul	0451-2426701
	Kodaikanal	04542-240785
MDU - VPT	Thallakulam	0452-2531620
	Theedirnagar	0452-2335399
	Anupanadi	0452-2697999
	Tirumangalam	04549-280626
VPT – MEJ	Virudhunagar	04562-243666
	Kovilpatti	04632-220099
	Sattur	04562-264101 9445086295
POY – DG	Ottanchattiram	04553-240399

	Palani	04545-242299
	Udumalpeti	04252-223039
MEJ – TEN	Palayankottai – TEN	0462-2572099
TEN – TCN	Srivaikundam	04630-255210
	Tiruchendur	04639-242301
MEJ – TN	Tuticorin	0461-2326501
	Thermal Nagar – TN	0461-2352113
	SIPCOT – TN	0461-2340091
	Port trust – TN	0461-2322552
	New Port trust – TN	0461-2352289
	Sterlite/Milavittan	0461-4242202
TEN – SCT	Pettai	0462-2342003
	Cheranmadevi	04634-250399
	Tenkasi	04633-222166
	Sengottai	04633-233200
VPT – TSI	Srivilliputhur	04563-265101
	Rajapalayam	04563-220101
	Sankarankoil	04636-222509
	Kadayanallur	04633-240301
TPJ – MNM	Kumaramangalam	04339-262220
	Pudukottai	04322-222406
	Karaikudi	04565-221101
	Sivagangai	04575-240301
MNM – RMM	Paramakudi	04564-230290
	Ramanathapuram	04567-230081
	Rameswaram	04573-221273
MDU – BDNK	Andipatti	04546-242222
	Theni	04546-252699
	Bodinayakkanur	04546-231299

(xvi) List of road cranes and earth movers:

NAME OF THE COMPANY	CONTACT NUMBER
M/s Dhalapathy Constructions No. 2/1 Gopalsamy Nagar , Pasumalai Madurai – 625 004	0452-2370666 9443382285
Kodi Vinayagam Madurai. (20 tonnes – 80 tonnes)	9443015309
V.S.V Crane Service Simmakkal, Madurai.	9843063091
R.R Lathe works (POCLAINE Service) Madurai	9842160095
Sree Alagu Earth movers Vadamadurai.	9994487416 9994468566
Sree Balaji Earth movers Vadamadurai.	9629927259 9443063776
Sree Murugan Earth movers Vadamadurai.	9994817180
Ajmeer Cranes	0431-2410395

Trichy	9842425786

(xvii) Phone numbers of road transport operators:

Tamil Nadu State Transport Corporation	044 – 22263537
State Express Transport Corporation -Tamil Nadu	044 – 22876974
TNSTC – Ponmeni, Madurai	0452 – 2300313
TNSTC – Ellis Nagar, Madurai	0452 – 2300314
TNSTC - Sholavandan	04543 – 258204
TNSTC – Dindigul	0451-2432586
TNSTC – Tuticorin	0461 – 2320088
TNSTC – Tenkasi	04633 – 222182
TNSTC – Rajapalayam	04563 – 220185
TNSTC – Virudhunagar	04562 – 243752
TNSTC – Ramnad	04567 – 221273
TNSTC – Sivagangai	04575 – 240325
TNSTC – Tirunelveli – KTC Nagar Depot	0462 – 2578197
TNSTC – Tirunelveli – Town Bus Depot	0462 – 2500875

List of Taxi Operators and their contact numbers

MDU	Raj Travels	9894626315
	P. Muthu	9486020605
	Sardar	9842569044
	G. Jeyaram	9865095859
	M. Mani	9940752910
	Rajesh	9842198454
DG	P. Subramanian	9894070168
POY	K. Govindaraj	9344063331
	K. Manikanda Boopathy	9842070093
	Muralidharan	9842599914
TPJ	P.T. Thiyagarajan	9788068225
	Rajendran	9443382153
KKDI	Abirami Gani Travels	9443466116
	P.R. Muniyandi	9842459729
RMM	Janani Travels	9443121353
SNKL	KNR (SPS) Travels	04636 – 224144
	TVLS Travels	04636 – 222381
TSI	Amarnath Travels	04633 – 227575
	KPN Travels	04633 – 226464
CVP	TVLS Travels	04632 – 220399

VPT	Sri Ganesh Travels	9842178855
SRT	Charles Transport	04562 – 260395
SVKS	Aravind Lorry Service	04562 – 224139
	Ganesh Travels	04562 – 274549
APK	Gnanam Travels	9443181680
RJPM	AITUC Taxi & Van Drivers Association	04563 – 223535
	CITU Taxi & Van Drivers Association	04563 – 226581
	Sri Srinivasa Travels	04563 – 226255
SVPR	TN Travels	04563 - 261583

(xviii) Phone numbers of electricity officers:

Area	Officers	Mobile number
MDU	CE/DISTN/MDU	0452-2537828 9443337528 Resi:0452-2539470
	EE/Elec	0452-2537814 9445853355
	EE/Civil	0452-2537415 9445852655
	AEE/safety	9445853006
	SE/Metro/MDU	0452-2538159 9443053767
	EE/Genl	0452-2532900 9445852929
KON	AE/KON	0452-2662899 9445852965
TDN	AE/T/TDN	0452-2432443 9445852975
TMQ	EE/TMQ	04549-280775 9445854828
SER	EE/SER	0452-2463429 9445852900
VDP	AEE/VDP	04543-254458 9445852903
USLP	EE/USLP	04552-252151 9445852888
DG	SE/DG/EDC	0451-2460948 9443384963
	EE/GEN	0451-2461170 9445852666
ODC	EE/O&M/ODC	04553-240278 9445852733
RMD	SE/RMD/EDC	04567-230577 9443130576
PMK	EE/D/PMK	04564-226750 9445853030
MMM	AE/MMM	04573-241460 9445853028
RMM	AE/RMM	04573-221237 9445853029
SVGA	SE/SVGA/EDC	04575-241600 9443341609
	EE/GL/SVGA	04575-240616 9445853070
PLNI	EE/O&M/PLNI	04545-242494 9445852777
	AEE/T/PLNI	04545-242240 9445852778
TEN	CE/D/TEN	04562-2530524, 2530021, 9443383524
	EE/Elec	0462-2532100, 9445854908
	EE/Civil	9445854909
	AEE/Tech	0462-2532100 9445854910
	SE/Tirunelveli/EDC	0462-2531981, 2530996, 9443155198
	EE/GL/TEN	9445854333

(xix) List of Armed Forces

ADGP	044-25322233 044-26428384(Fax) apcontrolchennai@gmail.com
IGP	044-25321212 ap.chennai10@gmail.com
DIG Chennai	044-26412501
DIG Tiruchchirappalli	0431 2472456
I Battalion – Trichchirappalli	0431-2472695 (F) cmttsp1@gmail.com
II Battalion – Chennai	044-26384727 044-26383990(F) 2bntsp@gmail.com
III Battalion – Veerapuram	044-26841756 044-26841758(F) Commandanttsp3rd55@gmail.com 3bntsp@gmail.com
IV Battalion – Kovaipudur	0422-2607260 0422-2607257(F) cmtIVbn@yahoo.com
V Battalion – Chennai	044-26384585 044-26374444(F) 5bntsp@gmail.com
VI Battalion – Madurai	0452-2531048 0452-2528518(F) 6bntsp@gmail.com
VII Battalion – Pochampalli	04341-252444(F) 7bntsp@gmail.com
VIII Battalion – Delhi	011 28520049 (F) 011-25508252 8bntsp@gmail.com
IX Battalion –Manimuthar	04634-291183 04634-250250(F) 9bntsp@gmail.com
X Battalion –Uludurpet	04149-222486(F) 10bntsp@gmail.com
XI Battalion –Rajapalayam	04563-257815 11bntsp@gmail.com
XII Battalion –Manimuthuar (CSG)	04634-291473 04634-255701 (F) 12bntsp@gmail.com
XIII Battalion –Poonamallee	044-26271133

(xx) Phone numbers of Forest Officers:

CONSERVATOR OF FORESTS, MADURAI CIRCLE, RACE COURSE ROAD, MADURAI 625 002 Phone : 0452-2535043 e-mail : cfmdu@tn.nic.in & cfmdu@eth.net	**DIVISIONAL FOREST OFFICER,** INTERFACE FORESTRY, B-27, VIVEKANANDA NAGAR, 2ND CROSS STREET, AYYALUR Phone : 0451-2432326
DIVISIONAL FOREST OFFICER, INTERFACE FORESTRY DIVISION, 17-D, AARTHY THEATRE SALAI, Y.M.R. PATTI, SIRUMALAI, DINDIGUL 624 007. Phone : 0451-2432912	**DISTRICT FOREST OFFICER,** **THENI DIVISION,** **KRR NAGAR,** **HOUSING BOARD COLONY,** **THENI 626 531** **Phone : 04546-252552** **E-mail – dfothn@tn.nic.in & dfo_theni@sancharnet.in**
DIVISIONAL FOREST OFFICER, **SOCIAL FORESTRY DIVISION,** **NEAR HEAD POST OFFICE** **PUDUKOTTAI 622 003** **Phone: 04322-231995** **e-mail: dfopdk@tn.nic.in**	**DISTRICT FOREST OFFICER,** **SIVAGANGA DIVISION,** 18, WESSING, MASTER PLAN CAMPUS, SIVAGANGA 630 560 Phone : 04575-240438 E-mail – dfosvg@tn.nic.in
DISTRICT FOREST OFFICER, MADURAI DIVISION, RACE COURSE ROAD, MADURAI 625 002. Phone : 0452-2536279 e-mail : dfomdu@tn.nic.in & dfomdu@eth.net	**ASSISTANT CONSERVATOR OF FORESTS,** FOREST PROTECTION SQUAD FOREST COLONY, K.PUDUR, MADURAI 625 007 Phone:0452-2683976
CONSERVATOR OF FORESTS, TIRUNELVELI CIRCLE, NGO COLONY, (RTO OFFICE BACK SIDE) TIRUNELVELI 627 007. Phone : 0462-2552612 E-mail – cftnv@nellai.tn.nic.in & cftni@yahoo.co.in	**DIVISIONAL FOREST OFFICER,** **SOCIAL FORESTRY DIVISION,** NO:16,14,20 C.C. SALAI, RAJAJI NAGAR, M.S.F. COLONY, VIRUDHUNAGAR – 1 Phone:04562-280466 E-mail – dfovnr@tn.nic.in

WILDLIFE WARDEN, Srivilliputhur, No:8, KALLIKULAM Srivilliputhur. Phone: 04563-260565	**DIVISIONAL FOREST OFFICER,** **SOCIAL FORESTRY DIVISION** JAWAN BHAVAN SENIKKARAI, RAMANATHAPURAM 623 535 Phone : 04567-220693 E-mail – dformd@tn.nic.
DISTRICT FOREST OFFICER, TIRUNELVELI DIVISION, NGO 'A' COLONY, NORTH MAIN ROAD, TIRUNELVELI 627 007. Phone : 0462-2553605; 0462-	**DEPUTY DIRECTOR,** KALAKAD MUNDANTHURAI TIGER SANCTUARY, NO:11, AGASTHIYAR EAST STREET, AMBASAMDURAM 627 401 Phone: 04634-250594
DISTRICT FOREST OFFICER, TIRUCHY DIVISION, KAJAMALAI, TRICHY 620 023 Phone: 0431-2422165 E-mail – dfotry@tn.nic.in	**FOREST EXTENSION OFFICER,** FOREST EXTENSION DIVISION, TIRUVANANTHAPURAM SALAI, PONNANGUDI – MARUTHAKULAM (POST) TIRUNELVELI 627 151 Phone: 0462-2584233
DISTRICT FOREST OFFICER, KANYAKUMARI DIVISION, 175, COLLEGE ROAD, MUNICIPALITY CAMPUS, NAGERCOIL 629 001 Phone : 04652-232205 e-mail : dfokkm@tn.nic.in & kkforestdiv@yahoo.co.in	**DIVISIONAL FOREST OFFICER,** **SOCIAL FORESTRY DIVISION,** 113-4/1, ETTAYAPURAM ROAD, POLEPETTAI, THOOTHUKUDI 628 002 Phone: 0461-2346600 E-mail – dfotut@tn.nic.in & dfothoothukudi@sancharnet.in
DIVISIONAL FOREST OFFICER, **SOCIAL FORESTRY DIVISION** JAWAN BHAVAN SENIKKARAI, RAMANATHAPURAM 623 535 Phone : 04567-220693 E-mail – dformd@tn.nic.	**DISTRICT FOREST OFFICER,** DINDIGUL DIVISION, VELUNACHIAR VALAGAM, DINDIGUL 624 004. Phone : 0451-2460470 E-mail: dfodgl@tn.nic.in

(xxi) Details of LPG/POL depot:

DEPOT	NAME OF THE COMPANY	CONTACT NUMBER
Tirunelveli	IOC- Oil fire Co-Ordinator	9443230154
Dindigul	IOC- Oil fire Co-Ordinator	0451-2421291
Manamadurai, Dindigul, Tirunelveli	IOC Manager /Kappalur	9443365313

(xxii) Telephone numbers of media:

NAME, IN-CHARGE AND CONTACT PERSON OF MASS MEDIA

ALL INDIA RADIO	AIR, Madurai	Station Director	0452-2531366
		Board Operator	0452-25310/17/18
	AIR, Tirunelveli	Station Director	0462-2561139
		Board Operator	0462-2560794
	AIR/FM, Kodaikanal	Station Director	04542-243443
		Board Operator	04542-246186
	AIR, Tuticorin	Station Director	0461-2310027
		Board Operator	0461-2310228
DOORDHARSHAN KENDRA	DD, Chennai	Director	044-25362902 (O) 044-24482314 ®
		Joint Director (News)	044-25365992(O) 044-23783000 ®
		Jagir, Stinger, Madurai	98431-43440

Madurai

S.No	Press	Name of Reporter S/Shri	Mobile No
1	The Hindu	Sundar	9843151497
2	Indian Express	Gokul Vannan	9884772223
3	Times of India	Arokiyaraj	8122002023
4	Dinamalar	Rameshbabu	9894009425
5	Daily Thanthi	Kaja	9710903658
6	Dinamani	Jeyaraj	9244317258
7	Dinakaran	Reporter	9080955553
8	Malaimalar	Duraisamy	9994405127
9	DD News	Raguraja	9486876170
10	Sun TV	Selvakumar	9894602930
11	Thanthi TV	Tamilselvan	99940005755
12	Jaya TV	Murugan	9843797724

Tirunelveli

S.No	Press	Name of Reporter S/Shri	Mobile No
1	The Hindu	Sudhakar	9443120500
2	Indian Express	Jayasingh	9486409555
3	Dinamalar	Nagamani	9842135632
4	Daily Thanthi	VadivelRavi	9841749164
5	Dinamani	Isakki	9244317205
6	Dinakaran	Muthukrishnan	9840932779
7	Malaimalar	Iyyappan	9344808528
8	Sun TV	Ramalingam	9487333999
9	Kalaingar TV	Tirumalai Kumar	9442211234
10	JayaTV	Selavaraj	9843797715

Virudhunagar

S.No	Press	Name of Reporter S/Shri	Mobile No
1	The Hindu	Sundar	9843151497
2	Indian Express	Krishnasamy	9345203434
3	Dinamalar	Muthuraman	9894009408
4	Dinamani	Pandian	9843865058
5	Dinakaran	Antonyraj	9488538132
6	Malaimurasu	Davidraja	9994530421
7	Makkal TV	Kannan	9443168440
8	Sun TV	Senthalaikumar	9894602935
9	Kalaingar TV	Mahalingam	9842561053
10	JayaTV	Kannan	9842522229

Rameswaram

S.No	Press	Name of Reporter S/Shri	Mobile No
1	Dinamalar	Seenirajan	9894009459
2	Daily Thanthi	Chandran	9443405846
3	Dinakaran	Bashir	9750281841
4	Malaimurasu	Aurangaseep	9443005314
5	Sun TV	Veerakumar	9787867927
6	Raj TV	Vallavagenesan	9788210390
7	UNI	Radhakrishnan	9688993298

Karaikudi

S.No	Press	Name of Reporter S/Shri	Mobile No
1	Dinamalar	Venkadesan	9894009438
2	Daily Thanthi	Rajendran	9345720444
3	Dinamani	Mayilvahanam	9443609523
4	Dinakaran	Sundar	9443798033

5	Sun TV	Balaji	9443133437
6	Jaya TV	Rajesh	9843797696
7	DD news	Subramanian	9443609524

Palani

S.No	Press	Name of Reporter S/Shri	Mobile No
1	Dinamalar	Subramani	9994940116
2	Daily Thanthi	Muruganantham	9842843479
3	Dinamani	Angubabu	9842177087
4	Dinakaran	Kathirsenthilarasu	9840978166
5	Malaimalar	Muruganantham	9842843479
6	Sun TV	Raju	9894602928
7	Jaya TV	Angubabu	9842177087

Sivagangai

S.No	Press	Name of Reporter S/Shri	Mobile No
1	Dinamalar	Karthick	9894009436
2	Daily Thanthi	Srinivasan	9443191023
3	Malaimurasu	Asokan	9245197599
4	Dinamani	Jegan	9842505571
5	Dinakaran	Vetripandi	9840917318
6	Sun TV	Senthil	9894602935
7	PTI	Nilamegam	9442318906

Dindigul

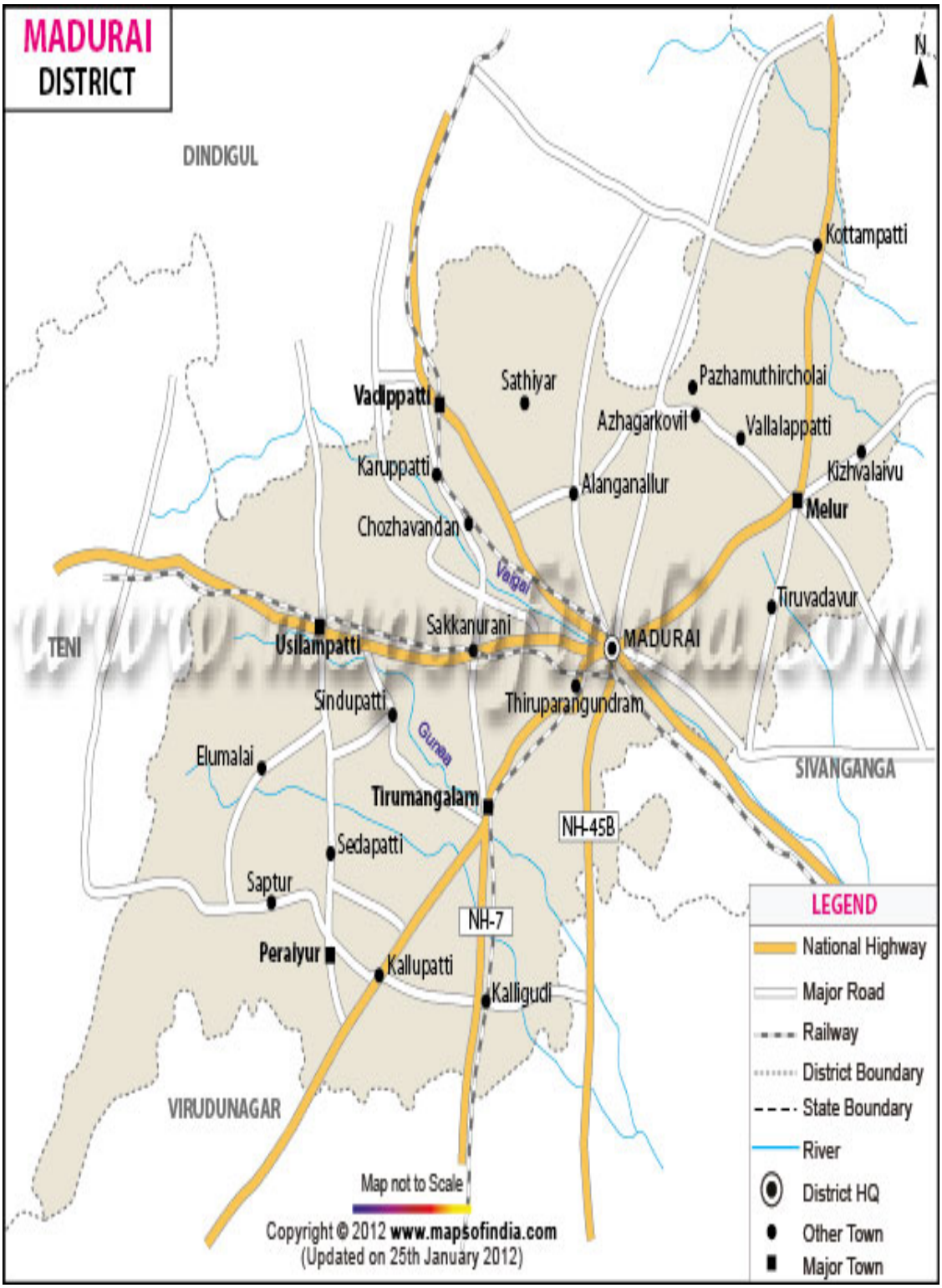
S.No	Press	Mobile No
1	Dinamalar	9500494333
2	Daily Thanthi	9841749285
3	Malaimurasu	9994729198
4	Dinamani	9442031777
5	Dinakaran	9840917317
6	Sun TV	9894602925
7	Raj TV	9842175365
8	JayaTV	9842111150
9	Makkal TV	9790940415

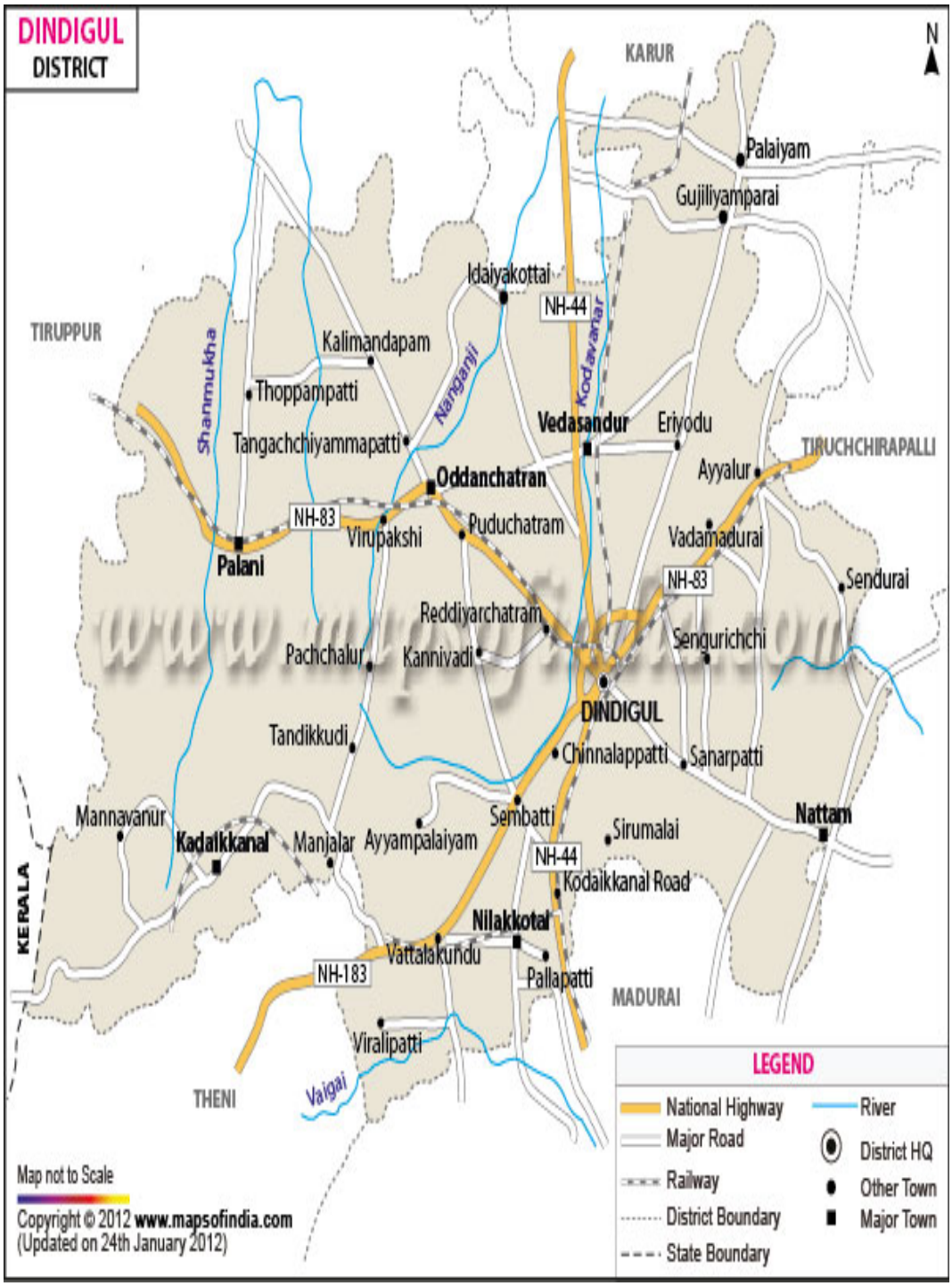
(xxiii) Railway vehicle and drivers:

Railway Drivers Rest Room- Railway No.72508

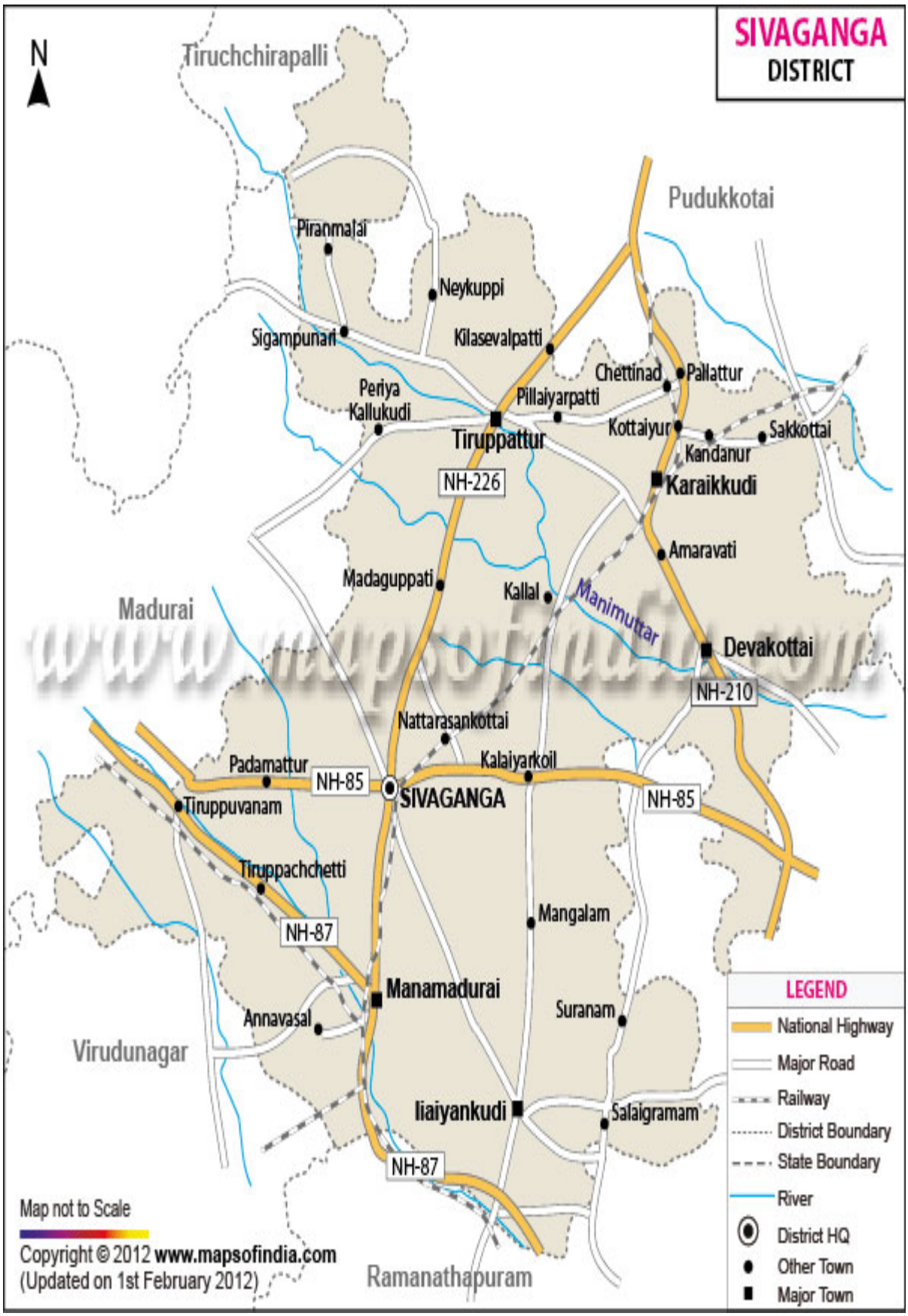
L. Mohanraj,	Driver/ works/VPT	9443962434
K. Veerapandi,	Driver to Sr. DEN/Co-ordn	9443451482
G. Rajendrapasad	Driver/Works/TEN	9443529005
K. Arokia samy peter	Driver to Engg	9865580422
S. Muthupandi	Lorry Cleaner / Works /MDU	9994446718
R. John sebastin	Driver to DRM	9487075903
S. Chellapandian	Driver to ADRM	9842122010
A. Santhanam	Driver to Sr. DOM	8754501311
Rajesh	Driver to Sr. DSO	9952715092
P. Karuppasamy	Driver to Sr. DCM	9942170063
S. Kanniappan	Driver to Sr. DME	8098956347
A. Perumal	Driver to DME	9600751939
S. Madhubalan	Lorry Driver /Mech	9047039734
K. Ramamoorthy	Driver to Sr. DEE	9994275501
I. Rajendran	Driver to Electrical	9486731523
V. Markandan	Driver to Electrical	9003502556
V. Ravi	Driver to Sr. DSTE	9952182187
A. Justin	Driver to Sr. DEN/S	9942447331
V. Madhavan	Driver to DEN/C	8973881885
C. Narayanamoorthy	Driver to DEE/TRD	9942356996
K. Balasubramani	Driver to Sr. DFM	8098809112
A. Porkaipandian	Driver to Ambulance	9442555792
P. Palpandi	Driver to Ambulance	9486731566
M. Marimuthu	Driver to Ambulance	9486017312

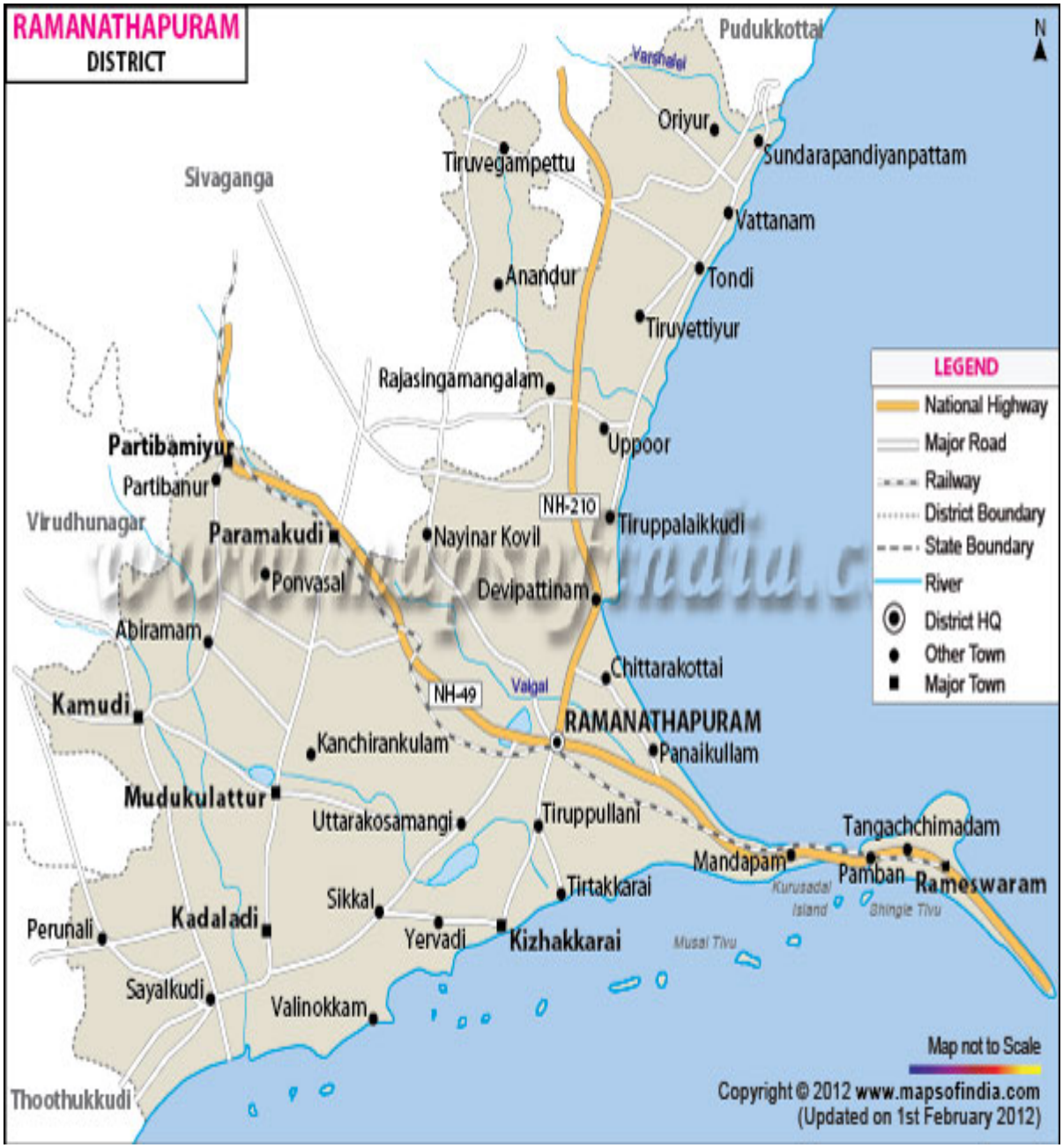
(xxiv) Civil District maps:

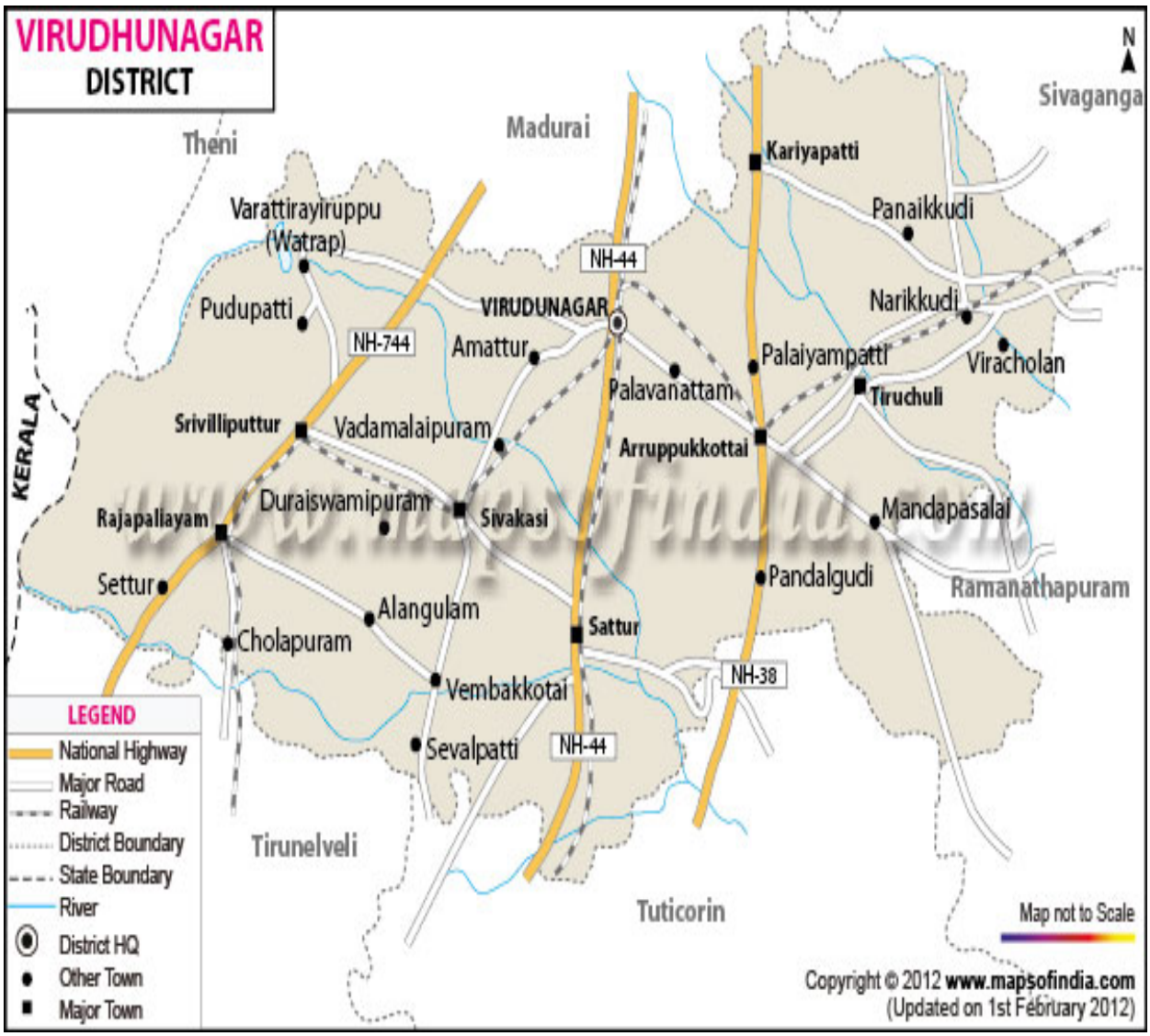


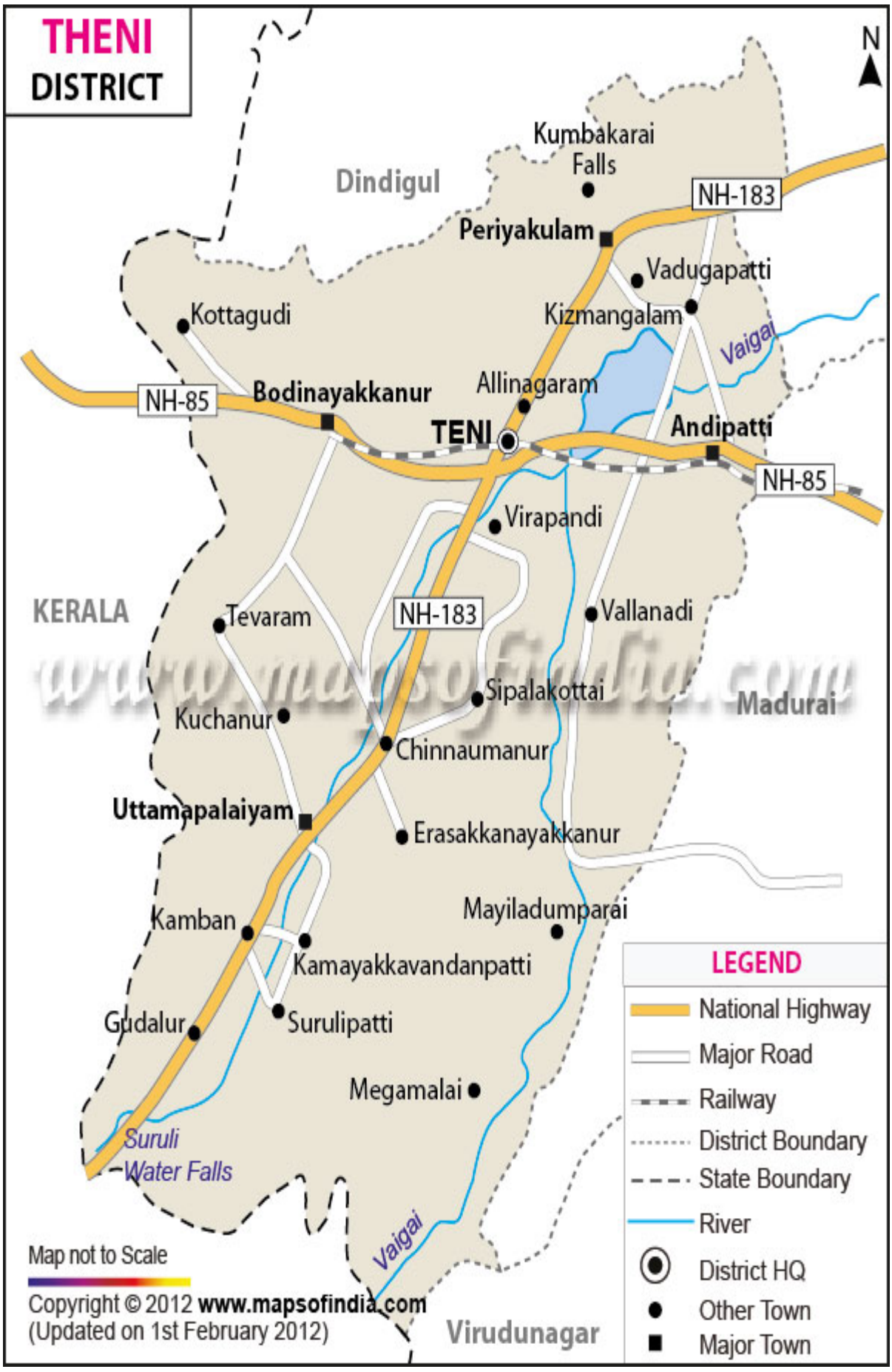

DINDIGUL
DISTRICT
N
KARUR
Palaiyam
Gujiliyamparai
Idaiyakottai
NH-44
TIRUPPUR
Shanmukha
Kalimandapam
Thoppampatti
Nanganji
Kodavanar
Vedasandur
Eriyodu
Tangachchiyammapatti
TIRUCHCHIRAPALLI
Ayyalur
Oddanchatran
NH-83
Virupakshi
Puduchatram
Vadamadurai
Palani
NH-83
Sendurai
Reddiyarchatram
Sengurichchi
Pachchalur
Kannivadi
DINDIGUL
Tandikkudi
Chinnalappatti
Sanarpatti
Mannavanur
Sembatti
Nattam
Kadaikkanal
Manjalar
Ayyampalaiyam
Sirumalai
NH-44
Kodaikkanal Road
KERALA
Nilakkotai
Vattalakundu
NH-183
Pallapatti
MADURAI
Viralipatti
THENI
Vaigai
LEGEND
National Highway
River
Major Road
District HQ
Railway
Other Town
District Boundary
Major Town
State Boundary
Map not to Scale
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(Updated on 24th January 2012)


PUDUKOTTAI
DISTRICT
N
Tiruchchirapalli
Thanjavur
Sivaganga
NH-210
NH-226
Puliyur
Kaliyapati
Nirpalani
Viralimalai
Kunnandavarkoil
Kiranur
Gandarvakottai
Kulattur
Kodumbalur
Iluppur
Adanakkottai
Narthamalai
Perugalur
Karambakkudi
Annavasal
Sittannavasal
Mazhaiyur
Kudumiyanmalai
PUDUKOTTAI
Alangudi
Panaiyur
Kadayakkudi
Ponnamaravati
Tirumayam
Arimalam
Ramachandrapuram
Arantangi
Nakkudi
Vallar
Kattumavadi
Avudaiyarkovi
Manalmelkudi
Ammapattinam
Amaradakki
Adambur
Mimisal
Tirupunavasal
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town
Map not to Scale
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SIVAGANGA
DISTRICT
N
Tiruchchirapalli
Pudukkotai
Madurai
Virudunagar
Ramanathapuram
Piranmalai
Neykuppi
Sigampunari
Kilasevalpatti
Chettinad
Pallattur
Periya Kallukudi
Pillaiyarpatti
Kottaiyur
Sakkottai
Kandanur
Tiruppattur
NH-226
Karaikkudi
Amaravati
Madaguppati
Kallal
Manimuttar
Devakottai
NH-210
Nattarasankottai
Padamattur
NH-85
Kalaiyarkoil
SIVAGANGA
Tiruppuvanam
Tiruppachchetti
NH-87
Mangalam
Manamadurai
Annavasal
Suranam
Iiaiyankudi
Salaigramam
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town
Map not to Scale
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(Updated on 1st February 2012)

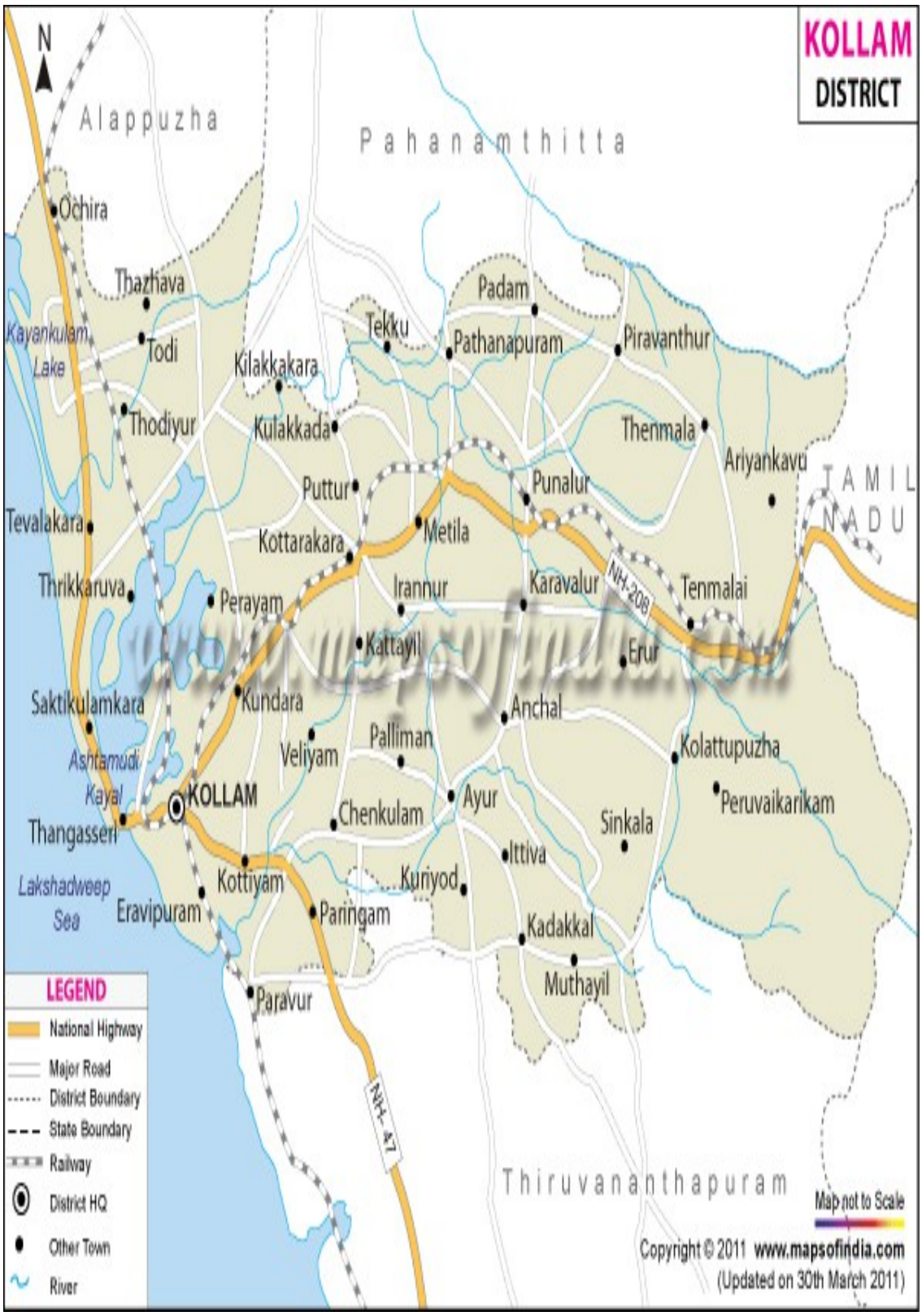

RAMANATHAPURAM
DISTRICT
N
Pudukkottai
Varshalai
Oriyur
Sundarapandiyanpattam
Tiruvegampettu
Sivaganga
Vattanam
Anandur
Tondi
Tiruvettiyur
Rajasingamangalam
Uppoor
Partibamiyur
Partibanur
Virudhunagar
Paramakudi
NH-210
Tiruppalaikkudi
Nayinar Kovil
Ponvasal
Devipattinam
Abiramam
Chittarakottai
Vaigai
NH-49
Kamudi
RAMANATHAPURAM
Kanchirankulam
Panaikullam
Mudukulattur
Uttarakosamangi
Tiruppullani
Tangachchimadam
Mandapam
Pamban
Rameswaram
Kurusadai Island
Shingle Tivu
Tirtakkarai
Sikkal
Perunali
Kadaladi
Yervadi
Kizhakkarai
Musal Tivu
Sayalkudi
Valinokkam
Thoothukkudi
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town
Map not to Scale
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VIRUDHUNAGAR
DISTRICT
N
Sivaganga
Theni
Madurai
Kariyapatti
Panaikkudi
Varattirayiruppu
(Watrap)
NH-44
Pudupatti
VIRUDUNAGAR
Narikkudi
NH-744
Amattur
Palaiyampatti
Viracholan
Palavanattam
Tiruchuli
KERALA
Srivilliputtur
Vadamalaipuram
Arruppukkottai
Duraiswamipuram
Sivakasi
Mandapasalai
Rajapaliayam
Pandalgudi
Ramanathapuram
Settur
Alangulam
Sattur
Cholapuram
NH-38
Vembakkotai
Sevalpatti
NH-44
Tirunelveli
Tuticorin
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town
Map not to Scale
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THENI
DISTRICT
N
Kumbakarai
Falls
Dindigul
NH-183
Periyakulam
Vadugapatti
Kottagudi
Kizmangalam
Vaigai
NH-85
Bodinayakkanur
Allinagaram
TENI
Andipatti
NH-85
Virapandi
KERALA
Tevaram
NH-183
Vallanadi
Sipalakottai
Madurai
Kuchanur
Chinnaumanur
Uttamapalaiyam
Erasakkanayakkanur
Mayiladumparai
Kamban
Kamayakkavandanpatti
Gudalur
Surulipatti
Megamalai
Suruli
Water Falls
Vaigai
Map not to Scale
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(Updated on 1st February 2012)
Virudunagar
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town


TIRUNELVELI
DISTRICT
N
KERALA
Sivagiri
Karivalamvandanallur
Tiruvengadam
Virudunagar
Vasudvanallur
Kuruvikulam
Puliyangudi
Vagaikulam
Sankarankovil
NH-744
Mel Nilidanallur
Krishnapuram
Sendamangalam
Panpoli
Idaikkal
(Thoothukkudi)
Tuticorin
Puliyur
Elathur
Uttumalai
Surundai
Devarkulam
Thenkasi
Ilanji
Virakeralampudur
Melagaram
Chittar
NH-7
Kuttalam
Manur
Alangulam
Gangaikondan
Tambrapami
Kadaiyam
Abishekapatti
Tachchanallur
Palayankottai
TIRUNELVELI
NH-7A
Papanasam
Ambasamudram
Cheranmadevi
Krishnapuram
Pattamadai
Kallidakurichchi
Rediyapatti
Manimuthar
Bana Tirtam
Munradaippu
Padmaneri
Kalakkadu
Nanguneri
Tirukkurungudi
NH-7
Ittamoli
Vadakku Valliyur
Kanniyakumari
Tisaiyanvilai
Panaikkudi
Ovari
Paravarnattam
Radhapuram
Aralvaymozhi
Kundangulam
Karungulam
Vijayapati
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town
Map not to Scale
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THOOTHUKUDI
DISTRICT
N
Virudunagar
Vembur
Pudur
Nagalapuram
Ramanathapuram
Kovilpatti
Ettaiyapuram
Villatikulam
Kazhugumalai
Vembar
Vaippar
Idaiseval
NH-7
Eppodumvenran
Vaippar
Kulattur
Sippikulam
Kadambur
NH-38
Veppalodai
Kayattar
Panchalamkurichi
Kurukkuchalai
Ottappidaram
Tirunelveli
Maniyachchi
THOOTHUKUDI
Bharatinagar
NH-138
Pudukkottai
Sayarpuram
Srivaikuntam
Korkai
Eral
Alwar Tirunagari
Kurumbur
Arumuganeri
Kayalpattinam
Nazareth
Teripanai
Kayamoli
Tiruchchendur
Kudiraimoli
Udankudi
Sattankulam
Kulasekarappattinam
Manappad
LEGEND
National Highway
Major Road
Railway
District Boundary
State Boundary
River
District HQ
Other Town
Major Town
Map not to Scale
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KOLLAM
DISTRICT
N
Alappuzha
Pahanamthitta
Ochira
Thazhava
Kayankulam Lake
Todi
Kilakkakara
Tekku
Padam
Pathanapuram
Piravanthur
Thodiyur
Kulakkada
Thenmala
Ariyankavu
TAMIL NADU
Puttur
Punalur
Tevalakara
Metila
Kottarakara
Thrikkaruva
Perayam
Irannur
Karavalur
NH-208
Tenmalai
Kattayil
Erur
Saktikulamkara
Kundara
Anchal
Palliman
Veliyam
Kolattupuzha
Ashtamudi Kayal
KOLLAM
Ayur
Peruvaikarikam
Chenkulam
Sinkala
Thangasseri
Ittiva
Kottiyam
Kuniyod
Lakshadweep Sea
Eravipuram
Panmgam
Kadakkal
Muthayil
Paravur
NH-47
Thiruvananthapuram
LEGEND
National Highway
Major Road
District Boundary
State Boundary
Railway
District HQ
Other Town
River
Map not to Scale
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(xxv) Road access maps: