

1.0 INTRODUCTION	
1.01	<p>Definition of Disaster Management by NDMA:</p> <p>Disaster Management is a multi-faceted approach by a group of professionals with competence to address the diverse issue that will involve formulation of rules, regulations, preparation of guidelines and operating procedures, law making, enforcement, legislation, managing humanitarian aspects and traumatic situations, addressing complex socio-economic and technical issues. The technique therefore has to be based on knowledge and infrastructure by competent professional related to the task, terrain and activity therein.</p> <p>In the course of time, Disaster Management approach had a paradigm shift, gained from the experience of the past, to a proactive and holistic approach to disasters to pre-empt them instead of post disaster responses. Disaster Management process is a developmental opportunity to improve the society and thereby reduce the risk factor to the society. The society is made capable to respond by themselves to achieve their goal by disaster preparedness so that society is not susceptible to disasters and the impact will be less.</p> <p>Engineering construction activity is to be geared with sound practices, for growth and development with a legal framework and to enforce the rule of law, to help the disaster management preparedness by the authorities in the system.</p>
1.02	<p>Definition of ‘Disaster’ in Railways: “Railway Disaster is a serious train accident or an untoward event of grave nature, either on the railway premises or arising out of railway activity in that area, due to natural or man-made causes, that may lead to loss of many lives and/or grievous injuries to a large number of people, and/or severe disruption of traffic, necessitating large scale help from other Government/Non-government and Private Organizations.”</p> <p>Despite the earnest efforts taken to manage every disaster efficiently, in some train accidents involving heavy casualties, the relief and rescue operations could not be resolved satisfactorily. Accidents involving heavy casualties and in difficult terrain like ghat sections with a number of bridges, tunnels, cuttings and also bad weather conditions, make the rescue and relief work more difficult and necessitates the assistance of specialized outside agencies in addition to Railways’ own resources.</p>
1.03	<p>Authority to declare a Disaster on Railways:</p> <p>(Rly Board’s Lr.No.2003/Safety/(DM)/6/2 Pt. dated 06.01.2009)</p> <p>Railway Board has authorized GMs, AGMs or CSOs (when GM/AGM is not available) for declaring an untoward incident as Railway Disaster. With the adoption of the above definition of railway disaster, it needs to be appreciated that, a serious train accident may turn into a railway disaster, if not handled and managed properly and there may be many more Railway related events which may not even involve human lives but may turn into disasters for which necessary prevention and mitigation measures are to be taken by the Railways beforehand. Zonal Railways will ensure that prevention, mitigation, preparedness, rescue and relief related issues covering all types of disasters, particularly affecting railway system are addressed and their details are appropriately incorporated in their Disaster Management Plans.</p>

	<p>The high level committee on Disaster Management analyzed the various aspects of the present Disaster Management system and has pointed out areas of 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 etc. Some important measures suggested by HLCR on Disaster Management are as under;</p> <p>Till now instant response, relief and rescue are primary objectives of Disaster Management Plan. With the enactment of Disaster Management Act 2005, it is widened to the following areas:</p> <ol style="list-style-type: none"> 1. Prevention, Preparedness & Capacity Building 2. Preparation of Data Bank 3. Streamlining the Logistics of Railways 4. Seeking assistance from State Government and involvement of Local Civilian Authorities 5. Effective Trauma Care 6. Proper Trigger Mechanism to ensure adequate medical care within “Golden Hour” 7. Divisional/Zonal Disaster Management Plan 8. Making use of Non-Railway Resources 9. Maintenance of ART to have failure proof service 10. Defining responsibilities of various staff/departments <p>In addition, DM Plan should also be a golden opportunity for developmental process, in which, quality and standard of construction process shall be based upon standard civil engineering procedures.</p> <p>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 S.W. Railway covers such instructions to organize an efficient Rescue and Relief operation and lay down the basic framework for immediate action by every Railway Servant. It has been dovetailed with information what so ever made available from respective State Governments/Armed Forces, etc. as also from Divisional Disaster Management Plans of UBL, SBC & MYS divisions. Details of Hospitals, NGOs and Organizations having infrastructure facilities and resources available with civil authorities useful in Disaster Management are made available in this document.</p>
<p>1.04</p>	<p>Divisional Disaster Management Plan – 2017 of SWR focus on tackling the following situations:</p> <ul style="list-style-type: none"> ➤ Train Accidents ➤ Fire Accidents ➤ Cyclone/Storm ➤ Earth-quakes ➤ Floods and Breaches ➤ Land slides ➤ Bomb blasts/explosions and other Terrorist Activities ➤ Hazardous Gas (Emergencies/Calamities), which assumes the magnificence of a disaster as prescribed in the definition of disaster in Railway parlance.

2.0 DISASTER MANAGEMENT PLAN CUSTODY & CIRCULATION

- Only DRM or Sr.DSO with the prior approval of DRM, is authorized to modify the contents of this Booklet. Other Officials may give suggestions for corrections/additions/deletions and advise Sr.DSO/UBL for incorporation of the same.
- The following are the custodians of the Booklet, who are also responsible for the proper up-keep and up-dating of the Booklet and supposed to use/guide others during emergencies.

Sl. No.	Custodian	Sl. No.	Custodian	Sl. No.	Custodian	Sl. No.	Custodian
1	DRM	2	ADRM	3	CMS	4	Sr.DSO
5	DME/P	6	Sr.DME/ C&W	7	Sr.DEN/Co	8	Sr.DEN/E
9	Sr.DEN/W	10	Sr.DEN/C	11	DEE	12	Sr.DOM
13	Sr. DSTE	14	Sr.DCM	15	Sr.DSC/RPF	16	Sr.DFM
17	Sr.DPO	18	CHC/UBL	19	CPRC/UBL	20	Engg. Control
21	C&W Control	22	S&T Control	23	Elect. Control	24	Commercial Control
25	Security Control	26	ART/UBL	27	ARME/UBL	28	ART/CLR
29	ARME/CLR	30	ART/BJP	31	ARME/BJP	32	ART/HPT
33	ART/VSG	34	CHC/SBC	35	CHC/MYS		

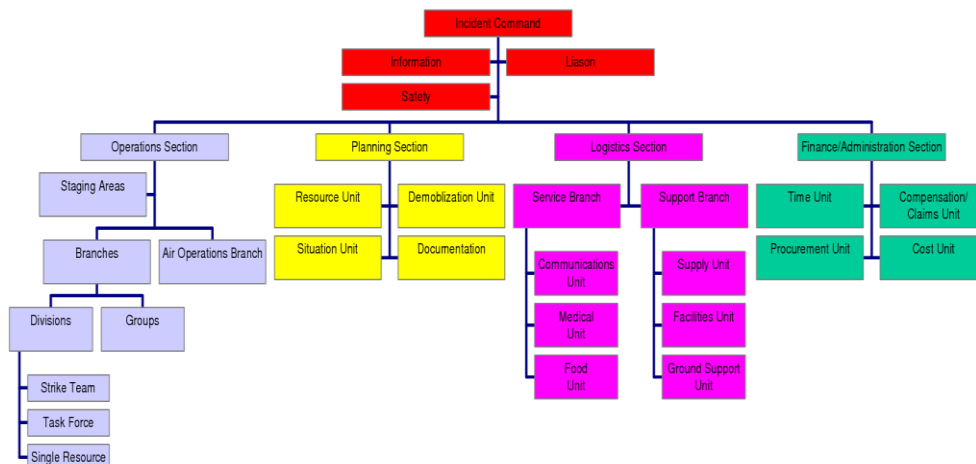
- Booklets at serial Nos. 26 to 33 should be kept in secure places in the respective ART / ARMEs. This should be ensured by the respective in-charges of the ART's / ARME's.

3.0 OBJECTIVES

3.01	<p>The objective of the Disaster Management Plan is to achieve:</p> <ul style="list-style-type: none"> ➤ Instant Disaster Trigger Mechanism. ➤ Rapid Access to reach the site of accident within “GOLDEN HOUR and render Medical Care” – using GIS (Geographic Information System) and data bank to ensure quicker means to render medical help and to prevent avoidable loss of life. ➤ Minimizing disaster effects - using GIS, data bank, quicker means to call for all the data logistics and infrastructure to redress the human calamity. <ul style="list-style-type: none"> • Saving lives by quick extrication of victims and effective on-site Medical Management. • Stabilization of condition by quick restoration. • Expeditious extraction and shifting to rescue vehicle(s). • Care and concern for the affected customers/passengers. • Speedy transportation to hospital. • Proper and timely dissemination of information to public in the aftermath of the Disaster. ➤ Defining responsibilities of various staff/departments.
3.02	<p>KEY CONCEPTS:</p> <ol style="list-style-type: none"> 1. Disaster 2. Disaster Management 3. Disaster Management Act 2005 4. Golden Hour 5. Trigger Mechanism 6. Incident Command Control System 7. NDRF 8. Triage – a) Site Triage & b) Hospital Triage 9. Psychological rehabilitation 10. National Building Code – 2005
3.03	<p><u>GOLDEN HOUR CONCEPT</u></p> <p>“If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduce drastically, even with the best of medical attention thereafter. This initial one hour period is generally known as The Golden Hour”.</p> <ul style="list-style-type: none"> • Render definite medical care within Golden Hour. • Stop bleeding and restore blood pressure within an hour. • Persons under shock shall be immediately relieved of shock. • Transport the casualties to the nearest hospital.
3.04	<p><u>Trigger Mechanism (Emergency Response System)</u></p> <p>Trigger Mechanism has been conceptualized as an emergency quick response mechanism which, on energizing would, spontaneously set the vehicle of management into motion on road to disaster management process. The underlying assumptions behind this concept is that the process and mechanism of responding have been planned earlier and response activities would start as soon as the information is received about a disaster or impending disaster by any point in the whole mechanism. To have an effective Trigger Mechanism, High Power Committee has identified functions for the disaster managers:</p>

3.05	<p>The process of preparedness should be well orchestrated and must respond instant on information of the disaster.</p> <ol style="list-style-type: none"> 1. Evolving an effective signal/warning mechanism; 2. Identifying activities and their levels; 3. Identifying sub activities under each activity/level of activity; 4. Specifying authorities for each level of activity and sub activity; 5. Determine the response time for each activity. 6. Working out individual plans of each specified authority to achieve the activation as per the response time; 7. Having quick response teams for each specified authority; 8. Having alternative plans and contingency measure; 9. Providing appropriate administrative and financial delegations to make the response mechanism functionally viable; and 10. Undergoing preparedness drills.
3.06	<p>Incident Command System (ICS):</p> <p>A. Introduction</p> <p>The Incident Command System (ICS) is an on-scene, all-risk, flexible modular system adaptable to any scale of natural as well as man-made emergence/incidents. The ICS seeks to strengthen the existing disaster response management system by ensuring that the designated controlling/responsible authorities at different levels are backed by trained Incident Command Teams (ICTs), whose members have been trained in the different facets of emergency/disaster response management. The ICS will not put in place any new hierarchy or supplement the existing system, but will only reinforce it. The members of the ICT will be jointly trained for deployment as a team. When an ICT is deployed for an incident, all concerned agencies of the Government will respond as per the assessment of the Team. This system therefore enables proper coordination amongst the different agencies of the Government. The five command functions in the Incident Command System are as follow:</p> <ol style="list-style-type: none"> i) Incident Command – Has overall responsibility at the incident. Determines objectives and establishes priorities based on the nature of the incident, available resources and agency policy. ii) Operations – Develops tactical organization and directs all resources to carry out the Incident Action Plan. iii) Planning – Develops the Incident Action Plan to accomplish the objectives. Collects and evaluates information, and maintains status of assigned resources. iv) Logistics – Provides resources and all other services needed to support the organization. v) Finance/Administration - Monitors costs related to the incident, provides proper accounting, procurement, time recording, cost analysis, and overall fiscal guidance. <p>B. The composition of the ICT is depicted in the following organizational chart:</p>

INCIDENT COMMAND ORGANIZATION CHART



The ICS will comprise of two broad components, viz. Incident Response and System Institutionalization. Incident Response will involve three elements: (a) Coordination, (b) Incident Command Teams and (c) Specialized Tactical Resources. The Coordination element will have the Headquarters Teams at the National, State and District levels. The Incident Command Teams will be responsible for on-scene management and formed at the district and state levels. As shown in the organizational chart, the following will be the eight core positions in the ICT.

- i. Incident Commander
- ii. Operations section
- iii. Planning section
- iv. Logistics section
- v. Finance/Administration section
- vi. Safety Officer
- vii. Liaison Officer
- viii. Information Officer

The Specialized Tactical Resources are being formed at the National or State levels having technical expertise in areas like handling hazardous material, carrying out search and rescue.

The System Institutionalization component will have three elements of (a) Training (b) Certification and Qualification and (c) Publications. The activities under this component will ensure that suitable personnel are identified, trained and certified to perform their assigned responsibilities for Incident Response.

DISTRICT LEVEL INCIDENT RESPONSE

- i. At the District level, there will be one District Headquarters Team with the primary function of assisting the District Collector in handling tasks like general coordination, distribution of relief materials, media management and the overall logistics.
- ii. In addition to the District Headquarters Team, there will be one or more District level Incident Command Teams (DICTs) which can be deployed at the site of a complex emergency/disaster. Suitable officers from the district administration will

	<p>be carefully selected and professionally trained for the different ICS positions in order to constitute the District- level Incident Command Teams. As and when required, these DICTs will be deployed at the site of an emergency/disaster for on-scene management. The teams will focus on the operational aspects of response management, duly supported by other functions in ICS, e.g. Planning, Logistics, Finance/Administration, etc. The officers drawn for this assignment will be carefully selected by the District Collector depending upon their fitness, ability and aptitude for any of the DICT positions and they will be professionally trained to fulfill their assigned roles.</p> <p>Arrangements will also be made for ensuring their mobilization in a time-bound manner for their deployment to the trouble spot. Due consideration for the appropriate level of seniority will be given while constituting the teams. Although by and large, the team personnel may be selected from the General Administration/Revenue Department which traditionally handles disaster response in our country, the option to pick up willing and capable personnel from any other department for taking up specific positions in the DICT will be left open. For some positions, a suitable number of additional personnel will be trained as reserve for taking care of contingencies like transfers, promotions, etc.</p> <p>iii. For the position of the Incident Commander, a suitable officer of the rank of Additional District Magistrate will be preferred. The District level Incident Command Teams will function under the overall control of the Collector/District Magistrate. The State Governments can also deploy the DICTs to other districts depending upon the magnitude of the disaster.</p>																					
3.07	<p>NATIONAL DISASTER RESPONSE FORCE (NDRF)</p> <p>As per Disaster Management Act 2005, various Ministries and Departments under the 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 major disasters affecting Railways. Assistance of NDRF could be of great help to the Railways in major railway disasters.</p> <p style="text-align: center;">NDRF HEADQUARTERS</p> <p>NDRF Battalions:</p> <table><tr><td>DG/NDRF Mob. - +919818564455 Off: 011-24369278, 011-24369280, Fax : 011-24363261 Email ID: dg.ndrf@nic.in</td><td>IG/NDRF Mob. +919540610101 Off: 011-24363268 Fax : 011-24363261 Email ID: ig.ndrf@nic.in</td><td>DIG/NDRF Mob. +919968262466 Off: 011-24363267 Fax : 011-24363261 Email ID: dig.ndrf@nic.in</td></tr></table> <p>NDRF Control Room Tel: 011-24363260, 011-24363266, Fax: 011-24363261, email: hq.ndrf@nic.in</p> <p>CISF NDRF Battalion, Arakkonam has Tamil Nadu, Puducherry, Kerala and Andhra Pradesh (except Srikakulam and Vizianagaram Districts) in its areas of responsibility. The Battalion is headed by Senior Commandant, under the administrative/operational control of Inspector General (Adm.), CISF HQRs., New Delhi and Deputy Inspector General (DM), CISF HQRs., New Delhi.</p> <p>Details of NDRF Battalions are as under within the reach of SWR:-</p> <table><tr><th>S.No.</th><th>COMDT NDRF Bn</th><th>LOCATION</th><th>MOB. NO.</th><th>TEL NO.</th><th>FAX NO./Email</th></tr><tr><td>1.</td><td>Commandant 4th Bn NDRF</td><td>Arakkonam (Tamilnadu)</td><td>09442105169</td><td>04177-246269 (O)</td><td>04177-246594 tn04-ndrf@nic.in</td></tr><tr><td>2.</td><td>Commandant</td><td>Pune</td><td>09423506765</td><td>02114-247010 (O)</td><td>02114-247008</td></tr></table>	DG/NDRF Mob. - +919818564455 Off: 011-24369278, 011-24369280, Fax : 011-24363261 Email ID: dg.ndrf@nic.in	IG/NDRF Mob. +919540610101 Off: 011-24363268 Fax : 011-24363261 Email ID: ig.ndrf@nic.in	DIG/NDRF Mob. +919968262466 Off: 011-24363267 Fax : 011-24363261 Email ID: dig.ndrf@nic.in	S.No.	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX NO./Email	1.	Commandant 4th Bn NDRF	Arakkonam (Tamilnadu)	09442105169	04177-246269 (O)	04177-246594 tn04-ndrf@nic.in	2.	Commandant	Pune	09423506765	02114-247010 (O)	02114-247008
DG/NDRF Mob. - +919818564455 Off: 011-24369278, 011-24369280, Fax : 011-24363261 Email ID: dg.ndrf@nic.in	IG/NDRF Mob. +919540610101 Off: 011-24363268 Fax : 011-24363261 Email ID: ig.ndrf@nic.in	DIG/NDRF Mob. +919968262466 Off: 011-24363267 Fax : 011-24363261 Email ID: dig.ndrf@nic.in																				
S.No.	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX NO./Email																	
1.	Commandant 4th Bn NDRF	Arakkonam (Tamilnadu)	09442105169	04177-246269 (O)	04177-246594 tn04-ndrf@nic.in																	
2.	Commandant	Pune	09423506765	02114-247010 (O)	02114-247008																	

	5th Bn NDRF	(Maharashtra)			
3.	Commandant 10th BN NDRF	Guntur (Andhra Pradesh)	07382299621	0863-2293178 (O)	0863-2293050 Commandant10ndrf@gmail.com

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 disaster management exercise on **MOCK DRILL** that is held once every year. Respective NDRF battalion pertaining to the railway zone has to be coordinated while doing such mock drills.

There are no charges for availing the services of NDRF except for 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.

Railway Board have also empowered Divisional Railway Managers/CSOs 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 of NDRF should be judicious.

NDMA control room under **Ministry of Home Affairs (Tele No.011-26701728 Fax No.011-26701729, Helpline Number: 011-1078, E-mail: website@ndma.gov.in) and Security Control Room (Tele No.011-23387981 Fax No.011-23303748) and safety cell (Tele Fax No.011-23382638) in the office of Railway Board must be kept informed.**

This instruction is issued by Railway Board in consultation with National Disaster Management Authority (NDMA) having the administrative control of NDRF.

3.08	NDMA CONTROL ROOM NEW DELHI																													
	<p style="text-align: center;">Important Telephone Numbers of NDMA</p> <table border="1"> <tr> <th>S. No.</th> <th>Name & Designation</th> <th>Office Phone No.</th> <th>Mobile</th> <th>Email ID</th> </tr> <tr> <td>1.</td> <td>Secretary,</td> <td>011-26701710</td> <td>---</td> <td>secretary@ndma.gov.in</td> </tr> <tr> <td>2.</td> <td>Joint Secretary(Admn)</td> <td>011-26701780</td> <td>---</td> <td>jsadm@ndma.gov.in b.pradhan@nic.in</td> </tr> <tr> <td>3.</td> <td>Joint Adviser</td> <td>011-26701743</td> <td>---</td> <td>narshad@ndma.gov.in</td> </tr> <tr> <td>4.</td> <td>Control Room</td> <td>011-26701728 011-1078 011-26701729(Fax)</td> <td></td> <td>controlroom@ndma.gov.in, ndmacontrolroom@gmail.com, 09868891801, 09868101885</td> </tr> </table>					S. No.	Name & Designation	Office Phone No.	Mobile	Email ID	1.	Secretary,	011-26701710	---	secretary@ndma.gov.in	2.	Joint Secretary(Admn)	011-26701780	---	jsadm@ndma.gov.in b.pradhan@nic.in	3.	Joint Adviser	011-26701743	---	narshad@ndma.gov.in	4.	Control Room	011-26701728 011-1078 011-26701729(Fax)		controlroom@ndma.gov.in , ndmacontrolroom@gmail.com , 09868891801, 09868101885
S. No.	Name & Designation	Office Phone No.	Mobile	Email ID																										
1.	Secretary,	011-26701710	---	secretary@ndma.gov.in																										
2.	Joint Secretary(Admn)	011-26701780	---	jsadm@ndma.gov.in b.pradhan@nic.in																										
3.	Joint Adviser	011-26701743	---	narshad@ndma.gov.in																										
4.	Control Room	011-26701728 011-1078 011-26701729(Fax)		controlroom@ndma.gov.in , ndmacontrolroom@gmail.com , 09868891801, 09868101885																										

3.09 TRIAGE

The term triage originates from the French verb 'trier', which means to sort, select, or classify. There are many definitions of triage. In disaster medicine, triage is an evaluation or an assessment process of the medical condition of victims and their categorization depending on the severity of sustained injuries. Triage is to solve the problem of imbalance, which has come up due to excessive demands on the available resources. Triage process ensures care to casualties according to the,

- Severity of injury
- Need for treatment
- Prognosis
- Available medical resources.

Triage is a complex process and includes – sorting and categorization of victims, and initiating life saving measures and treatment at the:

- Site
- During transportation; and
- In the hospital

It determines priority for evacuation to hospital, and also decides priority for surgical or other specific treatment required. In disaster situation, triage is a continuous process and starts at the site, where the victim comes in first contact with medical care providers, and goes to hospital triage area where casualties are received. Re-triage is essential at each level, from the site to the hospital, and hence is a continuous activity.

These are two major types of triages:

- **Site Triage** – The non-medical triage and is done by the rescue team or the first aid providers at the site. It is also called pre-hospital triage.
- **Hospital Triage** – Medical triage done by trained physicians and surgeons in the receiving hospital.

Triage must distinguish the casualties by different colour tagging, according to the gravity of their injury, and need for urgent medical care or priority for transportation. The Airport Colour Coded Triage Tagging System is accepted world-wide and is used internationally.

- **Red** – a) First priority.
b) Victim critical with unstable vital functions.
c) Requires urgent care.
- **Yellow** –a) Second priority
b) Victim serious but stable vital functions.
c) Requires prompt care though no immediate risk, but cannot move without assistance.
- **Green** – Victims having light injury and able to walk.
- **Black** – **Dead.**

Rescue workers who handle casualties at site and perform first triage, should apply coloured tags to the wrist of each, examined casualty. Simultaneous to this, the first aid personnel should start control of bleedings, and anti-shock positions for red-tagged patients, and remove the green-tagged patients from danger areas. Rescue workers should give resuscitation to those who require and make arrangements for shifting the red and yellow-tagged victims.

3.10**PSYCHOLOGICAL REHABILITATION**

Survivors of disasters face the danger of death or physical injury and possible loss of their homes, possessions, and communities. Such stress places survivors at risk of behavioural and emotional readjustment problems and Post Traumatic Stress Disorder (PTSD) is the manifestation of such situations.

- Impact of Disasters on Mental health:
- Most children, as well as, adult survivors of the disasters, experience one or more of the following stress reactions for several days:
- Emotional reactions: temporary feelings of shock (that is, for several days, or a couple of weeks), fear, grief, anger resentment, guilt, shame, helplessness, hopelessness, or emotional numbness (difficulty in feeling love and intimacy, or difficulty in taking interest and pleasure in day-to-day activities.)
- Cognitive reactions: confusion, disorientation, indecisiveness, worry, shortened attention span, poor concentration, memory loss, unwanted memories, self-blame.
- Physical reactions: tension, fatigue, edginess, difficulty in sleeping, body aches or pain, slow reactions, fast heartbeat, nausea, changes in appetite, changes in sex drive etc.
- Interpersonal reactions; In relationships at school, workplace, in friendships, in marriage, or as a parent, distrust, irritability, conflict, withdrawal, isolation, feeling rejected or abandoned, being distant, judgmental, or over-controlling etc.

Mental health interventions for disasters:

In a major disaster, effective mental health response requires the delivery of both clinical and administrative services in ways that differ from services typically provided by the mental health professionals. The primary objective of disaster relief effort is to restore community equilibrium. Disaster mental health services, in particular, work toward restoring psychological and social functioning of individuals and the community, and limiting the occurrence and severity of adverse impacts of disaster-related mental health problems, such as post-traumatic stress reactions, depression, or substance abuse.

The aim of all Disaster Mental-Health Management should be the humane, competent, and compassionate care of all affected.

Basic principles of Emergency Care:

It is helpful to remember several basic principles or objectives of emergency care.

- 1) Provide for basic survival needs and comfort (e.g. water, food, shelter, clothing etc.).
- 2) Help survivors achieve restful and restorative sleep.
- 3) Preserve an interpersonal safety zone protecting basic personal space (e.g. private, quiet, personal effects).
- 4) Provide non-intrusive ordinary social contact (e.g. use of humour, small talk about current events, silent companionship).
- 5) Address immediate physical health problems or exacerbating of prior illnesses.
- 6) Assist in locating and verifying the personal safety of separated loved ones or friends.
- 7) Reconnect survivors with loved ones, friends, and other trusted people.
- 8) Help survivors to take practical steps to resume ordinary daily life (e.g. daily routines, or rituals).
- 9) Help survivors to take practical steps to resolve pressing immediate problems caused by disaster (e.g. loss of a functional vehicle, inability to get relief vouchers).

	<p>10) Facilitate resumption of normal family, community, school and work roles.</p> <p>11) Provided survivors with opportunities to grieve their losses.</p> <p>12) Help survivors reduce problematic tension, anxiety, or despondency to manageable levels.</p> <p>13) Support survivors' local helpers through consultation and training about common stress reactions, and stress management techniques.</p>
3.11	<p><u>National Building Code of India- 2005</u></p> <p>National Building Code of India 2005 is an integrated document formulated after successive modifications which are the outcome of the lessons learnt in the aftermath of devastating earth quakes and floods and other natural calamities all over the country over the past decade. National Building Code is a state-of-the-art document and contemporary application of international standards. This also projects the requirement of green belts, landscaping, planting of trees and shrubs, special requirements for low income housing, fire safety regulations for high rise buildings, revision of structural design section based on new revised codes such as Concrete Code, Earth quake code, Masonry code, addition of outside design conditions for important cities in the country, requirements relating to noise and vibration, air filter, automatic control, energy conservation for air conditioning and guidance on the design of water supply system for multistoried buildings.</p> <p>The National building code is a single document in which the information contained in the various Indian Standards is reflected in a pattern of continuity and cogency with interdependent requirements. The code gives the all the information required by the architect, structural, construction, services engineers and other professional from the early stages of planning to translate the building on to terra firma.</p> <p>Para 5, 6, 7, 8 & 9 of the code are binding upon the Railways as a Public Department involved in major construction activities all over the country. Railways may also refer to the instructions issued from time to time by NDMA.</p> <p><u>National Building Code of India 2005 reflects the following salient features:</u></p> <ol style="list-style-type: none"> 1. Inclusion of a complete philosophy and direction for successfully accomplishing the building projects through Integrated Multidisciplinary Approach right from conceptual stage through planning, designing, construction, operation and maintenance stages. 2. A series of reforms in building permit process. 3. Provisions for ensuring and certification of safety of buildings against natural disaster by engineer and structural engineer. 4. Provision for two stage permit for high rise residential and special buildings. 5. Provision for periodic renewal certificate of occupied buildings from structural, fire, electrical and health safety point of view. 6. Provision for empowering engineers and architects for sanctioning plans of residential buildings up to 500 m². 7. Inclusion of detailed town planning norms for various amenities such as Educational Facilities, Medical Facilities, Distribution Services, Police, Civil Defence, Fire Services, etc. 8. Revision of parking requirements for low metro and mega cities. 9. Updating of special requirements for low income housing for urban areas. 10. Inclusion of special requirements for low income housing for rural habitat planning. 11. Inclusion of guidelines for development planning for hilly areas. 12. Revision of the provisions for buildings and facilities for physically challenged. 13. Fire safety norms completely revamped through detailed provisions on Fire

	<p>Prevention, Life Safety and Fire Protection.</p> <ol style="list-style-type: none"> 14. Inclusion of new categories of star hotels, heritage structures and archeological monuments for fire safety provisions. 15. Substitution or halon based fire extinguishers/fire fighting system. 16. Promotion to new/innovative building materials/technologies. 17. Inclusion of latest provisions for earthquake resistant design and construction. 18. Inclusion of details on multi-disaster prone districts. 19. Inclusion of new chapter on design and construction using bamboo. 20. Chapter on prefabricated and composite construction for speedier construction. 21. Updating of provision of safety in construction. 22. Complete revision of provision on building and plumbing services in line with applicable international practices. 23. Provisions on rain water harvesting. 24. Inclusion of new chapter to cover landscaping needs.
	4.0 GUIDELINES OF RAILWAY BOARD
4.01	<p>Preparation of Disaster Management Plan</p> <p>Railway Board vide letter No. 2003/Safety-I/6/2 dated 29.09.2003 and letter No.2009/Safety/DM/6/14 dated 30.11.2009 has laid down the requirements of Zonal Railway Disaster Management Plan, based on the instructions contained in the NDMA. Instructions contained in DISASTER MANAGEMENT PLAN for the Ministry of Railways published in April - 2016 also has been taken into cognizance while formulating the Disaster Management Plan of South Western Railway.</p> <ul style="list-style-type: none"> ➤ Preparation and implementation of Disaster Management Plan is the responsibility of the concerned General Manager/Divisional Railway Manager. ➤ Authority to order ART/ARMV/Breakdown train - Chief Mechanical Engineer/Chief Motive Power Engineer/ Sr. Divisional Mechanical Engineer/ Divisional Mechanical Engineer etc. ➤ Senior-most railway officer at the site of accident shall be designated as 'Site Manager'. ➤ Management of rescue operations - Primarily Mechanical and Medical departments. Assistance to be provided by all Railway men (irrespective of their departments) as needed. ➤ Relief operation including care for the dead - Commercial, Medical and RPF departments. ➤ Communication network - S&T department ➤ Lighting – Electrical Department. ➤ Crowd control and maintenance of law & order at site - RPF. ➤ State Police's clearance for restoration, Crowd control & Law and Order - RPF. ➤ Restoration operations: <ul style="list-style-type: none"> ▪ Rolling stock - Mechanical department. ▪ Fixed infrastructure like track, overhead equipments, signalling system - By the concerned department. ➤ Maintenance of SPARTs/ARTs/ARMVs/Breakdown trains including rail-cum-road and road mobile emergency vehicles etc. - Mechanical department. ➤ Maintenance of equipments kept in SPARTs/ARTs/ARMVs for rescue and restoration operations - Departments concerned. ➤ Media management at site: <ul style="list-style-type: none"> ▪ Site Manager shall be the chief spokesman at site and can be assisted by branch officers concerned, if needed.

	<ul style="list-style-type: none"> ▪ PR/Comml Department to look after the needs of the media at site. ➤ Checklists for officers and supervisors must be issued in the form of pocket booklet indicating Do's and Don'ts for the benefit of : <ul style="list-style-type: none"> ▪ First official reaching the site of accident. ▪ Senior-most officer at the site. ▪ Divisional/HQ Control organization. ▪ Station Manager. ▪ Other Front Line Staff. <p>The Disaster Management Plan inter-alia includes 'who is responsible for what activities' in detail. It must be reviewed and updated on the 1st of January, every year.</p>
	<u>5.0 REPORTING OF ACCIDENTS</u>
5.01	<p>Immediate reporting of Accidents</p> <p>It is reiterated that on no account there 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 the Chief Safety Officer. The divisional authorities must not wait for investigating the prima-facie cause of accident. However, sketch, the FIR etc. should be sent to the Head Quarters immediately.</p> <p>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 Railway Board as per extant instructions should be reported promptly.</p> <p>A telephonic advice should be relayed to nominated officer(s) in Zonal HQ immediately after the accident in case of following categories of accidents :-</p> <ol style="list-style-type: none"> I. All train accidents. II. Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value. III. Land slides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value. <p>In addition to this, periodic (monthly) statement of Accidents in all categories shall be submitted to Zonal Headquarters in prescribed Performa.</p>
5.02	<p>Reporting of Accidents to the Railway Board</p> <ol style="list-style-type: none"> 1) 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:- <ol style="list-style-type: none"> 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 the Accident Manual of S. W. Railway. III. Land slides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value. IV. Averted collisions. V. Signal passing at Danger. 2) The following occurrences shall be reported promptly to the safety directorate of Railway Board over telephone and by Fax. <ol style="list-style-type: none"> 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

	<p>train including cases falling under Class B-5 and B-6.</p> <p>d) Derailments of trains not carrying passengers and falling under D-5;</p> <p>e) Trains running into obstruction including fixed structure falling under E-2;</p> <p>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;</p> <p>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 J-3, J-4, J-5 & J-6;</p> <p>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);</p> <p>In addition to this, periodic (monthly) statement of accidents in all categories shall be submitted to Railway Board in prescribed Performa.</p>
5.03	<p>System to be followed for reporting of accident to Railway Board:</p> <p>a) The above mentioned accidents shall be reported by Divisional Control to HQ Central Control. The Central Control in turn will inform all concerned officers at HQ office.</p> <p>b) Sr. DSO / DSO shall collect all the information and advice CSO/HQ.</p> <p>c) CSO / Dy.CSO / ASO (Mech, Engg, and S&T) should thereafter inform the nominated officers of Safety Directorate in the Railway Board.</p> <p>d) In case of landslide, breeches, OHE breakdown, etc. which result in dislocation of traffic for more than threshold value and also in cases of public agitation, the same shall be reported by HQ Control Office to Punctuality Cell of Railway Board.</p> <p>e) Cases of blockade of train services due to public agitation shall be dealt with by the Security Directorate. In addition, periodic (monthly) statement of accidents in all categories shall be submitted to Railway Board in the prescribed format.</p>
5.04	<p>To Zonal Railway Headquarters by Divisions:</p> <p>Sr.DSO/DSO shall give telephonic message to CSO and in his absence to Dy.CSO, immediately after the occurrence of the following categories of accidents: -</p> <ol style="list-style-type: none"> 1) All train accidents. 2) Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value. 3) Land slides, breaches, OHE breakdown, etc. which result in dislocation of traffic more than the threshold value. 4) Averted collisions. 5) Loco Pilot passing signal at danger. <p>Divisional Control should report all other accidents, equipment failures, and unusual incidents as classified in Appendix-I of the Accident Manual to the Central Control. The Central Control should record all the relevant information in the accident/unusual register for information of all concerned.</p> <p>In addition to this, periodic (monthly) statement of accidents in all categories including yard derailments shall be submitted by Sr. DSO/DSO to Zonal Headquarters in the prescribed format.</p>
5.05	<p>Accidents in Non-traffic sidings or premises</p> <p>Accidents occurring in the premises or sidings exclusively under the control of departments other than Traffic shall be reported to the Officer Incharge of such premises or sidings, and the official shall observe the rules for reporting accidents laid down for Station Masters.</p>
5.06	<p>Procedure to be followed during serious accidents declared as Disaster</p>

	<ol style="list-style-type: none"> 1. On occurrence of an accident, the controller on duty in Central Control /Headquarters shall record the information received from Divisional Control in the accident register and convey the information with the least possible delay to CSO, COM, PCE, CME, CSTE, CEE, CCM, CPTM, CFTM, Dy.CSO, and other HODs as may be necessary depending on the nature of accident. GM should be immediately advised by CSO or in his absence by Dy.CSO, if they consider the accident to be of sufficiently serious nature. During office hours while the information of the accident should be given to all the officers concerned by the Central Control as detailed above. GM should be personally advised by the CSO or in his absence by Dy.CSO. 2. Depending on the seriousness of the accident COM, CME, PCE, CSTE, CEE, CCM shall depute one SAG Officer each to proceed to the site of accident by the first available means as per the requirement at site. The Officers to proceed to site will be conveyed by CSO in consultation with the GM. In addition, Officers of the rank of at least Sr. Scale shall also be nominated by the respective departments for quick restoration and for dissemination of instructions to the concerned Officers. Similar action should be taken at divisional level also. 3. In case of serious accidents involving passenger casualties, Officers Special should leave within 30 to 45 minutes from the time of ordering. Officers Special for accident site should consist of carriage of GM, plus 2 to 3 other carriages (non-pooled or pooled) available at Hubballi station. It should not be delayed for bringing the carriages from other station or for watering the carriages. The Officers Special should start as soon as GM arrives at the station. 4. Whenever total interruption of traffic is likely to be more than 4 hours on account of accidents DRM/ADRM should invariably proceed to the accident site to supervise relief arrangement and restore through communication. 5. In case of serious accident or accident where passenger trains are involved, DRM/ADRM concerned should talk to the General Manager directly. 6. DRM/ADRM or the first seniormost Officer reaching the site of accident should invariably give a detailed message about the nature of accident, number of casualties/injuries if any, number of wagons/coaches involved, extent of damage to track, OHE etc. probable cause of accident, probable time of restoration, assistance required etc. to the Headquarters and all other concerned at the earliest and with the least possible delay. 7. A command post should be set up at accident spot and should preferably be manned by Traffic Inspector or in his absence by Safety Counsellor, who shall record all messages and instructions of DRM/ADRM and other Senior Officers at site in a log register and repeat the progress of restoration every half an hour to the divisional control, who in turn shall repeat to Headquarters Central Control/Hubballi, so that GM and other concerned PHODs/HODs are appropriately briefed on the subject. 8. The command post should have DOT phone with STD besides mobile phones and railway phone in case of serious accidents where running lines are blocked, to ensure reliable and adequate communication links. 9. Use of portable Fax machines may be resorted to at accident spots, for quick relaying of messages to Divisional Control and Headquarters. 10. Dy.CSO, ASO (Mech, Engg, and S&T) shall prepare a bulletin on the progress of restoration every 4 hours for information of GM. 11. Only DRM or the senior most Officer at site with concurrence of DRM should speak to the press or give interviews regarding the brief particulars of the accident such as time, date, location, nature of accident, whether traffic will be interrupted or communication will be maintained by transshipment, when through running is
--	--

	<p>likely to be resumed etc. It is for the same Officer who may if necessary change the version given earlier if any new evidence is found and all other Officers should be bound by that decision. Nobody should give any other version either to the press or to their heads of the respective departments or to anybody else. Strict discipline must be maintained in this regard.</p> <p>12. In accidents involving obstruction of both up and down lines, cranes should be ordered from both directions without any delay, if required from adjacent divisions or from adjacent railway also. In case it is learnt subsequently that second crane is not required, it can be cancelled and returned back.</p> <p>13. In order to provide accurate information about train services to the public, the centralised enquiry in the Hubballi Divisional Control Office should be manned by a Commercial Officer and special booths manned by Officers / Supervisors should be set up at Divisional Head quarters and other major stations.</p> <p>14. Detailed instructions with regard to, opening of special enquiry booths, preparation of list of dead and injured along with address, deputation of railway doctors to non-railway hospitals to render assistance, arrangements for supply of meals, drinking water, STD equipped telephones for the use of passengers, provision of security to the belongings of dead or injured etc, to be made available.</p>
5.07	<p>Accidents reportable to CRS</p> <p>Any accident falling under section 113 of the Railway Act and those which are attended with loss of human life or with grievous injury or with damage to Railway property of the value exceeding Rs. TWO Crores 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.</p>
5.08	<p>Information to the police and civil authorities</p> <p>a) That usually attended with loss of human life or with grievous hurt as defined in the Indian Penal Code.</p> <p>b) That involves a passenger carrying train.</p> <p>c) Train wrecking or attempted train Wrecking.</p> <p>d) Cases of run over or passenger falling out of train.</p> <p>e) Fire or Explosion on train.</p> <p>f) Case of suspected Sabotage.</p> <p>To be informed in the above cases:</p> <p>a) Chief Secretary of the State.</p> <p>b) Home Secretary of the State.</p> <p>c) The District Magistrate/Additional District Magistrate.</p> <p>d) Sub Divisional Officer / Deputy District Magistrate.</p> <p>e) The District Superintendent of Police of the concerned District.</p> <p>f) The Superintendent of Railway Police.</p> <p>g) The Officer- in- charge of the police station within local limits.</p> <p>h) The Officer- in- charge of the Government Railway Police.</p> <p>i) The Officer- in- charge of the Railway Protection Force.</p> <p>Note: 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.</p>

5.09	Clearance by State Police <ol style="list-style-type: none"> 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 their 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).
-------------	--

6.0 PROFORMA FOR COLLECTING INFORMATION FROM ACCIDENT SITE:

1) LOCATION: Station: Section: Division: KM: District: State: Distance from HQ: Route: Gauge & Rail: Sleepers: Curve: Gradient: Elect/Non Elect: Date & Time: Incident FIR: By: Time Details: Officers advised by Control office:	2) TRAIN PARTICULARS: Train No: Load: Engine No: Base: Sch: Staff Details: <table border="1"> <tr> <th></th> <th>Driver</th> <th>Asst:</th> <th>Guard</th> </tr> <tr> <td>Name</td> <td></td> <td></td> <td></td> </tr> <tr> <td>PME</td> <td></td> <td></td> <td></td> </tr> <tr> <td>RC</td> <td></td> <td></td> <td></td> </tr> </table> Vac/Air S/D Pipe: Loading Material: No. of coaches/wagons involved:		Driver	Asst:	Guard	Name				PME				RC																							
	Driver	Asst:	Guard																																		
Name																																					
PME																																					
RC																																					
<table border="1"> <tr> <th>S. No</th> <th>Design.</th> <th>Time</th> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	S. No	Design.	Time										<table border="1"> <tr> <th>S. No.</th> <th>Name</th> <th>Position</th> <th>Particulars</th> </tr> <tr><td>1</td><td> </td><td> </td><td> </td></tr> <tr><td>2</td><td> </td><td> </td><td> </td></tr> <tr><td>3</td><td> </td><td> </td><td> </td></tr> </table>	S. No.	Name	Position	Particulars	1				2				3											
S. No	Design.	Time																																			
S. No.	Name	Position	Particulars																																		
1																																					
2																																					
3																																					
3) L.C GATE INFORMATION: M/UM I/NI Visibility: <table border="1"> <tr> <td>Normal Position</td> <td>Speed restriction if any</td> <td></td> </tr> <tr> <td>Speed breaker/ Rumble strip</td> <td>Retro Reflect sign Board & stop Board</td> <td></td> </tr> <tr> <td>Type</td> <td>TVU & date</td> <td></td> </tr> <tr> <td>Is net fencing parallel to</td> <td>Hooter</td> <td></td> </tr> </table>	Normal Position	Speed restriction if any		Speed breaker/ Rumble strip	Retro Reflect sign Board & stop Board		Type	TVU & date		Is net fencing parallel to	Hooter		4) RELIEF: <table border="1"> <tr> <th></th> <th>Base</th> <th>Ord.</th> <th>Dep.</th> <th>Movemen t</th> <th>Arr.</th> </tr> <tr><td>MRV</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>BD/ Crane</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>MFD</td><td></td><td></td><td></td><td></td><td></td></tr> </table> Ambulance:		Base	Ord.	Dep.	Movemen t	Arr.	MRV						BD/ Crane						MFD					
Normal Position	Speed restriction if any																																				
Speed breaker/ Rumble strip	Retro Reflect sign Board & stop Board																																				
Type	TVU & date																																				
Is net fencing parallel to	Hooter																																				
	Base	Ord.	Dep.	Movemen t	Arr.																																
MRV																																					
BD/ Crane																																					
MFD																																					

<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> the track? </div> <div style="border: 1px solid black; padding: 2px;"> Vehicle involved No: </div>	<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> Nearby Hospital: </div> <div style="border: 1px solid black; padding: 2px;"> Fire Brigade </div>
---	---

5) DAMAGES: S&T: OHE: Train: (i) Loco: (ii) C&W: Track: Casualty: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">Fatal</th> <th style="width: 15%;">Grievous</th> <th style="width: 15%;">Simple</th> </tr> <tr> <td>Passr.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Rly. Staff</td> <td></td> <td></td> <td></td> </tr> </table> Details:		Fatal	Grievous	Simple	Passr.				Rly. Staff				6) ASSISTANCE: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <th style="width: 10%;">S. No</th> <th style="width: 30%;">Requested</th> <th style="width: 60%;">Provided</th> </tr> <tr> <td style="height: 150px;"></td> <td></td> <td></td> </tr> </table>	S. No	Requested	Provided			
	Fatal	Grievous	Simple																
Passr.																			
Rly. Staff																			
S. No	Requested	Provided																	

7) RESCUE & RESTORATION Forecast: Progress of Rescue & Restoration:	8) PRIMA FACIE: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 60%;">Time:</td> <td style="width: 40%;">By whom:</td> </tr> <tr> <td colspan="2">Cause:</td> </tr> </table>	Time:	By whom:	Cause:	
Time:	By whom:				
Cause:					

9) Officers at site: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <th style="width: 10%;">Sl. No.</th> <th style="width: 40%;">Designation</th> <th style="width: 50%;">Time arrived</th> </tr> <tr><td>1</td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td></tr> </table>	Sl. No.	Designation	Time arrived	1			2			3			4			10) Repercussion: <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> Cancellation: Detention/Regulation of traffic: Diversion: </div> Information: Check List <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 60%;">CSO Cell: 9731665730</td> <td style="width: 40%;">Update Timings</td> </tr> <tr> <td>CSO: (26150)</td> <td></td> </tr> <tr> <td>GM: (25000)</td> <td></td> </tr> <tr> <td>ED(s) 011-23382638</td> <td></td> </tr> <tr> <td>CRS(080 2260650) (Cell: 9731666003)</td> <td></td> </tr> <tr> <td>Dy.COM (Safety) (26156) Cell: 9731665734</td> <td></td> </tr> </table>	CSO Cell: 9731665730	Update Timings	CSO: (26150)		GM: (25000)		ED(s) 011-23382638		CRS(080 2260650) (Cell: 9731666003)		Dy.COM (Safety) (26156) Cell: 9731665734	
Sl. No.	Designation	Time arrived																										
1																												
2																												
3																												
4																												
CSO Cell: 9731665730	Update Timings																											
CSO: (26150)																												
GM: (25000)																												
ED(s) 011-23382638																												
CRS(080 2260650) (Cell: 9731666003)																												
Dy.COM (Safety) (26156) Cell: 9731665734																												

TYPE OF ACCIDENT ON _____ RAILWAY _____

Information received from _____ By _____ at _____ hrs. on
date

1	2	3	4	5	6
Date/Time of accident:	Division	Block section/Station	Gauge/Route/Trac tion	Train No / Load	Engi ne No.
7	8	9	10	11	12
Brief Particula rs	Causality	Relief arrangement s	Officer Visiting site	Repercussio ns	Prim a facie
13	14	15	16		
Restorati on	Other particular s/ Accident	At station / mid section	State / District		

TITLE:

Information received from	Railway	Date & Time of information	Date & Time of accident

Division _____ Type of Route: _____ A/ B/ C/ D/ E

Section	Station/Block section	Kilometer
G Branch	Train No.	Pass/Goods From To
M.T Office	Engine No.	Loaded
Residence:	Brief particulars:	
Casualty		
Relief arrangements		
Officers visiting site		
Prima facie cause		
Restoration		
Repercussions		
Other information		
Distribution: As usual State		
Dist:		
System of working		

7.0 ACTION TO BE TAKEN AFTER REPORTING OF ACCIDENT:

7.1	Authority to order ART/ARME Spl.: On receipt of authentic information from Station Master or from any other reliable source regarding accident, SCOR/Dy.CHC/Punctuality on duty should convey the same immediately to DRM/ADRM, Sr.DOM/DOM, Sr.DSO & Sr.DME and issue message to run ART/ARME Spl., duly obtaining approval from DRM/ADRM and in their absence, Sr.DME.
7.2	DRM/ADRM as the case may be is the designated as site manager in case of major accidents. All the concerned Branch Officers and staff are expected to take orders from DRM or ADRM only. Headquarters and higher officials visiting the accident spot are required to provide guidance and expert advice to the officers of the respective departments.
7.3	In case of other than major accidents, Sr.DSO or the senior-most officer of the Division available at site will be the Site Manager and will be responsible for prompt restoration work. He will co-ordinate with Officers and Supervisors of all the departments including Engineering, S&T, Operating and Mechanical branches.
7.4	Divisional Control Office should act in accordance with the instructions contained in Appendix XIII of Accident Manual for expeditious restoration of traffic to normal.
7.5	The infra-structure facilities to deal with any emergency situation should be provided in the Control Room.
7.6	The Safety Branch has provided all relevant information regarding the phone numbers of all concerned to be contacted during emergency in Railway Board and Zonal Headquarters as well as the details of jurisdiction of Civil and Defense authorities in the region covered by the Division.

8.0 POSITIONING OF ARTs/ARMES

8.01	Accident Relief Trains (ARTs) <ul style="list-style-type: none"> ➤ ARTs are stabled on separate sidings having preferably double entry for faster movement in both directions. ➤ Rescue/Restoration equipments are kept as per Railway Board's instructions. ➤ Breakdown specials are kept with the following officials : ➤ Mechanical & Electrical (G) tool vans - SSE/SE(Mech.) ➤ Engineering tool vans - SSE/SE(P.Way) ➤ Overhead equipments tool vans - SSE/SE/JE(OHE/TRD) ➤ SPART is propelled by an inbuilt Diesel Engine and is capable of movement in both directions. ➤ Crane Supervisor will ensure availability of adequate fuel in the crane. ➤ On getting emergency call, the Crane Supervisor must check and ensure correct marshalling of crane according to site requirement.
8.02	Turning out of ARTs/ARMES <p>Immediately after the accident alarm siren/hooter is sounded, all staff earmarked for accident relief train shall report at the nominated place and others at the station. All officials concerned shall report at the Medical Van if ordered, and proceed with the medical van or to undertake any other duty that may be assigned to them. The Loco Foreman/Lobby In-Charge/TPC/TLC on-duty shall immediately take action to:-</p> <p>(a) Arrange for locomotive. Any locomotive available should be utilized, preferably Diesel Loco, even in OHE territory.</p>

	(b) Arrange crew and accident train relief staff. (c) Turn out the accident relief train quickly to the site of the accident. (d) Keys of the respective Tool Vans will be kept with SSEs.
8.03	LOCATIONS OF ARTs & ARMVs OVER SWR A. ART

S. No.	Location	State	Class	Availability of crane	Make of HRE	No. of coach	No. of wagon	No. of entry	Turn out time	
									Day	Night
01	UBL	KAR	SPART & A	140 T	MFD	04	04	DOUBLE	30	45
02	CLR	KAR	B	---	MFD	03	02	SINGLE	40	55
03	HPT	KAR	C	---	LUKAS	03	Nil	SINGLE	30	45
04	BJP	KAR	C	---	MFD	02	Nil	SINGLE	30	45
05	VSG	GOA	C	---	LUKAS	03	Nil	SINGLE	30	45

	B. SPART / ARME						
	S. No.	Divn	Location	State	No. of entry	No. of coaches	Target Time
	01	UBL	UBL	KAR	DOUBLE	02	20*
							20*
	02		CLR	KAR	SINGLE	02	20*
	03		BJP	KAR	SINGLE	02	20*
<p>*Downn direction 25 minutes – indirect dispatch.</p> <p>Note: - The time is reckoned from the time of ordering to the time of departure. An accident relief train when proceeding to the site of accident will have precedence over all other trains. Break-Down Train/Tower Wagon must not be detained for Guard, and must leave with the In-charge of Break-Down Train. Guard must be quickly arranged later. Keys of the ARME will be kept with DMO and with SSE/C&W incharge.</p>							

8.04	A.R.M.E. – Scale II are provided at the following stations:-
-------------	---

UBL DIVN		
Belagavi	Bellary	
Gadag	Bagalkot	
Hosapete		

8.05	DETAILS OF MFD/ARMV & ARTs AVAILABLE ON NEIGHBOURING RAILWAYS AND ADJACENT DIVISION (A) ADJACENT RAILWAY:
-------------	--

ARME/ ARTs	ZONAL RLY / DIVISON	DESIGN / INCHARGE	PHONE NUMBERS
ART/ARME with 140T Crane	MRJ/C. Rly	ADME/MRJ SSE/C&W/MRJ	Rly. 013-58650 (O) Rly. 013-58658 (O)
ART/ARME with 140 T Crane	Varna / KRCL	Dy.CME/CSTM SSE/C&W/VN	022-27572015(O) 022- 27587353 022-27710647, Rly.019-87353
ARME	Ratnagiri / KRCL Kelkar 09004474802	Dy. CME/CSTE SE/C&W/RN	022-27572015 (O) 022-27710647, 0835-228951 Rly.019 -40210.
ART/ARME with 140T Diesel crane.	Jeetram verma 09503014425 DAUND 09970871480 gadilkar	Sr.DME/ SUR SSE/C&W/DD-	Rly.014 -55400 (O), Rly.014-54414(O),

ART /ARME 'B' Class	Wadi/C. Rly MARIYANNA- 09035058000 GOPALKRISHNA 07760991844	Sr.DME/SUR SE/C&W/WD-	Rly.014 55400 (O) Rly.014-51433 (O)
Road ART/ SPART	SUR/C. Rly. SPART	SE/SSE	Road ART Dv Parpalliwar 9503014426 V Kumar 9595159795
ART/ARME 140 T.	GY/S.C.RLY	SR.DME/C&W/GTL SE/C&W/GY.	RLY.23310 (O) 09676903934
GTL ART/ARME I/C	GTL/SCR	Sr.DME/C&W/GTL SE/C&W/GTL	070 -27400 (O) 09676903748 09701374082

(B) ADJACENT DIVISION:

ART WITHOUT CRANE:			
HRE	MYS/SWR	SSE/BD/MYS	8861886575
HRE	HRR/SWR	SSE/C&W/HRR	9731667445 8861886578
ART WITH 140 Ton CRANE:			
HRE	ASK/SWR	SSE/C&W/ASK	9731667405/ 8861886577

9.0 AUTOMATIC TRIGGER MECHANISM

9.1	<p>Accident Siren</p> <p>Long Range Electric Siren:</p> <p>As a means of giving immediate warning to the staff of the various departments, in the event of an accident, a Long Range Electric Siren have been installed at important stations.</p> <ol style="list-style-type: none"> Each siren is provided with <ol style="list-style-type: none"> A delayed action switch (the tumbler switch marked 'Accident Warning') and A check switch (marked 'Test Push') The delayed action switch (the tumbler switch marked "Accident Warning") is designed to give call of $\frac{3}{4}$ minute duration, each with $\frac{1}{2}$ minute interval between two successive calls. The check switch (marked 'Test Push') is for checking whether the siren and motor are in good working order. For testing the siren the push button of the check switch shall be pressed and kept in the ON position until the siren gives a continuous blast extending to not less than 30 seconds and then released. If, for any reason, the delayed action switch fails to function, the emergency call shall be given by manually operating the check switch to give calls. If a passenger train has not reached the destination station within 10 minutes of its expected arrival time or when a goods train has not reached within 20 minutes of the expected arrival time and its position could not be ascertained from gates etc., SCOR on duty with the consent of CHC, shall issue alert notice to concerned SS/CYM/CCC, as the case may be where ARME /ART Spl. are located to start ARME / ART Spl. at short notice. On receipt of the reliable information of occurrence of an accident the siren should be Sounded with the permission of Sr.DOM/DOM/AOM with approval of DRM/ADRM. The CHC/Punctuality on duty at the control office will give siren through remote control (i.e. UBL, CLR, VSG & BJP). As soon as information of accident is received by Dy.SS/HPT will sound siren as per the prescribed code furnished below.
------------	---

Sl. No.	Description of the Accident	Method of hooter sirens
1.	When an accident takes place in the Traffic yard, loco shed – ART is required	Two long
2.	When an accident takes place in the Traffic yard, loco shed - ART and ARMV are required	Two long – one short
3.	When an accident takes place at out station and through traffic is not affected – ART is required	Three long
4.	When an accident takes place at out station and through traffic is not affected – ART and ARMV are required	Three long – one short
5.	When an accident takes place at out station and through traffic is affected – ART is required.	Four long
6.	When an accident takes place at out station and through traffic is affected – ART and ARMV are required	Four long – one short
Note: The duration of the long hooter shall be 45 Seconds and 10 seconds for the short, with half minute (30 seconds) interval between two successive calls.		

	<p>(h) Both the delayed action switch and the check switch are provided with locking arrangements. The key of the delayed action switch and the duplicate key of the check switch shall be kept in a sealed glass fronted case. The original key of the check switch shall be kept by the electrical staff. In case of emergency the seal or glass shall be broken and the key taken out to give the emergency call. After the emergency is over and the key restored to the box, arrangements shall be made to replace the broken glass and/or to reseal the box.</p> <p>(i) The check switch shall be operated by the Electrical Department once a month.</p> <p>(j) On hearing the emergency call the staff nominated to turn out for such calls by the respective Heads of Departments shall do so and take up the positions and duties allotted to them. The staff concerned shall respond to the call with alacrity. Indifference in responding or failure to respond to the call must be dealt with seriously.</p> <p>(k) At stations where long range electric sirens have been installed, staff nominated to turn out for such calls by the Head of Department shall take up positions with the portable emergency wireless set to proceed to the accident spot by the first available means.</p>
9.2	<p>Sounding of engine whistle/hooter/Station Bell:</p> <p>In the event of the long-range electric siren getting out of order, the emergency call must be given as indicated below-</p> <p>a. The whistle/hooter of engine shall be sounded as coded above, so as to give whistles/hooting or call of 1 minute duration each, with ½ minute interval between two successive whistle/hooting this being repeated twice at an interval of 3 minutes.</p> <p>b. In case an engine is not available at the time to give the emergency call, the emergency call shall be given by the violent ringing of station bell. The Station Master or the senior official of the Transportation (Traffic) department, present at the station shall arrange and be responsible for the issue of the emergency call.</p>

9.3	<p>Concept of Controlling Station</p> <p>For effective Accident management the following stations are nominated as controlling stations and the following TI's nominated on receiving advice of an accident, should immediately reach the Site with sufficient staff drawn from all departments along with available materials. They should also alert the nearest police, Revenue Officials and Hospitals in case of accidents involving passenger-carrying trains. Depending on the gravity of the situation, the Station Superintendent/Station Master/TI should try to establish direct contact with senior District Officials such as District Magistrate, Superintendent of Police etc., apart from conveying information to the nearest Police</p>
------------	--

Station. The jurisdictions of TI's for the purpose of accident management are furnished below:
Ref: WTT No. 14, valid from 1st OCT' 2016.

Controlling	Section	Controlling	Section
TI/VSG	MPT-QLM	TI/GDG	KBL-HBQ & GDG-HBL
TI/CLR	DEV-QLM & LD-DUR	TI/HPT	BYO(Ex) – SMLI & HPT-KBL
TI/BGM	DUR-MRJ(Ex)	TI/BAY	RDG-RNJP, JSWT & TNGL-BYO
TI/UBL	HBQ-DEV(Ex)	TI/BJP	WDL-HG
TI/BGK	BLR-LMT		

10.0 DUTIES OF DISASTER RESCUE TEAM

10.1	Station Manager <ul style="list-style-type: none"> ▪ Arrange for protection of Traffic. ▪ Report the accident to Controller/Station Master at the other end. ▪ Control to be advised regarding – <ul style="list-style-type: none"> ➤ Time and nature of accident ➤ Brief description of accident ➤ Medical van required or not ➤ Requirement of Break down Special with or without crane. ➤ Whether adjacent line is obstructed. ➤ 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. ▪ Arrange to move ARMV/ART as ordered by Control. ▪ Advise officials of other departments. ▪ Station Manager in charge and Traffic Inspector shall proceed to the accident spot.
10.2	Medical Assistance <ul style="list-style-type: none"> ▪ Call for assistance from local Doctors, SJAB, Civil and Army Hospitals. ▪ Arrange to 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.
10.3	Refreshments to the affected passengers <ul style="list-style-type: none"> ▪ Get sanction from Sr.DCM/DCM and arrange drinking water, beverages and food from Vegetarian/Non-Vegetarian Refreshment Room and/or local sources. ▪ Supply food and beverages free of cost to the stranded passengers.
10.4	Transportation of the injured and others <ul style="list-style-type: none"> ▪ 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 transshipment either by train or by hiring Road vehicles. ▪ Arrange for refund of fares as per the extant rules.
10.5	Security of Personnel/Passengers and materials <ul style="list-style-type: none"> ▪ Advise RPF/GRP/State Police to provide security and assist Rescue work.
10.6	Communication facilities <ul style="list-style-type: none"> ▪ Open special information counters. ▪ Collect information on dead/injured and convey it whenever asked for. ▪ Issue free make available STD phone/SMS/Fax to the relatives of dead/ injured. ▪ Obtain reservation charts and display it.

<p>10.7</p>	<p>Duties of Traffic Inspector/SSE (P.Way)/SSE (Signal)/SSE (C&W) / Loco Inspector</p> <p>On receipt of information about the accident;</p> <ul style="list-style-type: none"> ▪ 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; <ul style="list-style-type: none"> ➤ 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. ➤ Marks on sleepers, rails, Locomotives and vehicles and 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.
<p>10.8</p>	<p>Additional Duties of SSE/Signal</p> <ul style="list-style-type: none"> ▪ 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, occupation of track circuit, details of damage to out door signal/point gears may also be recorded on video or digital camera subject to availability. ▪ Arrange to provide equipment and staff for emergency communication facility till the arrival of the telecommunication team.
<p>10.9</p>	<p>Duties of Chief Controller/Deputy Chief Controller</p> <ul style="list-style-type: none"> ▪ On getting information about accident from site inform SMs at the either end. ▪ Check whether the adjacent line is clear or not. ▪ Collect all necessary details about the accident. ▪ Regulate trains and give top priority to movement of ART. ▪ Order ARMV/ART as instructed. ▪ Advice Divisional officers/Area officers. ▪ Inform Central Control. ▪ Inform Civil, Military, Voluntary organization and send Medical team. ▪ Get orders in time and divert/regulate/cancel trains before it crosses the diversion points. ▪ Regulate the trains at Stations where food and beverages can be arranged. ▪ Avoid blocking of all running lines at Stations on either side of the accident site for through passage of ART. ▪ Inform emergency counters with necessary details of dead/injured. ▪ For accident involving passenger carrying trains or road vehicles at level crossing, MRV shall be ordered immediately. Subsequently if it is not required it may be cancelled with the permission of Divisional Railway Manager. ▪ Advise senior subordinates like Traffic Inspector, Commercial Inspector, Loco Inspectors, Section Engineers (P.Way) etc. to proceed to the site of accidents by first

	<p>means.</p> <ul style="list-style-type: none"> ▪ When a train carrying mail is involved advise the RMS authorities. ▪ Open a register and log the events with time with details like <ul style="list-style-type: none"> ➤ Time of accident. ➤ Location, gauge, single/double/quadruple line, system of working, mid section or station, gradient, kilometer, traction etc. ➤ Type and description of train/trains involved. ➤ Types of coaches/wagons involved. ➤ Load of the train. ➤ Nature of the accident (collisions, derailments etc.) ➤ Casualty/injuries. ▪ Ensure a clear path for running ARMV & ART. ▪ Arrange to dispatch Crane with break down trains if required. ▪ If crane is not available in the Division order from adjoining Division/ Railway. ▪ Record the timings of ordering, actual departure and arrival at the accident site for the MRV, BD special and Crane special.
10.10	<p>Senior most 'Official' at Site</p> <ul style="list-style-type: none"> ▪ 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. ▪ Arrange transport facility for shifting the injured. ▪ Arrange on the spot Ex-gratia payment to the eligible. <p>Ensure timely information to Divisional Railway Manager/General Manager on the progress of rescue/relief/restoration work with following details.</p> <ul style="list-style-type: none"> ➤ 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 general public 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 STD calls/SMS/Fax free of charges. ▪ 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.
10.11	<p>Duties of Medical Department Official/Officer</p> <p>On getting emergency call;</p> <ul style="list-style-type: none"> ▪ Note down time of receiving message. ▪ Collect necessary Medical team. ▪ Inform CMS, other Doctors and staff.

	<ul style="list-style-type: none"> ▪ 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. ▪ Ensure arrival of MRV staff and report its readiness to traffic official. ▪ Reach the site by road if it is quicker. ▪ Check all the equipment in MRV while on run. ▪ Get the operation theatre ready. ▪ Arrange to inform CMD about the movement of MRV. ▪ Keep MRV ready to treat the injured without delay. <p>On reaching the site Medical Officer in charge;</p> <ul style="list-style-type: none"> ▪ 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 and 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/Head Quarters shall have constant touch with site; if necessary arrange supplemental Medical assistance.
10.12	<p>Duties of Mechanical Official/Officer</p> <p>On getting emergency call;</p> <ul style="list-style-type: none"> ▪ Collect details about the accident and assess the requirement ▪ All nominated Break Down special staff shall report to the in charge. ▪ Ensure marshalling of BD special according to site requirement ▪ Inform the traffic official about BD special readiness ▪ Ensure the requirement of Crane/Re-railing equipment and marshal accordingly <p>On reaching the site;</p> <ul style="list-style-type: none"> ▪ The specially trained CRACK TEAM shall extricate the passengers from the affected coaches in co-ordination with the Medical Team. ▪ For efficient extrication of entrapped passengers take the assistance of Engineering Department/Electrical Department. ▪ Be cautious in using the rescue tools like cutter, spreader etc. ▪ If suspected spillage of inflammable substances use only Cold cutting equipment. ▪ In case of suspected sabotage, to save lives extricate passengers after taking

	<p>photograph / video graph and ensure minimum interference to clues.</p> <ul style="list-style-type: none"> ▪ If necessary ask for supplementary assistance ▪ Ensure that Speedo graph, engine repair book etc. are seized and sealed. ▪ Record details of Brake Power and other aspects of Rolling Stock as per the Proforma. ▪ Take joint measurements of the rolling stock ▪ Note down the observations and measurements of Loco etc. at site if it is not possible arrange for taking the reading at shed. ▪ Monitor the efficient working of Cranes/Re-railing equipment to clear or rerail the affected Rolling stock. ▪ Examine the unaffected/re-railed Rolling stock and certify for further movement. ▪ Take precautions in electrified section that the power supply is switched off before commencing the rescue/relief work. ▪ Use necessary safety equipment like Hand gloves, Helmet etc. ▪ Arrange the trained manpower in shifts for continuous rescue/relief operations. ▪ Plan for quick restoration of traffic. ▪ Sr.DME on getting information assesses the situation and proceeds to the site if warranted. ▪ A responsible Mechanical Officer shall be available in the Control Office and co-ordinate with the site/other department. ▪ Always ensure the safety of the staff working at the site. ▪ Assess the damage to the Rolling stock.
10.13	<p>Duties of Engineering Official/Officer</p> <p>On getting emergency call:</p> <ul style="list-style-type: none"> ▪ Collect details of accident and assess the requirement ▪ AEN/SSE (P.Way/Works) shall collect men, rescue tools and proceed to site by MRV and assist in the rescue of passengers. ▪ Keep ready necessary men and material by BD special <p>On reaching the site;</p> <ul style="list-style-type: none"> ▪ Assist Medical/Mechanical Department in rescue work ▪ Arrange to provide a temporary shelter at site with tents for Medical Clinic, Catering, Stores and for the Site Manager with basic facilities. ▪ Ensure availability of water supply. ▪ Ensure preservation of clues as per procedure. ▪ Provide necessary dummy track for Restoration work/Crane working. ▪ Plan for quick restoration of traffic. ▪ If necessary move Gang staff from adjacent unit/Division. ▪ If necessary under the direction of DRM Contact Army/Navy/Air Base and collect the required personnel like Divers for rescue operation. ▪ If necessary hire Private Crane, Bulldozers, Earth movers etc. ▪ One Engineering Officer shall be available in Control office for monitoring and arranging reinforcement of men and material. ▪ Plan for coordinated working and movement of track machine for quick restoration with TRD official and transportation official. ▪ Assess the cost of damage to the Engineering Department.
10.14	<p>Duties of Signal & Telecommunication Official / Officer</p> <p>On getting emergency call;</p> <ul style="list-style-type: none"> ▪ Collect details of accident and assess the requirement. ▪ Arrange to move Satellite phone by available means including road transport to the site. ▪ Depute one officer to control office to coordinate with accident site, emergency

	<p>control and other officers.</p> <ul style="list-style-type: none"> ▪ Adequate number of mobile phones available with the Divisional staff should also be rushed to site for emergency use. ▪ Send required number of telecom staff by Accident Relief Train for installation and operation of telecom equipment. <p>On reaching site;</p> <ul style="list-style-type: none"> ▪ Provide portable Telephone / Emergency Telephones at site and man it. ▪ Install at least two BSNL phones with STD facilities and communicate the contact numbers to all concerned. ▪ Ensure availability of adequate copies of Disaster Management telephone directory containing important telephone numbers. This directory should be updated once in 3 months by the fault control staff of the Divisional office duly verifying each of the numbers. ▪ Provide Walkie-talkie set and chargers. ▪ Provide Railway phone connectivity Emergency Control/ Zonal Headquarters. ▪ Provide satellite/mobile communication facility ▪ Wherever feasible provide wireless sets/use services of HAM ▪ Provide adequate number of Public Address system/Hand sets.
10.15	<p>Duties of Commercial Official/Officer</p> <p>On getting the emergency call;</p> <ul style="list-style-type: none"> ▪ Collect details of accident and assess requirement for arranging relief to the injured/dead and the stranded passengers as under. <ul style="list-style-type: none"> ➤ Drinking water/Beverages/Food packets etc. ➤ Sufficient Labour for transshipment. ➤ Sufficient coolie porters. ➤ Ticket Collectors. ➤ Govt./Private buses. ▪ The Commercial inspector shall withdraw sufficient amount of money from Station collection under the authorization of Sr.DCM <p>On reaching the site;</p> <ul style="list-style-type: none"> ▪ Provide immediate transport facility to shift the injured to hospitals; ▪ Collect details of injured/dead and convey them to Emergency Counters; ➤ Supply the following free of cost; ➤ Free Calls/SMS/Fax facilities to the relatives of dead and injured; ➤ Complimentary passes with the assistance of Personnel Inspector; ▪ Arrange ex-gratia payment on the spot to the injured and next of kin of dead; ▪ Assist Medical Department; ▪ Protect the luggage/belongings of injured/dead with the assistance of RPF; ▪ Protect luggage, parcels and goods; ▪ Arrange transportation of the stranded passengers, record the details of passengers dispatched and relay the particulars to Control; ▪ For information to general public; ➤ Open information counters for giving information to public regarding the names of injured, dead etc., ➤ List of dead and injured to be displayed at a prominent place at station / important stations; ➤ Make announcement through PA system on diversion of trains, regulations, and probable time of arrival of relief train; ▪ Arrange refund of fare through special counters; ▪ One Commercial Officer in Control Office shall coordinate with site and arrange

	supplemental assistance; <ul style="list-style-type: none"> Take care of the Media personnel;
10.16	Duties of Electrical Officials/Officers <ul style="list-style-type: none"> Provide lighting arrangements at site. Provide sufficient number of portable generators. Arrange supply from nearby sources if possible. Attend AC and other coaches in case of fire and ascertain the cause of fire.
10.17	TRD Official <ul style="list-style-type: none"> Move OHE staff to site. Switch off OHE supply to enable safe rescue work. Clear OHE obstruction by slewing the wires for restoration. Ensure the section is earthed before the staff working near OHE. Ensure the preservation of clues as per procedure. Ensure early restoration. Ensure temporary portals are erected without delay.
10.18	TPC <ul style="list-style-type: none"> Where an EMU or Electrical Loco is involved arrange for relief Loco/Train if required. Send Sr. Supervisor to the site immediately with adequate shed/break down staff. Ensure that records of maintenance of Loco/EMU and repair books are seized and sealed. One Electrical Officer of respective branch in Control Office shall co-ordinate with site and arrange for supplemental assistance.
10.19	Duties of Security Staff On getting emergency call; <ul style="list-style-type: none"> ➤ Collect details of accident and assess the requirement. ➤ Collect required manpower and proceed to site. ➤ Inform nearby outpost for additional manpower if required. Security department while sending men to the spot necessary equipment as listed below shall be carried. <ul style="list-style-type: none"> ➤ Torches/lighting arrangements. ➤ Nylon ropes/poles to control crowd. ➤ Loud Hailer for making announcements. ➤ Stretcher and First Aid equipment. ➤ Wireless sets/ Walkie-Talkies for communication. ➤ Camera including Video camera. On arrival at site <ul style="list-style-type: none"> ➤ Rescue passengers and assist Medical/Mechanical Department. ➤ Cordon the site and prevent unauthorized entry. ▪ Protect the luggage and belongings of stranded/injured/dead. ▪ Provide barricade and arrange for crowd control during VIP visits. ▪ Obtain assistance of GRP/Local Police. ▪ Protect the Railway consignments/goods till it is properly handed over. ▪ In case of sabotage liaise with the officers of various departments, GRP, Local Police and officials of civil administration and get early clearance. ▪ Inform the development at the site to higher officials every hour. ▪ An RPF assistance booth to be opened if the operation continues for longer period. ▪ Preserve clues and evidences, take photograph/videograph etc. ▪ Care shall be taken to post staff at stations to avoid agitations from passengers due to delay/regulation/cancellation of trains. ▪ Ensure proper documentation about the number of persons injured/dead giving their identity and address if available.

	<ul style="list-style-type: none"> ▪ Arrange to guide friends and relatives of injured/deceased. ▪ Maintain the log of events.
10.20	Duties of CPRO/PRO <ul style="list-style-type: none"> ▪ On getting the information proceed to the Emergency Control Room. ▪ Collect the details on real time basis from the Emergency Control. ▪ Only the reliable details as confirmed by the Site Manager are to be given to the Print/Visual Media.
10.21	Duties of Personal Inspectors/Officers <ul style="list-style-type: none"> ▪ DPO shall direct an Officer/Inspector to site ▪ Such officials like welfare Inspectors shall be available round the clock in shift to look after the welfare of the injured persons in hospitals. ▪ Issue pass to the relatives and escort the injured to hospital and back home if required. ▪ Assist Doctors in collecting details of injured/dead and shifting them to hospitals. ▪ Convey such information as required by Sr.DCM.
10.22	Duties of Divisional Accounts Officer Incase of serious accident an assistant officer shall be available in the control office and coordinate with the commercial officers in respect of payment of ex-gratia/other expenditures in the accident spot.
10.23	Duties of Sr. Divisional Safety Officer <ul style="list-style-type: none"> ▪ Proceed to the site of accident by the first available means. ▪ Ensure the clues are preserved and video/still photos are taken as needed. ▪ Ensure that the front and the rear portions are cleared from the site. ▪ Ensure that joint measurements/ observations are recorded in the prescribed Performa. ▪ Ensure that the evidence of the train staff, station staff and public are recorded on the spot. ▪ Addresses of the passengers willing to give statements later should also be obtained. ▪ Ensure proper co-ordination among all departments for efficient Rescue, Relief and Restoration work.
10.24	Duties of Divisional Operations Manager Immediately after getting the information, <ul style="list-style-type: none"> ▪ Ensure that the medical relief van, Breakdown Specials are ordered, moved and reach the spot without any detention. ▪ Ensure the marshalling of the crane if needed while proceeding to the accident spot. ▪ Inform Collector and other civil authorities with details. ▪ Open Emergency Disaster Co-ordination Unit in the Control Office ▪ Plan for regulation of Passenger/Express trains, cancellation, diversion, and termination short of destination in consultation with the Headquarters in time. ▪ 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. ▪ Ensure prompt transport of stranded passengers at the site and clearance of passengers held up at other stations in coordination with the commercial department. ▪ Assist commercial department in arranging relief to the victims. ▪ Check the information of passengers died and injured. ▪ Keep liaison with adjacent divisions, Headquarters and the site. ▪ Ensure proper logging of all the events by control office and at site.

10.25	<p>Duties of Divisional Railway Manager</p> <p>On being informed about the accident,</p> <ul style="list-style-type: none"> ▪ Collect details of accident and assess the situation. ▪ If necessary proceed to the site. ▪ Give clear directions to Officers in connection with rescue and relief work. ▪ Depute ADRM as in charge in Control office. ▪ Order to keep a vehicle ready for immediate use at Control Office. ▪ Arrange to advise the Home Secretary/ Chief Secretary or other officers of the state in case of sabotage for prompt attendance of the Superintendent of Police. ▪ Monitor that each department renders prompt assistance. ▪ Arrange for collection of clues/ evidence. ▪ Appoint a reporter in case of serious accident. <p>Ensure taking joint observation / readings by Supervisors.</p>
11.0	<p style="text-align: center;"><u>ROLE OF SECURITY DEPARTMENT IN DISASTER MANAGEMENT</u></p> <p>The security on Indian Railways is being managed by 3 agencies – District Police, Government Railway Police and Railway Protection Force. The District Police and the Government Railway Police function under administrative control of respective State Government and their roles are prevention and detection of crime [except those covered by the Railway Act and the Railway Property (Unlawful Possession) Act] and tackling of law and order problems. Due to this coordination amongst the different agencies is very essential to effectively tackle a Disaster situation.</p> <p>Railway Protection Force is an ‘Armed Force of the Union’ constituted by an Act of Parliament, the Railway Protection Force Act 1957, for the protection and security of railway property, passenger area & passengers and for matters connected therewith.</p>
11.1	<p>Role of RPF in Disasters :-</p> <p>In case of any disaster especially serious train accidents, fire incidents, explosion in trains or on railway premises, terrorist acts, hijacking of train etc. RPF has to play lead role in coordination with other Departments of Indian Railways and various agencies of State and Central Government.</p> <p>In cases of CBRN Disasters, or a natural calamity, RPF has to provide support services in rescue, rehabilitation and mitigation efforts.</p> <p>RPF has a major role in crowd control along with GRP and the State Police and arranging fire fighting infrastructure by coordinating with the State Governments/District Administration. The deployment of the RPF may be done on need basis to provide relief, rescue and rehabilitation consequent to a Terrorism Disaster. The Dog Squad may need to be deployed even for preventive checks on terrorist strikes.</p>
11.2	<p>Current Preparedness:-</p> <p>As per guidelines of the High Level Committee, Disaster Management Team of 15 RPF personnel have been constituted on each Division of Indian Railways. The team is equipped with following equipment:</p> <ol style="list-style-type: none"> i. Torches and other lighting arrangements. ii. Nylon ropes and poles for segregating the affected areas from unwanted visitors and spectators. iii. Loud-hailer for making announcement. iv. Stretchers and first aid equipment. v. Wireless sets for inter-communication. vi. Cameras for photography of clues. vii. Luminous jackets.

	<p>Members of this team have been trained in providing the basic level support in crowd control and functional support in case of Disasters. RPF staff will ensure safe custody and disposal of the luggage of passengers affected by train accidents in coordination with commercial staff as recommended by the High Level Committee.</p> <p>Coordination with State Police and civil authorities is ensured at the divisional and Zonal level by concerned RPF officials. Regarding clearance from State police in case of railway accidents due to suspected sabotage, on a reference made by the DG/RPF, the Ministry of Home Affairs has directed Home Secretaries of the State for taking necessary action. This letter of the Ministry of Home Affairs has already been circulated to all the General Managers vide letter No.2002/Sec(Cr.)/45/47 dated March 27, 2003 of the Security Directorate.</p> <p>To ensure availability of maximum possible RPF personnel in case of disaster/serious train accidents, off duty RPF personnel are to be called on duty in such situations.</p> <p>In liaison with, the National Disaster Management Authority (NDMA), 'training for trainers' has been organized so as to develop in house expertise on training. Similarly NDMA can also organize CBRN training to RPF, GRP and Medical officers of Indian Railway, if specific demand for the same is projected. CBRN equipments are also suggested for procurement.</p> <p>It is suggested to train Six RPF personnel of SWR (Two from each division) at NISA (National Industrial Security Academy) Hyderabad in co-ordination with NDMA for the training for trainers in Disaster Management.</p> <p>30 categories of security equipment have been identified as required by RPF to upgrade their effectiveness. These need to be procured early.</p> <p>RPF role should not be confined to protection of luggage only. They should be tasked and trained in search and rescue and first aid duties during a disaster.</p> <p>Mock drills need to be conducted at regular intervals and it is suggested to associate NDRF team during such exercises.</p> <p>Concept of Incident Command System (Indian Version) should be adopted by Indian Railways. Guidelines for ICS are under issue by NDMA. The adoption of ICS is recommended for command, control and coordination of a disaster in a systematic manner. Incident Command Post of the Railways at the disaster site should function in close coordination with District/State Emergency Operation Centre/s.</p>						
11.3	<p>Integrated Security Scheme:-</p> <p>An Integrated Security Scheme has been sanctioned for installation at 195 stations of Indian Railways. The system envisages multi-layered surveillance of vehicles, luggage and passengers in station premises. The system comprises of following broad categories:</p> <ul style="list-style-type: none">• Internet Protocol based CCTV surveillance system with intelligence video analytics.• Access control, <p>Personal and baggage screening system,</p> <ul style="list-style-type: none">• Bomb Detection and Disposal System (Not available in SWR) <p>Installation at 195 major stations is planned to be completed at the earliest.</p> <p><u>Proposed Implementation of ISS over SWR.</u></p> <table><tr><th>Sl. No</th><th>Equipments</th><th>UBL</th></tr><tr><td>1</td><td>CCTV System</td><td>8</td></tr></table>	Sl. No	Equipments	UBL	1	CCTV System	8
Sl. No	Equipments	UBL					
1	CCTV System	8					

		2	Under Vehicle Scanner	-	
		3	X-Ray Baggage Scanner	-	
		4	Hand Held Metal Detector	43	
	<p>➤ CCTV and under vehicle scanner have been supplied and under the process of commissioning.</p> <p>➤ Hand Held Metal Detectors have been also supplied.</p> <p>➤ X-Ray Baggage Scanner is under the process of procurement.</p> <p>ISS equipments are meant to make stations more secure and can be to use in the past incident analysis in case of any attack.</p>				
11.4	<p>Crowd Control and Management:-</p> <p>For effectiveness in this, RPF, GRP and District Police have to act in a synchronized manner in consultation with magisterial authorities. Chapter 10 (Maintenance of Public Order and Tranquility) of the Criminal Procedure Code (Cr.P.C.) Part-A deals with 'Unlawful Assemblies'. Legal procedures are outlined in Sections 129 to 132 of the Cr.P.C. for dealing with Unlawful Assemblies. These provisions empower Members and Officers of Armed Forces (RPF is an Armed Force of the Union) to deal with Unlawful Assemblies.</p> <p>One of the intelligent video analytics to be incorporated in the Integrated Security System is related to signal for crowd density within station premises when it exceeds the prescribed limit. This will enable RPF personnel and railway authorities to get timely information when heavy crowd builds up within station premises and plan follow-up action. Pictures stored on CCTV system will be of immense help in identifying miscreants and in ensuring effective legal action.</p> <p>It is, however, essential that the District Magistrate (Dy. Commissioner) or the Civil Police (Senior Superintendent of Police) provides advance information to the Railways (DRM) of the dates of expected rush; and also the volumes of rush (including some rough assessment of direction wise destination) with a break up of time periods of 1-2 hours slots of the amount of rush in each such slots.</p>				
11.5	<p>Explosion in trains and railway premises:-</p> <p>One of the key components of the Integrated Security System is explosive detection and disposal. Explosive detection and disposal, being a highly skilled and challenging job, requires Bomb Detection and Disposal Squad comprising of such trained personnel. Such RPF personnel have been identified on each Zonal railway and they are being trained in phased manner by the National Security Guard (NSG) and others. 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.</p> <p>Bomb squad need to be formed in all three divisions of SWR for which Bomb disposal equipments needs to be procured some of , which are as under;-</p> <p>A. Explosive Detection System.</p> <ol style="list-style-type: none"> 1. Sniffer Dogs. 2. Explosive Vapour Detector. <p>B. Explosive Disposal System.</p> <ol style="list-style-type: none"> 1. Real time viewing system (Portable X-Ray). 2. Water can. 3. Blasting Machine. 4. Bomb Suppression Blanket. 5. Bomb Basket. 				

	6. Bomb Suit. 7. Remote opening Tool Kit. 8. Drilling Machine. 9. Thermal cutter. 10. RSP Tool Kit. 11. Disruptor. 12. Hook and Line Kit. 13. Portable Generator. 14. Gas Cutter.
11.6	<p>Terrorist acts & Hijacking of trains:-</p> <p>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.</p> <p>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.</p> <p>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.</p>

12.0 DISASTERS AND TRAIN ACCIDENTS

	<p>National Policy on Disaster Management (NPDM):</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Approval of the Cabinet to the NPDM was given in the Cabinet Meeting held on</p>
--	---

	<p>22.10.2009.</p> <p>The NPDM envisages a holistic approach to disaster management, encompassing the entire disaster management cycle including prevention, mitigation, preparedness, relief, rescue, rehabilitation and reconstruction. It addresses all aspects of disaster management covering institutional, legal and financial arrangements, 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.</p>
12.1	<p>The Disaster Management Act, 2005</p> <p>It is the central legislation on Disaster Management around which all the Disaster Management related activities revolves since its enactment. It dictates a holistic approach to Disaster Management from mere responding to disasters to greater attention to prevention, mitigation, capacity building and preparedness.</p>
12.2	<p>Disaster has been defined in this Act as under:</p> <p>“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”.</p> <p>Note: Railway Board has extended power to GM/AGM for declare a railway accident as disaster and in the absence with CSO.</p>
12.3	<p>Disaster Management has been explained in this Act as under:</p> <p>“Disaster Management means a continuous and integrated process of planning, organizing, co-coordinating and implementing measures which are necessary or expedient for-</p> <ul style="list-style-type: none"> ▪ prevention of danger or threat of any disaster; ▪ mitigation or reduction of risk of any disaster or its severity or consequences; ▪ capacity-building; ▪ preparedness to deal with any disaster; ▪ prompt response to any threatening disaster situation or disaster; ▪ assessing the severity or magnitude of effects of any disaster; ▪ evacuation, rescue and relief and ▪ rehabilitation and reconstruction.
12.4	<p>Important Provisions in the DM Act:</p> <p>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 & training of personnel in relation to Disaster Management is one of the key responsibilities. These provisions are summarized as under:-</p> <p>Section 35</p> <p>The Central Government shall take all such measures as it deems necessary or expedient for the purpose of disaster management and it shall include :-</p> <ol style="list-style-type: none"> 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 and
- f) Deployment of naval, military and air forces, other armed forces of the Union or any other civilian personnel as may be required for the purposes of this Act.

Section 36

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

- a) Take measures necessary for prevention of disasters, mitigation, preparedness and capacity-building in accordance with the guidelines laid down by the National Authority;
- b) Integrate into its development plans and projects, the measures for prevention or mitigation of disasters in accordance with the guidelines laid down by the National Authority;
- c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines of the National Authority or the directions of the National Executive Committee in this behalf;
- d) Review the enactments administered by it, its policies, rules and regulations, with a view to incorporate therein the provisions necessary for prevention of disasters, mitigation or preparedness;
- e) Allocate funds for measures for prevention of disaster, mitigation, capacity-building and preparedness;
- f) Provide assistance to the National Authority and State Government for
 - (i) Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification and training of personnel in relation to disaster management.
 - (ii) Carrying out rescue and relief operation in the affected area;
 - (iii) Assessing the damage from any disaster;
 - (iv) Carrying out rehabilitation and reconstruction;
- g) make available its resources to the National Executive Committee or a State Executive Committee for the purpose 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;

Take such other actions as it may consider necessary for disaster management.

Section 37

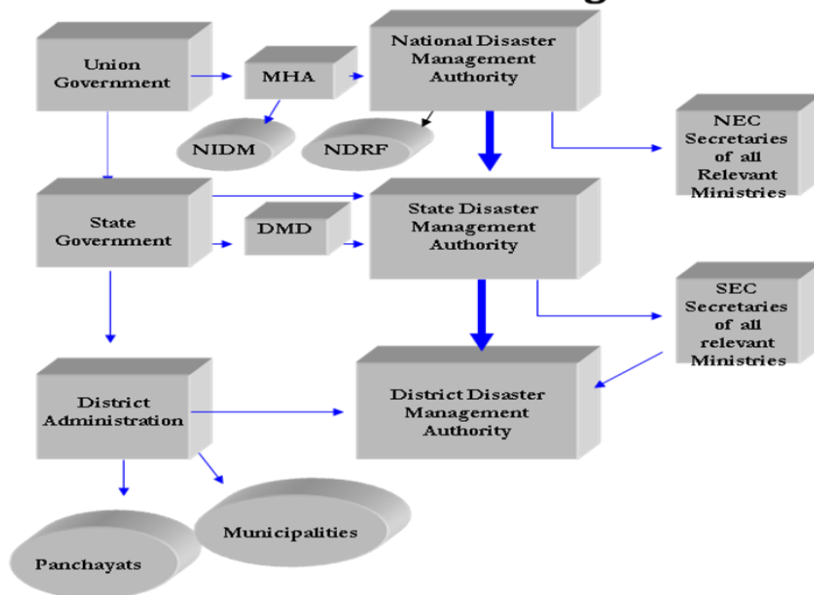
(1) Every Ministry or Department of the Government of India shall-

- 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) and (iv);
 - (vi) The measures required to be taken in order to enable it to perform its responsibilities specified in sub-clauses (iii) & (iv)
- b) Review and update annually the plan referred to in clause (a);
 - c) Forward a copy of the plan referred to in clause (a) or clause (b), as the case may be, to the Central Government which Government shall forward a copy thereof to the National Authority for its approval.
- (2) Every Ministry or Department of the Government of India shall-
- a) Make, while preparing disaster management plan under clause (a) of sub section (1), provisions for financing the activities specified therein;
 - b) Furnish a status report regarding the implementation of the plan referred to in clause (a) of sub-section (1) to the National Authority, as and when required by it.

Institutional Framework

Under the Disaster Management Act, 2005



Note: No Railway official is nominated either in National Executive Committee (NEC) or State Executive Committee (SEC), though they can be co-opted as per need.

12.5 Types of Disasters causing interruption to train services:

A) Human/Equipment failure:

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

- Collisions
- Derailments
- Accidents at manned or unmanned level crossings.
- Fire or explosion in trains
- Other accidents affecting the safety of rail operations.

	<p>B) NATURAL DISASTERS</p> <p>Natural disaster in general like floods, cyclones can be forecast whereas others like earthquakes, land slides etc. are difficult in nature to forecast. But preparedness for floods & cyclone will help in tackling situation for other natural disasters also.</p> <p>1. Landslide:</p> <ul style="list-style-type: none"> ▪ Whenever landslide is expected / experienced due to heavy down pour all train services to be regulated. ▪ Rescue team to be rushed for restoration work. <p>2. Floods:</p> <p>Based on the weather forecast warnings regarding impending flood condition the following steps should be taken.</p> <ul style="list-style-type: none"> ▪ Bridge watchman to be provided at vulnerable points to inform flow of water. ▪ Shifting of 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, Navy, Army, Air force and Local boat men Divers and boats. ▪ With the co-ordination of local authorities arrange temporary shelter in nearby schools, marriage halls, community centres etc. ▪ If necessary arrange coaches to accommodate the affected temporarily. ▪ Seek assistance from voluntary organizations 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.
<p><u>13.0 RAILWAY DISASTER</u></p>	
<p>13.1</p>	<p>Preparedness and Responsibilities:</p> <p>The Zonal/Divisional Disaster Management Plan contains the following information:</p> <ol style="list-style-type: none"> 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 divisions and adjoining Zonal Railways. c) Inventory of medical facilities within division, Doctors, Hospitals, Nursing Home and Ambulance. d) Details of District & State Government 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 equipments like crane, bulldozer, 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 personnel. m) List of materials of ART & ARME. n) Details of important bridges and its locations.

	<p>o) Details of Para military establishments.</p> <p>p) All the above updated information should be readily available with Divisional Control office.</p> <p>Each railway station shall maintain a complete list of above within their reach, in addition the following details and should be displayed in a prominent place.</p> <p>a) Details of state govt. officials in which jurisdiction of station with their Name, Designation, Telephone Nos., etc.</p> <p>b) List of persons/NGOs qualified for providing first Aid.</p> <p>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.</p> <p>Review and updating of the above information should be done in the first quarter of every year.</p>
--	--

13.2 ACCIDENT RELIEF TRAINS (ARME/ART):

(1) 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 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 shall be responsible for the safe custody of the boxes. Whenever this equipment is sent to the site of accident, 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 will inspect this equipment once in a month.
- c. ARME Scale-I must be jointly inspected **once in three months** by a team consisting of the following officers and report shall be submitted to DRM. Any deficiencies noticed shall be made good immediately. [Sr.DME, Sr. DSO/DSO, Sr. DOM, Sr. DEN, Sr. DEE, Sr. DSTE & Sr. DMO] ARME Scale-II shall be inspected by DMO in-charge once **in every Quarter**.
- 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.
- e. Medical Officer in charge of the division will inspect the Scale-I and Scale-II equipment quarterly and ensure that all the prescribed contents are maintained in good condition.
- f. Monthly inspection of ARTs/ARMEs shall be conducted by SSE/C&W, SSE/Elet., SSE/S&T, SEE/P.way & SMR and a joint report shall be submitted by the officials to their respective Divisional Officers. During the inspection, following aspect must be ensured:
 - Refilling the water tanks every week.
 - Articles such as other lights, torches, batteries and bulbs etc. DG sets, and inflammable tower lights are in working order 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 switching on. The electrical official in charge shall ensure that the lights, fans and the batteries are in proper working order.

	<p>(2) Accident Relief Train (ART)</p> <p>a) Following records shall be maintained in the accident relief trains –</p> <ul style="list-style-type: none"> (i) Log Book (ii) Attendance register (iii) List of tools and equipments (iv) Register for testing of wire ropes and chains (v) Periodical testing registers for – <ul style="list-style-type: none"> 1. First aid equipment 2. Field Telephones, mobile phones & satellite phones 3. Detonators 4. Gas cutting equipment 5. Gas lighter 6. Generators 7. Compressors 8. Fire fighting equipment (vi) Inspection registers: <p>b) All Relief trains and Relief vans are under the charge of Mechanical department. Loco Foreman and others in charge of the Accident Relief Trains and Relief Vans, are responsible to ensure that they are always fully equipped and in proper running order. The Divisional Mechanical Engineer, Divisional Engineer, Divisional Electrical Engineer (TRD), Divisional Signal, Telecommunication Engineer, and Divisional Electrical Engineer (G) concerned must personally inspect the Relief Trains and their equipments concerned to their 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.</p> <p>c) The person in charge of the Loco-shed, Running shed at the base station of Relief Trains is responsible to see that the nominated staff thoroughly understands the accident hooter for their attendance, and maintain a list of the team members. It is also to be ensured by the Supervisor in charge that they reside in the premises of the shed and the relief train is accessible to all by road.</p> <p>d) The person incharge of the Loco Shed/Running Shed is responsible to keep the engine and accident relief crane (if provided) in readiness. The CYM/YM/SMR as the case may be will be responsible to arrange any extra vehicle or brake-van for relief work in case of necessity.</p> <p>e) The person incharge 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, that the running gears shall be regularly attended, oiled and replaced in accordance with the order 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.</p>
<p>13.3</p>	<p>Inspection of Accident Relief Machinery</p> <p>(i) The entire accident relief machinery as a whole, i.e., the special ARME Scale-I (Medical Relief Van) and the breakdown 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</p>

	<p>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.</p> <p>(ii) 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 term of life from their boxes not longer than quarterly basis. Naphthalene balls may be used to avoid insects. The Medical Officer concerned shall specially ensure that the petromax and other lights are in proper working order by actually switching on. It shall also be ensured that there is sufficient quantity of oil, mantles, match boxes and lighters etc. Arrangements for water supply must be fool proof.</p> <p>(iii) Emergency indents in Form MO 3A shall be placed by the 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 any damaged article immediately from the stock available in the hospital or dispensary, without waiting for the indent to be complied with.</p> <p>(iv) 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.</p>
<p>13.4</p>	<p>Preparedness of Engineering Department</p> <p>The yardstick for engineering materials to be kept in Accident Relief trains.</p> <p>A. Track Material</p> <ol style="list-style-type: none"> Track materials sufficient to lay 500m of track should be kept loaded on to the BFRs. These BFRs should be kept stabled at a suitable central place in the division so that the same can be moved anywhere in the division in the shortest possible time. 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. <ol style="list-style-type: none"> 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. <p>B. Labour</p> <ul style="list-style-type: none"> Details in respect of P.Way Staff, their addresses and how to contact them. The details to be kept with AEN/SSE (P.Way) & SE (P.Way). The details in respect of temporary labour – availability and accessibility. The details to be kept with AEN/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/AEN for the whole division. <p>C. Mobility</p> <ul style="list-style-type: none"> 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

	<p>provision for hiring additional number of trucks at short notice in the event of an emergency.</p> <ul style="list-style-type: none">Each SSE (P.Way) should have a plan for movement of labours and materials to the site of restoration with 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.												
	<p>D. Equipment and Miscellaneous</p> <ul style="list-style-type: none">The details in respect of heavy earth moving machinery available in the nearby areas, their contact persons, the telephone numbers etc. must be kept with AEN/DEN/Sr.DEN. 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 AEN/SSE (Works) of the sub-division.Small track equipments like rail cutting, drilling and welding equipments etc. are a part of the equipments of each relief train, their availability in good fettle must be ensured.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.												
	<p>E. Resources to be hired during Accident Management</p> <table><tr><th>MEDICAL</th><th>S & T</th><th>ENGINEERING</th><th>ELECTRICAL</th><th>COMMERCIAL</th><th>SECURITY</th></tr><tr><td>Ambulances</td><td>Mobile Phones, BSNL Phones, and Satellite Phones</td><td>JCB, Cranes, Tipplers, Bulldozers, Trucks, Vehicles from Contractors, earth moving equipments.</td><td>Lighting equipments, Generators if required.</td><td>Buses, Choultries, Air services and services of NGOs</td><td>Services of Army, Air force, BSF & CRPF</td></tr></table> <p>Note: Every depot officials and SMRs are authorized to hire the essential equipments and other apparatus locally available if this is not available in ARMV/ARTs.</p>	MEDICAL	S & T	ENGINEERING	ELECTRICAL	COMMERCIAL	SECURITY	Ambulances	Mobile Phones, BSNL Phones, and Satellite Phones	JCB, Cranes, Tipplers, Bulldozers, Trucks, Vehicles from Contractors, earth moving equipments.	Lighting equipments, Generators if required.	Buses, Choultries, Air services and services of NGOs	Services of Army, Air force, BSF & CRPF
MEDICAL	S & T	ENGINEERING	ELECTRICAL	COMMERCIAL	SECURITY								
Ambulances	Mobile Phones, BSNL Phones, and Satellite Phones	JCB, Cranes, Tipplers, Bulldozers, Trucks, Vehicles from Contractors, earth moving equipments.	Lighting equipments, Generators if required.	Buses, Choultries, Air services and services of NGOs	Services of Army, Air force, BSF & CRPF								
<p><u>14.0 DISASTER RESPONSE – CO-ORDINATION CENTERS</u></p>													
<p>14.1</p>	<p>Rushing of ARMVs & ARTs to accident site:</p> <ul style="list-style-type: none">➤ Movement of ARMVs and ARTs should not be clubbed together. ARMV should be started first and moved separately for faster movement.➤ ARMVs 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.➤ Running lines at stations on either side of the accident affected block section should be kept clear of all trains.												
<p>14.2</p>	<p>Diversion, Regulation, Short Termination, Cancellation and Rescheduling of Mail / Express / Passenger Trains:</p> <ul style="list-style-type: none">➤ 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												

	<p>beyond the last junction from where they can be diverted.</p> <ul style="list-style-type: none"> ➤ 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. ➤ Trains should preferably be regulated at stations where food can be arranged. ➤ However, too many trains should not be simultaneously brought to a junction station for regulation, since it may create law and order problems. ➤ 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 Loco Pilot to reduce the speed as required. ➤ Passenger trains can be run out to the next convenient location and thereafter terminated so that their rakes are available for use. ➤ Headquarters' Emergency Cell shall decide on the following in consultation with adjoining Railway and Coaching Directorate of Railway Board: <ul style="list-style-type: none"> Diversion, Regulation, Short termination, Cancellation, Rescheduling. ➤ The above decision regarding diversion etc. should be taken in about an hour after ARMVs, ARTs, GM special have been run out and there is a slight lull in the information flow. ➤ 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. ➤ Trains should be diverted from the last possible junction station onwards so that maximum number of passengers can detrain at their proper destination stations. ➤ Sr.DME/P would be incharge of co-ordination with operating department regarding requirement and availability of crew, power etc. ➤ Sr.DME/P will take into consideration changing traffic requirement because of diversions etc. and accordingly plan crew deployment. ➤ Adjoining divisions should be informed about these diverted trains so that spare crew can be sent to interchange points. ➤ Loco Pilots nominated for working these diverted trains should be empanelled for working Mail/Express as per Railway Board's instructions. ➤ Crew should also be planned for diesel engines sent to the accident site working ARMVs, ARTs, other special trains and likely to be held up there for next 2-3 days. ➤ Sufficient diesel powers would be deployed in the accident-affected section on different special trains at any point of time. ➤ 3 sets of diesel crew should be planned for each diesel loco deployed at the accident site. ➤ If necessary, diesel crew should be arranged from adjoining divisions also. ➤ In the absence of Sr.DME (P)/DME (P)/AME (P) will perform this function.
14.3	<p>Running of Special Trains:</p> <p>Following special trains will be required to be run in the given order of priority and requirement:</p> <ul style="list-style-type: none"> ➤ ARMV. ➤ ARMV from the other end including additional ARMVs from adjoining divisions, if required. ➤ ART. ➤ ART from the other end including additional ARTs as required. ➤ 1st special train carrying GM and other officers from Headquarters and left over officers from division (in case it passes through the divisional Headquarters).

	<ul style="list-style-type: none"> ➤ Unaffected front portion of the accident involved train in case the same can be moved. ➤ Unaffected rear portion of the accident involved train in case the same can be moved. ➤ In case the front and rear portions cannot be moved, and then they should be left as they are. ➤ Empty coaching rakes, one from either end for clearing unaffected passengers of the accident involved train. ➤ 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 ARMV carrying DRM and other divisional officers at the accident site. ➤ 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. ➤ Sufficient light engines should be stationed, one at each station on either side of the accident involved block section. ➤ Engineering specials, one from each end, carrying engineering material and Gargmen from the section shall be run. ➤ Passenger specials for carrying relatives to the site of accident shall be run. 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 co-ordinated by Headquarters' Emergency Cell in consultation with Railway Board. ➤ 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 and Secretary, Railway Board. ➤ Empty coaching rakes, one from either end shall be 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.
14.4	<p>Sequence of movement of ARMVs and ARTs into the accident affected block section:</p> <ul style="list-style-type: none"> ➤ The sequence of sending and taking out various trains into and out of the accident affected block section should be planned carefully. ➤ 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. ➤ If the unaffected front and rear portions of the accident involved train can be pulled out, then these should be withdrawn before sending in ARMVs into the block section. ➤ 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. ➤ In case the front and rear portions cannot be pulled out then they should be left as they are. ➤ After the 1st pair of ARMVs reaches adjacent stations from either side, they should be sent into the block section, one from each end. ➤ BD specials without cranes that have arrived should be pushed into the block section after the ARMV so that additional cutters, spreaders, hydraulic jacks etc. can be made use of. ➤ After all equipments from BD specials have been unloaded at accident site and staff has detrained, both BD specials should be withdrawn. These should then be kept at convenient stations. ➤ The additional ARMVs that have been requisitioned should also be moved on top priority. After BD specials have been withdrawn, these ARMVs should be sent into the block section while the first ones are still there.

	<ul style="list-style-type: none"> ➤ ARTs with 140T cranes should be regulated conveniently. ➤ Empty coaching rakes shall be sent for clearing uninjured passengers while ARMV is still available in the section. ➤ After transshipment of passengers, empty coaching rakes shall be run as passenger special to the original destination of the accident involved train. ➤ After the work of ARMVs is over, all of them should be withdrawn and returned back. ➤ The front and rear portion of the accident-involved train should now be withdrawn by sending diesel light engines into the block section. ➤ ARTs with 140T crane should be marshalled as per site requirement and sent into the block section with crane leading, one from each end. ➤ Tower wagons should be sent in from each end following the ART.
14.5	<p>Setting up Emergency Cell in Headquarters:</p> <ul style="list-style-type: none"> ➤ Headquarters' Emergency Cell provided with centralised communication network should be opened immediately after receipt of information of the accident at Zonal Headquarters Office. ➤ This unit will exercise control, co-ordinate and arrange supplementary assistance to the accident site. ➤ AGM/COM will be over all in charge of the Headquarters' Emergency Cell and will function as for the purpose of managing relief and restoration operations from HQ level. ➤ In case of AGM/COM is not available, CPTM will be Chief Emergency Officer. ➤ In case of above officers are not available, CFTM will take over charge. ➤ Requirements of all departments for movement of men and materials to the accident site from adjoining zones and division shall be conveyed to the, Chief Emergency Officer who shall arrange their movement. ➤ Headquarters' Emergency Cell will maintain: <ul style="list-style-type: none"> • Telephone and FAX numbers of the accident site. These should be maintained functionary wise for each functionary available in the MSO. • Similarly, telephone and FAX numbers of functionaries available in PAC should also be available with the Divisional Emergency Cell. • Telephone and FAX numbers of Helpline Enquiry Booths that would have been set up at various stations on adjoining zones. • E-Mail addresses of MSO, PAC and Helpline Enquiry Booths and Divisional Emergency Cell setup on other Divisions of SWR. • E-Mail addresses of Emergency Cells opened on train originating/terminating Divisions & Zones and Safety Directorate Emergency Cell in Railway Board. • Names and phone numbers of hospitals where injured have been admitted/ shifted along with number of patients. ➤ Headquarters' Emergency Cell will collect updated information regarding all aspects of the accident and pass on the same by telephone or by E-Mail to: <ul style="list-style-type: none"> • Emergency Cells opened in other divisions of SWR. • Emergency Cells opened in originating and terminating Zonal Railway. • Safety Directorate's Emergency Cell in Railway Board. ➤ Headquarters' Emergency Cell will monitor movement of ARMVs/ARTs etc. coming from adjoining Zones/divisions. ➤ Assistance from Defence, Para military establishments and State Govt should be coordinated by Headquarters' Emergency Cell as and when required. ➤ Chief Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook. ➤ Chief Emergency Officer shall monitor various important media channels to keep track

	<p>of media reporting. Suitable corrections/clarifications may also be issued, if required.</p> <p>➤ After relief, rescue and restoration work is completed, winding up of all Emergency Cells on SWR shall be decided by COM.</p>
14.6	<p>Setting up Emergency Cells in Divisions:</p> <p>➤ Divisional Emergency Cell shall be opened immediately after receipt of information of the accident at Divisional Control Office.</p> <p>➤ This unit will exercise control, co-ordinate and arrange supplementary assistance to the accident site.</p> <p>➤ It shall function in a separate cubicle at Divisional Control Office provided with centralised communication networks, hot line to the site and Headquarters.</p> <p>➤ Sr.DOM will be over all 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.</p> <p>➤ In case Sr.DOM is not available, DOM will be the Divisional Emergency Officer.</p> <p>➤ In case both officers are not available, any other officer nominated by DRM will take over charge.</p> <p>➤ 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.</p> <p>➤ 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.</p> <p>➤ Divisional Emergency Cell will maintain:</p> <ul style="list-style-type: none"> • Telephone and FAX numbers of the accident site. These should be maintained functionary wise for each functionary available in the MSO. • Similarly telephone and FAX numbers of functionaries available in 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. <p>➤ 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:</p> <ul style="list-style-type: none"> • All Helpline Enquiry Booths within the division. • Headquarters' Emergency Cell. <p>➤ Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.</p> <p>➤ In addition to the Division where accident has taken place similar Emergency Cells will be opened in other Divisional Control Offices of South Western Railway that are involved in restoration and relief operations. AGM/COM will decide divisions where Emergency Cells are to be opened.</p> <p>➤ Helpline Enquiry Booths outside the accident affected division, but within South Western Railway jurisdiction should keep in touch with Divisional Emergency Cell of their respective division.</p> <p>➤ If necessary, similar emergency cells will be opened at other major terminals as decided by Chief Emergency Officer.</p> <p>➤ After relief, rescue and restoration work is completed, winding up of Divisional Emergency Cells shall be decided by DRM.</p>

14.7	Telephone Numbers for Railway Accident Information HQ of SWR and Hubballi, Bengaluru & Mysuru divisions of South Western Railway are allotted 4 digit DOT telephone No. 1072 for giving Railway Accident Information. Normally these telephones will be manned by punctuality controllers. During railway passenger train accident, these phones will be manned by disaster management cell to provide information to public regarding type of train accident, place and time of accident, train/trains involved, affected Coach Nos., injuries/casualties etc.
14.8	Public Assistance Telephones:

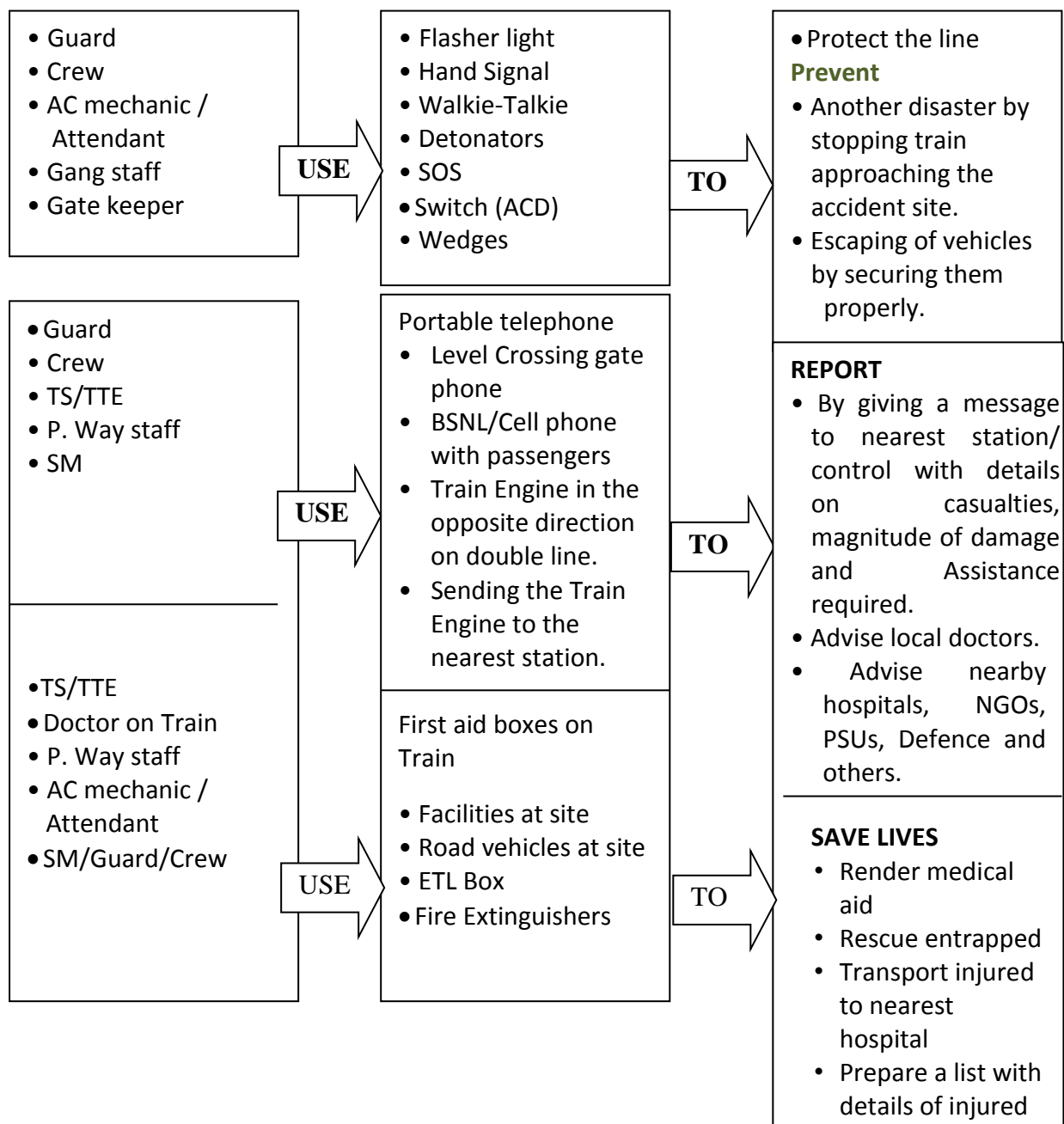
Accident Information Telephone	SWR/HQrs	Hubballi Division	Bengaluru Division	Mysuru division
		1072	1072	1072
ISD Tele Ph. Nos.	0836-2364903 (Central Control)	0836-2363606 (Divisional Control office)	080-22356644 (Divisional Control Office)	0821-2423503 (Divisional Control Office)
Sate. Ph. No. Voice	Central Control 764128770, 764128774	763096492, 763096495	762092611, 763945549, 764128782	Mysuru 762092638 762092639 762092640
FAX	764128771, 764128775	763096493, 763096496	762092612, 763945550, 764128783	Harihar 764128778 764128779 764128780
Data	764128772, 764128776	763096494, 763096497	762092613, 763945551, 764128784	Arsikere 763945549 763945550 763945551

14.9	Manning of Divisional/Headquarters' Emergency Cell in shift duty: <ul style="list-style-type: none"> ➤ Headquarters' Emergency Cell will be manned by JA grade/Senior Scale officers of all departments in 12 hours shift duties round the clock. ➤ Senior most officer of each department who is available in the Division / Headquarters' shall be on duty in the Divisional/Headquarters' Emergency Cell during the day shift only. (8 hrs - 20 hours) ➤ Similarly Divisional/Headquarters' Emergency Cell shall be manned round the clock by officers. ➤ In addition to officers of the Operating Department, there will be officers of Engineering, Mechanical, S&T, Electrical, Commercial, Medical, Security and Personnel departments in the Divisional/Headquarters' Emergency Cell round the clock. ➤ Divisional Emergency Cell will be manned by Senior Scale/Junior Scale officers of all departments in 12 hours shift duties round the clock (8 hours to 20 hours day shift and 20 hours to 8 hours night shift). ➤ Seniors most officer of each department shall issue a 12 hours roster for his own department for the night shift. (20 hours to 8 hours) ➤ Round the clock roster of 12 hours shift duty should cover both officers and supervisors. ➤ Same officers and supervisors should be repeated each day without any change or rotation, for the next 4-5 days. This will maintain continuity and will ensure that experience gained on the first day can be gainfully used on subsequent days.
-------------	---

14.10	<p>Liaison with Railway Board:</p> <p>Headquarters' Emergency Cell will maintain constant liaison with Safety Directorate's Emergency Cell in Railway Board regarding following activities:</p> <ul style="list-style-type: none"> ➤ Movement of additional ARMVs and ARTs from adjoining zones. ➤ Movement of additional diesel powers from adjoining zones. ➤ Diversion, regulation, short termination, cancellation and rescheduling of Mail/ Express trains. ➤ Arrangement of men and material as required from adjoining zones and their expeditious movement. ➤ Opening of Helpline Enquiry Booths on other Zonal Railways as follows: <ul style="list-style-type: none"> • Originating and destination stations of the accident involved train. • All junction stations falling on the route of the train. • Divisional Headquarters of originating and terminating divisions. • Zonal Headquarters of originating and terminating Zonal Railway. • Any other station as may be decided. ➤ Movement programme for visit of MR/MOSR, CRB and other Board Members to the accident site. ➤ Assistance required from defence, Para military organisation and State Govt. should be conveyed to Railway Board who shall coordinate the same. ➤ 3 hourly progress reports on the rescue and relief work shall be communicated to Safety Directorate's Emergency Cell in Railway Board.
14.11	<p>Duties of Divisional Railway Manager/Additional Divisional Railway Manager:</p> <ul style="list-style-type: none"> ➤ Undertake making of announcements over local TV channel and cable network for all supervisory staff to rush to the accident site. ➤ Ensure that functionaries of different departments in Divisional Emergency Cell carry out duties assigned to them as per Zonal DM plan. ➤ Monitor movement of assistance from other divisions/zones. ➤ Co-ordinate with State Govt., Civil Defence, Scouts and other deptts. ➤ Co-ordinate with Defence, Para Military, NGO, Oil Companies. ➤ Monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.
<p><u>15.0 DISASTER MANAGEMENT MOCK DRILLS</u></p>	
	<p>Each division should conduct one full scale Disaster Management exercise once in a year similar to such exercise conducted by armed forces. Every possibility to involve State/District/ Local Authorities, Armed Forces units and NDRF Battalion pertaining to the area may be ensured while conducting such exercises. A Joint report may also be submitted to all concerned highlighting the achievements as well as the shortages noticed during the exercise.</p>
15.1	<p>Accident Mock Drills for ARME/ART</p> <p>The period between two consecutive turnouts of any Relief Train/Accident Medical Equipment should not exceed three months. If, therefore, relief train/accident medical equipment has not been called out in the normal course during a period of three months, a practice drill should immediately be arranged.</p> <p>It is further clarified that whenever there is an accident during the three months period, mock drills need not be conducted, instead the details of preparedness viz. turning of ART/ARME, turning up of doctors/staff, restoration process etc., can be tabulated and taken as a mockdrill for the purpose of statistics. In a financial year, quarter ending is on 30th June 30th Sep, 31st Dec, and 31st March.</p> <p>These drills should be ordered by the DRM and conducted under the direct supervision of Sr. DSO/DSO or an officer not lower in rank than that of a Senior Scale, nominated by DRM.</p>

	<p>In carrying out these drills the following points should be carefully borne in mind:-</p> <ul style="list-style-type: none"> - Turning out of ARMV/ART within the prescribed time. - Speed of the specials. - Assembly of staff within the specified time. - Handling of ART, HRDs, HREs and other rescue equipment. - Logging of events. - Functioning of field telephones and communication network. - Functioning of generator sets, lighting equipment. - Preparedness of first-aides and availability of medical equipment. - Preparedness of commercial department to mobilise adequate manpower. - Arrangements regarding the drills should be kept confidential.
<u>16.0 ACTION PLAN DURING SERIOUS TRAIN ACCIDENTS</u>	
16.1	<p>INSTANT ACTION GROUP:</p> <p>When a train is involved in a serious accident with casualties/injuries to passengers an instant action team has to be formed comprising of the staff mentioned below and to be taken.</p> <p>The assigned role of members of the Instant Action Group is enlisted under activity unit I. 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.</p> <p>The Instant Action Group comprises of:</p> <ul style="list-style-type: none"> ▪ The Guard, Crew, TS, TTE, AC coach attendant, RPF and other staff on duty by the train. ▪ Railway servants ON/OFF duty / as passenger by the train. ▪ Doctors and other volunteers travelling by train. ▪ Railway staff working at site. ▪ Non-Railway resources available at site. <p>Instant action group must immediately render assistance to the travelling public in form of the First Aid, rescue & relief operation including shifting of the injured.</p>
16.2	<p><i>The concept of Golden Hour and duties of INSTANT ACTION GROUP:</i></p> <p><i>“If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduce drastically, even with the best of Medical attention thereafter. This one hour period is generally known as The Golden Hour”</i></p> <ul style="list-style-type: none"> • <i>Render definite medical care within Golden Hour.</i> • <i>Stop Bleeding and restore blood pressure.</i> • <i>Persons under shock shall be immediately relieved of shock.</i> • <i>Transport the casualties to the nearest hospital.</i>

16.3 SIMULTANEOUS ACTION PLAN



16.4 Duties of Loco Pilot/Asst. Loco Pilot

- Switch on Flasher light immediately.
- Record the time of accident and location immediately.
- Inform Guard / Station Master over walkie-talkie or CUG/Mobile Phone/PT phone.
- Protect the obstructed/adjacent lines as per GR & S R 6.03
- Take necessary action to prevent Loco / Vehicles / Wagons rolling down.
- Co-ordinate with Guard to save lives.
- Ensure that no clue or evidence is destroyed.
- If necessary detach Loco with consent of Guard and proceed to inform SM.

16.5	Duties of Guard <ul style="list-style-type: none"> ▪ Note down the time and location of accident. ▪ Switch on the Flashing Tail Lamp if provided in the rear of his brake van. ▪ Secure the Train and prevent escaping of vehicles. ▪ Protect the obstruction or Depute Asst. Guard/Competent person to protect as per G & S R 6.03 ▪ Inform Station Master/Control through walkie- talkie, CUG/Mobile /PT Phone etc. ▪ Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required. ▪ Render First Aid to the injured passengers and arrange to transport them to hospital. ▪ Direct Railway servants on train at site to rescue injured entrapped passengers. ▪ Utilize Emergency Train Lighting box to facilitate medical Aid. ▪ Stop train running on adjacent line and utilize the resources on that train. ▪ In electrified section if OHE is affected, take steps to switch off OHE supply. ▪ Log your activities. Do not leave the spot unless you are relieved by a competent authority. ▪ Record Evidence or statements if any given by passengers. ▪ Preserve clues.
16.6	Duties of TS / TTE <ul style="list-style-type: none"> ▪ Avail the services of doctors travelling by train immediately and render Medical Aid. ▪ Render First Aid to the injured. ▪ Collect particulars of the injured and prepare a list showing their position coach wise. ▪ Prepare a separate list showing dead & injured with address and ticket particulars. ▪ Transport the injured by Road Vehicles if available to the nearest hospital. ▪ Take the assistance of Local people/volunteers at site. ▪ Record Evidences or statement given by the passengers/others at site. ▪ 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 Railway Doctor or rescue team. ▪ Inform the stranded passengers about alternative Transport arrangement.
16.7	Duties of AC Mechanic/Attendants <ul style="list-style-type: none"> ▪ Switch off the power supply to avoid short-circuiting. ▪ Assist the Train Conductor/Train Superintendent in their duties at the accident site. ▪ If trained in First Aid shall render first aid to the injured. ▪ See that the emergency lights inside the coaches are in working order.
16.8	Duties of RPF <ul style="list-style-type: none"> ▪ Segregate the area of incidents by establishing temporary barriers to protect the area against the entry of spectators into the affected place. ▪ Passengers' luggages & their goods are taken care off till they are handed over to claimants or taken care by the Rly. ▪ He shall maintain close liaison with the Officers of various departments.
16.9	Duties of Gang staff <ul style="list-style-type: none"> ▪ On double/multiple lines stop the train approaching obstructed line if any by showing hand danger signal. ▪ Ensure that the track alignments or lines are not disturbed. ▪ Report to Site Manager and assist in rescue/restoration. ▪ Assist in extricating the injured/dead from coaches and transport them to hospitals.
16.10	Duties of Gatekeeper <ul style="list-style-type: none"> ▪ Stop trains approaching in double line or multiple lines when the line is obstructed. ▪ Arrange to inform nearest Station Manager immediately. ▪ Keep gate closed if the train has not cleared the gate. ▪ Collect men and material available nearby and direct them to site.

	<ul style="list-style-type: none"> ▪ Avail the services of road vehicles if any, waiting/passing through LC Gate.
16.11	<p>Duties of Station Manager</p> <ul style="list-style-type: none"> ▪ Protect traffic and keep signals at 'ON'. ▪ Collect information from site and advice control office, SM at other end RPF staff, SI/PF, GRP, TI, SE/C&W, SE/S&T, SE/Works, SE/P.Way and SE/TRD. ▪ Secure records related to accident in the Station/Cabin. ▪ Record the position of signal levers, points etc and Seal slides, levers, knobs and Relay room, if accident takes place in the Station limit. ▪ Mobilize local medical team and send it to site to render First Aid to the injured. ▪ Inform civil authorities, village/Town/City representatives and volunteers for possible relief assistance. ▪ Inform the nearest Police/Fire station. ▪ Render assistance to shift the injured to nearest hospitals. ▪ Get sanction from competent authority and arrange to send water, tea, coffee & food to the site. ▪ Arrange transport facility to clear stranded passengers. ▪ Arrange refund of fares after getting sanction. ▪ Open an emergency counter and display necessary information. ▪ Make frequent announcements about diversion, cancellation, regulation of train services. ▪ Advise RPF/GRP to provide security and protect private/Railway property.
16.12	<p>Duties of senior-most official at the site:</p> <ul style="list-style-type: none"> ▪ Note down the time of accident. ▪ Ensure protection of traffic and assist Guard and LP/ALP. ▪ Ensure the reporting of accident to nearest Station/Control. ▪ Collect the reporting staff/volunteers, form and direct different groups and assign work. ▪ Roughly assess the casualties/extent of damage. ▪ Ensure the issue of a detailed message with the following information:- <ul style="list-style-type: none"> ➤ Time/Date of accident. ➤ Train number and description. ➤ Location KM/between stations. ➤ Nature of accident. ➤ Number of killed/injured. ➤ Extend of damage. ➤ Assistance required. ➤ Prima facie cause of the accident. ➤ Condition of the adjacent line, if any. ➤ Whether OHE is involved. ▪ Maintain the log of events. ▪ Till a competent Site Manager takes control over the situation continue to be in charge of the site.

16.13	<p>SITE MANAGER</p> <p>Till the arrival of ARME/ART at accident site the senior most 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.</p> <p style="text-align: center;">UNDERSTAND THE DISASTER SYNDROME</p> <p>A victim's initial response following a Disaster is in three stages, viz. Shock stage, Suggestible stage and Recovery stage. These initial responses are called Disaster Syndrome.</p> <ul style="list-style-type: none"> ▪ Shock stage: In which the victims are stunned, dazed and apathetic. ▪ Suggestible stage: In which the victims tend to be passive but open to suggestions and willing to take directions from rescue workers and others. ▪ Recovery stage: In which the individual may be tense and apprehensive and may show generalized anxiety.
	<p>17.0 SITE MANAGEMENT PLAN</p>
	<p>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. as laid down in the earlier chapter for which a different set of functionaries is 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.</p>
17.1	<p>Opening of Main Site Office (MSO):</p> <ul style="list-style-type: none"> ➤ Main Site Office (MSO) should be set up at the accident site. ➤ This will be some kind of a control office to be located near the centre of the accident site. ➤ This is basically meant for catering to operational needs of railway in rescue, relief and restoration work. ➤ MSO is to be manned by staff of relevant departments such as: <ul style="list-style-type: none"> - Medical, - Mechanical, - Commercial, - Operating, - Safety, - Electrical, - S&T, - Civil Engineering. - Security, - Public Relations. ➤ MSO will be provided with all facilities similar to control office. ➤ Adequate lighting with generator backup should be provided in the MSO. ➤ 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. ➤ Satellite telephone should be installed in the MSO. ➤ MSO should be provided with photocopier, PCs, FAX machine, loudspeakers, P.A. system with conference facility for press briefing, which shall be arranged by S&T Dept. Mech. Dept should coordinate with Dy.CSTE (Tele) for the above provisions. ➤ 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.

	<ul style="list-style-type: none"> ➤ A big banner displaying 'MAIN SITE OFFICE' should be put up at a prominent place at the entry to the shamiana. ➤ Similarly there should be sufficient number of signages indicating the way to MSO on approach roads etc. ➤ MSO at the site will be manned by Sr. Supervisors on round the clock basis in 12 Hours shift duty. ➤ 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. ➤ Various functionaries in the MSO will monitor and co-ordinate the working of their departments, and assistance required by them, if any. ➤ 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 gave the message. ➤ MSO will basically supervise the working of SOs and co-ordinate with Divisional and Headquarters' Emergency Cell. ➤ Functionaries of different departments in SOs should provide updated information regarding progress of work to their counterparts in MSO. <p>This updated information should be provided once every 3 hours.</p>
17.2	<p>Opening of Site Office (SO):</p> <ul style="list-style-type: none"> ➤ Depending on the spread of the accident site, Site Offices (SO) on the same pattern as the MSO should be setup. ➤ If the site is spread out more than 300 metres one SO and more than 400 meters two SOs should be setup. ➤ 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. ➤ SOs will serve as co-ordination centres for various teams that are working spread out over different geographical locations. ➤ Each SO will oversee the working of DM teams at one end of the accident site. ➤ Jurisdiction of each SO will extend to all men and materials belonging to ARMVs, BD specials and 1 ARTs at that end of the accident site. ➤ One SAG officer of Mechanical department will be overall in charge of each SO. ➤ SOs should be provided with loudspeakers for making announcements. ➤ SOs should be provided with direct telephone links to MSO. ➤ However, SOs should <u>not</u> 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. ➤ 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.
17.3	<p>Setting up of MSO, SO and PAC:</p> <ul style="list-style-type: none"> ➤ SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following: <ul style="list-style-type: none"> • Move along with sufficient staff for setting up of these facilities. • Immediately start setting up of the tent accommodation after taking out tents and shamianas provided in ARTs.

	<ul style="list-style-type: none"> ➤ In addition, he should also requisition agencies, which provide tent accommodation on contract. Details of such agencies have been given in Divisional Disaster Management Plans. ➤ Bridge Line staff will assist in setting up tent 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 arrangements. ➤ 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. ➤ Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organised, if required at site. ➤ Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places. ➤ Water Tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water. ➤ Temporary kitchen in tents/shamianas is to be setup so that catering unit or IRCTC can provide cooked food to staff working at accident site. ➤ Sufficient folding chairs should also be arranged. ➤ Bridge Line staff will have list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water. <p>Signages for both MSO and PAC should be provided at prominent locations.</p>
<u>18.0 MEDIA MANAGEMENT</u>	
18.1	<p>Objectives</p> <ul style="list-style-type: none"> ➤ To provide factual information to public with regard to accident. ➤ To convey any other information useful to passengers. ➤ To convey specific information useful to relatives/dependents of dead and injured passengers. ➤ To create a conducive public opinion. ➤ To create a healthy relationship with the press and electronic media.
18.2	<p>Duties of PR Organization</p> <ul style="list-style-type: none"> ➤ Necessary information shall be drawn from each department. ➤ CPRO and his team will collect whatever information is available and released it to the media within 60 minutes of intimation of accident/Disaster. ➤ The information shall include telephone numbers of Helpline Enquiry Booths. ➤ Photographers with digital and video cameras should also be taken to the accident site. ➤ Responsible PR Supervisors should be deputed during day and night for interacting with the media, if necessary. ➤ CPRO will organize press briefings at fixed timings. ➤ PR organization shall monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required. ➤ Required information shall be collected from Operating and Safety Departments.
18.3	<p>Spokesperson</p> <ul style="list-style-type: none"> ➤ Only GM, DRM and CPRO are competent to interact with press and electronic media. ➤ Apart from the above, any other officer authorized by GM is competent to interact or give interview to press and electronic media. <p>They should ensure that only factually correct and confirmed information is relayed.</p> <ul style="list-style-type: none"> ➤ No inflated or exaggerated version of any fact should be relayed to the media. ➤ Information to be provided on website shall be issued by division. <p>No railway men shall express or voice any criticism, or express his personal opinion or views about the accident, at any point of time.</p>

18.4	Information to be relayed to Press and Electronic Media Information to be given to media can be broadly segregated in to following categories:
18.5	Accident <ul style="list-style-type: none"> ➤ Nature of the accident, i.e. date, time, exact location, train number, number of coaches involved, etc. ➤ Details of how the accident most probably occurred. ➤ Prima-facie cause of the accident will be relayed to media only with the approval of GM. ➤ Sabotage, even if suspected will not be relayed to media, without approval of Railway Board. ➤ Regular reports regarding progress of Rescue & Relief work. ➤ Expected date and time of restoration.
18.6	Uninjured passengers <ul style="list-style-type: none"> ➤ Steps to be taken to provide beverages, refreshments and first aid treatment to injured passengers. ➤ Steps taken by railway for clearance of uninjured passengers. ➤ Expected time of departure of front portion of the affected train. ➤ Expected time of arrival at the destination. ➤ Expected time of departure of rear portion of accident involved train. ➤ Its diverted route and expected arrival at the destination. ➤ In case empty coaching rakes have been arranged, then details of the same.
18.7	Dead and Injured passengers: <ul style="list-style-type: none"> ➤ Steps taken by Railway to render immediate medical attention. ➤ Number of passengers rescued. ➤ Breakup of the injured passengers, both grievous and simple. ➤ Name of the hospitals where injured are being treated. ➤ Approximately how many patients have been admitted in each of these hospitals & names of injured passengers. ➤ Communication facilities like cell phones, STD phones provided at these hospitals. ➤ Payment of ex-gratia. ➤ Facilities offered to relatives/dependents of victims, including free pass for journeys. ➤ Special trains being run for bringing relatives/dependents of dead and injured. ➤ Number of dead bodies recovered and number of bodies identified. ➤ Identification of dead bodies takes much longer since either they were travelling alone or; their companions are injured/dead and are not in a position to identify them. <p>Under such circumstances it is possible to identify dead bodies only when relatives/dependents arrive.</p> <ul style="list-style-type: none"> ➤ This aspect of identification of dead bodies and reasons for delay should be explained to the media.
18.8	Helpline Enquiry Booths <ul style="list-style-type: none"> ➤ Setting up of Helpline Enquiry Booths. ➤ Details of Helpline Enquiry Booths: Station where these have been opened. ➤ Telephone Nos. ➤ FAX Nos. ➤ Internet address of SWR on the rail net website (www.southwesternrailway.gov.in)

18.9	<p>Train Services</p> <p>Details of train operation with regard to:</p> <ul style="list-style-type: none"> ➤ Diversion ➤ Regulation ➤ Rescheduling ➤ Short termination ➤ Cancellation ➤ Running of passenger specials for carrying relatives/dependents to the site of accident. ➤ These trains will be started from the originating and destination stations of the affected train and will be given same stoppages en-route for picking up relatives/dependents. ➤ Expected departure time of relatives/dependents special from their originating stations. ➤ Refunds being granted in Helpline Enquiry Booths for passengers whose journey have been interrupted.
18.10	<p>Casualty figures</p> <ul style="list-style-type: none"> ➤ In all accidents, as long as Rescue & Relief work continues, there is always a difference between causality figures given by the railway and casualty figures quoted by the media. ➤ The reason for this difference is that railway gives figures based on actual number of dead bodies recovered, whereas media estimates casualty figures based on the damages visible. ➤ During Press briefings, this point should be clarified that till the present time, so many bodies have been recovered. ➤ However, it should also be made clear that casualty figures are likely to go up since rescue work is still continuing. ➤ Assessment regarding likely number of deaths and injuries may also be made if considered necessary. Such an assessment should be based on: <ul style="list-style-type: none"> ▪ Total number of coaches involved. ▪ Number of coaches searched. ▪ Number of coaches yet to be dealt with. ▪ Particular reference should also be made to coaches that are crushed or that have climbed on top, and have not yet been searched.
18.11	<p>Press briefings at accident site:</p> <ul style="list-style-type: none"> ➤ DRM or his authorized representative shall collect factual information from the Site Manager and relay the same to the media and HQ. Thus an on-line communication channel will be established to keep media informed of all the important details. ➤ CPRO or PRO should be available during press briefings in HQ. ➤ There should be a fixed time for press briefings so that there is no confusion regarding different versions given to separate channels at various points of time. ➤ Simultaneous press briefings should be held at accident site, at HQ, and at Division, as per the time intimated, so that the same version is given by all concerned. ➤ All media releases will be uploaded on the South Western Railway Website, and a separate web page will be opened to give specific information with regard to the accident. The priority of information release to various media will be as under: <ul style="list-style-type: none"> ▪ TV Channels. <p>News Agencies like UNI & PTI.</p> <ul style="list-style-type: none"> ▪ Print Media. ▪ Convenience of media shall be taken care of by PR personnel with assistance of commercial representatives at site. Tour of media persons should be conducted to hospitals where injured are being treated.

	Commercial department should ensure that list of passengers who travelled by the accident involved train along with the list of dead and injured reaches the PR officials at the earliest.
<u>19.0 HIRING OF HELICOPTER/AEROPLANE AT THE TIME OF SEVERE ACCIDENT</u>	
	<p>GM/DRM can hire Helicopter/Aero plane to reach site of accident, dispatch the rescue teams to the site of accident and evacuate injured and dead from accident site. Copy of Rly. Board's letter No.2002/Safety-1/6/6, dated 30.06.2004 is reproduced below. The list of Helicopter/Air ambulance is given in Appendices. (Copy of Rly. Board No. 2002/Safety-1/6/6 dtd. 13.06.2004)</p> <p>Zonal Railway has been delegated powers to requisition Helicopter/Aero plane for expeditious action in the event of serious accidents vide Railway Board's letter under reference. The subject matter has been reviewed by the Board and the following revised powers are delegated to the Zonal Railways. 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.</p> <p>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:</p> <ol style="list-style-type: none"> Where more than 10 casualties (deaths-cum-serious injuries) are feared and it is difficult for these officers to reach the site within reasonable time. 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.). Where public reaction in case of late arrival of Senior Officers at site is likely to be highly adverse. <p>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. However, for despatching the rescue teams to the site of the accident, separate Helicopter / Aeroplane may be requisitioned, if so needed.</p> <p>The GMs/DRMs may exercise the above powers personally and shall not delegate these powers.</p> <p>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.</p>
19.1	<u>Locations where Aero planes/Helicopters can land over Hubli Division</u>

Sl. No.	District	Location where Aero planes/Helicopters can land
1.	Dharwad	Hubballi air port
2.	Belagavi	Sambre Air force
3.	Gadag	KH Patil stadium/Gadag
4.	Bagalkot	Astrip, NavanagarBGK
5.	Vijayapura	Sainik School Ground BJP
6.	Ballari	Air port BAY
7.	Goa	Goa Air Port
8.	Haveri	Hubballi Air Port
9.	Jindal Airport	Tornagallu

20.0 PASSENGER CARE

20.1

General

- Providing assistance to passengers and their relatives/dependents is of utmost importance in helping them relieve their misery.
- Injured passengers and their relatives/dependents are to be treated with utmost courtesy and sympathy so as to alleviate their trauma and discomfort.
- For dealing with relatives/dependents arriving from far-flung corners of the country, staff fluent in local language of the place from where the train originated, should be used as interpreters.
- Commercial Supervisors & WIs should talk to injured passengers and ascertain if they wish to call their relatives/dependents.
- Injured passengers should thereafter be provided with either mobile or STD phones to enable them to speak to their relatives/dependents.
- Transshipment of unaffected passengers and their clearance from the accident site would be arranged quickly. The officer available in the control Room shall arrange the transshipment on priority.
- Even in case of worst possible accident with adverse and extreme circumstances, all injured passengers would be rescued on priority. Site Manager as well as officer incharge in the control shall monitor the situation to do so.
- In rescue operations, top priority will be given to all passengers in critical condition for immediate medical attention.
- Even in case of worst possible accident, dead bodies would be extricated at the fastest possible speed. The ARMV incharge and officials available at the site of accident should act accordingly.

20.2

Hospitalization of the injured

General policy, in case of railway accidents involving passengers, is that of rapid evacuation of the victims to railway hospital after rendering immediate and necessary first-aid treatment. In case there are no railway hospitals nearby, they are to be admitted in the nearest Government hospitals.

In the following cases, the injured may be taken to a private hospital:

- When there is no Railway or Government hospital available within a radius of say 8 kms. from the site of accident, or
- When the attending doctor certifies in writing that the treatment in private hospital is necessary in the interest of the patient.
- Except where railway doctor certifies, such injured passenger should normally be eligible to the class of accommodation in the private hospitals where different scales are available.
- Where the family of the injured person desires to be provided with a higher-class accommodation, the family should give in writing to pay the extra cost involved directly to hospital authorities.

For this purpose, each division should chalk out a working arrangement with such private hospitals as may be necessary in areas served by them, so that in an emergency, injury cases can be referred to hospitals concerned without loss of time.

- To facilitate matters and to avoid misunderstanding, CMD should draw a list of such private hospitals bearing in mind the Railway and other Government hospitals in the vicinity.

	<ul style="list-style-type: none"> ➤ CMD should also fix the charges to be paid in such cases for each class of accommodation. Complete medical care will be taken of all injured passengers, including payment of medical bills till their final discharge from hospitals. Claims compensation booklets containing forms and other instructions will be distributed to all injured passengers and next of kin of all deceased passengers. ➤ Bills by such private hospitals should be submitted through CMD, who will certify the correctness of charges payable, before forwarding for payment to FA&CAO. ➤ Under this para, payment to private hospitals can be arranged locally by the Railway, and Ministry of Railway's approval is not necessary. ➤ If the injured are admitted in non-Railway hospitals, railway doctors should be deputed to these hospitals to render necessary assistance, including supplying the medicines that are not available in these hospitals. ➤ They should carefully monitor the condition of injured and maintain an updated list with all details. <p>If more than one hospital is involved, apart from deputing doctors to individual hospitals, a railway doctor should also be deputed to co-ordinate and maintain the centralized updated position.</p>
20.3	<p>Facilities to be made available in the hospital</p> <ul style="list-style-type: none"> ➤ There should be a separate reception counter manned by a Commercial Supervisor or by a WI at the entry to the hospital, to deal with relatives/dependents of patients. ➤ A chart should be displayed at this reception counter indicating ward numbers where the patients are admitted, along with their names, coach number wise. ➤ At the entry to every such ward, a second list should display the name of the patient, coach number and the bed number inside the ward. ➤ Commercial staff and WI on duty at that hospital should carry a list indicating the name, address and telephone numbers of relatives /dependents as given by the patient, and should ensure that they have been informed. ➤ Arrangements should be made to inform the next of kin or a relative or friend of the deceased, in case identity of the person involved in accident becomes known. ➤ As each relative arrives, his name should be marked in the list against the passenger's name. ➤ Reception counter should be provided with BSNL telephone with STD facility. ➤ There should be two mobile telephones readily available to be taken to patients inside the wards for making outgoing calls. ➤ Complete medical care of all passengers, including payment of medical bills till their final discharge, should be provided.
20.4	<p>Communication</p> <ul style="list-style-type: none"> ➤ Telephone with STD facility should be made available to passengers to communicate with their relatives/dependents. ➤ BSNL/Railway telephones available at adjoining stations/cabins/towns shall be extended to the accident site. ➤ PCO telephones and other BSNL phones in nearby localities/villages/ towns shall also be extended to the accident site by persuading owners of such phones. ➤ Payments for such telephone connections will be made from station earnings. ➤ Sr. DSTE should hire mobile phones to meet the needs of stranded passengers ➤ Wherever cellular phone connectivity is available, stranded passengers should be permitted to use these phones free of charge.

20.5	<p>Arrival of relatives/dependents</p> <ul style="list-style-type: none"> ➤ After a few hours, next of kin of the deceased and relatives/dependents of injured passengers start arriving at the accident site. ➤ Adequate number of display boards should be available on ARMVs/ARTs for being put up at the accident site. ➤ These display boards should indicate the direction of the Assistance Centre at site. <p>These indication boards should be displayed near those areas where incoming relatives/dependents arrive and congregate.</p> <ul style="list-style-type: none"> ➤ Periodic announcements on loudspeakers should also be made for guiding them to the Assistance Centre at site.
20.6	<p>Taking care of relatives/dependents</p> <ul style="list-style-type: none"> ➤ At the Assistance Centre at site, Commercial supervisors & WIs should be available to guide the relatives/dependents. They should go through the reservation charts and list the dead/injured. ➤ Commercial supervisor or WI shall depute a railway servant to accompany the relatives/dependents to the hospital. ➤ Hired vehicle should be provided for carrying them to various hospitals and mortuary. ➤ The commercial supervisor or WI should stay with the relative until they have either found the injured passenger or identified the dead body. ➤ Thereafter, they should help them in completing all formalities at the Assistance Centre at site.
20.7	<p>Single window clearance</p> <ul style="list-style-type: none"> ➤ Assistance Centre at site should provide single window clearance for all legal formalities and paperwork. <p>It should provide the following facilities:</p> <ul style="list-style-type: none"> ▪ Reservation chart for locating the name. ▪ List of dead and injured along with the name of hospital. ▪ Vehicle, to take the relatives to various hospitals or mortuary. ▪ Railway doctor for issue of medical Death Certificate. ▪ Govt. doctor for issue of post mortem clearance. ▪ Municipality official for issue of Death Certificate. ▪ Local police for handing over of dead body. ▪ Claim counter for payment of ex-gratia and issue of Claim Compensation Form. ▪ Counter to help in performing last rites in case relatives/dependents decide to cremate the body there itself. ▪ Pass counter for issue of return journey pass. ▪ Return journey facilitation counter to make arrangements for return journey.
20.8	<p>Dealing with dead bodies:</p> <ul style="list-style-type: none"> ➤ Adequate number of Safai wala and other health workers who have come to the accident site should be mobilized for this purpose since rescue and relief operations continue for more than 48 hours. ➤ Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances becomes a real problem. Hence target should be made to extricate all dead bodies within 24 hours ➤ Dead bodies should be dealt with coach wise; otherwise bodies taken out from different coaches' get mixed up. ➤ 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. ➤ Shift dead bodies from coaches to a nominated place at the accident site with the help

	<p>of paramedical staff, SJAB, Scouts, Civil Defence personnel, other railway staff and non-railway volunteers available at site.</p> <p>Put dead bodies in body bags.</p> <ul style="list-style-type: none"> ➤ Put label written by Marker pen on each dead body in the pocket provided in body bag. <p style="margin-left: 40px;">- Date _____</p> <p>Dead body Serial No. _____</p> <ul style="list-style-type: none"> - Name _____ - Age _____ Sex _____ - Coach No. _____ <ul style="list-style-type: none"> ➤ 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. ➤ 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. ➤ If possible each body should also be video photographed. ➤ 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. ➤ After this, bodies will be handed over to GRP or Local Police for safe custody. ➤ Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.
20.9	<p>Preservation of dead bodies:</p> <ul style="list-style-type: none"> ➤ Numbering and photography of bodies should be done even when relatives are on hand to claim the body. ➤ 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. ➤ 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. ➤ This problem is further compounded in unreserved coaches where no reservation charts are available. ➤ Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification. ➤ Arrange for hiring of a couple of big halls for keeping dead bodies. ➤ Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary. ➤ A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building or the like temporarily. ➤ Arrange to move dead bodies to nominated buildings being used as temporary mortuaries. Bodies likely to be hold for more days should be embalmed. ➤ Bodies should be neatly lined up with their numbers prominently displayed, and kept, coach-wise. ➤ Notice Board outside the building should display the room nos. where bodies extracted from a particular coach have been kept. ➤ These details should also be posted on a notice board outside each room. ➤ This will prevent unnecessary handling of bodies, which in any case would be in an advanced state of decomposition. <p>For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.</p> <ul style="list-style-type: none"> ➤ Procure following items from local market for dealing with dead bodies if sufficiently

	<p>not available in the accident relief train:</p> <ul style="list-style-type: none"> • Shrouds, • Polythene bags, • Coffins, • Dry ice. <p>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.</p>
20.10	<p>Stay of relatives/dependents of dead and injured</p> <ul style="list-style-type: none"> ➤ Commercial supervisor or WI deputed with relatives/dependents should arrange for their stay and accommodation also. ➤ Depending upon the need, accommodation in hotels/dharamshalas should be hired for accommodating passengers. ➤ Arrangements should be made for their meals etc.
20.11	<p>Performance of last rites</p> <p>In many cases relatives/dependents decide to perform the last rites at the place of accident itself.</p> <p>Necessary assistance should be rendered to relatives/dependents in locating:</p> <ul style="list-style-type: none"> ➤ The nearest cremation or burial ground as the case may be. ➤ Shopkeepers who sell necessary material for funeral rites ➤ Priest for performing the ceremony. ➤ The above information should be conveyed to relatives/dependents and transport provided for carrying the body. ➤ Commercial supervisor or WI should help the relatives/dependents in this endeavor.
20.12	<p>Departure of relatives/dependents of dead and injured</p> <ul style="list-style-type: none"> ➤ Assistance Centre at site should have counters to help the relatives/dependents plan their return journey. ➤ Personnel branch staff at the Assistance Centre at site should be available for issuing complimentary passes for their return journey. ➤ Reservation of berths should be provided on trains. ➤ Extra coaches should be attached to trains going to the destination station for the next two or three days. These extra coaches should be brought in locked condition from the originating station. ➤ Space should be reserved in SLRs to carry dead bodies in coffins, etc. in case they so desire. <p>(a) Number of dead and injured – Medical Department:</p> <ul style="list-style-type: none"> ➤ Medical department at site should confirm the number of dead. ➤ Doctors in charge of various teams working on different coaches should give 3 hours report to Medical counter in SO who in turn will inform MSO. ➤ Number of injured passengers. ➤ Type of injuries, whether grievous, minor or trivial. ➤ Names of injured, and names of various hospitals where injured have been sent. <p>(b) Identification of dead bodies – Commercial Department:</p> <ul style="list-style-type: none"> ➤ Ex – gratia paid to injured. ➤ Number of dead bodies identified. ➤ Ex – gratia paid to the relatives of dead. ➤ No. of bodies handed over to relatives. <p>(c) Number of coaches dealt with – Mechanical Department:</p> <ul style="list-style-type: none"> ➤ No. of coaches thoroughly searched. ➤ No. of coaches made off track. ➤ No. of coaches yet to be dealt with.

21.0 PAYMENT OF EX-GRATIA

21.1

Classification of injuries

(1) Injuries are classified as under: -

(i) 'Serious' (include 'grievous' injuries as defined below; **also refer Para 15.02 & 15.03**)

(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 Rule No.709. Para 1428 of Indian Railway Establishment Manual, Ministry of Railway's letter No.68/Safety/43/ 19, dtd.25.02.1969 and sec.320 of the Indian Penal Code).

21.2(i)

Amount of ex-gratia

The amount of ex-gratia relief payable to the bonafied passenger/dependants involved in train accident as per Railway board letter no. 2016/TC-III/27/1/SWR, Dated 09.02.2016 are as under:-

Sl. No	For train accidents/untoward incidents	Rupees
1	In case of death	Rs. 2,00,000/-
2	In case of grievous injury	Rs. 50,000/-
3	In case of simple injuries	Rs.10,000/-

The revised rate and condition for payment for ex-gratia relief in case of grievously injured passengers who are hospitalized in case of Train Accident as defined under section 124 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. 25000/- lump sum.
Thereafter at the end of every 10 days period or discharge, whichever is earlier.	Rs. 300/- per day.
The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	

Note:- Sr.DMO shall also keep track of such injured person taking treatment in other than Railway Hospitals. Sr.DCM/DCM shall keep co-ordination with Sr.DMO for the purpose and arrange payment of ex-gratia as per above chart, at the doorstep of injured person. Every care shall be taken by Sr.DCM/DCM to avoid any inconvenience to injured person in such cases.

21.2(ii)

For manned level crossing gate accidents:

The amount of ex-gratia payable to the dependants of dead or injured, to road-users involved in Train Accident due to Railway's prima-facie failure at manned level crossing should be as under:

In case of death	Rs. 50,000/-
In case of grievous injury	Rs. 25,000/-
In case of simple injuries	Rs.5000/-

	<p>Note:</p> <p>(i) No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.</p> <p>The amount of ex-gratia relief admissible to road users who meet with an accident due to Railway's prima-facie liability at Manned Level Crossing/Gate.</p> <p>i) Accident will be counted towards the amount of compensation payable, if action is tenable against the Railways under the Law of Torts and an award is actually granted by a Court of Law.</p>
--	--

	<p>ii) Ex-gratia payment should also be made to railway servants killed or injured by a moving train while performing their duty for example, gagman working on track run over accidentally by a moving train.</p> <p>iii) Payment should be sanctioned / arranged preferably on the spot by a senior scale or higher officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.</p> <p>iv) The ex-gratia relief will be exclusively for passengers who are grievously injured in train accidents or untoward incidents as defined under section 123, read with section 124/124-A of the Railways Act, 1989.</p> <p>v) 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/ injury of passenger in train accidents/untoward incidents and to the road users who meet with an accident due to Railway's prima facie liability at Manned Level Crossing Gate Accident be paid in cash and the remaining portion of the enhanced ex-gratia be paid by account payee cheque. The position is tabulated as under:</p>
--	--

Sl. No.	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 by the Hon'ble Minister of	
			By Cash	By Cheque
1.	In case of Train Accident (Section 124 of the Act).			
i)	In case of death	Rs. 50000/-	Rs. 50000/-	Announced amount of ex-gratia minus Rs. 50000/-
ii)	In case of grievous injury	Rs. 25000/-	Rs. 25000/-	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 (Sec – 124-A of the Act)			
i)	In case of death	Rs. 15000/-	Rs. 15000/-	Announced amount of ex-gratia minus Rs. 15000/-
ii)	In case of grievous injury	Rs. 5000/-	Rs. 5000/-	Announced amount of ex-gratia minus Rs. 5000/-
iii)	In case of simple injury	Rs.500/-	Rs.500/-	Announced amount of ex-gratia minus Rs. 500/-
3.	In case of Accident at Manned Level Crossing (due to Railway's Prima facie liability)			
i)	In case of death	Rs. 50000/-	Rs. 50000/-	Announced amount of ex-gratia minus Rs. 50000/-
ii)	In case of grievous injury	Rs. 25000/-	Rs. 25000/-	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/-

21.3 Withdrawal from 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 incharge 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
Station Manager

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 DAO 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 acquaintance of the payee with necessary revenue stamp wherever due to DAO.

	<p>(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.</p> <p>(i) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by the executives.</p> <p>No.1 of 1990) (Jt. Commercial & Accounts Procedural Order</p>
--	---

22.0 ASSISTANCE FROM NON-RAILWAY RESOURCES

22.1

MOU with State Governments & Relief Commissioners

Karnataka state Government has privatized the trauma care units in the state and it is provided at all important places like district head quarters and can be contacted on phone No.108 on land line as well as mobile phone. Immediate medical and logistic support will be arranged with or without any remuneration. The golden hour concept can be met with the assistance of the trauma unit of the state government.

With the provision of existing ARTs/ARMVs, the railway administration may not be able to reach the site of accident in reasonable time, say within 2 hours in all cases. So, HLC has proposed to enter into an MOU with the State Governments so that Railway and District Administration can join hands for mutual assistance in case of Railway/ Non-Railway disasters. Railways may provide road mobile Accident Rescue & Relief Van and state government may provide necessary medical/ paramedical support for their manning and deployment.

To achieve the above-mentioned objective, Railways have addressed to State Secretaries and they have nominated District Commissioners as nominated officer for rescue and relief operation.

Nominated Sr.DME and Sr.DMO are proposed as Relief Commissioners for ensuring co-ordination between Railway and civil authorities.

Relief commissioners of relevant states are mentioned below, they also can be contacted for assistance in case of any disaster.

<p><u>Karnataka</u></p> <p>Phone 080 22252731/ Ph. No. 080 22032582</p> <p>Fax 080 2256384 Mob 9844311646</p> <p><u>Goa</u></p> <p>Phone 0832 2223957 Mob 09822176182 Fax 0832 2223957</p>	<p><u>Maharashtra</u></p> <p>Phone 022 22025274</p> <p>Fax 022 22855920 Mob 09820674203</p> <p><u>Tamilnadu</u></p> <p>Phone 044 28523299 Fax 044 28546624</p>	<p><u>Andhra Pradesh</u></p> <p>Phone 040 23456005</p> <p>Fax 040 23452044 Mob 09989334893</p>
--	--	---

22.2

NON RAILWAY OFFICES:

KARNATAKA STD Code – 080

Designation	Office	Residence	Mobile
Chief Minister	080-22253414 / 22253424		
Chief Secretary	0808-22251653 Fax. 22258913	22353124	9880003696
Home Secretary	22256774 Fax.22256774	25355353	9845666077
DGP	22942111 Fax.22211803	22293525 23516888	9741262262
ADGP (L&O)	22211834 22942103	26684668	9449084688
State Police Control Room	22211777	---	---
Disaster	22032582	23512222	9448290807

Management Agency(Secretary)	Fax. 22354321		
Dy. Secretary	22392451 Fax. 22354321	23118988	9449446182

ANDHRA PRADESH

STD Code- 040

Designation	Office	Residence	Mobile
Chief Minister	23452933 23455205 23456698	23410088 23410333 23410666	9393353358 9848782014 9848782040
Chief Secretary	23452620 23455340	23398655	9848054504
Home Secretary	23093003 23093031 23250426	23013058 23544373	9849987324
DGP	23232831	23400081	9440795499
ADGP (Railways)			
State Police Control Room	23234488		
DM Agency			
Director General	040-232548487 040-23557584(F)		9248032072

22.3 CO-ORDINATION WITH DEFENCE SERVICES

Headquarters integrated Defence Staff (Operations Branch), Ministry of Defence has been tasked to coordinate responses to various disasters at the national and international levels. DACIDS (Op Lgs) has been nominated as the first contact point. Also any requests sought from services on matters relating to disaster management, be routed through this Officer only. In case any urgent assistance from any of the wings of the Armed Forces (Air force, Navy & Army), the nodal Officer is the Director (Op Lgs)/HQ integrated Defence Staff at New Delhi. He may be directly contacted at the below mentioned telephone numbers for seeking any kind of assistance including air support by GM, DRM, CSO, in case of railway disaster.

Telephone numbers of Director (Operational Logistics)

DACIDS (Op Lgs) : 011 - 23017897 (O) 25686071 (R), 23017899 (Fax)

22.4 Armed Forces Units located in proximity of Rly Divisions & Contact Points:

Rly Divn	Area/Sub Area/Stn HQ	Med Units
UBL, SBC & MYS	KK & G Sub Area, Stn HQ: Bengaluru	Comd AF Hosp

A. Defence Contact Points:

	Place	Designation	STD Code	Phone No.	STD Code	Phone No.
1	Head Quarters	Director (Operational Logistics)	011	23017897(O)	011	25686071(R)
	DELHI	Naval HQ				
	MUMBAI	Duty Officer	022	22630550 22751106 22751107 Fax. 22650977		
	VISHAKHAPATANAM	Duty Officer	0891	2577240		
	KOCHI	Duty Officer	0484	2662793		
2	BENGALURU	STN. HQ.	080	25591722		

3	BELAGAVI	STN COMM. Group Captain Army-Maratha Light Infantry	0831	2445640		
		Air Force Station, Sambre		2562704		
		N.C.C.		2420349 / 2424205		
4	VASCO DA GAMA	Naval Flag Officer Commanding	0832			2513829
		Rear Admiral		2513452		
				2513920		
		Ins-Mandovi		2402010 / 2401056		
		Flag Officer (Ins-Mandovi)		2501193		
		Army - Stn. Commander		2225275 / 2226247		2225780
		Coast Guard Commandant		2520734		2531947
		Coast Guard – Duty Officer		2531804/ 2531806		
		CISF - Commandant		2521210		2521211

B. AIR FORCE STATIONS

Sl. No	Nodal Officer/Points	Office	Res.	Mobile
1.	Director (Operational Logistics)/ Headquarters Integrated Defence Staff at New Delhi	011-23017897	011-25686071	9810856633
2.	Naval Headquarters (War Room) Director of Naval Operation	011-23017616		
3.	Duty Officer (Maritime Operations Centre), Headquarters WNC, Mumbai	022-22630550		
4.	Duty Officer, (Maritime Operations Centre), Headquarters, ENC, Visakhapatnam.	0891-2577240		
5.	Duty Officer, (Maritime Operations Centre), Headquarters, SNC, Kochi	0484-2662793		

C. NAVAL BASES

Sl. No.	Nodal Officer/Points	Office	Res.	Mobile
1.	Naval Headquarters (War Room) Director of Naval Operation	011-23017616		
2.	Duty Officer (Maritime Operations Centre), Headquarters WNC, Mumbai	022-22630550		
3.	Duty Officer, (Maritime Operations Centre), Headquarters, ENC, Visakhapatnam	0891-2577240		
4.	Duty Officer, (Maritime Operations Centre), Headquarters, SNC, Kochi	0484-2662793		

A.	H.Q. Commandant Belagavi.	...	0831-2406240.
B.	Dy.Commandant/BGM	...	0831-2406650.
C.	Commanding Officer, Military Hospital/BGM.	...	0831-2406500.
			0831-2406502.

22.5

Email addresses of IMD & CWC

S. No.	Department		Website
1.	India Meteorological Department	Weather Forecasting	www.imd.gov.in
2.	Central Water Commission	Flood Forecasting	http://cwc.nic.in

22.6

Assistance from Non- Governmental Organizations.

List of NGOs who have given oral consent to provide assisting during rail disaster is appended below.

HUBBALLI DIVISION

S.No.	Name and Address of NGOs	Phone/Mob. No.
1	Kundan Ispat Pvt. Ltd	9948283715
2	Contonment Board, Belagavi	(0831) 2424401
3	Maratha Light Infantry, Belagavi	(0831) 2428730
4	Ugar Khurd Shugar Factory	(08331) 272232
5	Privatal Local Hospital, Khanapur	08336222292
6	Dr. Krishna Mohan	9242391694
7	Jindal Factory, Sanjeevini Hospital	(08395) 262313
8	Shri Basava Decorator, Tadval	942107165 (02181) 259251
9	VRL Travels, Hubballi	(0836) 223756 (08362237565)
10	Southern Tourist, Hubballi	(0836) 2353027 (0836 221077)
11	National Travels, Hubballi	(0836 2365921)
12	Naaz Water Pipe Pandal, Hubballi	(0836) 2362655
13	Niranjan Tarpacilin Industries	(0836) 2365069
14	S.D.M Hospital, Sattur, Dharwad	(0836) 2461611
15	KIMS Hospital, Hubballi	(0836) 2372222
16	Municipal Hospital, Dharwad	(0836) 2442051
17	Dr. Hiremath Hospital, Alnavar	(0836)2385978
18	Dr. K.B. Patil, Hospital, Alnavar	(0836)2385688
19	German Hospital, Kelgeri Road, Dharwad	(0836) 2442258 (0836)2436991
20	Vivekanand, Hospital, Hubballi	(0836) 2251002
21	R.B.Patil Hospital	(0836) 2228214
22	Food Light, Vasco-da-Gama	(0836)2364076 (M)9448111076
23	Sanjeevini Hospital, Vasco-da-Gama	(0832)2510021
24	Pai Hospita, Vasco-da Gama	(0832)2513641
25	Mahesh Electricalls & Lighting, Vasco	(0823)2519018 (M)9822485572
26	Mr. Rocky(Tents), Vasco-da-Gama	(0823)2513779 (M)982215520
27	Sushrushalaya Sanvordem	(0932)2650600
28	Rohit Equipments, Old Goa	(0832)2286313 (0832)2286113
29	Al-Ameen Hospital, Vijayapura	(08352)270250
30	BLDE Hospital, Vijayapura	(08352)226770
31	Civil Hospital, Miraj	(0233)2232091
32	Civil Hospital, Sangli	(0233)2374651
33	Mission Hospital, Miraj	(0233)2223291
34	Vasant Dada Blood Bank, Miraj	(0233)2222319
35	India Red Cross Society, Sangli	(0233)237044
36	K.L.E. Society, Belagavi	(0831)2373777
37	Dr. Vinayak Patil Hospital	9448231258
38	Rampur Hospital, Koppal	(08539)230345
39	NMDC Yasoda, Hospital	(08395)260360
40	L.V. Nursing Home, Ballari	(08392)266815
41	Murthy Nursing Home, G. Nagar, Ballari	(08392)254934

23.0 IMPORTANT DEFINITIONS & CONCEPTS

23.1	<p>Threshold Value</p> <p>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</p> <p>(a) Threshold value of Railway property, loss of which is fixed at 1 lakh rupees.</p> <p>(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.</p> <table><tr><td>Interruption</td><td>BG - A, B, C or D Spl. routes (In hrs.)</td><td>BG - D, E Spl. routes (In hrs.)</td><td>BG-E, (In hrs)</td></tr><tr><td>Total</td><td>3</td><td>4</td><td>6</td></tr><tr><td>Total +Partial</td><td>6</td><td>8</td><td>12</td></tr></table> <p>Duration of interruption is defined as duration from the time of accident till starting of first train on line clear from adjacent station for movement over the effected line in that section.</p>	Interruption	BG - A, B, C or D Spl. routes (In hrs.)	BG - D, E Spl. routes (In hrs.)	BG-E, (In hrs)	Total	3	4	6	Total +Partial	6	8	12
Interruption	BG - A, B, C or D Spl. routes (In hrs.)	BG - D, E Spl. routes (In hrs.)	BG-E, (In hrs)										
Total	3	4	6										
Total +Partial	6	8	12										
23.2	<p>Grievous Injuries:</p> <p>For purpose of these statistics should be taken as injuries as defined in section 320 Of Indian Penal Code reproduced below for ready reference.</p> <p>Following kinds of hurt only are designated as ‘grievous’:-</p> <p>a) Emasculation.</p> <p>b) Permanent privation of the sight of either eye.</p> <p>c) Permanent privation of the hearing of either eye.</p> <p>d) Privation of any member of joint.</p> <p>e) Destruction or permanent impairing of the powers of any member or joint.</p> <p>f) Fracture or dislocation of a bone or tooth.</p> <p>g) Any hurt which endangers life, or which causes the sufferer to be, during the space of Twenty days, or in severe bodily pain or unable to follow his ordinary pursuits.</p>												
23.3	<p>Simple Injuries</p> <p>(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.</p> <p>(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.</p>												
<p style="text-align: center;">24.0 <u>HOSPITAL DISASTER MANAGEMENT PLAN</u> (MEDICAL PREPAREDNESS IN HOSPITALS)</p>													
24.1	<p>Brief: South Western Railway has well established Central Hospital at Hubballi and in addition Divisional Hospitals at Bengaluru & Mysuru and also dispensaries at important places. Central Hospital and Divisional Hospitals have all modern facilities.</p>												
24.2	<p>Formulation of Hospital DM Plan:</p> <p>This Hospital Disaster Management Plan will come into effect when competent authority GM/SWR, CSO/SWR, CMD/SWR, DRM/UBL or any officials declares an incident as a Disaster or come into effect if any Central Govt. /State Govt. agency declares a major incident, a disaster and when medical facilities of the Railways is asked to give assistance.</p> <p>This plan come into effect when there is mass causality resulting from Mass Casualty Events (MCE) occurred away from the Hospital or in situation when Hospital itself has been affected by a disaster – like fire, explosion, flood or earthquake.</p>												

24.3	<p>The goals in a case of Mass causality event away from the Hospital – not affecting the Hospital.</p> <ol style="list-style-type: none"> 1. To control a large number of patients and the resulting problems in an organized manner. 2. To enhance the capacities of admission and treatment. 3. By treating patients based on rules of individual management, despite their being a greater number of patients. 4. By ensuring proper ongoing treatment for all patients who were already present in the hospital 5. By smooth handing of all additional task caused by such an incident. 6. To provide medications, medical consultations, infusion, dressing materials and any other necessary medical equipments.
24.4	<p>Goals in case of Mass causality events affecting the Hospital itself.</p> <ol style="list-style-type: none"> 1. To protect life environment and property inside the Hospital from any further damage <ul style="list-style-type: none"> - By putting into effect the preparedness measures - By appropriate action of the staff who have to know this task in such a situation. - To re-establish as quickly as possible and in an orderly situation enabling the Hospital to return to normal work condition.
24.5	<p>Contingency Plan for the injured:</p> <p>The injured patients belonging to the same emergencies are categorized as under for rendering assistance in an organized manner.</p> <p>Category 'A': Patients in critical condition – coded Red</p> <p>Category 'B': Patients in serious but not life threatening condition – coded Yellow</p> <p>Category 'C': Walking wounded patients – coded Green</p> <p>Based on these, injury categorization, we will classify the contingency plan into three classes:</p> <p>Class 'A' Contingency plan:</p> <p>This plan is put into practice when number of expected injured patients belonging to single accident is less than 05. In this plan there is no disruption to the normal and routine work of the Central Hospital.</p> <p>Class 'B' Contingency plan:</p> <p>This plan is put into practice when number of expected injured patients belonging to single accident is 05-10. In this plan there is minor disruption of the day to day functioning of the Hospital with some readjustments like postponement of routine surgeries, procedures, and check up camps, health education programmers etc., discharging of stable improving patients, utilizing beds in special wards semi – special wards post operative ward, sick sisters ward etc., To call back doctors and group 'C' and 'B' staff from rest or duty-off.</p> <p>Class 'C' Contingency plan:</p> <p>This plan is put into practice when number of expected injured patients belonging to single accident is more than 10. In this plan there is disruption of routing works, there will be only general OPDs functioning. There will be no specialist OPD till the situation improves, postponement of all routine surgeries, procedures, and check up camps, Health education programmers etc., discharging of stable improving patients, utilizing beds in special wards semi-special wards, post operative ward, sick sisters ward etc., the corridors of the wards, present conference hall and some empty rooms are converted into Temporary wards. To call back all doctors and group 'C' and 'B' staff from rest or duty-off and if required call back from leave. Pharmacy, Laboratories, Stores, X-ray room, Operation theatres will function for 24 hours till situation improves, will stop admitting non emergent patients.</p> <p>There may be change in contingency plan as per situation requirement by Medical Incident Command.</p>

24.6	<p>Hospital Disaster Management Plan:</p> <ol style="list-style-type: none"> 1. The medical command authority will be – CMD/MD/CMS/ Sr.MS/Admn./ Senior most doctor available. 2. The central control location will be MD’s Chamber/Sr. MS/Admn. /Duty doctors’ room. 3. There is a plan to have hospital siren system which will give information regarding type of contingency plan in action or type of event like WMD events. 4. After the incident, the duty doctor in consultation with medical command authority should make arrangements for blowing hospital siren. After siren the nursing staff and group ‘D’ for alternative ward should come to causality immediately. After the siren all doctors & staff who are on duty or off-duty should come to Causalty at the earliest. (within 15 to 20 minutes) Duty Pharmacist should inform all the other doctors and designated staff specially CMD, MD, CHD and Dy. CMDs, Sr. MS/Admn, all Specialist and doctors, ANOs, APHOs, Chief Matron and Ward matrons, OT staff ICCU staff, Chief Pharmacist, staff of surgical and Medical stores, staff of Lab. And X-ray dept., and staff of kitchen. Then, one Medical Team will move to accident site whenever required by MRV/Road Ambulance and remaining staff will stay back in hospital and prepare themselves to receive the injured persons and render all necessary treatment. 5. The reception and Triage will be in Causality where patients are received and initial treatments will be given, in causality male OPD, medical OPD, skin OPD after examining the patient. Minor OT will be used for doing minor operations or immediate emergency procedures and major dressings will be done. Minor dressings will be done in dressing room. Dialysis room can be utilized for treating immediate emergencies and resuscitations. The patient will be colour coded according to the kind of treatment they deserve. 6. Red – Immediate resuscitation 7. Yellow- Patients life threatening injury 8. Green – Walking wounded 9. Black – Dead 10. Additional medicines, dressing materials & saturate materials will be kept for the purpose. A dedicated disaster store will be commissioned in causality or nearby. 11. After initial treatment and resuscitation in Causality, patient will be shifted to ICCU, operation theatre or wards as per the requirement. 12. Necessary operations, procedures or resuscitation will be done in operation theatres, ICCU and wards. For this visiting specialist and on call specialists are called wherever required. 13. When number of cases coming to Hospital is beyond the capacity of the Central Hospital or when requires some specialized care, the cases will be referred to referral hospitals like KIMS, Vivekananda Hospital, Co-operative Hospital, SDM Medical college Hospital etc. 14. Necessary extra registers and papers will be kept in causality, all other areas for proper documentation and medico legal registration. 15. Kitchen staff will provide food and refreshment to new patients and also medical staff as per the need. 16. Hospital ambulance and also ambulance of nearby Hospitals are used for shifting cases from incident site to Central Hospital or from Central Hospital to referral hospital. 17. List of Hospitals having ambulance and their phone Nos. will be kept. In the causality. 18. Communication will be done by present Railway phones. It can be improved by providing Hospital intercom or Walkie talkie. 19. For security purpose the RPF and Civil police are called for.
------	---

	<p>20. The dead bodies after examination by Doctors will be shifted to mortuary after noting all the details. Shift Mortuary shed will be erected if bodies are more. Later the bodies will be handed over to Civil Police for post mortem in KIMS. Health Inspector staff will help in doing this task.</p> <p>21. Decontamination of patients will be done in front of new causality within the compound in case of chemical and Radiological events.</p> <p>22. Family welfare room and Dormitory can be utilized for patients' relatives and non-wounded victims who are waiting and Family welfare staff can help in this regard.</p> <p>23. Personal protection equipments and detection devices are required during handling of patients for events like radiological, chemical and biological events which will be procured at the earliest.</p> <p>24. Media briefing will be done in MD's chamber or CMD office.</p> <p>25. In any case Central Hospital is involved in the event, the patients will be shifted to North Institute, Kalyan Kendra, Officers' Club and Centenary Hall etc.</p>
24.7	<p><u>Hospital Disaster Committee</u></p> <p>For implementing of a Hospital Disaster Management Plan, a Hospital disaster committee will be formed with following members: CMD, CHD, Dy.CMDs, MDs, CMS, Sr. MS/Admn., all specialists, In-charge Doctors of all OPDs including casualties, ANOs, APHO's MD and CMS Office OS, OT, ICCU, Indian and Ward In-charge Store in-charge, Doctors & Pharmacists, Hospital In-charge, RPF Inspector, Hospital kitchen In-charge, Family Welfare in-charge and Hospital Unions. Regular meeting of Hospital Disaster Management Committee will be done at least quarterly. Regular revision of Hospital Disaster Plan will be done along with the Disaster Management Plan of S.W.Railway.</p>
24.8	<p><u>Staff Education and Training:</u></p> <ol style="list-style-type: none"> 1. Training of all staff involved in Hospital Disaster Management Plan will be done by conducting refresher courses, Disaster Drill, table top drill, partial evacuation/non evacuation drill. 2. Doctors and some related staff will be trained in management of WMD events/ CBRN disaster 3. Training of doctors and Hospital staff will be done as per NDMA's guidelines. 4. Help in training from nearest National Disaster Response Force will be taken i.e. commandant, 145 Battalion, CRPF, Pune/Maharashtra.
24.9	<p><u>Objectives and Goals of a Hospital Disaster Plan:</u></p> <p>The main objective of a hospital disaster plan is to optimally prepare the staff and institutional resources of the hospital for effective performance in different disaster situations.</p> <p>The hospital disaster plans should address not only the mass casualties which may result from MCE that has occurred away from the hospital, but should also address the situation where the hospital itself has been affected by a disaster –fire, explosion, flooding or earthquake.</p> <p>In the NDMA's Guidelines on Medical Preparedness and MCE, in item 4.3.6 (page 59) under the heading "Hospital Preparedness" duties have been specified for Hospitals. There is a need to lay down a system that there should be sharing of facilities amongst Hospitals in big cities which have a number of them. Some of them may be earmarked as "Speciality Hospitals"; others only as General Hospital to treat General Casualties.</p> <p>The Railway Hospitals need not be in the category of a "Specialty Hospital" as they do not have specialized expertise for specific diseases.</p>

24.10	List of hospitals, Private and Government over the territorial jurisdiction of Hubli Division is appended below, with facilities available.
IMPORTANT HOSPITALS WHICH HAVE ACCIDENT TRAUMA CARE FACILITIES IN HUBBALLI DIVISION	

A. Hospitals:

S. No.	Hospital Name	Station	STD Code	Phone No. (O)	Phone (R)
1	Civil Hospital, Gandhi Chouk	MRJ	0233	2232091	2232093
2	Govt. Hospital	KUD	08331	235769	
3	Govt. Hospital	RBG	--	--	9986898327, 9449816189, 9448149150
4	Govt. Hospital	GKK	08332	226662 & 227275	
5	Govt. Hospital	BGM	0831	2420173	
6	KLE Hospital,	BGM	0831	2473779 Ext: 102	
7	Dr. Satish Kabe	LD		--	
8	Govt. Hospital	LWR	0836	2385340	
9	KIMS	UBL	0836	2372222, 2263653	
10	Vivekananda Hospital	UBL	0836	2251002	
11	Govt. Hospital,	GDG	08372	278503	250933
12	Civil Hospital	GDG	08372	274021	
13	Govt. Hospital	KBL	08534	230444	
14	VIMS	BAY	08392	235414, 235219 & 235230	
15	Govt. Hospital	HLAR	08381	266038	
16	Govt. Hospital	BDM	08357	220111	
17	Govt. Hospital	BGK	08354	236260	
18	Medical College, Hospital	BGK	08354	235400	
19	Govt. Hospital	LMT	08426	281448	
20	A.L.Amin, medical College, Hospital	BJP	08352	270009 & 270250	
21	Govt. hospital	BSRX	08426	280036	
22	Govt. Hospital,	IDR	08359	225200 & 225168	
23	Civil Hospital	SVM	0832	2650566	
24	Churchorem Govt. Hospital	QLM	0832	2714354	
25	Appallo Victor Hospital	CSM	0832	2728888	
26	Govt. Medical College	Panaji	0832	2458727	
27	Chikalim	VSG	0832	2540864	

B. AMBULANCE 108

S. No.	Hospital Name	Station	STD Code/No	Phone No. (O)	Phone (R)
1	Shakuntala Nursing Home	Hubballi		M. No. 9449594495	
2	Vivekananda Hospital	Hubballi	0836/2251002	M. No. 9900224385	
3	Hubballi Scan Center	Hubballi	0836/2228278		

C. BLOOD BANK

S. No.	Hospital Name	Station	STD Code	Phone No. (O)	Phone (R)
1	KIMS Blood Bank	Hubballi	0836	2272908	
2	Jeevanavar Blood Bank	Hubballi	0836	2278320	
3	Cancer Hospital, Navanagar,	Hubballi	0836	2222865	
4	Surekha Blood Bank	Hubballi	0836	2253450	
5	Jituri Blood Bank	Hubballi	0836	2278320	
6	MR Diagnostics	Hubballi	0836	2253450	
7	Janata Blood Bank	Hubballi	0836	2253450	

25.0 CHEMICAL DISASTERS

25.1 HAZARDOUS GAS EMERGENCIES (Including Guidelines of NDMA)

National Disaster Management Authority (NDMA) has issued guidelines on the management of chemical disasters. These guidelines are directed more towards their prevention and mitigation of their effects.

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) 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.

Rules for carrying dangerous (hazardous goods) by rail have been legislated in the 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) are dealt in bulk on the railways whereas other classes of dangerous goods are dealt in piecemeal/small quantities in parcel vans/SLRs. Railways may refer to the specific paras pertaining to all these classes of dangerous goods. However, important relevant details of the popular classes (II, III and VIII) of dangerous goods are detailed as under:

25.2 Liquid Petroleum Gas: Important properties of LPG from point of view of safe handling and tackling emergencies are as under:

- LPG is a mixture of mainly propane (25% to 45%) and butane (75% to 55%) and some quantity of propylene and butylenes.
- As liquid, LPG is lighter than water (density 0.52 to 0.57 gm/cc at 15°C). As gas, LPG is 1.4 to 2.1 times heavier than air. When liquid LPG converts to gas in case of leakage to atmosphere, it expands heavily (230 to 270 times). During leakage in still air, LPG tends to settle at floor level.

Volumetric expansion of LPG with temperature is 10 times than that of water and 100 times than that of steel. Adequate vapour space should be left in LPG pressure vessel and it should never be overloaded. Leakages will increase with rise in temperature.

- LPG is highly inflammable. It becomes explosive when mixed with air more than 2% by volume.
- LPG catches fire instantly on coming in contact with a source of ignition such as flame, spark, lighted match stick, cigarette, beedi etc. without source of ignition, LPG will not catch fire till 410°C.
- In case of continuous LPG leak, a source of ignition even far away can ignite the escaping

vapour. The fire may also travel back to the source of leak, engulfing the leaky wagon.

- Normally LPG is stored in refrigerated state (boiling point -15°C to 0°C).
- When pressure is released and liquid LPG changes to vapour, heat required for vaporization is picked up from surroundings. The liquid product while evaporation can become cold enough to cause frost burns on bare flesh. Protective gloves should be worn when there is possibility of skin contact with liquid LPG. During evaporation from leak source, water vapour also condenses from the air forming a visible cloud.
- LPG is not poisonous. It does not contain toxic gases like carbon-monoxide. However when a person comes in contact with large amount of LPG in a closed space, difficulty in breathing can occur due to lack of oxygen. Liquid LPG handled without protective clothing can cause cold burns.
- Warning symptoms when breathed in sufficient quantities – stomach upset and headache.
- To facilitate detection of LPG leakage, it is mixed with ethyl mercaptan to impart a foul odour resembling that of rotten eggs.

Note: A wagon which has held LPG earlier and is “empty” is potentially dangerous. In this state, in case of a leaking or open valve, air can diffuse inside and mix with residual LPG at atmospheric pressure to form an explosive mixture. Valves and bleeder caps of “Empty” wagons should always be kept closed.

a. Leakages in LPG Wagons:

Leakage occurs from barrels of tank wagons due to –

- Damaged barrel.
- Defective dome fittings – improperly tightened or become loose during run.
- Defective valve seals, gaskets and corrosion from seating area.

b. Precautions:

1. Nearest Railway Authority, Oil Company and fire brigade to be informed. Directions should be obtained from Divisional C&W Controller.
2. When leakage is detected, all lights and fires in vicinity should be extinguished / removed. Incandescent electric lights can be used. As LPG vapour mixed with air remains suspended at a lower level, this area must be kept free from sources of ignition.
3. Locomotives should be kept away from site.
4. Personnel should keep to the windward side of the leakage.
5. Spectators should be kept away and instructed not to smoke.
6. Earth should be spread over the surface on which LPG has leaked.
7. In case inspection of dome fittings is required to be done, the wagon has to be moved to a non-wired line. Alternately, power block with protective earthing on both sides has to be taken to inspect the dome fittings.

In case of leakage from dome fittings, a **trained fitter equipped with proper tools** should first identify the location of leakage using soap water, and then attend as under-

8.

- Leakage around Valve securing bolts – tighten the bolts using non-sparking tools. Excessive force not to be used. If leakage persists, it indicates defective seal.
- Leakage from Education Valve – Tighten the valve from wheel without using excessive force. If leakage does not stop, it indicates defective valve seal.
- Leakage from Safety Valve – It may be due to valve performing its function of relieving extra pressure or due to defect. Pouring of cold water over outer surface of barrel can help to reduce leakage.
- Leakage from Thermometer Well – It is very dangerous situation as thermometer well is practically the part of barrel. Tighten top nut to stop the flow of liquid. Do not overtighten as removal of nut. It will worsen the situation.
- Physical damage to barrel – immediately isolate the tank and notify all concerned.

	<p>9. Leak wagon should be removed to an open area if so advised by control.</p> <p>10. Arrange for sufficient quantity of water and activate the existing fire-fighting system to handle any emergency.</p> <p>c. DO'S:</p> <ul style="list-style-type: none"> ▪ Ensure quick and accurate information is given to Divisional Control. ▪ Arrange for local resources. ▪ Ensure no ignition sources near leaky wagon. Affix labels of "Dangerous" and "Not to be loose shunted" on both sides of the wagon and attach a red flag. ▪ Check for sparking due to loose brake shoes or hot axles. ▪ Leakage can be checked by smell, hissing sound or ice-formation on dome. ▪ In case of leakages from valves, check that they are closed. ▪ In case of heavy leakage, isolate the wagon on the advice of control. Keep the wagon cool by spraying water. ▪ Guard wagon should always be available during shunting. <p>d. DON'TS:</p> <ul style="list-style-type: none"> ▪ Do not smoke. ▪ Do not keep fuel oil, lubricant oil and debris accumulated in engine rooms. ▪ Do not carry lighted cigarettes, kerosene signal lamps near the vicinity of leaky wagon. ▪ Don't use steel hammers or other such tools for checking / tapping. Only rubber / Teflon or brass / beryllium-copper non-sparking tools are permitted for handling LPG wagons. ▪ No loose / fly shunting is to be carried out. <p>e. Other Suggestions:</p> <ul style="list-style-type: none"> ▪ Extent of leak can be detected by soap-water. ▪ If leaky valves are found hard to operate, excessive force should never be used. ▪ No hammering is permitted on tank barrel. ▪ Headers of education valves should always be blanked by pluggers. ▪ In case of heavy leakage and vapour cloud formation, OHE traction and Diesel locomotives in yard can be shut Dn. <p>f. Tackling LPG wagon derailments / accidents:</p> <ul style="list-style-type: none"> ▪ Combustible Gas Detector should be used to measure the extent of leakage and decide appropriate restoration measures. ▪ No smoking / gas cutting, lighting of stoves is to be permitted in the affected area. ▪ Nearest fire Brigade and Oil Company team to be called to site. ▪ For re-railing operations, Diesel crane needs to be fitted with spark arrester. ▪ Only water is permitted for LPG wagon fire control. In case of fire, all attempts should be made to keep the upper portion of the barrel cool by spraying water; else the barrel can explode due to heat and cause heavy loss of property and life.
<p>25.3</p>	<p>AMMONIA</p> <p>Important properties of Ammonia from point of view of safe handling and tackling emergencies are as under:</p> <ol style="list-style-type: none"> 1. Ammonia is a poisonous gas with characteristic pungent odour. The gas causes irritation of eyes, respiratory tract above 140 ppm. Ammonia gas is poisonous in concentrations above 5000 ppm. 2. Explosive Limit (Flammable limit) – 15% to 28% 3. It is extremely soluble in water and organic solvents. In case of leakage, a water curtain dissolves the leaking gas. The eyes and skin of affected personnel should be washed with sufficient quantity of water. 4. Dry ammonia is not corrosive to most material – however with the addition of moisture it is corrosive to metals such as copper, zinc and their alloys and galvanized surfaces.

	<p>5. It has a boiling point of -33.3°C and specific gravity of 0.77.</p> <p>a. Precautions to be observed for leaky Ammonia tank wagons:</p> <ol style="list-style-type: none"> 1. Nearest Railway Authority, Fertilizer Company and fire brigade to be informed. Directions should be obtained from Divisional C&W Controller. 2. The pungent odour of ammonia gives warning of its presence well before dangerous concentrations are achieved. 3. In case of leakage, personnel should keep to windward side of leak. Breathing apparatus and goggles to protect the eyes from irritation are required in cases of heavy leakage. Leaky wagon should be immediately isolated to an open area. 4. In case inspection of dome fittings is required to be done, the wagon has to be moved to a non-wired line. Alternately, power block with protective earthing on both sides has to be taken to inspect the dome fittings. 5. In case of leakage from dome fittings, a trained fitter equipped with proper tools should first identify the location of leakage, and then attend as under- <ul style="list-style-type: none"> ▪ <u>Leakage around Valve securing bolts</u> – tighten the bolts until leakage stops. Excessive force not to be used. If leakage persists, it indicates defective seal. ▪ <u>Leakage from Education Valve</u> – Tighten the valve handle from hand without using excessive force. If leakage does not stop, it indicates defective valve seal. ▪ <u>Leakage from Safety Valve</u> – It may be due to valve performing its function of relieving extra pressure or due to defect. ▪ <u>Leakage from Thermometer Well</u> – It is very dangerous situation as thermometer well is practically the part of barrel. Tighten top nut to stop the flow of liquid. Do not over tighten as removal of nut will worsen the situation. ▪ <u>Physical damage to barrel</u> – immediately isolate the tank and notify all concerned. 6. A leaky wagon which has been emptied should be properly stenciled and returned for repairs to the owning fertilizer company. Such a wagon can be put back in service after repairs only after being given a hydraulic test. <p>b. DO'S:</p> <ul style="list-style-type: none"> ▪ Ensure quick and accurate information to Divisional Control. ▪ Subsequently arrange for local resources. ▪ The affected area should be cordoned and personnel should stay in the upwind direction as far as possible. ▪ Attempts to be made to locate and plug the source of leakage. ▪ Spray sufficient quantity of water to dissolve the ammonia. Fire brigade at site can spray water around the leak source to form a water curtain. ▪ First aid- Eyes and skin should be washed with sufficient quantity of water to dissolve the ammonia. For unconscious victims, artificial respiration may be done. ▪ Breathing Apparatus / canister respirator with ammonia filter and protective goggles are to be used by personnel approaching leaky wagons. In case of emergency, wagon can also be approached applying a wet handkerchief over the face to dissolve the ammonia vapours. ▪ Tank should be shifted to an isolated place if so advised by the control.
	<p>c. DON'TS:</p> <ul style="list-style-type: none"> ▪ Source of ignition should not be allowed near the leaky wagons. ▪ Direct contact with ammonia is to be avoided as it causes caustic burns. ▪ Ammonia should not be inhaled directly – a moist cloth should always be used for protection. ▪ Oil or ointment should not be used on affected part of body. ▪ No attempt should be made for carrying out welding repairs on leaky wagon.

d. Important Tools to handle LPG / Ammonia gas emergencies:

- Spark proof tool set (rubber / teflon / brass / beryllium-copper tools) consisting of set of spanners, chisel, ball pane hammer, blanking flanges, education valve pluggers and adopters, Teflon tape and M-seal epoxy adhesive.
- Protective hand gloves, helmet.
- Explosive meter.
- Intrinsically safe torches.
- Breathing aids – A canister respirator with LPG/Ammonia and dust filters can be used in open spaces with upto moderate gas leakage. For heavier gas concentrations, breathing apparatus with oxygen cylinder is required.
- Clear protective goggles.
- Plenty of water, buckets and water-spraying arrangement.

25.4 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:

Compressed Air	Argon	Coal gas	Oxygen	Sulphur Hexaflouride
Methane	Neon	Nitrogen	Hydrogen	

c. Liquefied Gases

Ammonia (Anhydrous)*		Carbondioxide (Carbonic Acid gas)	
Ethyl chloride	Freon, Arcton or Genetron	Hydro-cyanic Acid	Methyl Bromide
Chlorine	Liquefied petroleum gas (Commercial butane or propane)		
Nitrous oxide	Medical mixtures (Oxygen & CO ₂ , Oxygen & Helium mixture) Methyl Chlorine (Chloromethane)		
Liquid air	Liquid oxygen	Liquid nitrogen	Liquid Helium
Sulphur dioxide toxic (sulphurous acid gas)			Cyclopropane gas

General Rules regarding acceptance of above commodities for carriage by rail are given in Rules 202, 203, 204, 205 & 206 of Red Tariff No. 20.

d. 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.

e. 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.

f. 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.

	<ul style="list-style-type: none"> ▪ 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. <p>g. 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.</p> <p>h. Modes of Transportation Regarding modes of transportation, refer rules 213, 214, 215, 216, 217 & 218 of Red Tariff No. 20.</p> <p>i. Storage & Carriage Storage 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.</p> <p>j. Additional Rules Exceptional or additional rules regarding packing marking and labeling, 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.</p>
25.5	<p>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’.</p> <p>(i) Class A: Petroleum and other inflammable liquids, the vapour of which having flash point below 23°C.</p> <p>(ii) Class B: Petroleum and other inflammable liquids, the vapour of which having flash point above 23°C but below 65°C.</p> <p>(iii) Class C: Petroleum and other inflammable liquids, the vapour of which having flash point at 65°C and above.</p> <p>A list of items included under above three classes is given in table III, Chapter III of Red Tariff No.20.</p> <p>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.</p> <p>a. Packing, Marking & Labeling 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 “INFLAMMABLE” and the common name of the liquid being transported e.g. “MOTOR SPIRIT”, “KEROSENE” etc. For method of packing, marking and labeling of petroleum and other inflammable liquids, Rules 308, 309 and 310 of Red Tariff No.20 may be referred.</p> <p>b. Storage</p> <p>i) 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 transship or road van trains may be handled at any hour, after due precautions</p>

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.

- ii) **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):

(a) Petroleum and other inflammable liquids, class 'A', shall be transported by goods trains only.

(b) 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.

(a) The total quantity in the brake van of any one train at any one time shall not exceed 50 litres.

(b) Petroleum and other inflammable liquids shall not be carried in the same carriage with any matches or fuses or appliances producing ignition, or any explosives or other dangerous goods.

(c) Packages containing petroleum and other inflammable liquids shall be carried only in the rear brake van which shall be well ventilated.

(d) 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.

d. 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.

e. Precautions to be observed while loading and unloading tank wagons:

(i) Tank wagons used for the conveyance of petroleum and other inflammable liquids shall be in good condition and free from leakage.

(ii) 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

Turbine fuel

4 percent in the case of some important items like

Aviation spirit

	<p>Petrol Naptha</p> <p>(iii) All inlets and outlets shall be securely closed.</p> <p>(iv) Petroleum and other inflammable liquids, class 'A' shall not be filled in or discharged from tank wagons:</p> <p>(a) At any place where tank wagon is exposed to sparks</p> <p>(b) Within a distance of 30 m from any fire, furnace or artificial light capable of igniting inflammable vapour. Distance may be reduced to 9 m when the liquid is filled or discharged under seal and closed vapour return pipe lines are provided.</p> <p>f. 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.</p> <p>g. Stowing in wagons, labeling, sealing and locking Guidelines regarding stowing, labeling, 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 dispatch 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.</p> <p>h. Additional Rules Any additional or exceptional rules applicable for any specific item regarding packing, marking and labeling 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.</p>
25.6	<p>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 dispatch to be given by sender, rules 802, 803, 804, 805 & 806 of Red Tariff No.20 may be referred.</p> <p>a. Packing, Marking and Labeling 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. Labeling of package must be done as per rule 808, 809 & 810 of Red Tariff No.20.</p> <p>b. Handling and Storage</p> <p>(i) 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.</p> <p>(ii) Handling of Packages</p> <p>(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.</p> <p>(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</p>

	<p>damage to the drums or casks and to prevent leakage.</p> <p>(3) Whenever practicable, packages containing acids and other corrosives shall be carried or conveyed on trolley or hand barrows.</p> <p>(4) Acids and other corrosives not to be stored or handled with or near explosives or other dangerous goods or articles of inflammable nature.</p> <p>(5) Acids and other corrosives not to be stored or handled with or near foodstuffs or foodstuffs empties.</p> <p>(6) 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.</p> <p>c. Transportation</p> <p>(i) 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.</p> <p>(ii) Acids and other corrosives shall be carried in covered iron wagons and tank wagons. End opening carriages or wagons shall not be used.</p> <p>d. Conveyance in tank wagons</p> <p>Tank wagons used for the conveyance of acids and other corrosives shall be of a design approved by the Chief Controller of explosives.</p> <p>e. Precautions to be taken while loading tank wagons</p> <p>(i) Tank wagons used for the conveyance of acids and other corrosives shall be in good condition and free from leakage.</p> <p>(ii) In filling tank wagons, an air space of not less than 5% of the capacity of the tank shall be left.</p> <p>(iii) All inlets and outlets shall be securely closed subject to provision of vents where required.</p> <p>f. Stowing in wagons</p> <p>(i) Packages containing acids and other corrosives should be compactly loaded so that they do not shift during transit.</p> <p>(ii) 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.</p> <p>(iii) Drums containing acids and other corrosives shall as far as possible be loaded on end.</p> <p>(iv) 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.</p> <p>g. Labeling, Sealing and locking of wagons</p> <p>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.</p> <p>h. Precautions to be taken during shunting</p> <p>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:-</p> <p>a) The speed of all movements does not exceed 8 kmph.</p> <p>b) No rough hump, fly or loose shunting takes place.</p>
25.7	<p>Stationary Storage of Dangerous Goods</p> <p>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</p>

	<p>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.</p> <p>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.</p>
25.8	<p>Rescue, Relief and Restoration Operations</p> <p>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 in 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 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.</p>
<p><u>26.0 BIOLOGICAL DISASTERS</u></p>	
26.1	<p>Epidemics & contagious diseases</p> <p>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.</p> <p>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 breeding sites or in the death of the disease carriers.</p> <p>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 like poor sanitary conditions, contamination of food and water, conducive environmental conditions for breeding of the vector etc. Other factors include the seasonal changes that favour the breeding of an insect vector such as mosquitos, flies etc. in the rainy season, exposure of non-immune persons like tourists and migrants. Poverty is one of the major factors contributing to the vulnerability.</p> <p>Epidemics cause illness and death. There are other secondary effects such as disruption in the society and economic losses. Vulnerability is high among those who are poorly nourished, people living in unhygienic 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.</p>

26.2	<p>Mitigation measures</p> <ul style="list-style-type: none"> ▪ 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 needs 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 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.
<p>27.0 <u>HANDLING RAIL DISASTERS IN TUNNEL, LAKE, RIVER, SEA etc.</u></p>	
27.1	<p>Check List for Tunnel Disaster Management</p> <ul style="list-style-type: none"> ▪ 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, if Guard/Loco Pilot 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. ▪ Passengers/Staff trapped in the tunnel should be alerted by sounding siren as required. ▪ Be in touch with Site and Control for any instructions/assistance. ▪ Ensure that the Emergency Telephone is provided near 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. ▪ 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.
27.2	<p>Emergency Tunnel Management</p> <p>A) Emergency Communication</p> <ul style="list-style-type: none"> ▪ 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 retro reflective Hectometer posts are to be provided. ▪ In tunnels where ventilation control is provided emergency sockets shall be provided at every 200m. ▪ Emergency telephone Socket Boxes to be provided at the entry and exit points of tunnel for facilitating communication with Central Control/nearest Station Master. They shall be painted in RED colour. <p>B) Tunnel Ventilation Control</p> <p>Ventilation Control should be provided to control the ventilation in the tunnel during the passage of train or in emergency.</p>

	<p>C) Other Facilities</p> <p>(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 Fire Extinguishers, Man Refuge, available in the tunnel and also direction of nearest Telephone socket is shown for guidance of Passengers/Staff in emergency.</p> <p>(2) Detailed particulars of Civil Hospital and Doctors available in the vicinity of stations are kept available at every station with their telephone nos. address and distance from station for calling them in emergency.</p>
<p>27.3</p>	<p><u>Disaster Management Plan on Ghat sections:</u></p> <p>Two Ghat sections are exist over the South Western Railway CLR-QLM Section – Braganza Ghat section (26.8 KMs)</p> <p><u>CLR-QLM ghat section:</u></p> <ol style="list-style-type: none"> 1. Length : 26.8 KMs 2. Effective ghat : 20 KMs 3. Gradient : 1 in 37 4. AEB is provided in substitution of catch siding. 5. Brake power may not fade in short stretch. 6. Engine consist: <ol style="list-style-type: none"> I. <u>Up the Ghat:</u> <ol style="list-style-type: none"> a. Freight Trains: <p>HHP Locos:</p> <ol style="list-style-type: none"> i. 59 BOXN loaded trains: WDG4 MU leading locos + formation + WDG4 TLC Banking locomotives. ii. 42/43 BCN BOXN loaded trains: WDG4 MU leading locos + formation + WDG4 MU Banking locomotives. <p>ALCO Locos:</p> <ol style="list-style-type: none"> i. WDG3A TLC leading locos + 46 wagon formation + WDG3A TLC Middle Banking locomotives + 8 wagon formation + SH WDG3A Rear Banker. (But not in service) ii. Passenger Trains: <p>HHP Locos</p> <ol style="list-style-type: none"> i. SH/MU train working locos + formation + WDG4 MU Banking locomotives. <p>ALCO Locos</p> <ol style="list-style-type: none"> i. SH/MU train working locos + formation + WDM3A/WDG3A MU Banking locomotives. II. <u>Down the Ghat Section:</u> <ol style="list-style-type: none"> a) Freight Trains <p>HHP Locos</p> <ol style="list-style-type: none"> i. 59 BOXN loaded trains: WDG4 AEB Activated TLC leading locos + WDG4 MU Incoming train locomotives + formation. ii. 42/43 BCN BOXN loaded trains: WDG4 AEB Activated MU leading locos + formation. <p>ALCO Locos</p> <ol style="list-style-type: none"> i. 59 BOXN loaded trains/42/43BCN BOXN loaded trains: WDG3A TLC AEB Activated leading locos + formation. b) Passenger Trains <p>HHP Locos</p> <ol style="list-style-type: none"> i. WDG4 MU AEB Activated leading locos + Idle train loco + formation. <p>ALCO Locos</p> <ol style="list-style-type: none"> i. WDM3A MU AEB Activated leading locos + Idle train loco + formation.

7. Speed: 40 KMPH (Restricted to 30 KMPH for Dn Goods and 25 KMPH for WDG4 Loco with Built in AEB.
8. Standard: A Class. No station section, minimum Complement of signal fixed Warner & Home and starter. No brake halts for upgrading of brakes.

The above ghat sections are vulnerable for their topography of steep gradients. Tunnels, valleys and parabolic curves need special ghat working rules and additional precautions to be taken for ensuring safety in train operations. Since the tunnels are in swift curves and not lighted, the rigid enforcement of ghat working rules and additional precautions are to be emphasized.

- 1) AEB operation should be in force for working of trains and the speed specifications should be maintained absolutely.
- 2) While on Dn direction, AEB should be put into test on the first occasion to prove the efficacy of AEB.
- 3) 12 wooden wedges to be provided in the Loco and Brake Van so that it will be put into use to prevent rolling down.

4) **Switching off Locos in the Ghat Section during the Crisis:**

The situation of chocking and radiation effect arising out of stagnation/stationary state of locos inside the tunnels cannot be ruled out. Emission of smoke and heat in the absence of proper air circulation warrants the switching off of locos in the tunnels of more than 100 m of length.

The standard length of rakes working in the section is 12 or 18 coaches + MU leading + MU (banking) or occasionally, there may be balancing of powers in the Dn direction. If so, the Loco Pilots of the Passenger trains should ensure that if the tunnel is more than 100 mtrs, the loco should be shut down to avoid choking/radiation effect arising out of smoke emanating from the leading/banker locos. So, the Loco Pilot/Guard should invariably protect the formation in front and rear to prevent rolling down.

Details of Tunnels in Hubballi Division between CLR-QLM:

S. No.	Tunnel No.	KM	Length in Meters
1	1	27/100-300	200
2	2	28/300-800	500
3	3	28/900-29/100	200
4	4	29/900-30/100	200
5	5	33/800-34/100	300
6	6	34/100-500	400
7	7	34/600-700	100
8	8	35/300-700	400
9	9	36/700-800	100
10	10	37/100-300	200
11	11	38/500-800	300
12	12	39/200-400	200
13	13	39/300-500	200
14	14	40/600-800	200
15	15	41/200-400	200
16	16	43/500-800	300

27.4 Handling Rail Disasters in a Lake, River and Sea:

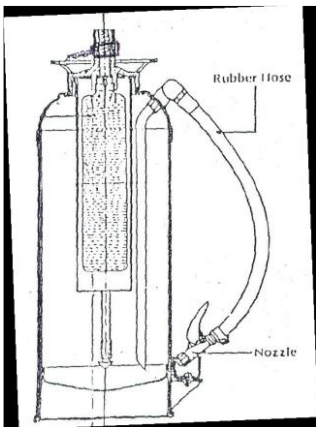
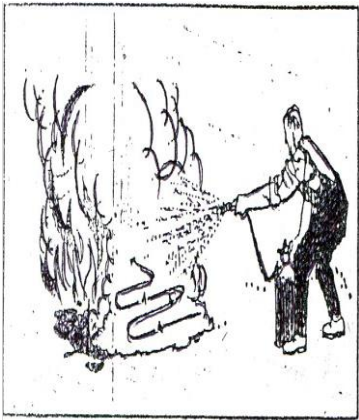
Equipments (cranes operated from barges) and assistance of trained manpower to extricate

	bodies from a train or coaches fallen down from a bridge or to a water body, viz lake, river or sea etc. has to be procured. Details of Divers, swimmers, rescue experts, firms having boats, barge mounted crane, ropes etc. must be identified and incorporated in the Disaster Management Plan duly obtaining the same from State Governments, Navy, local authorities, private firms etc.
28.0 <u>MANAGING CROWDS</u>	
28.1.	Guidelines by NDMA National Disaster Management Authority (NDMA) has issued a guide for administrators and organizers of events and venues for managing crowds in 2014. The scope of the guidelines involves study of past crowd disasters, framework for administrators to plan and manage events better, to provide practical guidelines to venue managers and event organizers etc.
28.2.	Salient features of NDMA guidelines Important aspects of planning for events/places of mass gathering includes understanding the visitors, various stake holders and their needs, crowd management strategies, risk analysis and preparedness, information management and dissemination, safety and security measures, facilities and emergency planning, transportation and traffic management. One of the important points to be kept in mind is the demand and supply gaps. Depending on the type of event, venue and type of crowd expected proper signage have to be planned. Specific focus should be on fire, electrical and structural safety. NDMA has suggested the following guidelines on Incidence Response System. <ul style="list-style-type: none"> (i) Systematic and complete planning process. (ii) Clear cut chain of command. (iii) System of accountability for the incident response team members. (iv) Well thought out pre-designed roles for each member of the response team. (v) Effective resource management. (vi) System for effectively integrating agencies into the planning and command structure without infringing on the independence of the concerned agencies; (vii) Integration of community resources in the response effect and (viii) Proper and coordinated communications set up.
28.3	Crowd control and management. For effectiveness in this, RPF, GRP and District Police have to act in a synchronized manner in consultation with magisterial authorities. Chapter 10 (Maintenance of Public Order and Tranquility) of the Criminal Procedure Code (Cr.P.C.) Part-A deals with 'Unlawful Assemblies'. Legal procedures are outlined in Sections 129 to 132 of the Cr.P.C. for dealing with Unlawful Assemblies. These provisions empower Members and Officers of Armed Forces (RPF is an Armed Force of the Union) to deal with Unlawful Assemblies. One of the intelligent video analyst to be incorporated in the Integrated Security System is related to signal for crowd density within station premises when it exceeds the prescribed limit. This will enable RPF personnel and railway authorities to get timely information when heavy crowd builds up within station premises and plan follow-up action. Pictures stored on CCTV system will be of immense help in identifying miscreants and in ensuring effective legal action. We should prescribe preventive protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Melas or other exceptional situations. It may not be out of place to ban all commercial vending and parcel handling on such occasions, supplement exists if possible, and bring more area under illumination.

	<p>It is important to press upon the District Magistrate (Dy. Commissioner) or the Civil Police (Senior Superintendent of Police) 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 to 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 is 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 Zonal Railway or Division to impress 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.</p>
28.4	<p>Role of responsibility of Zonal Railways/Divisions</p> <p>Depending upon the past experience Zonal Railways/divisions should identify events of mass gathering over their system. The events can be of periodic in nature or one time events where mass gathering of passengers is expected in the station which is beyond the normal capacity that can be handled at that station.</p> <p>Zonal Railway/Division should have a close coordination with the organizers and law enforcement agencies to understand crowd arrival and departure, their numbers for each such event. Railway administration should identify the threats, assess the risk and plan accordingly. Based on the past experience a coordinating officer should be nominated for better planning and execution crowd management at the station. He should be designated as incident commander and shall be overall in charge of that particular station. He shall be assisted by staff drawn from the respective departments to discharge his/her functioning.</p>
28.5	<p>Crowd control and Management of rush at Railway Stations:</p> <p>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 security personnel Railway Protection Force, Civil Police and GRP with well defined areas of responsibilities.</p> <p>The car and other vehicle parking facility at a station 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 liaise with the RPF/GRP and relay 2/4 hourly position to a centralized location viz. commercial control who will advise the need for running of special trains to specified destination to the operating departments control room.</p>
<u>29.0 OTHER DISASTERS</u>	
29.1	<p>Fire and Fire Fighting</p> <p>“Fire instills 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. Fire on train particularly in the running train is the most difficult of the accidents to investigate since by their very nature, destroy the evidence.”</p> <p>Fire on a running train is more dangerous than a static one, because the fanning effect spreads the fire very quickly to other coaches and in panic the passengers may jump out of running train. 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.</p>

29.2	<p>THE FOLLOWING SOURCES OF IGNITION ARE THE MAIN CAUSES OF FIRE IN TRAINS:-</p> <ul style="list-style-type: none"> ➤ 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 butts carelessly thrown; ➤ Short circuit in electrical wirings. ➤ Using naked flame for sealing of inflammable & other wagons, delivery of token to the LP/ALP, Shunting of inflammable loads etc. ➤ Use of open fire, smoking near gas/ petrol tank. <p>Everyone should take all possible precautions to keep away from doing the above acts so that possibility of breaking out of fire can be minimized.</p>
29.3	<p>GROWTH AND SPREAD OF FIRE:</p> <p>In general, fire originates in a small level. When it is surrounded by burning materials with adequate supply of oxygen (air) fire spreads.</p>
29.4	<p>CONVECTION:</p> <p>Transmission of heat by movement of air and gases produced, to the surrounded materials: To prevent this stop air supply.</p>
29.5	<p>RADIATION:</p> <p>Objects in the surroundings of the fire are exposed directly to the flame, to prevent isolate fire from its surroundings.</p>
29.6	<p>CONDUCTION:</p> <p>Conducting materials in contact with combustible materials will cause a fire.</p>
29.7	<p>Three main methods to be adopted to extinguish fire</p> <p>(a) STARVATION - means removing combustible substances away from the Fire.</p> <p>(b) SMOTHERING - means prevention of Oxygen, access of fresh air in fire, using sand, foam etc to cover fire, which cuts Oxygen supply.</p> <p>© COOLING - means reducing the degree of the temperature with water.</p>
29.8	<p>In the event of a coach/wagon on a train being on fire</p> <ul style="list-style-type: none"> ➤ Stop the train immediately. ➤ Do not 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. ➤ Use water from the coaches and extinguish the fire. ➤ Isolate the burning vehicle from other vehicle by uncoupling. ➤ Train to be protected by Driver 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 Driver 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;
29.9	In the event of fire on an Electric engine / EMU <ul style="list-style-type: none"> ➤ The Loco Pilot 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 Driver shall take necessary action to put out the fire. ➤ If fire cannot be extinguished by the above means the Loco Pilot shall advise 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 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 has been made dead.
29.10	In the event of a fire on a DMU stock <ul style="list-style-type: none"> ➤ The Motorman shall immediately switch off the circuit breaker and shut down the engine and the train shall be brought to stop at once. ➤ The Guard shall give all possible assistance to the Driver 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.
29.11	When a person is on fire <ul style="list-style-type: none"> ➤ 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.
29.12	Fire caused by Petrol or any other inflammable liquids, acids or gases <ul style="list-style-type: none"> ➤ Segregate the affected wagon, coach or area involved. ➤ On opening a wagon do not enter it immediately to thus, avoid fumes, which may be dangerous. ➤ Use foam type fire extinguishers and sand. Water or soda acid type fire extinguishers must not be used at all. ➤ 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.
29.13	In case of fire/accident due to explosives/inflammables/dangerous goods etc: <ul style="list-style-type: none"> ➤ 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: <ul style="list-style-type: none"> a. Move unheated Cylinders to a safe place after ensuring closure 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

	<p>remove it to an isolated at an open place away from any source of ignition and advise the filler or consigner as required.</p> <ul style="list-style-type: none"> ➤ 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. <p>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.</p>
29.14	<p>DRY CHEMICAL POWDER TYPE FIRE EXISTINGUSIHER (DCP):</p> <p>These types are suitable for tackling petroleum, gas, electrical fire and controlling fires in textile fibres. Sodium based chemical powder is used on a fire which undergo chemical reaction.</p>
	<p>How to use: -</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>
	<p>How to use:</p> <ol style="list-style-type: none"> 1. Carry to the place of fire and keep it up right. 2. Remove the safety clip. 3. Strike the knob located in the cap. 4. Sealing disk of the cartridge is broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out. 5. Direct the steam of the powder at the base of the flame. 6. For effective result stand at about 1.5 to 2.5 m. near the seat of the fire. 7. Move forward with moving the nozzle rapidly from side to side in sweeping motion. <p>When using on outdoor fires operate from the up wind side of the wind for effective spray.</p>
29.15	<p><u>FIRE PREVENTION - DUTIES OF RAILWAY STAFF ON TRAIN</u></p> <p>GENERAL –</p> <ol style="list-style-type: none"> 1. Advise to all passengers, regarding the location of Emergency Windows. Passengers Sitting next to Emergency Window should be counseled about proper opening of Emergency Windows with hammer location where needed. 2. Should be alert and on lookout for inflammable articles, explosives, crackers, cooking stoves, Sigries, Liquor Bottles, Match Sticks / Gas Cigar lighters during Train Journey and take suitable action to remove the same from the train and also impose fine as per rules. 3. During Fire Accidents and Emergencies, the Emergency Windows to be got opened immediately and assist the passengers for exiting through the same. 4. Prevent and check Cigarette Smoking / Alcohol Consumption by Passengers and action

to be taken as per Railway Act.

5. On noticing Fire, Use Fire Extinguishers to put off Fire immediately.
6. Any Complaints received from Passengers to be attended immediately.
7. In case of Smoke or Fire Immediately Pull Alarm Chain and Alert Passengers as well as Railway Staff available on Train and extinguish fire using the Fire Extinguishers available in coach.
8. If found any un-claimed articles, immediately inform RPF / GRP / Escorts.

TTE's –

1. Duties mentioned in General List from (1) to (8).
2. On completion of check, to be available in nominated Berth and to be Alert.

AC Mechanic / Coach Attendant –

1. Duties mentioned in General List from (1) to (8).
2. Always be alert and keep a constant watch on AC plant working particularly when heater is put “ON” manually or in Auto mode. In any AC coach in which heater is to be switched “ON”, the ACCI/ACCA should be near the AC control panel till the heater is cut “OFF”, as far as possible.
3. Ensure availability of prescribed Nos. of Fire Extinguishers at the starting station before commencing the journey.
4. Switching “OFF” Mobile / Laptop Charging Points between 22:00 Hrs, to 06:00 Hrs.
5. To properly monitor working of Fans / Lights / MCB's etc. He should ensure that the Mobile / Laptops charging points provided in the coaches are used only for intended purpose by the passengers and are not used for any other purpose like using Electric kettles, portable immersion heater, heating pads / pouches etc. If he finds any of the Passengers misusing the Mobile / Laptop Charging Sockets, TTE should be informed to take necessary action.

RPF / GRP / Escorts –

1. Duties mentioned in General List from (1) to (7).
2. The escort RPF party should take at least one round of full train every hour during their duty hours and make entries in the RPF Train Diary for each trip.
3. RPF staff to be alert and look out for Smoking, Alcohol Consumption, inflammable articles, Fire Crackers, Cooking Stoves, Sigries, Liquor Bottles, Match Sticks / Gas Cigar lighters during Train Patrolling and the same to be immediately removed from the train and prosecuted under appropriate provision of Statutory Acts.
4. At least One RPF personnel should be always available at the nominated seat to receive Complaints.

Guard –

1. Duties mentioned in General List from (3), (5), (6), (7) & (8).
2. Always be alert and keep watch on the BP/FP Gauges.
3. To be alert and keenly observe the running formation for any Smoke / Fire. On noticing any Smoke / Fire, bring the Train to Immediate Stop.
4. Ensure availability of Safety Equipments.
5. Arrange to Detach Affected Coach Immediately from the formation.

Loco Pilot / Assistant Loco Pilot –

1. Duties mentioned in General List Number 05.
2. Observe the Formation while on run for any Smoke / Fire in train.
3. Ensure availability of Safety Equipments.
4. Arrange to Detach Affected Coach Immediately from the formation.

3.0.0 CRISIS MANAGEMENT

30.1 INTRODUCTION:

1.1 This Crisis Management Plan deals with **National level crisis** situations which are as under:

- (i) **All India Railway Strike** – Ministry of Railways is the nodal ministry. All the Zonal Railways have 'Strike Scheme'.
- (ii) **Terrorism/Security related Crisis** – Railways will take all necessary steps/actions for crisis concerning its properties and Ministry of Home Affairs will step into lead role for the under-mentioned Railway affecting probable crisis for which it has been identified as nodal Ministry of CMP of Cabinet Secretariat. A compendium of SOP has been issued vide Security Dte's office letter no.2009/Sec (Spl)/2002/28, dt. 2.2.2010. In this compendium, nine items have been compiled in which item no. 1 is "Coordination and Flow of information between RPF and State Agencies", Item no. 2 is Crisis Management Plan of Railways and Item no. 3 to 9 are Standard Operating Procedures circulated by Ministry of Home Affairs to tackle various terrorism/security related crisis in which Ministry of Home Affairs will be the Nodal Agency like
 - a) Major Extremist Attacks/Suicide Attacks/Sabotage/Bomb Explosives/Taking of Hostages etc. by Hostile Elements
 - b) Major Breakdown of Law & Order or Imminent Threat Thereof.
 - c) Mutiny or Large Scale Desertion in Central Para-Military Forces.
 - d) Mutiny or large scale desertion in State police.
 - e) Responding to Terrorist Attacks using chemical weapons.
 - f) Responding to Terrorist Attacks involving Radioactive Materials.
 - g) Responding to Terrorist Attack using biological Agents.
- (iii) **Natural Factor(s) related Crisis leading to traffic disruption** - In the event of natural disasters affecting the rail network as well, whereas MHA as the nodal Ministry for management of natural disasters would coordinate with various ministries (including Railways) for transportation of relief/rescue material, Railways will ensure that its transportation network is repaired/restored in shortest possible time. NDMA/NDRF plays very important role in case of crisis due to Natural factors. Important phone numbers of NDMA/NDRF are given in Annexure IX.
- (iv) **Major Train Accidents**
Major Train Accidents include mishaps like collisions, derailments, fire in trains, road vehicles colliding with trains at level crossings, etc., with serious repercussions in terms of heavy loss of human life or injury, damage to railway property or interruption to rail traffic of laid down threshold levels and values. In other words, Major Train Accidents is a serious train accident or an untoward event of grave nature, either on railway premises or arising out of railway activity, due to natural or man-made causes, that may lead to loss of many lives and/ or grievous injuries to a large number of people, and/or severe disruption of traffic etc, necessitating large scale help from other Government/Non-Government and Private Organizations. The detailed guidelines for managing railway accidents are mentioned in Accident Manual of each of the zonal Railway. The Accident Manual of Railways brings together in a comprehensive manner all the procedures, rules, regulations for dealing with train accidents.
Following are the important duties at the time of accident:
 - 1. All railways staff whether on duty or otherwise, should involve themselves in rescue and relief.
 - 2. Senior most Officer at the site of accident is the in-charge of rescue/relief operations at the site.
 - 3. There should be utmost speed in rushing medical and other relief to the site of accident.

	<ol style="list-style-type: none"> 4. There should be utmost care, consideration and courtesy extended to the passengers involved in the accident. 5. Adequate and swift arrangements should be made for food, drinking water etc to the affected passengers. 6. Employee responsibilities at the site should be clearly defined. This helps prevent confusion. 7. Quick transmission of information, particularly details of dead and injured, should be ensured. Sufficient number of telephone lines in General Enquiry /Helpline numbers should be provided for General Public. 8. Ensure proper preservation and care of the dead. 9. Ensure security of passengers' luggage. 10. Timely dissemination of information to passengers of evacuation arrangements to relieve panic and create re-assurance. 11. Ensure proper liaison with Civil Administration and press. 12. Ensure that clues are preserved and restoration operations are well planned and swiftly executed. 13. In the event of trains being stranded at a station due to break down/agitation, proper announcement should be made and commercial Department should take care of the convenience of stranded passengers. <p>Note:-With the enactment of the Disaster Management Act- 2005 which envisages participation by all stake holders based on their expertise, the golden hour i.e. first hour after the accident is to be generally managed by the few on board railway staff, railway staff working at the nearby areas, unaffected train passengers, local police and fire brigade, local hospitals and doctors, other relief rescue workers in the nearby areas. Depending on the location of the accident, Railways' Accident Relief Medical Vans (ARMVs) are seldom able to reach the site of accident within the golden hour considering the facts that the same are rail mounted and located at stations where railways have suitably trained staff and their movement to the site of accident is also dependent on their distance from site as also on several other factors. Keeping the above in view, zonal railways are coordinating with the non-railway, Govt./non-govt. resources available with various agencies so that the same can be requisitioned immediately to help the affected persons. This information has been made part of the Disaster Management Plans of the Zonal Railways.</p> <p>(v) Crisis where railways have to help other ministries by way of rail transport. Ministries concerned will make their own Crisis Management Plans bringing out the assistance that the Railways will be required to provide to them.</p> <p>1.2 This Crisis Management Plan (CMP) is intended to deal with the afore-mentioned crisis situations only. The drill to be followed in the Ministry of Railways (Railway Board) as well as on the Zonal Railways in respect of crisis group, functioning of the Control room, communication etc., are basically the same for all crisis situations and the same general drill will follow, to be supplemented by the special instructions depending upon the nature of the crisis.</p>												
30.2	<p>Zonal Management Group (ZMG)</p> <p>1.1 ZMG is same for all types of crisis. The Zonal Management Group (ZMG) shall be established at the Zonal Railway Headquarters and would comprise of the following Officers of the Zonal Railway Headquarters:</p> <table border="0"> <tr> <td>(i) Additional General Manager</td> <td>: Convenor</td> </tr> <tr> <td>(ii) Principal Chief Engineer /Chief Engineer (Coordination)</td> <td>: Member /Alternate Convenor</td> </tr> <tr> <td>(iii) Chief Security Commissioner</td> <td>: Member</td> </tr> <tr> <td>(iv) Chief Personnel Officer</td> <td>: Member</td> </tr> <tr> <td>(v) Chief Operation Manager</td> <td>: Member</td> </tr> <tr> <td>(vi) Chief Mechanical Engineer</td> <td>: Member</td> </tr> </table>	(i) Additional General Manager	: Convenor	(ii) Principal Chief Engineer /Chief Engineer (Coordination)	: Member /Alternate Convenor	(iii) Chief Security Commissioner	: Member	(iv) Chief Personnel Officer	: Member	(v) Chief Operation Manager	: Member	(vi) Chief Mechanical Engineer	: Member
(i) Additional General Manager	: Convenor												
(ii) Principal Chief Engineer /Chief Engineer (Coordination)	: Member /Alternate Convenor												
(iii) Chief Security Commissioner	: Member												
(iv) Chief Personnel Officer	: Member												
(v) Chief Operation Manager	: Member												
(vi) Chief Mechanical Engineer	: Member												

	<p>(vii) Chief Electrical Engineer : Member</p> <p>(viii) Chief Signal & Telecommunication Engineer : Member</p> <p>(ix) Chief Safety Officer : Member</p> <p>(x) Chief Public Relations Officers : Member</p> <p>1.2 The Zonal Management Group will assemble in the Disaster management/Emergency Control Room of the Zonal Railway Headquarters and will keep in touch with CMG till the termination of the crisis.</p>
<u>31.0 DO'S AND DON'TS FOR FRONT LINE STAFF</u>	
31.1	<p>Divisional Control</p> <p>DO'S</p> <ul style="list-style-type: none"> ➤ Stop movements of trains into the affected section. ➤ Arrange for dispatch of medical vans and accident relief trains to the site. In case casualties are more than fifty, ARMVs of the adjoining divisions have to be called for. As a rough thumb rule, the scale of such assistance required would be one from a division for every additional 50 injuries. ➤ Inform divisional officers, central control and controlling SM, Civil Authorities concerned. ➤ Collect and record systematically all developments at the site of accident. ➤ Advise Civil, Military, public and private hospitals in the nearby areas to rush doctors, medical aid to the site. ➤ Arrange for rushing the required Relief & Rescue equipments to the site. ➤ Inform NGO's and solicit their help. ➤ Arrange for regulating traffic by diverting or canceling trains. ➤ Arrange for running duplicate / relief trains for clearing stranded passengers with overriding priority. ➤ Advise the stations about the changes in the train timings, train diversions etc. so that timely information is given to the public. ➤ Ensure that list of the injured and the dead is obtained as quickly as possible from the site and relayed to the Zonal Headquarters, concerned stations, officer in charge of publicity, etc. ➤ Liaison with Commercial department's emergency team and ensure that information counters are opened at the accident site and at important stations enroute for giving up-to-date information to the public. ➤ Guide the station staff on the correct method of train working. <p>DON'TS</p> <ul style="list-style-type: none"> ➤ Loose patience. ➤ Ignore the safety aspects. ➤ Manipulate the control charts. ➤ Argue with the station staff.
31.2	<p>Guard</p> <p>DO'S</p> <ul style="list-style-type: none"> ➤ Arrange to protect the adjacent line/lines and then the affected line. ➤ Send information through the quickest means to the Control/SMs on either side. ➤ Take action to save lives/render first-aid. ➤ Call for doctors and volunteers on the train, seek their assistance. ➤ Seek assistance of Railwaymen on the train for attending to the injured and for other relief operations. ➤ Post a railway employee to man the field telephone to ensure regular flow of information to control. ➤ Make a quick assessment of the assistance needed and advice control or nearest Station

	<p>Master.</p> <ul style="list-style-type: none"> ➤ Arrange protection of belongings of the passengers and railway property through RPF, GRP and other railway staff. <p>DON'TS</p> <ul style="list-style-type: none"> ➤ Forget to note down the time of accident. ➤ Forget to preserve and safeguard all clues of possible cause of accident. ➤ Leave the site until permitted to do so by a competent authority.
31.3	<p>Station Manager/Station Master</p> <p>DO'S</p> <ul style="list-style-type: none"> ➤ Ensure that no other trains enter the affected section and take other necessary measures for protecting the site. ➤ Advise the control about the dimensions of the accident, and type of Medical and other assistance required. Also advise the local civil authorities. ➤ Call for assistance locally from nearby hospitals, dispensaries and medical practitioners. ➤ Call all the off-duty staff including Engineering and S&T staff available in nearby areas and allot them specific duties for relief and rescue. ➤ Inform to Railway Rescue Volunteers Registered at the Station giving preference to doctor and other medical staff. Also to make arrangement for their transportation to site of accident. ➤ Arrange to provide all sort of assistance to the affected passengers such as catering, drinking water and issue of complimentary passes, arranging free messages to relatives, etc. ➤ Arrange for protection of both belongings of the passengers and Railway Property. ➤ Open information counters and booths for giving information to the public regarding names of the injured, dead etc. and about regulation, diversion of trains etc. ➤ Utilize STD booths located at stations for giving relevant information. <p>DON'TS</p> <ul style="list-style-type: none"> ➤ Permit any train to enter in the affected section except ART/ARMV. ➤ Destroy railway records and clues of possible cause of accident. ➤ Loose patience. ➤ Argue or misbehave with the victims and other passengers. ➤ Give any statement to media and press. ➤ Use shortcuts and unsafe methods in train operation.
31.04	<p>Loco Pilot/Assistant Loco Pilot</p> <p>DO'S</p> <ul style="list-style-type: none"> ➤ Switch on Flasher Light of Loco and switch off head lights. ➤ Note down the date & time and also hectometer Number. ➤ Sound short whistle frequently to want the Loco Pilot of the approaching train. ➤ Arrange to protect adjacent line and the same line in accordance with GR/SR 6.03(I & II). ➤ Arrange to advice from Control in consultation with Guard. ➤ Secure the Loco properly. ➤ Assist the Guard in assessing the damage to Loco, Rolling Stock and P.Way and the nature of assistance required. <p>DON'TS</p> <ul style="list-style-type: none"> ➤ Leave Loco unmanned. ➤ Interfere with any gadgets including speedometer chart.
31.5	<p>Permanent Way Staff</p> <p>DO'S</p> <ul style="list-style-type: none"> ➤ Inspect the site and take track reading as prescribed.

	<ul style="list-style-type: none">➤ Sketch of the accident site is made and jointly signed with other Supervisors.➤ Seize gang diaries, charts, curve registers, LC gate PN exchanged register and obtain statement of concerned staff.➤ Shall asses the damage to P.Way, sleepers and fittings.➤ Condition of track including infringement if any shall be noticed.➤ In case of Level Crossing accident any damage to gate equipments and infringement to LC/track shall be noted.➤ He shall advise Assistance/Material required for restoration.➤ Render any assistance required by 'Site Officer' <p>DON'TS</p> <ul style="list-style-type: none">➤ Attend the affected track without clearance from competent authority.																																				
31.6	<p>S&T Staff</p> <p>DO'S</p> <ul style="list-style-type: none">➤ Inspect points, crossings and S&T gears and assist for accertaining cause of accident.➤ Arrange for communication at the accident spot and manning the same.➤ Render any assistance as required by 'Site Officer'. <p>DON'TS</p> <ul style="list-style-type: none">➤ Attend or disconnect any S&T gear without getting clearance from competent authority.																																				
31.7	<p>Electrical Staff</p> <p>DO'S</p> <ul style="list-style-type: none">➤ Provide additional lightings if required at the accident site.➤ Preservation of clues in case of fire in coaches. Any statement from passengers should also be recorded with their names and addresses.➤ Adequate number of breakdown staff/tower wagons.➤ De-energizing and slewing the OHE, as required for ground/crane operations.➤ Restoration of OHE expeditiously.➤ Supervise restoration operation.➤ Ensure joint observation and measurement of the electric loco involved in the accident, in the prescribed format.➤ Render any assistance as required by 'Site Officer'. <p>DON'TS</p> <ul style="list-style-type: none">➤ Leave the accident spot till the restoration completes.➤ Attend the restoration work without permission from competent authority.																																				
<p>32.0 Weather Warnings.</p>																																					
32.1	<p><u>Conveying messages by Indian Meteorological Department:</u></p> <p>The various IMD regional centers will issue heavy rainfall warnings or cyclone warnings to the central controller/ Hubballi by fax and email. Further, the Indian Meteorological Department is updating the weather warning messages in their official web sites regularly, which can be watched in case of any doubt or their duty officer can be contacted over phone.</p>																																				
32.1.1	<p><u>Web Site Addresses and phone no's of India Meteorological departments:</u></p> <table><tr><th>Sl. No.</th><th>IMD Center</th><th>Website Address</th><th>City Code</th><th colspan="2">Telephone No's</th></tr><tr><td>1</td><td>Hyderabad</td><td>http://www.imdhyderabad.gov.in</td><td>040</td><td>27908506</td><td>27908508</td></tr><tr><td>2</td><td>Mumbai</td><td>http://www.imdmumbai.gov.in</td><td>022</td><td>22150517</td><td>22174707</td></tr><tr><td>3</td><td>Bengaluru</td><td>http://www.imdBengaluru.gov.in</td><td>080</td><td>22211118</td><td>22277059</td></tr><tr><td>4</td><td>Chennai</td><td>http://www.imdchennai.gov.in</td><td>044</td><td>28271951</td><td>28271581</td></tr><tr><td>5</td><td>Goa</td><td>http://www.imdgoa.gov.in</td><td>0832</td><td>2225295</td><td>2425547</td></tr></table>	Sl. No.	IMD Center	Website Address	City Code	Telephone No's		1	Hyderabad	http://www.imdhyderabad.gov.in	040	27908506	27908508	2	Mumbai	http://www.imdmumbai.gov.in	022	22150517	22174707	3	Bengaluru	http://www.imdBengaluru.gov.in	080	22211118	22277059	4	Chennai	http://www.imdchennai.gov.in	044	28271951	28271581	5	Goa	http://www.imdgoa.gov.in	0832	2225295	2425547
Sl. No.	IMD Center	Website Address	City Code	Telephone No's																																	
1	Hyderabad	http://www.imdhyderabad.gov.in	040	27908506	27908508																																
2	Mumbai	http://www.imdmumbai.gov.in	022	22150517	22174707																																
3	Bengaluru	http://www.imdBengaluru.gov.in	080	22211118	22277059																																
4	Chennai	http://www.imdchennai.gov.in	044	28271951	28271581																																
5	Goa	http://www.imdgoa.gov.in	0832	2225295	2425547																																

32.2	<p><u>Dissemination of Messages within Railway:</u></p> <p>On receipt of Weather/Cyclone warning messages from the Indian Meteorological Department regional center in the central control office, the following action should be taken:</p>
32.2.1	<p><u>Central Control, COM office, Hubballi:</u></p> <p>The Chief Controller shall give the copy of message to all controls i.e. Engineering Control, Traction Power Control, Traction Loco Control, Power Control, Security Control, Commercial Control, Electrical Control, Test Room and Divisional Control office concerned. It is the responsibility of these controls in their turn, to inform the officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities. They should record the names and designation with the time and date to whom the message has been repeated.</p>
32.2.2	<p><u>Action by the Divisional Control Office:</u></p> <p>i) The Controller of the Divisional control Office shall give the copy of message to all controls of the section control division i.e. Engineering control, Traction Power control, Traction Loco control, Power (Diesel)Control, Security Control, Commercial Control, Electrical Control and Test Room. It is the responsibility of these controls in their turn, to inform the officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities. They should record the names and designation with the time and date to whom the message has been repeated.</p> <p>The Section Controller shall repeat the message to SMs on section likely to be affected and record the names of SMs on duty to whom the weather warning has been repeated.</p> <p>(ii) When land line communication fail, the facility available on VHF sets at stations/CUG mobile phones including satellite phones as the case may be shall be made use of to disseminate the warning to all concerned. High priority should be given for disposal of cyclone messages.</p> <p>Note:</p> <p>a. In respect of sections which are not controlled or when the control phone is interrupted, an 'XXR' (immediate) telegram should be issued by the Chief Controller or in his absence by the Dy.Chief Controller to the Officials referred above. BSNL Telegraph facilities can be made use of for this purpose.</p> <p>b. The preamble of the weather/cyclone warning message and the text as received from the Meteorological Department should be reproduced verbatim in the text of the XXR telegram, the text of the message should be worded as shown below:</p> <p>c. Regional Meteorological Centre(here enter the name of the Meteorological Centre) XXW/000 (insert whichever class is used by the meteorological Department) telegram Coded(insert code time of the original message) dated..... (Date of the original message) reads (Reproduce the text of the meteorological message verbatim).</p> <p>d. In case, the land line/control/CUG communication network fails, then the chief controller/HQ shall frame the weather warning message of IMD in a telegraphic format as suitable and issue to all concerned as mentioned in the above Paras.</p> <p>iii) Additionally message should also be passed on through SMS on CUG mobile phones to all concerned.</p> <p>iv) A register should be maintained in Control Offices of each department i.e. Engineering, Electrical etc. showing full particulars of the receipt and action taken on the weather/cyclone warning messages, showing the date and time of receipt of warning message, the full text of the message and the date and time of dispatch or telephonic advices to the officials concerned and the initials of the S.M.on duty to whom the message has been repeated.</p>

32.3	Action by the Station Master:										
32.3.1	<p>Intimation to staff:</p> <p>On receipt of weather/cyclone warning advices from the Section Controller, the S.M. should take the following action:-</p> <p>The SM on duty, at Station where ADENs/SSE (Works)/SSE (P.Way), ADEE(TRD), SSE (OHE/PSI) are Headquartered, should immediately arrange to handover to the parties concerned, a copy of the verbatim message received from the Section Controller and obtain his acknowledgement. If the ADENs/SSE (Works)/SSE (P.Way)/SSE (OHE/PSI) is out of Headquarters, the SM should advise the controller on duty who will then be responsible for ensuring that the contents of the weather warning message are communicated verbatim to Engineering and TRD officials at the station. He will also arrange to forward the SMS of warning message received from Divisional control, to all above, in case CUG mobile services are active.</p> <p>(i) The Station Master on duty should also send for the Gang Mate of the station yard gang and explain to him the contents of the weather warning message and obtain his acknowledgement.</p> <p>(ii) On receipt of cyclone/weather warning, the Station Master apart from alerting his staff will also take immediate action to advise the residents of the railway colony in the vicinity to take all necessary precautions and also to be in readiness to move to safer places wherever there is likelihood of inundation. He will also take immediate action to ensure that enough drinking water is stored in the overhead storages. Station Master should alert all occupants of Railway colony to be in readiness for rendering any assistance in case of emergency.</p> <p>(iii) A register should be maintained at each station in the proforma given below:</p> <table><tr><td>Date and time of receipt</td><td>Text of Message in full</td><td>Name and Designation of the official to whom message was repeated</td><td>Signature of the Station Master</td><td>Actual weather condition</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table> <p>The Office Copy of the message on which an acknowledgement has been taken should also be pasted in the register.</p>	Date and time of receipt	Text of Message in full	Name and Designation of the official to whom message was repeated	Signature of the Station Master	Actual weather condition					
Date and time of receipt	Text of Message in full	Name and Designation of the official to whom message was repeated	Signature of the Station Master	Actual weather condition							
32.3.2	<p>Precautions to be taken by Station Master, Loco Pilot/Assistant Loco pilot & Guard-regarding Control of trains during storm and strong wind.</p> <p>i) When the warning message forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains etc., the Station Master shall, in consultation with the Guard and the Loco Pilot/Assistant Loco pilot of the train, regulates the train and also refuse to grant line clear to a train coming to his station until storm abates and he considers safe for the movements of trains.</p> <p>ii) In spite of the action outlined above, should the Loco pilot and Guard be still caught on run in a storm and high winds of an intensity which in their opinion are likely to endanger the safety of passenger train, they should bring the train to halt with least delay, avoiding such stoppage at places like sharp curve, high embankments, cuttings and bridges, protect the train as per G&S R and try and contact the nearest Station Master. Guard should advise the passengers to keep all the shutters of the train open to avoid the risk of overturning of the train. The train could be re-started in consultation with guard only after the storm and high winds abate and it is considered safe to proceed. In such cases, discretion of the loco pilots and Guards who know the section is of utmost importance giving paramount importance to safety of passengers.</p> <p>iii) During thick foggy or tempestuous weather or dust storm or mist which render it difficult or impossible for the loco pilots to see signals concerned and where there is doubt or suspicion of the condition of a run through passing train or observation made</p>										

	<p>that the block section in the rear might have been affected or obstructed during the passage of the train, caution orders should be issued to the loco pilots.</p> <p>iv) The Station Master shall inform Revenue Officers, Sub-Collector of the area regarding the holding up trains in his station. The Station Master on duty shall seek the assistance of the local Revenue authorities in arranging adequate supply of food packets along with pure drinking water to the stranded passengers.</p> <p>v) AC loco pilots shall stop the train if considered unsafe to run the train till such time he feels comfortable and safe to run (stopping of train on bridges, steep gradients and flood prone location may be avoided). In case of cyclone, windows of loco may be kept open to allow passage of air.</p> <p>vi) Station Masters shall also take readings of the anemometers installed at stations and record the same in the register at an interval of 6 hours as per the following Performa.</p> <table><tr><th>Date</th><th>Time</th><th>Reading of the Anemometer</th><th>Signature</th></tr><tr><td></td><td></td><td></td><td></td></tr></table>	Date	Time	Reading of the Anemometer	Signature				
Date	Time	Reading of the Anemometer	Signature						
32.3.3	<p><u>Action by ADEN:</u></p> <p>i) On receipt of cyclone/weather warnings, the ADEN will alert all his staff to be in readiness to meet any eventuality. He should also ensure that all the loose fastenings including sheets, tiles etc. of the station buildings as well as the residential quarters in the places likely to be affected are secured properly. He will also alert the residents of Railway Colony to take all precautions and be in readiness to move to safer places in emergencies.</p> <p>ii) He will exercise discretionary checks as required to ensure action by SSE/P.Ways and that they are alert and active and be constantly in touch with control office as required.</p>								
32.3.4	<p><u>Action by SSE/P.Way :</u></p> <p>31.3.4.1 SSE/P.Way, on receipt of weather /cyclone warning should arrange to advise monsoon patrolmen/ watchman and gang mates to be extra vigilant. During non-monsoon periods as and when such warning messages are received, the SSE/P.Way will introduce patrolling as soon as possible and also post watchmen at all vulnerable locations and bridges by day as well as by night for a period extending up to 48 hours beyond the period specified in the weather/ cyclone warning messages.</p> <p>31.3.4.2 The Permanent Way Inspector should be out in his section as far as possible by trolley during the period of warning and 48 hours beyond. When there is sudden cloud burst even during non-monsoon periods, emergency patrolling should be introduced duly informing the Station Masters on the section patrolled.</p> <p>31.3.4.3 Permanent Way inspectors should contact the control frequently to keep the Section Controller informed about the site conditions and have their trolleys always available with them for moving to sites of breaches etc.</p> <p>31.3.5 Action by Gang Mate -On receipt of advice from Station Master, the Gang mate should take the following action:-</p> <p>31.3.5.1 During the fair season, the Mate should depute two reliable gang men provided with Patrolmen's equipment for patrolling the block sections on either side and for alerting the intermediate gang-mates.</p> <p>31.3.5.2 During the monsoon period, the mate of the station yard gang should send two gang-men in opposite directions to alert intermediate gang-mates, Patrolmen and Watchmen.</p> <p>31.3.5.3 For guidance of Loco Pilots and Guards, the sections which are vulnerable from safety point of view where the trains should not be stabled such as curves, high embankments, cuttings etc. should be identified by Kilometer Numbers and to be communicated to Loco Pilots and Guards for their information and their guidance.</p>								

33.0 Cyclone Warning

	<p>Action to be taken by various officials for dissemination of Cyclone warning has already been detailed in Para No. 3.0. However few additional supports which may be further required, are detailed in this para.</p>
33.1.	<p><u>Issue of Cyclone warning by I.M.D.</u></p> <p>32.1.1 The cyclone warning will be issued by IMD in two stages. The first stage warning is issued as soon as the cyclone storm is located at such a distance from the coast that is expected to cause bad weather over the coast during the next 48 hours. This is followed by second stage warning message wherein there is actual threat of cyclone over the area. Subsequently also, messages giving the latest cyclonic situation are issued by the cyclone warning centers, till the danger to the area is over.</p> <p>(i) Chief Controller on duty in HQ central control should take immediate action as laid down in Para3.2.1 above. He should also intimate the cyclone warning and alert the Chief Controllers of the Divisions over which the cyclone is expected to pass. The Central Control will also immediately inform all controls in the Headquarters Office regarding the cyclonic storm and action being taken by the Division to tackle the situation.</p> <p>(ii) On receipt of cyclone warning message, the COM will set up an emergency cell in Headquarters, if necessary, manned by Officers /Sr. Subordinates, round the clock. The officials on duty in the emergency cell will observe the messages in the official web site of IMD till the De-warning message is received. On observing the cyclone bulletin, the contents of the bulletin should be relayed to all concerned as per Para3.2.1 (i) and alert the concerned Divisional Controllers for taking action as per Para3.2.2.</p> <p>(iii) A register should be maintained in the emergency cell showing the full particulars of the cyclone warnings received and cyclone bulletins broadcast/telecast by A.I.R. (All India Radio)/ various news channels on television and dissemination to various officials.</p> <p>(iv) In order to avoid any mishaps or danger to passenger trains and to avoid marooning to passengers, the COM or an officer acting on his behalf will issue instructions to all concerned for either cancellation or regulating the trains which are likely to be affected by the cyclone in the time when cyclone warnings are received.</p>
33.1.2	<p><u>Action by Divisional Control Office:</u></p> <p>(i) On receipt of the cyclone warning message, the Chief Controller or in his absence, the Deputy Controller of the Division will, in turn, immediately, send a copy of these warning messages to all controls of the division, Test room and all SMs on duty of the concerned section.</p> <p>(ii) On receipt of the cyclone warning message, the Sr. DOM/DOM will take similar action as in COM Office as indicated in Para 4.2.1 (ii, iii, iv) above.</p> <p>(iii) The Section Controller will also ascertain from the station the trains likely to be affected and arrange to regulate the trains as the situation may demand.</p> <p>(iv) S&T control and Test room shall monitor damages to S&T gears in affected area and will keep communication links active with the help of Railtel and CUG operator.</p>
33.1.3	<p><u>Action by Traction power controller:</u></p> <p>The Traction Power Controller of the division should immediately repeat the weather / cyclone warning message verbatim on Control telephone to all concerned AEE, OHE/ PSI Depot in charge of the section likely to be affected for taking adequate steps so as to be in readiness for meeting any eventualities, and then circulate the contents of the message to the Officers concerned in Divisional Headquarters office. The TPC shall always be in a state of readiness to take quick and prompt action to tackle the situation. He will keep continuous liaison with the field officials, Hqr. officers, apart from the neighboring divisions, for seeking help as the circumstances warrant.</p> <p>i) The AEEs will be in their respective Headquarters. Their further movements depending upon</p>

	<p>the damages caused to OHE/PSI installations due to cyclone will be guided by Sr.DEE/TRD.</p> <p>ii) All Senior Supervisors and Officers of the TRD branch should also keep the TPC informed of their movements. These instructions also apply to other key personnel.</p>
33.1.4	<p><u>Action by OHE/PSI Depot in charge:</u></p> <p>i) The OHE/PSI depot in charge on receipt of Weather/cyclone warning shall be in a state of readiness to meet any emergency for arranging emergency staff to be vigilant and be available in Headquarters. They shall be in readiness to move at a short notice.</p> <p>ii) Keep all the breakdown vehicles such as tower cars, trucks, jeeps, motor trollies, wiring trail etc. in good fettle, and keep stock of good amount of diesel. Head lights of all break down vehicles to be kept in good working condition including spare lamps.</p> <p>iii) Ladder trollies, Breakdown T & P, axes, saws, ladders and emergency tools with full components to be kept ready.</p> <p>iv) Temporary masts to be identified and check for availability of complete assembly and ready to use. All the OHE breakdown material like temporary masts, conductors, insulators, fittings shall be loaded in to break down vehicles and kept ready.</p> <p>v) In case of any RC communication/SCADA failures, switching stations to be identified and manning to be arranged on need basis.</p> <p>vi) Generator sets, portable flood lights, lighting arrangements for tower car, trucks to be kept in good fettle.</p> <p>vii) Walkie talkie sets to be kept in good charging condition, emergency telephones to be kept ready.</p>
33.1.5	<p><u>Electrical general services wing of the division shall ensure the following to be in readiness:</u></p> <p>a) Sufficient stock of fuel available to run DG set for 24 hrs.</p> <p>b) At least 2 portable DG sets at each depot in good condition.</p> <p>c) 4 Nos. of portable weather proof tents including requirement of Electrical and S&T staff.</p> <p>d) List of Contractors capable of providing DG sets with operators at site and their telephone numbers and arrangements for deployment at short notice.</p>
33.2	<p><u>Action to be taken by the Station Master, Loco pilot & Guard:</u></p> <p>32.2.1 <u>Regarding Control of Trains.</u>- On receipt of cyclone warning, the Station Master, guard and Loco pilot shall take immediate action as outlined in Para3.3.2 to protect the passengers and the Railway properties.</p> <p>32.2.2 <u>Regarding intimation to staff.</u>- On receipt of cyclone warning advice from the Controller, the Station Master on duty shall inform the ADENs /SSE(P.Way)s/ SSE(Bridges)/ SSE(Works)/ gang-mate as outlined in Para3.3above.</p> <p>32.2.3 <u>Action by Engineering officials at site.</u>- Engineering officials of the section concerned, viz., ADENs /SSE(P.Way)s/ SSE(Bridges)/ SSE(Works)/ gang-mate will take immediate action as detailed in Para3.3.2 (vi), 3.3.3 and 3.3.4above.</p> <p>32.2.4 <u>Action to be taken by Traffic Officers nominated by DRM:</u> in the case of trains held up en-route or at starting stations due to cyclone.-</p> <p>32.2.4.1 After a cyclone warning is given, the Traffic Officer nominated by the Division will station himself at an important station and takes decision with regard to diversion and cancellation of trains or organizes transshipment of passengers in the event of breaches in the section, in consultation with the superior officers.</p> <p>32.2.5 <u>In the case of imminent cyclone threat,</u> the nominated officer will also decide on cancellation of trains running through the cyclone zone and ensure regulation of trains at suitable places where catering arrangements are available for the benefit of the traveling public. Effort should be made to ensure that no passenger train is allowed to be marooned under any circumstances.</p> <p>32.2.6 <u>Action to be taken by Senior Traffic Officer nominated by DRM:</u></p> <p>i. DRM shall depute a commercial officer for opening an enquiry office with a public address system on the platform of the nearest station to be decided by the nominated</p>

	<p>officer to relay the information regarding the stranded trains, relief operations, transshipments, supply of food packets etc. Necessary care should be taken to avoid creating a scare among the waiting passengers or general public gathered in the area and the announcements should be carefully worded.</p> <p>ii. A commercial Officer of the Division will be available in control Office and he shall plan in consultation with the S&T department for providing helpline numbers at required locations.</p> <p>iii. He shall collect information from the site and in consultation with the DRM/ADRM & Sr.DOM/DOM arrange for quick transshipment of stranded passengers by buses from the Road Transport Corporation, in case restoration of through traffic is likely to take longer time.</p> <p>iv. He shall advise about the diversion, cancellation & regulation of trains to central commercial controller and CPRO who will take necessary action for dissemination of the information through various media.</p> <p>v. DRM shall make arrangements to post a Medical Officer at Railway stations where trains are stranded and where facilities exist otherwise, he shall approach the District Collector or the local Special police Officer who will make necessary arrangements in any kind of emergency for medical relief.</p> <p>32.2.7 <u>Action to be taken by C.P.R.O.</u> - CPRO will coordinate with other departments of the Railway and take suitable action regarding public announcements to be made through Doordarshan, All India Radio and the press and any other measures as found necessary.</p> <p>32.2.8 <u>Action to be taken by C.M.D.:</u></p> <p>32.2.8.1: On receipt of request from the officers in charge at site, Medical Personnel may be posted at the stations where trains are regulated to provide medical and sanitary facilities to the stranded passengers, as well as staff inoculation should be carried out to prevent outbreak of any epidemics.</p> <p>32.2.8.2 CMD will also co-ordinate with the emergency officers at site and take suitable steps as required to meet the situation as explained in Para 4.2.7.</p> <p>32.2.9 <u>Action to be taken by C.S.T.E.</u> – Sr. DSTE's of affected division will co-ordinate with other departments of the Railway by providing telecommunication facilities at site linking Headquarters, Divisions, etc. as per the need. He will maintain co-ordination with HQ for maintenance of voice and Data traffic.</p> <ul style="list-style-type: none"> ▪ When a train caught in a cyclonic storm at mid section/station: ▪ Stop the train clear of cuttings, bridges and embankments. ▪ Guard, Driver and other Railway servants on train shall keep open windows and doors of all coaches. ▪ At stations where anemometer is installed, shall not start trains when the wind velocity exceeds the permitted level of 41 knots/72 kmph. At other stations when the wind velocity exceeds safe limits, SM must consult with control and GDR of the train before starting. ▪ 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.
	EARTHQUAKE:
	<p>RDSO has issued detailed guidelines on seismic design of Railway bridges in January 2015. Action to be taken by the field staff post-earthquake with regard to train operations and inspection of track/bridges.</p> <p>Zonal Railways will review the new projects as well as the existing infrastructure to fall in line with NDMA guidelines. The Action Plan, including the prevention and post disaster response for cyclones, is very similar as for floods. Zonal railways should also keep the effect of cyclones and</p>

	landslides in mind while reviewing preparedness on each item covered under NDMA guidelines. A multi-disciplinary team comprising of various departments such as Civil, S&T, Electrical, Mechanical, Medical, Security, Personnel and Finance will be constituted for this purpose by the respective Zonal Railways. CSOs will coordinate with PCEs and other concerned officers to see that necessary action is taken in a time bound manner which should be part of the disaster management plan of the railways both at the zonal and divisional levels.
	Summary of NDMA guidelines on Earthquakes and Floods

Summary of NDMA Guidelines on Earthquakes and Floods Railway Infrastructure	Earthquake Proneness Review	Flood Proneness Review
<ul style="list-style-type: none"> • Railway Track Formation (incl. station Yards, bridges/culverts, ROBs/RUBs, etc. • Buildings housing signalling gears like RRI, SSI etc. • Buildings in open line maintenance work centres like loco sheds, Coaching depots etc. • Station buildings • Control room, other important office building, etc. • High-rise residential buildings, other important residential buildings • Railway hospitals 	<ul style="list-style-type: none"> • New Construction: <ul style="list-style-type: none"> - Must be earthquake resistant. • Existing Infrastructure <ul style="list-style-type: none"> - Identify existing railway infrastructure falling under various seismic zones. - Review for earthquake resistant adequacy based on age, foundation and other details. - Retrofit/rebuild to make it earthquake resistant. - Training of Engineers (at various levels). - Associated with design and construction of railway infrastructure. 	<p>New Construction:</p> <ul style="list-style-type: none"> • Railway Station building should be located in such a fashion that they are above the levels corresponding to a 100 year frequency or the maximum observed flood levels. Similarly they should also be above the levels corresponding to a 50 year rainfall and the likely subversion due to drainage congestion. • Government offices buildings should be above a level corresponding to a 25 year flood or a 10 year rainfall with stipulation that all buildings in vulnerable zones should be constructed on columns or stilts. • Railway track at levels well above the likely flood levels. <p>Existing Infrastructure:-</p> <ul style="list-style-type: none"> • Co-ordination with flood/rain forecasting agencies to get early warning so as to introduce patrolling. Speed restriction etc. as per the provisions in Railway's SR. • Inspections of Railway Affecting Works – to be streamlined and timely ensured. • Review of waterways for adequacy and alignment and measures to modify, if needed. • Status Note on the lessons learnt from the previous flood situations in the past 5 years. • Bye-laws for buildings in flood plains. • Making existing and new buildings and infrastructure capable of withstanding fury of floods.

	(b)PREPAREDNESS FOR NATURAL DISASTER FROM DEPARTMENTS
	Department wise
1.	Engineering Department <ul style="list-style-type: none"> ▪ Shall identify Risk zones prone for natural disasters like floods, cyclones or earthquakes with the help of meteorological department. ▪ Shall identify major infrastructure like tracks, bridges and buildings and such inventory analysis for its strength to withstand such disasters. ▪ Shall keep sufficient stock of track materials. ▪ Shall ensure arrangement of essential items like empty bags, sand, dust, cinders etc. ready to be moved to vulnerable locations. ▪ Intensify patrolling at vulnerable locations.
2.	Mechanical Department <ul style="list-style-type: none"> ▪ Shall ensure that ARTs, ARMEs/ SPARTs are equipped with sufficient tools to handle cutting of trees etc. and availability of portable generator set, gas lamps etc. ▪ Staff of proven caliber to be nominated to man ARTs/ARMEs. ▪ All road vehicles irrespective of departments to which those belongs, shall be kept in readiness at nominated places with adequate fuel to move men/materials/equipments at a short notice.
3.	Medical Department <ul style="list-style-type: none"> ▪ Shall ensure availability of adequate medicines first aid materials, disinfectants etc. at health unit/hospitals near the vulnerable places. ▪ Shall take enough measures to prevent epidemics, in coordination with engineering department for sanitation and disinfection of drainage and public places.
4.	Electrical Department <ul style="list-style-type: none"> ▪ Shall ensure availability of stand-bye power (generator) and strategic locations. ▪ In electrified area, sufficient stock of relief materials shall be kept. ▪ Tower wagons with quick mast erection facilities and sufficient spares should be kept ready (for electrified sections).
5.	Telecommunication Department Shall ensure proper communication with adequate facilities like wireless communication, satellite phones etc.
6.	Transportation Department <ul style="list-style-type: none"> ▪ Requirement of essential staff and their deployment shall be assessed by Sr.DOM of respective divisions. ▪ SMs of the warned area stations, in co-ordination with assistance respective departments, shall ensure that all stations' equipments like Generators, Emergency lights, VHT sets, First Aid equipments etc. are in good condition. ▪ SMs will also ensure proper securing of stabled coaches/wagons as per extant instructions. ▪ COM of the Railway will issue instructions regarding regulation, diversion or cancellation of trains in the warned section with information to CPRO.
7.	Commercial Department <ul style="list-style-type: none"> ▪ Shall alert arrangements to open enquiry offices at areas likely to be affected. ▪ Shall ensure arrangement for food, water and other requirement at vulnerable places. ▪ Arrangement shall be made in co-ordination with transportation department for transshipment of passenger, if necessary.
8.	Security Department <ul style="list-style-type: none"> ▪ Alert security personnel to accompany relief material trains and render assistance at vulnerable stations in handling public enquiries. ▪ Arrange for crowd control and also prevention of theft.

9.	<p>General</p> <ul style="list-style-type: none"> ▪ Apart from the above, each PHOD/DRM shall nominate an officer to monitor the warned locations and order arrangements. ▪ A monitoring cell shall be formed by all departments concerned at Divisional/Zonal level to ensure proper coordination and planning.
©	<p>Action Plan for different Exigencies Earthquake:</p> <ul style="list-style-type: none"> ▪ 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 to be declared. ▪ Emergency response plan to be activated. ▪ After the status is restored, personnel should inspect all the facilities for rescue, assessment of damage, cleanup, restoration and recovery.
(d)	<p>Man Made Disaster & Post Disaster Management</p> <p>The following disasters/accidents may be caused by human activities, which may affect the normal movement of train services with loss of life or property or both.</p> <p>Sabotage causing deliberate loss of life/damage to property or both.</p> <ul style="list-style-type: none"> ▪ Bomb threat/ blasts. ▪ Setting fire to Train. ▪ Tampering with Railway fittings to cause accidents. ▪ Placing of obstructions on track to cause disruption to traffic
(E)	<p>1. Bomb threat/Blast:</p> <p>Person receiving call regarding bomb threat:</p> <ul style="list-style-type: none"> ▪ Should attempt to gain as much information as possible from the caller ID like devices, time set, location, reason/purpose of the act, dialect mannerism and identity of the caller. ▪ The person receiving call should inform higher ups who in turn shall 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 from the premises. ▪ Person noticing a bomb like object, should bring it to the notice of the nearest available officer or Police. ▪ Inform Railway Police, RPF, and Bomb detection squad. ▪ Ensure all persons are away from the spot and 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. <p>2. Tampering of Railway fittings causing accidents & Placing of foreign particles on track to cause disruption to traffic</p> <ul style="list-style-type: none"> ▪ A staunch vigil should be kept by introduction of special patrolling over the area as and when warranted with assistance of RPF personnel. ▪ Specially trained persons shall be drafted for duty over the area if required. <p>3. Radiation Emergency/Personal Injury Involving Radioactive Material Contamination</p> <ul style="list-style-type: none"> ▪ Render first aid immediately for serious injuries, as trained. ▪ As possible, without doing harm to the victim, monitor the injured and remove contaminated clothing and gross personal contamination. ▪ Remove and bag all contaminated clothing. ▪ Call fire station, bomb squad, and police. ▪ Skin contamination should be cleaned using mild soap and warm water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-

	wash and re-survey.	
	4. What to do upon suspected letter/package receipt	
	<ul style="list-style-type: none">▪ Call Police/Fire service/ Bomb squad.▪ Handle with care▪ Don't shake or bump▪ Isolate and look for indicators▪ Don't open, smell, or taste▪ Treat it as suspect	
	If parcel is Open and/or Threat is identified for a Bomb	
	<ul style="list-style-type: none">▪ Evacuate immediately▪ Call police/fire service/ Bomb squad.▪ Shield yourself from the object.	
34.0 STANDARD EQUIPMENT LIST OF PORTABLE MEDICAL KIT FOR ACCIDENTS (POMKA) TO BE TRANSPORTED BY ROAD/RAIL		
a) 1	One surgical dressing drum(size10”dia X 5”ht) autoclaved, each containing one kg. of sterilized cotton, 5meters of gauze (cut to different sizes) and 10 roller bandages (7.5cm X 4mtrs) and two towels. It should also contain one bag containing 6 artery forceps, 1 scalpel, sterile linen / silk suture; 1 tooth and 1 non toothed. Dissecting forceps, 2 scissors, 2 Spencer well artery forceps, curved cutting needles No. 2 with universal needle holder.	
2	Catgut with needles	2 packets
3	Sterile adhesive strip dressing	50 Nos
4	Rubber tourniquet	2 Nos
5	a)Disposable sterile syringes 2 cc with needles b)Disposable sterile syringes 5 cc with needles	10 Nos 10 Nos
6	Methylated spirit/antiseptic lotion/povidone/iodine	1bottle of 250cc
7	Chloramphenicol applicaps	10 in plastic container
8	Tab paracetamol	100 tab in strips
9	Tab diclofenac sodium	30 tab in strips
10	Tab pheniramine maleate 25mg.(avil)	30 tab in strips
11	Tab prochlorperazine 5mg (stemetil)	30 in strips
12	Tab dicyclomine Hcl	30 tan in strips
13	Tab metronidazole with furozolidine	30 tab in strips
14	Tab antacid	30 in strips
15	Tab salbutamol 4 mg	30 in strips
16	Tab diazepam 5mg	10 in strips
17	Tab metoclopramide	10 in strips
18	Coronary vasodilator sublingual (tabsirbitrate10mg)	10 in strips
19	Tab buprenorphine (tamagesic)	12 tablet
20	Antiseptic cream 25 gms	1 tube
21	Antiseptic ointment/antiseptic lotion	1 tube
22	Nasal drops	1 vial
23	Oral rehydration powder	4 packet
24	Inj pentazocine	2 amps
25	Inj diclofenac sodium 3 ml amps	10 amps
26	Ing pheniramine maleate	5 amps
27	Inj diazetam 10 mg amps	5 amps
28	Inj dopamine 5 ml amps	5 amps
29	Inj dexamethasone 4 mg vial	2 vials

30	Inj lignocaine (plain) 2% 50 ml vial	1 vial
31	Inj ranitidine	2 amps
32	Inj deriphylline	2 amps
33	Nifedipine liquid capsule for sublingual use (depin)	2 capsules
34	Inj paracetamol 2ml i.m	2 amps
35	Inj dicyclomine Hcl 2ml i.m	2 amps
36	Inj lasix	4 amps
37	Inj Buprenorphine	6 amps
38	Aresole spray dressing	1 No
39	Ambubag with airway 1 adult ,1 child size	1 No
40	Disposable transfusion set	1 No
41	Disposable transfusion glucose bottle	2 Nos
42	stethoscope	1 No
43	Kidney tray 25 cm and 20 cm	2 Nos
44	Brush nail	1 No
45	Gloves surgical	2 pairs
46	Ryle's tube	1 No
47	Soap toilet	2 cakes
48	Arms band with red cross	10 Nos
49	Torch of three cells	2 Nos
50	Adhesive plaster 2.5cmX4.5 mtrs and 10 cmX5 mtrs	One each
51	Splints wooden extensible set of 6	One set
52	Rain coat plastic	2 Nos
53	Crepe bandage	2 Nos

	Note: Contents should be stored in a convenient container like a suit-case (size 21")for easy transport.	
	DISTRIBUTION OF POMKA	
	A) Health unit/poly clinic	1 set of POMKA
	Sub- divisional hospital	2 sets of POMKA
	Divisional/Zonal hospital	A) 3 sets of POMKA with the following additional items.

(b) Additional items

1	POP Bandages 10 cms & 15 cms	10 assorted
2	Mackintosh sheet 1x1 mtr	2
3	Aerosol spray dressing	2
4	Folding stretcher	2
5	Portable Boyle apparatus	1
6	Dictaphone	1
7	Generator set	1
8	Laryngoscope set	1
9	Endotracheal tubes	1set

CONTENTS OF ARME SCALE II

Each ARME scale II should contain 3 sets of pomka and the following additional items are given below.

Additional items for ARME II

1	POP Bandage 10 cm and 15 cm	5 each
2	Mackintosh 1 mtr x 1 mtr	2
3	Folding stretcher	2
4	L.P.G. Based perromax	2
5	Spare mantle for petromax	2
6	Match box	1
7	Tally care 10 x 7cms with one skin marking pencil	12
8	a. Catheter sterile male	2
	b. Catheter sterile female	2
9	Mouth gag	1
10	Shop scissors	1
11	Clasp knife	1
12	Umbrella hand	2
13	Gum boot	2 pairs
14	Basin wash hand E.I.35 cm dia	1
15	Bed sheets	10
16	shroud	6
17	Blanket woolen or cotton according to climatic conditions	6
18	Note book with pencil	2 Nos
19	Memo pad with carbon	2 Nos
20	Book for noting injury particulars; identification marks etc	2Nos

These additional items for scale II ARME should be kept in two boxes for easy transport.

35.0 (a) STANDARD ITEMS TO BE AVAILABLE IN ARMV SCALE – I (MECHANICAL)

SN	DESCRIPTION OF ITEM	Qty
1	Power pack for HRD	1no
1a	Hand pump for HRD	1no
1b	Hydraulic spreader	1set
1c	Hydraulic cutter	1set
1d	Hydraulic combination tool	1no
1e	Extension hose	1set
1f	Hydraulic oil for power pack and hand pump	40lit
1g	Diesel or petrol	20lit
1h	Spare filter for power pack (oil filter air filter)	1set
1j	Spark plug for power pack	2nos
1k	Lub oil for power pack	5lit
1l	Manual glass cutter	2nos
1m	Aluminium platform 1.7x0.9x1.2m	1
1n	Set of O ring for spreader, cutter and combination tool	1each
1o	Spare quick coupling	04nos
2	Electrically operated heavy duty drilling machine with trepanning arrangement	1no
2a	Spare trepanning bits and drill bits	6nos each
3	Electrically operated heavy duty nibbling machine which can cut 3.5mm MS sheet	1no
3a	Spare tool for heavy duty nibbling machine	3nos
4	Portable bar cutter with hand pump	1set
5	Inflatable air bag with one set of hoses	1no
6	Air compressor for air bag	1no

5a	Petrol or diesel for compressor	10lit
5b	Air and oil filter for air compressor	1set
5c	Lub oil for air compressor	10lit
5d	Spare hoses for air bag	1set
6	30 T light weight hydraulic jack with hand pump	1set
7	50T light weight hydraulic jack with hand pump	1set
7a	Jack oil for 30 and 50 T jack	25lit
7b	One set of seals for 30 AND 50 T Jack	1set each
OXYACETYLENE EQUIPMENT:		
8a	Oxygen cylinder	4nos
8b	Acetylene cylinder	2 nos
8c	Oxygen regulator	2nos
8d	Acetylene regulator	2nos
8e	Cutting torch 3/64", 1/32",1/18",1/14	2nos
8f	Oxy- acetylene hoses	2sets
8g	Spare nozzles of size 3/64",1/32",1/16",1/14"	2each
8h	Cutting gloves	2sets
8i	Welder goggles	2
8j	Welding apron	2sets
8k	Welder shoes	2sets
8l	GI bucket with water for cutting nozzle	2nos
8m	Gas lighter	2nos
8n	Match box	2nos
8o	Trolley for carrying cylinders	1
9	Plasma cutting equipment	1
HIGH LEVEL COMMITTEE ITEM:		
10	Inflatable lighting tower	2
10a	Spare bulbs for lighting tower	2
10b	Diesel or petrol for lighting tower	10lit
10c	Spark plug	2
10d	Lub oil for engine	10 lit
10e	Oil and air filter for lighting tower engine	1set
11	2.5 KVA Generator with accessories	1no
12	Plastic chairs	20
13a	Spare memory stick for movie camera	1
13b	Spare battery for digital camera	1
13c	Digital camera battery charger	1
13d	Data transfer card	1
14	Digital movie camera	1
14a	Spare memory stick for movie camera	1
14b	Spare battery for movie camera	1
14c	Battery charger for movie camera	1
15	Wrist band with token serially numbered	100
16	Barricade tape with accident zone screen printed	100m
17	Water mist based fire fighting system	1
HAND TOOLS:		
18	Tommy bar 2 feet	4
19	Spanner double ended of size 6 to 32mm	1set
20	Socket spanner of size 6 to 32mm	1set
21	Ring spanner of size 6 to 32mm	1set
22	Pipe wrench of size 6 to 32mm	2each
23	Adjustable spanner of size 8",10",12"	2each
24	Hand saw for wood 24",32".	2nos

25	Adjustable hack saw with frame	2nos
26	Spare hack saw with blades	6nos
27	Ball pen hammer of size 1 ¼, 1 ½, lbs	6each
28	Sledge hammer 12 lbs, 7lbs	2each
29	Pin punches	6nos
30	Chisel with flat	4nos
31	Chisel with wire	4nos
32	Pick axes	3nos
33	shovel	2nos
34	Allen key	2sets
35	Insulation pliers (cutting) 8" long	02nos
36	Screw driver 18", 12" & 6"	1 set
37	Wire claw	02 Nos
MISCLELLANEOUS ITEMS:		
38	Push trolley	1
39	Light weight Aluminum ladder 2feet adjustable	20Nos
40	Safety belt for ladder	1
41	Light weight nylon tent	1
42	Shamiyana 20 feet x feet with side covering and associated equipment	1
43	Folding table	2
44	Helmets white and yellow	5&20
45	Rain coat with cap or rain suit	25
46	Retro reflective jackets in three different colours	5,5&20
47	Safety shoe	20
48	Mega phone	2
49	Gas lighter	6
50	Spare mantel for gas lighter	20
51	Walkie-talkie set with spare battery and charger	4Nos
52	Hand signal flags Red & Green	2 each
53	Banner flag with poles	2
54	Detonators	20Nos
55	Tri colours LED torch	2
56	Tree cell hand torch	10Nos
57	Dry cell for hand torch	40Nos
58	Re chargeable hand torch	10nos
59	Search light of capacity	2nos
60	Rope manila 1inch dia	20m
61	Wooden packing 2'x1'6", 2'x1,1,, 1 1/2,x1 ½,x4	4
62	Wooden wedges	4
63	Steel wedges	2
64	G.L funnel Big and small	2 each
65	G. l. measuring can 1 lit, 2 lit and 5 fit 1 each	1each
66	Cell phone charger with adaptor to suit to all types of cell phone	2
67	Disposable mask	100
68	Disposable apron	25
69	Disposable gloves	25
70	Fire extinguisher	4
71	First aid box	1
72	Water tank	1
73	Voice recorder	1
74	Arm band with red cross symbol and ARMV station name	25
75	Soap toilet	5nos
76	Washing soap	10nos

77	Plastic bucket with mug	2each
78	Gum boots	10nos
79	Umbrella hand	15nos
80	Garden umbrella	02nos
81	Plastic containers of size 20lit and 10lit with air tight seal and cap	5each
82	T&P board	1
83	Board indicating nominated staff with their contact number	1
84	Steel tape 30mm	1
85	Hand operated combi tool with a set of 4 spare cutting jaws	1
86	Chain pulling arrangement to be used in conjunction with spreader	1
87	Telescopic Ram	1
88	Spring loaded punch	3
89s	Protection cover sets	12
90	Portable Rail trolley	1
91	Rope ladder of different length	3Nos
92	Heat proof jacket , helmet & flame retardant hand gloves	4sets
93	Various types of safety belts /harness	6Nos
94	Gas vapour odour mask	10Nos
95	Lifebuoy & Life jacket for saving life from water	8Nos
96	Portable breath analyser	2Nos
97	KANATH (SIZE-10' X30') with 50' wall	1No
KITCHEN ITEMS:		
98	Double burner heavy duty gas stove	1
99	LPG Cylinder	4
100	SS cooking vessel of 3,5,8kg	1each
101	Tea kettle large SS	1
102	SS Tea flask 2 lit	1
103	SS plates	25
104	SS tumbler	25
105	Tea urn of 10lit	2
106	Paper cups	100
107	Paper plates	100
108	Paper napkins	200
109	SS spoons	25
110	Plastic spoons	100
111	Fibre plates	10
112	Porcelain tea cup set of six	1set
113	Gas lighter and match box	2each
114	Mineral water	24lit
115	Knife	2
116	Chopping board	2
117	Cotton waste	5kg
118	Cleaning cloth	10m
119	Stainless steel container 5,2 kg	2each
120	Plastic container 1kg	5
121	SS tea strainer	2
122	Serving spoon for rice	2
123	Watering hose	20m
124	Coco broom	2
125	Banister brush	2
126	Plastic bucket and mug	2
127	Hand operated pump	1
BOOKS & STATIONARY:		

128	Zonal disaster management plan	1
129	Divisional disaster management plan	1
130	Accident manual	1
131	G &SR Manual	1
132	Working time table of division	1
133	Offices inspection register	1
134	Supervisors joint Inspection Register	1
135	ARMV Schedule Register	1
136	ARMV Movement Register	1
137	ARMV T&P Register	1
138	BPC Book	1
139	Chalk Box	1
140	Ball Pens	10
141	Writing Pad	2
142	Xerox Paper	100
143	Carbon Paper	10
144	Cash Chest	1
145	Navtal Locks for locking coach & cupboard	As req
146	Imp rest Cash	Rs.5000/-
STAFF:		
147	In charge Supervisor (in the rank of SSE)	1
148	Additional Supervisor (in the rank of SE or below)	1
149	Staff (at least 3 staff trained in gas cutting should be nominated. One Sr. Technician should look after T&P Issue & Accountal).	15

(b) STANDARD LIST OF ITEMS TO BE AVAILABLE IN ART (MECHANICAL)

SL. No	Description of items	A Class	B Class	SPART& C Class
1	Hydraulic re railing equipment			
1a	Power pack for Hydralic Re-railing Equipment	2	2	1
1b	Diesel for power pack	210 lit	210lit	20 lit
1c	Petrol for power pack	20 lit	20 lit	20 lit
1d	Jack oil	100 lit	100 lit	100lit
1e	Power pack air and oil filter	2 set	2set	2 set
1f	Power pack lub oil	10 lit	10 lit	10 lit
1g	Spart plug for petrol power pack	2	2	2
1h	Power pack starting thread	2	2	2
1i	Hand pump with guage	1	1	1
1j	Control Desk for hydraulic Re –railing Equipment	2	2	2
1k	High pressure hoses for jacks	12	12	6
1l	Re-railing Bridges 1.1m,2.2m,3.3m&4.4m	1 each	1 each	1 each
1m	Telescopic jacks 120/6High construction	4	4	2
1n	Telescopic jacks 60/30 low construction	2	2	2
1o	Telescopic jack 60/30 High construction	4	4	2
1p	Telescopic Jack 60/30 low construction	2	2	2
1q	Tilting Jack	1	1	1
1r	Claw Jack	3	3	3
1s	Pulling deice with rope and accessories or TRIFOR	1	1	1
1t	Roller carriage	2	2	2
1u	Axle pusher	1	1	1
1v	Displacing Jacks 2	1	1	1
1w	Spare seals set for jacks @ half number of jacks (Min one	As recommended		

	set)			
1x	Spare coupling for jacks	8	8	4
1y	Spare O -rings	1set	1set	1set
2	Re railing ramps(sset consisting of one left and one right	4sets	2sets	2sets
2a	Wedges for Ramps	8	8	8
HIGH LEVEL COMMITTEE RECOMMENDATION ITEMS				
3	Inflatable Air Bags of round or rectangular	1 set	1 set	1 set Spart
3a	Air compressor for air bag	1	1	1
3b	Petrol or diesel for compressor	10 lit	10 lit	10 lit
3c	Air and filter for air compressor	1 set	1 set	1 set
3d	Lub oil for air compressor	10 lit	10 lit	10 lit
3e	Spare hoses for air bag	1 set	1 set	1 set
4	Self contained breathing apparatus with accessories	4 set	Nil	Nil
5	Inflatable lighting towers	4	4	2
5a	Spare bulbs for lighting tower	2	2	2
5b	Diesel or petrol for lighting tower	20 lit	20lit	10 lit
5c	Spark plug	2	2	1
5d	Lub oil for engine	10 lit	10 lit	10 lit
5e	Oil and air filter for lighting tower engine	1 set	1 set	1 set
6	Oxy-fuel cutting equipment (Under water cutting equipment)	1 set	1	1set SPART
6a	Cutting torch	1	1	1
6b	Spare nozzle	2	2	2
6c	Spare hose	1 set	1 set	1 set
6d	Spare regulator	1 set	1 set	1 set
7	Inflatable tend Light weight along with accessories	1	1	1 set SPART
8	Water mist based fire fighting system	1	1	1
9	Electrically operated cutting and boring tool	-	-	1 set SPART
10	Aluminum ladder	2	2	2
11	Plastic chairs	20	20	10
12	Digital video camera	1	1	1
12a	Spare memory stick	1	1	1
12b	Spare battery	1	1	1
12c	Battery charger	1	1	1
d	Data transfer card	1	1	1
13	Digital still camera	1	1	1
13a	Spare memory stick	1	1	1
13b	Spare battery	1	1	1
13c	Battery charger	1	1	1
13d	Data transfer card	1	1	1
14	Luminous barrier Tape	100m	100m	100m
15	Portable light weight Trolley	1	1	1
CUTTING EQUIPMENTS:				
16	Oxy-fuel cutting equipment (oxy acetylene cutting equipment)	4	4	2
16a	Oxygen cylinder	10	10	6
16b	Acetylene cylinder	5	5	3
16c	Oxygen regulator with gauges	4	4	2
16d	Acetylene regulator with gauge	4	4	2
16e	Cutting torch	4	4	2

16f	Oxy – acetylene hoses	4 sets	4sets	2sets
16g	Spare nozzles of size 3/64”,1/32”,1/18”,&1/14	4 each	4 each	2 each
16h	Asbestos gloves	8	8	4
16i	Welder goggles	8	8	4
16j	Welding apron	8	8	4
16k	Welding shoes	8	8	4
16l	GI bucket with water for cutting nozzle	4	4	2
16m	Gas lighter	4	4	2
16n	Match box	5	5	5
16o	Trolley for carrying cylinders	4	4	2
17	Plasma cutting equipment for SS	1 set	1set	Nil
HAND TOOLS:				
18	Pinch bars	4	4	2
19	Crow bars	4	4	2
20	Ordinary Bar	4	4	2
21	Spanners (double end) of size 6to 32mm	2set	2set	1set
22	Socket spanners of size 8 to 32 mm	2set	2set	1set
23	Ring spanners of size 6 to 32 mm	2set	2set	1set
24	Pipe wrench of size 20 to 60 mm opening	4	4	2
25	Adjustable spanner of size 8”, 10”,&12”,	4each	4each	2each
26	Allen key of size 1.5to10mm	2sets	2sets	1set
27	Hammer(sledge) 12lbs&7lbs	4each	4each	2each
28	Hammer (BP) of 1 ¼,1 1/2,	6 each	6 each	3 each
29	Chisel with wire	4	4	2
30	Chisel long	4	4	2
31	Rivet punch with handle	4	4	2
32	Tommy bar	10	10	4
33	Screw driver (long wooden handle) of size 18”,12”,6”	4	4	2
34	Files of sizes (Round)	1	1	1
35	Files of sizes (flat)	1	1	1
36	Axe with handle	4	4	2
37	Handle saw for wood	2	2	1
38	Hack saw with frame	4	4	2
38a	Spare hack saw blades	1	10	4
39	Shovel	4	4	2
40	Plastic basket for gravel	4	4	2
41	Wire claw	4	4	2
	Description of Item			
42	Pin punches	6	6	4
43	Leverage pipes	6	6	4
44	Spares for 140 T crane as per Annexure -A			
45	List of wire ropes for 140 T crane as per Annexure-B			
PACKING ITEMS:				
46	Wooden packing of sizes 3’x1’x6”, 3’x1’x3”,Wooden packing of sizes 3’x1’x6”, 3’x1’x4’, 3’x1’x3”., 3’x1’x2’,3’x1’x1”,2’x1’x6”,2’x1’x4”,2’x1’x1”, 1’x1’x3 and 1’x1’x2”	16 each	16 each	8 each
47	Wooden packing of sizes 2’x1’x1’&3’x1’x4”	12 each	12 each	8 each
48	Wooden packing for crane only 6’x1’x6’, 3’x1’x1”.	16 each	NIL	NIL

MISCELLANEOUS ITEMS:				
49	Push trolley	1	1	1
50	Nylon triangle tent	2	2	1
51	Samiyana with accessories of size 20x30xft	2	2	1
52	Charger for cell phone with end fitting to suit various makes of cell phone	4	4	1
53	Safety rope for ladder	1	1	1
54	Chain with pulley block	5ton	5ton	-
55	Steel folding chairs	2	2	2
56	Steel folding tablets	2	2	1
57	Wooden wedges	10	10	6
58	Steel skid	8	8	4
59	Helmet (plastic) in two colours	5&35	5&35	5&20
60	Safety shoe	35	35	20
61	Gum boots	15	15	10
62	Luminous jackets in the colours with Brake down – station name screen printed on back side	5,5&3 5	5,5&3 5	5,5&20
63	Rain Coat or rain suit	35	35	20
64	Umbrella	20	20	10
65	Garden umbrella	4	4	2
66	Rope manila (3", 1 ½ & 20mm dia)	20mm each	20mm each	1
67	Steel Almirah	2	2	1
GAUGES AND MEASURING INSTRUMENTS:				
68	Wheel gauge	1	1	1
69	Rail gauge	2	2	2
70	Tyre defect gauge	1	1	1
71	Caliper (outer 150mm)	2	2	1
72	Caliper (Inner150mm)	1	1	1
73	Spirit level in wooden box	2	2	1
74	Feeler gauge set	2	2	1
75	Measuring tape (steel type-15/30)	2	2	1
SAFETY ITEMS:				
76	Banner flag with poles	2	2	2
77	H.S. Flag (red & green)	4sets	4sets	2sets
78	Detonators	20	20	20
79	Tri colour signal lamp (torch)	4	4	2
80	Last vehicle (LV board)	2	2	2
81	First aid box	2	2	1
82	Fire extinguishers	8	8	4
83	Water bucket for fire extinguishing	4	4	2
84	Sand bucket	4	4	2
85	Auto gas light	10	10	4
85a	Spare gas light mantel	20	20	10
86	Safety matches	20	20	10
87	Three cell hand torch	20	20	10
88	Dry cells hand torch	60	60	30
89	Rechargeable torch	10	10	10
90	Search light of 55 watts	4	4	2
OIL & MEASURES:				
91	G.I. Funnel big and small	2	2	2
92	G.I. measuring can 1 lit, 2lit, 5lit	1each	1each	1each
93	Oil pump one for jack oil and one for diesel	2	2	2
94	Oil syringe (C & W)	2	2	2

95	Kerosene oil	50lit	50lit	50lit
	Communication Equipment:			
96	Walkie talkie with spare battery and charger	4sets	4sets	2sets
97	Voice recorder /Tape recorder	1	1	1
98	Lap Top with wireless broad band	1	1	1for SPART
99	Multipurpose printer(scanning /faxing/copying)	1	1	1for SPART
OTHER ITEMS IN GENERAL:				
100	Duster	25	25	10
101	Pillows	25	25	NIL
102	Pillow covers	50	50	NIL
103	Bed sheets	50	50	NIL
104	Blankets	25	25	NIL
105	towels	5	5	NIL
106	Soap toilet	10	10	5
107	Soap bar	25	25	10
108	Cotton waste -1	5kg	5kg	5kg
109	Dungry cloth	25m	25m	10m
110	Plastic buckets	4	4	2
111	Plastic mug	4	4	2
112	Plastic can 20 lit and 10 lit capacity with air tight seal and cover	6each	6each	4each
113	Disposable nose mask	100	100	50
114	Disposable apron	25	25	25
115	Disposable gloves	25	25	25
116	Watering hose 20m	2	2	1
117	Coco broom	2	2	2
118	Barlster blough	2	2	2
119	Phenyl	2lit	2lit	2lit
120	Navtal lock	As req	As req	As req
BOOKS AND STATIONARY:				
121	Zonal disaster management plan	1	1	1
122	Divisional disaster management plan	1	1	1
123	Accident manual	1	1	1
124	G &SR manual	1	1	1
125	Working time table of each division	1	1	1
126	Offices inspection register	1	1	1
127	Supervisor's joint Inspection register	1	1	1
128	Crane schedule maintenance register	1	NIL	NIL
129	ART Schedule register	1	1	1
130	Art movement register	1	1	1
131	Art T&P register	1	1	1
132	BPC book	1	1	1
133	Chalk box	1	1	1
134	Ball pens	10	10	5
135	Writing pad	4	4	4
136	Xerox papers	100	100	100
137	Carbon papers	10	10	10
138	Conference rules part - iii & iv for TXRs	1	1	1
139	Rules for working cranes	1	NIL	NIL
140	Wire rope and chain testing register	1	1	1
141	Maintenance manual for coaches	1	1	1
142	Maintenance manual for wagons	1	1	1
143	First aid manual	1	1	1

144	Cash chest	1	1	1
145	Imp rest cash (In Rs)	25000	25000	25000
KITCHEN ITEMS:				
146	Double burner heavy duty gas stove	1	1	1
147	Single burner heavy duty gas stove	1	1	NIL
148	LPG Cylinders	4	4	2
149	Gas lighter	2	2	1
150	Match box	10	10	5
151	Meal plate fibre	24	24	12
152	SS meals plates	35	35	15
153	Tumblers stainless steel	25	25	15
154	Half plates SS	20	20	10
155	Jug stainless steel	4	4	2
156	Tea spoons stainless steel	25	25	15
157	SS vessel of sizes 24"x10"x 18"x 10& 12"x 9"	2 each	2each	1each
158	SS vessel with cover (16"diax12")	4	4	1
159	SS vessel with cover(12"diax12")	2	2	1
160	SS vessels of 1 lit capacity with lid	4	4	2
161	knives	2	2	2
162	Chopping board	2	2	1
163	Tea cups & saucers china	2set	2set	1set
164	Plastic spoons	200	200	200
165	Paper cups	300	300	100
166	Paper plates	300	300	100
167	Paper napkin	300	300	100
168	Serving spoon for rice	4	4	2
169	Serving spoons of small and big size	6each	6each	6each
170	Mixer & grinder	1	1	1
171	Iron Tawa (10"dia)	2	2	1
172	SS Tea urn 10 lit	1	1	1
173	SS tea flask 2lit	1	1	1
174	SS Tea strainer	2	2	1
175	SS Curry bowl	50	50	25
176	SS containers with lid 8 kg ,6kg, 4kg	4each	4each	4each
177	SS containers with lid 1kg	12	12	12
178	Plastic container with lid 1kg and 500 gms	12each	12each	12each
179	Casserole 2.5lit, 1lit	2each	2each	2each
180	Hot Tiffin box with 4container	2	2	2
181	Frying pan	2	2	1
182	Non-stick tawa	1	1	1
183	grocery	Q.S	Q.S	Q.S
SPARE C&W MATERIALS:				
184	Lashing wire	5	5	2
185	Side bearer housing for Casnub Bogies	4	4	4
186	Side bearer pad	12	12	8
187	Side bearer PU Pads	8	8	8
188	Elastomeric pad	16	16	16
189	Axle box adopter narrow jaw and wide jaw	4each	4each	4each
190	Centre pivot retainer	10	10	10
191	Centre pivot pin 4	4	4	2
192	Knuckle pin	8	8	8
193	knuckle	2	2	2
194	CBC Shank	1	1	1
195	yoke	1	1	1

196	Lock for CBC	4	4	4
197	Side frame key with nut and bolt	10	10	10
198	Brake block freight	16	16	16
199	Brake shoe key freight	8	8	8
200	Cut off angle cock freight	6	6	4
201	Axle box spring coaching	4	4	2
202	Bolster spring coaching	2	2	2
203	Stirrup link	8	8	8
204	Stirrup link pin	4	4	2
205	Stirrup link stone	8	8	8
206	Anchor link with bush	2	2	2
207	Equalising stay	2	2	2
208	Brake beam 2	2	2	2
209	Brake beam hanger	4	4	4
210	Brake block shoe	4	4	4
211	Brake block key coaching	8	8	8
212	Brake beam safe rope	2	2	2
213	Brake block coaching	16	16	16
214	BP hose pipe	4	4	4
215	FP hose pipe	4	4	4
216	BP cut off angle cock coaching	4	4	4
217	Cut off angle cock coaching	4	4	4
218	Axle box cover	2	21	2
219	3-way dirt collector	4	4	2
220	Insulating cock for PEV	2	2	2
221	Nut and bolt for different sizes (10x110 , 12x75 ,12x130 ,12x150, 16x65 , 16x75, 16x100, 16x150, 20x65, 20x90, x20x100, 22x100, 22x150, 24x110, 30x150-all in mm)	12 each	12 each	12 each
222	M.S Chains of dia 16mm,12mm, 10mm,& 06mm of 5m	4 each	4 each	2 each
223	Lashing chains 1/2dia. 15ft long with 2rings	4	4	2
224	Lashing chains 5/8”dia 10 ft long with 2 rings	4	4	2
225	Lashing chains 5/8” dia 20ft long with 2 rings	2	2	1
226	D- shackle with accessories	4	4	2
227	Rope of 15 tone capacity of 6m with thimble on both side	2	2	2
228	Rail skate for moving derailed /seized roller bearing wagons	1No	1No	1No
STAFF STRENGTH:				
229	Exclusive Incharge supervisor	1	1	-
230	Incharge supervisor	-	-	1
231	Additional nominated supervisor for break down call	2	2	1
232	Staff for day to day maintenance including maintenance of T&P, Their issue and accountal	5	2	1
233	Nominated staff for break down activities (this includes 3 crane drivers and 3 staff trained in gas cutting)	35	30	20

36.0 GENERAL GUIDELINES FOR MAINTENANCE OF ARTs OF S&T DEPT.

ARTs are provided with standard list of equipments mentioned in Telecom manual as under:

List of minimum essential telecom equipments to be kept in accident relief trains (ART)

S.N	Items	Qty
1	Inspection Book	01
2a	Magneto Telephone	04
2b	Dry Cell large6-1, 1.5 volt each for magneto telephones	12
3	PVC insulated, PVC sheathed twin core cable	500Meters
4	Micro phones for cordless PA system	02
5	Loud speaker horn type 5/10 watts	02
6a	Amplifier of minimum 20 watts power out put (having interface for cord less microphones) and operating voltage of 12V DC	02
6b	12V storage battery for 6(a) along with battery chargers	02
7	Megaphones Transistorized (minimum 10 Watts each)	03
8	Portable stand for loud speaker with adjustable height from 1.5M to 3M	02
9	Field service cable PVC insulated (D-8)	4 drums of 500 mtrs. Each
10	Push button auto telephone with tone/pulse switching facility	04
11a	Walker-talkie sets (2/5 watts-VHF with 100% spare batteries)	30
11b	Battery charger fro 11 (a) (two position charger with rapid charging)	100%
12	Multi meter	01
13	Extension board for power supply (Mains)	04
14	Handheld torch of 3 sets complete with dry cells	04
15	Jointing kits and materials for cable and overhead wires. This is required to be decided by the railways themselves according to their local leads for different ART's	04
16	Tool box containing	
(a)	Soldering 10W/12V, 10W.22oV & 65W/220V	01 No each
(b)	Long nose plier-200mm	01
(c)	Cutter diagonal 200Mmm	01
(d)	Box spanner 6, 5.5 & 5mm	01 No each
(e)	Hammer steel 750gm	01
(f)	Hammer wooden	01
(g)	Adjustable spanner 300mm	01
(h)	Screw driver 200mm	01
(i)	Screw driver 250mm	01
(j)	Mains tester (230V)	01
(k)	Electrical insulation tape 12mm x 15m	01
(l)	Resins core	500gm
17	Tape recorder cassette type	02
18	Control way station equipment DTMF type 2 wire & 4 wire with ampli-speaker telephone and suitable Ni-cd cell	02
19	Cellular phone	04
20	Satellite phone (SAT phone-miniature type which support video, audio & test features)	02
21	FAX machine (plane Paper)	01
22	Auto dialing system from emergency socket (only way station emergency control telephone)	01
23	Map showing section of track where communication through cellular phone is possible	01
24	WLL mobile exchange with 30 handsets	01
(B) Specific Equipments Required for ARTs having Beats in Non-RE Area		
1	2 wire portable control phone in suitable box with dry cells	02

2	Telescopic pole of minimum 6M height with its bracket's opening space at least 350mm	02
3	Over control alignment charts	01
(C) Specific Equipments Required for ARTs having Beats in Re Area		
1	4 wire emergency portable control telephone with dry cells	02
2	Tapping transformers (1120:1120)	02 No each
3	Terminating transformers(1120:470)	02
(D) Desirable Equipment		
1	Video camera and recorder	01

37.0 SCALE CHECK OF ELECTRICAL EQUIPMENTS TO BE PROVIDED AS PER RLY. BOARD NO. 99/ELECT/41/DTD-17/07/2001.

a) ART SPL.

Sl. No.	Equipments	Proposed to be provided
01	DG set 15KVA/230/Volts	01 No
02	1.5KVA petrol start kerosene run	20 No's
03	Lumine fitting Halogen 1000 Watts	10 No's
04	Metal Halide fitting 150 W	40 No's
05	Telescopic stand 2 mtrs height	20 No's
06	PVC 3 core cable with 15A top	50 No's
07	3 core cable flexible	1500 mtrs
08	Kerosene oil 200 ltrs drum	03 No's
09	Diesel oil drum 200ltrs	01 No's
10	Polythine container 20 ltrs	18 No's
11	Lubricating oil	40 ltrs
12	Oil measuring cane 1 ltr capacity	06 No's
13	Tool set comprising a) Cutting plier 254mm b) Screw driver 100, 200 mm c) Knife & hammer	01 No's 01 No 01 No
14	Insulation Tape 1 roll 10mtrs	24 No's
15	DE spanner set 3/19 mm, 1.5mm step	01 No's
16	Socket spanner with lever 3-10mm	01 set
17	Aluminum telescopic ladder	02 No's
18	Earth Road for earthing OHE	02 No's
19	Portable board with W/P socket 5Amps 2 No's 15/20Amps 02 No's	04 No's
20	Drums for main cable	02 No's
21	Battery chargers 110/230v	02 No's
22	Hand lamp with 100 W lamp	06 No's
23	Telescopic mast 6mtrs/height	04 No's

HIGHLEVEL COMMITTEE RECOMMENDATION ON DISASTER MANAGEMENT PERTAINING ELECTRICAL DEPARTMENT AS PER RLY BOARD No.2001/safety/1/6/4 of may-2003.

Sl. No.	Equipments	Proposed to be provided
01	Provision of Emergency inflatable lighting tower	04 No's
02	Charging Facilities for tap-top cell connections	02 No's
03	Stand by DG set for TL & AC	01 No's

b) MRV SPL.

Sl. No.	Equipments	Proposed to be provided
01	1.5KVA Petro start kerosene Run	02 No's
02	Lumine fitting Halogen 100 Watts	02 No's
03	Metal Halide fitting 150 W	10 No's
04	Telescopic stand 2 mtrs height	02 No's

05	PVC 3 core cable with 15A socket	12 No's
06	3 core cable flexible	300 mtrs
07	Kerosene oil 200 ltrs drum	01 No's
08	Hand lamp with 100 W tamp	04 No's
09	Polythine container 20 ltrs	04 No's
10	Lubricating oil	05 ltrs
11	Oil measuring cane 1 ltr capacity	01 No's
12	Insulation Tape 1 roll 10 mtrs	04 No's
13	Tool set comprising a) Cutting Plier 254mm b) Screw driver 100, 200, 300 mm c) Knife & Hammer	04 No's 01 No 01 No 01 No
14	DE spanner set 3/19 mm, 1.5mm step	01 No's
15	Socket spanner with lever 3-10mm	01 set
16	Portable board with W/P socket 5 amps 2 No's 15/16 amps 02 No's	01 No's
17	Provision of emergency inflatable lighting tower	02 No's
18	Charging Facilities for tap-top cell connections	01 No's
19	Stand by DG set for TL & AC	01 No's
20	Telescopic mast 6 mtrs/height	02 No's

38.0 LIST OF EQUIPMENT STANDARD FOR BD SPL. OF ENGINEERING DEPT.

S. No.	LFNO.	Description of materials	'A' Class	Qty standard
1	CR-	Fish plates 52kg 24"	CL-1	20 Nos.
2	CR-	Fish plates 90 'R' 24"	CL-1	20 Nos.
3	CR-	Joggled fish plates 90 'R'	CL-1	02 sets
4	CR-	Joggled fish plates 52 Kg	CL-1	02 sets
5	CR-	Combination fish plate (90R=52Kg)	CL-1	02 sets
6	CR-	Fish plates 90 'R' 18"	CL-1	20 Nos.
7	CR-	Rail pieces 90R	CL-1	15 Nos.
8	CR-	G.R pads T-3703	CL-1	1000 Nos.
9	CR-	Pandrol clips	CL-1	500 Nos.
10	CR-	M.S cotters	CL-1	200 Nos.
11	CR-	Steel keys	CL-1	1600 Nos.
12	CR-	G.F.N liners 3702	CL-1	500 Nos.
13	BDV-1	Pick Axel iron	CL-1	20 Nos.
14	BDV-2	Crow bars	CL-1	50 Nos.
15	BDV-3	Claw bars	CL-1	02 Nos.
16	BDV-4	Beater iron	CL-1	50 Nos.
17	BDV-5	Shovels	CL-1	50 Nos.
18	BDV-6	Powrahs	CL-1	25 Nos.
19	BDV-7	Blower	CL-1	01 No.
20	BDV-8	Rake ballast	CL-1	10 Nos.
21	BDV-9	Wire claw	CL-1	10 Nos.
22	Misc	Beaters handles wooden	CL-1	50 Nos.
23	Misc	Shovels handles wooden	CL-1	50 Nos.
24	BDV-11	Ladder wooden	CL-1	01 No.
25	BDV	Tent pendal	CL-1	02 Nos.
26	BDV-12	First Aid box	CL-1	01 No.
27	BDV-15	Portable telephone	CL-1	01 No.
28	BDV-13	Chalk (white)	CL-1	01 kg
29	BDV-14	Petromax (mantles)	CL-1	10
30	BDV-16	Drilling ratchets	CL-1	02Nos

31	BDV-17	Spanner single head 52 Kg	CL-1	01 No.
32	BDV-18	Spanner double head 52kg/90R	CL-1	01 No.
33	BDV-19	Hammer keying	CL-1	06 Nos.
34	BDV-20	Hammer sledge 8 pounds	CL-1	02 Nos.
35	BDV-21	Hammer spiking 4 pounds	CL-1	03 Nos.
36	BDV-22	Tammy bars	CL-1	04 Nos.
37	BDV-23	Black smith chisels cold set	CL-1	10 Nos.
38	BDV-24	H.S.Lamp	CL-1	06 No.
39	BDV-25	Plastic chairs	CL-1	10 Nos.
40	BDV-26	Umbrella	CL-1	10 Nos.
41	CR-	Fish bolts	CL-1	200 Nos.
42	CR-	Rail screws	CL-1	500 Nos.
43	CR-	Modified loose jaws	CL-1	400 No.
44	CR-	Metal liners 3738	CL-1	1000 Nos.
45	CR-	Hook Bolts	CL-1	40 Nos.
46	CR-	Crossing Bolts	CL-1	50 Nos
47	CR-	Plate Screws	CL-1	200 Nos.
48	CR-	M.S.Plates	CL-1	40 Nos.
49	CR-	Canted Bearing Plates	CL-1	40 Nos.
50	BDV-27	Rail Tongs	CL-1	12 Nos.
51	BDV-28	Banner Flags	CL-1	02 Nos.
52	BDV-29	H.S.Flag Red & Green	CL-1	02 Nos.
53	BDV3	Drill Bit 32mm	CL-1	03 Nos.
54	BDV31	Plum Bob Brass	CL-1	01 No.
55	BDV32	Gas Cutter and Nozzesls	CL-1	09 Nos.
56	BDV33	Hand Glows	CL-1	01 sets
57	BDV34	Torch Light with Three cells	CL-1	05 Nos.
58	CR-	Loose Jaws	CL-1	1600 Nos.
59	BDV-35	Dry Cells	CL-1	25 Nos.
60	BDV-36	Hacksaw Frame With Blades	CL-1	03 Nos.
61	BDV-37	Blades 14"x1"	CL-1	05 Nos.
62	BDV-38	Blades 18"x1"	CL-1	05 Nos.
63	BDV-39	Box Spanners	CL-1	03 Nos.
64	BDV-40	Gauge cum Level	CL-1	02 Nos.
65	BDV-41	Spirit Level	CL-1	02 No.
66	BDV-42	Chisels small	CL-1	12 Nos.
67	BDV-43	Spike Exbiator	CL-1	04 Nos.
68	BDV-44	Monkey spanners	CL-1	06 Nos.
69	BDV-45	Augers3/4"	CL-1	06 Nos.
70	BDV-46	Auger 16mm	CL-1	04 No.
71	CR-	Bill Hooks	CL-1	06 Nos.
72	BDV-47	Axe Flat	CL-1	05 No.
73	BDV-48	Fire Extinguisher	CL-1	01 No.
74	CR-	Point Clamp BG & MG	CL-1	02 + 02 Nos.
75	BDV-49	Pan Mortar	CL-1	12 Nos.
76	BDV-50	Detonators	CL-1	20 Nos
77	BDV-51	G.I.Pots	CL-1	01 No.
78	BDV-52	Aluminium Bucket	CL-1	01 No.
79	BDV-53	G.I.Bucket	CL-1	05 Nos.
80		Water tank 500 Ltrs Cap	CL-1	01 Nos.
81	BDV-54	Travers Jacks	CL-1	02 Nos.

82	CR-	Fish Plate 60 Kg	CL-1	50 Nos.
83	BDV	Dip lorry	CL-1	02 Nos.
84		Baskets Cane	CL-1	30 No.
85	CR-	Rails 90 'R'	CL-1	Nil
86	CR-	Rails 52 Kg 13 mtrs.long.	CL-1	20 Nos.
87	CR-	Steel Sleepers	CL-1	400 Nos.
88	BDV-56	Abrasive Rail Cutting Machine	CL-1	01 Nos.
89	BDV-57	Abrasive Rail Cutting Blades	CL-1	04 No.
90	BDV-58	Kerosene Oil	CL-1	20 Ltrs.
91	BDV-59	Trolley Seat	CL-1	01 No.
92	BDV-60	Wooden Blocks	CL-1	20 Nos.
93	BDV-61	Cutting Machine	CL-1	01 No.
94	BDV-62	Honda Generator	CL-1	01 No.
95	BDV-63	Gas Cylinder (LPG)	CL-1	02 Nos.
96	BDV-64	Gas Stove	CL-1	01 No.
97	BDV-65	Drilling Machine	CL-1	01 No.
98	BDV-66	Smithy Blacksmith Tong	CL-1	Nil
99	BDV-67	Ball Pan Hammer	CL-1	Nil
100		Wood ox (Carpenter)	CL-1	Nil
101	BDV-68	Plastic Can for water	CL-1	Nil
102	BDV-69	Jim Crow	CL-1	01 No.
103	CR-	Rails 60KG	CL-1	20 Nos. 13 Mtrs
104	CR-	PSC Sleepers 60kg	CL-1	--
105	BDV-70	Rail dolly with short chain	CL-1	02.
106	BDV-71	Rain coat	CL-1	--
107	BDV-72	Steel tape 30Mtr	CL-1	--
108	BDV-73	Oxygen regulator	CL-1	--
109	BDV-74	Acetylene regulator	CL-1	--
110	BDV-75	Petromax LPG	CL-1	--
111	BDV	Petromax K Oil	CL-1	--
112	BDV-76	Gum Boots	CL-1	--
113	BDV-77	Pad lock 2"	CL-1	--
114	BDV-78	Pad lock 3"	CL-1	--
115	BDV-79	Gas cutting Hose Pipe Blue	CL-1	--
116	BDV-80	Gas cutting Hose pipe Red	CL-1	--
117	BDV-81	Tea Container	CL-1	--
118	BDV-82	Simplex Jack 15 ton Capacity	CL-1	05
119	BDV-83	Flask Steel 25 Ltr cap	CL-1	10 Nos.
120	BDV-86	Dining Plate	CL-1	06 No.
121	BDV-87	Rice spoon	CL-1	10 Nos.
122	BDV-88	Spoon sambar	CL-1	10 Nos.
123	BDV-89	Table spoon (Spoon tea)	CL-1	200 Nos.
124	BDV-90	Aluminium saucer	CL-1	500 Nos.
125	BDV-91	Aluminium Cup	CL-1	400 No.
126	BDV-92	Aluminium Box Big with lid	CL-1	1000 Nos.
127	BDV-93	Aluminium Box Small	CL-1	40 Nos.
128	BDV-94	Aluminium Vessel 10Kg	CL-1	02 Nos.
129	BDV-96	Aluminium Vessel 4Kg	CL-1	03 Nos.
130	BDV-97	Kinfe	CL-1	04 Nos.
131	BDV-98	Oxygen cylinder	CL-1	10 Nos.
132	BDV-99	Acetylene Cylinder	CL-1	06 No.

133	BDV-100	Search light chargeable with charger	CL-1	10 Nos.
134	BDV-101	Minor cap lamp with Accessories	CL-1	10 Nos.
135	BDV-102	Chainsaw HD with Accessories Petrol	CL-1	200 Nos.
136	BDV-104	Cylinder Key	CL-1	500 Nos.
137	BDV-105	Tent Kabul	CL-1	400 No.
138	BDV-106	GI Pot	CL-1	1000 Nos.
139	BDV-107	Petrol	CL-1	40 Nos.

39.0 DATA BANK

	<u>IMPORTANT PHONE NUMBERS of Railway Officials, information on State, District and Local Authorities</u> <u>RAILWAY BOARD (STD-011)</u>
--	---

Designation	Railway(030)		MTNL (011)		FAX	Mobile No.	Mail ID (railnet.gov.in)
	Office	Residence	Office	Residence			
Minister	44740 44750(PH)	44741	23386645 23017061(PH)	23010476 23010478(F)	23387333	----	----
Chairman Railway Board	44700	---	23384010	---	23381453 (Res)	----	crb@rb
Member Electrical	44710	44709	23385100	24675513	23385086 44322 (Rly)	----	ml@rb
Member Engineering	44706	55001	23383879	26873277	23385114	----	me@rb
Member Rolling Stock	44708	44705	23381477	24673580	23385113	----	mrs@rb
Member Traffic	44712	55012	23382776	24107208	23388237	9717649555	mt@rb
Member Staff	44704	44709	23382762	24675513	23385111 44721	---	ms@rb
Secretary Railway Board	44714	55028	23385227	24675656	23382068	9717644269	secyrb@rb
DG (RHS)	43463	26211	23383638	24104870	23303985 43985 (Rly)	9717644273	dgrhs@rb
DG (RPF)	43480	-	23382209	---	23303984 43984 (Rly)	---	dgrpf@rb
SAFETY DIRECTORATE							
Advisor (Safety)	43302	44717	23381344	24104159	23386215	9810143007	advfsafety@rb
ED Safety-I	43890	-	23387568	26137317	-	9717647300	edsafety@rb
ED Safety-II	44360	-	23383281	26103143	-	9910487524	edtcord@rb
Dir Safety-I	43667	-	23387009	23325333	23387009	9910487477	dsfty@rb
Dir Safety-II	43446	-	23389987	4548501 (0120)	-	9810017905	dsfty2@rb
Dir Safety-III	43239	-	23385047	49053824	-	9910487542	dsafety3@rb
Dir Safety-IV	43574	-	23070944	26885284	-	9910487540	dsfty4@rb
JD Safety	47575	-	-	-	-	9958293520	-
DD Safety (A&R)-III	44353	-	23304353	27021353	-	9958293584	-
DD Safety (A&R)	43580	-	23303580	-	-	9717647376	-
DD Safety (Impl)	43580	-	23303580	-	-	9958293523	-
Safety Control	43399 43599	-	23382638	-	23382638	9717645611	-

Universal Helpline Numbers

Police	100
Fire	101
Ambulance	108

HEAD QUARTERS

GENERAL BRANCH					
Designation	Air tel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
General Manager	9731665000	2360888/2261888 FAX No. 25099(Rly) 2365209(P&T)	2289825	25000	25001
Addl. GM	97316 65888	2267009	2289675	25002	25003
SDGM/CVO	97316 65003	2289924	2361267	25006	25007
Secy. to GM	97316 65005	2362001	2355405	25010	25011
CPRO & DGM (G)	97316 65007	2289615	2289640	25008	25009
Sr.ADGM (PR)	9731665011	2360747	2362116	25014	45061
ADGM	97316 65012	2289664	-	25024	-
PPS to GM@ SBC	97316 65015	22205773	22716241	53604	-
PS to GM	97316 65016	2365210	2263479	25012	25013
COMMERCIAL DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CCM	97316 65950	2289810	2289606	25300	25301
CCM/FM	97316 65951	2289871	2289611	25302	25303
CCM/Catg. & PS	97316 65952	2289811	2260025	25304	25305
Dy.CCM/PS	97316 65956	2289920	2354595	25312	25313
Dy.CCM/FS	97316 65968	2289812	-	25314	-
Comml. Control	-	2289988	-	-	-
ENGINEERING DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
PCE	97316 65200	2289801	2289931	25600	25601
CPDE	97316 65201	2289908	2361625	25606	25607
CBE	97316 65202	2289803	2355956	25604	25605
CTE	97316 65203	2289802	2289823	25602	25603
CGE	97316 65204	2289847	2358648	25610	25611
CE/TP	97316 65206	2289979	2350597	25702	25703
CE/TM	97316 65205	2289624	2289902	25660	25661
Dy.CE/Plg	97316 65210	2289887	2367558	25620	25621
Dy.CE/Track	97316 65211	2289808	2368782	25614	25615
Dy.CE/Br	97316 65213	2289880	2262418	25616	-
Dy.CE/TS	97316 65214	2289940	2253193	25622	25623
Dy.CE/Br. line	97316 65215	2289944	2262670	25628	25627
Dy.CE/TM/YPR	97316 65216	2289833	2357558	51350	-
Dy.CE/ROB	97316 65277	2289804	-	25612	-
Secy to PCE	97316 65220	2289960	-	25648	25649
ELECTRICAL DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CEE	97316 65300	2365212	2289675	25500	25501
CESE	97316 65301	2365213	2358978	25502,	25503
CETE	97316 65302	2289828	-	25504	25505
Dy.CEE/HQ & Plg.	97316 65306	2289893	2355306	25510	25511
Dy.CEE/CN/HQ	97314 32366	2361771	2361772	25512	25513
Dy.CEE/G/HQ	97316 65308	-	-	25514	-

MECHANICAL DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CME	97316 65400	2367030	2289822	25800	25801
CRSE	97316 65401	2263270	2369199	25802	25803
CWE	97316 65402	2289890	2361812	25806	25807
CMPE/Dsl	97316 65403	2289885	2353848	25804	25805
Dy.CME/I	9611822968	2289953	-	25812	25813
Dy.CME/II	97316 65409	2259892	2258672	25810	-
Dy.CME/BOX NR	97316 65456	2289618	2289019	25816	25819
MEDICAL DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CMD	97316 65500	2289867 FAX 2289820	2254853	26000	26001
CHD	97316 65501	2289819	2251509	26002	26003
Dy.CMD/Procurement	97316 65506	2289873	-	26004	26005
Dy. CMD /T&A	97316 65507	2362208	2280111	26006	-
OPERATING DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
COM	97316 65900	2364907 FAX 2289841	2289907	26100	26101
CFTM	97316 65901	2289865	2352655	26102	26103
CPTM	97316 65902	2365201	2263556	26104	26105
CTPM	97316 65903	2289612	2289903	26106	26107
Dy COM/Coaching	97316 65907	2289992	2289956	26108	26109
Dy.COM/Plg.	97316 65906	2289995	-	26110	26111
Dy.COM/Goods	97316 65908	2289716	2264922	26112	26113
Dy.COM/FOIS	97316 65914	2289996	2289692	26138	26139
SAFETY DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CSO	97316 65730	2289813	2362817	26150	26151
Dy. CSO/T	97316 65734	2289829	-	26156	26157
Dy.CSO/M	97316 68731	-	-	26154	-
ASO/S&T	97316 65735	-	-	26160	-
ASO/Engg.	97316 65736	-	-	26158	-
SFC/Tfc-I	97316 65743	-	-	26166	-
SFC/Tfc-II	97316 65748	-	-	26164	-
SFC/TFC-III	97316 65742	-	-	26166	-
SFC/S&T	97316 65744	-	-	26162	-
SFC/Elect	97316 65745	-	-	26166	-
SFC/C&W	97316 11182	-	-	-	-
SFC/Engg.	97316 65747	-	-	-	-
SFC/Loco	97316 65749	-	-	26164	-
FAX No.	-	2289842	-	-	-
SECURITY DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CSC	97316 65700	2289868	2360097	26300	26301
Dy.CSC	9686377500	2360406	2360405	26304	26305
ZSCR	7022879491	2289831 2289852(Fax)	-	26328 26326(Fax)	-

S&T DEPARTMENT					
Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
CSTE	97316 65800	2364916	2355101	26400	26401
CSE	97316 65801	2289856	2363532	26402	26403
CCE	97316 65802	2364911	2254935	26404	26405
CSTE/P	97316 65803	2289617	2354640	26406	26407
CSTE/CN/BNC	9731665850	080-23540541	080-28564533	58800	58296
Dy. CSTE/Plg./HQ	97316 65805	2260751	2355806	26410	26411
Dy.CSTE/Pro/BNC	9731665870	080-25363735	-	58870	-
Dy.CSTE/Proj/MYS	97316 67870	0821-2422278	-	66700	-

OTHER IMPORTANT CONTACT NUMBERS

Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
FA&CAO	97316 65100	2289805	2289821	25100	25101
FA&CAO/G	973166 5101	---	---	25101	---
FA&CAO/WST	973166 5102	---	---	25102	---
CPO	97316 65600	2289815	2282937	26200	26201
COS	97316 65750	2289927	2289930	26600	26601
CRS/SBC	9731666003	22260650 FAX-22260650	22265926	56800	56801

CENTRAL CONTROL

Designation	Airtel No.	BSNL NUMBER		Railway NUMBER	
		Office	Residence	Office	Residence
Ch.Controllor	97316 65923	2364903	-	26190	-
Punctuality	97316 65939	2289895	-	26191	-
Goods	97316 65926	2289894	-	26192	-

TELEPHONE NUMBERS OF ADJECENT STATE GOVERNMENTS

KARNATAKA – BENGALURU				
Designation	MTNL/BSNL (O)	Residence	Mob. No.	Fax
Chief Secretary	080-22252442	080-22256569	9880003692	080-22258913
Home Secy.	080-22033450	080-22250868	9900002851	080-22250225
DGP	080-22211803	080-22214100	9480800001	080-22215911
Disaster Management Cell of State Govt.	080-22943283	-	-	-
ANDHRA PRADESH – HYDERABAD				
Designation	MTNL/BSNL (O)	Residence	Mob. No.	Fax
Chief Secretary	040-23451088	-	09494369595	040-23456137
Spl Chief Secretary to Govt./Home Dept.	040-23453237	040-27852641	09494300001	040-23454547
DGP	040-23237788	-	09440627321	040-23243333
Commissioner/DM&EO/Pr.Secy. to Govt. of AP	040-23457559	040-27005410	08008504302	040-23450053
DM Cell / Emergency / Relief Control Room	040-23451043	-	-	040-23451819
Chief Rationing Officer	040-23447777	040-23811800	08008301399	-
GOA - PANJI				
Designation	MTNL/BSNL (O)	Residence	Mob. No.	Fax
Chief Secretary	0832-2419401	0832-2224908	9623448655	0832-2415201
Home Secretary	0832-2419508	0832-2419840	9689817199	0832-2423588
DGP	0832-2428360	0832-2428245	7875756001	0832-2428073
Relief Commissioner	0832-2419439	-	-	-

Disaster Management Cell of State Govt.	0832-2428400	-	-	-
MAHARASHTRA - MUMBAI				
Designation	MTNL/BSNL (O)	Residence	Mob. No.	Fax
Chief Secretary	022-22025042	022-23641903	9619741903	022-22028594
Addl. Chief Secretary(Home)	022-22188164	-	9987467823	022-22854646
Principal Secretary(Law & Order)	022-22188164	022-22813124	9892256345	022-22855925
DG Police	022-22026672	022-23678820	9870561660	022-22840598
Secy. Disaster Management	022-22023363	-	-	022-22023623
Chief Relief Officer Disaster Management Cell BMC Mumbai	022-22694725	022-26846555	9820702525	022-22694719

HUBBALLI DIVISION

DESIGNATION	RAILWAY		MTNL/BSNL		MOBILE
	OFFICE	RESIDENCE	OFFICE	RESIDENCE	
DRM	45000	45001	2363494	2364000	9731668000
ADRM	45002	45003	2363499	2289616	9731668001
CMS	46000	46001	2363478	-	9731668500
SR.DOM	46100	46101	2363603	-	9731668900
SR.DEN/ Co-Ord.	45600	45601	2363490	2350090	9731668200
DME/P	45802	45803	2289845	2360468	9731668400
SR.DME/C&W	45800	45801	2363495	2263998	9731668402
SR.DCM	45300	45301	2263300	2365405	9731668950
SR.DSO	46102	46103	2289915	2289975	9731668730
SR.DSTE/M	46400	46401	2363492	2289640	9731668800
DSC/RPF	46300	-	2363212	2289609	9731668700
DEE/M	45500	-	2363460	2362855	9731668300
Sr.DPO	46200	46201	2363601	2254050	9731668600
Sr.DFM	45100	45101	2363493	-	9731668100
CWM	45900	45901	2363468	2254260	9731665450
Sr.DME/Dsl	25900	25901	2366049	2363893	9731668401
DY.CHC/P	46195	-	2361627	-	-
COMML/C	45390	-	2266702	-	-
CHART ROOM	46116 46117	-	2363606	-	-

The Satellite Phone No. available in Divisional Office, Hubli are as under:

Facility	Division HQ (0870)	ART/UBL (0870)	ART/CLR (0870)	SWR/HQ (0870)
Voice	763096492	764122770	763096495	764122774
FAX	760396493	764122770	763096496	764122774
Data	763096494	764122770	763096497	764122774

Note: To establish connection with above facilities, above numbers to be prefixed with country code and Area code, for e.g. To dial FAX No.763096493 same to be prefixed with 0091 (country code) 0870 (Area code) i.e. 0091-0870-76309643. In addition to the above, specific BSNL phone No.0870 has been provided in Control Office for accident information.

To avoid delays in seeking assistance by any agency, the contract point given below is to be contacted first and not any service HQ.

IMPORTANT HELP LINE RESOURCES

Air force stations:

S. No.	Nodal Officer/Points	DOT (Office)	DOT (Res)	Mobile
1	Director (Operational Logistics)/HQrs. integrated defence staff at New Delhi.	011-23017897		9810856633
2	Naval HQrs. (War Room) Director of Naval Operation.	011-23017616		
3	Duty officer (Maritime operations centre) HQrs. WNC/Mumbai.	022-22630550		

NAVAL BASE & MILITARY BASE (BELGAUM)

S. No.	Nodal Officer/Points	DOT (Office)	DOT (Res)	Mobile
1	Naval Hqrs. (War Room) Director of Naval Operation.	011-23017616		
2	Duty Officer (Mari Time Operation centre), HQrs. WNC, Mumbai	022-22630550.		
3	Duty officer, Mari Operation Centre, HQrs. ENC, Visakhapatnam.	0891-2577240		
4	Duty officer, (Mari Time Operation centre) HQrs., SNC, Kochi.	0484-2668257		
5.	H.Q. Commandant Belgaum	0831-2406240.		
6.	Dy. Commandant/BGM	0831-2406650		
7.	Commanding Officer, Military Hospital/BGM			

IMPORTANT HOSPITALS WHICH HAVE ACCIDENT TRAUMAM CARE FACILITIES.

S. No.	Hospital Name	Station	STD Code	Phone No. (O)	Phone (R)
1	Civil Hospital, Gandhi Chouk	MRJ	0233	2232091	2232093
2	Govt. Hospital	KUD	08331	235769	
3	Govt. Hospital	RBG	08331		9449816189, 9448149150
4	Govt. Hospital	GKK	08332	226662 & 227275	
5	Govt. Hospital	BGM	0831	2420173	
6	KLE Hospital,	BGM	0831	2473779 Ext: 102	
7	Dr. Satish Kabe	LD		--	
8	Govt. Hospital	LWR	0836	2385340	
9	KIMS	UBL	0836	2372222	
10	Vivekananda Hospital	UBL	0836	2251002	
11	Govt. Hospital,	GDG	08372		
12	Civil Hospital	GDG	08372		
13	Govt. Hospital	KBL	08534		
14	VIMS	BAY	08392	235219, 235230	
15	Govt. Hospital	HLAR	08381	266038	

16	Govt. Hospital	BDM	08357	220111	
17	Govt. Hospital	BGK	08354	236260	
18	Medical College, Hospital	BGK	08354	235400	
19	Govt. Hospital	LMT	08426	281448	
20	A. L. Amin, medical College, Hospital	BJP	08352	270009 & 270250	
21	Govt. hospital	BSRX	08426	280036	
22	Govt. Hospital,	IDR	08359	225200 & 225168	
23	Civil Hospital	SVM	0832	2650566	
24	Churchorem Govt. Hospital	QLM	0832	2714354	
25	Appallo Victor Hospital	CSM	0832	2728888	
26	Govt. Medical College	Panaji	0832	2458727	
27	Chikalim	VSG	0832	2540864	

TELEPHONE NUMBERS OF DISTRICT COLLECTORS ON HUBBALLI DIVISION.

Sl. No.	DISTRICT	STD CODE	DISTRICT COLLECTOR		
			OFFICE	RESI.	Mobile Phone
1	BGM	0831	2406351	2405304	9945437101
2	KBL	08539	220844	220208	9480080695
3	GDG	08372	236009	276550	9449088400
4	DWR	0836	2447544	2748651	9844506631
5	NORTH GOA	0832	2223612	2436772	9822123071
6	SOUTH GOA	0832	2705333	2422166	9422439439
7	BGK	08354	235091	235081	9480031234
8	BJP	08352	250021	250220	9448602174
9	BAY	08392	277100	277300	9663862456
10	ATP	08552	222000	240105	
11	SUR	0217	2731012	2731000	09870177722
12	SLI	0233	2373001	2373003	09764107575

TELEPHONE NUMBERS OF SUPERINTENDENT OF POLICE ON HUBBALLI DIVISION.

Sl. No.	DISTRICT	STD CODE	SUPERINTENDENT POLICE		
			OFFICE	RESI.	Mobile phones
1	BGM	0831	2405204	2405205	9480804001
2	KBL	08539	230111	--	9480803701
3	GDG	08372	236060	235066	9480804401
4	DWR	0836	2255405	2332800	9480804301
5	NORTH GOA	0832	2772218 2416243	2427687	9850990336
6	SOUTH GOA	0832	2732218	2704728	9970068299
7	BGK	08354	235077	235078	9480803901
8	BJP	08352	250152	250023	9480804201
9	BAY	08392	258400	258300	9480803001
10	ATP	08552	240303	240106	
11	SUR	0217	2732001	2732011	09423479902
12	SLI	0233	2323033	2323021	09823403080
Commissioner of Police, Hubballi. 0836 2233500, 9480802001					

**DETAILS OF ARTs/ARMES AVAILABLE ON NEIGHBOURING RAILWAYS
AND ADJACENT DIVISION**

(A) ADJACENT RAILWAY:

ARME/ ARTs	ZONAL RLY / DIVISON	DESIGN / INCHARGE	PHONE NUMBERS
ART/ARME with 140T Crane	MRJ/C. Rly	ADME/MRJ SSE/C&W/MRJ	Rly. 013-58650 (O) Rly. 013-58658 (O)
ART/ARME with 140 T Crane	Varna / KRCL	Dy.CME/CSTM SSE/C&W/VN	022-27572015(O) 022- 27587353 022-27710647, Rly.019-87353
ARME	Ratnagiri / KRCL Kelkar 09004474802	Dy. CME/CSTE SE/C&W/RN	022-27572015 (O) 022-27710647, 0835-228951 Rly.019 -40210.
ART/ARME with 140T Diesel crane.	DAUND	Sr.DME/ SUR SSE/C&W/DD-	Rly.014 -55400 (O), Jeetram verma 09503014425 Gadilkar 09970871480
ART /ARME 'B' Class	Wadi/C. Rly	Sr.DME/SUR SE/C&W/WD-	Rly.014 55400 (O) MARIYANNA-09035058000 GOPALKRISHNA 07760991844
Road ART/ SPART	SUR/C. Rly. SPART	SE/SSE	Road ART - Dv Parpalliwar 9503014426 V Kumar 9595159795
ART/ARME 140 T.	GY/S.C.RLY	SR.DME/C&W/G TL SE/C&W/GY.	RLY 070-27400(O) 09676903934
GTL ART/ARME I/C	GTL/SCR	Sr.DME/C&W/GT L SE/C&W/GTL	070 - 27400 (O) 09676903748 / 09701374082

(B) ADJACENT DIVISION:

ART WITHOUT CRANE:

HRE	MYS/S.W.RLY.	SSE/C&W/MYS	8861886575
HRE	HRR/SWR	SSE/C&W/HRR	9731667445

© ART WITH 140 Ton CRANE:

HRE	ASK/SWR	SSE/C&W/ASK	9731667405/ 8861886577
-----	---------	-------------	---------------------------

TELEPHONE NUMBERS OF STATIONS OF HUBBALLI DIVISION

Sl. No	Station Name	Stn. Code	STD code	Telephone	CUG No.	Rly. No
1	ALMATTI	LMT	08426	281428	9731668682	-
2	ALNAWAR	LWR	0836	2385922	9731668697	26864
3	AMARGOL	AGL	0836	2000037	9731668690	26857
4	AMBEWADI	AVA	08284	231336	9731668931	---
5	ANNIGERI	NGR	08380	222729	9731646715	26848
6	BADAMI	BDM	08357	220040	9731668683	26836
7	BAGALKOT	BGK	08354	220422	9731646803	26838
8	BALGANUR	BLR	08372	218034	-	26832
9	BANNIHATTI	BNHT	08395	215404	9731668652	26810
10	BANNIKOPPA	BNA	08534	288606		26826
11	BASAVANA BAGEWADI ROAD	BSRX	08426	280019	9731668684	-
12	BAYALUVODDIGERI	BYO	08394	212320	9731668696	26813
13	BAY CONT.	BYC	08392	240271	9731668692	26804
14	BELGAUM	BGM	0831	2427392	9731668926	44066, 44064
15	BELLARY	BAY	08392	274038	9731668939	44866, 44864
16	BENNEHALLI	BEHI				26706
17	BHANAPUR	BNP	08534	239234		26825
18	BINKADKATTI	BKIT	08372	218000		26846
19	BIJAPUR	BJP	08352	220062	9731668932	44966, 44964
20	CHANDARGOA	CNR	0832	2784989		26878
21	CONSOLIUM	CSM	0832	2755880		26879
22	CHINCHLI	CNC	08331	237701		26894
23	CHIKODI ROAD	CKR	08338	229447		26892
24	CASTLEROCK	CLR	08383	251527	9731668942	44266, 44264
25	CARANZOL	CRZ	9423889806			26872
26	DHARWAD	DWR	0836	2442023	9731668931	26859
27	DAROJI	DAJ	08395	216358	9731668689	26807
28	DESUR	DUR	0831	2930111	9731668654	26884
29	DEVARAY	DEV	08336	269005		26867
30	DUDHSAGAR	DDS	0832	2600286		26873
31	GADIGANURU	GNR	08394	212050		26812
32	GULEDAGUDDA ROAD	GED	08357	237327	-	26837
33	GINIGERA	GIN	08539	286660	9731668698	26823
34	GADAG	GDG	08372	238336	9731668933	44464
35	GUNJI	GNJ	08336	252878	9731668680	26882
36	GOKAK ROAD	GKK	08332	285442		26890
37	GHATPRABHA	GPB	0831	286234	9731646805	26891
38	HOLE ALUR	HLAR	08381	266047	9731668686	26834
39	HARAPANAHALLI	HPHI				26707
40	HOMBAL	HBL	08372	218035	-	26831
41	HOSPET	HPT	08394	221788	9731668634	44566, 44564
42	HUBLI	UBL	0836	2363459	9731668941	26853, 46114
43	HULKOTI	LKT	08372	289068		26847
44	HEBSUR	HBS	0836	2480783		26851
45	HARLAPUR	RLP	08372	218684		26828
46	INDI ROAD	IDR	08359	225019	9731668681	-
47	JADARAMA KUNTI	JRKT	08354	200022	-	-
48	JUMNAL	JML	08296	208352	-	44977
49	KARIGANURU	KGW	08394	204270	9731668935	26815
50	KOPPAL	KBL	08539	230240	9731668651	26824
51	KUDATANI	KDN	08392	203122	9731668688	26806
52	KAMBERGANVI	KBI	0836	2386462		26862
53	KANGINHAL	KGX	08372	283394		26829
54	KOTTURU	KTY				26705
55	KYARKOP	KRKP	0836	2313116	9731668694	26860
56	KUSUGAL	KUG	0836	2002244		26852
57	KHANAPUR	KNP	08336	222393		26883
58	KULEM	QLM	0832	2600221	9731668930	26875

59	KALEM	KM	0832	2601519	9731668656	26876
60	KUDACHI	KUD	08331	235251		26895
61	KASHINATTI	KHST	0836	2385711		26863
62	LACHYAN	LHN	08359	230938	-	-
63	LAKHMAPUR	LKY	08357	201100	-	26835
64	LONDA	LD	08336	234243	9731668927	43166, 26869
65	MALLAPUR	MLP	08372	291329	-	26833
66	MINCHNAL	MNL	08352	209510	-	-
67	MUGAD	MGD	0836	2786462		26861
68	MUNIRABAD	MRB	08539	274649	9731668685	26822
69	MULVAD	MVD	08358	200159	-	-
70	MUGALAHALLI	MGH	08354	252151	-	-
71	NIMBAL	NBL	08422	283500	-	-
72	NAGARGALLI	NAG	08336	269008		26866
73	NANDIHALLI	NDH	---	---	9590831112	46184
74	NAVALUR	NVU	0836	2460533	9731668653	26858
75	NAVALGUND ROAD	NVD	08380	221073		26849
76	OBLAPURAM	OBM	08495	203008	9731668679	26703
77	P.NAYAKANAHALLI	PKL	08394	204627	9731668936	26814
78	PACHAPUR	PCH	0831	261500		26889
79	RAMGAD	RMGD	08395	276141	9731668693	44627
80	RANJITPURA	PCH	08395	5274888	9731668938	26811
81	RAYDRUG	RDG	08495	251500	9731668695	26701
82	RAYBAG	RBG	08331	225223	9731668650	26893
83	SEDBAL	SED	08339	264649		26897
84	SONALIUM	LIM	0832	2600471		26874
85	SAMBRE	SXB	0831	2930424		26886
86	SULDHAL	SUL	0831	294111		26888
87	SULEBHAVI	SBH	0831	2553657		26887
88	SANVORDEM	SVM	0832	2650502	9731668929	26877
89	SANKAVAL	SKVL	0832	2555713	9731668655	44120
90	SIVATHAN	SVTN	08336	269006		26868
91	SOMPUR ROAD	SOQ	08534	288254		26827
92	SOMLAPURAM	SLM	08495	255902	-	26702
93	SWAMIHALLI	SMLI	-	-	9731668916	44629
94	TADVAL	TVL	02181	259336	9731646791	-
95	TUNGABHADRADAM	TBDM	08394	258103	9731668948	44624
96	TELIGI	TLGI				26708
97	TORNAGALLU	TNGL	08395	250641	9731668937	44766, 44764
98	TINAIGHAT	TGT	08383	252003	9731668943	26870, 44261
99	TAVARGATTI	TVG	0836	2385829		26865
100	UGARKHURD	UGR	08339	272229	9731668949	26896
101	UNKAL	UNK	0836	2278790		26856
102	VYASNAKERI	VYS	08394	230211	9731668947	44625
103	VYAS COLONY	VC	-	-	9731668687	44626
104	VASCO-DA-GAMA	VSG	0832	2512398	9096068928	44166, 44164
105	VIJAYNAGAR	VJR	0233	2251891		26898
106	WANDAL	WDL	08426	277002	-	-
107	YESWANT NAGER	YTG	08395	276050	9731646735	44628

IMPORTANT TELEPHONE NUMBERS DISTRICT WISE**DISTRICT: BELAGAVI - STD Code: (0831)****RAILWAY STATIONS COVERED:**

STATION	CODE	BSNL	RLY	STATION	CODE	BSNL	RLY.
TVG	0836	2385829	26865	SUL	0831	294111	26888
NAG	08336	269008	26866	PCH	0831	261500	26889
DEV	08336	269005	26867	GKK	08332	285442	26890
SVTN	08336	269006	26868	GPB	0831	286234	26891
LD	08336	234243	26869 / 43166	CKR	08338	229447	26892
GNJ	08336	252878	26882	RBG	08331	225223	26893
KNP	08336	222393	26883	CNC	08331	237701	26894
DUR	0831	2930111	26884	KUD	08331	235251	26895
BGM	0831	2427392	44066, 44064	UGR	08339	272229	26896
SXB	0831	2930424	26886	SED	08339	264649	26897
SBH	0831	2553657	26887	VJR	0233	2251891	26898

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:

S.NO.		OFFICE	RESIDENCE	MOBILE
1	DISTRICT COLLECTOR	2407200	2407222	9483534333
2	DY.COLLECTOR	2407275	--	9900214875
3	SUPDT.POLICE	2405204	2405205	9448110100, 9480804001
4	Addl. SUPDT. OF POLICE	2405207	2405208	9448194146, 9480804051
5	CIRCLE INSPECTOR	2405234	2405235	9448054792
	THASILDHAR	2407286		
6	FIRE BRIGADE	2429441	--	--
7	KSRTC DEPOT MANAGER.	2467132	2427580	
	IMPORTANT PRIVATE TRASPORT AGENCY			
	1. VRL TRAVELS	2473769		
	2. MUJAWAR TRAVELS	2472786		
	3. SRS TRAVELS	4201775		
10	GOVT. HOSPITAL	2426939		
	KLE HOSPITAL	2420173		
11	NAME OF ZP INCHARGE WITH TELEPHONE NUMBER	2407201		
12	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTR CAN LAND (DURING DAY OR NIGHT)	2562991, 2562984		
13	DIVERS	---		
14	T.V STATION	2426520		

DISTRICT: KARWAR - STD Code: (08383)**RAILWAY STATIONS COVERED:**

STATION	CODE	BSNL	RLY	STATION	CODE	BSNL	RLY.
CLR	08383	251527	44266	TGT	08336	269005	44260

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS :

S.NO.		OFFICE	RESIDENCE	MOBILE
1	DISTRICT COLLECTOR	08382-226303	08382-221304	
2	ASST.COMM	08382-226360	08382-220077	
3	SUPDT.POLICE	08382-226233	08382-226308	
4	DY.COMM/OF POLICE.	08382-226416	08382-221217	
5	CIRCLE INSPECTOR	08383-231595		

6	FIRE BRIGADE	08382-226655		
7	KSRTC DEPOT MANAGER.	08383-282643		
8	IMPORTANT PRIVATE TRANSPORT AGENCIES	08382-221686		
9	GOVT. HOSPITAL/CLR	08383-251508		
10	ZP INCHARGE TELEPHONE NUMBER	08382-226470		
11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	---		
11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	---		
12	AIR /KAWR	08382-225592	08382-223889	
13	T.V STATION	08382-226067		

IMPORTANT TELEPHONE NUMBERS

DISTRICT: DHARWAD. STD – (0836)

RAILWAY STATIONS COVERED:

STATION	CODE	BSNL.	RLY	STATION	CODE	BSNL	RLY.
UBL	0836	2363459	46114 /26853	KHST	0836	2385711	26863
UNK	0836	2278790	26856	LWR	0836	2385922	26864
AGL	0836	2000037	26857	KUG	0836	2002244	26852
NVU	0836	2460533	26858	HBS	0836	2480783	26851
DWR	0836	2442023	26859	SVHE	-	-	26850
KRKP	0836	2313116	26860	NVD	08380	221073	26849
MGD	0836	2786462	26861	NGR	08380	222729	26848
KBI	0836	2386462	26862				

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS :

S.NO.		OFFICE	RESIDENCE	MOBILE
1	DISTRICT COLLECTOR	2232413	2232414	
2	ASST.COMM	2741949, 2233866		
3	SUPDT.POLICE	2233203, 2446306		
4	DY.COMM/OF POLICE.			
5	CIRCLE INSPECTOR	2233511	2233512	
6	FIRE BRIGADE	101/2322555	--	
7	KSRTC DEPOT MANAGER.	2221022 (Old Bus stand) 2221086 (New Bus stand)		
8	IMPORTANT PRIVATE TRANSPORT AGENCIES			
	Ganesh Travels	2251917		
9	CIVIL HOSPITAL - KIMS	2372222		
10	ZP INCHARGE TELEPHONE NUMBER	--		
11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	AIR port director office - 2237921		
12	T.V / AIR STATION TV	2447866		

IMPORTANT TELEPHONE NUMBERS

DISTRICT: GADAG – (STD : 08372)

RAILWAY STATIONS COVERED:

STATION	CODE	BSNL	RLY.	STATION	CODE	BSNL	RLY.
LKT	08372	289068	26847	BNA	08534	288606	26826
BKIT	08372	218000	26846	HLAR	08381	266047	
GDG	08372	238336	44466	MLP	08372	291329	

KGX	08372	283394	26829	BLR	08372	218034	
RLP	08372	218684	26828	HBL	08372	218035	
SOQ	08534	288254	26827				

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS

S.NO.		OFFICE	RESIDENCE	MOBILE
1	DISTRICT COLLECTOR	08372-237300	237700	9945372004
2	Addl. COMMISSIONER	238506	238586	
3	SUPDT.POLICE	236260	235066	9480804401
4	DY.SUPD./OF POLICE.	238704	233922	9480804420
5	CIRCLE INSPECTOR	238703	237193	
6	FIRE BRIGADE	237444, 220101		9481804960
7	KSRTC DEPOT MANAGER.	236263, 238988		6480816106
8	IMPORTANT PRIVATE TRANSPORT AGENCIES- Veereshwara travels	VRL- 278974, 276675 252439		
9	CIVIL HOSPITAL	278503		
10	NAME OF ZP INCHARGE WITH TELEPHONE NUMBER	230833		
11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	K.H.Patil Stadium, Gadag		7899664101
12	AIR STATION	237028		
13	TV STATION	277028		

IMPORTANT TELEPHONE NUMBERS, DISTRICT: BAGALKOT, RAILWAY STATIONS COVERED:

STATION	CODE	BSNL	RLY.
LMT	08426	281428	
JRKT	08354	200022	
BGK	08354	220422	-
GED	08357	237327	
BDM	08357	220040	

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:

S.NO.		OFFICE	RESIDENCE	MOBILE
1	Dy. Commissioner	235091	235081	9480031234
2	Addl. Dy. Commissioner	235093	200484	9035130904
	Assist. Commissioner	220352	235631	94483334081
3	SUPDT.POLICE	235077	235078	9480803901
4	DY.SUPD./OF POLICE.	220423	220453	9480803920
5	CIRCLE INSPECTOR - Town	235333	237340	9480803930
	CIRCLE INSPECTOR - Rural	220233	220477	9480803931
6	FIRE BRIGADE	236101	-	9448100177
7	KSRTC DEPOT MANAGER.	235389	220380	7760991775
8	IMPORTANT PRIVATE TRANSPORT AGENCIES			
a.	VRL Travels	222648, 233848		9343993249
b.	SRS Travels			9845043330
c.	Ranichannmma Travels	221788	225788	9141281380
d.	SPR Transport	220748		7899539266
9	KARKI NURSING HOME HOSPITAL	220537		
10	GOVT.HOSPITAL	236261		9449843160

11	ZP - CEO INCHARGE TELEPHONE NUMBER	235576		9448013039
12	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	Navanagar and Basaveswara college ground.		
13	T.V/AIR STATION			

IMPORTANT TELEPHONE NUMBERS, DISTRICT: VIJAYAPURA (STD: 08352)
RAILWAY STATIONS COVERED:

STATION	CODE	BSNL	RLY.	STATION	CODE	BSNL	RLY.
BSRX	08426	280019	-	NBL	08422	283500	-
MVD	08358	200159	-	LHN	08359	230938	-
BJP	08352	220062	44966, 44964	IDR	08359	225019	-

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:				
S.NO.		OFFICE	RES	MOBILE
1	DISTRICT COLLECTOR	250021	250220	256666 (FAX) 9448140021
2	Addl. COLLECTOR	250095	256306	
3	SUPDT.POLICE	250152	250023	250844 (FAX) 9448149194
4	Addl. SUPDT OF POLICE.	250040	250500	9480804202
5	CIRCLE INSPECTOR			9480804232
6	FIRE BRIGADE	270160, 270101		9741538926
7	KSRTC DEPOT MANAGER.	271357	271242	7760992250
8	IMPORTANT PRIVATE TRANSPORT AGENCIES	VRL: 220220		9343993259
9	GOVT. HOSPITAL	270173	-	9449843162
10	ZP - CEO TELEPHONE NUMBER	276378	250892	276983 (FAX), 9480857000, 9945418999
	Municipal Commissioner	251004	222366	7760964842
11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	Sainic School ground , 26029 - 9341068317		
12	T.V /AIR STATION	251609		9448185502
13	BSNL - GM	253786		94480101835

IMPORTANT TELEPHONE NUMBERS, DISTRICT: KOPPAL (KBL), RAILWAY STATIONS COVERED:

STATION	CODE	BSNL	RLY.
MRB	08539	274649	26822
GIN	08539	286660	26823
KBL	08539	230240	26824
BNP	08534	239234	26825

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:				
S.NO.		OFFICE	RES	MOBILE
1	DISTRICT COLLECTOR	220844	221626	9480080695
2	Asst. Commissioner	220247		9440334081
3	SUPDT.POLICE	230111/230222		9480803701
4	DY.SUPD./OF POLICE.	230342		9480803720
5	CIRCLE INSPECTOR	230333		
6	FIRE BRIGADE	221300		
7	KSRTC DEPOT MANAGER.	222341, 222340	--	
8	IMPORTANT PRIVATE TRANSPORT AGENCIES	VRL: 220166		9742679130
9	GOVT. HOSPITAL	230444		
10	ZP INCHARGE TELEPHONE NUMBER	220367		

11	TAHASILDAR	220381		
12	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	Ginigera		9900256721
13	T.V / AIR STATION	220743		9880035088

IMPORTANT TELEPHONE NUMBERS, DISTRICT: BALLARI – (STD – 08392), RAILWAY STATIONS COVERED:

STATION	CODE	BSNL	RLY.	STATION	CODE	BSNL	RLY.
BAY	08392	274038	44866, 26802	BYC	08392	240271	26804
KDN	08392	203122	26806	DAJ	08395	216358	26807
TNGL	08395	250641	44766	TNGL/SS	08395	250641	44764
RNJP	08395	274888	26811	BNHT	08395	215404	26810
RDG	08495	251500	-	GNR	08394	212050	26812
BYO	08394	212320	26813	PKL	08394	264627	26814
TBDM	08394	258103	44624	HOSAPETE	08394	221788	44566
VC	083623	213024	44626	VYS	08394	230211	44625
RMGD	08395	276141	44627	YTG	08395	276050	44628
SMLI	9731668916		44629				

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:

S.NO.		OFFICE	RES	MOBILE
1	DY. COMMISSINOR	230000, 272538	231892, 277300	9663862456
2	Addl. COLLECTOR - City	277413	267510	9448741209
3	SUPDT.POLICE	258500	266333	9480803001
4	Addl. SUPD OF POLICE. - City	258837	268853	9480803002
	Dy. Supd. Of Police - Rural	272322	270419	9480803020
5	POLICE CONTROL	258100		
6	CIRCLE INSPECTOR	2767261		9480803031
7	FIRE BRIGADE	266933, 266001	267123	9986111238
8	KSRTC DEPOT MANAGER.	267167, (Controller) 267328		9980917164, 7760992150
9	IMPORTANT PRIVATE TRANSPORT AGENCIES (DIWAKAR TRAVELS)	279966, 271917		
10	GOVT. HOSPITAL	235409		
11	ZP INCHARGE TELEPHONE NUMBER	268412	266840	9686841234
12	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)	BYC Contonement		
13	DIVERS			
14	T.V / AIR STATION	250154, 244470		
15	TAHASILDAR	277415	267426	9448392149

GOA AREA:

DISASTER MANAGEMENT GOA AREA FROM KM: 39/00-109/00, Std Code: 0832.

S. No.	SERVICE/ESTABLISHMENT	OFFICE	RESIDENCE	FAX
I	POLICE			
1-a.	CONTROL ROOM, PANAJI	2428400/2224488	2232967	271445
1-b	-do- MADGAON	2714450	--	--
1-C	-DO-PORVORIM	2416251	--	241625
2	DGP, GOA	2428360	2428245	2428073
3	DY.IGP	2428738	2428674	2428958
4	SP-NORTH GOA	2416100	2444888	241624

4-a	PI/QLM	2600233	2784676	--
5	SP/SOUTH GOA	2732218	2415131	273386
5-a	SDPO/VSG	2500222	2530900	2500222
5-b	SDPO/MADGAON	2714454	2264646	2714449
5-c	PI/VSG (RLY.STN)	2512488	2706025	
5-d	PI-MAIN /CURTORIM	2714787	-	
5-e	PI-COLVA-PS	2788396	2511814	
5-f	PI-CURCHOREM	2650568	2412624	

(ii) FIRE SERVICES:

a	DIRECTOR FIRE SERVICES	2227616	2461666	2226100
b	Fire services PANAJI	2225500,223266		
c	FIRE SERVICES MADGAON	2714600, 2715825		
d	FIRE SERVICES, VASCO	2513840, 2519068		
e	FIRE SERVICES CURCHOREM	2650307	9422064501	
f	FIRE SERVICES MPT, VASCO	2521300		

(iii) AMBULANCE:

a	AMBULANCE, PANAJI	2224601		
b	AMBULANCE,MADGAON	2735766		
C	MARGOA AMBULANCE, TRUST	2731759		
D	RED CROSS, PANAJI	2419401	2225087	2415201

(iv) HOSPITALS:

a	GMC BAMBOLIM	2458716, 245870 2458707		
b	HOSPICEIO-MADGAON	2722164/2705664		
C	CAOTTAGE HOSPITAL,VASCO	2540864		
D	IMS-JEEVANTI	2513950,2513951		
E	MPT HOSPITALS	2512796,259490 2512768,259491	2511122, 2594981	
F	SALGAOANKAR MEDICAL RESEARCH CENTRE.	2513824		
G	SANJEEVANI HOSPITAL, VASCO	2510024		
H	PAI NURSING HOME, VASCO	2513641		
I	GOVT. HOSPITAL, SVM	2650566		

(v) PWD:

S.NO.	SERVICE/ESTABLISHMENT	OFFICE	RESIDENCE	FAX
A	CHIEFENGINEER	2224984	-	2242425
B	JE/SVM	2604000	2650301	

(vi) MP

SOUTH GOA		2736568,2733116	2316885	270105
NORTH GOA	SHRIPAD NAIK	2425301/2422669	2444510	-
MLA	RS S. Naik	2759555	2724136	277686
MARMU GOA	MILANDA NAIK	2513037	2521304	--
VASCO	JOSE PHILIP DESOZA	2419511	251596	2419849
SVM	SHYAM SANGLIKAR	2650484	--	--

(vi) IMPORTANT FACTORIES

A	IOCL	2512373, 251331, 2512042	2513846, 252078	3251384
B	MMTC	2513054, 251241, 2513283	2516497	2517089, 2513283
C	ZIL LTD/SKVL	2592647, 2592436		

EARTH MOVING EQUIPMENTS AVAILABLE:				
D	HEERALAL & CO./VSG.	2513959,2512453		
E	SESA GOA PNAJI	2221214, 2223405		
F	SALGAONKAR & BROTHERS, VSG	2513463, 2510112	2513804	
G	COMML.MARITIMA, VSG.	2514448, 251393, 2513935	2512491	
H	TML LTD.	2733061, 2737301	2730579	
I	CHOUGALA MINES COSTI	2345362		
J	APRANT STEEL LTD.	2604587, 2226281		
K	FOMENTO-GOA	2732346, 273234, 2732349	2652054	2730651, 2730652
L	JM BAXI & CO., VSG	2512583, 251048, 2510912	2513768	

(VII) RADIO & TELEVISION STATION

A	AIR PANJIM	2225351,2225662,	2237929,	
B	DOOR DARSHAN, PANAJI	2223413	2224468	

(VIII) MARMUGOA Municipal

2512275,251236, 2512447

(IX) REVENUE OFFICIALS

A	COLLECTOR- NORTH-	2223612	2426492	
B	COLLECTOR-SOUTH	2705333,2713359	2738285	2273302
C	DY.COLLECTOR-MURMGOA	2512688	2518182	
D	MAMALDARS, MARMU GOA	2513014	2278156	
E	MAMALDARS, QUEPEM	2662228	2743954	

IMPORTANT TELEPHONE NUMBERS, DISTRICT: ANANTHAPUR, RAILWAY STATIONS COVERED:

STATION	CODE	BSNL	RLY.
OBM	08495	203008	26703
SLM	08495	255902	26702
RDG	08495	251500	26701

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:

S.NO.		OFFICE	RES	MOBILE
1	DY. COLLECTOR	222000	240105	09493188802
2	SUPDT.POLICE	240303	240105	09440996800
3	DY.SUPD./OF POLICE.	220032		09490619663
4	CIRCLE INSPECTOR	252999		09440796825
5	FIRE BRIGADE	252099		
6	APSRTC DEPOT MANAGER.	252244		09440628050
7	IMPORTANT PRIVATE TRANSPORT AGENCIES			
8	GOVT HOSPITAL	252074		
9	NAME OF MUNICIPAL CHAIRMAN (RDG) INCHARGE WITH TELEPHONE NUMBER	252001		09849905858
10	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)			
11	DIVERS			
12	T.V / AIR STATION			

IMPORTANT TELEPHONE NUMBERS, DISTRICT: SANGLI, RAILWAY STATIONS COVERED:

STATION	BSNL	RLY.
VJR	0233-2251891	26898

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:

S.NO.		OFFICE	RES	MOBILE
1	DISTRICT COLLECTOR	2373001	2373003	9764107575
2	Addl. Commissioner	2372889		
3	SUPDT.POLICE	2672333		
4	ADDL.SUPD.OF POLICE	2672550		9923185566
5	SDPO	2377744		8805051100
6	FIRE BRIGADE	101/222610, 2373333		
7	MSRTC DEPOT MANAGER.	2332113		
8	IMPORTANT PRIVATE TRANSPORT AGENCIES			
9	GOVT. HOSPITAL	2374651 SLI, 2232091 MRJ		
10	ZP INCHARGE TELEPHONE NUMBER	2373008		
11	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)			
12	DIVERS			
13	TAHASILDAR	2222682		
14	PWD	2222665		
15	T.V / AIR STATION			9822297350

IMPORTANT TELEPHONE NUMBERS, DISTRICT: SHOLAPUR. STD 0217, RAILWAY STATIONS COVERED:

STATION	BSNL	RLY.
TVL	02181	259336

TELEPHONE NUMBERS OF CIVIL ADMINISTRATION AND OTHERS:

S.NO.		OFFICE	RES	MOBILE
1	DISTRICT COLLECTOR	2731000	2731024	9970177722
2	ADD.COLLECTOR	2731001	2731025	9822808608
3	SUPDT.POLICE	2732001	2732011	9423479902
4	Commissioner of POLICE.	2744061	2744681	
5	CIRCLE INSPECTOR			
6	Tahsildhar	2731033		9403077823
7	FIRE BRIGADE	101/2740389/2740368		
8	MSRTC DEPOT MANAGER.	2733333		
9	IMPORTANT PRIVATE TRANSPORT AGENCIES			
10	GOVT.HOSPITAL RLY HOSPITAL	0217-2749432 0217-2627052		
11	ZP INCHARGE - CEO TELEPHONE NUMBER	2625500		9400040410
12	LOCATIONS WHERE A SMALL PLANE OR A HELICOPTER CAN LAND (DURING DAY OR NIGHT)			
13	DIVERS			
14	T.V / AIR STATION	2400250		

TELEPHONE NUMBERS OF AREA OFFICERS, CONTROLLERS, TRAFFIC INSPECTORS AND SAFETY COUNSELORS OF HUBLI DIVISION.

Sl. No.	Design	STD CODE	PHONE NO.	CUG	Rly. No.
1	AO/VSG	0832	2513046	09096068906	44160
2	AO/HPT	08394	223322	9731668905	44560
3	Chart Room	0836	2363606		46116/46117

4	CHC	0836	2363606	9731668665	46191
5	Dy.CHC	-	-	-	46195/45130
6	BT/C	0836	2369584	9731668222	45632
7	CPRC	„	2369235	9731646602	45891/45892
8	C&W/C	„	2289844	9731668479	45890/45844
9	ELECT/C	„	2289676	8861309903	45538
10	S&T/C	„	2363607	9731668850	46509/46444
11	SECURITY/C	„	2361048	7022627001	46390
12	Comml./C	„	2366702	7022029814	45390
13	TI/BAY	-	-	9731668917	44862
14	TI/HPT	-	-	9731668916	44562
15	TI/GDG	-	-	9731668915	44462
16	TI/UBL	-	-	9731668914	46162
17	TI/CLR	-	-	9731668913	44262
18	TI/VSG	-	-	09096068912	44162
19	TI/BGM	-	-	9731668911	44062
20	TI/BGK	-	-	9731668921	-
21	TI/BJP	-	-	9731668918	44962
22	SFC/C&W	-	-	8861886927	46166
23	SFC/TFC			9731668734	
24	SFC/LOCO			9731668735	
25	SFC/ENGG			9731668736	
26	SFC/S&T			9731668825	

Format for reporting of Accident to the Railway Board

Category of Accident:

Class of Accident:

1	Date and Time of Accident	
2	Division	
3	Section	
4	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	
10	Class of Station	
	Type of Signaling	
	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	Killed -
		Grievously injured -
		Simple Injured -
16	Relief Arrangements	
17	Officers visiting site	
18	Restoration	
19	Time of first train passed on the affected line/lines.	
20	Prima Facie cause	
21	Gate particulars	
22	Loco Pilot particulars	
23	State/District	
24	Other information if any	

Officer reporting the accident

Performa for Manned / Unmanned LC Gates.

Annexure-A

1	Traffic/Engineering gate	
2	Class	
3	Gate No.	
4	Kms	
5	Lifting Barrier/Flap/Chain	
6	TVU/Year	
7	Interlocked/Non interlocked	
8	Telephone provided/Not provided	
9	Normal position of gate Open to Road traffic/Closed to road traffic	
10	Road Signs	
11	Speed breakers	
12	Whistle Board	
13	Type of Road - Pucca/Kachha	
14	Visibility(in meters)	
15	Gradient if any	
16	No. of accidents during last two years	

Officer reporting the accident

Loco Pilot's Particulars**Annexure-B**

1	Name	
2	Date of birth	
3	Family Members	
4	Qualification	
5	Head quarters	
6	Grade	
7	Breathalyzer test (Positive =Intoxication) (Negative =Without toxication)	
8	Date of appointment	
9	Promoted as Asst. Loco Pilot	
10	Promoted as Goods Loco Pilot	
11	Promoted as Sr. Loco Pilot(goods)	
12	Promoted as Pass. Loco Pilot	
13	Promoted as Mail/Exp. Loco Pilot	
14	Date of Medical examination	Next due:
15	With or Without Glass	
16	Date of Refresher	Next due:
17	Date of Refresher	Next due:
18	Safety Camp	Next due:
19	Competency(Automatic section)	
20	Safety Category Grading	
21	Psycho Test	
22	Awards/Punishments	
23	Nominated Loco Inspector	
24	Signing On/Off	
25	Rest Availed before duty	
26	Last trip on the Section	
27	Previous history of accident if any	

Officer reporting the accident

-----*The End*-----