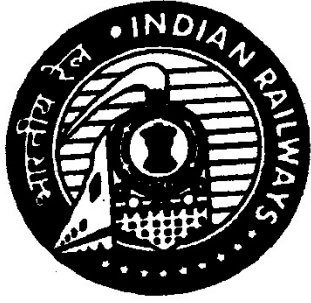


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NORTH WESTERN RAILWAY

**ACCIDENT MANUAL**

(Corrected upto AS 23)

2009

## **PREFACE**

This is the first issue of Accident Manual for N.W.R. This Manual brings together in comprehensive manner all instructions, rules & regulations and guidelines issued from time to time on the subject of Railway Accidents. The staff is required to read the Manual carefully and follow the instructions contained therein.

It is imperative that all railway officials, and especially those who are required to deal with accidents, should be fully conversant with the provisions of the Accident Manual. Since concern for the safety of the travelling public is paramount, all railway employees are expected to display spontaneous initiative in accident management. No efforts should be spared in providing safe travel to people and reliable transit to freight.

The staff, for which specific duties during accidents have been laid down in the manual, will be supplied with a copy of this Manual. It is expected that they will be familiar with its contents. Any error or omission in these Rules should be brought to the notice of the Chief Operations Manager.

Rules in this Manual have been numbered according to a system in which the last two digits indicate the para number and the first one digit the chapter number.

This Manual does not supersede or alter the rules contained in the General and Subsidiary Rules Book along with the Amendment slips issued from time to time or other statutory publications like the Conference Rules etc.

Additions and Amendments to the rules will be notified in the form of Amendment Slips. It is the duty of all railway servants to whom this book is issued to obtain the Amendment Slips from his superiors and maintain this book up to date. All amendments/additions shall be recorded in the Register of Amendment Slips.

This Manual is solely meant for official use and is not for sale or use by the public.

This book is the property of the Administration and should be returned by the holder on leaving service.

**R.L. Meena**  
**Dy. Chief Operations Manager(S)**

**Ajay Shukla**  
**Chief Operations Manager**

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**PART-I**  
**CHAPTER-1**  
**DEFINITIONS**

**101 Train:** - A train is a set of vehicles, empty or loaded, worked by locomotive, or any other self-propelled unit including light engine/ engines or rail-motor vehicles or a single rail-motor vehicle, empty or conveying passengers, livestock, parcels or goods, which cannot be readily lifted 'off' the track and running under a particular number or a distinct name from fixed point of departure to a fixed destination. Part of a train shall also be treated as a train for the purpose of these definition, classification and statistics. The train engine or any other vehicle once put on the train continues to be a part of the train until the station is reached beyond which it is not required to go on the same train. At such stations, the moment, the train engine or any other vehicle is cut off the load, it ceases to be a part of the train.

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

**103 Other Trains:** -All other trains not covered under para 101 & 102 shall be termed as 'other trains'.

**104 Accident:** For the purpose of Railway working, accident is an occurrence in the course of working of Railway, which does or may affect the safety of the Railway, its Engine, Rolling Stock, Permanent Way and Works, Fixed Installations, Passengers or Servants or which affects the Safety of others or which does or may cause delay to train or loss to the Railway. For statistical purposes, accidents have been classified in categories from 'A' to 'R' excluding 'I' and 'O'.

Note: Except where specially mentioned, nothing in these rules applies to workshop accidents, which are covered by the Factories Act, 1948 and the rules made thereunder.

**105. Serious Accident:** Accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to railway property of the value exceeding Rs.2,00,00,000 and any other accident which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway Safety requires the holding of an inquiry by the Commissioner of Railway Safety shall also be deemed to be a serious accident. However, the following shall be excluded:-

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

**106. Disaster:** A Disaster is an occurrence which may include a train accident whose consequences are so adverse or whose magnitude is so large that it can not be handled by a single Railway Division, and the resources of the entire Zonal Railway and other agencies are required to be mobilized. Chief Operations Manager is the Authorized Officer who will declare an occurrence as a disaster after getting the General Manager's approval.

**107. Injuries:** Injuries are classified as:

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

The following kinds of hurt only are designated as 'Grievous':

- (i) Emasculation.
- (ii) Permanent privation of the sight of either eye.
- (iii) Permanent privation of the hearing of either ear.
- (iv) Privation of any member or joint.
- (v) Destruction or permanent impairing of the power of any member or joint.
- (vi) Fracture or dislocation of a bone or tooth.
- (vii) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, or in severe bodily pain or unable to follow his ordinary pursuits.
- (b) Simple Injuries:-
  - (i) A person will be considered to have incurred simple injuries, if these injuries incapacitate the injured person to follow his customary vocation during 48 hours after the occurrence of the accident.
  - (ii) A Railway servant is considered to have been injured if he/she is prevented from returning to work as a result of injuries for a period of 48 hours, after the occurrence of the accident.

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

- (a) Threshold value of Railway property, loss of which is fixed at one lakh Rupees; or
- (b) Threshold value of interruption to communication either partial or total, where duration of interruption is equal to or more than the number of hours specified against each cell.

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

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

Movement of first commercial train (Goods or Passenger) shall be reckoned for the purpose of considering the restoration after an accident as complete. A time frame of 30 minutes has been laid down within which the first commercial train should start on line clear from adjacent station for movement over the affected line. Cases of movement of Commercial Train after 30 minutes of fitness of Track/OHE shall be categorised as 'delay' in restoration of traffic. In case, there is no Commercial Train available to be run on that section after Track Fit/OHE Fit, an exception may be made at the level of COM who shall certify that there was no 'Commercial Train' to pass over the affected section within 30 minutes of Track Fit/OHE Fit.

**109. Serious damage to Property:** means damage to Railway Property of the value exceeding Rs.2 crore.

**110. Slight damage to property:** means damage to railway property roughly estimated to cost less than Rs. 500/-.

**111. Breach of Block Rules:** When a train enters a block section without any authority to proceed or with an improper authority to proceed, or is received on a blocked line not

constituting an averted collision, or when it enters or is received on a wrong line at a station or a Catch/Slip siding or Sand Hump, it constitutes Breach of Block Rules.

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

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

- (a) If, outside the station limits, the distance between the two trains or the train and the obstruction at the time the train or trains have finally come to a stop, is 400 meters or more,
- (b) If, within the station limits, there is an intervening fixed stop signal at danger governing the moving train, and compliance by the moving train with the indication conveyed by the stop signal, averted the collision between the trains or between the train and the obstruction.

**113. Sabotage:** Means the wilful tampering with any part of the working machinery of Railway with the object of rendering it inoperative, or an act intended to cause damage to Railway property, including train wrecking or attempted train wrecking.

**114. Train Wrecking:** Means the wilful obstruction of or tampering with Permanent Way or Structures or Rolling Stock resulting in an accident to a train, with or without loss of life and/or damage.

**115. Attempted Train Wrecking:** Means the wilful obstruction of or tampering with the Permanent Way and Works, Bridges, Structures, Equipment or Rolling Stock which, if undetected, would have resulted in an accident.

**116. Railway Property:** means rolling-stock, locomotives, permanent way, signalling and interlocking equipments, electric equipments and other property owned by the Railway.

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

**118. Department:** Department includes all branches concerned under the administrative set up.

**119. Cattle:** This term includes all animals except small animals like donkeys, sheep, goats and dogs.

**120. Railway Premises:** The term 'railway premises' for the purpose of these rules includes:

- (a) all land within the fences or other boundary marks indicating the limits of the land appurtenant to a railway;
- (b) all lines or rails, sidings or branches worked over for the purposes of or in connection with a railway;
- (c) all stations, offices, warehouses, wharves, workshops, manufactures, fixed plant and machinery and other works constructed for purposes of or in connection with a railway; and
- (d) all ferries, ships, boats and rafts which are used on inland waters for the purposes of the traffic of a railway and belong to or are hired or worked by the authority administering the railway.

## PART-II

### GENERAL INSTRUCTIONS

#### 121. Scope of the rules:

- (a) These rules should be considered as subsidiary rules to GR 6.01. Nothing in these rules shall be read as cancelling, amending or modifying any of the General and Subsidiary Rules or the instructions contained in any of

the Railway Board's circulars on the subject of accidents.

- (b) Except where specially mentioned, nothing in these rules applies to Workshop Accidents, which are covered by the Factories Act of 1948 and Rules made thereunder.
- (c) These rules apply throughout the North Western Railway to all open lines, lines under construction and sidings - Railway, Private or Assisted - which are worked by this Railway.

**122. Acquaintance with the rules:** Every Railway servant is bound by these rules and whether supplied or not with a copy of the Accident Manual, must make himself acquainted with the Rules relating to his duties and any revision from time to time. In order that a Railway Servant may efficiently perform duties assigned to him, it is necessary that he should acquaint himself with the Rules relating to duties of others also as prescribed in this Manual.

**Note:** Duties of Railway staff in this chapter and elsewhere in the Accident Manual are not exhaustive. Additional duties prescribed in various other circulars, rulebooks, manuals, codes etc. from time to time shall also be applicable to the railway servants concerned. The change of designation or upgradation/downgradation of any post shall not generally change the duties and responsibilities as far as these are not specially changed.

**123. Objectives in dealing with accidents:**

- (a) To save life and alleviate suffering.
- (b) To protect property.
- (c) To provide succour and help to affected passengers.
- (d) To ascertain the cause of an accident.

**124. Resources of all Departments to be made available:** The resources of all departments in men and material should be promptly made available, when required for rendering assistance to passengers in clearing the line or for transhipment of traffic as well as for protection of the train or block section. Every facility must be afforded to the Civil, Police and Medical Officers and the Commissioner of Railway Safety to enable them to proceed quickly to the site, in case of a serious accident.

**125. Every Official to render all possible assistance:** Each official receiving advice of an accident shall do all that is within his power to render assistance. He should take the greatest care in carrying out his duties whether specially assigned to or assumed by him automatically.

**126. General duties of Station Master in case of an accident:** If the Station Master comes to know of an accident, he shall-

- (i) take immediate action to protect the block section. On a double line section, he should lock the commutator of the block instrument concerned in 'Train on Line' position, where this can be done. He should also take steps for stopping the trains proceeding on the line other than the one on which the accident has occurred and issue caution order as may be necessary;
- (ii) inform control and specifically mention what assistance is required and record the time in the station diary at which the first information is given. If the station is not on controlled section, he should issue a message;
- (iii) arrange for immediate dispatch of the nearest medical assistance and equipment when medical aid is required;
- (iv) arrange for other assistance as may be necessary to the site of accident; and
- (v) report the accident to all concerned as required.

**127. General duties of Guard of the train involved in an accident:** On occurrence of an accident to his train, the Guard of the train shall immediately-

- (i) note the time of accident;
- (ii) arrange to protect his train as per Rules in force, taking the assistance of any qualified staff, such as brakesmen, assistant loco pilot, gangmen, gatemen etc.
- (iii) make a quick survey of the damages and casualties and the assistance required;
- (iv) send the first information of accident to the control and to the nearest Station Master furnishing the following information. The portable telephone when available shall immediately be used for this purpose;
  - (a) Time of accident. (b) Kilometer.
  - (c) Medical Van required or not. (d) ART with or without crane.
  - (e) Adjacent lines clear or not. (f) Damage to rolling stock.
  - (g) Damage to track in terms of telegraphic poles.
  - (h) No. of dead and injured ( to be obtained from the TTE/Train Supdt. or otherwise he should furnish himself if the TTE is not available). This should, later on, be handed over to the Railway Doctor, when he arrives, for giving further details and classification of injuries.
  - (i) He shall also intimate if OHE masts are damaged, giving details of damages.
- (v) on the double line section, a train passing on the other line should be stopped and the Loco Pilot and the Guard given intimation about the accident.
- (vi) render first-aid to any person injured, obtaining assistance of the railway staff, doctors and/or volunteers on the train, or near the site of accident and arrange to send the information to the nearest hospital and transport of the injured to the hospital.
- (vii) he will also arrange preservation of clues; and
- (viii) remain in general charge till a senior Railway official takes over charge.

**128. General duties of Engine Crew in case of an accident:** On occurrence of an accident to a train its crew shall:

- (i) note the time of accident;
- (ii) arrange to protect the front portion of the train in accordance with the rules in force;
- (iii) put flasher light on;
- (iv) light the fusee if required;
- (v) take such technical precautions as may be necessary or as prescribed by special instructions to render the locomotive safe;
- (vi) if the section is non-controlled or Control is not working, he should detach the engine and take advice from the Guard for assistance required and reach the next station; and
- (vii) render all possible assistance to the Guard particularly in rendering first aid and in the assessment of damage to rolling stock and/or locomotive and the nature of assistance required.

**129. Duties of staff in the event of the Guard or Engine Crew being killed or seriously injured:** In the event of any train staff becoming casualties or incapacitated, their duties shall be carried out by other available competent staff.

**130. Duties of Railway Officials present/on board at site:**

- (1) The chain of command at accident site, till any Railway Official/ARMV/ART reaches at accident site will be as under-
  - (a) **If the accident occurs in station limit:-**
    - (i) Station Superintendent/Station Master.
  - (b) **If accident occurred at mid-section:-**
    - (i) Train Superintendent of the train
    - (ii) Senior most Train conductor or TTE
    - (iii) Guard of Train
    - (iv) Loco Pilot of the train
    - (v) Assistant Loco Pilot

If the key official is injured, the next in line can assume the command of train.

- Sr. Most official reaching at site by ART/ARMV will submit a report regarding specific activities taken up by official present/on board staff.
- (2) Till such time Sr. Railway Official reaches and relief and assistance arrives, the senior most railway official present/on board shall take charge of the situation. He shall ensure that the accident has been reported properly to the Controller and the nearest Station Master and relief, if required, is asked for and arrange to-
    - (i) collect railway men and volunteers;
    - (ii) allot duties to each as best as possible under the prevailing circumstances;
    - (iii) allot duties to Police, Military and the Railway security staff; and
    - (iv) organize relief with the assistance of volunteers.
    - (v) The on-board staff should be provided intensive training and suitable equipment for providing relief & rescue during the Golden Hour. The Railway staff should be given full training to work as Medical First Responders and contractors' staff should be given general training in Rescue.
  - (3) The officer reaching the site in ART should submit a formal report of the activities undertaken by present/on-board staff and the erring staff should be given exemplary punishment.
- 131. Duties of Ticket Checking Staff (TTE/Conductor/Train Supdt. etc., on Board) in case of accident:**
- (i) Immediately after an accident takes place, ticket checking staff should assist the guard and train crew in assessing the site of accident. They should ascertain the casualties/injuries in their respective coaches and in the unreserved compartments as well. This rough assessment should be given to the Conductor of the train, who should hand it over to the guard for further communication to the control without any delay.
  - (ii) The Train Superintendent or Conductor or Senior most Ticket Checking staff will allot duties to each available ticket checking staff/and other on board staff/volunteers in a manner to ensure maximum help to passengers under the prevalent circumstances.
  - (iii) Take action to save lives and render First Aid and organize relief operation with available resources.
  - (iv) Collect Railway Staff, Doctors and volunteers on the train or near the accident site for obtaining assistance.
  - (v) Details of dead and injured should be obtained from the Reservation Chart, tickets held (from & to) or co-passengers. Assistance of the Police travelling on board also to be obtained for identification.
  - (vi) The following details should be collected regarding the dead and the injured:
    - (a) Tickets of the passengers travelling (from & to)
    - (b) Ticket number; Class
    - (c) Coach number & its position from the Engine
    - (d) Address of the passengers
    - (e) Nature of injury (Simple, Grievous)
  - (vii) He should arrange custody of luggage and other belongings. In case of injury, this should be kept by the TTE and in case of death, it should be handed over to the GRP with full details and acknowledgement obtained.
  - (viii) Provide assistance to Guard in making quick assessment of assistance required.
  - (ix) He should record evidence of passengers with full particulars. If some passengers are willing to give evidence later on, their names and addresses should also be recorded.
  - (x) He should keep record of the number of dead and injured (Simple, Grievous), even if they had already been transported by local people to the nearest hospital before the Railway Doctor arrived.
  - (xi) To carry out the duties assigned to him by Guard/Senior official present at the site of accident.

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## CHAPTER II

## CLASSIFICATION OF ACCIDENTS AND OFFICIALS TO BE ADVISED

**201. Classification of Accident:-** Accidents are classified under following heads:

- (I) Train Accidents
- (II) Yard Accidents
- (III) Indicative Accidents
- (IV) Equipment failures
- (V) Unusual Incidents.

(I) Train Accidents: A Train accident is an accident that involves a train.

Train accidents are further divided as: -

- (A) Consequential train accidents; and
- (B) Other train accidents.
- (A) Consequential train accidents: include train accidents having serious repercussion in terms of loss of human life, human injury, loss to Railway property or interruption to Rail traffic. Train accidents under following classification will be termed as consequential train accidents: -
  - Collision: All cases under categories A-1 to A-4
  - Fire: All cases under categories B-1 to B-4
  - Level Crossing: All cases under categories C-1 to C-4
  - Derailment: All cases under categories D-1 to D-4
  - Miscellaneous: All cases under categories E-1
- (B) Other train accidents: All other accidents which are not covered under the definition of consequential train accidents are to be treated as 'Other train accidents'. These include accidents under categories B-5, B-6, C-5 to C-8, D-5 and E-2.
- (II) Yard Accidents: All accidents that take place in a yard and do not involve a train are termed as Yard Accidents. These include accidents falling under categories A-5, B-7, C-9 and D-6.
- (III) Indicative Accidents: In real term, they are not accidents but are serious potential hazards and include all cases of train passing signal at danger, averted collision, breach of block rule coming under classification F, G and H.
- (IV) Equipment Failures: These include all failures of railway equipments i.e. failure of locomotives, rolling stock, permanent way, overhead wire, signaling and telecommunication equipments and include cases falling under classification J, K, L and M.
- (V) Unusual Incidents: These include cases related to law and order but not resulting in train accidents and other incidents under classification N, P, Q and R.

**202. Detailed classification of Accidents:**

Class	Type of Accident	Officials to be advised	Inquiry to be conducted by
<b>Class 'A'- Collision</b>			
<b>A-1</b>	<b>Collisions involving a train carrying passengers resulting in-</b>	<b>CRS/CCG, CCRS/LKO(Only) in case of serious accidents, Distt. Magistrate, Supdt. of Police, AIG/GRP, SDO or (DSP or ASP or Section Officer), GRP, Officer in charge of Railway Police station, GM, CPRO, DRM, RPF, SE/ Loco/P.Way/C&amp;W, TI, AEN, Inspector (RPF) in charge of the section, SE(Sig), if signaling equipment is involved, SE (Elect.), if electrical equipment is involved, Sr.DMO/DMO of Hospital/Dispensary on either side of the site of accidents, ADMO when medical aid is required, Supdt. RMS, (if Mails are affected), Chief Inspector/ Explosives, in case of explosives or conflagration due to explosives or dangerous goods, AEE/RS, AEE/TRD CTFO/OHE, TLC/ TPC, if concerned.</b>	<b>All serious accidents shall be inquired into by Commissioner of Railway Safety. [as per Para 503 (B) (i)]</b>
<b>(i)</b>	<b>Loss of human life and/ or grievous hurt and/or</b>		
<b>(ii)</b>	<b>Damage to Railway property of the value exceeding Rs. 2,00,00,000 and/or</b>		<b>In case CRS or CCRS is not in a position to inquire into serious accident cases involving coaching train, notified to him under section 113 of Railway Act, the inquiry shall be carried out by a committee of SA Grade officers and PCSO of the Railway shall be convener/chairman of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway. [as per Para 503 (B) (ii)]</b>
<b>(iii)</b>	<b>Interruption of any important through line of communication for at least 24 hours.</b>	<b>-DO-</b>	<b>A committee of SAG Officers unless the same is being inquired into by CRS with General Manager as the accepting authority. [as per Para 503 (B) (iii)]</b>

A-2	Collisions involving a train not carrying passengers, resulting in-	<b>-DO-</b>	All serious accidents shall be inquired into by Commissioner of Railway Safety. [as per Para 503 (B) (i)]
(i)	Loss of human life/grievous hurt and/or		
(ii)	Damage to Rly. property of the value exceeding Rs. 2,00,00,000 and/or		In case CRS or CCRS is not in a position to inquire, the inquiry shall be carried out by a committee of SA Grade officers and PCSO of the Railway shall be convener/chairman of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway. [as per Para 503 (B) (ii)]
(iii)	Interruption of any important through line of communication for at least 24 hrs.	<b>-DO-</b>	Same as A-1 (iii)
A-3	Collision involving a train carrying passengers, <u>not</u> falling under A-1 above.	<b>-DO-</b>	<b>-DO-</b>
A-4	Collision involving a train not carrying passengers <u>not</u> falling under A-2 above.	CRS, GM, DRM, AEN, TI, RPF, SE/ P.Way/C&W/Sig., Officer incharge Rly. Police.	<b>-DO-</b>
A-5	Other collisions, i.e collisions occurring in shunting, marshalling yards, Loco yards & siding etc. but <u>not</u> involving a train.	DRM, TI, RPF, SE/ P.Way/C&W/Sig. and GM if running line blocked, AEE/RS, AEE/TRD, CTFO, ATFO concerned CTI, if concerned	A committee of Sr. Supervisors with Sr. DSO/ DSO as the accepting authority. [as per Para 503 (B)(vi)]

Class 'B'- Fire in Trains			
<b>B-1</b>	<b>Fire in a train carrying passengers resulting in-</b>	<b>CRS, GM, OC/RPF, DRM, TI, SE(C&amp;W), Officer incharge of Rly. Police Station, SE(Works/ P.Way), if concerned, RMS, if mails are affected, Chief Inspector/Fire if suspected have been due to dangerous or inflammable goods, AEE/RS, TPC, TLC, if concerned. AEE/TRD,ATFO/ OHE in case of any fire in switching station, or any other Railway premises caused by 25 KV AC supply for the traction.</b>	<b>Same as A-1 (i), (ii)</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>Damage to Railway property of the value exceeding Rs.2,00,00,000 and/or</b>		
<b>(iii)</b>	<b>Interruption of any important through line of communication for at least 24 hrs.</b>		<b>Same as A-1 (iii)</b>
<b>B-2</b>	<b>Fire in a train NOT carrying passengers resulting in-</b>	<b>-Do-</b>	<b>Same as A-2 (i), (ii)</b>
<b>(i)</b>	<b>Loss of human life and /or grievous hurt and /or</b>		
<b>(ii)</b>	<b>Damage to Railway property of the value exceeding Rs.2,00,00,000 and/or</b>		
<b>(iii)</b>	<b>Interruption of any important through line of communication for at least 24 hours.</b>		<b>Dy. CSOs from Safety Deptt. to be nominated by GM with the GM as the accepting authority. [as per Para 503 (B)(iv)]</b>

B-3	Fire in a train carrying passengers <u>not</u> falling under B-1 above but-	-Do-	-Do-
(i)	loss to Railway property is Rs. 50000 or above and/or		
(ii)	interruption to traffic is more than the threshold values and /or		
(iii)	resulting into detachment of coaching stock/stocks from the train.		
B-4	Fire in a train NOT carrying passengers and <u>not</u> falling under B-2 above but-	-Do-	-Do-
(i)	loss to Railway property is Rs. 50000/- or above and/or		
(ii)	interruption to traffic is more than the threshold value and/or		
(iii)	resulting into detachment of goods stock/stocks from the train.		

B-5	Fire in a train carrying passengers <u>not</u> falling under B-1 or B-3 above	-Do- ( Except CRS)	A committee of Sr. Scale or Junior Scale officers as decided by respective DRMs with DRM as the accepting authority. [as per Para 503 (B) (v)]
B-6	Fire in a train NOT carrying passengers and <u>not</u> falling under B-2 or B-4 above.	-Do- ( Except CRS)	-DO-
B-7	Fire occurring in shunting, marshalling yards, loco yards and siding, etc. involving rolling stock but <u>not</u> involving a train.	-Do- (Except CRS)	Same as A-5
<b>Note:-</b> In case of an inquiry by a committee into a fire accident in railway premises or in a train leading to damage to railway property and/or booked consignments, a representative of the Railway Protection Force should also be included as a Member of the committee.			

**Class 'C' - Trains running into road traffic, and/or road traffic running into trains, at level crossings.**

<b>C-1</b>	<b>Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in-</b>	<b>CRS/CCG, GM, DRM, AEN, TI, RPF, SE/P.Way/C&amp;W/S&amp;T, Officer incharge of Railway Police station.</b>	<b>Same as B-2 (iii)</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>damage to Railway property and/or</b>		
<b>(iii)</b>	<b>interruption to traffic is more than the threshold value.</b>		
<b>C-2</b>	<b>Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in-</b>	<b>-Do-</b>	<b>-Do-</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>damage to Railway property and/or</b>		
<b>(iii)</b>	<b>Interruption to traffic is more than the threshold value.</b>		
<b>C-3</b>	<b>Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting in-</b>	<b>-Do-</b>	<b>-Do-</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>damage to Railway property and/or</b>		
<b>(iii)</b>	<b>Interruption to traffic is more than the threshold value.</b>		
<b>C-4</b>	<b>Trains, NOT carrying passengers, running into road traffic and/or road traffic running into such trains at unmanned level crossing resulting in-</b>	<b>-Do-</b>	<b>-Do-</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>damage to Railway property and/or</b>		
<b>(iii)</b>	<b>interruption to traffic is more than the threshold value.</b>		

C-5	Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossing but <u>not</u> falling under C-1.	-Do-	Same as B-5
C-6	Trains, NOT carrying passengers, running into road traffic and/or road traffic running into such trains at manned level crossings but <u>not</u> falling under C-2.	-Do-	-Do-
C-7	Trains, carrying passengers, running into road traffic and/or road traffic running into such trains at unmanned level crossing but <u>not</u> falling under C-3.	-Do-	-Do-
C-8	Trains, NOT carrying passengers, running into road traffic and/or road traffic running into such trains at unmanned level crossings but <u>not</u> falling under C-4	-Do-	-Do-
C-9	Shunting engine with or without vehicles or loose vehicles running into road traffic and/or road traffic running into shunting engine with or without vehicles or loose vehicles at level crossings.	CRS/ CCG, GM, DRM, AEN, TI, RPF, Officer incharge of Railway Police station, SE/P.Way/ S&T/C&W.	Same as A-5

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

#### Class 'D' - Derailments

D-1	Derailment of a train carrying passengers resulting in-	Same as in the case of A-1	Same as A-1 (i), (ii)
(i)	loss of human life and/or grievous hurt and/or		
(ii)	damage to Railway property of the value exceeding Rs. 2,00,00,000 and/or		
(iii)	interruption of any important through line of communication for at least 24 hrs.		Same as A-1 (iii)

<b>D-2</b>	<b>Derailment of a train NOT carrying passengers resulting in-</b>	<b>Same as in the case of A-2</b>	<b>Same as A-2 (i), (ii)</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>damage to railway property of the value exceeding Rs. 2,00,00,000 and/or</b>		
<b>(iii)</b>	<b>Interruption of any important through line of communication for at least 24 hrs.</b>		<b>Same as B-2 (iii)</b>
<b>D-3</b>	<b>Derailment of a train carrying passengers, <u>not</u> falling under D-1 above.</b>	<b>Same as in the case of A-3</b>	<b>-DO-</b>
<b>D-4</b>	<b>Derailment of a train NOT carrying passengers <u>not</u> falling under D-2 above but loss to Railway property and/or interruption to traffic is more than the threshold value.</b>	<b>GM,DRM,AEN,TI,RPF,S E/P.Way/Sig, Officers incharge, Rly. police station.</b>	<b>-DO-</b>
<b>D-5</b>	<b>Derailment of a train NOT carrying passengers <u>not</u> falling either under D-2 or D-4 above.</b>	<b>-Do-</b>	<b>Same as B-5</b>



<b>D-6</b>	<b>Other derailments i.e derailments occurring in shunting, marshalling yards, loco yards and siding, etc. but <u>not</u> involving a train.</b>	<b>Same as in the case of A-5</b>	<b>Same as A-5</b>
<b>Class 'E' - Other Train Accidents</b>			
<b>E-1</b>	<b>Train running over or against any obstruction including fixed structure other than included under class 'C' resulting in-</b>	<b>CRS/ CCG, GM, DRM, AEN, TI, RPF, SE(P.Way/C&amp;W/Signal), Officer, incharge Rly. Police station.</b>	<b>Same as B-2 (iii)</b>
<b>(i)</b>	<b>loss of human life and/or grievous hurt and/or</b>		
<b>(ii)</b>	<b>damage to Railway property and/or</b>		
<b>(iii)</b>	<b>interruption to traffic is more than the threshold value.</b>		
<b>E-2</b>	<b>Trains running into any obstruction including fixed structure but <u>not</u> covered up under class 'C' or 'E-1'.</b>	<b>Do ( Except CRS)</b>	<b>Same as B-5</b>
<b>INDICATIVE ACCIDENTS</b>			
<b>Class 'F' - Averted Collisions</b>			
<b>F-1</b>	<b>Averted collision between trains at least one of which is carrying passengers.</b>	<b>CRS/CCG, Distt. Magistrate, SDO or DSP or ASP or Section Officer, GRP, GM, DRM, RPF, TI, AEE/ TRD, AEE/RS, TPS, CTFO, ATFO/OHE, If concerned.</b>	<b>-Do-</b>
<b>F-2</b>	<b>Averted collision between a train carrying passengers and an obstruction.</b>	<b>-Do-</b>	<b>-Do-</b>

F-3	Averted collision between trains NOT carrying passengers.	-Do-	-Do-
F-4	Averted collision between trains NOT carrying passengers and an obstruction.	-Do-	-Do-
Class 'G'- Breach of Block Rules			
G-1	Trains carrying passengers, entering a block section without any authority or without a proper 'Authority to proceed.'	CRS/ CCG,GM, DRM, TI, LI, SE (S&T)	-Do-
G-2	Trains NOT carrying passengers, entering a block section without any authority or without a proper 'Authority to Proceed.'	-Do-	-Do-
G-3	Train received on a blocked line, <u>not</u> constituting an averted collision.	GM, DRM, TI, LI, SE (S&T)	-Do-
G-4	Train received on or entering a wrong line at station or catch siding or slip siding or sand hump, etc.	-Do-	-Do-
Class 'H'- Train passing signal at danger			
H-1	Train carrying passengers running past a 'Stop' signal at danger without proper authority.	CRS/ CCG, GM, DRM, TI, LI, TLC, SE (S&T)	A JA grade committee of officers at Divisional level with Sr. DSO/DSO as one of the members. with DRM as the accepting authority. [as per Para 503 (B)(vii)]

H-2	Train NOT carrying passengers running past a 'stop' signal at danger without proper authority.	GM, DRM, TI, LI, TLC, SE (S&T)	-Do-
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**EQUIPMENT FAILURES****Class 'J'- Failure of Engine and Rolling Stock**

J-1	Failures of engine hauling a train carrying passengers.	CRS/ CCG, GM, DRM, CPRO, SSE (Loco), TLC if a running line is blocked. (if engine belongs to another division the DRM & SSE /Loco of the division and shed concerned should also be included.)	Senior Supervisors / Supervisors of respective Departments
J-2	Failure of engine hauling a train NOT carrying passengers or light engine.	Do ( Except CRS)	-Do-
J-3	Parting of train carrying passengers.	CRS/ CCG, GM, DRM, TI, LI, SE (C&W)	-Do-
J-4	Parting of a train not carrying passengers.	GM, DRM, TI, LI, SE( C&W)	-Do-
J-5	Failure of rolling stock such as failure of tyres, wheels, axles or braking apparatus, etc. on a passenger carrying train leading to detachment of rolling stock/stocks from the train.	DRM, TI, LI, SE(P.Way) & (C&W )	-Do-
J-6	Failure of rolling stock such as failure of tyres, wheels, axles or braking apparatus, etc. on train NOT carrying passengers leading to detachment of rolling stock/stocks from the train.	-Do-	-Do-
J-7	Failure of rolling stock such as failure of tyres, wheels, axles or braking apparatus, etc. on passenger carrying trains, <u>not</u> leading to detachment of rolling stock/stocks from the train.	-Do-	-Do-

J-8	Failure of rolling stock such as failure of tyres, wheels, axles or breaking apparatus, etc. on train not carrying passengers, <u>not</u> leading to detachment of rolling stock/stocks from the train.	-Do-	-Do-
J-9	A train or a portion of a train running away, out of control.	DRM, TI, LI, SE (C&W )	-Do-
J-10	Poor brake power in a train but <u>not</u> covered in class J-9.	-Do-	-Do-

**Class 'K'- Failure of Permanent Way**

K-1	Buckling of track.	GM, DRM, AEN, TI, SE/C&W/P.Way/S&T	Senior Supervisors / Supervisors of respective Departments
K-2	Weld failure	-Do-	-Do-
K-3	Rail fracture	-Do-	-Do-
K-4	An unusually slack or rough running or heavy lurch experienced by drivers of running trains while passing over any length of Permanent Way leading to blockage of communication.	GM, DRM, AEN, TI, SE/C&W/P.Way/S&T, LI.	-Do-
K-5	Failure of Railway Tunnel, bridge, viaduct/ formation/ cutting and culvert, etc.	DRM, AEN, SE(P.Way), TI, Supdt. RMS if mails are affected, AEE/TRD, TPC if OHE is concerned.	-Do-
K-6	Damage to track of such a nature other than those covered under class K-1 to K-5 so as to render it temporarily unsafe for passage of trains or likely to cause delay to traffic for period above threshold value.	GM, DRM, AEN, TI, SE/C&W/P.Way/S&T	-Do-

K-7	Damage to track of such a nature as to render it temporarily unsafe for the passage of trains or likely to cause delays to traffic not covered up under class K-1 to K-6.	-Do-	-Do-
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Note:- In above classification the cases detected during regular maintenance not affecting train movement will not be counted.

#### Class 'L'- Failure of Electric Equipment

L-1	Snapping off or any damage to OHE wire requiring switching off of OHE for more than three minutes.	DRM, Sr. subordinates whose assistance is required TPC.	Senior Supervisors / Supervisors of respective Departments
L-2	No tension in OHE for more than 3 minutes.	-Do-	-Do-
L-3	Pantograph entanglement not covered up under J-1 and J-2.	DRM, LI, TLC, TPC, SSE (Loco) (if engine belongs to other division, the DRM and TLC of the division and shed should also be informed.)	-Do-
L-4	Defect in AC or other electrical equipment leading to detachment of a rolling stock/s from a train.	CEE, Dy.CEE/TRD, DRM, AEE/TRD, DEE/TRD, TPC, TLC, TFO & ATFO/ OHE	-Do-

#### Class 'M'- Failure of Signaling and Telecommunications

M-1	Failure of part or complete panel/RRI	GM, DRM, TI, SE/S&T, TLC, SSE (Loco)	Senior Supervisors / Supervisors of respective Departments
M-2	Failures of interlocking/track circuit or axle counter.	-Do-	-Do-
M-3	Failure of block instruments	-Do-	-Do-
M-4	Failure of point machine and equipment	DRM, TI, SE/S&T, TLC, SSE (Loco)	-Do-

M-5	Failure of signal/point	-Do-	-Do-
M-6	Failure of control/station communication for more than 15 minutes.	SE (S&T), TI, TLC, SSE (Loco)	-Do-
M-7	Failure of station to station or station to level crossing gate communication for more than 15 minutes.	-Do-	-Do-
Note: Signal /Point and telecommunication failures, which were not informed to S&T Deptt. will not be taken into account of failure.			

### UNUSUAL INCIDENTS OR SABOTAGE TO A TRAIN

#### Class 'N'- Train Wrecking or Sabotage to a Train

N-1	Attempted wrecking or Bomb Blast or Explosion or Hijacking or Sabotage to a train carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway Property.	Same as in the case of A-1	CRS
N-2	Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train NOT carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway Property.	Same as in the case of A-2	CRS
N-3	Attempted wrecking of or Bomb Blast or Explosion or Sabotage to signalling and track or forceful confinement of train running staff on duty and/or passengers but <u>not</u> involving a train.	Same as in the case of A-3	Jr. Scale Officer

#### Class 'P'- Casualties

P-1	Person or persons falling out of a running train resulting in loss of human life or grievous hurt.	Same as in the case of A-1	Sr.Supervis or
P-2	Person or persons run over or knocked down by a train resulting in loss of human life or grievous hurt.	Same as in the case of A-2 except GM & CRS	-Do-

P-3	Person or persons falling out of a running train or knocked down by a train or engine or Railway vehicles not resulting in loss of human life or grievous hurt.	Same as in the case of A-3 Except GM & CRS	-Do-
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**Class 'Q'- Other Incidents**

Q-1	Accidental or natural death or grievous hurt to any person whether passenger, Railway employee or trespasser (or any other person), within Railway premises (excluding railway quarters).	Same as in the case of A-1 except CRS	Sr. supervisor
Q-2	Murder or suicide in a train or within Railway Premises.	Same as in the case of A-2 except CRS	Do
Q-3	Robbery, attempted robbery, theft or attempted theft in Railway premises including trains.	Same as in the case of A-3 except CRS	Do
Q-4	Fire or explosion within Railway premises but not involving trains.	Same as in the case of B-1 except CRS	Do
Q-5	Fire or explosion resulting in damage to Railway bridge, viaduct, etc.	Do	Sr. scale Officer
Q-6	Blockade to train services due to agitation.	Do (except CRS and Chief inspector/ Explosives).	Do

**Class 'R'- Miscellaneous**

R-1	Vehicle or vehicles running away.	DRM, TI, LI, TPC, TLC, SSE (C&W)	Sr. Scale Officer
R-2	Train running over cattle.	DRM, AEN, TI, SE (P.Way), SSE (C&W/S&T), Officer I/C Railway police station.	Sr. Supervisor or

R-3	Floods, breaches and landslides, etc. resulting in interruption of an important through line of communication more than the threshold value.	CRS /CCG, DRM, AEN, SE ( P.Way), TI, Supdt/RMS (if mails are affected), AEE/TRD, TPC, TFO (if OHE is affected), CPRO,	Jr. Scale Officer
R-4	Other cases of floods, breaches, landslides etc. resulting in interruption to traffic.	Do (Except CRS)	Sr. Supervisor
R-5	Any accident not included in the foregoing classifications.	Do	Do

Note:-

- (1) The term 'Cattle' does not include sheep, goats, pigs, dogs, donkeys, rams, ewe and lambs.
- (2) A train includes a trolley, lorry, motor trolley when worked under the rules for working trains.

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**CHAPTER III**  
**REPORTING OF ACCIDENTS**

- 301. Action by the Railway Servant who observes:** Every railway servant who observes-
- (a) that any signal is defective,
  - (b) any obstruction, failure or threatened failure of any part of the way or works,
  - (c) anything wrong with train, or
  - (d) any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public, shall take immediate steps, such as the circumstances of the case may demand, to prevent accident; and where necessary, advise the nearest Station Master by the quickest possible means. Provided that in the case of a train having parted, he shall not show a stop hand signal but shall endeavour to attract the attention of the Loco Pilot or Guard by shouting, gesticulating or by other means.
- 302. Action to be taken by the Station Master receiving advice of an accident:-**
- (a) The Station Master on receiving a report of an accident must obtain from the person reporting the accident information relating to as many items of the Accident Reports Form as possible and necessary. This information must then be recorded and duly signed by the reporters, if feasible, and the Station Master.
  - (b) Relief to be called for without delay: If the nature of the accident is such that relief measures are called for, the Station Master must proceed to make necessary arrangements without waiting for full particulars of the accident. If medical aid is required, assistance must be called for from the local hospitals, dispensaries and doctors. In order to convey medical help to the site of the accident, available trolleys and train engines may also be utilised.
  - (c) On controlled sections, the Station Master must immediately advise the Controller of the accident, indicating the nature of medical and mechanical assistance required. If the section is not controlled, or if control is inoperative, Sr. DOM/ Sr. DSO /AOM and Chief Controller must be advised by quickest means, on the public phone, where possible.
  - (d) The Station Master must then issue the accident message/ telegram, sending a copy of it to the Controlling Station Master. The beats of Controlling Station Master are shown in Appendix 'E'.
  - (e) In the case of accidents at Junction stations between two Divisions, both Divisional Railway Managers must be advised.
- 303. Action by the Controlling Station Master on receipt of an advice of the accident:** Controlling Station Master on receiving advice of the accident must proceed to the site of the accident by the quickest means unless he knows that a Transportation Inspector is already there. He must take with him trollies, coolies, lamps, vendors and any other equipments that he considers necessary. Till relieved by a Transportation Inspector or Officer, he will be responsible for regulating the traffic, attending to the injured, making a note of all evidence which may prove useful in ascertaining the cause of the accident and taking general charge of the situation. He should also seize the relevant records and documents.
- 304. Accident Messages/Telegrams:** The Station Master must immediately, after advising the Controller, where necessary, report the accident by means of an accident message/ telegram. The date and time of despatch of each accident message/telegram must be

recorded in the Station Accident Register. The message/telegrams should be classified as AXXR in case of serious accidents and AXR in the other cases. The messages/telegrams should be addressed to concerned officials as per Chapter II of this Manual.

Accidents to trains of foreign railways occurring at junction stations worked by the North Western Railway or on those portion of the North Western Railway system over which foreign Railways exercise running powers, are to be treated as accidents of the North Western Railway.

Every Station Master must post up in his office the addresses of the various officials to whom accident messages/telegrams are required to be issued.

The jurisdiction of District Magistrates and Superintendents of Police are shown in Appendix-G, while those of Governments Police Officials are shown in Appendix-F. Station Masters are responsible for keeping themselves posted with any changes in the jurisdictions of Magistrates and Police Officials affecting their stations.

### **305. Writing of Accident Messages/ Telegrams:**

- (a) In addressing accident messages/ telegrams, the class and sub-class of the accident must be written first in figures and then in words. The designations of individual officials are not to be mentioned.
- (b) In writing out an accident message/ telegram, information of items shown in Appendix-I should be given briefly and clearly. Particular care must be taken in detailing the type and extent of assistance required.
- (c) In terms of Rule 3 of the Railway (Notice of and inquiries into accidents) Rules 1998, when a serious accident as defined in Para 105 occurs in the course of working a Railway, the occurrence of such an accident is required to be reported to the Commissioner of Railway Safety, Western Circle, Chuchgate, regardless of the fact weather for statistical purpose, such accident is classified as a train accident or not.

For example, cases of the accident to light engines, lorries/ trollies or fire in Diesel/Electric locomotive resulting in death, grievous hurt or loss of over Rs. 2,00,00,000 to railway property must be reported to the Commissioner of Railway Safety, Western Circle, Chuchgate, even though statistically such accidents are not classified as train accidents.

**306. Accident messages/ telegrams for Divisional Railway Manager received outside office hours:** Accident messages/telegrams intended for the Divisional Office if received during holidays or outside office hours, must be delivered to the Deputy Chief Controller who will advise Sr. Divisional Operations Manager/ Sr. Divisional Safety Officer and other Officers concerned on the telephone. All such messages must be sent by the Chief Controller, in original, to the Sr. Divisional Safety Officer, as soon as the office opens.

**307. Accident messages/ telegrams for General Manager received outside office hours:** Accident messages/telegrams addressed to the General Manager during holidays or outside office hours must be delivered to the Deputy Chief Controller on duty in the Emergency Control, Headquarter Office, Jaipur who will, if necessary, advise the CSO and in his absence the CPTM/CFTM/COM on telephone. All such messages must be sent in original to the Office Superintendent, Safety Branch as soon as the office opens.

**308. Accident Reports:** Except for cases of train running over cattle, all accidents must be reported by Station Masters to Divisional Railway Manager. These reports must be sent within 24 hours of the occurrence of an accident.

**309. Accidents in Loco or Store yards and Engineering open line or construction works:**

- (a) In these cases, action will be initiated by the SSE (Loco) or other Official-in-charge.
- (b) In the case of accidents resulting in loss of life or grievous hurt, the following must be advised by message/telegram:-
  - (i) District Magistrate;
  - (ii) Official-in-charge of Railway Police Station;
  - (iii) Assistant Inspector-General, Government Railway Police.
  - (iv) Divisional Medical Officer or Assistant Divisional Medical Officer.
  - (v) Works Manager or Divisional Railway Manager concerned.
  - (vi) General Manager;
  - (vii) Commissioner of Railway Safety, CCG, and
  - (viii) Inspector of Mines, if accident occurred in a stone quarry.
- (c) In all cases a report by letter containing the following information must be made to the Works Manager or the Divisional Railway Manager concerned:
  - (i) Site of accident:-
  - (ii) Persons responsible.
  - (iii) Cause of accident;
  - (iv) Particulars of damage with approximate cost;
  - (v) Action taken; and
  - (vi) Remarks.
- (d) The report to the Works Manager or Divisional Railway Manager must be followed up by a detailed Accident Report. On receipt of this, the Works Manager or Divisional Railway Manager, as the case may be, will in cases of death or grievous hurt, obtain medical and police reports and, if necessary, arrange for an inquiry. He must then submit a report to the General Manager or in the form of Inquiry proceedings as the case may require.
- (e) Accidents resulting in damage to the extent of Rs. 2,00,00,000 or over must be reported to the Commissioner of Railway Safety by message/ telegram and other accidents by letter.

**310. Accidents in Workshops:**

- (a) Workshop accidents must be reported in accordance with the rules made by the State Government within whose jurisdiction the workshop is located.
- (b) Serious accidents must be reported individually to the General Manager.

**311. Accidents on contiguous Railways:** When a serious accident occurs on the contiguous Railway at a point easily accessible from the Divisional Headquarters of this Railway, the following steps are to be taken immediately on receipt of the accident advice.

- (i) The Control Office concerned on receipt of the accident advice will immediately pass on the same to the Sr. Divisional Operations Manager and Sr. Divisional Safety Officer.
- (ii) The Sr. Divisional Operations Manager or Sr. Divisional Safety Officer, in turn, will ask the contiguous Railway Control, if any assistance in connection with relief operations is required from this Railway.

**312. Action to be taken by Control Office for reporting of Accident:**

(i) **By Section Controller:** As soon as he receives advice of accident, the Section Controller must:-

- (a) Advise the Power Controller of the nature of assistance required.
- (b) Advise Traction Power Controller and Traction Loco Controller the nature of accident and assistance required, in case the accident has taken place in the electrified section or the overhead equipment or electric loco is involved.
- (c) Advise the controlling Station Master of the accident and instruct him to proceed by first means to the site of the accident; and
- (d) Apprise the Deputy Chief Controller of the available particulars of the accident and of the action to be taken by him.

(ii) **By Deputy Chief Controller for reporting of the accident:**

- (a) The Deputy Chief Controller must advise all concerned Divisional officers and the Divisional Railway Manager.
- (b) Inform the Police Officials and District Magistrate concerned where advice is due to them.

**313. Duties of Chief Controller for reporting the accident:** The Chief Controller must take supervisory charge of the affected section and ensure that advice of the accident has been sent to all concerned.

**314. (1) Telephonic Report to Zonal Railway (Headquarters office):-**

In case of following categories of accident a telephonic advice should be relayed to nominated officer in zonal HQ immediately after the accident:-

- (i) All train accidents.
- (ii) Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value as indicated in para 108.
- (iii) Landslides, breaches, OHE breakdown, etc. which result in dislocation of traffic more than the threshold value as indicated in para 108.
- (iv) In addition to this, periodic (monthly) statement of Accidents in all categories shall be submitted to Zonal Headquarters in prescribed proforma.

**(2) The details of the accident should be given in the following proforma.**

**Type of Accident:-**

1. Date
2. Time
3. Location/K.M./Block section/Station/Division
4. Section Double/ Single line
5. System of working
6. Type of Signaling.
7. Standard of interlocking. Panel
8. Condition of weather & visibility
9. Description of train.
- No./Name of the train.

- (a) Load of train
- (b) Last examination of train.
- (c) Engine No.
- (d) Marshalling
- (e) Brake Power.

**Bio data of staff:** - Loco Pilot, Asstt. Loco Pilot, Guard, Gateman, ASM.

- (a) Name
- (b) Date of Birth
- (c) Date of Appointment
- (d) Vision Test passed on.
- (e) Loco Pilot's performance Index.
- (f) Time and Shed where Breathalyzer test given.
- (g) Date of passing competency.

**Communication affected:**

- (a) Lines blocked:      (i) Up main/loop  
                                     (ii) Down Main/loop
- (b) Movement possible
- (c) Single line working introduced at
- (d) Diversion of traffic

**Casualties:- Killed    Grievous    Simple**

- (a) Passenger
- (b) Railway staff
- (c) Others
- (d) Total
- (e) Admitted in Hospital Railway/Private.

**Details of Wagons/Coaches involved (with POH Particulars)**

**Approximate Cost of damages to Railway Property.**

- (a) P.Way
- (b) Rolling stock
- (c) Locomotive
- (d) S. & T.
- (e) Others
- (f) Total.

**Relief arrangements.**

- (a) Medical.
  - (i) Medical van ordered at.
  - (ii) No. of doctors at site.    Railway    Civil    Total
  - No. of doctors left.
  - Clearance of injured.
  - Clearance of Passengers.
- (b) ART ordered at -----hrs-, departure to site at -----hrs-, arrival at site at

.....hrs., work started at-----hrs-, work completed at -----hrs.

- (c ) (i) Forecast for restoration of traffic.
- (ii) Normal working resumed at.....hrs.
- (iii) Reasons for delay in restoration.
- (d) Ex-gratia paid.
- (i) Dead @ Rs. to
- (ii) Grievous @ Rs. to
- (iii) Simple @ Rs. to
- (e) Prima facie cause
- (f) FIR lodged

**Repercussion.**

**Level Crossing No. ....Situating at/or between Stations .....at K.M.**  
**..... Manned/ unmanned , Engg./Traffic.**

- (a) Normal position. (leaf/lifting barrier)
- (b) Type of Level Crossing -  
 (leaf/lifting barrier).....  
 Interlocked or non-interlocked.....
- (c) No. of gatemen
- (d) Telephone provided with
- (e) Road signs (available/not available)
- (f) W/L board( available/not available)
- (g) Visibility
  - (i) From road
  - (ii) From rail
- (h) Nature of road
  - (i)(Highway/ feeder)( metalled/ Kaccha)
  - (ii)Gradient, curve on track or Road
- (i) Last Census.
- (j) Proposal for upgradation.
- (k) Speed breakers provided.
- (l) Particulars of road vehicle involved.
- (m) FIR lodged.
- (n) Detail of accident-  
 Train no.....  
 Head Light burning or not.....  
 Name of Loco Pilot /Guard/ASM.....
- (o) No. of casualties- Killed -Grievous – simple -Admission in Hospital
  - (i) Passengers
  - (ii) Road users
- (p) Complete Biodata of Gateman/ Loco Pilot
- (q) Ex- gratia payment

**Prima facie Cause****Other remarks**

Note:(a) in respect of any accident of the nature specified above which may involve Mail or Express train, the telephonic advice is to be given irrespective of whether or not the accident has resulted in any casualty or serious damage to railway property.

(b) When parliament is in session, complete information in respect of any accident or unusual incident which is likely to attract the attention of the Parliament is also to be reported to Headquarters Office telephonically.

(c) Any incident which causes serious dislocation to passenger and goods traffic and which does not otherwise fall under the accidents reportable to the Headquarters Office telephonically. For this purpose interruption to through traffic for more than threshold value shall be taken to constitute serious dislocation to traffic.

(d) Emphasis on relaying the prima-facie cause within 24 hrs. should be relevant in all types of accidents.

**315. Officers to be reported of Accidents:**

- (a) Sr. DSO/DSO or in his absence, Sr. DOM/DOM shall give detailed information about the accident on telephone in office / residence to Chief Safety Officer / Dy. COM(Safety)/Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety) and in case of their absence to the Dy COM(C) or STM (C) or CFTM.
- (b) The Officer receiving advice of the accident will pass on the information telephonically to:-
  - i) Chief Operations Manager and CSO only in case they have not already been directly advised.
  - ii) Other Heads of Departments concerned.
  - iii) The Secretary to the General Manager.
  - iv) The Chief Public Relations Officer.
- (c) CSO/ DY. COM(Safety) /Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety) or in their absence CPTM shall advise the Commissioner of Railway Safety CCG on telephone the particulars of the accident and ascertain from him whether or not he intends holding an inquiry in that accident.

Note: In case of non- availability of any of the officers, next officer in line of command shall assume the duties of the officers.

**316. Written report to the Headquarter Office:** The telephonic advice given vide para 315 above must be confirmed by written report / message indicating the latest position.

**317. Action to be taken by Emergency Control (Headquarter Office) on receipt of information about accidents from the Divisional Control Office:** The Dy. Chief Controller on duty in the Emergency Control Office shall record the information received from the Divisional Control Office in the accident register specially maintained for the purpose. He should convey the information relating to all train accidents or other incidents having serious repercussion on goods operation or punctuality of Mail/Express trains, with least possible delay to the following officers in the sequence given below:-

1. A.G.M./SDGM
2. C.S.O.
3. C.O.M.
4. Dy. C.O.M.(Safety) / Dy.CME(Safety) / Dy.CSTE(Safety)/ Dy.CE(Safety)
5. C.P.T.M.
6. STM/ATM/( Rules)
7. Dy. COM (Coaching)
8. CFTM
9. CE
10. CME
11. Dy. COM(Goods)

12. CMO, CSTE, CEE, CCM, CSC, CPRO (depending on the nature of accident)

The General Manager shall be advised by the C.S.O. or in his absence the Dy. COM(Safety)/ Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety)/ CPTM if they consider the accident to be of a serious nature.

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

- (a) any accident attended with loss of any human life or with grievous hurt.
- (b) any collision between trains of which one is a train carrying passengers or
- (c) the derailment of any train carrying passengers or of any part of such train or
- (d) Accidents which are attended with loss of human life in passenger trains involving train wrecking, or attempted train wrecking, cases of running over obstructions placed on the line, or passengers falling out of train or of fire in trains, or grievous hurt as defined in the Indian Penal Code, or serious damage to railway property of the value exceeding rupees 2 crore, if the damage to the Railway property exceeds Rs. 2 crore, which may not have actually occurred but by the nature of the accident might reasonably have been expected to occur, the accident is required to be reported to the CRS under section 113 and 114 of the Railway Act, 1989 for holding of an inquiry or otherwise and also cases of land slides or of breaches by rain or flood which caused interruption of any important through line of communication for at least 24 hours.

**319. Telephonic Report to the Railway Board:**

- (A) In case of following categories of accidents a telephonic advice should be relayed to nominated officer in Railway Board office immediately after the accident -

- (i) All Consequential train accidents.
- (ii) Any yard accident having serious repercussion on movement of traffic on through/main line resulting in dislocation of traffic more than the threshold value as indicated in para 108.
- (iii) Landslides, breaches, OHE, breakdown, etc. which resulted in dislocation of traffic more than the threshold value as indicated in para 108.

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

- (B) The advice to the Board will be given by the Dy. COM(Safety)/ Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety), STM/ATM/(Rules). In their absence, the Dy. Chief Controller on duty in the Emergency Control Office shall give the advice to one of the following officers of the Railway Board in order of priority as indicated below:-

- |                         |                         |
|-------------------------|-------------------------|
| 1. Safety Cell          | 7. Director/Coaching-II |
| 2. Director/Safety-II   | 8. Director/TT (POL)    |
| 3. Director/Safety-I    | 9. Director/TT (G)      |
| 4. Director/Safety-III  | 10. ED/Coaching         |
| 5. Dy. Director/Safety  | 11. Advisor Safety      |
| 6. Director /Coaching-I |                         |

Information should be conveyed promptly. If officer asked is not available, officer next in the list should be asked for to avoid delay in circulation of information.



Depending on the seriousness of the accident, in addition to informing Safety Cell in the Railway Board by Emergency Cell, CSO, Dy. COM (Safety)/Dy.CME(Safety)/Dy.CSTE(Safety)/ Dy.CE(Safety), CPTM, Dy. COM(Chg) should also speak to Member Traffic, Railway Board.

(C) Following system will be followed for reporting of accidents to Railway Board-

- a) Information regarding consequential train accidents or any yard accident, leading to serious repercussion shall be reported by Divisional Control to HQ Emergency Control of Zonal Railway Headquarters. Emergency Control shall in turn inform all concerned at Headquarters office including GM, PHODs, etc.
- b) In case of accidents as in Para (a) above, Chief Safety Officer / Dy. COM (Safety) / Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety) should thereafter inform nominated officer of Safety Directorate of Railway Board. At Board level, Safety Directorate shall issue the message and take follow up actions.
- c) In case of landslide, breaches, OHE break down, etc. which result in dislocation of more than threshold value and also cases due to public agitation shall be reported by Headquarters Control Office to punctuality cell of Railway Board and dealt with by the Coaching Directorate.
- d) Cases falling under N, P and Q except Q-6, i.e. blockade of train services due to public agitation, shall be dealt with by Security Directorate.

**320. Detailed report to the Railway Board:** The telephonic advice referred to in para-319 above must be followed up by a detailed report to be submitted to the Director (Safety) within 10 days of the accident as per proforma at Appendix – M.

The detailed report should not be delayed for want of information relating to any item not being available at the time of submission of the report. The remarks for such items must be sent as soon as the information becomes available.

**321. Report to Civil Authority:** Report to Local Authorities-

- (a) In the case of the following types of accidents, a report must be sent by the Divisional Railway Manager to the State Government concerned.
  - (i) Collision between trains of which one is a passenger train.
  - (ii) Derailment of any train carrying passengers or part of such a train.
  - (iii) Train wrecking or attempted train wrecking involving passenger train.
  - (iv) Fire in passenger train.
  - (v) All cases of trains running into road traffic at level crossing gates, including unmanned L.Cs.
  - (vi) Passenger train running over obstruction placed on the line other than those stated in (iii) to (v) above.
  - (vii) Land slides or breaches by rain or flood which cause interruption of any important through line of communication for at least 24 hours.
  - (viii) Any other category of train accidents not covered above but which are attended with loss of human life or with grievous hurt as defined in section 320 of I.P.C. or with serious damage to Railway property.
- (b) The officials to be advised are indicated below:-
 

State (i) Punjab	Official The Home Secretary to the Govt. of Punjab, Chandigarh.
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(ii) Rajasthan	The Home Secretary to the Govt. of Rajasthan, Jaipur.
(iii) Haryana Chandigarh	The Home Secretary to the Govt. of Haryana,
(iv) Gujarat Nagar	The Home Secretary to the Govt. of Gujarat, Gandhi

(c) Report to State Government:

- (i) The General Manager will report to the local Government concerned all cases of serious accidents to train which occur in the course of working of the Railway and are accompanied by or are of a nature usually accompanied by loss of human life or grievous hurt or serious damage to property or serious interruption to traffic.
- (ii) These reports will be in the form of express letter issued to the official indicated in Para (b).

(d) Report to District Magistrates: The Divisional Railway Manager will report all cases of serious accidents to trains which occur in the course of working of the Railway and are accompanied by or are of a nature usually accompanied by loss of human life or grievous hurt or serious damage to property or serious interruption to traffic in which enquiries have been held. The report will reproduce the précis, findings and recommendations, if any, contained in the proceedings of the Inquiry Committee. In case, however, a judicial inquiry is being held, a copy of the evidence also shall be supplied. The action proposed to be taken and the names of persons, if any, proposed to be prosecuted must also be given.

**322. Report to Military Authorities:** When serious interruption to traffic as defined in Chapter I is expected as a result of any accident, the Divisional Railway Manager must send a report to:

- (i) Milrail, New Delhi.
- (ii) The Movement Control Detachment concerned.
- (iii) The Headquarters Movement Control Group.
- (iv) Army Headquarters, Quarter Master General's Branch (Q)/MOV S.I.).

This report must state when communication is likely to be restored and whether transshipment of passengers is possible.

Cases of accidents falling under K-5, R-3 and R-4 classes shall also be reported.

**323. Report to the Chief Inspector of Explosives:** In the case of serious explosions or conflagrations suspected to have been caused by explosives, dangerous or inflammable goods, the Divisional Railway Manager must send an XXR message to the Chief Inspector of Explosives and the Inspector of Explosives concerned.

**324. Report to Postal Authorities:** When an accident causes or is likely to cause.

- (i) delay of more than 6 hours to trains carrying mails; or
- (ii) diversion or transshipment of trains carrying mail; or
- (iii) loss or damage to mails; or
- (iv) death or injuries to Railway Mail Service staff.

The Divisional Railway Manager must send advice to the Railway Mail Service Superintendent concerned. The jurisdictions and Headquarters of Railway Mail Service Superintendents are given in Appendix-H.

**325. Report to the Press by Public Relations Officer:-**

- (a) In the case of accidents falling in class A-1, A-2, D-1, D-2, C-1, C-2, C-3, C-4, R-3, N-1, E-1 and E-2 (When involving human life, grievous hurt), the Public Relations Officer will issue a report to the press as promptly as possible.
- (b) The report must confine itself to the following information:
  - (i) Time, date and locality of the accident.
  - (ii) General nature of the accident (no cause being given)
  - (iii) Number and description of train involved.
  - (iv) Duration of interruption of traffic and nature of temporary measures taken to carry on train service stating whether transshipment is necessary.
  - (v) Number of persons killed and injured, as far as known with their names and addresses.

As litigation may arise from an accident and use may be made of press reports in suits brought against the railway, greatest care must be taken in framing these reports; nothing, the correctness of which may subsequently be questioned, must be mentioned.

- (c) A copy of the report to the press must be sent to the following officials by a separate XR message:-
  - (i) Chief Commissioner of Railway Safety, Lucknow.
  - (ii) Commissioner of Railway Safety, Churchgate.
  - (iii) Executive Director (Safety), Railway Board, New Delhi
  - (iv) CSO, N. W. Railway, Jaipur.
- (d) In case of interruption of communication, a message must subsequently be issued to intimate when communication was restored or is likely to be restored.

**326. Report to Commissioner of Railway Safety:** The Commissioner of Railway Safety should be given telephonic advice in case of the following accidents:-

- (i) Any accident to a Mail/Exp. or Passenger train, workmen's Special or Material train, resulting in loss of life and/or grievous injury (as defined in the Indian Penal Code-See Chapter 1) to any one traveling in the train and/ or damage to railway property to the value exceeding Rs. 2,00,00,000 and every accident such as landslide, breaches or rain or flood or derailment which causes interruption of any important through line of communication exceeding threshold value.
- (ii) Accident at manned level crossing involving collisions between trains, whether goods or passenger carrying, and road vehicles in which there is loss of life or grievous injury to passenger and others in the road vehicles.
- (iii) Collision and derailment of goods trains in which there is loss of life or grievous injury to any person.

The telephonic advice should be given by CSO/ Dy. COM (Safety)/ Dy. CME (Safety)/Dy. CSTE (Safety)/ Dy. CE (Safety) or in their absence by COM or any Officer nominated by the CSO for this purpose.

**327. Number of casualties:** For the purpose of reporting the number of casualties, the following proforma should be adopted:-

## I. Dead-

- (a) Number of persons who died in the accident instantaneously.....( l )
- (b) Number of injured who died at the site before being removed to the hospital.....(m)
- (c) Number of injured who died on way to hospital.....(n)
- (d) Number of persons who died after admission in hospital.....(o)
- (e) Total number of persons died .....= (l) + (m) + (n) + (o) = X

## II. Injured:

- (a) (i) Number of persons who sustained grievous injuries and were admitted in the hospital.....( l )
- (ii) Number of persons who sustained grievous injuries but not admitted to the hospital.....(m)
- (b) Number of persons who sustained simple injuries .....
  - (i) those who were admitted in the hospital.....(n)
  - (ii) those who were not admitted in the hospital.....(o)
- (c) total number of persons injured.....( l ) + (m) + (n) + (o) = (Z)
- (d) Number of persons who sustained trivial injuries.

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## CHAPTER IV

## ACTION TO BE TAKEN IN CASE OF SERIOUS ACCIDENTS

**401. Objectives to be aimed at:** Whenever a serious accident occurs, action must be taken as promptly as possible to:-

- (i) save life and alleviate suffering;
- (ii) protect property, including mail;
- (iii) ascertain the cause of the accident;
- (iv) restore through communication; and
- (v) provide succour to passengers at the site of the accident.

## A. ATTENTION TO THE INJURED

**402. Medical aid to the persons hurt in accident:** In case of serious accident involving injuries to passengers, Railway staff or others, the railway servant qualified in first aid present at the site of accident, shall render first-aid to the injured. He shall seek assistance from the other Railway employees present, if any, and/or other passengers. Efforts should be made to ascertain if any Doctor is available on the train or at the platform for seeking his medical assistance. He shall also arrange for the advice of the accident being sent to the nearest Station Master indicating the extent of injuries and medical assistance required.

The Station Master of the station receiving information shall arrange to summon medical aid from the nearest available source, whether Railway, Civil, Military or Private. If necessary, he shall arrange to send the patients at the earliest opportunity to the nearest hospital, whether Railway, Civil, Military or Private. Station Master shall also advise the control immediately about the extent of injuries and medical assistance required to the control office.

The station master shall also send urgent Message/ Telegram (AXXR) for medical assistance to the control office.

**403. Messages/Telegrams for medical assistance:** Messages/Telegrams for medical assistance in connection with accident shall be given priority over all other Messages/ Telegrams.

**404. Calling for medical assistance from hospitals:** In calling for medical assistance from the Local, Civil, Military or Private Hospitals or dispensaries and local doctors, the Station Master shall send the requisition by the quickest possible means. If the requisition cannot be sent by telephone, the Station Master shall send a messenger with a message. The message shall be written legibly and sent through suitable staff who have been trained for the purpose and who are well acquainted with the location of the hospitals, dispensaries and the residence of the doctors. It shall be the responsibility of the Station Master to ensure that suitable staff at the station are trained for this purpose.

**405. List of medical practitioners:** A list of private medical practitioners, Railway and non-Railway hospitals and dispensaries including Government, Municipal, Mission, Military or Private Medical institutions available at or in the vicinity of the station and qualified First Aiders available at the station should be painted on a board and exhibited in a conspicuous place in the Station Master's office at each station for guidance of all concerned in case of emergency. The Station Master should make certain that the particulars furnished therein are kept up-to-date.

The Medical Officers of the section should periodically inspect the lists to ensure that they are current.

**406. Action to be taken by Control office:**

(i) The Control Office shall immediately advise by telephoner, the Station Master of the station equipped with Accident Relief Medical Equipment scale 'I' or 'II' on either side of the site of accident. The Station Master concerned shall make arrangements to move the equipment immediately to the site of accident by the quickest possible means. The Control Office must also immediately arrange for First-Aid Boxes and stretchers available at stations on either side of the site of the accident to be sent to the site of the accident by the quickest possible means.

(ii) The Control Office shall also immediately advise by telephone, the Senior Railway Medical Officer headquartered on each side of the site of the accident, the Medical Supdt. of the Division concerned as also of the adjoining Division and all Medical Officers headquartered around the site of accident. The Railway Medical Officials receiving the advice shall get ready at once with the Accident Medical Equipment, if any, provided at the station or at the Dispensary or in the Medical Relief Train at the station, in addition to their own doctor's bag and assemble all their available staff at the station and, as soon as they are ready to proceed to the site of accident, advise the Senior Transportation (Traffic) official present at the respective station. The Control Office shall arrange for the transport of the Medical staff and their equipment to the site of accident by the Medical Relief Train. The Medical staff with necessary supplies may proceed to the site of the accident by other means, if rail transport is not immediately available.

(iii) The Control Office shall also advise immediately by telephone, the stations on either side of the site of accident, where Local Doctors are available. The Station Masters, receiving the advice shall immediately advise by the quickest possible means, the local Doctors and, on their arrival at the station, advise the control office. The control office shall arrange for the transport of the Local Doctors and their equipments to the site of accident by the first available train, a special train being arranged for this purpose, if possible.

(iv) The control office as well as the Station Master receiving the advice of accident shall immediately advise the Senior Official of the Mechanical Department, if headquartered at the station. The senior official of the Mechanical Department shall immediately assemble his staff at the station and, as soon as he and his staff are ready to proceed to the site of accident, advise the Station Master. The Station Master shall arrange to get the Medical Relief Train ready with the first available engine. He will also be responsible for arranging a competent Guard to work the Medical Relief Train and to arrange to send with the train as many licensed porters and Group 'D' staff as possible.

(v) The Medical Relief Train shall be given absolute priority over other trains for its journey to the site of accident.

**407. Control office should have the following items for ready-reference and use-**

1. Road map, telephone numbers of S.P., D.M., Home Secretary and Chief Secretary of State Govt. and Fire Brigades of RPF/ Civil.
2. Vehicles on duty in control office, with driver.
3. Copies of SWR's of stations with yard diagrams.
4. Copies of the check list of Section Controller, Dy. Chief Controller, Power Controller, etc.
5. Telephone numbers of Railway Doctors & Railway Officers.

6. Telephone numbers of State & Private Transport Depot, Mil Rail, Defence Establishment (Army, Navy, Air Force, Para Military Force, BSF, CRPF and CISF), Social Volunteers, NGO, Organisations having Road Cranes/Bulldozers/Flood Light Equipments, Government/ Private / NGO Ambulances and Sources of Helicopters for hiring.

**408. Priority for transporting the injured:**

- (i) The control office shall make necessary arrangements on priority for bogies and other stock for the transport of the injured persons and shall keep in close touch with the Divisional Medical Officer in order to find out his requirements for this purpose.
- (ii) When the injured persons have been accommodated in the train, it shall be despatched without further delay. Control shall grant absolute priority to such train over all other trains including ART for its journey from the site of accident. On sections, where control working is not in operation, the Station Masters of all the stations on the section shall take all steps to ensure that absolute priority is given to this train in advising the next station on block phones in advance.

**409. First-Aid Equipment:**

- (a) First aid equipments are provided on all passenger trains, passenger booking stations and on relief trains. Appendix 'C' indicates the stations where accident relief medical equipments are provided, while Appendix 'B' indicates the stations where relief trains are headquartered.
- (b) First aid equipments should be rushed to the site of the accident from the most convenient source and by any available means. If necessary, assistance should be obtained from a neighbouring Division or Railway.
- (c) When a station holding an accident relief medical equipment is called upon to render assistance, the Station Master must take out the packages contained in the chest and send them by the quickest available means in the charge of a Railway doctor or, if no doctor is available, in the charge of an employee qualified in first-aid.
- (d) Maintenance of keys:

Scale I:

(i) The keys, to the locks on the various external doors of the medical vehicle will be in duplicate, one set to be in charge of the Medical Officer and the other to be in charge of the SSE (Loco) or Station Master. The keys in both cases will be kept in a fixed glass case, in their offices, duly sealed by the Station Master, SSE (Loco) and the Medical Officer in charge.

(ii) The Keys to locks inside the vehicle should be in duplicate, one set in a glass case fixed in the vehicle, duly sealed by the Doctor-in-charge and the other set kept in his custody.

(iii) Scale II: The boxes of the Accident Relief Medical Equipment, Scale II will not be provided with locks and keys, but will be sealed by the Medical Officer. The entire accident equipment II will be kept in a chest or in a room, which will be locked and provided with duplicate keys, one of which will be with the Station Master, and the other with the Medical Officer and fixed in their respective offices.

- (e) Inside medical vehicles or the room, as the case may be, printed lists showing full details of all the scale I and II equipments will be affixed in a glass-case fixed at a prominent place. A printed list, of contents of each

cup-board in scale I and box in scale II equipments, will be affixed to the inside of the lid of the box. Similarly, a list of contents will be affixed to the inside of the lid of each First-Aid Box. The outside of each of the cupboards in scale I and boxes in scale II equipment will indicate the contents.

**410. Station Masters and Shed Foremen to maintain lists of first-aid workers:** A list of staff qualified in first aid must be maintained in his office by every Station Master and Running Shed Foreman. It will be the duty of Station Masters and Shed Foreman to despatch first-aid workers to the site of the accident, if called upon to do so.

**411. List of the hospitals and dispensaries:** The A.D.M.O. should keep a list of the hospitals and dispensaries and Medical Practitioners in his office and those of the adjoining sections in the proforma as indicated below:

1. Name of the hospital or doctor.
2. Distance from railway station.
3. Numbers of doctors in that hospital.
4. No. of lady doctors.
5. No. of beds for males and females.
6. Whether operation theatre exists or not.
7. Whether X-ray facility is available or not.
8. Mode of transport available.

Such lists should be hung in a conspicuous place. He should also maintain the extent of the jurisdiction of his medical vans at his station as well as jurisdiction of two adjoining accident relief medical equipment vans. A similar record must be maintained by the M.S., Sr. D.M.O., DMO for his own Division and adjoining Divisions.

**412. Every facility to be given to Railway Doctors to reach the site of accident:** It will be the duty of all Railway servants to accord every facility to Railway doctors to enable them to reach the site of the accident with the least possible delay. A light engine, an engine with a vehicle attached, push trolley or a motor trolley may be placed at the disposal of the railway doctors for this purpose.

**413. Precautions to be observed in handling injured persons:**

- (a) Every effort must be made to extricate injured persons from the debris and this work must receive preference over the consideration of preserving the clues to the cause of the accident. The injured must then be carried to the nearest clear place for administration of first-aid.
- (b) Injured persons must not be shifted over long distances until first-aid has been rendered and the injured parts immobilised.

**414. Refreshment to be given free to the injured persons and other deserving passengers:**

- (a) (i) Refreshments, food and beverages may be supplied free of charge to the affected Passengers, injured, uninjured or stranded preferably at their seats. These may be arranged from the Railway and/or outside sources as necessary.



- (ii) Senior-most official at site (in absence of Sr. DCM/DCM) shall have the powers to arrange conveyance of the affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers luggage, etc.
- (iii) The fund required may, if necessary, be drawn from station, earnings.
- (iv) A proper account should be kept of the expenditure incurred duly supported by the vouchers to enable audit of the same. Post audit report should incorporate the various aspects of itemwise expenditure and observations of Sr.DAO/DAO and clarification of the authorised officer for sanctions by the competent authority.
- (b) Ex-gratia payments to persons involved in train accidents: Ex-gratia payments should be sanctioned/arranged preferably on the spot by the Sr. DCM or by his representative in consultation with Sr. DSO, after making such enquiries as can be conveniently made on the spot, after the immediate needs, by way of medical assistance, etc., to the injured persons have been attended to.

**415. Supply of water, food to passengers involved in train accidents:** See “appendix-Q” for supply of water, food, beverages, etc. to passengers involved in train accidents.

**416. Temporary hospital at site of accident:—**

- (a) In case the DMO/ADMO considers it necessary to open a temporary hospital at a station near the site of the accident, the Station Master must make available whatever accommodation he is called upon to provide.
- (b) The DMO/ADMO, incharge of relief medical operations, should request, on priority basis for the bogies and other stock to evacuate the injured from the site of accident.

**417. Station Masters to maintain list of drivers of Railway road vehicles:—**It will be the duty of station masters of large stations, where the Railway maintains road vehicles such as trucks, buses, cash lorries, etc., to call up as many vehicles and drivers as necessary and keep them ready for clearing casualties to hospitals. For this purpose, the Station Masters concerned must maintain a list of addresses of all drivers of Railway road vehicles.

**418. Arrangements for reception of patients at non-Railway hospitals:** The DMO/ADMO must give timely advice to the civil and military hospitals of the number of injured persons proposed to be shifted there and the time at which they are expected to arrive at the hospital station. He must also make efforts to requisition suitable road vehicles from Police, Army and other sources at the hospital station. If adequate transport cannot be arranged for by such means, even private vehicles may be hired.

**419. (a) Care of injured persons arriving at hospital Station:** The Station Master of the hospital station, or any other official deputed for the purpose, will be responsible for –

- (i) receiving the train carrying the injured on a platform line easily accessible to ambulance cars, stretchers, etc.
- (ii) arranging in advance a room or other suitable place for the reception of the injured.
- (iii) making adequate arrangements of RPF staff so as to facilitate the handling and reception of the injured, and
- (iv) Opening an Inquiry booth from where public enquiries regarding the injured and dead may be attended to.

(b) Inquiry offices shall also be opened at originating and terminating Stations. These shall be manned by Officers for obtaining details about the dead/injured directly from the Railway where the accident has taken place and convey this information to the public and taking such other steps as would be necessary for handling the crisis.

**420. Railway doctor to accompany injured persons to Non-Railway hospitals:** when injured persons are sent to a Non-Railway hospital for treatment, the DMO/ADMO must depute a Railway doctor to accompany them from the station to the hospital and see that they are properly accommodated. The doctor so deputed must give a daily report of the progress of patients to the DMO/ADMO.

**421. Free telegrams and letters regarding welfare of the passengers and condition of the injured:** Telegrams, conveying the welfare of the passengers of the affected train/trains or the condition of the injured to their relations, should be accepted on the spot, free of charge and should be given priority of an XR telegram for transmission. For communicating/conveying intimation of death, however, such telegrams shall be accepted free of charge and given XXR priority.

**422. Giving of free passes to kith and kins:** Complimentary passes may be issued to the next of kin of victims as well as to the surviving victims discharged from the hospitals. The class of pass should, be the class in which the surviving victims were travelling or higher if recommended by the Doctor. The class of pass for the relative may be determined according to the status of the person.

**423. Duties of Asstt. Divisional Medical Officer:** The ADMO Incharge on both sides of the accident site will notify all concerned and collect all staff that can be spared and proceed with them to the station with the least possible delay, after receipt of the information regarding the occurrence either through a written message, telephone, verbal, hooter or through a special messenger.

He should take with him the following equipments from the hospital that he can quickly get together for rapid transport to afford medical aid, whilst waiting for the accident relief train equipments to arrive or even to augment that equipments-

- (a) Line medicine box.
- (b) Sufficient dressing material.
- (c) Hypodermic syringes, spirit lamp, methylated spirit and distilled water.
- (d) Ampoules of ATS tablets and/or ampoules of Morphine, pethidine, strychnine, Atropine, coramine, Insulin, Luminolgr, 3 ampoules for injections.
- (e) Instruments for amputation.
- (f) Stretchers, spare splints, blankets, bedsheets, hot water bottles, powder milk, tea, coffee, sugar, cups and mugs etc.
- (g) Buckets.
- (h) Degachies as many as can be spared.
- (i) Salamander.
- (j) Primus stove.
- (k) Spare injury report forms for employees and passengers, pens, ink, etc.
- (l) Breathalyzer equipment.
- (m) Any other equipment which is considered necessary judging from the nature and magnitude of the accident and the number of casualties involved. The principle of these instructions is that every Railway Doctor who is concerned with a serious train accident should make every endeavour to concentrate all the helpers and the extra equipments as rapidly as possible at the site of accident.

He will arrange for a telephonic/ telegraphic message to be sent to his Divisional Medical Officer reporting briefly the action he has taken. On reaching the station, the ADMO should report in writing his time of arrival to the SM on duty and obtain his acknowledgement. He may also requisite a literate person to help him in noting down the following particulars of the patient:-

- (i) Name of the injured person.
- (ii) Full address.
- (iii) Ticket or pass number with full particulars of journey.
- (iv) Two marks of identification.
- (v) Details of injuries.
- (vi) Existing deformities and old scars.

Only rough notes are to be recorded at the site of the accident but every detailed note, including X-ray reports of the injuries sustained should be kept after arrival at the hospital or health units. These notes should be kept confidential as these form important documents for assessing compensation.

The ADMO should also make a note in respect of the following which may be useful to an official inquiry.

- 1. Time and mode of receipt of first intimation of accident.
- 2. Time of occurrence of the accident.
- 3. Time of the departure from his station for the site of accident.
- 4. Transport used.
- 5. Details of staff accompanied and medical equipment taken or ordered to be despatched.
- 6. Time of arrival at the site of accident.
- 7. Copies of all messages including telephonic messages to his D. M.O. or any other person.

In case an ADMO has to go ahead of the relief train or medical van, he must ensure that a qualified person accompanies the relief train or medical van.

After rendering first-aid to the injured, the ADMO must arrange for the prompt removal to the nearest hospital station of all persons requiring treatment in hospital.

As soon as possible, after the accident the Asstt. Medical Officer must write injury reports on the prescribed form for each case of injury. These reports must be submitted in triplicate to the MS, Sr.DMO, DMO under a confidential cover along with a summary on the following proforma-

- 1. Name.
- 2. Age.
- 3. Sex.
- 4. Address.
- 5. Particulars of injury.
- 6. How disposed off-if sent to hospital, particulars.
- 7. Remarks.

Reports indicating the progress of all injured persons, including those receiving treatment at non-Railway Hospitals, must be submitted to the Divisional MS, Sr. DMO, DMO daily during the first week after the accident and weekly thereafter. Copies of these reports must be endorsed to the Chief Medical Officer.

A complete medical record of injuries as laid down in Appendix-N must be maintained by every Asstt. Divisional Medical Officer.

Assistant Divisional Medical Officers should consider, as one of their immediate duties on reaching site, the necessity for applying Breathalyzer test to check the limit of alcohol intake concentration, if suspected, in respect of staff intimately connected with the safe running of trains particularly Loco pilot, Asstt Loco pilot, Guards, Station Masters , etc.

#### **424. Duties of MS, Sr. DMO, DMO:**

- (a) On receipt of the intimation, referring to an accident in his division, he should decide whether any assistance from the neighbouring division/divisions is required. If so, he should send necessary requisition on control phone or by telegram to the neighbouring Divisions.
- (b) He should intimate on control/public phone or by telegram the civil or other non-Railway hospitals, near the site of accident, to be prepared to receive the casualties for admission and treatment.
- (c) He should proceed to the site of accident by first available means of transport for which he should arrange with the Traffic, Engineering and Mechanical Departments to give every possible assistance in his efforts to arrive at the site of accident in the shortest possible time and by the quickest means of transport. If no railway transport is available, he may hire a private transport.
- (d) He should advise medical subordinates en-route to be ready to accompany him, if necessary.
- (e) If he decides to go to the site of accident by a motor car, he should nominate an official of another department to take charge of any medical equipment following later.
- (f) He should take with him such members of his staff as required to the site of accident, together with such equipments as he considers necessary judging from the nature and magnitude of the accident and the number of casualties involved.
- (g) He should instruct the Divisional Suptd. of St. John Ambulance Brigade, if headquartered at his station or at the nearest station in his Division, to send as many Brigade personnel with equipments as are available, to the site of accident.
- (h) He should prepare standing orders regarding the procedure to be adopted, in case of accidents, for each health unit and hospital under his jurisdiction with precise instructions in regard to the following –
  - (i) Staff to be taken from headquarters hospital or health unit.
  - (ii) Detailing of staff for duty at the site of accident.
  - (iii) Non-Railway hospitals which have to be warned to receive casualties.
  - (iv) Arrangement by staff at headquarters to receive casualties and to discharge convalesced patients or accommodate them elsewhere temporarily, to keep ready operation theatre, sterilized instruments and to put emergency beds.
  - (v) Maintaining contact with authorities of non-Railway hospital to which the injured persons are to be admitted.
- (vi) (a) He should attend to the injured and make out a quick summery of passengers (a) dead, (b) sustained injury (i) Grievous (ii) Simple. These particulars should given to the Sr. DCM/ Senior most officer as soon as possible.

- (b) Information regarding the names of the passengers injured and dead be furnished to the public within a period of 3 to 4 hours after the arrival of medical team. For this a senior Doctor should be nominated, at the site, to be made accountable for giving accurate and timely information on this aspect. He should coordinate and obtain the required data about the injured and dead which should be furnished to the originating and destination station of the affected train, the zonal headquarter as well as the Railway Board.

The names of injured and dead should be quickly published in the leading newspaper and local dailies.

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

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

### B. PROTECTION OF PROPERTY.

**425 Duties of Divisional Security Officer:** The Divisional Security Officer, RPF will be responsible for deputing adequate number of RPF staff at the site of the accident and at any other place where assistance from his department may be required. He will himself proceed to the site of the accident by the quickest available means and supervise the arrangements. He will also-

- (i) liaison with the local police at site.
- (ii) ensure security of passenger's belongings and security of parcels, damaged goods and parcel vans.

### C. RELIEF TRAIN ARRANGEMENTS

**426. Sounding of Accident Alarm Signals/Hooters/Sirens:** The Accident Alarm Sirens/Hooters must be sounded immediately when ARME/ART is ordered.

Following codes are prescribed for sounding the accident alarm/ Sirens/Hooters:

Sr. No.	CODE	CIRCUMSTANCES
(i)	Two long blasts each of 45 seconds duration with 5 seconds break in between.	Accidents in loco sheds/Traffic yards at HOME STATION requiring only ART.
(ii)	Three long blasts each of 45 seconds duration with 5 seconds break in between.	Accidents outside the home station requiring only ART.
(iii)	Four long blasts each of 45 seconds duration with 5 seconds break in between.	Accident requiring both ARME and ART.
(iv)	One long blast of 90 seconds duration.	Cancellation of ARME/ART.

Note: (i) The alarm signals/sirens/hooter requiring ARME/ART shall be sounded as prescribed above and shall be repeated once more after interval of five minutes.

(ii) The SSE (Loco), SSE(C&W) and all other supervisory staff concerned must ensure that the relief train gangs, break down gangs and other staff who are required to go to the accident site in the ARME or ART, thoroughly understand alarm signal/siren/hooter and that their names and addresses are displayed at conspicuous places.

In case of medical staff required to attend the accidents, a phone message is also to be sent to the ADMO/AMO concerned.

On listening to these signal/siren/hooters, the SSE (Loco), the ADMO/AMO will immediately report himself to ASM on duty with his staff, ready to proceed to the site of accident with the Relief Medical Van.

**427. Accident Relief Medical Equipment and Auxiliary Van:** The Accident Relief Medical Equipment (ARME SCALE-I) and Auxiliary Van are stabled in station yard. The function of ARME Scale I is to carry Medical Equipments and personnel to the site, for prompt Medical Relief. The Auxiliary Van has provision of emergency tools for extricating the injured persons from the debris, etc. The list of stations where ARME/Auxiliary Van are stabled is given in Appendix 'C'. In case of accident involving or likely to involve injuries or deaths, these shall be rushed to the site immediately.

**428. A. Target time for turning out of Medical Relief Van from the siding and their despatch from the stations:**

(i) In case of double exit siding:

Time for Turning out	15"
Time for Despatch	5"
Time from ordering to Despatch	20"

(ii) In case of single exit siding:

Time for Turning out	25"
Time for Despatch	5"
Time from ordering to Despatch	30"

Note: The above target time for turning out is reckoned from the time of ordering to the time they are taken out from the siding and kept ready for despatch on a suitable running line plus 5 minutes for despatch.

**B. Target time for turning out of Accident Relief Train:** The Target time for turning out of Accident Relief Train (ART) with complete equipments and staff from the loco shed (or the place where it is stabled) and despatch from the station, are as under:

(i) During Day-

Time for Turing out	30"
Time for Despatch	15"
Target Time from ordering to Despatch	45"

(ii) During night -

Time for Turing out	45"
Time for Despatch	15"
Target Time from ordering to Despatch	60"

Note:

- (i) Both the target times of 30" and 45" for turning out Accident Relief Train are to be reckoned from the Time the Accident Relief Train is ordered to the time the train reaches the loco shed exit point. 15" time is the time permitted for departure from the station. Any delay in ordering or departure of Medical Van/ART must be immediately examined and viewed seriously.
- (ii) At stations where the layout of the loco and traffic yard are such as to permit a reduction in the time limits stipulated above, the Divisional Railway Manager should lay down shorter time limits.
- (iii) Accident Relief Train (ART) or Break Down Train is equipped to deal with relief, rescue and restoration measures. Details about Accident Relief Trains are also given in Appendix 'B'.

**C. Movement of Tower Wagon to Accident Site:** Priority for movement of Tower Wagon should be given over the other passenger and goods trains. Tower Wagon in-charge shall give a written memo to On-Duty SM to the effect that Tower Wagon is ready, in all respects, to proceed to the accident site.

#### **429. Promptness in movement of ARME and ART:**

- (i) If an engine is not readily available, the nearest engine of any train including Mail/Express trains should be released and utilised for expeditious despatch of these.
- (ii) ARME and ART must be given precedence over all other trains while proceeding to the site of accident.
- (iii) ARME/ART should not be detained for want of Guard but may leave in the charge of any responsible Loco/Traffic Official. A Guard may be sent by the quickest possible means later on.
- (iv) ARME/ART or any special relief train, carrying injured persons for removal to hospitals, must also be given top most priority.
- (v) The Accident Relief Trains after completing relief operations must be worked back to their base stations without any delay and must be given precedence over all goods trains.

#### **430. Maintenance and Inspection schedule of Relief trains.-**

##### **A. Inspection schedule of ART-**

1. (i) SSE(C&W) in charge of the accident relief trains is responsible for seeing that ART is always fully equipped and in running order.

(ii) details of standard tool & equipment list of ART is at Appendix 'A'.

2. Schedule of inspection of ART to ensure maintenance, up keep and readiness is as under:-

**(i) Monthly.-** ART must be inspected monthly by SSE (C&W), SSE (Tele), SSE (Elec.), SSE (TRD) & SSE (P.Way) and they are responsible to ensure that ART is fully equipped and all equipment /gadgets are in working order.

##### **(ii) Bi- Monthly.-**

- (a) ART must be inspected by Senior Scale/Junior Scale officers of C&W, S&T, Engg., Electrical (Power) and Electrical (TRD) (if applicable) nominated by their respective B.Os and one inspection jointly once in six months.
- (b) S&T officer is responsible to see that the control phone, VSAT communication equipments including video conferencing facilities, Phonophone equipments and portable emergency telephone where provided for use in the electrified section are complete and are in working order.
- (c) Engg. officer must ensure that the permanent way tools and stores of suitable pattern are complete and in good condition.

- (d) TRD Officer must ensure that the equipments in the electric traction bogies of the ART provided for the use in the electrified section is of suitable pattern, complete and in good condition for use on traction distribution system.
- (e) Mechanical officer is responsible for the complete relief train as a unit. He must satisfy himself those deficiencies are made good after use every time. He must ensure that ART staff is conversant with the use of all the equipments & medicines provided in the medical chest.
- (f) Elect. Officer must ensure that the equipments in the ART for lightning arrangement are complete and in good working order.
- (iii) Half yearly.-** ART must be inspected half yearly jointly by B.O's of S&T, Engg., Electrical (TRD) (for electrified sections), Mechanical and Electrical department and once in year headed by ADRM.

**Note-** It is to ensure that Bi-Monthly & half yearly joint inspection of Senior Scale/Junior Scale officers and B.Os. should not be in same month.

**B. Inspection schedule of ARME scale-I & II and auxiliary van-**

**(1) ARME Scale-1 and Auxiliary van-** Details of standard tools & equipment list for Auxiliary Van of ARME, contents of ARME scale – I is at Appendix 'A'.

- (i) Monthly.-** ARME Scale-1 and Auxiliary van must be inspected jointly every month by the Medical officer (nominated by CMS) with pharmacist (all pharmacist in rotation) and nominated Sr. supervisors i.e. SSE (Tele), SSE (C&W), SSE (Elec.) and Station Superintendant /Station Master for maintenance and will responsible for seeing that they are always fully equipped and in working order and upto the schedule to cope up with any accident.
  - (a) Medical Officer must check the medical equipments and shall be responsible for the immediate replacement of articles found unserviceable or deficient as a practical tip. He should send Para- medical personal about an hour or two in advance of inspection to open and clean the van and keep the equipment ready for inspection.
  - (b) SSE(Tele) must thoroughly check and test portable phone equipments to ensure that these are in good working order and that the wire diagram is up to date. He must also check up the public address equipment where provided.
  - (c) SSE(C&W) must personally ensure that the coaches are in good working order on the mechanical side and certify fitness; should also ensure that the water tank are drained and refilled with fresh water once a month.
  - (d) SSE (Elec.) must personally examine and certify that the electric portion of the coaches and electric equipments in the auxiliary coaches are in good working order.
  - (e) After each monthly inspection a report should be submitted by the Medical Officer to the CMS stating that joint inspection has been carried out and brought to the notice of CMS for any defects noticed and on which required remedial action. He will also bring to the notice of CMS if the vehicle has not been inspected by any of the above mentioned officials to enable the CMS to take action at the division level.



**44 ACTION TO BE TAKEN IN CASE OF SERIOUS ACCIDENTS**

- (ii) **Quarterly:-** Quarterly inspection shall be carried out jointly by Medical officer (nominated by CMS) and Jr. /Sr. Scale officers of Mechanical, Electrical and S&T Departments nominated by respective B.Os. Medical officer is responsible for seeing that the prescribed stock of medicine and surgical appliance are maintained in the chest and almirahs and that the medical instruments and appliances are in perfect order. He must inspect these equipments personally. During the inspection a complete stock verification must be done by the officer of the Mech., Engg. and S & T Dept.
- (iii) **Six monthly:-** Six monthly inspection of ARME shall be carried out Jointly by the Branch officer of Medical (CMS), C&W, S&T, Electrical (Power) and Electrical (TRD) (if applicable) departments of the division once a year. This joint inspection shall be headed by the ADRM.
- (2) **ARME Scale II.-** Details of contents of ARME scale –II is at Appendix ‘A’.
- (i) Monthly.- ARME Scale- II will be inspected jointly by Medical officer (nominated by CMS) and Station Superintendent/Station Master once in a month. Articles needing replacement should be replaced.
- (ii) Quarterly.- CMS, Sr. DMO and ADMOs, in whose jurisdiction this medical equipment is located will exercise supervisory check ever quarter to ensure that equipment is in good condition and up to the schedule to cope up with any accident.

**C. Inspection schedule of Tower Wagon-**

1. SSE (TRD) incharge of the Tower Wagon is responsible for seeing that Tower Wagon is always fully equipped and in running order.
2. Schedule of inspection of Tower Wagon to ensure maintenance, upkeep and readiness is as under-
  - (i) **Monthly** - Tower Wagon must be inspected monthly by SEE(TRD) and he is responsible to ensure that Tower Wagon is fully equipped and all equipments/gadgets are in working order. Tower Wagon must be inspected monthly by SEE(C&W). He is responsible to ensure fitness of Tower Wagon from C&W side.
  - (ii) **Quarterly** - Tower Wagon must be inspected by Junior Scale Officer of Electrical (TRD).
  - (iii) **Half Yearly** - Tower Wagon must be inspected by Senior Scale Officer of Electrical (TRD).
  - (iv) **Yearly** - Tower Wagon must be inspected by Sr. DEE (TRD) and Sr. DSO. Minimum one Tower Wagon must be inspected monthly on rotation basis.

**431. Drills (Mock Drill and Accident Drill):** In order to test the readiness and quick turn out of Relief train, periodical drills should be organised. These drills shall be of two types, viz., a Mock Drill and an Accident Drill.

**A. Mock Drill**

1. Nomination should be made of staff who are to attend ART/medical van/Auxiliary van attached to the medical van.
2. (i) Separate Inspection of ART by officers of Loco/ C&W/ Electrical/S&T/Safety Officer for checking the functioning and removing the deficiencies of any equipment under their respective charge should be recorded in the Inspection Register.
- (ii) ARME/Scale-I Auxiliary van should be inspected by ADMO, SM, SE(Tele), SE(C&W), SE(Electric) every month. DMO should inspect once in six months.

- (iii) ARME/Scale-II should be inspected by ADMO and SM once a month. Observation should be recorded in the Inspection Register.
- 3. List of equipments as laid down by the accident manual should be exhibited by each Branch quoting relevant para. The actual number available should be indicated against each time.
- 4. The mock drill means turning out both ART and medical van (with auxiliary van) participation of all nominated staff Supervisors & Officers of the Departments concerned. The ART/medical van should be run also to one or two stations and all staff should accompany. Staff should realise their functions in a well-knit team.
- 5. Frequency - Once in three months subject to ART/ARME not turned out earlier due to accident/unusual.
- 6. Supervision - By a senior scale officer nominated by the DRM. A Programme for next 3 months should be drawn up by the Sr. DSO/DSO and approval of DRM obtained. The actual date, time should be left to the officer. DRM should be taken into confidence in this matter.
- 7. The officer conducting the drill should submit a report to the DRM and Sr. DSO/DSO in the following proforma. A copy of the report to be placed in Inspection Register and ART/Medical van also.
  - (a) Details of accident.
  - (b) Time advised to Control/Shed.
  - (c) Arrival at station.
  - (d) Departure at
  - (e) Arrival at
  - (f) Time taken against the target with reasons.
  - (g) Remedial action suggested.
- 8. Attendance of each Branch – Findings, Nominated, Actually attended. Non attendance to be reported by name to the DRM/Branch Officer.
- 9. Testing of and deficiencies in equipments - Details to be recorded by each branch official incharge.
- 10. Remedial action suggested.
- 11. Whether double entry is provided or was kept free. A copy of the report of this mock drill should be incorporated by each Sr. DSO/DSO in the monthly P.C.D.O. which is sent every month to the P.C.S.O.

#### **B. Accident Drill**

- (a) Where there is no medical van, accident drill of ART should be conducted once in three months. ART has to be taken up to the departure line.
  - (b) Supervision of the drill - Area Officer of the Mechanical/Operating Branch to be nominated by the Divisional Railway Manager.
  - (c) Frequency of ART drill once in three months subject to not turned out earlier due to accident/unusual.
  - (d) Instruction given for mock drill under Items 1, 2 (i), (3), (4), (7), (8), (9), (10) should be followed also.
- C. It will be responsibility of Sr. DSO/ DSO to ensure that Accident Drill and Mock Drill are conducted as per schedules laid down.

Inspecting Officer will enter their remarks in the inspection book, which must be kept in the relief van. SE(C&W) will similarly make an entry in the inspection book when they lift or repack a vehicle of the relief train, or change any of the vacuum brake, rubber fitting, etc. They will also certify by an entry in the book every three months that the train is in good and safe working order.

The SSE (Loco) or other person in-charge of the shed is responsible for seeing that the relief train gang thoroughly understands the alarm signal and that their names and addresses are displayed at a place accessible to all. He must also see that, as far as possible, the men composing the gang live in the vicinity of the shed.

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

D. As soon as there is an accident under any one of the following categories-

- (a) Collisions
- (b) Averted collisions
- (c) Derailments
- (d) Passing signal at danger
- (e) Level Crossing Accidents and a Loco pilot is involved in the accident, the Loco pilot and other members of the engine crew should be invariably given special medical test by the DMO/ADMO concerned to check up their vision and a detailed physical and medical check up of each member of the engine crew.

The result of such medical examination alongwith complete bio-data of the engine crew should be sent to Sr. DSO/DSO immediately after the accident and in advance of the Inquiry proceedings.

A copy of the medical test report of each member of the crew should also be sent later alongwith the Inquiry proceedings.

**432. Portable control telephone and Phonophore equipment:** All relief trains should be provided with portable control telephones and phonophore equipment for use on controlled and non-controlled sections, respectively. Whenever the medical van has to be dispatched by itself or ahead of the relief train to which it belongs, the portable control telephone and phonophore equipment must be sent with it. On electrified section, the relief trains and the medical vans must, in addition, carry a portable emergency telephone with special plug for use in emergency telephone sockets provided in these sections.

**433. Civil and Police Officials to be given opportunity to proceed to site of accident by relief trains:** Officials such as the District Magistrate, the Superintendent of Police and the Supdt. of Railway Police should be given every facility to proceed to the site of the accident by the relief train but delay to the departure of the relief train must not be allowed to occur on this account.

**434 Ticket collectors, vendors, licensed porters, etc. to accompany relief trains:** A suitable number of Ticket collectors, RPF saniks, licensed porters and vendors must be sent with the relief train.

**435. Mechanical Branch to be given every assistance in clearing the line:**

- (i) The Mechanical Branch will be responsible for clearing the line of Rolling stock. Resources of all departments, both in men and material, must be promptly placed at the disposal of the Mechanical Branch and it will be the duty of senior most officer present at the site of accident to ensure that this is done.
- (ii) Relief crane working : Before commencing crane working in the electrified section, it must be ensured that the electric overhead wires over the track where the accident has taken place and also over the adjacent tracks are made dead and cleared by the Electric Traction Department and an authorised traction staff is present at the site of the accident.
- (iii) Responsibility for relief operations at site: The senior most official present at the site of the accident shall be the overall incharge of relief operations and all the staff, both on the relief train and others, shall comply with his instructions.

**D. EXAMINATION OF EVIDENCE AND PRESERVATION OF CLUES**

**436. Duties of Officer or Senior Subordinate first reaching the site:-**

- (a) The Officer or Senior Subordinate first reaching the site of the accident will check up:-
  - (i) whether protection has been done.
  - (ii) the lines which are clear.
  - (iii) whether the necessary messages supposed to have been relayed regarding the details of the accident, casualties, etc. has already been relayed.

He will also examine and make a note of all evidence which may prove useful in ascertaining the cause of the accident. The following points require special attention-

- (i) The condition of the track, with special reference to alignment, gauge, cross level, curvature, super-elevation and rail head wear;
- (ii) The condition of rolling stock with special reference to brake power;
- (iii) The position of block instruments, signals, points, point levers, indicators, keys;
- (iv) Mark on sleepers and rails; and
- (v) Position of derailed vehicles

- (vi) At stations provided with panel interlocking, the position of switches and indications of the signal, points and track circuits should be jointly recorded preferably by two officers (or two Senior Subordinates) of different branches and the relay room should be sealed immediately by them and the key kept in the safe custody of the SM or any other responsible official present at the site of the accident.
- (vii) The position of important relays (like the ZSR stick relay) and the condition of the commutator segment of the Block Instrument (i.e. whether free or locked).
- (viii) Check and record position of leavers/thumb switches, controlling points and signals and slots in the Cabin/Panel, paste paper seals over the thumb switches to prevent manipulation.
- (ix) Check and record the indication in the cabin of track circuits, slots and points detection. If the signal aspect is repeated in the cabin, record the same.
- (x) Check the reading on all counters provided for route, block, etc., and also the devices for crank handle, emergency route release, etc., if any, where possible, seal with a view to prevent manipulation.
- (xi) The relevant block instruments should be inspected, the position of handle, etc. noted and the instruments sealed. Where push button type block instruments are provided, the indications available and the reading on the counter should be noted. Extract the SM's key of the instrument to prevent further operation/manipulation. If the section is electrified, the block filter unit attached to the block instrument should be checked to see if the sealing is intact and it should be sealed.
- (xii) He should cross check that the list of casualties has been prepared by the Railway Doctor, countersigned by the Civil Police (if some bodies are yet to be recovered, it should specifically be mentioned that the list is not final and will be conveyed after salvaging bodies from the debris).

Where possible, a rough sketch showing the position of derailed vehicles, marks on sleepers, etc. should be made.

- (b) If the accident has occurred within station yard, the train passing record must be seized and, if necessary, statements of the station staff concerned recorded.
- (c) All relevant materials, clues, damages and deficiencies on the locomotive and the rolling stock as well as position of broken and detached parts of permanent way and rolling stock must be carefully noted and all such clues, etc. carefully preserved so that, if considered necessary, the scene could be reconstructed before the police, the CRS or any other Senior Officer or Court of Law. If, however, sabotage is suspected, in addition to noting and preservation of all such clues, no object must be disturbed unless the police have had an opportunity of making a thorough inspection of the site. However, if there is delay in the arrival of civil and police officials at the site of accident, the senior most Railway Official at site may, at his discretion, jack up any portion of a coach or shift any property to the minimum extent necessary, after noting its original position by sketch, to extricate human beings trapped under it in the shortest possible time to avoid unnecessary pain and suffering. Normal traffic should, however, not be permitted without consulting the police. Further specific Inquiry should also be made from the CRS in cases of suspected sabotage to as-certain if he would like to inspect the site, etc. before the clearance and the restoration operations commence. Restoration/clearance should not

commence (except to the minimum extent necessary to save human lives) unless such permission has been received from police authorities as well as from the CRS. In the case of other serious accidents, however, purpose would be served if the CRS is advised and action taken as per paras above.

- (d) In the case of serious explosions or conflagrations caused by explosives or dangerous goods, all wreckage and debris must be left untouched, except in so far as its removal may be necessary for the rescue of trapped/injured persons and the recovery of dead bodies, until the Chief Inspector of Explosives or his representative has completed his inquiry or intimated that he does not intend to make any investigation.
- (e) If a passenger train is involved in the accident, the Officer or senior subordinate first reaching the site must secure the written evidence of as many witnesses as possible. The witnesses selected should not be Railway men and their names and addresses should be recorded.
- (f) He should have a complete list of names with addresses of the injured and dead, along with the addresses of the relatives and ensure that messages are sent to the relatives of the injured and dead.
- (g) He should also ensure that S.P. and D.M. have been advised.
- (h) He should ensure that the duties, as already enumerated, are being discharged by the respective officers.
- (i) He should ensure that catering and transport arrangements for stranded passengers are prompt and adequate.
- (j) He should give the prima-facie cause of the accident with the expected time of restoration.
- (k) He should ensure that progress report is relayed to control every one hour.
- (l) He should ensure that Press hand-out is made properly and advise DCM or ACM in Control office accordingly.
- (m) He should ensure that passengers who are hospitalised should be well looked after.
- (n) He should ensure that Inquiry Booths are set up and do function properly.
- (o) He should ensure that ex-gratia payments are made promptly.

**437. Duties of Way & Works Branch:**

- (a) The Engineering Officer or Senior Subordinate first reaching the site of the accident must make a complete and accurately dimensioned sketch showing the position of vehicles and of derailed wheels, displaced rails or sleepers and any other detached or broken parts of the permanent way or rolling stock. He must also check the gauge of the Track and take the cross and longitudinal levels for a distance of 45 metres on either side of the point of mount if the cause is indisputably known, otherwise for a distance of 90 metres in rear and 45 metres ahead of the point of mount. This must be done in the presence of a Transportation Officer or senior subordinate.
- (b) In the case of derailments, the marks on the rails or sleepers at the point where the first pair of wheels went off the track must be especially observed and a detailed note of the observations recorded. The marks, if any, on the first pair of wheels which derailed must be similarly examined.
- (c) The instructions prescribed in para 436 (c) and (d) above in regard to the preservation of evidence must be observed.

**438. Duties of Mechanical Branch:** The Mechanical Officer or his senior subordinate first reaching the site of the accident must examine the engine and rolling-stock and make a note of any damage or deficiencies. Any detached or broken parts must be secured for scrutiny by the Inquiry Committee or the Commissioner of Railway Safety as the case may be. If, however, sabotage is suspected, such parts must not be disturbed until the Police have completed their investigation.

**439. Action in cases of suspected train wrecking or sabotage** - Action should be taken as indicated in chapter VI of this manual.

#### E. DUTIES OF OFFICIALS DEALING WITH SERIOUS ACCIDENTS.

**440. Every Official to render all possible assistance** - The duties detailed in this section are, by no means, exhaustive. Each official receiving advice of an accident must do all that is within his power to render assistance.

#### 441. Duties of SM/SS receiving advice of an accident:

(a) If the section is controlled, the SM must immediately advice control regarding:-

- (i) Time of accident.
- (ii) Medical van required or not.
- (iii) ART with or without crane.
- (iv) Adjacent lines clear or not.
- (v) Damage to rolling stock.
- (vi) Damage to track in terms of telegraphic poles/OHE, masts.
- (vii) Number of dead and injured (Simple, Grievous) to be obtained from the TTE/Train Supdt. otherwise, he should furnish if the TTE is not available. This should, later on, be cross-checked with the Railway Doctor when he arrives for proper classification of the injured.

If the section is not controlled or if control inoperative, the Sr. DSO/Sr. DOM and, in their absence, the AOM or Chief Trains Controller must be advised by any other means of communication available including public phone.

(b) The Station Master must, then, issue the accident Message/ telegram, sending a copy of it to the controlling Station Master. The list of controlling Station Masters are shown in Appendix 'E'.

(c) If medical aid is required, assistance must be called for from the Local Doctors, Army Hospital, Para Military hospitals, Civil Hospitals, Fire Brigade. In order to convey medical help to the site of accident, trollies may be sent out and train engine utilized.

(d) SM/SS will also make the following arrangements:-

- (i) Seizure of records in cabin & station, sealing of slides levers, relay rooms, log books, private No. books, train signal register, line admission/nomination book, engine repairs book and other relevant records.
- (ii) To advise SP and D.M., GRP and RPF.
- (iii) To arrange for drinking water, tea and catering from the station or other bigger stations.
- (iv) To muster railway employees for first-aid and assistance to passengers.
- (v) Open an Inquiry office for replying to queries regarding injured, dead

persons, their disposal, train arrangement for stranded passengers.

- (vi) Arrange to keep the line clear for reception of medical van and ART.
- (vii) To arrange for adequate numbers of RPF, Porters and TCs for transport of passengers.
- (viii) To arrange ARME chest along with Railway Doctors.
- (ix) To advise the Station Masters of controlling station for similar action.
- (x) Proceed to the site of accident and remain there till some officer arrives and take charge of the situation.

#### 442. Duties of Section Trains Controller:-

1. He should record the time of accident, kilometres, casualties, damage to stock, assistance required, medical van, ART with or without crane.
2. Advise Dy. Chief Trains Controller (Coaching) and (Goods), controlling station, TL., AEN/SE(P.Way) of the section and railway doctor of the nearest station/station where Medical Van & ARME chest are located.
3. Stop movements of trains in the affected section.
4. Ascertain which lines are clear.
5. Keep room at adjacent stations for movement of medical van, ART and for marshalling of crane, etc.

#### 443. (A) Duties of Power Controller:

1. Arrange engine and crew for medical van and ART.
2. Ensure that medical van and ART is turned out within the scheduled time.
3. Advise the Branch Officers about the accident.
4. Advise adjacent Divisions for ARTs and also request the CMPE (R&L) that crane is required from other Divisions/Railways.
5. He should plan for additional powers and crews for diverted trains according to the traction in consultation with Chief Trains Controller.

**(B) Duties of Traction Power Controller** - On receipt of an accident advice requiring crane working in the electrified section and/or involving electric overhead equipment, the Traction Power Controller shall ensure that :-

- (i) The Electric Power supply is cut off from the section of the overhead equipment involved and/or where crane working has become necessary according to the circumstances and the section made safe to work.
- (ii) All the necessary arrangements have been made for despatch of electrical staff and equipments required at the site of accident and the overhead equipment is promptly cleared from the tracks, in case crane has to work at the site of the accident.
- (iii) The Electric traction bogies of the relief train should also reach the site of accident with the relief train or in advance of relief train where necessary.
- (iv) He will co-ordinate with Divisional Electrical Engineer (Traction Distribution), Asstt. Elec. Engineer (Traction Distribution), Dy. Chief Trains Controller and Traction Supervisors concerned to regulate relief measures including movement of Tower Wagon to accident site. Incharge of Tower Wagon of nearest depot or Incharge of Tower Wagon available in section near by the accident site shall be advised by the TPC for movement of Tower Wagon with staff to accident site.

**(C) Duties of Traction Loco Controller** - On receipt of an accident advice



involving electric loco, the Traction Loco controller shall co-ordinate with the Dy. Chief Train Controller so that the necessary locomotive, Loco Pilot, Fitters and other technicians, as far as Electric Traction Department is concerned, reach the site of accident promptly as required. He will keep the Divisional Electrical Engineer (Rolling stock) continuously informed about the sequences of operation and arrangements made.

**444. Duties of Controlling Station Master** - The controlling Station Master must proceed to the site of the accident by the quickest means unless he knows that a Transportation Inspector is already there. He must take with him trollies, coolies, lamps, vendors and any other equipment that he considers necessary. Till relieved by a Transportation Inspector or Officer, he will be responsible for regulating the traffic, attending to the injured, making a note of all evidence which may prove useful in ascertaining the cause of the accident and taking general charge of the situation.

**445. Duties of Dy. Chief Trains Controllers:**

(A) Dy. Chief Trains Controller (Coaching):

1. Advise Power Controller, C&W Control, TLC, TPC, Commercial Controller & SE(Tele) for advising their Branch Officers and for turning out medical van, ART, etc.
2. Advise Railway Doctor where medical van is located and also DMO/MS.
3. Advise nearest civil and army hospitals, fire brigades, etc.
4. He will ensure that medical van and ART are turned out without any delay and see that these are not held up enroute. Top most priority should be given for moving the Medical Van.
5. He will ensure that relief train arranged for clearing stranded passengers is given over riding priority in running. Every efforts must be made to minimize the travel time of the affected passengers. It must also be ensured that other passenger trains, which have been detained due to the accident, are given due priority in running.
6. Advise Sr. DSO, Sr. DCM (if Commercial Controller is not available) and Security Officer.
7. Advise the stations concerned for drinking water, tea and snacks.
8. Open a log book as per prescribed proforma with the assistance of Trains Clerk/CMVI with complete details of movement of medical van, ART, movement of officers, progress of work at site as relayed from the site, etc.
9. Advise Emergency Control(H.Q.) about the full details of the accident as per proforma already available along with the list of dead and injured.

(B) Dy. Chief Trains Controllers (Goods):

1. Arrange for power and crew for medical van and ART in consultation with PCR/TPC.
2. Advise DRM/ADRM, Sr. DOM, Sr. DSTE, Chief trains Controller, Security Officer.
3. Arrange for power and crew for trains in consultation with PCR/TPC by which stranded passengers are to be carried.
4. Arrange for material and labour specials.
5. Regulation of goods trains.

6. Arrange for power in consultation with PCR and TPC for trains diverted.
7. Where the officials mentioned in item (1) of the duty list of Dy. Chief Trains Controller (Chg.) are not deployed round the clock, he should inform the concerned officers.

**446. Duties of Chief Trains Controller:**

1. Ensure that medical van and ART have been despatched to the site of accident and are not held up enroute.
2. He should make arrangements of trains for carrying stranded passengers and clearance of passengers held up at other stations.
3. Ensure that all concerned officers have been advised.
4. Plan for regulation of passengers, Mail/Exp. trains cancellation, diversion, termination short of destination in consultation with Sr. DOM.
5. Inquiry offices at important stations are kept advised about the revised timings and the changes in schedule of train service.
6. Alternative route should be explored for movement through yard and plan made out for additional staff for piloting, etc. in case coaching lines are blocked.
7. Particulars of injured and dead should also be conveyed to PCSO or PCOM in case of the absence of PCSO.

**447. (A) Duties of Sr. DOM/DOM:**

1. Ensure that Medical Van, ART and Tower Wagon reach the accident site without any detention enroute.
2. Plan for trains for the transport of stranded passengers at site and clearance of passengers held up at other stations.
3. Plan for regulation of passenger, Mail/Exp. trains, cancellation, diversion, termination short of destination, in consultation with CPTM.
4. Check that information regarding passengers dead, injuries, grievous and simple, is duly verified by Railway Doctor and approved by senior most officer at the earliest.
5. Details of the dead, injured-sustaining grievous or simple injury, with reference to their originating and destination station, ticket No., hospitals to which they have been sent for treatment and also particulars of their kith and kins to be obtained from the site and relayed to Emergency Control, PCSO and, in his absence, to PCOM.

**(B) Duties of Sr. DSO/DSO:**

1. To proceed to the site of accident by first available means.
2. He should preserve the clues.
3. Ensure that front and rear portions of the affected train are cleared from the site.
4. Marshalling of the crane before the ART reaches site.
5. Ensure measurement of track, rolling stock, power, in prescribed proforma and as per prescribed procedure.

6. Ensure that evidence of train staff, station staff and public are taken on the spot.
7. Address of passengers, who are willing to give statements later, should also be obtained.
8. The damaged vehicles should be kept for Inquiry and not sent away.
9. Plan for efficient movement of ART, engine, tower wagon, etc. between site and station for quicker restoration.
10. Ensure that the log diary at the accident site is maintained properly with full details.
11. He will ensure that the video cassette of the serious accidents should be prepared not by taking clipping here and there but in a continuous manner by specifically showing the position of coaches, engine, under gears of coaches and engines, rails, track etc. and the clues which may in turn provide some information to the inquiring authority. Similarly, still photographs should also be taken in a judicious manner.
12. He should produce public witnesses and advise S.P. and D.M. in time, in case of CRS Inquiry and should, accordingly, issue press notification in local press when advised by CSO.
13. He will also advise CRS, in case CRS can be approached on phone before CSO could contact him. However, CSO will still advise CRS in any case.

**448. (A) Duties of Sr. DCM/DCM:**

1. Proceed to the site of accident by first means.
2. Ensure that drinking water, tea and snacks are promptly supplied. He should keep the record of the number of passengers served with tea and snacks.
3. Take charge of the custody of luggage of the injured persons.
4. Luggage of the dead passengers is also given in charge of the Railway Police after proper records and acknowledgement.
5. Issue advice to the next kith and kin of the injured and dead and also furnish details to Sr. DOM in Control Office.
6. Arrange for sufficient number of Ticket Collectors, Porters and Vendors for assistance of stranded passengers.
7. Arrange for ex-gratia payment to the injured and the next kith and kins of the dead and, for this, he should have sufficient cash, copy of the rules for ex-gratia payment should be available.
8. Arrange for refunds to the passengers.
9. Assist the stranded passengers during transshipment with sufficient number of Porters and TCs.
10. Arrange to open Inquiry office at the site for replying to the queries regarding disposal of the injured and dead.
11. Make inventory of the damaged parcels and advise the CCM of the same.
12. Arrange for buses for stranded passengers and keep record of the buses arranged destination-wise with the number of passengers in them.
13. Assist the Railway Doctors with Ticket Collectors/Porters - He should compile the figures of injured and dead from all sources i.e. police, TTE/SM, etc.
14. Issue advice to the Control Office/Stations for issue of free passes to the next kith and kins of the dead and injured.
15. To keep in touch with the progress of patients in hospital and increase the ex-gratia payment suitably in case simple injuries turn grievous or patients paid ex-gratia payments for grievous injuries die later in the hospital.

**(B) The Second Officer whether DCM or ACM should be available in Control Office.**

His duties are:-

1. Sending sufficient number of Ticket Collectors, Porters and RPF to the site of accident.
2. Arrange drinking water, tea and snacks quickly.
3. Arrange for refund at important stations.
4. Press handout should be issued after obtaining prior approval of the DRM incorporating the following items:-
  - (i) Factual details about the accident
  - (ii) No. of persons dead.
  - (iii) Injuries: (a) Grievous (b) Simple. It should be added if circumstances warrant that final figures will be made available after the salvage operation is over as some bodies are still suspected to be lying in debris. The cause of the accident should not be mentioned. It should be merely stated that the cause is under investigation.
5. Opening of Inquiry offices with proper staff at important stations for answering queries regarding casualties, rescheduling of services, etc.
6. Arrange for buses if required.
7. Arrange for reservation by advising the stations concerned and CCM/G where Foreign Railways/Other Divisions are involved.
8. Arrange for labour for loading and unloading of goods parcels.

**449. Duties of Sr. Divisional Mechanical Engineers:-****(A) Sr. DME/DME (Power):**

1. He should proceed to site.
2. He should supervise working of cranes & clearance operation.
3. He should also ensure that speedographs, engine repair books are seized and sealed.
4. He should also note down his observations regarding the Loco and record measurements as per prescribed proforma.
5. He should ensure that measurements of the loco are taken on the spot. If it is not possible for all types of measurements to be taken on the spot, these should be taken in the shed.
6. He should also ensure that records for maintenance of engine repairs are sealed in the shed.
7. He should ensure that thorough examination of the loco is done before it is allowed to move from the accident site. The loco should, thereafter, be subjected to pit line examination in the shed before being put into service.

**(B) Sr. DME/DME (C&W):**

1. He should proceed to the site of accident.
2. He should record the details regarding brake power and other aspects of the rolling stock as per prescribed proforma.

3. He should have the measurements of the rolling stock taken as per the prescribed proforma/procedure.
4. He should check the fitness of the stocks which are supposed to move from the accident site.
5. He should ensure that coaches re-railed are in fit condition to be taken from the accident site.
6. Care must be taken before permitting the movement of the unaffected portion from the accident site. Further at the terminal, these coaches must be subjected to intensive safety check during their pit line examination before being put into service. Similar precautions need to be taken in case of freight stock.

**450. Duties of Sr. Divisional Engineer:**

1. He should proceed to the site.
2. Ensure that measurements are taken as per prescribed proforma and procedure. Sketches of the accident site showing the position of the broken parts, etc. are accurately drawn out.
3. Ensure collection of adequate labour and material and their proper deployment at site for speedy restoration.
4. Another Sr. DEN or DEN should be available in control office for planning, reinforcement of labour, material and staff from different sections.
5. He should ensure that inspection notes and diary of AEN, SE (P. Way) gang charts, maintenance records, etc. are seized and secured.

**451. Duties of Sr. DSTE/DSTE:**

1. To proceed to site.
2. Ensure PCP/ECP set is provided at site.
3. Telephone is provided in the Inquiry booth at site, wireless sets are installed at accident site for communication between the accident site and Divisional headquarters.
4. Seal block Instruments, lever, slides, and clamp etc.
5. To ensure restoring signals and interlocking for normal working.
6. ASTE should be in Control Office for-
  - (a) Providing proper communication with Inquiry offices opened at other sections.
  - (b) Sending S & T materials and additional staff to the site, if required.
7. (i) Establishing wireless communication between the site of the accident and the Divisional Headquarters and also, if necessary, the Headquarters office, Jaipur.
  - (ii) Ensuring that a detailed record is made of all evidence having a bearing on the accident, so far as signalling and interlocking are concerned. Any broken or detached parts must be secured unless sabotage has been suspected, such parts must not be disturbed in that case until the Police have completed their investigation.

**452. Duties of Officer-in-charge of transshipment arrangements** - The Sr. Divisional Commercial Manager will depute or nominate an officer available at site to make arrangements for the transshipment of passengers and their luggage at the site of the accident. This officer will be responsible for:-

- (i) Personally directing and supervising the transshipment arrangements;
- (ii) Ensuring that a sufficient number of licensed porters, gangmen, etc., are collected from the nearest sources and that no gratuities are demanded from passengers;
- (iii) Procuring an adequate supply of hand lamps or high power lamps, tarpaulin, ropes, drinking water, tea, milk, food and refreshments;
- (iv) To ensure that definite instructions are given to the passengers on loud speaker for guidance of passengers as to what exactly they are required to do, where to go and when exactly their train will move towards its destination along with list of casualties.

**453. Duties of Divisional Security Officer** - See Para 425.

**454. Duties of Asstt. Divisional Medical Officer** - See Para 423.

**455. Duties of Divisional Medical Officer/A.D.M.O.** - See Para 424.

**456. Duties of Divisional Railway Manager** - The Divisional Railway Manager will be responsible for :-

1. Ensuring that assistance is rendered by each department promptly and efficiently.
2. Ensuring that in addition to one vehicle available in Control Office, round the clock, motor vehicles are available with the Controlling Officer, with the particulars of the Drivers. The list of stations where such vehicles are available should also be exhibited in control office. The officer should be instructed to spare the vehicles and arrange for the driver as soon as the advice is received from the Control Office.
3. On receipt of advice of various accident, he should immediately decide which officer should go by road, by ART and by medical Van.
4. He should also nominate the officer who should be in Control Office keeping in view the guidelines already mentioned above.
5. In case of a serious accident when main line is blocked, DRM must proceed to the site to coordinate and supervise relief operations. He should put ADRM incharge in control office when he proceeds to site. He should return to the Headquarters only after the traffic is restored or at least one line on a double/multiple line section is restored for traffic, that too after deputing the ADRM at site.
6. He should also advise the Home Secretary/Chief Secretary of the State in case of sabotage for prompt attendance by the S.P. so that restoration work is started with minimum delay.
7. He should take charge at site and function as the senior most officer and the duties of the senior most officer are laid down in Para 436 (If he is not available at site the duties will devolve on the ADRM or in his absence on the senior most officer irrespective of the department).
8. Arranging a preliminary Inquiry by Divisional Officers, in cases where an Inquiry by the CRS or a committee of Administrative Officers is to be held but immediate investigation of certain matters is considered necessary.

**457. Duties of Dy. COM(Safety) /Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety):-**  
The Dy. COM (Safety) /Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety) or the officer receiving telephonic advice of the accident in his absence vide Para 317 will apprise the Chief Safety Officer and other Heads of Department concerned of the particulars of the accident.

In the absence of the CSO, he should discharge his function as detailed in Para 460.

**458. Duties of Headquarters Office:**

1. Emergency Control should advise CMO, CSO, COM, CME, CE, CCM, CSC - cum-IG and CPRO about the details of the accident. CSO will advise GM, CRS and Railway Board about the details of all the accidents. In his absence, this duty will devolve on COM or CPTM if COM is not available, in cases of accidents where there are casualties of passengers (grievous or dead). In all other cases, Dy. COM (S) /Dy.CME(Safety)/ Dy.CSTE(Safety)/ Dy.CE(Safety) or CPTM, in this order, will advise the Railway Board about the accidents in absence of CSO.
2. Emergency Control should relay the list of the injured and dead to the CCM (G) and, in his absence, to CCM who will advise foreign Railways and other Divisions for advising the relatives. He should also arrange for reservation in consultation with other Railways. He should also advise the Director (Commercial).
3. CPTM will arrange regulation, termination, and diversion of passenger trains and send necessary advice to the CPRO, Board and other Rlys.
4. CCM(G) or CCM will advise next kith and kin of the dead and injured and arrange for their reservation, etc.
5. CMO will proceed to the site in case of serious accidents involving large number of casualties and ensure that the day-today position of the progress of patients is relayed to CSO and that a Railway Doctor attends to the patients in the Civil Hospitals to watch the progress daily till the passengers are discharged from the Civil Hospital.
6. In case of a serious accident involving passenger trains, G.M. or AGM/SDGM, CME, CE, CSTE, CSC, CEE, COM, CMD, CSO and CPRO will reach the site of accident to oversee the restoration work.
7. In case of a serious accident where no casualty or injury is involved but a prolonged interruption, exceeding the threshold value, to through communication is anticipated, HODs from Operating/Safety, Engineering and Mechanical should also attend the site of accident. HODs from commercial and electrical departments will also visit the site of accident as and when required to oversee the restoration work.

**459. Duties of Chief Public Relations Officer** - The Chief Public Relations Officer will be responsible for :-

- (i) Issuing message of the accident to the press in accordance with Para 325.
- (ii) Keeping the press informed of developments in regard to relief operations; and
- (iii) Sending a photographer to the site of the accident by the quickest means available when called upon to do so.

**460. Duties of Chief Safety Officer** - The Chief Safety Officer will make sure that the press, the Railway Board, the Chief Commissioner of Railway Safety and the Commissioner of Railway Safety have been advised of the accident in cases where advice is due to them. He will also advise the Divisional Railway Manager concerned as to whether an Inquiry is to be held by the Commissioner of Railway Safety or a Committee of Administrative Officers and will intimate the date, time and place of Inquiry and ensure that press notification is issued in time.

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

**461. Duties of Law Officer:**

- (a) The Law Officer will, on behalf of the General Manager, arrange for the

appointment of Claims Commissioners in all cases of accidents to trains carrying passengers which involve the death of more than ten passengers or more than twenty casualties including death or total or partial disablement of any passenger.

- (b) As soon as the Law Officer receives advice of an accident of the nature indicated in sub-para (a) above, he must ask the Chief Secretary of the State Government concerned to recommend a suitable person for appointment as Claims Commissioner. This reference must be made by FAX/Telegram, a copy of which must be endorsed to the Director, Establishment and Railway Board. If the recommendation complies with the Provisions of Rule 3 of the Railway Accidents (Compensation) Rules 1950, he must send FAX/telegraphic intimation to the Railway Board, who will then notify the appointment of the Claims Commissioner.
- (c) Thereafter, it will be the duty of the Law Officer to keep in touch with the Claims Commissioner and the State Government concerned to ensure that the claims Commissioner's Office is set up promptly.
- (d) The Law Officer will, on behalf of the Railway Administration, furnish the Claims Commissioner with the following information :-
  - (i) A complete list of the passengers killed or injured as a result of the accident, together with the names and addresses of such passengers;
  - (ii) A statement of the injuries sustained by the passengers, signed by the medical authority attending on such passengers;
  - (iii) The number of unidentified bodies, together with a brief description of each such body. Disposal of claims must be watched by the Law Officer and monthly progress reports submitted to the Railway Board.

#### 462. Duties of Electrical Officers:

- (A) Sr. DEE/DEE/AEE:
  - 1. Ensure that lighting arrangements, if required, are provided at the site.
  - 2. In case of Fire in coaches, he should arrange to immediately collect/record evidence of passengers with full particulars. If some passengers are willing to give evidence, later on, their names and addresses should also be recorded.
- (B) Sr. DEE(TRD)/DEE (TRD)/AEE (TRD)-senior most to proceed to site.
  - 1. In case of an accident, where OHE or switching station is involved, he should arrange for adequate number of breakdown staff, tower wagon and then should proceed to the site of accident by the quickest means available.
  - 2. Other officer (Sr. Supervisor in case no other officer is available) should be available in Control Office.
  - 3. He should ensure that OHE is made dead and is slewed as required for ground crane operations.
  - 4. He should arrange and supervise restoration of OHE, expeditiously.
  - 5. Recording all information concerning the accident, so far as the Electric traction and its equipment is concerned.
- (C) Sr. DEE(RS)/Sr. DEE (EMU)/DEE (RS)/DEE (EMU)/AEE (RS)/AEE (EMU)- The senior most to proceed to site.



1. In case of an accident where EMU or Electric Locomotive is involved, he should call the relief train, if required, arrange for adequate number of breakdown staff and then proceed to the site of accident by quickest means available.
  2. He should proceed to the site of accident and other officer (Sr. Supervisor in case no other officer is available) should be available in the Control Office.
  3. He should also note down his observations regarding the loco/EMU and record measurements as per prescribed proforma.
  4. He should ensure that measurements of the loco are taken on the spot. If it is not possible for all types of measurements to be taken on the spot, these should be taken in the shed.
  5. He should also ensure that records for maintenance of engine/EMU repairs are sealed in the shed.
  6. He should ensure prompt and sufficient arrangement for clearing the line of Elect. Rolling stock and supervising clearance operations whenever an electric locomotive is involved.
  7. Due care must be taken before permitting movement of the unaffected portion from the accident site. Further, at the terminal station, these coaches must be subjected to intensive safety check during their pit line examination before being put into service.
  8. Thorough examination of loco should be done before it is allowed to move from the accident site. The loco should, thereafter, be subjected to pit line examination in the shed before being put into service.
- (D) Sr. DEE (RSO)/DEE (RSO)/AEE (RSO) - The Seniormost to proceed to site.
1. He should proceed to site in case electric loco or EMU is involved and other officer (Sr. Supervisor if no other officer is available) should be available in the Control Office.
  2. He should supervise restoration operations.
  3. He should ensure that speedographs, engine/EMU log books are seized, sealed and kept in safe custody.
  4. He should note down his observations regarding the electric loco/EMU and record measurements as per prescribed proforma.
  5. He should ensure that measurements of the loco/EMU are taken on the spot. If it is not possible for all types of measurements to be taken on the spot then these should be taken in shed.
  6. Prompt and sufficient arrangement for clearing the line of Elect. Rolling stock and supervising clearance operations whenever an electric locomotive is involved.

#### 463. Duties of Sr. DPO/DPO

1. Welfare Inspector should be posted by him round the clock in shift duty to look after the welfare of the injured persons in the hospital
2. He should ensure that passes are issued to the relatives and escorts of those injured for visiting them in the hospitals and then taking them back home.
3. He should depute Welfare Inspectors to assist the ADMO in taking down the name and addresses of the dead and injured and in shifting them to the

hospital. Welfare Inspectors should also be deputed at the hospitals where the dead bodies or those injured have been transferred. Such information should be passed on to Sr. DCM by quickest possible means.

**464. Joint Note:** It is a first hand information gathered and jotted down by the Sr. Subordinate attending the site of accident. Those attending the site of accident should pay particular attention to the following with a keen eye as this can be helpful in drafting the joint note and pin-pointing the responsibility:

- (i) Point of derailment with respect to Kilometerage (point of mount and drop).
- (ii) Marks on sleepers, rail head, etc.
- (iii) Physical condition of sleepers, rail, track fittings ballast, embankment, etc.
- (iv) Physical condition of the locomotive involved in the accident.
- (v) Physical condition of the rolling stock involved in the accident.
- (vi) Other tell tale marks or evidence such as speed of the train, drag, etc. which may come to light or detached parts/fittings or rolling stock, loco, track, etc. having a direct or indirect bearing on the cause of accident or which may prove to be helpful in establishing the cause of the accident.
- (vii) Reading of track as regards gauge, super elevation, cross levels, rail head wear, etc.
- (viii) Reading of the rolling stock.
- (ix) Examination of Brake power of the train involved in the accident.
- (x) Statement of the crew, guard and other concerned staff.
- (xi) Seizure of relevant record, position of signals, track circuits, Crank points at site, indication at the panel.
- (xii) Reading of various counters provided on the panel and as recorded in the station journal and counter reading register.
- (xiii) Names of the Loco Pilot/Assistant and Guard of the train.
- (xiv) Marshalling order of the train, engine No., its load, brake power, etc.
- (xv) Whether the train was booked to stop or run through.
- (xvi) Approximate cost of damage to the various assets of the Railway.
- (xvii) Whether any casualties/injuries are suspected or have come to light.

Based on the above observation and statement of the staff concerned, Sr. Subordinates of Traffic, C&W, Engg., S&T and Loco shall prepare a joint note giving description about the direction of the movement of train pin pointing the responsibility of the staff/department as also the cause of the accident. The joint note should be prepared setting aside the department bias so that the exact cause of the accident is established and corrective remedial measures could be taken to eliminate those causes and to rectify if any inherent defect is found in the working of Railway machinery. Supervisors should record evidence fully and preserve material. Analysis at the time of collecting evidence is not considered desirable as it can result in leaving out some evidence as not relevant, but which, later on, may be required for analysis and arriving at the correct conclusion. Findings in the joint note should be unanimous and there should be no cause for a dissent note.

The joint note should be jointly signed by the concerned Sr. Subordinates along with sketch of site of accident with all details.

S.SE (C&W.)

S.SE.(Signal)

SSE (.P.Way)

T.I .

L I.

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## CHAPTER-V

### ACCIDENT INQUIRIES

**501. Object of Inquiry:** The object of an inquiry is to find out the cause or causes of an accident so that:-

- (i) Those responsible for negligence or breach of rules may be punished; and
- (ii) If there is any inherent defect in the system of working, steps may be taken to effect necessary improvements.

**502. Inquiry when necessary:**

- (a) Every accident to a train, which is attended with loss of human life or with grievous hurt to a passenger or passengers or a railway servant/ servants in the train or which causes serious damage to railway property of the value exceeding two crore rupees and any other accident which in the opinion of the Chief Commissioner of Railway Safety or the Commissioner of Railway Safety requires holding of an inquiry, shall be deemed to be an accident of such a serious nature as to require holding of an inquiry.

Where the Chief Commissioner of Railway Safety considers the holding of an inquiry into an accident necessary, he may either conduct the inquiry himself or direct the Commissioner of Railway Safety to do so.

Statutory investigation into Railway Accident Rules, 1998 are appended as Appendix 'O'.

- (b) Inquiry shall also be conducted in the following cases:-
  - (i) If the system of working is suspected to be defective;
  - (ii) If the Commissioner of Railway Safety decides to hold it or requires it to be held;
  - (iii) If ordered by the Principal Chief Safety Officer, and
  - (iv) If for any special reason, the Divisional Railway Manager considers that an inquiry is necessary or desirable.
- (c) An inquiry may be dispensed with provided:-
  - (i) There is no reasonable doubt as to the cause of the accident.
  - (ii) If any department of the Railway Administration accepts the responsibility.
- (d) It is not necessary to hold formal inquiries into all fatal or other accidents to passengers and trespassers or railway servants unless there is special reason to do so. Such accidents must, however, be carefully investigated by a responsible Railway Official and Police and medical reports obtained.

**503. (A) Classification:** Inquiries are divided into four classes, namely:-

- (i) Commissioner of Railway Safety's inquiry.
- (ii) Officer's Joint Inquiry.
- (iii) Senior Subordinate's Joint inquiry.
- (iv) Departmental inquiry.

**(B) Level of Inquiry:**

- (i) All serious accidents shall be inquired into by Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into serious accident cases falling under A-1 (i)(ii), B-1 (i)(ii), D-1 (i)(ii) categories involving coaching train, notified to him under section 113 of Railway Act and also the cases falling under A-2 (i)(ii), B-2 (i)(ii), D-2 (i)(ii) categories, the inquiry shall be carried out by a committee of SA Grade officers and PCSO of the Railway shall be convener/chairman of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway.
- (iii) All cases of collisions falling under A-1(iii), A-2(iii), A-3, A-4, B-1(iii), D-1(iii) categories shall be inquired into by a committee of SAG Officers unless the same is being inquired into by CRS with General Manager as the accepting authority.
- (iv) All other consequential train accidents falling under B-2(iii), B-3, B-4, C-1 to C-4, D-2(iii), D-3, D-4, E-1 categories shall be inquired into by Dy. CSOs from Safety Deptt. to be nominated by GM with the GM as the accepting authority.
- (v) All other accidents falling under B-5, B-6, C-5 to C-8, D-5, E-2 categories shall be inquired into by a committee of Sr. Scale or Jr. Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (vi) All yard accidents falling under A-5, B-7, C-9, D-6 categories shall be inquired into by a committee of Sr. Supervisors with Sr. DSO/DSO as the accepting authority.
- (vii) All cases of indicative accidents shall be inquired into by a committee of Senior or Junior Scale Officers with DRM as the accepting authority except all cases of Signal Passing At Danger (SPAD), which shall be inquired into by a JA Grade committee of Officers at divisional level with Sr. DSO/DSO as one of the members and DRM as the accepting authority.
- (viii) General Manager or DRM can have the inquiry conducted by a committee of higher levels of Officers than the above mentioned levels depending upon the seriousness of the accident.

- (ix) In accident cases wherein the inquiry committee determines responsibility on the staff of Foreign Railway, the inquiry report should be put up to the Principal Head of the Department of the concerned department of the railway on which the accident took place through PCSO, after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of inter railway D&AR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the railway on which the accident took place. If suitable response is not received from the respondent railway at General Manager's level, then the case should be referred to Railway Board. In case Foreign Railway staff is held 'blameworthy' only, the accident inquiry case may be accepted by DRM.
- (x) All cases of equipment failure shall be inquired into by Sr. Supervisors/ Supervisors of respective departments.
- (xi) All inquiries will be ordered by the concerned DRM except for inquiries falling under item (ii), (iii) & (iv) of the above wherein the General Manager will order the inquiries.

Note: The inquiry officer (Convener/President of the Inquiry Committee) can co-opt any officer having domain knowledge/specialisation in the field which may be required during investigation of a particular accident on the inquiry committee. For co-opting the officer, the inquiry officer shall seek sanction from the General Manager for the same citing the reasons in his proposal. This provision may also be used in case of train accident involving fire.

(Ref: RB's letter no. 2009/Safety (A&R)/14/1 dated 07.08.2009)

**504. Time schedules for inquiries:** The following time schedules must be adhered to in the conduct of inquiries and the disposal of inquiry proceedings:-

- (a) Administrative Officers' Level I or II inquiry ordered by the G.M.-

- D Date of accident
- D plus 3 Commencement of inquiry.
- D plus 30 Submission of report to G.M.
- D plus 47 Submission of report to the Commissioner of Railway Safety.

***Note** – During deliberation of the accident inquiry into consequential train accidents, detailed studies and investigations be also carried out to determine the root cause of the accidents. These detailed studies and investigations shall be included in part 'B' of the report to be titled as 'Detailed Accident Study & Analysis Report'. This report shall focus on determining the root cause of system/human failure and recommendations of technical/procedural measures by which these system/human failures can be prevented. This consolidated report should be finalized in D+30 days and submitted for acceptance of competent authority.*

(Ref: RB's letter no. 2019/Safety (A&R)/26/6 dated 31.12.2019)

- (b) Inquiries ordered by D.R.M.-

- D Date of accident
- D plus 3 Commencement of inquiry.
- D plus 7 Completion of inquiry and submission of report to D.R.M.
- D plus 10 Submission of report by D.R.M. to G.M.

**505. Commissioner of Railway Safety's Inquiry:-**

- (a) The Commissioner of Railway Safety may personally conduct an inquiry into any accident. He shall, in that case, inform the General Manager of his intention and intimate the date, time and place of the inquiry.
- (b) An inquiry by the Commissioner of Railway Safety will ordinarily be held in every accident to a train carrying passengers which is attended with loss of human life or grievous hurt to a person or persons in the train or with serious damage to Railway property. In case, the Commissioner of Railway Safety decides otherwise, the inquiry will be ordered by the General Manager as laid down in para 507 (a). The President of the inquiry committee, before commencing inquiry into such accidents, shall issue a press note inviting public to tender evidence at the inquiry or send information relating to the accident to his office address and will also communicate through the press the date, time and place fixed for the inquiry.
- (c) Officers to assist Commissioner of Railway Safety: When an inquiry is to be conducted by CRS, the General Manager will nominate an officer of junior administrative rank or above to attend the inquiry by Commissioner of Railway Safety. He will also instruct the DRM to arrange from the divisional officers concerned to attend the inquiry and be ready to render all necessary assistance including production of witnesses. The Divisional Railway Manager should also attend the inquiry held by the Commissioner of Railway Safety into train accidents personally, unless it is beyond his control due to very compelling reasons, to facilitate the inquiry officer in obtaining the evidence, maintaining liaison with the local Magistracy and the Police for completing inquiry expeditiously.

**506. Arranging attendance of Railway Servants at the place of Judicial Inquiry or Inquiries conducted by Commissioner of Railway Safety or a Magistrate. :**

When an inquiry under rules of "Statutory Investigation into Railway Accident Rules,1998" or a judicial inquiry is being held, the GM shall arrange for the attendance, as long as may be necessary, at the place of inquiry, of all Railway servants whose evidence is likely to be required at such an inquiry. If the inquiry is to be held by the Commissioner of Railway Safety, the General Manager shall issue notice of date, hour and place at which the inquiry will be held being given to the officers mentioned in clauses(a) and (c) of sub rule (i) of rule 14 of statutory investigation into Railway Accident Rule,1998. He shall also arrange for the attendance of the divisional officers concerned at the inquiry.

**507. Officer's Joint Inquiry:-**

- (a) (i) In case CRS or CCRS is not in a position to inquire into serious accident cases falling under A-1 (i)(ii), B-1 (i)(ii), D-1 (i)(ii) categories involving coaching train, notified to him under section 113 of Railway Act and also the cases falling under A-2 (i)(ii), B-2 (i)(ii), D-2 (i)(ii) categories the

inquiry shall be carried out by a committee of SA Grade officers and PCSO of the Railway shall be convener/chairman of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway.

- (ii) All cases of collisions falling under A-1(iii), A-2(iii), A-3, A-4, B-1(iii), D-1(iii) categories shall be inquired into by a committee of SAG Officers unless the same is being inquired into by CRS with General Manager as the accepting authority.
- (iii) All other consequential train accidents falling under B-2(iii), B-3, B-4, C-1 to C-4, D-2(iii), D-3, D-4, E-1 categories shall be inquired into by Dy. CSOs from Safety Deptt. to be nominated by GM with the GM as the accepting authority.
- (b) (i) All other accidents falling under B-5, B-6, C-5 to C-8, D-5, E-2 categories shall be inquired into by a committee of Sr. Scale or Jr. Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (ii) All cases of indicative accidents shall be inquired into by a committee of Senior or Junior Scale Officers with DRM as the accepting authority except all cases of Signal Passing At Danger (SPAD), which shall be inquired into by a JA Grade committee of Officers at divisional level with Sr. DSO/DSO as one of the members and DRM as the accepting authority.
- (c) All yard accidents falling under A-5, B-7, C-9 and D-6 categories shall be inquired into by a committee of Sr. Supervisors with Sr. DSO/DSO as the accepting authority.

- Note- (i) General Manager or DRM can have the inquiry conducted by a committee of higher levels of Officers than the above mentioned levels depending upon the seriousness of the accident.
- (ii) The Committee will normally consist of Operating, Mechanical and Civil Engineering Departments. Other departments may also be involved if necessary.
  - (iii) In case of an officer of the equivalent rank of particular department is not available on Division, it shall be represented by the higher grade officer generally, when unavoidable, next lower grade officer may be nominated for this purpose.
- (d) (i) Inquiries into cases of fire in train/railway premises:-In case a senior scale officer's inquiry is ordered into a fire accident, ASC (Fire) H.Q. Office should invariably be associated as an additional member of the inquiry committee. In all other inquiries into cases of fire, the Fire Inspector on the Division should invariably be associated as a member of the inquiry Committee. If the fire is of a serious magnitude, or of an unusual or a complex nature, CSC should be requested to obtain the association, with the inquiry committee, of the Fire Adviser, Ministry of Home Affairs, Govt. of India. In case of fire occurring in electrified buildings or electrified coaches, the Divisional Electrical Engineer or his representative should invariably be included in the inquiry committee.

- (ii) Two copies of all inquiry reports into accidents involving fire should invariably be sent to the CSC for information and necessary action at his end.

**508. Senior Subordinates' Joint Inquiry:** The Divisional Railway Manager will order a Senior subordinate joint inquiry in the case of all other accidents where a joint inquiry is considered necessary, i.e. except those covered by Para 502 (c). The committee will normally consist of Inspectors of Operating, Engg. and Mechanical (C&W or Loco or both). If any other department is involved, it will also be represented by its Inspector.

**509. Departmental Inquiry:** When one particular department is clearly responsible for an accident, the Divisional Railway Manager will arrange for an officer or senior subordinate of that department to hold an inquiry. The purpose of such inquiry will be to pinpoint the fault or irregularities involved and to fix responsibility for the same.

**510. Inquiries into accidents at stations worked by N. W. Railway:** Accidents to trains of other Railways occurring at stations worked by North Western Railway or on those portions of the line over which other Railway exercise running powers, will be inquired into by the N.W. Railway. A representative of the other Railway concerned must, however, be invited to be on the inquiry committee, if he happens to be senior most member of the Committee, he will function as its President.

**511. Fixing time and place of inquiry:-**

- (a) Inquiries must commence as promptly as possible within three days of the occurrence of the accident.
- (b) Inquiries must be held either at the place where the accident took place or at the nearest station thereto, unless the committee unanimously agree that the holding of the inquiry elsewhere will best suit the circumstances of the case and the convenience to the witnesses.

**512. President of Inquiry Committee:** The senior most Officers/Official shall be the President of the inquiry Committee in all cases.



**513. Intimation to Government Officials:-**

(a) Whenever an Officers' Joint Inquiry is to be held, the Divisional Railway Manager shall cause notice of the place, date and hour at which the inquiry will commence to the following officials:-

- (i) the Commissioner of Railway Safety, Church Gate.
  - (ii) the District Magistrate of the district in which the accident occurred or such other officer as the local Government may appoint in this behalf.
  - (iii) the Superintendent of Railway Police.
  - (iv) The District Superintendent of Police.
  - (v) The officer incharge of the Railway Police or if there is no Railway Police, the Officer incharge of the Police station in the jurisdiction of the station/section at which the accident occurred.
- (b) Whenever the Commissioner of Railway Safety decides to hold an inquiry, the Divisional Railway Manager shall notify the Officials mentioned against items (ii) to (v) of this sub-rule.
- (c) In the case of accidents involving loss or damage to mail-vans or mails or injuries to Mail service staff, the Divisional Railway Manager shall notify the time and place of the inquiry to the Superintendent, Railway Mail Service, to enable him to be present at the inquiry if he so desires.

**514. Attendance of witnesses:**

- (a) It will be the duty of the Divisional Officer of each of the departments concerned to arrange for the attendance of such of his staff as are required to give evidence at the inquiry.
- (b) An accident inquiry must continue without break till finish. The inquiry will not ordinarily be postponed owing to the absence of a witness but, if, after recording all other evidences, a decision can not be reached at the inquiry may be adjourned till the witness is available.
- (c) If a witness is sick, the President of the Inquiry Committee must, with the concurrence of the Medical Officer concerned, arrange for his presence at the inquiry, and if this is not possible, for his evidence to be taken at his bedside.

**515. Proceedings of Inquiry: (a)** The Proceedings will comprise of the following-

- (1) Index and list of documents accompanying, including list of witnesses.
- (2) Preliminary- including names and designations of members of Major Joint Inquiry and others present.
- (3) History of accident.
- (4) Description of site of accident.
- (5) Sketch of the scene of accident.
- (6) (a) Findings.
  - (b) Dissent Note, if any.
  - (c) Comments of Majority on dissent note/rejoinder.
  - (d) Staff responsibility primary/secondary/other
- (7) Remarks and reasons for findings.

- (8) Note for information of administration and its legal advisors in case of litigation arising.
- (9) Other observations and matters brought to light.
- (10) Recommendations, if any.
- (11) Comments on adequacy and promptness of relief measures including delays in movement of Medical Van/Breakdown trains and transshipment and catering arrangements, for the injured and the stranded passengers.
- (12) Statement of witnesses: Each witness should be serially numbered. Name, Father's name, Designation, Headquarter Station, Division, Age (Date of Birth), Length of service (Date of Appointment), Grade, Basic pay and Service conduct should be recorded before recording the statement.
- (13) List giving full particulars of persons injured or killed.
- (14) extract of train registers, if necessary;
- (15) a list of Railway servants killed or injured;
- (16) Police report, where necessary.
- (b) The description of the accident must be purely factual and the following information must be given as far as applicable:
  - (i) time at which train was due and, if late, time lost and reasons;
  - (ii) whether train was booked to run through or stop;
  - (iii) whether train was booked to cross or was crossing out of course;
  - (iv) marshalling of train;
  - (v) total weight of train;
  - (vi) condition of rolling stock concerned;
  - (vii) number of braked wheels and condition of brakes;
  - (viii) recent history of engine;
  - (ix) weight of engine and weight on each wheel;
  - (x) condition of engine tyres; and
  - (xi) condition of each wheel and spring concerned in a derailment including gauge of wheels, contour of tread and flange and condition of axle-box. In the case of fracture of wheels or axles, full particulars of the fractured part such as diameter of axle journal, position and nature of fracture, maker's name, cast number, etc. must be recorded.
- (c) In describing the site of the accident, the following information must be given as far as applicable;—
  - (i) formation;
  - (ii) grades;
  - (iii) curves;
  - (iv) bridges and culverts;
  - (v) level-crossings;
  - (vi) description of signals, particularly those concerned and the distance of each from some fixed point;
  - (vii) sighting of signals concerned, both from an approaching train and from the relevant levers;

- (viii) system of interlocking.
  - (ix) system of locking points and signals;
  - (x) system of working points and signals;
  - (xi) type and condition of permanent way (section and length of rails, type of sleepers and number per rail alignment and wear of rail), gauge, cross-levels and super elevation at intervals of 3 metres;
  - (xii) inclinations of crossings concerned, details of points and crossings, length of switch rails, clearances , etc.
  - (xiii) brief description of system of working and whether in use or interrupted;
  - (xiv) fencing and means of access to the line; and
  - (xv) in case of bursting of points, whether or not they were fitted with an indicator or protected by a signal.
- (d) The plan of the site of the accident must show as much as possible the information included in the description of the accident and the site. It must be fully dimensioned and the North point and the approximate scale must be shown on it. In cases, where accidents occur in station yards, a tracing in foolscap size suitable for reproduction must be submitted along with two ferro copies.
- (e) The preamble must contain a full statement of the reasons which have led the inquiry committee to arrive at their findings and should be signed by all the members of the committee.
- (f) The findings must indicate clearly the cause of the accident. In case, the accident is held to have been caused by human failure, the findings should identify the staff responsible and the specific rule violated and go on to state this as under:
- "Prima facie grounds exist for initiating disciplinary proceedings against the following staff" (irregularity alleged to have been committed and the breach of rules involved in each case being indicated}. The findings must be signed by all the members of the committee. If, however, any member disagrees with other members, he should place on record a separate explanatory note in his findings. The majority report should contain comments on the dissenting officer's views and the reasons why the majority does not agree with him.
- (g) The committee may detail in the Rider such irregularities as come to light during the course of inquiry but do not have a direct bearing on the cause of the accident. Such irregularities should include cause of delay in asking for and/or in rendering assistance, including medical aid, food for the affected passengers, prompt dispatch of the affected passengers to the destination after the accident, delay in transmission of telegrams, etc. When referring to failures of railway staff the Rider should state that:—
- "Prima facie grounds exist for initiating disciplinary action against the following staff on account of the irregularities indicated against each."
- (h) The Committee may suggest in the form of Recommendations any improvements in the rules or practice of working which, in their opinion, would prevent similar accidents in future or improve the working in any way.
- (i) Strong disciplinary action will be taken against staff found indulging in giving false evidence during accident inquiries and in falsification of records.

(j) Before recording the evidence of a witness, the President of the Inquiry Committee must warn the witness that he will render himself liable to disciplinary action in case he gives untruthful or false evidence. A certificate in the following form signed by the President must accompany the proceedings:—

"All the witnesses were warned at the outset that if they gave untruthful or false evidence, they would render themselves liable to disciplinary action."

(k) The record of evidence must be signed on each page by the person giving it and by the President of the Inquiry Committee. The evidence of witnesses unable to read or write English must be read out to them in their language and the President of the Inquiry Committee must certify that this has been done. If a witness is unable to sign his name, his left thumb impression must be taken on each page.

(l) The proceedings must, as far as possible, be drawn up and signed before the Inquiry committee disperses.

**516. Instructions for conduct of inquiries-** The following points must be borne in mind in the course of inquiries and brought out in evidence:-

(a) SEQUENCE OF EVENTS IN TIME

(b) OPERATING SYSTEM

- (i) Entries in station registers referring to trains concerned.
- (ii) Condition of registers.
- (iii) Condition of line clear ticket and counterfoil thereof.
- (iv) Custom as to obtaining line clear.
- (v) Custom as to preparation of line clear tickets.
- (vi) Custom as to delivery of line clear ticket to Loco Pilot
- {vii) Condition and recent history of block instruments.
- (viii) Whether trains concerned were running as usual or not.
- (ix) Custom as to working of points and signals and nature of Station Master's control.

(c) STAFF

- (i) Whether acquainted with rules concerned.
- (ii) Whether in possession of the prescribed rule books.
- (iii) Whether in receipt of notices concerned.
- (iv) Whether Loco Pilots had certified that they were acquainted with the road and if so, when.
- (v) Whether Loco Pilot s had been over the line recently.
- (vi) Whether the staff had worked the same train before.
- (vii) Exact scope of each man's duties, where these are not well known.  
(This is particularly to be borne in mind in the case of staff at large stations).
- (viii) Health and eyesight of staff.
- (ix) Hours of work and previous rest of staff concerned.

## (d) CONDITION OF ROLLING STOCK

- (i) Type and condition of couplings.
- (ii) Train lights carried, and if burning, arrangement of lights.
- (iii) Weight on each wheel of vehicle concerned in a derailment.
- (iv) Whether the breakage of material was instrumental in causing accident.

## (e) CONDITION OF PERMANENT WAY

- (i) Recent history of line at place of derailment.
- (ii) Condition of track, whether correct to gauge, any wheel marks on sleepers showing where vehicles left the track and distance dragged.
- (iii) When line was last worked on.
- (iv) System of work of permanent-way gangs on the section concerned.

## (f) CONDITION OF SIGNALLING &amp; INTERLOCKING

- (i) Standard of interlocking with special features, if any.
- (ii) Nature of Station Master's control.
- (iii) Time of lighting and condition of lamps of signals and indicators.
- (iv) Present condition of signals, test of return of arms , etc.
- {v } Recent history of signals.

**517. (A) Method of conducting Joint and Inter-Departmental Inquiries:—**(i) Before starting the inquiry, issues shall be framed and the evidence confined to settling these issues as far as possible, witnesses shall not be permitted to make long irrelevant statements, but from the outset shall be asked questions relevant to the point at issue, after which their evidence, as recorded, shall be read over to them and they shall be asked if they have anything to add. Witnesses shall be cross-examined and re-examined if necessary, to elicit important details.

(ii) If a witness has given a statement prior to the Inquiry, that statement shall first be read over to him and recorded as his deposition. The witness shall also be specifically asked to state whether he has anything to depose in addition to, or in modification of that statement and his reply recorded and his signature obtained. Any further evidence on the part of the witness shall be the outcome of cross-examination and no fresh independent statement shall be recorded. The questions put to the witness in the cross-examinations and the answers therefor, shall be recorded then and there.

(iii) If a witness in his statement gives evidence of facts which have occurred and which are contrary to the rules and regulations and which render him capable of neglect or violation of the rules and regulations, it shall be elicited from the witness, during his examination whether he is aware that the facts stated by him are contrary to the rules and regulations.

(iv) The Committee shall not be satisfied merely, with the determination of immediate cause or causes of the accident, but shall look for, necessary evidence, and ascertain the contributory factors, if any, which have led the staff to commit the breach of rules and shall also go fully into the matter of the extenuating circumstances, if any, which have a bearing on the accident.

Contributory factors are such factors as an irregular and unauthorised method of working followed at the station as a matter of custom, general laxity in working having taken root at the station for want of proper supervision. etc which have led to the breach of rules in the particular accident inquired into.

Extenuating circumstances are such circumstances as inadequacy of signalling and inter-locking equipment or other safety devices (such as inter-locking key box, point indicator etc.) inadequacy or absence of communication equipment (such as telephones, key transmitters, etc.) resulting in frequent trips on the part of the station staff over long distances, impossibility, especially at peak periods of carrying out all the operations and duties laid down for the staff, absence of the minimum staff required to perform all the duties and operations laid down, impracticability of complying with the Station Working Rules, staff working overtime owing to want of timely relief, etc. Considerable care shall be exercised in assessing the extenuating circumstances. The standard considered desirable shall be co-related to the work load at the station and shall comparable to the standards obtaining at other similar stations.

(v) The inquiry Officer or the Committee shall also note matters brought to light in the course of the Inquiry, which though, not having a direct bearing on the accident or such as might lead to accidents of any other descriptions as it is essential that such potential dangers shall be taken note of and eradicated without delay.

(vi) In the case of an officers' or senior subordinates' joint inquiry, it is not necessary for the members of the Magistracy and the Police to attend the deliberation in regard to the finding or to sign the joint inquiry proceedings, but they may ask any question, while the examination of witness is going on and the answers given to such questions may be recorded as part of the proceedings.

**(B) Descriptive Account:**—The descriptive account shall be confined to a brief but clear description of the accident and shall contain no reference to the evidence.

Recording of evidence:—

(i) Each witness shall be assigned a number, which, in addition to being entered for the name of the witness at the commencement of the statement, shall be repeated after the signature/thumb impression at the end as "Witness No ... .." and in the proceedings wherever he is referred to. All particulars required shall be filled up in the case of each witness. In case of a witness belonging to train or station staff, the hours of duty and rest enjoyed shall also be recorded.

(ii) Evidence should be recorded as narrated, subsequent demands brought out in cross-question and answers. Care should be taken not to intimidate witnesses. Witnesses who understand English shall read and sign the recorded statement on each page.

(iii) While recording the evidence of illiterate witnesses or when witnesses are not conversant with English, their evidence should be read over and explained before their signatures are obtained and the President should certify that this has been done. If the witness is unable to sign his name, his thumb impression should be taken on each page and attested by the President.

(iv) For recording the evidence, the President of Officers' Inquiry Committee may utilise the services of a stenographer to take down the evidence in shorthand and then transcribe on the typewriter. If a stenographer is not available, he will nominate a representative of the Operating Department in the Committee to record the evidence in his own hand writing or by a typewriter. The typed statement shall be read and signed by the witness on each page. At a subordinate Officer's departmental inquiry, the transportation Inspector, or in his absence, the member nominated by the President of the Committee will record the evidence in his own hand-writing or by a typewriter.

**(C) Findings:** The findings should be concise and clear and consist of a simple statement of the opinion of the committee as to what caused the accident, mentioning the name of the persons responsible therefor and the rule/rules or instructions violated by each of the staff held responsible or the offences committed by them. The Primary/Secondary/Other responsibility of the staff/department shall be specifically indicated. In respect of cases where more than one staff/department is held responsible, the primary responsibility of the staff/department shall be specifically indicated. When the committee is of the opinion that the evidence given by a witness is wilfully false, they shall record this under the heading "Matters brought to light". It should also be mentioned under which of the following categories the accident falls —

- (1) Failure of Railway staff.
- (2) Failure of other than Railway staff:—
  - (a) Tampering with the track.
  - (b) Other miscellaneous causes.
- (3) Failure of equipment:-
  - (a) Mechanical.
  - (b) Track.
  - (c) Electrical.
  - (4) Sabotage.
- (5) Accidental or Act of God : —
  - (a) Combination of factors.
  - (b) Other miscellaneous causes.
  - (6) Could not be established.

It should be noted carefully that in respect of those cases where more than one staff is held responsible, the case should be booked against the category of staff of that department which is primarily held responsible for the accident.

**(D) Remarks and reasons for findings:**—This should embody the following three items in three separate paragraphs:

- (1) Discussion of all conflicting evidences and the Committee's deductions therefrom;
- (2) The contributory factors, if any; and
- (3) The extenuating circumstances, if any:

Absence of either conflicting evidence, contributory factors or extenuating circumstances, in a particular accident should be specifically mentioned. The committee should state fully the reasons which have led them to arrive at their findings bearing in mind that the proceedings have to be considered by those who have not had the advantage of hearing the evidence and reviewing the circumstances on the spot. The value of evidence of each witness should be noted upon and it should be stated in the case of doubtful witnesses, whether the witness is impartial or whether he is the one to whom the decision is a matter of indifference, or whether he is likely to be interested in securing a particular decision.

**(E) Suggestion** :—The committee may suggest any improvement in the rules or practices of working, which in their opinion, would prevent similar accidents in future or improve the working in any way, based not only on the cause or causes of the accident but also the contributory factors, if any, and the extenuating circumstances, if any. If there is no suggestion to be made, a 'Nil' entry should be made.

**(F) Matters brought to light during the Inquiry**: In the matters brought to light during the inquiry, the irregularities in working, which might lead to accident of any description although not having a direct bearing on the Accident, should be indicated. In the absence of any such matter, a 'Nil' entry should be made.

**(G) Signing of Joint or Inter- Departmental Inquiry proceedings** - The proceedings shall be drawn up and signed before the committee disperses. If a member is unable to agree with the findings or remarks and reasons for findings wholly or any part, he shall record a note of dissent detailing the reasons thereof. The note of dissent shall, however, be drawn up on the spot and signed. This document along-with the remarks of the President of the Inquiry Committee on it, shall accompany the inquiry proceedings.

#### **DISPOSAL OF INQUIRY PROCEEDINGS**

**518. Action to be taken by the General Manager on receipt of the report of Commissioner of Railway Safety**: Receipt of a copy of the report of the Commissioner of Railway Safety under "Statutory investigation into Railway Accidents Rules, 1998" shall be acknowledged at once by the G.M. If he differs from the views of the CRS expressed in the report, he shall send his remarks thereon immediately to the CRS. If, however, he is not able to do so immediately, he shall, while acknowledging the report, inform the Commissioner of Railway Safety of his intention to submit his remarks later. If the G.M. considers the prosecution of any person or persons desirable, he shall immediately forward a copy of the report to the District Magistrate of the District in which the accident has occurred, or to such other officer as the State Govt. may appoint in this behalf and to the concerned Police authorities. The Police authorities shall intimate the G.M. about their decision regarding launching of any prosecution. G.M.'s views when differs from the views of the CRS, shall be sent to CRS within a fortnight of the receipt of the report from CRS.

#### **Remarks of the Railway Administration on the report of the CRS to the Chief Commissioner of Railway Safety and the Railway Board**

G M. shall get the remarks, findings and conclusions of CRS' report examined in detail by the concerned HODs and shall send his parawise comments on them to the CCRS and the Railway Board within a fortnight of the receipt of the report from the CRS. CSO will coordinate the comments received from HODs and get them approved by the G.M.

#### **Commissioner of Railway Safety to be informed of the punishment awarded:**

Departmental action and punishment awarded to the Railway servants held responsible for an accident by the Commissioner of Railway Safety shall be advised to the CRS.



### 519. Acceptance of the Inquiry Report:

- (i) (a) Proceedings in connection with accidents falling in classes B-5, B-6, C-5 to C-8, D-5, E2, F,G and H should be sent in triplicate to the General Manager after it has been accepted personally by the Divisional Railway Manager. DRMs are the final authorities in accepting the findings and recommendations of the officers' inquiry report in all cases. Points requiring inter-divisional co-ordination and measures to be taken on the entire railway should be specifically mentioned by the DRM in his report while sending the inquiry proceedings to the G.M.
- (b) The copy of the inquiry proceedings should not be sent directly to CRS, but one extra copy should be sent to Headquarter Office for onward submission to CRS along with remarks of Headquarters, if any.
- (ii) Where the Committee cannot definitely determine the cause of the accident, the proceedings must be sent in duplicate to the General Manager.
- (iii) In other cases, the proceedings must be finally disposed off in the office of the Divisional Railway Manager. If the Divisional Railway Manager does not accept the findings, he will either refer the matter back to the committee or nominate a fresh committee to inquire into the accident.
- (iv) In the event of a staff of the other Railway being held responsible one copy of the proceedings will be made over to the representative of the other Railway for processing disciplinary action against such staff.

### 520. Action on findings and recommendations:

- (a) As soon as the findings of an inquiry committee are accepted, action should be taken to penalise the staff held responsible.
- (b) Prompt action must be taken to implement recommendations made by Inquiry Committee after their acceptance by the competent authority.
- (c) Every Division should maintain an Accident Inquiry Register in the following Proforma in order to keep a watch on the action taken in regard to the findings and recommendations of inquiry committee-

Accident Inquiry Register

1	2	3	4	5	6	7	8	9
No	Date	Site	Class	Brief description	Corresponding S. No. in accident Register	Type of inquiry held	File No.	Date of inquiry commenced

10	11	12	13	14	15	16	17	18
Date of inquiry proceedings submitted to Divl. Office	Date accepted by DRM	Date accepted by Hd. Qrs.	Staff held responsible	Date	Penalty	Accepted recommendation	Progress made in the implementation of recommendation	Reasons for abnormal delay
				Dt. and nature of punishment inflicted				

**521. Action when inquiry not held:** When an inquiry is dispensed with in accordance with sub-para (c)(i), (ii) and (d) of para 502, the Divisional Railway Manager will obtain the medical and police reports and, if necessary, the remarks of the Divisional Officers concerned and submit a special report to the General Manager within 10 days of the occurrence of the accident.

**522. Magisterial and Police inquiries:**—The rules regarding the conduct of Magisterial and Police inquiries into accidents are given in the Appendix- O.

**523. Prosecution of staff:** Cases in which a criminal court has taken cognizance—Under Section 190 of the criminal procedure code, a criminal court takes cognizance of an offence upon receiving a complaint of facts which constitute the offence or upon a police report or upon information received from any person other than a police officer or upon his own knowledge or suspicion that such offence has been committed. Even a court has taken cognizance of an offence either upon a complaint or upon a police report, departmental proceedings may be initiated under D&AR against staff responsible for rail accident and if found guilty, appropriate punishment may be imposed notwithstanding the fact that the matter is pending in any court unless stayed by it.

**524. Assistance of Police:** During the time when police investigation is in progress, close contact should be maintained with Police authorities concerned so that the process may be speeded up and delays eliminated. After the police have completed the inquiries and intimated the prosecution, the Divisional Railway Manager must see that all necessary assistance is given to the Police.

**525. Acceptance of responsibility by departments concerned:**

(i) Except as provided for in clause (ii) below and irrespective of whether or not a joint or inter-departmental inquiry is ordered by the General Manager, the Divisional Safety Officer shall be advised within two days immediately after the date of the occurrence of an accident by the other Divisional Officers concerned whether or not their respective department accepts responsibility. If no advice is received from the Divisional Officer concerned within this time limit, the Divisional Safety Officer shall assume that the department concerned does not accept responsibility. Sr. Divisional Safety Officer will then advise the Divisional Railway Manager to order a joint officers' inquiry. If a department accepts responsibility, the Divisional Railway Manager, on advice from the Sr. DSO, may order a departmental inquiry.

(ii) No advice regarding acceptance of responsibility need be sent in the case of accidents at level crossings resulting in injury to persons and accidents resulting in damage to public property.

**526. Proceedings of the Departmental Inquiry:** The Departmental Inquiries shall be ordered by the Divisional Railway Manager. The proceedings of the Departmental Inquiry shall be drawn up in the same form as those prescribed for Joint Inquiries and the rules in regard to the conduct of Joint Inquiries shall apply to the conduct of Departmental Inquiries, in so far as they are applicable.

**527. Dissent Note:** As far as possible the Major Joint Inquiry Committee should come to a unanimous decision. However, if any member of MJE gives a dissent note, the majority of members should give detailed item wise reasoned remarks on the dissent note. The DRM may agree either with the majority findings or with the conclusions of the dissenting Officer with brief reasons to be recorded in writing.

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## CHAPTER VI

### PROCEDURE FOR DEALING WITH CASES OF SABOTAGE OR TRAIN WRECKING

**601. Cases of Sabotage or Train Wrecking:** The Rules contained in this chapter are additional Rules meant for cases where derailment and/or other serious consequences arise due to sabotage or train wrecking.

When an accident occurs due to certain action on the part of someone who intended to cause the accident or knew that his action would result in train wrecking, it should be classified as sabotage. The acts which constitute 'Sabotage' have been detailed in section 150 of the Railway Act and the words 'intent' and 'knowledge' mentioned therein should be taken as the key for the purpose of deciding whether an accident is due to an act of sabotage or not.

**602. Duties of Guard, Engine crew and other Railway staff when a derailment or any other serious consequences take place to the train due to suspected sabotage:**

The guard, along with the Engine crew and other Railway staff travelling by the train involved, after protecting the train, reporting the accident and rendering First Aid to the injured shall-

(i) Carefully examine the track jointly with responsible passengers and record the results of the examination and have the record signed by them.

(ii) see that the portions of the track, rails, fish plates, bolts and other fittings, appearing to have been tampered with, are not touched or moved by any person and that these are closely watched till the arrival of the Civil and Police Authorities.

**Note:** (1) In the case of an officer or an Inspector being on the train, the above duty will devolve on him.

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

**603. Information to the Civil and Police Authorities:** The Station Master, adjacent to the site of the accident, shall inform the local Civil Police/R.P.F. authorities by the quickest means available and give them all possible assistance to reach the site.

**604. Precautions by Engineering supervisors:** In going to the site of the accident, Assistant Engineers and SE (P. Way) should take the following precautions-

(i) Instruct the Gang men proceeding to the site of the accident, in the first instance, not to carry any tools with them.

(ii) Ensure that tool boxes of Gang men sent to the site of accident are not opened until they have been checked by the Police.

(iii) Instruct them not to touch or remove any portion of the track, rails, fish plates, bolts and other fittings within the area of the accident till they have been inspected and photographed by the Railway, Civil and Police Authorities.

**605. Duties of officers and other supervisory officials:** Officers and Senior Supervisors, in addition to their other normal duties shall-

(i) take notes (where these will be helpful) of casualties and sketches of the consequences of the accident.

- (ii) do all they can to collect evidence likely to throw light on the cause of the accident.
- (iii) see that likely clues to the cause of accident are not inadvertently removed through ignorance or curiosity, and
- (iv) make arrangements for photographing the portions of the permanent way, track, rails, fish plates, bolts and other fittings and the Engine and bogies of the affected train as early as possible.

**606. Duties of the Railway Protection Force staff:** The duties of the R.P.F. staff will be-

- (i) On receipt of information of the accident, the senior most R.P.F. official, in whose jurisdiction the accident has occurred, should immediately proceed to the spot with all available men.
- (ii) Additional assistance, that may be necessary, may be requisitioned from the neighboring R.P.F. post or out-post.
- (iii) Apart from making an entry in the Station Diary as usual, the Station Master should also be informed of this movement.
- (iv) On receipt of information, the Inspector, Railway Protection Force and the Asstt. Security Officer of the Division should also proceed to the spot. Movement of the RPF staff in the above cases should be made by the quickest means available and, when necessary, motor transport may be hired.
- (v) Before proceeding to the spot, the R.P.F. officials, mentioned above, should make arrangements to contact the local Railway Police/District Police Officials to ensure that the accident has been reported to them also.

On arrival at the spot, they will discharge the following duties-

- (a) Assist in extricating persons from the wreckage or debris, rendering First Aid to injured, evacuating injured and uninjured persons from the scene.
- (b) Guard the belongings of the victims and the railway property till the Police arrive on the scene and take over the responsibility.
- (c) Guard the Permanent way, rails, fish plates, bolts and other materials from being interfered with by anyone till the police officials arrive at the scene and take charge.
- (d) Look out for suspects in the vicinity, and keep a note of any clues that may be useful in detecting the offence.
- (e) Fight any fire that may break out at the site of accident.
- (f) Ensure liaison with the Railway Police/District Police in the investigation of the case.

**607. Wreckage, etc. not to be disturbed until permission is given by the Police:** Unless otherwise necessary to save life or to extricate passengers and injured, no carriage, vehicle, component part or likely clue shall be disturbed until investigations have been completed and written permission is given by the police to start work on clearing the wreckage and restoring communication.

**608. Joint Examination by Civil, Police and Railway Officials:**

- (i) After the medical relief work has been completed, the senior most Railway Officer at the site shall make a detailed investigation of the cause of the accident including a thorough survey of the site for at least 800 meters in the rear, with the assistance of representatives of Departments concerned and in conjunction with senior Civil and Police officials.

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

(iii) The senior most officers at the site in consultation with the Police should decide what materials are to be preserved for further examination. These materials should be carried to a suitable place where these will be stored under the joint custody of the Police and the Railway. As far as possible, all small fittings should be put into a box or a gunny bag and sealed jointly by the Police and the Railway. A receipt should be obtained for whatever material the Police has taken charge of. Before dismantling the damaged track, the different components should be carefully numbered or match marked so that the whole scene can be reconstructed, if required later at an inquiry.

(iv) The recorded note of the examination should be checked and countersigned by the senior most Police Official after it is finalised.

**609. Removal and examination of Rolling stock:**

(a) Removal of undamaged rolling stock: Rolling stock which remains on track undamaged may be taken away after obtaining written permission of the Senior Police Official at the site. These should be taken and stabled at the nearest convenient station where further examination of vacuum fittings can be made under the supervision of the Divisional Mechanical Engineer.

(b) Removal and Examination of Rolling stock damaged due to an accident:—A detailed examination of the engine and the vehicles damaged due to the accident should be made by the Divisional Mechanical Engineer along with the Senior Police Official. All damages and deficiencies should be carefully noted down and particular comments made with regard to damages and deficiencies likely to cause derailments and whether these appear to be old or fresh and the signature of the Police official obtained on the note. These notes should be utilised for purpose of making the final note in the joint examination detailed under Para 608. Breakdown operations to remove these vehicles should be started only in accordance with para 611.

**610 Special points to be borne in mind by the officers in examining the site and for preparation of notes and drawings:** The following points should be noted by the Officers and supervisory staff when examining the site-

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

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

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

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

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

(vi) State of the track in rear for at least 800 meters.

(vii) If the nature of the accident requires:

(a) The position and condition of signals, points and signal levers and block instruments should be inspected.

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

(c) Train passing records including Train signal register, private number sheets, Line admission Book should be seized and carefully preserved. Where Line badges are in use, it should be recorded in whose possession each line Badge concerned was.

(viii) Statements of staff should be recorded.

**611. Restoration of communications:** Restoration of communications should only be taken in hand after complete investigation and examination has been made, a joint note and sketch have been prepared, and the Police and Civil Authorities have given in writing that their investigations have been completed and that no further check is necessary.

**612. Preparation of Plan for C.R.S. or other Inquiry:** A dimensional plan should be prepared for the Commissioner of Railway Safety or judicial inquiry, which should be a reproduction of the original sketch. Copies of recorded note signed by the Railway and the Police representatives should form an appendix to the statement made by the senior most official in his evidence at the inquiry.

**613. Notes and sketches to be carefully preserved:** All notes and sketches recording observations of the various officials who attend the site of accident should be carefully preserved for future use in case evidence of such officers and officials is required later at enquiries, subsequent investigations or in court trials.

**614. Association of Security officer:**

(a) In all cases where enquiries are conducted by the Railway where there is a prima-facie suspicion of sabotage having been committed, the Security Officer of the Division should invariably be associated with such enquiries and the Joint findings drawn by the committee should be signed by him. The findings in such cases should be routed through the Chief Security Officer in the Headquarters office before they are accepted. Statistics of sabotage cases should be based only on the basis of accepted findings in this regard and be vetted jointly by Chief Security Officer/Chief Safety Officer before being communicated to either the safety or the security directorate of the Board's office.

(b) Further, in all such cases, the Inquiry Committee should give a clear verdict of 'SABOTAGE', in the findings. If it is not a case of 'Sabotage' the Inquiry committee should give clearly in the joint findings as failure of other than Railway staff due to:

(i) Tampering with track or

(ii) Other miscellaneous causes as per Statement 'A' of Train Accidents. The above classifications should also be clearly indicated in the Statement 'A' of Train Accidents.

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## CHAPTER VII

## UNUSUAL OCCURRENCES

**701. Dangerous conditions on trains:** Every Railway servant, whether on duty or not, who notices anything unusual or dangerous on a train such as a hot axle, a load falling off or in an unsafe position, a vehicle on fire, or any part of a vehicle detached or hanging loose in a dangerous manner, must at once take steps to stop the train (if it is moving) and warn, the Guard and the Loco Pilot. If he does not succeed in stopping the train, he must immediately inform the nearest Station Master to do so. If the Station Master is unable to stop the train, he must immediately inform the station ahead as well as the section controller, if the section is controlled.

**702. Defects in Track:** (a)(i) In the event of a Loco Pilot noticing his engine riding unsteadily over any portion or portions of the track, he must note down the location and kilometrage accurately and suitably regulate the speed of his train. He should ordinarily stop at the next stopping station or in cases where, in his opinion, the condition of track is liable to endanger the following trains, he must stop at the next station and make a written report to the Station Master indicating the maximum speed at which, in his opinion, trains may be allowed to pass over the affected locality or localities.

(ii) Due to time lag between arrival of the train and reporting the matter to the Station Master, occasion may arise where after closing the line, line clear may be granted to a following train without issue of the caution order and the train may enter the block section and come to grief. To guard against such an eventuality the Loco Pilot on a single line worked on token instruments or "The Train staff and Ticket system" will not hand over the "token" or "staff" to the Station Master until he has advised the Station Master in writing about the bad spot on the track and obtained his acknowledgement.

On a single line section worked on paper line clear system or token less system and also on double line section, the Loco Pilot, in such cases, must stop his train in the block section opposite the cabin if situated close to the facing points and inform the cabin man. In the absence of a cabin at the facing point, the Loco Pilot shall stop at a point within the rear block section and draw his train out of the rear block section only after advising the Station Master according to the procedure stated earlier.

(iii) The Station Master on receiving this information must repeat it immediately to the Station Master at the other end of the affected block section as well as to the Section Controller, the SE(P-Way), the Assistant Engineer, the Divisional Engineer, the Sr./Divisional Operations Manager and the Divisional Railway Manager of the Division on which the home shed is situated, if the engine belongs to another Division. The Station Master receiving the report must immediately arrange the issue of caution order under G.R. 4.09(1) and Appendix 'A' to the General and Subsidiary Rules Book.

The speed restriction of 15 Kms. per hour or such lesser speed, as may have been recommended by the Loco Pilot, should be enforced only for the affected kilometrage. If the Loco Pilot is unable to give the exact kilometrage, the restriction should be introduced over the entire block section. On double line section, the caution order should be issued for both Up and Down lines.

The speed restriction imposed in the caution order shall apply to the whole of the block section on which the Loco Pilot has reported that severe hunting, lurching, swaying or rough ridings has been noticed by him.

(iv) The SE(P-Way) or the Asstt. Engineer will, at once, inspect the track and take action considered appropriate and then issue instructions to the Station Master to continue, modify or remove the caution as circumstances demand. Meanwhile, caution orders must continue to be issued. A report in triplicate on Form 'A' below should be submitted to the Divisional Engineer by SE(P-Way)/Assistant Engineer .

FORM 'A'

#### BAD RIDING OF ENGINES

(Report on Track)

1. S.M.'s message No. & station and date..... rough riding was experienced. .
2. Kilometrage and section of Railway..... Up or down track. .
3. Train No., Engine No. and type.....
4. Speed of the train.....
5. Date and time of inspection by SE(P-Way).....
6. Rails;
  - (a) Type and weight.....
  - (b) Length .....
  - (c) Age .....
  - (d) Condition .....
7. Sleepers—
  - (a) Type .....
  - (b) Age .....
  - (c) No. per rail .....
  - (d) Spacing .....
  - (e) Condition .....
8. Ballast:
  - (a) Width at top .....
  - (b) Deficiency of full boxing.....
 section.
  - (c) Depth below bottom of sleeper.....
  - (d) Type .....
  - (e) Condition of ballast as regards cleanliness and drainage.
9. Formation:
  - (a) Level or grade .....
  - (b) Height of Bank .....
  - (c) Depth of cutting.....
  - (d) Class of soil .....
  - (e) Condition of drainage.....
10. Alignment:
 

Straight or degree of curvature.....
11. Type of Bridge.....
12. Last date of.....
  - (a) Through packing.....
  - (b) Slack packing.....



13. Details of any defects in the track, ballast or formation.
14. Action taken to rectify defects in the track, ballast or formation.
15. Any special features such as heavy rainfall.

Signature of AEN/ SE (P-Way)

(b) Duty of Guard: Should a Guard feel a heavy lurch or jerk which he considers dangerous for the passage of trains, he will bring his train to a stand at the next station by destroying vacuum /air pressure and will report the matter in writing to the Station Master. If the jerk is not so severe as to seem dangerous he should make his report in writing to the Station Master of the next stopping station.

### **703. Defects in 25 K.V. OHE:**

(i) Engine crews of all trains shall keep a good look out, while the train is in motion and watch the overhead equipments, and report any defects noticed to the Traction Power Controller at the next stop.

(ii) When a defect on the overhead equipment, which is likely to interfere with the smooth movement of the pantograph or cause damage to it, is noticed ahead, the Loco Pilot shall trip the circuit breaker, and immediately lower the pantograph by placing the pantograph handle in the lower position. An emergency stop should be made if necessary.

(iii) If the damage to overhead equipment is slight (such as a slight break away of the contact wire from the droppers or catenary), it may be practicable to coast under the defective section, but the defect shall be reported by the Loco Pilot to the Traction Power Controller through the nearest emergency telephone circuit or in case this circuit is not available, through any other telephone.

(iv) In case of a major breakdown to overhead equipment requiring trains to be stopped, the Loco Pilot noticing such a breakdown shall advise the Traction Power Controller through the nearest emergency telephone circuit giving details of the breakdown and in case this circuit is not available, convey the information through the nearest Station Master or Cabin Assistant Station Master or any other telephone circuit. The Traction Power Controller, on receipt of such a message, shall pass on suitable instructions to the section controller and, if necessary, advise him to stop running of trains in the affected section.

(v) All breakdowns or defects noticed in the overhead equipment or any other traction equipment, including continuity bonds, joint bonds, cross bonds, structural bonds and impedance bonds by any railway employee shall be reported immediately to the Traction Power Controller. In case the Traction Power Controller cannot be communicated with, the nearest Station Master, cabin Assistant Station Master, Assistant Traction Foreman (OHE), Traction Foreman (overhead equipment) or the Asstt. Electrical Engineer (Traction Distribution) shall be advised. In case of the impedance bonds, the Asstt. Signal and Telecommunication Engineer shall be advised. The Station Master or the cabin Assistant Station Master to whom such break downs or defects are reported, shall convey the information immediately to the Traction Power Controller through the section controller. In case of failure of communication, he shall use his discretion regarding movement of traffic and advise the nearest Traction Official.

(vi) In case of breakage of an overhead line, the Railway employee detecting it shall ensure that no person comes into contact with the line until an authorized person arrives on the spot. The authorised person will take immediate action to make the affected line dead and earthed.

(vii) All breakdowns and all defects noticed in the overhead equipment by any railway servant must be reported immediately to the nearest Station Master or Traction Power Controller or Traction Foreman (OHE) of the area concerned.

**704. Defective Engine or Tender:** In the event of Loco Pilot noticing that the running of his locomotive or tender is abnormal, he must suitably reduce the speed of the train and advise the Power Controller that he is doing so and may request for a relief engine, if considered necessary. He will then proceed to the nearest shed and make a full report to the SSE(Loco). The Loco Pilot will in addition make a report regarding this to his home shed SSE(Loco). The SSE(Loco), after examining the engine carefully and carrying out any adjustment necessary, will communicate on telephone full particulars of the engine and details of adjustment made to the Divisional Mechanical Engineer or, in his absence, the Assistant Mechanical Engineer. If the control springs, bogie slides and axle-box clearances are all found in order, a trial should be conducted with the engine by the Loco Inspector to locate the defect. The engine may then be put back to normal service with the permission of the Divisional Mechanical Engineer or Assistant Mechanical Engineer, if found to run satisfactorily. If, on the other hand, the Loco Inspector still considers that the engine is not running satisfactorily and cannot locate the cause, the Divisional Mechanical Engineer or Asstt Mechanical Engineer should personally arrange to try the Engine out and, thereafter, have the defect rectified. A further trial must then be carried out before the engine is put back to normal service. In all cases the engine should be examined and a special report in triplicate in Form 'B' below should be sent by the SSE(Loco) to the Divisional Mechanical Engineer. But trials and adjustments should only be done if defects are found on examination.

The Divisional Railway Manager on receipt of Forms 'A' & 'B' will carefully scrutinize the reports and forward them in duplicate to the Chief Engineer and Chief Mechanical Engineer respectively together with his personal covering remarks.

**FORM 'B'**

1. Engine No.....
2. Train No .....
3. Approximate speed when lurching or swaying occurred.....
4. Condition of bogie control springs..... ..
5. Condition of bogie slides.....
6. Clearness in all axle boxes..... ..
7. Intermediate friction gear, if any .....
8. Whether Ferro do Liners are fitted to hind truck or bogie.....
9. Condition of tyre flanges.....

**705. Detached parts of engine or vehicle on track:** If any part of an engine or a vehicle gets detached and there is reason to believe that the detached part may have fallen on the track, a careful search must be made for the missing part by the train staff. If the missing part cannot be traced, the train must be stopped at the first block station ahead and the Station Master advised of the occurrence by the Guard.

The Station Master must repeat the information to all concerned including the Station Master at the other end of the block section. It will be the duty of the Station Masters concerned to issue a caution order to the Loco Pilot of the first train proceeding into the section to be on the look-out for the missing part.

**706. Protecting places under repairs:** Whenever platforms, buildings, roads, etc. are under repairs and there is a possibility of any one falling into openings or over obstructions, the staff employed on the work must protect it with barriers or warning boards and with lamps in the night.

**707. Material fouling the track:** Station Masters and Way and Works Official must see that there are no heaps of materials or other obstructions on or fouling the line which may cause a derailment or endanger railway employees engaged in shunting operations.

**708. Passengers getting into and out of moving vehicles:** Passengers must be prevented, if possible, from getting into and out of an in-motion train and Railway employees must not open the door of a moving vehicle and should assist a passenger about to enter or leave it. If a passenger about to enter a vehicle in motion is so near to it as to make interference with him dangerous, he must be left alone. If the passenger misses his footing or is otherwise in imminent danger, the train must be stopped immediately, but nothing must be done to confuse him. When a passenger can be stopped from getting into a moving vehicle without adding to his danger, he should be stopped. But if he is about to alight and is in no imminent peril, he must not be interfered with till the train has stopped.

**709. Explosion on track or train:** (a) On hearing an explosion, the Loco Pilot shall stop his train as soon as possible and examine the track along with the Guard at the site of explosion to ascertain the extent of the damage. If the Loco Pilot does not bring the train to a stand within a reasonable time, the Guard shall draw the attention of the Loco Pilot by cautiously applying the vacuum brake by operating the Guard's van valve.

(b) The Loco Pilot shall also examine the train along with the Guard and if little or no damage has been caused to the train, and if it is safe for the train to proceed to the next block station, the train will be taken ahead to the next block station, where the Guard and Loco Pilot will jointly report the occurrence to the Station Master on duty.

(c) If the damage to the track is so serious as to render the track unsafe, a competent Railway servant will be left at the site with detonators to protect the spot in accordance with General Rules.

(d) On receipt of a report from the Loco Pilot and the Guard, the Station Master shall immediately advise the section controller, who will:

(i) advise the SE (P. Way) to proceed to the spot immediately, inspect the track and take such precautions as are necessary to put the track right and impose speed restrictions, if necessary.

(ii) Inform the SSE (C&W) and the SSE (Loco) for a thorough examination of the train and the engine at the next terminal station.

The duties prescribed above for the section controller will devolve on the Station Master on uncontrolled sections.

The Station Master shall immediately issue a message to the Station Master at the other end and obtain his acknowledgement.

The Station Masters, at both ends of the reported section, must stop all trains and issue caution orders to Loco Pilots, specifying the kilometreage and the speed restriction.

(e) No train shall pass over the affected spot at a speed exceeding 15 kmph or such less speed as the reporting Loco Pilot may have specified, until the SE (P. Way) or the Asstt. Engineer has certified the track safe for such higher speed as they may consider fit, when the Station Master will issue an "All concerned" message to all those originally advised.

**710. Precaution against derailment:**

(a) If any part of the engine or vehicle is detached and there is reason to believe that the detached part may be fouling the track, a careful, search should be made for the missing part by the train staff. If the missing part cannot be traced, the train should be stopped at the station and the Station Master should be advised, who will issue caution order to the Loco Pilot of the first train proceeding into the section to be on the lookout for the missing part and also inform the SE (P. Way) or the Gang mate to institute a search.

(b) The Loco Pilot of a train, which has come to a stop on any spring points in the derailling direction, shall not restart the train unless the Guard has personally arranged for the spring points to be set and clamped for the further movement of the train. In the case of light engine, this responsibility will devolve upon the Loco Pilot of the light engine.

**711. When carriage windows or doors are involved:**

(a) In all accidents in which carriage window or doors or their fastenings are involved, the Guard of the train shall, alongwith the Train Examining staff, immediately examine the windows or the doors or their fastenings and ensure that warning notices have been duly exhibited and record the result of the examination JOINTLY in the combined Train report for the train. If there is no Train Examining staff at the site of the accident, the Guard shall, as soon as possible, advise by Telephone/Telegraph, the train examining staff at the next Train Examining station ahead about the accident.

Immediately on arrival at the next train examining station ahead, the Guard shall examine the condition of the windows or the doors or their fastenings in the carriage or carriages and whether warning Notices have been duly exhibited in the carriage or carriages, along with the Train Examining staff, and record the result of the Examination JOINTLY in the combined train report for the train.

(b) It shall also be the responsibility of the Train Examining staff, on requisition from the Guard or on receipt of accident message/telegram, to examine the condition of the doors or windows or their fastenings and whether warning notices have been duly exhibited in the concerned coach and advise immediately the Divisional Railway Manager and Divisional Mechanical Engineer (C & W).

**712. Unusual occurrences:** Information regarding unsafe bunds of tanks or rivers-Station Masters and others who receive intimation from Government officials or village authorities, or any person likely to give reliable information, of the unsafe condition of the bunds of tanks or rivers, should at once notify the same, by telephone or telegraph, to the Divisional Railway Manager, Asstt. Engineer, SE (P. Way) and the Station Masters at both ends of the block section likely to be affected and also the section controller on duty. The Station Masters, at both ends of the block section likely to be affected, should stop all trains and issue caution order. Particulars of the river or bunds of tank reported to be unsafe should be given in the caution order, the following being added at the end —

"Observe special caution and reduce speed as necessary"

**713. Action to be taken at the spot by Railway staff in run over cases:**

(a) When life is not extinct—

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

(ii) When a person run over or knocked down is found by the staff of the same train or of a subsequent train, first-aid will be rendered promptly by the Guard or by a qualified Doctor, if available in the train. After this, the person shall be transported to the nearest Railway Station promptly where medical aid shall be arranged by the Station Master.

(iii) If the condition of the person is found to be critical, the dying declaration should be recorded by the Train Guard or Travelling Ticket Examiner or Conductor or by the Railway servant who happens to find the injured person. The particulars to be recorded are ; name, father's name, caste, residence, how he happened to be on the line and how the wounds were inflicted. The statement should be signed by the Guard and some other responsible witness and made over to the Station Master of the nearest station in the direction of the run of the train for onward transmission to the Police authorities. Along with the statement, a memo showing the time and place where the injured persons were found and further disposal thereof, should be attached. In case the Railway servant, who finds the injured person, is illiterate, he should seek the assistance of some responsible person for obtaining the dying declaration.

(b) When life is extinct-

(i) When a dead body is found on or near the track by any railway servant or by the staff of the train involved in the accident or by the staff of a subsequent train, the main requirement is to keep the evidence intact, specially the finger prints. Handling of the dead body by many people should be avoided as the finger prints which may be available near the scene of occurrence may be disturbed. Similarly, the dead body should not be removed until the arrival of the police as the chances of interference with some clues which may lead to detection of case may be possible. However, to clear the line for the movement of subsequent train, the body may be removed from the line; but in doing so, the movement should be the minimum required.

(ii) The body may thereafter be left in charge of village chowkidar or any responsible person in the vicinity or Lineman or Gateman. If no responsible person is readily available at the site where the body is found, it shall be removed to the nearest gate-lodge in the direction of the movement of the train. Where there is no gate-lodge, it will be carried and made over to the Station Master of the next Station. In all cases, a written memo, giving the following particulars shall be made out by the Guard, or if there is no Guard, by the Loco Pilot of the train, or by the person who happens to find the body. This memo should be made over to the person under whose charge the body is kept, for onward transmission to the police authorities.

- (1) Time and place the body was detected;
- (2) Position of the body in relation to the track/tracks;
- (3) Blood stains on ballast or engine, extent of injuries and whether, prima facie, inflicted by a train or otherwise
- (4) Position of any clothing etc., found on or near the rails; and
- (5) Name of the informant, his parentage and full postal address.

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

**714. Persons run-over :** In the case of persons run-over, the statements of the engine crew must always be obtained by the SSE (Loco) (or other loco official in-charge) of the shed at which the Loco Pilot ends his journey and sent without delay to all concerned. The SSE (Loco) (or other loco official incharge) must arrange for examination of the engine and the vehicle for blood marks and report the results without delay to all concerned.

**715. Persons found dead in trains or at Stations:** In the case of persons found dead in trains or at stations, the Station Master shall hand over the dead body to the Police for disposal and, until such time this is done, depute a Railway servant to be in charge of the dead body. In case of death by contagious disease, the Director of Public Health of the State and Civil Surgeon of the District and the concerned Assistant Medical Officer of the Railway should be advised.

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

- (a) The Guard of the train will have the compartment locked up after all shutters have been closed from outside, immediately after the commission of such an offence is known, so that blood-stains, marks of struggle, foot-prints, finger impressions, etc. may remain undisturbed.
- (b) If the crime took place in a second class compartment, the carriage will be detached at the station where the crime was detected, and kept under watch till the police arrive to take over the case.
- (c) If the crime took place in an upper class compartment, the compartment will be immediately locked up and the carriage allowed to proceed to the nearest station where it can be replaced. At this station, a member of the Railway Police will watch it until a Police officer arrives.
- (d) No Railway employee, or an outsider, shall be allowed to enter the compartment until police arrive except in so far as is necessary to attend to injured persons who are unable to leave the compartment without assistance.
- (e) The Railway Police station concerned will be advised as to the station at which the carriage has been or will be detached. After the carriage is taken over by the Police, it should not be removed or otherwise utilized without the written authority of the Police Officer conducting the investigation. If an abnormal delay takes place on the part of the Police in releasing the carriage, the matter should be reported to the Divisional Railway Manager concerned.

**717. Care of dead bodies in case of a serious accident:** The senior most Railway Officer on the spot should discuss the question of disposal of dead bodies with senior most Police Officer at the scene of the accident and they should jointly determine the place for keeping the dead bodies under the control of a responsible Officer. The Police have to take charge of the dead bodies and they should be given the requisite facilities for their transport to well protected places where they could be kept pending completion of formalities or until claimed by the next of kin. It may be stressed that respect for the dead should be the primary consideration and, in any case, no dead body should be kept exposed to the weather.

**718. Dangerous practices:** The following dangerous practices are prohibited.

- (i) Attempting to jump upon or alight from an engine or vehicle moving at high speed.
- (ii) Going between vehicles, when a train is moving quickly for purposes of coupling or uncoupling.
- (iii) Hanging onto the side of a vehicle, with foot resting upon an axle box or the rod or brake handle, when shunting is being performed.
- (iv) Riding upon the buffers of vehicles in motion.
- (v) Moving vehicles, without first ascertaining that no person is standing between or sitting under the vehicles.
- (vi) Passing too close in front of or behind the rear of trains at stations.
- (vii) Going too close to the vehicles or between vehicles without first making sure that the vehicles are not moving.
- (viii) Passing from vehicle to vehicle, while a train is in motion.
- (ix) Crossing the line, without first looking in both directions for any approaching train or vehicle.
- (x) Crossing the line or going between vehicles, without first looking in both directions for train or vehicle movements, on the same or adjacent lines.
- (xi) Standing on or walking on or between rails, instead of well outside them.
- (xii) Sitting or lying under vehicles, standing at stations.
- (xiii) Working on vehicles under repairs, without the protection by special signals i.e. red flags or lights, banner flags etc.

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**719. Train Passing Signal at Danger.**

In case of fixed Stop Signal / Signals passed at danger by Loco Pilot, the following actions shall be taken:

- (A). (i) Efforts shall be made to stop the train by showing Red Hand Danger Signal/by switching off the OHE in the electrified section.
- (ii) Loco Pilot shall sound the engine whistle code (ooo) as prescribed in SR 4.50(4) for:-
- (a) Train Manager to apply brakes.
  - (b) Train is out of control, Train Manager to assist.
- (B) (i) A memo shall be served to the Loco Pilot by Station Master with a copy to the Train Manager, advising him that he has passed signal at danger and their acknowledgement shall be taken. Section controller shall immediately be apprised of the incident with relevant details. All concerned shall also be informed.
- (ii) Station Master together with Loco Pilot and Train Manager (Loco Pilot only, in case Train Manager is not available) and one or two other Railway servants(equal to level-4 and above), if available, who may be from other departments, as witness, shall proceed to the signal/signals concerned and record in writing the following particulars:-
- (a) Description of signal/signals
  - (b) Date and Time of incident
  - (c) Position of Arm/light indication of signal
  - (d) Weather condition and visibility
  - (e) Distance travelled after passing the signal at danger (in paces if measuring tape is not available)
  - (f) Position of running lines at stations.
  - (g) Status (ON/OFF) and availability of railway CUG & personal mobile Phone of the LP & ALP.
  - (h) Status of all the visible parameters of the loco including position of various control/ handles to be recorded.
  - (i) First statement of LP/ALP/Train Manager to be taken immediately.
  - (j) Status of VCD to be recorded.
  - (k) CCTV data if any may also be collected at the earliest.  
Apart from these, the following should also be recorded:
  - (l) If Loco Pilot and Assistant Loco Pilot are required to wear glasses, it should be checked whether they are in possession of and using them.
  - (m) The position of the signal and route on panel / VDU

- (n) Position of Block Instrument, Relay Room, signal levers, knobs, slides, indications, etc.
- (o) Any other points, which they think are required to be noted.

In case of mid-section, the duties of Station Master with regard to (B) above shall devolve upon the Train Manager, who shall hand over the report, thus prepared, duly countersigned by the person in charge of the signal concerned, to the station master, on reaching the station ahead. In case of train running without Train Manager, the duties in mid-section shall devolve upon the Loco Pilot and Assistant Loco Pilot.

A joint report mentioning these observations shall remain in the custody of Station Master, who shall hand it over to the Enquiry Committee.

The record of all activity and event in the signalling system of the station captured in the Data Logger should be extracted and made available to the Enquiry Committee by S&T department. The Locomotive recorded data including speed and time shall be retrieved at the nearest suitable location by a CLI nominated for this purpose.

The C&W supervisor, if available at that station should also be included as witness for recording the particulars. Also, incident should be immediately informed to divisional/HQ control for further information to respective department control.

(C) In addition to the instructions of clause (B) above:

- (i) In case of reception signal passed at danger, the train, after recording the details mentioned under Para (B) (ii) above, shall be received into the station, after duly fulfilling the conditions for reception of a train.
- (ii) In case of a departure signal passed at danger, train after recording the details mentioned under Para (B) (ii) above, shall be pushed back after duly ensuring the correct setting and locking of points, over which the train shall pass.
- (iii) In case of a train not carrying passenger, it shall wait at the station till joint brake power testing by staff including C&W, Operating, Loco / Engineering (in case of track machine). The Loco Pilot and Assistant Loco Pilot shall be booked off and arrangement shall be made for their prompt medical examination, including breathalyzer test.  
Till joint brake power check of train and loco check are made train involved (including loco) should remain under the custody of RPF/SM so as to prevent any mischievous activity.
- (iv) In case of a Passenger train, the Loco Pilot and Assistant Loco Pilot, having perpetrated SPAD, shall be booked off and arrangement shall be made for their prompt medical examination, including breathalyzer test by arranging relief, if the same is readily available at the station of SPAD or by stabling any goods train running in the vicinity in consultation with Power Controller. The train shall be subjected to joint brake power testing at the nearest location, where C&W staff is available.



## CHAPTER VIII

## ACCIDENT RECORD AND RETURNS

**801. Station records:** Every Station Master must maintain a register showing the following particulars in regard to all accidents taking place at his station or reported at his station as per proforma given below.

This register will be in two main parts each divided into two sub-parts as follows—

Part I, Showing all accidents mentioned in Chapter II except classes P/casualties and Q/other incidents—

- (a) taking place at his station, and
- (b) not taking place at his station but reported to him vide Para 304.

Part II, Accidents falling under classes P/Casualties and Q/other incidents.

- (a) Taking place at his station, and;
- (b) not taking place at his station but reported to him vide Para 304.

1	2	3	4	5	6
Date	Time	Class	Brief description of accident	Date & time of issue of accident message/telegram	Date on which accident report submitted
7	8	9	10	11	12
Nature of enquiry held	Date on which enquiry held	Date on which enquiry completed	Cause of the accident	Staff held responsible	Nature of punishment awarded

**802. Divisional record:**—Every Division must maintain an accident register separate for train accidents and yard/other accidents containing the following columns:—

**Accident Register**  
**Particulars of accident**

1	2	3	4	5	6	7	8
S.No.	Date	Time	Site	Brief description	Class	Cause of accident	No. of casualties
9	10	11	12	13	14	15	
Loss of railway property	File No.	Enquiry by	Date on which enquiry held	Date on which enquiry finalized	Date on which accepted by DRM	Responsibility	

**803. Register of Progress of D&AR Cases:** Every Division must maintain a register of progress of D&AR cases containing the following columns:

1	2			3	4	5	6	7
S.No.	Particulars of Accident			File No.	Name and particulars of staff held responsible	Date on which enquiry finalized	Date on which charge-sheet issued	Date on which acknowledgement taken
	Date	Time	Class					
8	9			10		11		12
Officer ordering D&AR enquiry	Officer nominated for D&AR enquiry			Date on which D&AR enquiry held		Date D&AR enquiry completed		Date D&AR enquiry accepted
13		14		15			16	
Date punishment imposed		Date acknowledgement of punishment		Date headquarters advised			Result of appeal and review, if any	

**804. Register showing Cause wise Analysis:** Every Division should maintain a register giving cause wise analysis of train accidents for each calendar month.

**805. Register showing progress of D&AR Cases against Responsible Staff:**

(a) A register showing progress of D&AR cases, against staff of the division held responsible in accident occurring on other Division/Railways, should also be maintained on the same proforma as given in Para 803.

(b) Follow-up action on D & AR cases should cover all accidents and not only those which are reportable to the Railway Board/HQ.

(c) Emphasis by the Divisional/Zonal Officer in following laid down schedule of accident enquiry, D & AR cases and their finalization should be relevant for all type of cases.

(d) Monitoring of adequacy of punishments should be for all types of accidents.

**806. Accident returns:-** The table on the next page details the returns required to be submitted to the Railway Board, the Commissioner of Railway Safety, State Governments, Divisional and extra-Divisional Offices and the General Manager must be adhered to.

**807. Rules for the preparation of accident returns:**

- (i) Accidents to trains shall be accounted for by the Railway, which exercises jurisdiction over the site of accident. Engine failures shall be accounted for by the Railway owning the engines.
- (ii) A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. All other trains will come under the category of other trains.
- (iii) Statistical returns in the prescribed proforma showing cumulative data till the end of the month should be submitted so as to reach Board's Office not later than 7th Day of the next month.
- (iv) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. The accidents, the details of which are not available at the time of forwarding the returns, for any reason, are to be included in the statement with a clear indication that further details would follow.
- (v) Each accident must be shown only once and in the event of an accident falling in more than one category, it should be treated as an accident in the higher category.
- (vi) Derailment or bumping during reversing or shunting operations, etc. on an incoming, outgoing or any other load, including a sectional carriage, etc. shall be deemed to be a 'train accident' only when the train engine or a vehicle still forming part of the train derails or, as a result of bumping, casualty (including injuries or loss to Railway property) takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.
- (vii) Interruption is defined as duration from the time of accident till starting of first commercial train on line clear from adjacent station for movement over the affected line in that section.
- (viii) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amounting to Rupees five thousand (5000/-) and above.
- (ix) Equipment failures shall include all failures irrespective of the date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category.
- (x) Details and Statistics for accident cases falling under unusual incidents, categories 'N', 'P' and 'Q' shall be maintained and provided by Security (RPF) branch.
- (xi) DRM at the Divisional level and the General Manager at the Zonal Headquarters level will ensure correct reporting of accidents to Zonal Headquarters and Railway Board respectively.

**808. Collection, compilation and monthly statement of Accident statistics:**

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

**ACCIDENT RETURNS**

Sr. No.	Particular of return	To be submitted to	Date by which to be submitted to GM(Safety) by the Divisional and Extra Divisional Offices.	Date by which to be submitted by GM(Safety )
1.	Monthly advance intimation by phone of the category wise number of accidents	Rly. Board	—	1 <sup>st</sup> of the following month.
1-A	Fortnightly	Rly. Board	—	16 <sup>th</sup> of every month
1-B	Periodical Statements	Local	1 <sup>st</sup> , 13 <sup>th</sup> and 23 <sup>rd</sup>	-
2.	Statements A.2 showing monthly & cumulative position of pending cases of enquiries, finalization of punishments and punishment imposed	Rly. Board	-	By 3 <sup>rd</sup> of every month by Fax.
3.	Monthly as well as cumulative statement 'A'	Rly. Board	10 <sup>th</sup> of the following month	20 <sup>th</sup> of the following month.
4.	Statement 'B'	Rly. Board	Close of 3 <sup>rd</sup> month to which it relates	A week after 3 <sup>rd</sup> month

5.	Statement 'C' showing analysis of disciplinary action taken against staff held responsible for train accidents	Rly. Board	By the last week of 3 <sup>rd</sup> month	Within one week after 3 months of the close of the quarter to which the statement relates.
6.	Quarterly cumulative statistics of accidents on tables 1 to 7	Rly. Board	25 <sup>th</sup> of the following month	25 <sup>th</sup> of the second month of the following quarter.
7.	Monthly statement showing cases of tampering with track/sabotage.	Rly. Board	5 <sup>th</sup> of the following month	10 <sup>th</sup> of the following month
8.	Monthly statement showing awards to staff for timely action in averting accident.	Rly. Board	5 <sup>th</sup> of the following month	10 <sup>th</sup> of the following month
9.	Quarterly statement showing number of trespassers	CRS	10 <sup>th</sup> of the following month	20 <sup>th</sup> of the following month
10.	Quarterly statement showing details of accidents falling under section-113	CRS	-	-
11.	Monthly brief particulars of accidents	Rly. Board	3 <sup>rd</sup> of every month	5 <sup>th</sup> of every month
12.	Monthly statement of engine failures	Rly. Board	10 <sup>th</sup> of the following month	15 <sup>th</sup> of the following month

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**Appendix - A**  
**Standard Tool and Equipment list for ART**

Sr. No.	Description of item	'A' class ART	'B' class ART	'C' class and SP ART
	<b>I. Generator &amp; Electrical Equipment</b>	<b>II.</b>	<b>III.</b>	<b>IV.</b>
1.	Diesel Generating sets of 15 KVA capacity 230 V *	1 Set	1 Set	-
2.	Generator set Kerosene driven 1.5 KVA 230V	20 Sets	20 Sets	2 Sets
3.	Complete luminiar fitting with 1000 W Halogen lamp and control gear	10 Sets	10 Sets	2 Sets
4.	Complete luminiare fitting with 150 W Metal Halde lamp and control gear	40 Sets	40 Sets	10 Sets
5.	Telescopic stand 2 meter high for mounting luminiare for Halogen/Metal Halde fittings	20 Sets	20 Sets	-
6.	PVC insulated and PVC sheathed 3 core flexible cable 23/0.193 mm 15 m long with 15 weather proof I.C. pin for weather proof I.C. socket	50 Nos.	50 Nos	12 Nos.
7.	PVC insulated and sheathed 3 core flexible cable 23/0.193 mm	1500 Mtrs.	1500 Mtrs.	300 Mtrs
8.	Kerosene oil in 200 litre drums	3 Nos.	3 Nos	3 Nos.
9.	Diesel oil in 200 litre drums	1 No.	1No.	-
10.	Polythene containers 20 ltrs. Capacity for handling kerosene and pouring in to auxiliary tanks of engine	18 Nos.	18 Nos.	4 Nos.
11.	Lubricating oil	40 ltrs	40 ltrs	5 ltrs
12.	Oil measuring can 1 litre capacity	6 Nos.	6 Nos.	1 No.
13.	Insulation tape PVC in rolls of 10 mtrs.	24 Nos.	24 Nos.	6 Nos
14.	Tool set comprising of 254 mm cutting pliers-1 no., screw driver round-300 mm, 150 mm,100 mm-3 nos., knife-1 no., Hammer DP-1 no.	1 set	1 set	1 set
15.	Spanner DE 3 mm to 19 mm in steps of 1.5 mm	1 set	1 set	1 set
16.	Socket spanner with lever 3mm to 19mm	1 set	1 set	1 set
17.	Aluminum telescopic ladder	2 Nos.	2 Nos	-
18.	Earthing rod for earthing OHE**	2Nos.	2Nos	-

19	Portable switch board with water proof sockets each capable of taking 500 watt load (2 sockets of 5 amps and 2 combination sockets of 5/15 amps)	4 sets	4 sets	1 set
20	Drum of fixed stand for main cable	2 Nos.	2 Nos.	-
21	Battery charger 230 V AC/110 V DC, 60 Amp.	2 Nos	2Nos	-
22	100 W gas filled bulbs bayonet type along with holder in wire cage and with handle and hook	6 Nos.	6 Nos.	4 Nos.
23	Telescopic masts 6 metres high	4 Nos.	4Nos.	2 Nos.
<p>Note - * To avoid premature replacement of existing 6 KVA DG set, the existing 6 KVA DG set should only be replaced by 15 KVA DG set when it is due for replacement. All new ARTs shall be equipped with 15 KVA DG set. ** To be provided on electrified section only.</p>				
<b>II. Illumination other than Electrical</b>				
1	Emergency Inflatable Lighting Tower	4	4	-
2	Self ignited gas Patromaxes cap. 02 Kg	12	6	6
3	Flame proof torches	2	1	1
4	Spare mantles for patromaxes	2 Doz	1 Doz	1 Doz.
5	Spare torch bulbs (4.5 V)	10	5	3
6	Digital Rescue Lights	4	2	1
7	Torches (3 dry cell)	15	10	5
8	Dry cell	100	50	25
<b>III. Oxy Cutting Equipment</b>				
1	Cutting torch similar to outgun cutter type S.No.57/11838 with complete set of nozzles 1/16", 5/64", 3/32", 7/64", 1/8" hoses clips and accessories.	2 Sets	2 Sets	-
2	Parallel/straight cutting torch with spare nozzle similar to outgun cutter type 5 No. 57/11838.	1 Set	1 Set	-
3	Pressure gauges Oxygen (Double type)	3	2	-
4	Pressure gauges Acetylene (Double type)	3	2	-
5	Acetylene cylinder 150 Cu. Ft.	3	2	-
6	Oxygen cylinder 150 Cu. Ft.	6	4	-

7	Goggles	2 Pairs	2 Pairs	-
8	Gloves and leg guard- leather	2 Pairs	2 Pairs	-
9	Tool sets for maintenance	1 Set	1 Set	-
10	Spare Gas Hoses, Red and Black	15Mtrs each	-	-
11	Oxy-fuel cutting equipment (under water cutting) complete set (for SP ARTs)	-	-	1 Set
<b>IV. Electrically Operated Cutting and Boring Tools</b>				
1	Portable electrically operated cutting and boring tools for SP ART	-	-	1 Set
<b>V. Hydraulic Re-railing equipment and Hydraulic Rescue Device</b>				
1	Hydraulic Re-railing equipment	1 Set	1 Set	1 Set
2	Spare Power pack for HRE	1	1	1
3	Spare Control table for HRE	1	1	1
4	Hydraulic Rescue device	1 set	-	-
5	Inflatable Air Bags in SP ART	-	-	1 Set
<b>VI. Ropes &amp; Winches</b>				
1	Wire rope 1" dia, length 6 mtrs with loop at one end and hook at other end (For BG ART)	2	-	-
2	Wire rope 1" dia, length 30 mtrs with end loops	2	-	-
3.	Wire rope 2" dia, length 5 mtrs with loops at both ends	2	-	-
4.	Shackle U/Harp type 20 tons capacity (For MG - ART)	2	2	-
5.	Shackle U/Harp type 30 tons capacity (For BG - ART)	4	-	-
6.	Gloves leather (Steel Re-inforced)	30 Pairs	10 Pars	-
Note - Existing Wire ropes should be kept in use till time they require replacement. They should be replaced only with standard wire ropes.				
<b>VII. Wire Ropes and Slings, Crane Accessories</b>				
1	Wire rope sling-double leg 14' long, 20 tons SWL with ring & two hook (For MG -ART)	2 sets	-	-
2	Wire rope sling-double leg 06 mtrs long, 70 tons SWL with ring & two hook (For BG ART)	2 sets	-	-
Note - Existing Wire rope slings should be kept in use till time they require replacement. They should be replaced only with standard wire ropes.				



VIII. Other Mechanical Equipments				
1	Ramps	4	4	2
2.	Trifor	1	1	-
3	Rescue platform for 140 Ton Crane	1	-	-
4	Portable Light Weight Rail trolley	1	1	1
IX. Fitters Tools				
1	Bars Tommy	6	6	2
2	Hammers sledge 14lbs.	2	2	2
3	Hammers ball pen 1 ½” lbs	6	6	4
4	Punch steel of sizes ( 1/8” to ¼”, 3/8”)	6	6	-
5	Hack Saw (12” to 16”) adjustable	2	2	-
6	Test Plate with pressure gauge (Vac. brake / Air brake)	1	1	-
7.	Handle pipes of sorts for sorts levering spanners	2	2	-
8.	Pliers	2	2	-
9	Spanner Box 10mm to 50 mm	1 Set	1 Set	1 Set
10	Spanners double ended 6mm to 50mm	2 Sets	2 Set	2 Set
X. Measuring Instruments				
1	Gauge Rail (spring loaded)	1	1	1
2	Gauge buffer height (C&W)	1	1	1
3.	Gauge Wheel Dia (C&W) (spring loaded)	1	1	1
4	Gauge tyre (C&W)	1	1	1
5	Measuring tape 100 ft. steel (30 meter)	1	1	1
6	Rule steel 2 ft.	1	1	1
7	Filler gauge	1	1	1
8	Calipers outside 6” ( spring loaded)	1	1	1
9	Calipers inside 6” (Spring loaded)	1	1	1
10	Measuring gauge for wheel distance	1	1	1
11.	Breathalyzer	1	1	1
12.	PWI tool Kit	1 set	1 Set	1 Set
13.	Vernier Caliper and screw gauge	1 set	-	-
XI. Wooden Packing				
1.	Wooden Packing 2’0” x 1’0” x 1”	20	20	-
2.	Wooden Packing 2’0” x 1’0” x 2”	20	20	-
3.	Wooden Packing 2’0” x 1’0” x 4”	20	20	-

4.	Wooden Packing 2'0" x 1'0" x 12"	6	6	-
5.	Wooden Packing 6'0" x 1'0" x 12"	12	4	-
6.	Wooden wedges 1" dia	50	50	-
<b>XII Oil &amp; Greases</b>				
1.	Kerosene oil	50Ltrs.	50 Ltrs.	-
2.	Lubricant for wire ropes	5 Kgs.	5 Kgs	-
3.	Petrol for diesel driven HRE	25 ltrs	25 ltrs.	25 ltrs. For SP ART
3.1	Petrol for petrol driven HRE	50 ltrs		
4.	Diesel oil	50 liters	50 liters	-
<b>XIII. C&amp;W Spare Parts</b>				
1.	Coupling hooks (For MG ART)	2	2	2
2.	Coupling screw with shackles and pins(For MG-ART)	6	6	6
3.	Keep wooden (For MG-ART)	14	14	14
4.	Washers for hose pipe 2" (For MG-ART)	12	12	12
5.	Hose pipe 2" complete with clips and Clayton couplers with cage (For MG-ART)	6	6	6
6.	Siphon hose with clips 1"x 18" long (For MG ART)	6	6	6
7.	Axle bearing brasses (For MG-ART)	8	8	8
8.	Sole Plate (For MG-ART)	4	4	4
9.	Emergency draw bar (For MG-ART)	2	2	2
10.	Transition coupling with claws and pins (For BG ART)	2	2	-
11.	Flexible air hose pipe for bogie mounted coaches (For BG ART)	6	6	2
12.	Dummy Plug ½ (For BG ART)	6	6	-
13.	Suspension Link (For BG ART)	4	4	-
14.	Suspension Pin (For BG ART)	2	2	2
15.	Stone (For BG ART)	10	10	10
16.	Axle Retaining Lug (For BG ART)	12	12	2
17.	Angle Cock (For BG ART)	2	2	2
18.	Air hose FP (For BG ART)	10	10	2
19.	Air hose BP(For BG ART)	10	10	2
20.	Isolating coke (For BG ART)	4	4	2

21.	Gauge FP (For BG ART)	2	2	-
22.	Gauge BP (For BG ART)	2	2	-
23.	By pass coupling to make the load single pipe (For BG ART)	2	2	1
24.	Knuckle (For BG ART)	2	2	-
25.	Knuckle pin (For BG ART)	4	4	-
26.	M.U. washer (For BG -ART)	20	20	5
27.	Resetting key (For BG ART)	1	1	1
28.	Teflon tap (For BG ART)	1 set	1 set	-
<b>XIV. General Stores</b>				
1.	Cotton waste	5Kg	5Kg	-
2.	Small Duster	100	50	25
3.	Steel folding chairs	6	6	-
4.	Water proof prefabricated synthetic Tent	1	1	-
5.	Inflatable Tent (For SP ART)	-	-	1
6.	Light weight foldable 20feet ladder Aluminum	2	2	1
7.	Rope manila 1” Dia.	50 Mtrs.	-	-
8.	Wedge iron assorted (for ramps)	4	4	-
9.	Umbrellas hand	6	6	-
10.	Rain coat with hood	50	20	20( for SP ART)
11.	Funnels for oils	1	1	-
12.	Funnels for diesel oils	1	1	-
13.	Oil feeders	2	2	-
14.	Syringe oil (C&W) (For MG — ART)	1	1	1
15.	Lashing chains ½” dia x 15’ length with 2 rings	2	2	1
16.	Lashing chain 5/8” x 10’ length W/O H & R	2	2	1
17.	Lashing Chain 5/8” x 20’ length with H&R	2	2	1
18.	LED Type Lamps hand signal (Tri color)	4	4	4
19.	Flat hand signal Green	4	4	4
20.	Flag hand signal Red	4	4	4
21.	Fog signals (Detonators)	24	24	24

22.	Last vehicle board	2	2	2
23.	Safety matches Box	12	12	12
24.	Stackable plastic chairs	20	20	20
25.	Safety Helmet	BG 50 & MG 36	36	24 (for SP ART)
26.	Pea Caps	BG 50 & MG 36	36	24 (for SP ART)
27.	Arm Bands	BG 50 & MG 36	36	36 (for SP ART)
28.	Gum boot	25	6	-
29.	Rescue Staff uniform (orange colour)	BG 50 & MG 36	36	-
30.	Luminous jackets	BG 50 & MG 36	36	24 (for SP ART)
31.	Wind Sheather	BG 50 & MG 36	36	-
32.	Luminescent barricading tapes	1000 Mtrs	1000 Mtrs	-
<b>XV List of Utensil &amp; Stores (except rations) in Staff Car</b>				
1	Tumblers (stainless steel)	36	36	
2.	Tea spoons (stainless steel)	18	18	
3	Steel Bhagana with cover 16” dia	2	2	
4.	Pressure cooker 10 ltrs	2 Nos	2 Nos	
5.	Kitchen spoon (stainless steel)	5	5	
6.	Knives (cook )8” blade	2	2	
7.	Thallis (brass/steel ) 24” dia	2	2	
8.	Stainless steel thalies 14” dia	36	36	
9.	Katories (stainless steel) 3” dia	72	72	
10.	Tea cups & saucers (Bon china)	12	12	
11.	Steel Bhagana with cover 12” dia	2	2	
12.	Mixer & Grinder	1	1	
13.	Non Stick tawa 10” dia	2	1	
14	Steel Kettle 2 litrs.	1	1	
15.	Steel Kettle 1 litre	1	1	
16.	Jug (stainless steel)	4	3	
17.	Duster (office)	12	12	
18.	Pillows	16	16	
19.	Pillows covers	32	32	

20	Woolen Blanket (superior quality)	BG 60 & MG 40	40	
21.	Bed Sheet white 60"x 90"	BG 100 & MG 50	50	
22	Bath Towels	10	6	
23.	Non stick Frying Pan	2	2	
24.	Toilets Soap	10	10	
25.	Complete tea set (Bone china)	2	1	
26.	Tea Mugs 100 ml	48	36	
27.	Thermal flask 2 ltrs	1	1	
28.	Tea Urns 20 ltrs	1	-	-
29.	LPG stove with double burner	1	1	
30	LPG cylinders	2	2	
31.	Gas lighter	1	1	
32	Tank for drinking water	2	2	
33.	Water camper (10 liters cap)	2	2	
34.	Complete Dinner set for 10 Person	2 set		
35.	Aqua Guard	2	1	
36.	Glass tumbler	24	10	
37.	Steel Buckets 18Ltrs.	4	4	
<b>XVI Fire Fighting Equipments</b>				
1	DCP type fire extinguisher 5 Kg cap	12	6	6
2.	Water Mist fire fighting system	1	1	
<b>XVII. Medical Equipments</b>				
1	First aid box	2	2	
2.	Stretcher	2	2	
<b>XVIII(A) Signalling and Tele -communication Equipments</b>				
1	Inspection Book	1	1	
2 a)	Magneto Telephone	1	1	
2 (b)	Dry cell large 6.1, 1.5 volts each for Magneto phones	12	12	
3.	PVC insulated, PVC Sheathed twin core cable	500 mtrs.	500 mtrs.	
4.	Microphone for cordless PA system	2		
5.	Loud Speaker Horn type 5/10 Watts.	2	2	

6 (a)	Amplifier of minimum 20 watts power output (having interface for cordless microphone ) and operating voltage of 12 V DC	2	2	
(b)	12 Volt Storage Battery for 6(a) along with appropriate Battery Charger	2 Sets	2 Sets	
7.	Megaphones Transistorized (minimum 10 watts each)	3	3	
8.	Portable stand for loudspeaker with adjustable height from 1.5 M to 3 M	2		
9.	Field Service Telephone cable PVC insulated (DS)	4 drums of 500 meters each	4 drums of 500 meters each	
10.	Push Button Auto Telephone with Tone / Pulse switching facility	4	4	
11.	Walkie -Talkie sets (2/5 watts —VHF) with 100% spare batteries	30	30	
(b)	Battery chargers for 11 (a) (two position charger with rapid charging	100%	100%	
12.	Multimeter	1	1	
13.	Extension Boards for power supply (Mains)	4	4	
14	Hand held Torch of 3 cells complete with dry cells	4	4	
15	Jointing kit & material for cables and overhead wires. This is required to be decided by the Railways themselves according to their local needs for different ARTs			
16	Tool Box containing			
(a)	Soldering Iron — 10 W/12 Volts, 10 W/220 V & 65W/220V	1 No. each	1 No. each	
(b)	Long Nose Plier 200mm	1	1	
(c)	Cutter Diagonal 200 mm	1	1	
(d)	Box Spanner 6, 5. 5 & 5 mm	1 No. each	1 No. each	
(e)	Hammer Steel 750 grams	1	1	
(f)	Hammer Wooden	1	1	
(g)	Adjustable Spanner 300 mm	1	1	

(h)	Screw Driver- 200mm	1	1	
(i)	ScrewDriver-250mm	1	1	
(j)	Mains tester (230 Volts)	1	1	
(k)	Electrical insulation Tape 12 mm x 15 meters	1	1	
(l)	Resin Core	500 grams	500 grams	
17.	Tape recorder (Cassette)	2	2	
18.	Control way station equipment DTMF type 2 wire & 4 wire with Amplispeaker telephone and suitable Ni-Cd cells	2	2	
19.	Cellular Phone	4	4	
20.	Satellite phone (SAT phone miniature type) which supports video, audio & text features.	2	2	
21.	FAX machine (Plain paper)	1	-	
22.	Auto Dialing System from Emergency Socket(Only Way Station Emergency Control Telephone)	1	1	
23.	Map showing section of track where communication through cellular phone is possible.	1 set	1 set	
<b>(B) Specific Equipments required for ARTs having beats in non RE area.</b>				
1.	2 Wire portable control phone in a suitable box with dry cells	2 sets	2 sets	
2.	Telescopic pole of minimum 6 meters height with its bracket opening space at least 350 mm	2	2	
3.	Overhead control alignment charts	1 set	1set	
<b>(C) Specific Equipments required for ARTs having beats in RE area</b>				
1	4 Wire Emergency portable control Telephone with dry cells	2 sets	2 sets	
2.	Tapping transformers(1120:1120)	2 Nos each	2 Nos each	
3.	Terminating transformers (1120:470)	2Nos	2Nos	
<b>XIX. (A) Engineering Material tools (BG)</b>				
1.	Rails 52 Kg (13 meter long) with holes at ends for fish bolts	20 Nos		
2.	Insulated ST sleepers pad plated (for use in even track circuited areas)	200 Nos		

3.	52 kg fish plate	20 pairs		
4.	52 kg fish bolts	80 Nos		
5.	60 kg/52 kg & 52 kg/90R combination fish plates	4 sets		
6.	52 kg joggle fish plates	4 sets		
7.	ERC (RDSO T-3701)	500 Nos		
8.	GR Soleplate (RDSO T-3703)	250 Nos		
9.	Metal liner (RDSO T-3738)	100 Nos		
10.	Metal liner (RDSO T-3740)	100 Nos		
11.	Combination metal liner (RDSO T-3741 & T-3742)	100 sets		
12.	GFN liner (RDSO T-3702)	100 Nos		
13.	GFN liner (RDSO T-3706)	100 Nos		
14.	Combination GFN liner (RDSO T-3707 & T-3708)	100 sets		
15.	Hook bolts	50 Nos		
16.	Plate screw T-3911	25 Nos		
17.	Plate screw T-3912	50 Nos		
18.	Plate screw T-3915	25 Nos		
19.	Wooden blocks 500 mm long	10 Nos		
20.	1 in 12 switch for F/S turnouts with fittings (LH=1 set and RH = 1 set)	2 sets		
<b>(B). Engineering Tools and Equipments</b>				
1.	Rail dolly	4 Nos		
2.	Rail cutting machine			
	(i) Hand operated	2		
	(ii) Abrasive Rail Cutter	1		
3.	Rail drilling machine			
	(i) Hand operated	2 Nos		
	(ii) Mechanical	1 no		
4.	Generator	2 Nos		
5.	Hecksaw blades	12 Nos		
6.	Drill bits	3 Nos		
7.	Non infringing lifting jacks, mechanical /hydraulic	4 Nos		
8.	Gas cutting equipment	1 set		
9.	Box spanner suitable for rail/plates screws	2 Nos		



10.	Fish bolts spanner	2 Nos		
11.	Rail tongs	10 Nos		
12.	Crow bar	20 Nos		
13.	Rake iron ballast	10 Nos		
14.	Shovel	10 Nos.		
15.	Iron pan	10 Nos		
16.	Pick axe	10 Nos		
17.	Safety helmet	20 Nos		
18.	Safety jacket	20 Nos		
19.	Rain Coat	20 Nos		
20.	Gloves	20 Nos		
21.	Track measuring equipment set	2 sets		
22.	H.S.Lamp	2 Nos		
23.	H.S.Flag(Green and Red)	2 Nos each		
24.	Banner Flag	2 Nos		
25.	Detonator	12 Nos		
26.	Steel bucket & mug	2 sets		
27.	Umbrella	10 Nos		
28.	Torch rechargeable	2 Nos		
29.	Walkie-Talkie sets	5 sets		
30.	Folding/plastic chairs	4 Nos.		
31.	Central table (Plastic)	1 No		
32.	Consummables	As per need		
33.	Chalk	1Box		
34.	Hammers 7 lb	6 Nos		
35.	Beater with handle	40 Nos		
36.	Jim crow with rod	1 No		
37.	Powrah with handle	5 Nos		
38.	Dip Lorry	1 set		
39.	Tent including kanats, bamboos, ropes, pegs, etc. for covering 150 sqft area approx.	1 set		
<b>XX. Books &amp; Manuals</b>				
1.	Operating manual	1	1	
2.	Telephone Directory (District)	1	1	

3.	Telephone Directory (Railways)	1	1	
4.	Accident Manual	1	1	
5.	G&SR rule book	1	1	
6.	First aid manual	1	1	
7.	Conference rules part III & IV for SSE(C&W).	2	2	
8.	Rules of working of cranes / Manual	1	1	
9.	Working time table	2	2	
10.	Divisional Disaster Management Plan	1	1	
<b>XXI. Records</b>				
1	Accident relief train log book	1	1	
2.	Attendance register	1	1	
3.	Standard Tool & Equipment register	1	1	
4.	Wire rope & chain testing register	1	1	
5.	Test register for equipment	1	1	
6.	Inspection register	1	1	
<b>XXII. Miscellaneous</b>				
1.	Digital Still Camera	1	1	1 (SPART )
2.	Digital Video Camera with flash, other accessories & 5-6 floppy discs.	1	1	1 (SP ART )
3.	Personnel computer (For 140T Crane)	1		
4.	Self Contained Breathing apparatus	4 set		

## Standard Tools and Equipments list for Auxiliary Van of ARME

Sr. No.	Description of item	SCALE 1
1	Generator set Kerosene driven 1.5 KVA 230 V	2
2.	Complete luminaire fitting with 1000 W halogen lamp & control gear	2
3.	Complete luminaire fitting with 150 W Metal Halide lamp and control gear	10
4.	PVC insulated and PVC sheathed 3 core flexible cable 23/0.193 mm 15 m long with 15 weather proof I.C. pin for weather proof IC socket	12
5.	PVC insulated and sheathed 3 core flexible cable 23/0.193 mm	300 mtrs.
6.	Kerosene oil in 200 litre drums	1
7.	Polythene containers 20 ltrs. Capacity for handling kerosene and pouring into auxiliary tanks of engine	4
8.	Lubricating oil	5 ltrs.
9.	Oil measuring can 1 ltrs. capacity	1
10	Insulation tape PVC in rolls of 10 mtrs.	6
11.	Tool set comprising of 254 mm cutting pliers-1 no., screw driver roud-300 mm, 150 mm, 100 mm-3 nos., knife-1 no., Hammer DP-1 no.	1 set
12.	Spanner DE 3 mm to 19 mm in steps of 1.5 mm	1 set
13.	Socket spanner with lever 3 mm to 19 mm	1 set
14.	Portable switch board with water proof sockets each capable of taking 500 watt load ( 2 sockets of 5 amps and 2 combination sockets of 5/15 amps)	1 sets
15.	100 W gas filled bulbs bayonet type alongwith holder in wire cage and with handle and hook.	4
16.	Telescopic masts 6 metres high	2
17.	HSD oil	50 ltrs
18.	Hydraulic Rescue device	1 set
19.	Emergency inflatable lighting Tower	2
20.	Digital Rescue Light	2
21.	Light weight foldable ladder	1
22.	Battery operated window bar cutter	1
23.	Mineral water Bottle (Capacity 20 liters)	10
24.	Water bottle 5 liters	4
25.	Nylon Rope ladder	2
26.	Digital Video Camera with flash and other accessories	1
27	Digital Still Camera with spare memory chip	1

28.	Stackable plastic chair	20
29.	Wrist bands numbered from 01 to 100	100
30.	Luminous jacket duly containing white cross on red back ground	30
31.	Foldable chairs	4
32.	First aid boxes (Augmented type)	2
33.	Battery operated head light	5
34.	Gas Petromax	4 Nos
35.	DPC type fire extinguisher 5 Kg Cap.	4 Nos
36.	Oxy / Acetylene set complete with 4 oxygen and 2 DA Gas Cylinders, regulator and outer gloves and goggles.	1 No.
37.	Hydraulic jacks 30 Tons capacity (pumping unit integral with Jack 11' dross height, 6" lift	2 Nos
38.	Chain Pulley Block 0.5 Tons Cap.	2 Nos
39.	Rope Manila 1" dia.	50 ft.
40.	Rope Manila 1 ½" dia	50 ft.
41.	Tommy Bars 6 Nos	6 Nos
42.	Axes falling	2 Nos
43.	Saw hand 20"	1 No
44.	Hammer Ball Pan 2 ½ lbs.	6 Nos
45.	Pin Punches, 7"x 3/4"	6 Nos
46.	Chisel chipping flat	6 Nos
47.	Wire Chisels	2 Nos
48.	Sledge hammer 7 lbs.	2 Nos
49.	Pick axes 7 lbs	4 Nos
50.	Phowrah (Khodali)	4 Nos
51.	Spanner Set DE 10 mm to 50 mm	2 set
52.	Bucket IG 12"x 11" x 7 lbs	4 Nos
53.	Signal fog	24 Nos
54.	Flags bunting Green	2 Nos
55.	Flags bunting Red	2 Nos
56.	Banner flag 6' x 4'	2 Nos
57.	LED type hand signal lamp tri-color	2 Nos
58.	Torch light 3 cells	4 Nos
59.	LPG gas stove with 02 gas cylinder and lighter	1 set
60.	Steel Kettles large	2 Nos
61.	Tea urns	2 Nos
62.	Disposable cups	300 Nos
63.	Paper dishes (full plate size)	300 Nos

64.	Light weight synthetic Prefabricated water proof tent	1 No
65.	Toilet soap	2 cakes
66.	Soap dish	2 Nos
67.	Folding Table 3'x3'	2 Nos
68.	Kerosene oils	20 ltrs
69.	Tea	1.5 kg.
70.	Coffee	0.5 kg
71.	Condensed milk	5 kg.
72.	Sugar	5 kg.
73.	Biscuits	5 kg.
Records		
74.	ARME log book	1
75.	Attendance Register	1
76.	Equipment Register	1
77.	Equipment testing Register	1
78.	Inspection Register	1

### CONTENTS OF ARME SCALE –I

Sr. No	Items	Quantity	Location
1.	V.Fluids in disposable plastic transfusion bottles a)5% Glucose b)Normal saline c)Plasma expander like low molecular dextran	5 Nos. 5 Nos. 5 Nos.	Operation theatre room in built-in cabinet or shelves, marked "syringes Injections and medicines"
2.	(a) Disposable sterile infusion sets (b) Venflow	12 Nos. 5 Nos	"
3.	Sterile disposable syringes a) 2 ml b) 5 ml c) 10 ml d) 20 ml disposable needles	20 Nos. 10 Nos 10 Nos 10 Nos 50 Nos	"

4.	Inj Pentazocine	50 amps	"
5.	Inj Atropine sulphate .65mg or .6 mg	10 amps	"
6.	Inj Diclofenac sodium 3 ml	50 amps	"
7.	Inj Adrenaline 1: 1000 strength amps	5 amps	"
8.	Inj Buprenorphine	10 Nos	"
9.	Inj Lignocaine hydrochloride without adrenaline 2% vial of 50 ml	5 vials	"
10. 10(a)	Inj Ampicillin 250 mg/vial Amoxycillin	20 vials 100 cap. In strips	
11.	Inj Dopamine 5 ml	10 amps	"
12.	Inj Dexamethasone each vial containing 4 mg	10 vials	"
13.	Inj Diazepam 10 mg	10 amps	"
14.	Inj Pheneramine maleate	6 amps	"
15.	Inj Ranitidine	6 amps	"
16.	Inj Deriphylline	6 amps	"
17.	Nifedipine liquid capsule for sublingual use	6 caps	"
18.	Inj Paracetamol 2 ml I.M.	6 amps	"
19.	Inj Dicyclomine Hcl 2ml I.M.	6 amps	"
20.	Inj Metoclopramide	10 amps	"
21.	Inj Lasix	12 amps	"
22.	Surgical spirit 350 ml in wax stoppered bottle	2 bottles	"
23.	Solution of Iodine 2% 120 ml in stoppered bottle/Povidone Iodine solution	2 Bottles	"
24.	Chloroxylenol or similar antiseptic 120 ml	2 bottles	"
25.	Sterile paraffin tulle 10cmx10 cm or equivalent in tins of 24 pieces	5 tins/packets	"
26.	Lignocaine jelly in tube	1 Nos	"
27.	Redistilled water for inj 10 ml vials	10 vials	"
28.	Paracetamol tablets 0.5 Gm in strip	100 tab	"
29.	Tab Diazepam 5 mg	50 tab in strips	"
30.	Tab Pheneramine maleate	50 in strips	"
31.	Oral rehydration powder	12 pkts	"
32.	Tab Diclofenac sodium	100 tab in strips	

[illegible]

45.	Forceps tongs S.S	1 No	"
46.	Mouth Gag (adult and child size )	1 No each	"
47.	Airways plastic or rubber (child and adult size )	2 each	"
48.	Sponge holder 20 cm long S.S	4 Nos	"
49.	Scissors surgical 12 cm blunt and sharp pointed S.S	3 Nos	"
50.	Forceps dissecting 12 cm toothed S.S	1 No	"
51.	Forceps dissecting 12 cm non toothed S.S	1 No	"
52.	Forceps dressing 12 cm S.S	3 Nos	"
53.	Forceps cheatle S.S	2 Nos	"
54.	Corneal loupe	1 No	"
55.	Tracheostomy set in a case labelled 'sterile', consisting of tracheostomy tube with tapes, one scalpel with blade, one sharp hook, two artery forceps, mosquito silk suture, one blunt hook and double hook retractor, sterile gauze.	1 No	"
56.	Labelled cut-open set sterilized in case consisting of : 1 B.P scalpel with blade No 4, 2 Nos mosquito artery forceps, one fine dissecting forceps, one I.V.Cannula, silk thread ,one needle connected polythene tube gauze.	1 No	"
57.	Eye lid retractor	1 No	"
58.	Eye spud S.S	1 No	"
59.	Eye fixation forceps S.S	1 No	"
60.	Rubber catheter sizes 4,6 & 8	1 No each	"
61.	Foley's catheter universal size	2 Nos	"
62.	Tourniquet Esmarch's(I.R .bandages and card in tin case)	2 Nos	"
63.	Stethoscope binaural	2 Nos	"



64.	Sphygmomanometer	2 Nos	"
65.	Scissors Mayo 7 " straight	1 No	"
66.	Bowls lotion 25 cm,20 cm,16 cm, diameter E.I.	2 Nos each	"
67.	Trays instrument and dressing with cover 30 x 25cm, 25 x 20 cm, 25 x 15 cm all S.S	1 No each	"
68.	Tray kidney size 25 cm and 20 cm,	2 Nos each	"
69.	Brush nail	5 Nos	"
70.	Apron operation plastic	5 Nos	"
71.	Apron operation ,longcloth to be kept in sterile drums	5 Nos	"
72.	O.T. Slippers size 7,8	2 Nos each	"
73.	Face mask disposable	10 Nos	"
74.	Head cap disposable(surgeon)	10 Nos	"
75.	Towels operation surgical 100 x 60 cm in sterile drums	20 Nos	"
76.	Gloves surgical size 6-1/2", 7",7-1/2" sterile disposable assorted size	10 Nos	"
77.	Coats surgeons	5 Nos	"
78.	Towels hands surgeons (in Polythene bag)	10 bags	"
79.	Soap toilet in case- cakes	5 Nos	"
80.	Stopper loosener	1 No	"
81.	Operation table tubular steel with sponge rubber mattress	1 No	in operation theatre room
82.	Shadowless lamps 30 cm dia or angle poise and fixed on side panel	1 No	"
83.	Trolley anesthetic without castor with stand for oxygen cylinder	1 No	"
84.	Oxygen cylinder 1320 Ltr. capacity with key	1 No	"
85.	Inj ketamine hydrochloride	5 Amps	"
86.	Mask Oxygen, polythene(big and small)	1 No each	"

87.	Portable resuscitation kit in a bag containing: a) Automatic resuscitator with provision for positive pressure ventilation, inspiratory, expiratory flow adjustments b) Manual resuscitator (Ambu's Bag) c) Oxygen cylinder(small) ventimask with tubes d) Suction (manual and automatic) e) Intubation set with laryngoscope, endotracheal tubes of all sizes. f) stethoscope, sphygmomanometer, Hammer, Spatula, torch, thermometer. g) I.V.Rod in two (folded) disposable IV set, adhesive plasters, sterilized gauge, bandage scissors, dissecting & tissue forceps, heamo--static forceps, needle holder, disposable syringe & needle, splint.	1 No	"
88	Revolving stool	2 Nos	"
89.	Trolley instrument without castors, with castor and glass top	1 No each	"
90.	Sterilizer instrument portable with two burner spirit stove sizes 30 x 20 x 15 cms and 20 x 10 x 10 cms	1 No	"
91	Gauge cut in assorted sizes and packed in dressing drum 23 x 25 cms sterilized	20 Mtrs	in cupboard or shelf marked 'sterilization' and dressing material
92.	Wool cotton absorbent cut to size and sterilized in drum 23 x 25 cm	2 Kg	"
93.	Wool cotton absorbent packet of 500 Gms	10 pkts	"
94.	Bandage loose woven compressed 7.5 cm wide 4.5 Mtr long	100 Nos	"
95.	Bandage loose woven compressed 10 cm wide and 4 Mtr long	100 Nos	"
96.	Bandage adhesive 7.5 cm wide in sealed tins	2 Nos	"
97.	Bandage triangular 130 x 90 x 90 cm (SJAB)	30 Nos	"
98.	Adhesive plaster 2.5 cm x 5 Mtr adhesive plaster 10 cm x 5 Mtr	3 Nos 3 Nos	" "
99.	Scissors Mayo 7 "	1 No	"
100.	Mackintosh 1 Mtr size.	5 Nos	"
101.	Swab sticks in bundles of 25 wrapped in cloth bag and sterilised in drums	50 Nos	"
102.	Spirit methylated in wax stoppered bottles of 250 ml each.	4 Bottles	"

103.	Readymade plaster of Paris bandage 10 cm & 15 cms sizes in tins.	20 bandages of each size	"
104.	Corrugated rubber drain for operation.	1 sheet	"
105.	Pins safety assorted sizes in packets of 10.	4 sets	"
106.	Thomas splint adult & child size.	2 Nos	store room in -built cupboard cabinet or shelves marked 'splints'etc., primus stove,petromax,kerosene oil.
107.	Splint arm & forearm wooden set of 6.	2 sets	"
108.	Splint thigh wooden list on set of 6.	3 sets	"
109.	Hammer 400 Gms.	1 No	"
110.	Chisel 2.5 cms wide.	1 No	"
111.	Saw 30 cm long.	1 No	"
112.	Clasp knife.	2 Nos	"
113.	Cork screw opener.	1 No	"
114.	Matches safety packet of one dozen boxes.	1 Pkt	"
115.	Torch Eveready 4 cell(compact hand carrying).	10 Nos	"
116.	Bulbs for torches (spare).	5 Nos	"
117.	Water bottle with drinking cup and strap 1 Ltr	. 5 Nos	"
118.	Basin wash hand E.I. 35 cms dia.	5 Nos	"
119.	Buckets plastic 5 Ltr capacity.	5 Nos	"
120.	Jug water E.I. 2 Ltr capacity.	2 Nos	"
121.	Stove primus/LPG stove.	2 Nos	"
122.	Day carrier.	1 No	"
123.	Kerosene oil in 5 Ltr tin.	1 tin	"
124.	L.P.G.Petromax 1.5/ 2 Ltr.	5 Nos	"
125.	Note book with pencil.	5 Nos	"
126.	Memo pad with carbon paper.	5 Nos	"
127.	Book for noting injury particulars, identification, etc.	5 Nos	"
128.	Skin marking pencil.	2 Nos	"
129.	Ground sheet size 200 x 120 cm.	2 Nos	"
130.	Brassards arm with red cross.	50 Nos	"

131.	Haversack each containing the following: a)Roller bandages b)Triangular bandages c)Tab. Paracetamol d)Sterile adhesive strip dressing standard size e)Antiseptic cream(25 Gm) f)Chloramphenicol eye applicaps in plastic box g)Torch (3 cell) h) Arm brassard red cross i) Memo pad with pencil j) Tally cards 10 cm x 7 cm with eyelets & tapes k)Disposable sterilised syringes with needle 2 cc l) Inj Diclofenac sodium m) Safety pins n) Esmarch tourniquet o) Wooden splint set of 6 p) Analgesic aerosol spray q) Analgesic Antiseptic spray	5 Nos 10 Nos 2 Nos 20 in strips 40 Nos 1 tube 10 1 5 Nos 1 12 2 2 amps 10 Nos 1 No 1 set 1 1	Store room in In-built cupboard cabinet or shelves marked 'Haversacks'
132	Sterile adhesive strip dressing standard size box of 150	1 Box	"
133.	Cups feeding E.I.(200 ml)	5 Nos	In built in cupboard, cabinet or shelves marked 'Nursing appliances, bed linen and patient's linen etc'
134	Mug polythene 300 ml capacity	5 Nos	"
135.	Hot water bags I.R. with cover & ice cap	5 Nos	"
136.	Spittoons	5 Nos	"
137.	Bed sheets cotton white 2.1 x 1.5 Mtr	40 Nos	"
138.	Pillow cotton 50 x 20 cms with 2 water proof covers for each pillow	20 Nos	"
139.	Sarees cotton white 5.5 Mtr	10 Nos	"
140.	Lungis cotton white 2 Mtr each	20 Nos	"
141.	Shirts open in front with half sleeves large size	20 Nos	"
142.	Water proof sheeting 1 x 1 Mtr in pieces	20 Nos	"
143.	Sand bags 30 cm x 15 cm	10 Nos	"
144.	Hand punkhas	10 Nos	"

145.	Shrouds long cloth 2.1 Mtr x 1.5 Mtr	40 Nos	"
146.	Backrest wooden	1 No	"
147.	Camps stool folding	2 Nos	in ward compartment strapped to one side.
148.	Camps table folding	2 Nos	"
149.	Blankets woolen/cotton according to climate	50 for B.G 40 for M.G	in ward compartment in tin lined boxes in locker under box seat or stretcher.
150.	Bed pan E.I. slipper shaped	4 Nos	in ward compartment or racks in lavatory.
151.	Urinal male E.I.	4 Nos	"
152.	Urinal female E.I.	2 Nos	"
153.	Milk powder 450 Gms or Milk condensed	2 Tins	in kitchen compartment
154.	Sugar in lever lid tin in 0.5Kg /1 Kg poly pack	2 kgs 4 tins	in built-in cupboard cabinet or shelves etc., marked medical comforts.
155.	Tea in sealed tin of 500 Gms(250 Gms packs 2)	1 tin	"
156.	Coffee(instant) 100 Gms in sealed tins	2 tins	"
157.	Table spoons (Stainless Steel)	5 Nos	"
158.	Tea spoon (Stainless Steel)	10 Nos	"
159.	Tea pot	1 No	"
160.	Tumbler polythene or disposable glass(400 ml capacity)	40 Nos	"
161.	Cork screw	1 No	"
162.	Tin Opener	1 No	"
163.	Bucket with flat cover polythene size 5 Ltr	2 Nos	"
164.	Kettle aluminium size 3 Ltr	1 No	"
165.	Degchi aluminium with cover 20,18,15 & 10 cms dia set of 4	1 set	"
166.	Sterile /mineral water	25 bottles	"
167.	Bucket G.I. 5 Ltr capacity	2 Nos	"
168.	Polythene carbuoys with handle and stopper 18 Ltr capacity(for drinking water)	2 Nos	"

169.	Stretcher folding S.J.A. Pattern (aluminium)	10 Nos	in box fitted to the under frame marked stretcher, umbrella, shelter etc.
170.	Umbrella hand	5 Nos	"
171.	Rain coat plastic with hood (like ladies raincoat)	5 Nos	"
172.	Gum boots standard and large	2 Nos each	"
173.	Breathalyzer	1 No	"
174.	Vials for collection of blood samples for testing alcohol content	5 Nos	"
175.	Dictaphone	1 No	"
176.	Staircase (steel)	2 Nos	"
177.	Shelter as per specification given below: Shelter BIVOUAC 420 cm x 420 cm x 240 cm made of light single fly canvas with the fly extended to the ground on the two sides & open at the two ends. On both sides there should be hoods attached to the top to prevent rain beating in. Tents made of white & Blue fabric complete with bamboo poles without joints, iron pegs hammer and salits	1 No	"
178.	Under water seal	1No.	
179.	Foot operated Suction machine	1 No.	

**PORTABLE MEDICAL KIT FOR ACCIDENTS (POMKA) TO BE TRANSPORTED BY ROAD/RAIL**

Sr. No.	Items	Quantity
1.	One surgical dressing drum (size 10"dia x 5" ht) autoclaved , each containing one kg. of sterilised cotton, 5meters of gauze(cut to different sizes) and 10 roller bandages (7.5cm x 4 mtrs) 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 :	10 Nos.
	(b) Disposable sterile syringes 5 cc with needles :	10 Nos.
6.	Methylated spirit/antiseptic lotion/povidone/iodine :	1 bottle of 250 cc
7.	Chloramphenicol applicaps :	10 in plastic container
8.	Tab paracetamol :	100 tab in strips
9.	Tab Diclofenac sodium :	30 tab in strips
10.	Tab Pheneramine maleate 25 mg.(Avil) :	30 tab in strip
11.	Tab Prochlorperazine 5 mg(Stemetil) :	30 in strips
12.	Tab Dicyclomine Hcl	30 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 (Tab Sorbitrate 10 mg) :	10 in strips
19.	Tab Buprenorphine(Tamagesic) :	12 tablets
20.	Antiseptic cream 25 Gms :	1 tube
21.	Antiseptic Ointment/Antiseptic lotion :	1 tube
22.	Nasal drops :	1 vial
23.	Oral rehydration powder :	4 packets
24.	Inj Pentazocine :	2 amps
25.	Inj Diclofenac sodium 3 ml amps :	10 amps
26.	Inj Pheneramine maleate :	5 amps
27.	Inj Diazepam 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.	Aerosol 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.	Nail Brush :	1 No
45.	Surgical Gloves :	2 pairs
46.	Ryle's tube :	1 No
47.	Toilet Soap:	2 cakes
48.	Arms band with red cross :	10 Nos
49.	Torch of three cells :	2 Nos
50.	Adhesive plaster 2.5 cmx 4.5 mtrs and 10 cmx 5 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 suitcase(size 21") for easy transport

#### DISTRIBUTION OF POMKA

A)	Health unit/Poly clinic :	1 set of Pomka
B)	Sub-divisional hospital :	2 sets of Pomka
C)	Divisional/Zonal hospital :	3 sets of Pomka with the following additional items
Additional items		
Sr. No.	Items	Quantity
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 :	1 set



**CONTENTS OF ARME SCALE-II**

Each ARME Scale II should contain 3 sets of POMKA and the following additional items.

**Additional items for ARME II**

Sr. No.	Items	Quantity
1.	POP Bandages 10cm and 15 cms :	5 each
2.	Mackintosh 1 Mtr x 1 Mtr :	2
3.	Folding stretcher :	2
4.	L.P.G. Based petromax :	2
5.	Spare mantle for petromax :	2
6.	Match box :	1
7.	Tally card 10x 7 cms 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 :	one
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 :	2 Nos

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

**FIRST AID BOX**

Item should be kept in small first aid box. The ones fixed in the station may continue to be of wooden/aluminum. The portable ones in trains should be of aluminum or metal. No change in the pattern.

**CONTENTS:**

1.	Sterile adhesive strip dressing(standard size)	20 Nos
2.	Rubber tourniquet	2 Nos
3.	Roller bandages (7.5 cm x 4 Mtr) gauze	10 Nos
4.	Triangular bandages(130 cm x 90 cm x 90 cm )	4 Nos
5.	Tab Paracetamol	20 in strips
6.	Antiseptic cream 25 Gms	1 tube
7.	Injury card	1 No
8.	Safety pin set of 10	1 set
9.	Tab diazepam	10 tab in strip
10.	Cotton wool	100 gms 1 packet

The aluminum boxes should not be bigger than 22 cms x 18 cm x 10 cm and its weight along with the contents should be about 1.5 Kg and in no case should exceed 2 Kgs.

**FIRST AID BOX FOR RAJDHANI/SHATABDI/SUPERFAST EXPRESS**

Revised list of contents of First Aid Box for Long Distance Vestibule Trains, Rajdhani Express & Shatabdi Express.

Sr.No.	ITEM	Nos.
1.	Band-Aid strips (1.9x7.2 cms)	50
2.	Sterile Absorbent Gauze Pad (7.5x7.5)	15
3.	Sterilized Absorbent Cotton Wool (25 gms)	10
4.	Roller Bandage (7.5 cms x 4 m)	20
5.	Triangular Bandage	5
6.	Adhesive Plaster (2.5x4/5 mars)	2
7.	Splints, Wooden, extensible set of 6	1 set
8.	Pins safety on a card or in a box	20
9.	Scissors Dressing	1
10.	Esmarch Tourniquet (IR. Bandage)	1
11.	Resuscitator Aid Bag (Air-Viva Type)	1
12.	Airway Tubes (Medium & small size)	2
13.	Tab. Paracetamol	30 tabs in strips
14.	Tablets Diclofenac sodium	30 -do-
15.	Tab. Pheniramine Maleate 5 mg	30 -do-
16.	Tab. stemetil 5 mgm	30 -do-
17.	Tab. Dicyclomine Hcl	30 -do-
18.	Tab. Metronidazole+Furozolidone (Dependal-M)	30 -do-
19.	Tab. Antacid	30 -do-
20.	Tab. Salbutamol 4 mgm	30 -do-
21.	Tab. Diazepam 5 mgm	30 -do-
22.	Tab. Metoclopramide HCL	10 -do-
23.	Coronary Vasodilator sub-lingual (Tab Sorbitrate)	10 -do-
24.	Antiseptic Cream 25 gms	1 tube
25.	Antiseptic ointment/Antiseptic lotion	1 tube
26.	Antiseptic Spray Dressing	2 Nos.
27.	Nasal Drops	1 vial
28.	Chloramphenicol Eye applicaps	10 in plastic container
29.	Oral Rehydration Powder	4 pkts
30.	Inj. Metaclopramide HCL 5mg/ml (2ml amp)	2 amps
31.	Inj. Dexamethasone 4 mg/ml	1 vial
32.	Inj. Diclofenac sodium (3ml/amp)	2 amps
33.	Inj. Pentazocine HCL 30 mg/ml	1 amps
34.	(i) 5% Glucose Transfusion disposable bottle plastic	1 No
	(ii) Normal Saline	1 No
35.	Disposable transfusion set	1 Nos.
36.	Disposable syringes 2 cc	2 Nos.
37.	Disposable syringes 5 cc	1 Nos.
38.	Needles size 20	4 Nos.

39.	Needles size 24	4 Nos.
40.	First Aid Box Card for accountal	1 Nos.
41.	Injection Pheniramine Maleate	2 amps
42.	Injection Ranitidine	2 amps
43.	Injection Deriphyline	2 amps
44.	Nifedipine Liquid Capsule for sub-lingual use (Depin)	2 capsules
45.	Injection Diazepam	2 amps
46.	Inj. Paracetamol 2ml-1M	2 amps
47.	Injection Dicyclomine Hcl 2 ml	2 amps
48.	Injection Frusemide	4 amps
49.	Disposable Spirit Swabs	10 Nos.

Note: Medicines, Injections and Transfusion fluid to be used by a qualified person authorised to use the Allopathic Drugs.

#### FIRST AID BOX FOR GANG MEN

It shall be an aluminium or metallic box, which is not likely to be rusted. It should be sturdy. Wooden boxes, wherever used, may be retained till they are fit for use. Their replacement should be by aluminium boxes as and when required.

#### CONTENTS:

Sr.No.	ITEM	Nos.
1.	Gauze roller bandages(7.5 cm x 4 Mtr)	10 Nos
2.	Triangular bandages(130 cm x 90 cm x 90 cm )	4 Nos
3.	Tab Paracetamol	20 in strips
4.	Chloramphenicol eye applicaps	10 in plastic container
5.	Antiseptic cream 25 Gm tube	1 No
6.	Sterile adhesive strip dressing standard size	10 Nos
7.	Sterilised first field dressing in sealed polythene 12 cm x 8 cm	2 Nos
8.	Safety pin set of 10	1 Set

Note: - The following Instructions should be strictly followed:-

- (i) All surgical instruments should be regularly vaserinised.
- (ii) Autoclaving of drums should be done every month and date of last sterilization indicated.
- (iii) All spirit bottles should be stoppered.
- (iv) Hot water bags to be kept slightly inflated.
- (v) All rubber goods to be powdered.
- (vi) Stretchers canvas to be regularly tested (by standing on it).
- (vii) Umbrellas to be regularly tested by opening them.
- (viii) All linen and blankets to have sufficient Naphthaline balls.
- (ix) Availability of vials for collection of blood samples for testing Alcohol content should be ensured.
- (x) Oxygen cylinder should be regularly tested for availability of oxygen.

- (xi) Petromax should be regularly tested.
- (xii) The torch cells should be tested regularly. The plastic cover on torch cells should be removed.
- (xiii) The A.R.M.E. should be regularly cleaned.
- (xiv) All electrical connections in ARME van should be 'ON' and only the mains should be 'off'.
- (xv) The ward of the ARME van should have a door towards the track.
- (xvi) Trial run of ARME and mock drills should be done regularly.

**Maintenance and replacement of ARME equipment.**

- (i) There are many items which are to be kept in sterile drums so that they will be available ready for immediate use. The number of drums required can be decided by the Medical Officer. The drums should be of uniform size of 23 cm diameter and 23 cm height (this is a standard size) so that they can be sterilized in the single drum autoclaves normally available at almost all health units. These items should be re-sterilized every month and the date of last sterilization indicated.
- (ii) All perishable items in the ARME should be replaced during the last quarter of the year and a complete stock taking of all equipments in the ARME should be done. A certificate to the effect that this has been done and that the equipments are according to the scales laid down should be submitted to the CMO before the 31st December every year. To enable this to be checked, the date of replacement should be clearly shown on the packages so replaced. In the case of torch cells, the date of replacement should be entered in pencil at the bottom of each cell. Only leak proof cells should be used in ARME.
- (iii) Stretchers and Blankets - Stretchers should be opened and canvas tested for deterioration once in three months. Blankets should be taken out of their boxes and examined once in six months.
- (iv) Details of replacement:
  - (a) All injectibles and medicines with expiry date should be replaced with fresh hospital stock well in advance of the date of expiry.
  - (b) Torch cells should normally be kept outside the torch. These should be replaced once in six months, or earlier, if they show signs of deterioration. The torches should be tested at each inspection. All Medical Officers have full powers for replacement of any items that become due or any deficiencies that occur on attending at an accident.
  - (c) Bottles containing spirituous preparations like surgical spirit, tincture iodine, etc. should be sealed with candle wax to make them air-tight.
  - (d) Rubber goods should be powdered with French chalk. Hot water bags and ice bags should be kept lightly inflated. All rubber goods should be replaced from fresh hospital stock once a year, including rubber tourniquets when required.
  - (e) Articles of medical comfort such as tea, coffee, milk powder, sugar, etc should be replaced once a year, or earlier if they show signs of deterioration.
  - (f) Injection of Adrenalin showing signs of deterioration such as brown discoloration or deposit should be discarded irrespective of the date of expiry.
  - (g) Glucose solution in bottles and ampoules should be replaced annually earlier if it shows signs of deterioration such as fungus growth, haziness or deposit.

- (v) To protect blankets and other linen from pests, naphthalene balls should be used liberally. A few should be put in between the folds of the blankets.
- (vi) Petromax lanterns, hurricane lanterns and primus stoves should be lit and tested once a quarter.
- (vii) Surgical instruments, which are not made of stainless steel, should be kept smeared lightly with vaseline. Once a year vaseline would be wiped off the instruments, cleaned with rag soaked in kerosene, and fresh vaseline applied.
- (viii) Staff should be properly trained and made conversant with the method of putting up the shelters.
- (ix) Plasma, A.T.S. Antigas, gangrene serum, etc. and any other equipment as well as additional quantities of equipments like blankets, stretchers, dressing materials, etc. which are likely to be needed at the site of accident, should be taken from the Hospital and Health Units in addition to the Standard Accident Relief Medical Equipment.

The SSE (C&W) must personally ensure that the coaches are in good working order on the mechanical side and then certify fitness. The Electrical Official must personally examine and similarly ensure and certify that the electrical portion of the coaches and the electrical equipments in the Auxiliary coach are in good working order.

ADMO must check the medical equipments and shall be responsible for the immediate replacement of articles found unserviceable or deficient. As a practical tip, ADMO is advised to send responsible para-medical personnel about an hour or two in advance of inspection to open and clean the van and keep the equipment ready for check. They will also light up hurricane lamps, petromax lamp and primus stoves.

The SSE (C&W) should ensure that the water tanks are drained and refilled with fresh water once a month.

SSE (Tele) must thoroughly test the portable phone equipment to ensure that this is in good working order and that the wire diagram is up to date. He must also check up the public address equipment where provided.

After each monthly inspection, a report should be submitted by the DMO to the Sr. DMO/MS stating that joint inspection has been carried out and brought to the notice of the Sr. DMO/MS any defects noticed which require remedial action. He will also bring to the notice of the Sr. DMO/MS if the vehicle has not been inspected by any of the officials mentioned above to enable the Sr. DMO/MS to take action at the Divisional level.

Scale-II Equipment will be inspected by DMO and Station Master/Station Supdt. once a month.

The Divisional Medical Officer must inspect the ARME Scale I once in six months and Scale 'II' once in a year and take such action as is found necessary to see that the equipment is up to the standard and in good working order. It is desirable that the inspection of Scale 'I' equipment is done jointly with the D.M.E., D.E.E. and D.S.T.E. During this inspection, a complete stock verification should be done.

**Instructions regarding treatment of minor injuries:** - The equipment contained in First Aid Boxes is only for First Aid and is to be used by those qualified in First Aid. A printed sheet of instructions should be kept inside the First Aid Box for ready reference.

**A scratch or slight wound:-** Treat every scratch or slight wound immediately. Apply antiseptic cream or jelly over the broken surface once. Do not attempt to wash the wound at all. Apply a sterilized dressing. A bandage can be applied over this dressing if necessary. So don't touch the part of the sterilized dressing which is put next to the wound. Blood poisoning or septic infection of a wound is caused by introducing germs into it. A sterilized dressing should, therefore, always be used as it is free from germs. Antiseptic cream or jelly sterilises the wound and makes any dirt harmless. Hands are never free from germs and should never touch the wound or the part of the dressing to be applied to the wound.

**A burn or scald:-** Cover the injured part with a dry sterilized dressing according to size. Do not use any oil or ointment. Do not prick a blister, except under medical advice.

**Foreign body in the eye:-** Instil a drop or two of liquid paraffin in the inner side of the lower lid. The eye can then be covered with a pad (e.g. a clean handkerchief folded), which should be gently bandaged. Seek the advice of a doctor at once. Do not try to remove any particle which cannot be brushed away.

To relieve pain, give analgesic tablet like paracetamol or APC by mouth and another after 2 hours, if necessary.

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**APPENDIX – 'B'**  
**Location and Beats of ARTs (BG)**

Sr. No	ART		Crane capacity in Tones	Availability of		Composition of ARTs	Jurisdiction of ARTs
	Location	Class		HRE	HRD		
1	JP (BG)	A	140 T	Yes	Yes	HRE Van + Crane material van + Tool cum Staff Vans + S&T cum Staff van Generator Van + BRN for rails + BCN for Engg Material + Crane with match truck.	Jaipur -Asalpur Jobner (Excl) (36.78 km) Jaipur –SawaiMadhopur (Excl) (131 km) Jaipur-Bandikui-Alwar- Rewari (Excl.) (225 km) Jaipur – Ringus- Rewari(Excl.) (206 km) Jaipur- Ringus- Sikar- Churu(Excl.) (198 km) Jaipur – Ringus- Sikar – Loharu (Excl.) (232 km) Jaipur-Dausa-Gangapur City (Incl.) (153.25Km)
2	Phulera	A	140 T			HRE Van + Crane material van + Tool cum Staff Vans + S&T cum Staff van Generator Van + BRN for rails + BCN for Engg Material + Crane with match truck.	Phulera-Ajmer-Beawar (Excl) (79.87+52.18=132.05 km) Phulera-Madar-Daurai-Beawar (Excl) (128.41 km) Phulera-Ajmer-Bangurgram-RasBabra (79.87+74.5=154.37 km) Phulera-Madar-Puskar (98.25 km) Phulera-Ajmer-Rupaheli (Incl.) (79.87+77.56=157.43 km) Phulera-Madar-Adarsh Nagar-Rupaheli (153.12 km) Phulera-Ringus (Excl.) (66.73 km) Phulera-Makrana-Degana (Excl.) (108.75 km) Phulera-Makrana-Parvatsar (85.82 km) Phulera-Asalpur Jobner (Incl.) (17.97 km) <b>DFCCIL routes</b> Phulera-New Phulera -New Ateli Jn. – New Rewari (221.47 km) Phulera-New Phulera –Hirmoda (5.67+13.62= 19.29 km) Phulera-New Phulera -New Ateli Jn. –Kathuwas (198.9) Phulera-New Phulera -New Ateli Jn. – CMLK (201.77) Phulera-New Phulera – New Rewari – Kishangarh Balawas (219.76+ 12.18= 233.65 km) Phulera-New Phulera -New Biroliya (Excl.) (287.84) Phulera-New Phulera -New Bangurgram – Bangurgram (122.77+0.55 = 123.32 km) Phulera-New Phulera –New Marwar – Marwar Jn. (218.41+2.34= 220.75 )

3	Udaipur City	A	140 T	Yes	Yes	HRE Van + Crane material van + Tool cum Staff Vans +S&T cum Staff van Generator Van + BRN for rails + BCN for Engg. Material + Crane with match truck.	Udaipur City – Chhitorgarh (Incl.) (115 km) Udaipur City – Mavli Jn.- Nathdwara (43 + 15 = 58 km) Udaipur City –Berach Jn.- Rupaheli (Excl.) (216.96 km) Udaipur City – Mavli – Bari Sadri (124.29 Km) Udaipur City – Himmat Nagar (210 Km)
4	Abu Road	A	140 T	Yes	Yes	HRE Van + Crane material van + Tool cum Staff Vans +S&T cum Staff van Generator Van + BRN for rails + BCN for Engg. Material + Crane with match truck.	Abu Road- Beawer ( Incl.) (253 km) Abu Road – Palanpur (Incl.) ( 52.64 km)  <b>DFCCIL.*</b> ABR- Karjoda – New Palanpur - New Biroliya (Incl.) (48.05+138.11=186.16 km)
5	Lalgarh	A	140 T	Yes	Yes	HRE Van + Crane material van + Tool cum Staff Vans +S&T cum Staff van Generator Van + BRN for rails + BCN for Engg. Material + Crane with match truck.	LGH - Phalodi Jn (Excl.) (158.24 km) LGH - BKN-NGO (Incl) (119.24 km) LGH - SOG (Incl) (177.84 km) LGH - SOG – Suratgarh Thermal Power Siding STPB (178.65 km) LGH - BKN -Ratangarh Jn - Didwana (Excl) (227.53 km) Lalgarh-BKN-Ratangarh Jn - Churu-Sadulpur Jn (Incl) (241.57 km) Lalgarh-BKN-Ratangarh - Sardar Shahar (192.82 km)
6	Jodhpur	A	140 T	Yes	Yes	HRE Van + Crane material van + Tool cum Staff Vans +S&T cum Staff van Generator Van + BRN for rails + BCN for Engg. Material + Crane with match truck.	JU-Luni-Munabao (328 km) Jodhpur-Luni –Marwar Jn. (104 km) Jodhpur -Luni -Samdari– Bhildi (303 km) JU- Jaisalmer (294 km) JU–POK–JSM (300.54 km) JU– PPR – Bilara (89km) JU – Mertaroad – DNA (Incl) (149 km) JU– MTD–NGO(Excl.) (161 km) Jodhpur – Merta Road – Mertacity (119 km) Jodhpur – Merta Road – Didwana (Incl.) (215Km) Jodhpur – Thaiyat Hamira – Sonu (333Km)



Other Railways ART covering NWR Beats							
7	BHATI NDA N.Rly	A	140 T	Yes			BTI(Bathinda)- Suratgarh - Anupgarh (220 KM) BTI-Hisar-Bhiwani (Excl.)(217km) BTI-Hisar- Sadulpur (Excl.)(228 km) BTI-Shri Ganganagar Jn-Sarupsar- Suratgarh (Excl.)(263 KM) BTI-Hanumangarh- Shri Ganganagar Jn (159.14 km) BTI-HMH- Suratpura (266 KM)
8	DELHI Jn. N.Rly.	A	140 T	Yes			Delhi-Rohtak- Bhiwani (Incl.) - Rewari (202 KM) Delhi-Rewari (Incl.) - Sadulpur (Excl.)(233 KM)
9	ADI WR	A	140 T	Yes			Himmat Nagar – Dungarpur (93.29 Km)
10	Gangapur City WCR	B					Gangapur City -Deedwana (51.12 Km)

- Note: 1. All en-route sidings and by passes in the beat defined for main line will be covered by respective ARTs/ARMES
2. BTI (BG) ART with 140 tones crane (NR) to cover up the beat as required by NWR (BKN Div.) and ART JU can be called for BKN Div. in case of emergency.
3. Changes have been made due to:-  
 (a) Commissioning of FL 'A' class ART (DFCCIL) and  
 (b) Covering of DO-GGC section for train operation.

**APPENDIX – 'B-1'**  
**Location and Beats of SPARTs (BG)**

Sr. No	ART		Crane capacity in Tones	Availability of		Composition of ARTs	Jurisdiction of ARTs
	Location	Class		HRE	HRD		
1	Jaipur only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Jaipur-Dausa-Bandikui- Rajgarh (Incl.)(115 km) Jaipur- Sawai Madhopur (Excl.) (131 km) JP-Phulera-Makrana (Excl.)(120 km) Jaipur-Phulera-Ringus (Incl.) (122 km) Jaipur- Ringus- Sikar- Jhunjhunu (Incl.) (174.69 km) Jaipur-Ringus-Bhagega (98 km) Jaipur-Dausa- Deedwana (Excl.) (61.28+42.33 = 103.61 km)
2	HSR only for minor accident	C (SPA RT)	--	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Hisar-Bhiwani (Incl.)(60 km) Hisar- Bhatinda Jn. Excl.(157.28 km) Hisar- Suratpura Jn (65.77 km)
3	JSM only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Jaisalmer – MarwarBithri (Incl.)(153 km) Jaisalmer- ThaiyatHamira-Sonu (79 Km) Jaisalmer – Pokaran (105.77 km)

4	Ajmer only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Ajmer – MarwarJn (Excl.) (140 km) Ajmer – Madar- Daurai – Marwar Jn (Excl.) (146 km) Ajmer-Bangurgram-Ras Babra (75 km) Ajmer – Phulera (Excl.) (80 km) Ajmer - Madar-Adarsh Nagar-Dhuwala (Excl.) (121 km) Ajmer-Puskar (32 km)
5	Merta Road only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Mertaroad – Makrana (89 km) Mertaroad – Makrana- Parvatsar City (109 km) Merta Road – Pipar Road Jn. (57 km) Merta Road- Mertacity (14.5 km) Merta Road- Shri Balaji (Excl.) (92 km) Merta Road- Degana – Didwana (Incl.) (111 km)
6	Rewari only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	RE–Rajgarh (Excl.) (110 km) Rewari – Bhagega (Excl.) (110.73 km) Rewari – Bhiwani Jn.(Excl.) (82.56 km) Rewari-Loharu-Jhununu (Excl.) (92+58= 150Km)
7	Lalgarh only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	LGH - Phalodi Jn (Excl.) (158.24 km) LGH-Nathwana (Incl.) (86.63 km) LGH-Shri Balaji (Incl.) (84.98 km) LGH-Sitalnagar (Excl.) (101.58 km)
8	CHURU only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Churu Jn – Loharu Jn (Excl.) (108 km) Churu Jn – SuratpuraJn- Diplana (Excl.) (152.1 km) Churu-Sikar (Incl.) (91 Km) Churu-Ratangarh- Sitalnagar (Incl.) (43+40 =83Km) Ratangarh-Sardarshahar (43+47=90Km) RatangarhJn – Didwana (Excl.) (43+86=129Km)
9	BARMER only for minor accident	C (SPA RT)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Barmer- Munabao (119 km) Barmer-Samdari (Excl.) (129 km)

10	SURAT GARH only for minor accident	C (SPART)	-	Yes	Yes	Medical Van + HRE van + Auxiliary Van	Suratgarh – Nathwana (Excl.) (91 km) Suratgarh – Anupgarh (78 km) Suratgarh–Hanumangarh (Incl.) (50km) Suratgarh – Sarupsar-Shri Ganganagar (137 km) Suratgarh-Hanumangarh- Shri Ganganagar (116.81 km) Suratgarh-Hanumangarh- Diplana (Excl.) (135 km) Suratgarh-Suratgarh Thermal Power Siding STPB (36.49 km)
<b>Other Railways covering NWR Beats</b>							
11	ADI (WR)	SPART			Yes		ADI-Jagabor (Excl) (148 km)
Note: All en-route sidings and by passes in the beat defined for main line will be covered by respective ARTs/ARMES.							

- Note: 1. 'C' Class ARTs (Tool Vans) and SPARTs (when required as ART) to be called for minor derailments which can be attended with Hydraulic Re-railing Equipment.
2. In view of electrification work JP, BKN & AII division should ensure availability of OHE items and Equipments required in ARTs/ARMES/SPARTs as advised vide letter no.NWR/HQ/Mech/C&W/ART-3 Vol.-I, dtd 28.05.2020
3. HRD stands for Hydraulic Rescue Device.

#### Location and Beats of ARTs (MG)

Sr. No	ART		Crane capacity in Tones	Availability of		Composition of ARTs	Jurisdiction of ARTs
	Location	Class		HRE	HRD		
1	Mavli Jn.	Tool	-	Yes	Yes	HRE van +Medical Van+ Auxiliary Van	Mavli Jn. - Marwar Jn. (152 km)

**Appendix-'C'**  
**Location and Beat of Accident Relief Medical Equipment Scale-I (BG)**

Sr. No	Location	Class	Availability of HRD	Composition of ARMV's	Jurisdiction of ARMV's
1.	Udaipur City	Scale-I	Yes	Medical Van + Auxiliary Van	Udaipur City-Berach Jn (Excl.) (115 km) Mavli Jn. - Nathdwara (43+15=58 km) Mavli-Bari Sadri (82km) Udaipur - Dungarpur- Jagabor (148km)
2.	Jodhpur	Scale-I	Yes	Medical Van + Auxiliary Van	Jodhpur-Luni- Samdari (Incl.) (80 km) Jodhpur-Luni-Samdari-Modran (Incl.) (174 km) Luni - Marwar Jn. - Falna (Excl.) (32+138=170 km) Jodhpur-Marwar Bithri (Excl.) (147 km) JU- Pipar Road Jn- Bilara (47+42 km)
<b>Other Railways ARME covering NWR Beats</b>					
3.	Bathinda (NR)	Scale-I	Yes		Bathinda-Hanumangarh (Excl.) (92 km)
4.	Delhi (NR)	Scale-I	Yes		Rohtak-Bhiwani Jn (Excl.) (70+50 km)
5.	Chittorgarh (WR)	Scale-I	Yes		Chittorgarh- Dhuwala (Incl.) (71 km)
6.	Palanpur (WR)	Scale	Yes		Palanpur-Aburoad- Falna (Incl.) (151 km) Palanpur-Bhildi-Modran(Excl.) (175 km)
7.	Gangapur City (WCR)	ARME	-	-	Gangapur City - Deedwana (Incl.) (51.12 km)

Note: All en-route sidings and by passes in the beat defined for main line will be covered by respective ARTs/ARMEs

Note: 1. Changes have been made due to covering of DO-GGC section for train operation.  
 2. HRD stands for Hydraulic Rescue Device.

**Accident Relief Medical Equipment Scale-II (BG)**

Sr. No.	Division	Location	Class	Doctor Incharge
1.	Ajmer	Beawar	Scale-II	ADMO- Station
		Sojat Road	Scale-II	ADMO MJ
		Mavli Jn	Scale-II	ADMO-MVJ
		Jawai Bandh	Scale-II	ACMS-ABR
		Marwar Jn.	Scale-II	ADMO MJ
		Bhilwara	Scale-II	ADMO-BHL
		Dungarpur	Scale-II	Sr. DMO- UDZ
2.	Bikaner	Bhiwani	Scale-II	ADMO Hissar
		Hissar	Scale-II	ADMO Hissar

		Sirsa	Scale-II	ADMO/HU/Sirsa
		Mahajan	Scale-II	ADMO Suratgarh
		Loharu	Scale-II	ADMO-SDLP
		Sadulpur	Scale-II	ADMO-SDLP
		Ratangarh	Scale-II	ADMO-RTGH
		Nohar	Scale-II	ADMO-HMH
		Shri Ganganagar	Scale-II	ADMO-HMH
		Shri Dungargarh	Scale-II	Sr. ADMO-Bikaner
		Shri Karanpur	Scale-II	ADMO-HMH
3.	Jaipur	Ringus	Scale-II	ADMO-RGS
		Sikar	Scale-II	ADMO-Sikar
4.	Jodhpur	Pipar Road	Scale-II	ADMO/HU/JU
		Luni	Scale-II	ADMO/HU/BGKT
		Raniwara	Scale-II	ADMO/HU/Samdari
		Balotra	Scale-II	ADMO/HU/Samdari
		Jalore	Scale-II	ADMO/HU/Samdari
		Gadra Road	Scale-II	ADMO/HU/Barmer
		Phalodi	Scale-II	ADMO/HU/Phalodi
		Osian	Scale-II	ADMO/HU/Phalodi
		Pokran	Scale-II	ADMO/HU/Phalodi
		Jaisalmer	Scale-II	ADMO/HU/Phalodi
		Nagaur	Scale-II	ADMO/HU/Merta Road
		Degana	Scale-II	ADMO/HU/Degana
		Didwana	Scale-II	ADMO/HU/Degana
		Makrana	Scale-II	ADMO/HU/Degana

#### Location and Beat of Accident Relief Medical Equipment Scale-I (MG)

Sr. No.	ARMV		Availability of HRD	Composition of ARMV's	Jurisdiction of ARMV's
	Location	Class			
1	Mavli Jn.(MG)	Scale-I	Yes	Medical Van + HRE Van+ Auxiliary Van	Mavli Jn. - Marwar Jn. (152 km)

#### Accident Relief Medical Equipment Scale-II (MG)

Sr. No.	Division	Location	Class	Doctor Incharge
1	Ajmer	Kamli Ghat	Scale-II	ADMO-MJ
2	Jaipur		NIL	
3	Bikaner		NIL	
4	Jodhpur		NIL	

**APPENDIX – 'D'**  
**List of Railway Hospitals and Dispensaries**

Station	Whether Hospital or health Unit/ Dispensary	Number of beds provided	Whether X-Ray facilities exist	Designation of the Doctor Incharge
<b>AJMER DIVISION</b>				
Ajmer	Div. Rly. Hospital	186	Yes	CMS
Ajmer Station	Health Unit	-	-	ADMO/DMO/Sr.DMO
Ajmer G.O.	Health Unit	-	-	ADMO/DMO/Sr.DMO
Sojat Road	Lock Up Dispensary	-	-	ADMO/DMO/Sr.DMO
Marwar Jn.	Health Unit	-	-	ADMO/DMO/Sr.DMO
Abu Road	Su-Div. Hospital	12	Yes	MS
Bhilwara	Health Unit	-	-	ADMO/DMO/Sr.DMO
Mavli Jn.	Health Unit	-	-	ADMO/DMO/Sr.DMO
Ranapratap Nagar	Su-Div. Hospital	9	Yes	MS
Udaipur City	Health Unit	-	-	ADMO/DMO/Sr.DMO
ZRTI Uaipur	Health Unit	-	-	ADMO/DMO/Sr.DMO
Dungarpur	Health Unit	-	-	ADMO/DMO/Sr.DMO
Beawar	Lock Up Dispensary	-	-	ADMO/DMO/Sr.DMO
Falna	Lock Up Dispensary	-	-	ADMO/DMO/Sr.DMO
Nasirabad	Lock Up Dispensary	-	-	ADMO/DMO/Sr.DMO
<b>JAIPUR DIVISION</b>				
Pulera	Health Unit	-	-	ADMO/DMO/Sr.DMO
Bandikui	Su-Div. Hospital	10	Yes	MS
Jaipur	Central Hospital	150	Yes	MD
Sikar	Health Unit	-	-	ADMO/DMO/Sr.DMO
Ringas	Health Unit	-	-	ADMO/DMO/Sr.DMO
Alwar	Health Unit	-	-	ADMO/DMO/Sr.DMO
Rewari	Su-Div. Hospital	20	Yes	MS
<b>BIKANER DIVISION</b>				
Lalgarh	Div. Rly. Hospital	100	Yes	CMS
Bikaner	Health Unit	-	-	ADMO/DMO/Sr.DMO
Churu	Health Unit	-	-	ADMO/DMO/Sr.DMO
Hanumangarh	Health Unit	-	-	ADMO/DMO/Sr.DMO
Hissar	Health Unit	-	-	ADMO/DMO/Sr.DMO
Alwar	Health Unit	-	-	ADMO/DMO/Sr.DMO
Ratangarh	Health Unit	-	-	ADMO/DMO/Sr.DMO
Sadulpur	Health Unit	-	-	ADMO/DMO/Sr.DMO
Sirsa	Health Unit	-	-	ADMO/DMO/Sr.DMO
Suratgarh	Health Unit	-	-	ADMO/DMO/Sr.DMO
Sri Ganganagar	Health Unit	-	-	ADMO/DMO/Sr.DMO
<b>JODHPUR DIVISION</b>				
Jodhpur	Div. Rly. Hospital	117	Yes	CMS
Barmer	Health Unit	-	-	ADMO/DMO/Sr.DMO
Degana	Health Unit	-	-	ADMO/DMO/Sr.DMO
Jodhpur H/U	Health Unit	-	-	ADMO/DMO/Sr.DMO
Jodhpur Work Shop	Health Unit	-	-	ADMO/DMO/Sr.DMO
Bhagat ki Kothi	Health Unit	-	-	ADMO/DMO/Sr.DMO
Merta Road	Health Unit	-	-	ADMO/DMO/Sr.DMO
Pholodi	Lock Up Dispensary	-	-	ADMO/DMO/Sr.DMO
Samdari	Health Unit	-	-	ADMO/DMO/Sr.DMO
Jaiselmer	Health Unit	-	-	ADMO/DMO/Sr.DMO

**PROFORMA**

**List of non-railway hospitals or dispensaries including government, municipal, mission, military or private institutions in the neighbourhood**

1	2	3	4	5	6	7	8	9	10	11
Station	Name of the hospital or dispensary	Address	Designation of the doctor incharge	Number of beds for males and females	Whether X-ray Facilities are available	Whether operation theatre exists	Whether requisition for assistance can be sent by telephone (give telephone number), telegram or messenger	Distance of the institution from the station	Mode of transport available	Remarks

Note: any change in the particulars should be entered as and when it takes place and kept up-to-date by the Station Master in reference to Para 405.

**List of Private Medical Practitioners available at or in the vicinity of the station**

1	2	3	4	5	6	7
Station	Name of the medical practitioner	Medical qualifications	Full address and telephone number (clinic and residence)	Whether requisition for assistance can be sent by telephone or messenger	Whether available at short notice during day or night	Remarks

Note:- Any change in the particulars should be entered as and when it takes place and kept up-to-date by the Station Master in reference to Para 405.

**List of Railway Personnel at ..... station, including in the local workshops, loco sheds etc., qualified to render First Aid**

1	2	3	4	5	6
Station	Name	Designation	Address	Rostered hours of duty	Remarks

Note:- Any change in the particulars should be entered as and when it takes place and kept up-to-date by the Station Master in reference to Para 405.

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## APPENDIX - 'E'

## List of Controlling Station Masters and Station Supdt. with their beats

Controlling Station Master/ Station Supdt.	Beats
<b>AJMER DIVISION</b>	
Ajmer	Madar to Mangaliyawas Ajmer to Adarshnagar Madar to Daurai and Adarshnagar (Bye-Pass chord line)
Beawar	Mangaliyawas (Excl.) to Guriya
Sojat Road	Guriya (Excl.) to Dhareshwar
Marwar Jn.	Dhareshwar (Excl.) to Jawali Marwar Jn. to Khambli Ghat
Falna	Jawali (Excl.) to Moribera
Banas	Moribera (Excl.) to Kiwarli
Abu Road	Kiwarli (Excl.) to Palanpur (Excl.)
Nasirabad	Adarshnagar (Excl.) to Bandanawara
Bijainagar	Bandanawara (Excl.) to Raila Road
Bhilwara	Raila Road (Excl.) to Chanderiya (Excl.)
Mavli Jn.	Berach Jn. (Excl.) to Bhimal Mavli Jn. to Khambli Ghat (Excl.) Mavli Jn. to Bari Sadri
Udaipur City	Bhimal (Excl.) to Semari
Dungarpur	Semari (Excl.) to Himmatnagar Jn. (Excl.)
<b>JAIPUR DIVISION</b>	
Kishangarh	Madar (Excl.) to Sali
Phulera	Sali (Excl.) to Asalpur Jobner Phulera to Renwal
Jaipur	Asalpur Jobner(Excl.) to Bassi Jaipur to Chaksu Jaipur to Chomun Samod
Bandikui Jn.	Bassi (Excl.) to Malakhera
Alwar	Malakhera(Excl.) to Khairthal
Rewari Jn.	Khairthal (Excl.) to Rewari Rewari Jn. to Kathuwas
Narnaul	Kathuwas (Excl.) to Dabla
Nim Ka Thana	Dabla (Excl.) to Kanwat
Ringas Jn.	Kanwat (Excl.) to Renwal Chomun Samod (Excl.) to Palsana
Sikar	Palsana (Excl.) to Dundlodmukandgarh Sikar to Churu Jn(Excl.)



Jhunjhunu	Dundlodmukandgarh(Excl.) to Loharu (Excl.)
Banasthali Niwai	Chaksu (Excl.) to Sawai Madhopur Jn. (Excl.)
<b>BIKANER DIVISION</b>	
Bikaner	(i) Bikaner to Sri Dungargarh (Incl.)
Ratangarh	(i) Ratangarh to Sri Dungargarh (Excl.) (ii) Ratangarh to Molisar (Incl.) (iii) Ratangarh to Sadarshahar
Churu	(i) Churu to Molisar (Excl.) (ii) Churu to Dudhwa Khara (Incl.)
Sadulpur	(i) Sadulpur to Rampura Beri (Excl.) (ii) Sadulpur to Dudhwa Khara (Excl.) (iii) Sadulpur to Nohar (Excl.) (iv) Sadulpur to Siwani (Excl.)
Loharu	(i) Loharu to Rewari (Excl.) (ii) Loharu to Rampura Beri (Incl.)
Bhiwani	(i) Bhiwani to Rohtak (Excl.) (ii) Bhiwani to Rewari (Excl.)
Hissar	(i) Hissar to Bhiwani (Excl.) (ii) Hissar to Siwani (Incl.) (iii) Hissar to Mandi Adampur (Incl.)
Sirsa	(i) Sirsa to Bhatinda (Excl.) (ii) Sirsa to Mandi Adampur (Excl.)
Hanumangarh	(i) Hanumangarh to Bhatinda (Excl.) (ii) Hanumangarh to Sadulshahar(Excl.) (iii) Hanumangarh to Pilibangan (Excl.) (iv) Hanumangarh to Nohar (Incl.)
Suratgarh	(i) Suratgarh to Malkisar (Incl.) (ii) Suratgarh to Anupgarh (iii) Suratgarh to Pilibangan (Incl.) (iv) Suratgarh to Sarupsar Jn.(Incl.)
Lalgarh	(i) Lalgarh to Phalodi (Excl.) (ii) Lalgarh to Malkisar (Excl.)
Sri Ganganagar	(i) Sri Ganganagar to Sarupsar Jn.(Excl.) (ii) Sri Ganganagar to Sadulshahar (Incl)
<b>JODHPUR DIVISION</b>	
Jodhpur	(i) Jodhpur to Pipar Road (Incl.) (ii) Pipar Road to Bilara
Gotan	Sathin Road to Merta road (Excl)
Merta Road	(i) Merta Road to Marwar Mundwa (ii) Merta Road to Merta City
Nagaur	Marwar Mundwa to Nokha (Incl.)

Deshnokh	Nokha (Excl) to Bikaner (Excl)
Degana	Merta Road (Excl) to Degana (Incl.)
Makarana	Degana (excl) to Makarana
Nava City	Makarana (Excl) to Phulera (Excl)
Didwana	degana (Excl) to Didwana (Incl)
Sujangarh	Didwana (Excl) to Ratangarh (Excl)
Rai Ka Bagh	Rai Ka Bagh (Incl) to Tinvari (Incl)
Osian	Tinvari (Excl) to Samrau (Incl)
Phalodi	Samrau (excl) to Phalodi (Incl)
Ramdevra	Phalodi (Excl) to Pokran (Excl)
Pokran	Pokran to Sri Bhadariya Lathi (Incl)
Jesalmer	Sri Bhadariya Lathi (Excl) to Jesalmer
Bhagat Ki Kothi	Jodhpur (Excl.) to Luni (Excl)
Luni Jn.	(i) Luni Jn. to Marwar Jn. (Excl.) (ii) Luni to (Excl)
Samdari	(i) Samdari to Dundhara (Incl.) (ii) Samdari to Parlu (Incl.) (iii) Samdari to Bishan Garh (Incl)
Balotra	Parlu (Excl) to Kavas (Incl.).
Barmer	Kavas (Excl) to Jasai (Incl.)
Munabao	Jasai (Excl) to Munabao
Marwar Bhinmal	Bishan Garh (Excl) to Raniwara (Excl)
Raniwara	Raniwara to Bhildi (Excl)

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## APPENDIX –‘F’

## Jurisdiction of Officials of Government Railway Police

Station from	Station to	Railway Police Station	Officer incharge of the section
<b>AJMER DIVISION</b>			
Madar	Adarshnagar	Ajmer	SP Railways Ajmer.
Ajmer	Sendra	Ajmer	SP Railways Ajmer.
Bar	Bhagwanpura	Marwar Jn.	SP Railways Ajmer.
Rani	Abu Road	Abu Road	SP Railways Ajmer.
Abu Road	Maval	Abu Road	SP Railways Ajmer.
Sri Amirgarh	Palanpur	Palanpur	SP Railways Vadodara
Marwar Ranawas	Mavli	Mavli	SP Railways Ajmer
Mavli Jn.	Bari Sadari	Mavli	SP Railways Ajmer
Ghosunda	Umra	Ranapratapnagar	SP Railways Ajmer
Kharwachanda	Jagabor	Dungarpur	SP Railways Ajmer
Lusadiya	Himmatnagar	Himmatnagar	SP Railways Vadodara
Adarshnagar(Excl.)	Bandanwara	Nasirabad	SP Railways Ajmer
Bandanwara(Excl.)	Det	Bhilwara	SP Railways Ajmer
<b>JAIPUR DIVISION</b>			
Ajmer (Excl.)	Gehlota	Ajmer	SP Railways Ajmer
Gehiota	Asalpur Jobner	Phulera	SP Railways Ajmer
Asalpur-Jobner	Bhandana	Jaipur	SP Railways Ajmer
Bhandana	Bandikui	Bandikui	SP Railways Ajmer
Baswa	Harsoli	Alwar	SP Railways Ajmer
Khanpur Ahir	Rewari	Rewari	SP Railways Ambala
Peepleekabas	Nizampur & Kathuwas	Nim Ka Thana	SP Railways Ajmer
Nizampur	Khori	Narnaul	SP Railways Ambala
Sawai Madhopur	Sanganer Jn.	Sawai Madhopur	SP Railways Ajmer
Sanganer	Ringas	Jaipur	SP Railways Ajmer
Ringas(Excl.)	Surajgarh	Sikar	SP Railways Ajmer
Sikar	Bissau	Sikar	SP Railways Ajmer
<b>BIKANER DIVISION</b>			
Bikaner	Malkisar	Bikaner	SP Railways Ajmer
Bikaner	Nokhra	Bikaner	SP Railways Ajmer
Bikaner	Nokha	Bikaner	SP Railways Ajmer
Nokhra	Phalodi	Phalodi	SP Railways Ajmer
Bikaner	Sri Dungargarh	Bikaner	SP Railways Ajmer
Sri Dungargarh	Ratangarh	Ratangarh	SP Railways Ajmer
Ratangarh	Sardarshahr	Ratangarh	SP Railways Ajmer
Ratangarh	Dudhwakhara	Ratangarh	SP Railways Ajmer

Dudhwakhara	Rampuraberi	Sadulpur	SP Railways Ajmer
Sadulpur	Jhumpa	Sadulpur	SP Railways Ajmer
Sadulpur	Talwara Jhil	Sadulpur	SP Railways Ajmer
Talwara Jhil	Hanumangarh	Hanumangarh	SP Railways Ajmer
Hanumangarh	Daban	Hanumangarh	SP Railways Ajmer
Hanumangarh	Malkisar	Hanumangarh	SP Railways Ajmer
Hanumangarh	Sadulshahr	Hanumangarh	SP Railways Ajmer
Hanumangarh	Suratgarh-Sarupsar	Hanumangarh	SP Railways Ajmer
Sadulshahr	Anupgarh	Sri Ganganagar	SP Railways Ajmer
Dhaban	Bathinda	Bathinda	SP Railways Jalandhar
Bathinda	Raman	Bathinda	SP Railways Jalandhar
Raman	Adampur	Sirsa	SP Railways Ambala Cantt
Adampur	Satrod	Hisar	SP Railways Ambala Cantt
Hisar	Jhumpa	Hisar	SP Railways Ajmer
Satrod	Rewari	Bhiwani	SP Railways Ambala Cantt
Rohtak	Bhiwani	Bhiwani	SP Railways Ambala Cantt
<b>JODHPUR DIVISION</b>			
Jodhpur	Jesalmer	Jodhpur	SP Railways Jodhpur
Jodhpur	Kharya Khangar	Jodhpur	SP Railways Jodhpur
Jodhpur	Rajkiawas	Jodhpur	SP Railways Jodhpur
Phalodi	Kanjikiseed	Jodhpur	SP Railways Jodhpur
Kharya Khangar	Kuchaman City	Merta Road	SP Railways Jodhpur
Kuchaman City	Phulera	Phulera	SP Railways Ajmer
Merta Road	Chilo	Merta road	SP Railways Jodhpur
Merta Road	Merta City	Merta Road	SP Railways Jodhpur
Degana	Sujangarh (Excl.)	Merta Road	SP Railways Jodhpur
Luni (Excl.)	Munabao	Barmer	SP Railways Jodhpur
Samdari	Marwar Ratanpur	Barmer	SP Railways Jodhpur
Chilo	Bikaner	Bikaner	SP Railways Bikaner
Sujangarh	Ratangarh	Ratangarh	SP Railways Bikaner
Ratanpur	Jenal	Dhenera	SP Railways Vadodara

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## APPENDIX –‘G’

## Jurisdiction of District Magistrate and Supdt. of Police

Note: Jurisdictions and Headquarters can be changed by State Government any time as such Station Masters and Control Offices etc. should keep up-to-date list in their office.

From Km.	Nearest Station	To Km.	Nearest Station	Head Quarter
<b>Madar-Ajmer-Palanpur (AJMER DIVISION)</b>				
288.37	Madar	363.96	Sendra	Ajmer
363.96	Madar	301.68	Daurai and Adarshnagar (Bye-Pass chord line)	Ajmer
363.96	Sendra	593.03	Nana	Pali
593.03	Nana(Excl.)	612.00	Maval	Sirohi
612.00	Maval	652.25	Palanpur	Palanpur (Banas Kantha)
<b>Marwar- Mavli- Bari Sadari</b>				
15.61	Marwar Ranawas	32.84	Goram Ghat	Pali
32.84	Goram Ghat	136.38	Nathdwara	Raj Samand
164.06	Vallabhnagar	205.54	Kanor	Udaipur
205.54	Kanor	233.66	Bari Sadri	Chittorgarh
<b>Ajmer- Chittaurgarh- Udaipur City-Himmatnagar</b>				
0.00	Ajmer	66.70	Bijainagar	Ajmer
66.70	Bijainagar ( Excl.)	154.00	Hamirgarh	Bhilwara
154.00	Bhilwara ( Excl.)	175.46	Det	Chittaurgarh
9.24	Ghosunda	32.59	Kapasan	Chittaurgarh
32.59	Kapasan (Excl)	111.33	Udaipur City	Udaipur
111.33	Udaipur City	173.39	Jay Samand Road	Udaipur
173.39	Jay Samand Road (Excl)	259.88	Jagabor	Dungarpur
259.88	Jagabor (Excl)	307.74	Viravada	Himmatnagar
<b>Ajmer-Jaipur-Bandikui-Rewari (JAIPUR DIVISION)</b>				
281.26	Ladpura	250/7-8	Gahlota	Ajmer
250/7-8	Gahlota (Excl.)	188/5-1	Jatwara	Jaipur
188/5-1	Jatwara ( Excl.)	118/0	Baswa	Dausa
118/0	Baswa (Excl.)	27/1-2	Ajerka	Alwar
27/1-2	Ajerka	0.00	Rewari	Rewari
<b>Sawai Madhopur – Jaipur</b>				
0.00	Sawai Madhopur	46/5	Siras	Sawai Madhopur
46/5	Siras (Excl.)	79/4	Chanani	Tonk
79/4	Chanani	131/2-3	Jaipur	Jaipur

<b>Jaipur – Ringas – Sikar – Loharu</b>				
131/2-3	Jaipur	179/8	Ringas(Excl.)	Jaipur
179/8	Ringas (Excl.)	263/0	Nawalgarh	Sikar
263/0	Nawalgarh (Excl.)	356/8	Surajgarh	Jhunjhunu
356/8	Surajgarh	360/8	Loharu	Bhiwani
<b>Sikar- Churu</b>				
00/00	Sikar	72/0	Ramgarh Shekhawati	Sikar
72/0	Ramgarh Shekhawati	80/0	Bissau	Jhunjhunu
80/0	Bissau(Excl.)	90/4-5	Churu	Churu
<b>Phulera- Ringas-Rewari (RPC)</b>				
215/2	Phulera	156/7	Kishanmanpura	Jaipur
156/7	Kishanmanpura(Excl.)	73/8	Dabla	Sikar
73/8	Dabla (Excl.)	28/2	Ateli	Mahendragarh (HQ-Narnaul)
28/2	Kathuwas	25/11	Kund	Alwar
25/11	Kund	00/00	Rewari	Rewari
<b>Rewari-Bikaner (BIKANER DIVISION)</b>				
82.48	Rewari	106.88	Dahina Zainabad	Rewari
106.88	Dahina Zainabad	156.58	Satnali	Mahendragarh
156.58	Satnali	185.00	Parvej pur	Bhiwani
185.00	Parvej pur	352.18	Parsneu	Churu
352.18	Parsneu	461.56	Bikaner	Bikaner
<b>Rewari-Bathinda</b>				
00.00	Rewari	27.84	Kosli	Rewari
27.84	Kosli	41.69	Jharli	Jhajjar
41.69	Jharli	109.73	Jitakheri	Bhiwani
109.73	Jitakheri	171.64	Mandi Adampur	Hissar
171.64	Mandi Adampur	188.68	Bhattu	Fatehabad
188.68	Bhattu	257.47	Kalanwali	Sirsa
257.47	Kalanwali	299.89	Bathinda	Bathinda
<b>Bhiwani-Rohtak</b>				
48.00	Bhiwani	00.00	Rohtak	Bhiwani
<b>Hissar-Sadulpur</b>				
00.00	Hissar	18.73	Charaud	Hissar
18.73	Charaud	30.31	Siwani	Bhiwani
30.31	Siwani	70.28	Sadulpur	Churu
<b>Hanumangarh-Sadulpur</b>				
00.00	Hanumangarh	32.54	Talwara Jhil	Hanumangarh
32.54	Talwara Jhil	42.83	Ellenabad	Sirsa
42.83	Ellenabad	132.88	Anupshahr	Hanumangarh

132.88	Anupshahr	178.58	Sadulpur	Churu
<b>Ratangarh-Sardarshahar</b>				
00.00	Ratangarh West	43.12	Sardarshahar	Churu
<b>Bathinda-Bikaner</b>				
00.00	Bathinda	35.74	Mandi Dabwali	Bathinda
35.74	Mandi Dabwali	44.47	Birang Khera	Sirsa
44.47	Birang Khera	55.22	Dhaban	Mukatsar
55.22	Dhaban	133.07	Rangmahal	Hanumangarh
133.07	Rangmahal	189.12	Arjansar	Suratgarh
189.12	Arjansar	323.90	Bikaner	Bikaner
<b>Lalgarh- Phalodi</b>				
00.00	Lalgarh	84.85	Nokhra	Bikaner
84.85	Nokhra	158.15	Phalodi	Jodhpur
<b>Suratgarh- Anupgarh</b>				
00.00	Suratgarh	77.53	Anupgarh	Sri Ganga Nagar
<b>Suratgarh - Hanumangarh (Via CLL)</b>				
00.00	Suratgarh	166.52	Sadulshahr	Sri Ganganagar
166.52	Sadulshahr	204.13	Hanumangarh	Hanumangarh
<b>Biradhwai- Suratgarh Thermal Power Station</b>				
00.00	Biradhwai	14.50	Suratgarh Thermal Power Station	Sri Ganganagar
<b>Bikaner- Merta Road-Merta City (JODHPUR DIVISION)</b>				
461.59	Bikaner	537.60	Chilo	Bikaner
537.60	Chilo(Excl.)	634.28	Merta Road	Nagaur
00.00	Merta Road	14.50	Merta City	Nagaur
<b>Phulera-Merta Road-Jodhpur</b>				
00.00	Phulera	7.55	Sambhar Lake	Jaipur
7.55	Sambhar Lake(Excl.)	541.15	Gotan	Nagaur
541.15	Gotan	624.98	Jodhpur	Jodhpur
<b>Pipar Road- Bilara</b>				
00.00	Pipar Road	41.26	Bilara	Jodhpur
<b>Jodhpur-Fedusar Quarry</b>				
00.00	Jodhpur	11.85	Fedusar Quarry	Jodhpur
<b>Jodhpur- Marwar Jn.</b>				
624.98	Jodhpur	669.49	Rohat	Jodhpur
669.49	Rohat	728.22	Marwar Jn.	Pali
<b>Luni-Samdari-Munabao</b>				
656.51	Luni	682.03	Dundara	Jodhpur
682.03	Dundara	953.02	Munabao	Barmer

<b>Samdari-Bhildi</b>				
00.00	Samdari	40.47	Balwara	Barmer
40.47	Balwara	153.27	Raniwara	Jalore
153.27	Raniwara(Excl.)	223.44	Bhildi	Banas Kantha
<b>Degana-Ratangarh</b>				
476.61	Degana	370.16	Sujangarh	Nagaur
370.16	Sujangarh	324.33	Ratangarh	Churu
<b>Raikabag Palace-Jaisalmer</b>				
622.55	Raikabag Palace	191.35	Pokaran	Jodhpur
191.35	Pokaran	290.46	Jaisalmer	Jaisalmer

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## APPENDIX- ‘H’

## Jurisdiction of Superintendents, Railway Mail Service

Note: Jurisdictions are liable to be changed as such upto date list should be kept by Station Masters and Control Offices etc.

Jurisdiction	Headquarters
AJMER DIVISION	
Madar – Palanpur	RMS ‘J’ Division, Ajmer
Dungarpur – Udaipur	
Chirtaugarh - Ajmer	
Mavli-Udaipur	ST Division, Jodhpur
Phulad-Mavli Jn.	
JAIPUR DIVISION	
Merta Road to Bandikui	SS RMS ‘JP’ Division, Jaipur
Jaipur – Sawai Madhopur	
Ajmer-Ajarka	
Jaipur-Sri Ganganagar	
Jaipur-Bikaner	
Phulera-Nizampur	
Ajarka - Rewari	SSRMS ‘D’ Division, New Delhi
Nizampur - Rewari	
BIKANER DIVISION	
Bikaner –Churu Bikaner- Bathinda Ratangarh- Sardarshahr	Bikaner
Rewari-Bathinda Rewari-Churu	Rewari
Suratgarh- Sri Ganganagar-Hanumangarh Hanumangarh-Churu Suratgarh-Anupgarh	Sri Ganganagar
JODHPUR DIVISION	
Jodhpur Division	Ajmer

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**APPENDIX- 'I'****PARTICULARS OF ACCIDENT TELEGRAM/MESSAGE**

1. Message No.        ...        ...
2. Date and time of Accident ...
3. Site of Accident, i.e., station at which or stations between which accident occurred.
4. Kilometrage of Accident        ...
5. Train involved ...    ...
6. Number of persons killed or injured and their disposal...
7. Probable cause ...
8. Probable duration of block on line...
9. Assistance required . ...

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**APPENDIX - 'J'**  
**NWR**  
**ACCIDENT REPORT FORM**

Department.....

Station.....

Class.....

1. Kilometrage at which the accident occurred and name of the nearest station to the spot.	Kilometrage ..... Station.....
2. Date and time of accident	Date..... Time.....
3. (a) No. and description of train. (b) Name of Loco Pilot (c) Engine No. and class (d) Speed of train (e) State if accident occurred on straight road or curve; on level or on a grade. If on a grade whether it was with or against train. (f) Weather conditions and visibility	
4. Nature and cause of accident (Description of Accident, with sketch)	
5. Number of persons injured..... Nature and extent of their injuries. Particulars of persons (a) Names and address,..... approximate age..... sex..... caste ..... occupation..... No. of tickets held..... station from and to which travelling--- No. and class of carriage in which travelling..... (b) The result of medical examination, caste, sex, approximate age, occupation, ticket no., station from and to, etc., to be given. (c) What became of the injured person? (d) If a railway servant is injured on duty how long on duty at the time of accident, the probable time to resume duty may be stated.	
6. (a) Number of persons killed..... (b) Particulars of persons killed..... (i) Name	

(ii) Sex (iii) Age (iv) Profession (v) Address (vi) Particulars of ticket held (vii) How dead body was disposed off (viii) List of property and how disposed off	
7. (A) Probable cause of accident  (B) In case of damage to Railway property, the estimated cost of damage- (a) Permanent Way (b) Locomotive (c) Rolling-stock (d) Signalling and Interlocking (e) Electric Equipment (f) Property in train or within station limits (g) Other Railway property	Rs..... Rs..... Rs..... Rs..... Rs..... Rs..... Rs.....
8. In case of dead bodies or injured persons discovered on line or within station limits- (a) State in what position body was lying and give details of any apparent injury to the body or other circumstances which may have caused death or injury. (b) Whether passenger, railway servant, trespasser or suicide?	
9. In case of death in trains. (a) Give description of deceased, caste, name, age, sex, whether railway servant, passenger or trespasser, residence, employment or vocation. (b) If passenger, no. and class of tickets. (c) No. of persons in same compartment. (d) No., type and class of carriage. If the death is due to infectious disease, whether carriage was detached and fumigated ? (e) Cause of death (f) List of property belonging to deceased and how disposed of. (g) State what has been done with body, whether made over to the relative, or Police or sent to Civil Hospital or Rly. Hospital. (h) In case of persons injured by open doors or falling out of carriages, say if there was any latrine in carriages. (i) Whether deposition has been taken by Police Station staff.	

<p>10. If persons run over -</p> <p>(a) Did the engine crew see the persons?</p> <p>(b) Was the Loco Pilot's or Assistant Loco Pilot's view at the site of the accident obstructed?</p> <p>(c) Was it daylight or dark at the time?</p> <p>(d) If it was not definitely known by what train the person had been run over, was the running SSE (Loco) at both ends of the engine run asked to examine engines for traces of blood marks or other evidence?</p>	
<p>11. In case of damages to vehicles-</p> <p>(a) Individual No. of vehicles damaged, extent of damage.</p> <p>(b) Position of vehicle or vehicles in relation to engine.</p> <p>(c) How disabled vehicles were disposed of?</p>	
<p>12. In case of obstruction, on line, (cattle run over, etc.)-</p> <p>(a) What was the cause of obstruction?</p> <p>(b) Did it appear wilful or accidental?</p> <p>(c) Is any one suspected?</p> <p>(d) Was the line fenced?</p> <p>(e) If so, the state of the fencing?</p> <p>(f) Was the engine fitted with a cow-catcher or cattle guard?</p> <p>(g) Has the obstruction been removed?</p>	
<p>13. In case of trains parting, broken tyres, wheels, axles, rails, hot axles, fire in trains :</p> <p>(a) Composition of the train, details of load.</p> <p>(b) How far was vehicle from engine, motor coach, number and owning railway?</p> <p>(c) How many vehicles were on the train?</p> <p>(d) Was engine fitted with a spark arrester, if so, pattern?</p> <p>(e) Class/type of fuel.</p> <p>(f) Description of the content of the vehicles</p> <p>(g) What was the cause of the breakage of tyres, wheels axles and rails?</p> <p>(h) Condition of broken metal, how disposed of?</p> <p>(i) In case of persons falling out, or fires, etc., in passenger trains, state, if chain alarm was pulled?</p>	

<p>14. In case of derailments, trains put on a wrong line, collisions or burst points etc.-</p> <p>(a) Number, owning railway, and type of vehicle derailed or damaged and position of vehicle on train.</p> <p>(b) State whether points and signals were properly fastened or set in the right direction, and signals respected, also whether lights were visible, flags properly exhibited, etc.</p> <p>(c) State if points or signals were interlocked.</p>	
<p>15. In case of averted collisions, State –</p> <p>(a) Load of train.</p> <p>(b) Number of vacuum-braked- vehicles.</p> <p>(c) Speed of train when obstruction or danger was observed.</p> <p>(d) Distance from engine to obstruction when latter was first observed.</p> <p>(e) Time and visibility.</p>	
<p>16. In case of engine passing signals at danger.</p> <p>(a) If signals are interlocked?</p> <p>(b) By what length did the loco Pilot pass the signal at danger.</p> <p>(c) If danger signal exhibited and by whom?</p> <p>(d) Was the block section occupied and when did the last train leave?</p>	
<p>17. In case of vehicles blown away from station, state how the vehicles were fastened and how they broke adrift.</p>	
<p>18. Detention to trains affected and further probable detention if no more running is yet resumed.</p>	
<p>19.(a) How long was road blocked and to what extent?</p> <p>(b) If transshipment was necessary, what arrangements were made?</p>	
<p>20. What system of block working is in force and was everything regular? If not, give details.</p>	
<p>21. Measures taken to reestablish traffic.</p>	
<p>22. Time assistance sent for and time arrived.</p>	
<p>23.</p> <p>(a) Station from which assistance arrived.</p> <p>(b) Cause of delay, if any, in getting assistance.</p>	

24. Report by Guard.	
25. Report by Loco Pilot.	
26. In case of serious accident:- (a) Whether R.M.S. authorities advised in case of accident to a train carrying mail?	
(b) Whether legal Government authorities duly advised? (If accident comes with in the purview of section 113 of the Railway Act)	
27. Action taken in regard to staff responsible, name and designation and the department the staff belongs to should be stated.	

No.....

Dated.....

Forwarded to the.....for information.

Signature.....

Station.....

Designation.....

Date.....

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## APPENDIX –‘K’

N.W.R.

OPERATING DEPARTMENT

(1)

## ACCIDENT ENQUIRY REPORT

## Documents Accompanying

Sr. No.	Description	Form No.	No. of Pages
1.	Title Page and particulars		
2.	History and description of site of accident		
3.	Sketch of the scene of the accident		
4.	Findings		
5.	Remarks and reasons for findings		
6.	Note for the information of the administration and its legal advisers in case of litigation arising.		
7.	Evidence of witness		
8.	List of damages		
9.	Certificate of warning (10 to 16 blanks)		
10.	List of persons injured or killed		
11.	Recommendations, if any.		

Sr. No.	Evidence Name	Rank or Designation	Station

.....  
Signature of President



(2)

**OPERATING DEPARTMENT****ACCIDENT ENQUIRY**

Proceedings of the Major Joint/Minor Joint/Departmental Enquiry held at .....on the .....to enquire into the particulars of an accident which occurred at.....hrs on the .....day of .....20.....at km.....at station..... or between .....and .....stations on the .....section on.....Division.

Note: These proceedings are to be type-written clearly and distinctly.

1. No. and description of trains.
2. Nature of accident.
3. No. of persons killed or injured as far as known.
4. Cause of accident as far as known.
5. Detention to trains.

**COMMITTEE**

Sr. No.	Name of Members	Designation/Official Rank	Headquarters
1.	.....President		
2.	.....Member		
3.	.....Member		
4.	.....Member		
5.	.....Member		

**ALSO PRESENT**

--	--	--

.....  
Signature of President

(3)

**OPERATING DEPARTMENT**  
**HISTORY AND DESCRIPTION OF ACCIDENT**

**History**

**Description of Site of Accident**

.....  
Signature of President

(4)

**OPERATING DEPARTMENT**  
**SKETCH OF SCENE OF THE ACCIDENT**

.....  
Signature of President

(5)

**OPERATING DEPARTMENT****FINDING**

We, the undersigned, having carefully considered all the evidence, do find:-

President.....  
(Designation).....

Member.....  
(Designation).....

Date.....

Member.....  
(Designation).....

Member.....  
(Designation).....

Member.....  
(Designation).....

(6)

**OPERATING DEPARTMENT**  
**REMARKS AND REASONS FOR FINDING**

.....

Signature of Members

Signature of President

.....  
.....  
.....  
.....

Date.....

(7)

**OPERATING DEPARTMENT**

Note for the Information of the Administration and its Legal Advisers in case of  
Litigation arising

.....  
Signature of President

(8)

**OPERATING DEPARTMENT****EVIDENCE OF WITNESSES**

Statement                      No.....                      Name.....  
Designation..... Headquarter Station..... Place of  
working..... Date of Birth..... Date of  
Appointment..... Length of Service..... Service  
conduct.....

.....  
Signature of President

(9)

**OPERATING DEPARTMENT****LIST OF DAMAGES**

Department	Short Description of damage	Approximate value of damage Rs.
Permanent way		
Locomotive		
Wagon and carriages		
Signal and Telecom		
Electric		
Other Railway Property		
Grand Total		

.....  
Signature of President



(10)

**OPERATING DEPARTMENT**

Division.....

Station.....

**CERTIFICATE OF WARNING**

Certified that all staff who were witness in this enquiry were warned that the giving of untruthful or false evidence would render them liable to disciplinary action, involving removal from service as laid down in

.....

.....

.....  
Signature of President

(11)

**OPERATING DEPARTMENT****LIST OF PERSONS INJURED OR KILLED**

.....  
Signature of President

(12)

**OPERATING DEPARTMENT**

**Recommendations, if any**

.....  
Signature of President

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## APPENDIX –‘L’

## ACCIDENT LOG

Accident to.....at.....on.....

Sr. No.	Preliminary	
1	Time, date and kilometrage of accident.	
2	Nature of accident.	
3	Weather condition at the time of accident.	
4	Steps taken for protection of train.	
5	Estimated number of passengers in train at the time of accident.	
6	Names of Loco Pilot, Asst. Loco pilot, Guard and number & class of engine.	
7	Whether Guard was in possession of First Aid Box, Tool Box, Field Telephone and Fire Extinguisher.	
8	Whether engine headlights were in working order.	
9	Whether tail-lamps and side-lights were in working order.	
10	Time train left last station and time due at next station.	
11	Action taken by “Control” and Station Master on either side of block section when excessive delay in arrival of the train was noticed.	
12	Time “Control” was informed of accident and by whom.	
13	Station which first received information of accident, source of information and time of receipt.	
14	Time accident telegram/message were issued by Station Master.	
15	In case of sabotage or suspected sabotage, details of broken materials found and other relevant evidence.	
16	Probable cause of accident.	
<b>Relief Arrangements</b>		
17	Nature of assistance asked for in accident telegram/message.	
18	Action taken by Station Master to arrange medical relief.	
19	Action taken by Control to arrange medical relief.	
20	Time at which first qualified medical aid received.	
21	Particulars of non-railway practitioners who rendered medical aid.	
22	Station from where accident chests or other medical aid procured.	
23	Time railway doctors received advice of accident.	
24	Time at which accident wire received at Headquarters stations of relief train/medical van.	
25	Time relief train/medical-van left its Headquarters station.	
26	Time relief train/medical-van arrived at site of accident.	

27	Reasons for any delay in arrival of relief train/medical-van.	
28	Arrangements made for removal of injured persons to hospital.	
	<b>Casualties</b>	
29	Position and condition of coaches from which dead and injured were taken out (sketch to be given where possible).	
30	Number of passengers, killed and injured, respectively.	
31	Particulars of passengers killed:- (i) Name and address (ii) Name and address of next of kin (iii) Particulars of ticket held (iv) How dead body disposed off (v) Details of belongings and luggage and how disposed off (This list must be signed by a responsible police official.)	
32	Particulars of passengers injured :- (i) Name and address (ii) Name and address of next of kin (iii) Particulars of ticket held (iv) Nature of injuries sustained (v) Nature of first-aid rendered (vi) Whether allowed to proceed onward to destination or sent to hospital. In the latter case, give particulars of hospital. (This list must be signed by the doctor having attended injured persons.)	
33	Particulars of railway servants killed and injured. (Separate statements for the killed and injured should be made out on the lines indicated in items 31 and 32).	
34	Estimated cost of damage to – Permanent way Locomotive Rolling stock Signal & Telecom Electric Other railway property	
	<b>Miscellaneous</b>	
35	Time clearing operation completed.	
36	Time track made over to traffic and duration of block.	
37	Particulars of transshipment arrangements made.	
38	Names of civil and police officials who examined the site and time of their arrival.	
39	Names of railway officials who visited the site of accident and the times of their arrival and departure.	
40	Other relevant information.	

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## APPENDIX - ‘M’

### Format for reporting of accidents to Railway Board

(Director/Safety Railway Board’s letter No.2000/Safety (A&R)/3/5 dated 14.03.2006)

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 (Electric/Non Electric)	
8	Type of Route	
9	System of Working	
10	Class of Station, Type of Signalling, Standard of Interlocking	
11	Train particulars	Train No.-      Engine No.-      Load-
12	Brief Particulars	
13	Train Working Condition (Normal/Abnormal) (in brief)	
14	Procedural failure, if any (in brief)	
15	Casualty	<div>Killed</div> <div>Grievously Injured</div> <div>Simple Injured</div>
16	Relief Arrangements	<div>ARME ordered at....hrs., left at....hrs., at site....hrs.</div> <div>ART ordered at....hrs., left at....hrs., at site....hrs.</div> <div>Crane ordered at....hrs., left at....hrs., at site....hrs.</div>
17	Officers visiting site	
18	Restoration	<div>Rerailment completed at....hrs./date, track fit at.... hrs./date</div> <div>OHE fit at.....hrs./date, S&amp;T fit at....hrs./date</div>

19	Time of first train passed on the affected line/lines	
20	Prima Facie Cause	
21	Gate Particulars	(Annexure-A)
22	Loco Pilot Particulars	(Annexure-A)
23	State/District	
24	Other information, if any	
25	Details of FIR lodged	

(Officer reporting the accident)

**Annexure-A****Gate Particulars**

Gate Particulars (Manned/Unmanned)		
Traffic/Engineering Gate- Kms.-	Class-	Gate No.-
Lifting Barrier/ Flap/ Chain =		
TVU=	Year =	
Interlocked or Non-interlocked		
Telephone provided/ not provided		
Normal position of gate	Open to road traffic	Closed to road
traffic		
Road signs =	Speed Breakers =	Whistle Boards =
Type of Road =	Pucca =	Kuccha =
Visibility (in metres) =		
Gradient, if any =		
No. of accident during last two years =		

**Loco Pilot's Particulars**

Name	
Date of Birth	
Family members	
Qualification	
Head Quarter	
Grade	Pay =
Breathalyser Test (Positive = Intoxication) (Negative = without intoxication )	At the time of signing on=      After accident=
Date of Appointment	As -
Promoted as Assistant Loco Pilot	
Promoted as Goods Loco Pilot	
Promoted as Passenger Loco Pilot	
Promoted as Mail/Exp. Loco Pilot	

Date of Medical Examination	Passed	Next Due
With or without Glasses		
Date of Refresher	Passed	Next Due
Safety Camp	Passed	Next Due
Competency	Automatic Section	
	Ghat Section	
Safety Category Grading		
Psycho Test		
Awards/ Punishment		
Nominated Loco Inspector		
Signing On/Off		
Rest availed before duty		
Last trip on the section		
Previous History of accident if any		

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**APPENDIX -‘N’****Medical record of injuries sustained by passengers involved in accidents****Accident Registers.-**

(a) Particulars of injuries sustained by passengers and Railway servants involved in accidents must be entered up as soon as possible in an Accident Register to be maintained on the prescribed form in every Railway hospital and dispensary. Separate sections of the register must be earmarked for railway employees, families of Railway employees and members of the general public.

(b) Entries in the Accident Register must be made as soon as possible after the patient is seen for the first time; any additional information available later must similarly be recorded at the first opportunity.

(c) If a person claims that he is injured but clinical examination shows no sign of injury, an entry to this effect must be made in the Accident Register. The case must, at the same time, be referred, in the case of Railway employees to the Divisional or Assistant Medical Officer, and in the case of others to any suitable non-Railway hospital.

**Special injury case sheets.-**

(a) A day-to-day record of the progress of every injured person attended to in a Railway hospital or dispensary must be maintained in the form of special injury case sheets, which must be numbered in accordance with the serial no. allotted to the patient in the Daily Attendance Register.

(b) Injury case sheets must be preserved for ten years and must not be handed over to the patient.

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## APPENDIX –‘O’

## A. Statutory Investigations into Railway Accident Rules – 1998

## GOVERNMENT OF INDIA

## MINISTRY OF TOURISM &amp; CIVIL AVIATION

## {Part II Section 3 Sub section (i)}

## NOTIFICATION

**G.S.R. 257 & 63** - In exercise of the powers conferred by Section 122 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules, namely:-

1. (1) These rules may be called the Statutory Investigation into Railway Accidents Rules, 1998.

(2) They shall come into force on the date of their publication in the official Gazette.

## 2. Inquiry into a serious accident by the Commissioner of Railway Safety:-

(1) (a) Where the Commissioner of Railway Safety receives notice under Section 113 of the Railways Act, 1989 (24 of 1989), herein after referred to the Act, of the occurrence of an accident which he considers of a sufficiently serious nature to justify such a course, he shall, as soon as may be, notify the Chief Commissioner of Railway Safety, the Railway Board and the Head of the Railway Administration concerned of his intention to hold an inquiry and shall, at the same time, fix and communicate the date, time and place for the enquiry. He shall also issue or cause to be issued a Press Note in this behalf inviting the public to tender evidence at the inquiry and send information relating to the accident to his office address.

(b) While notifying his intention to hold an inquiry as aforesaid, the Commissioner of Railway Safety shall also inform or cause to inform the Chief Secretary of the State, the District Magistrate and the Superintendent of Police of the district concerned.

(2) For the purpose of this rule, every accident to a train carrying passengers which is attended with loss of life of a passenger or passengers in the train or with grievous hurt, as defined in the Indian Penal Code (hereinafter referred to as the grievously hurt) to a passenger or passengers in the train or with serious damage to railway property of a value exceeding two crore rupees and any other accident which in the opinion of the Chief Commissioner of Railway Safety or the Commissioner of Railway Safety requires the holding of an inquiry shall be deemed to be an accident of such a serious nature as to require the holding of an inquiry. These accidents shall be termed as “Serious train accidents”.

(3) However, for any accident, the Chief Commissioner may either hold the inquiry himself or direct any Commissioner of Railway Safety to do so.

**Explanation:-** The inquiry under this rule shall be obligatory only in those cases where the passengers, killed or grievously hurt were travelling in the train carrying passengers. If an accident involving a train carrying passengers leads to loss of life or grievous injury, to any Railway Servant(s) irrespective of whether he was travelling in that passenger train or not, inquiry under this rule shall be obligatory. However, if a person being a railway servant or holding valid pass or ticket or otherwise travelling outside the Rolling Stock of a passenger train (such as on foot-board or roof or buffers but excluding the inside of vestibules between coaches) is killed or grievously hurt, or is run over at a level crossing or elsewhere on the Railway track, an inquiry under this rule shall not be obligatory. Similarly, if in a collision between a road vehicle and a passenger train at a level crossing, no passenger in the train is killed or grievously hurt, it shall not be obligatory to hold an inquiry. For the purpose of this rule, Workmen’s trains or Ballast trains or Material trains or Accident Relief trains or Tower wagons or such other trains carrying Workmen or Cattle specials/Military special carrying authorised escorts or similar such trains shall also be treated as passenger trains and in the event of a workman or escort being killed or

grievously hurt as a result of an accident to the train, an inquiry under this rule shall be obligatory.

(4) When an accident requiring the holding of an inquiry occurs at a station where the jurisdictions of two or more commissioners of Railway Safety meet, the duty of complying with this rule shall devolve on the Commissioner of Railway Safety within whose jurisdiction the railway working such station lies. At other such locations where the issue cannot be resolved then it shall be finalised by the Chief Commissioner of Railway Safety.

(5)(a) If, for any reason, the concerned Commissioner of Railway Safety is unable to hold an inquiry at an early date after the occurrence of such an accident, he shall intimate by the fastest means of communication without any delay to the Chief Commissioner of Railway Safety of the reasons why the inquiry cannot be held by him. The Chief Commissioner may choose to conduct the inquiry himself or direct any other commissioner to take up the inquiry or decide to let the inquiry be conducted by the Railway Administration. The concerned commissioner shall thereafter notify the Railway Administration and the Railway Board accordingly.

(b) On receipt of the proceedings of the joint inquiry (inquiry made by a Committee of railway officers) from the Head of the Railway Administration in accordance with rule 15 of Railway (Notices of and inquiries into Accidents) Rules, 1998, the Commissioner of Railway Safety shall scrutinise the same, and in case he agrees with the findings of the joint inquiry, shall forward a copy of the report to the Chief Commissioner of Railway Safety alongwith his views on the findings and recommendations made. In case the Commissioner feels, he may direct the Railway Administration either to conduct inquiry de-novo or re-examine specific issues and submit revised findings. On the other hand the Commissioner of Railway Safety, after examination of the joint inquiry proceedings, considers that an inquiry should be held by himself, he shall, as soon as possible, notify the Chief Commissioner of Railway Safety, the Railway Board, and the Head of the Railway Administration concerned, of his intention to hold an inquiry and he shall at the same time fix, and communicate the date, time and place for the inquiry.

(6)(a) Where having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into the accident under the Commission of Inquiry Act 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, the Commissioner of Railway Safety to whom notice of the accident has been given shall not hold his inquiry and where he has already commenced his inquiry he shall not proceed further with it and shall hand over the evidence, records or other documents in his possession, relating to the inquiry, to such authority as may be specified by the Central Government in this behalf.

(b) If, as a result of the police investigation a regular case is lodged in a Criminal Court by the police or arising out of the accident, a case is lodged in a Civil Court by interested person (s), the Commissioner shall finalise his report and circulate the same as per rule 4, as a strictly confidential document.

**3. Commissioner of Railway Safety to submit a brief preliminary Narrative Report: -**

Where a Commissioner of Railway Safety has held an inquiry in respect of any of the accidents described in sub-rule (2) of rule 2 he shall submit a brief preliminary narrative report to the Chief Commissioner of Railway Safety and the Railway Board simultaneously. In case Chief Commissioner of Railway Safety has held an inquiry in terms of rules 2(3) and 2(5) he shall submit the brief preliminary narrative report to the Railway Board. The report shall be factual and shall not contain any reference to persons implicated.

#### **4. Commissioner of Railway Safety to submit a report: -**

- (1) Whenever the Commissioner of Railway Safety has made an inquiry under rule 2, he shall submit a confidential report in writing to the Chief Commissioner of Railway Safety and shall forward copies of the report to-
  - (i) The Railway Board,
  - (ii) The Railway Administration of all the Zonal Railway
  - (iii) In the case of a Railway under the control of a State Government or Local Administration to such Government or Administration if the accident has occurred in that Railway;
  - (iv) Other Commissioner of Railway Safety;
  - (v) The Director, Intelligence Bureau, Ministry of Home Affairs, Government of India if the Commissioner of Railway Safety finds that the accident was caused by sabotage or train wrecking.
- (2) In case the inquiry has been held by the Chief Commissioner of Railway Safety he shall forward his report to the authorities mentioned in (i) to (v) of sub rule (1) of this rule.

**5. Publication of Reports :-** Recommendations in regard to the publication of reports shall be made by the Chief Commissioner of Railway Safety and Railway Board (Ministry of Railways) informed accordingly. In case the Railway Board has reservations on the recommendations of the Chief Commissioner, the matter shall be finally decided by the Central Government (Ministry of Civil Aviation).

**6. District Magistrate or his representative to attend the inquiry conducted by Commissioner of Railway Safety:-** Where no Magisterial inquiry is being made under clause (a) or (b) of rule 17 of the Railway (Notices of and Inquiries into Accidents) Rules, 1998, the District Magistrate shall, as far as possible, attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.

**7. District Superintendent of Police or his representative:-** The District Superintendent of Police shall, as far as possible, also attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.

**8. Commissioner of Railway Safety to assist the Magistrate of the Commission of Inquiry, etc. in clarifying technical matters:-** The Commissioner of Railway Safety, as far as possible, assist any Magistrate making a judicial inquiry or an inquiry under rule 17 of the Railway (Notices of and Inquiries into Accident) Rules, 1998 or a Commission of Inquiry appointed under the Commission of Inquiry Act 1952 (60 of 1952) or any other authority appointed by the Central Government to which all or any of the provisions of the said Act have been made applicable, whenever he may be called upon to do so for the purpose of clarification of any technical matters.

**9. Powers of the Commissioner of Railway Safety :-** Nothing in these rules shall, except to the extent provided in sub-rule (6) of rule 2, be deemed to limit or otherwise affect the exercise of any of the powers conferred on Commissioner of Railway Safety by section 7 and 8 of the Act, 1989.

#### **10. Repeal and Saving:-**

- (1) The “Statutory Investigation into Railway Accident Rules 1973”, published with notification of Government of India in the Ministry of Tourism & Civil Aviation No. 22, dated 2-6-73, part-II, section 3 are hereby repealed.

- (2) Notwithstanding such repeal, anything done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions of these rules.

**B. Railway Notices of and Inquiries into Accidents Rules – 1998**

**Part-II, Section-3, Sub Section (i)**

**Ministry of Railways, (Railway Board)**

**NOTIFICATION**

**G.S.R. 577 (E)** - In exercise of the powers conferred by Section 122 of the Railways Act 1989 (24 of 1989), the Central Government hereby makes the following rules, namely:

**1. Short Title and Commencement:-**

- (1) These rules may be called the Railway (Notices of and Inquiries into Accidents) Amendment Rules, 2019.
- (2) They shall come into force on the date of their publication in the Official Gazette.

**2. Particulars to be given in the notices** - The notices mentioned in section 113 of the Railways Act, 1989 (24 of 1989), (hereinafter referred to as the Act), shall contain the following particulars namely:-

- (i) Kilometrage, or station or both, at which the accident occurred;
- (ii) Time and date of the accident;
- (iii) Number and description of the train; or trains;
- (iv) Nature of the accident;
- (v) Number of people killed or injured, as far as is known;
- (vi) Cause of the accident, as far as is known; and
- (vii) Probable detention to traffic.

**3. Responsibility for sending notices, to whom to be sent and mode thereof:-** Whenever any accident, as falls under section 113 of the Act, (hereinafter referred to as “Reportable train accident”) occurs in the course of working a railway, the station master nearest to the place at which the accident has occurred, or where there is no station master, the railway servant in-charge of the section of the railway on which the accident has occurred or any other station master incharge of a section of a railway to whom the report of the accident is made, shall give notice of the accident by telegraph to the Commissioner of Railway Safety, the District Magistrate and the District superintendent of police of the district in which the accident has occurred or such other Magistrate or police officer as may be appointed in this behalf by the State Government concerned and by telegraph, telephone or through special messenger or such other quick means as may be available, to the Superintendent of Railway Police and to the officer in charge of the police station within the local limits of which the accident has occurred.

Explanation - For the purpose of this rule, "Reportable Train Accident" under section 113 of the Act also include those usually attended with loss of human life (such as accidents to passenger trains involving collisions, derailments, train wrecking, or attempted train wrecking, cases of running over obstructions placed on the line, or passengers falling out of trains or of fires in trains), or grievous hurt as defined in the Indian Penal Code (here in after referred to as the grievous hurt, or serious damage to railway property of the value exceeding twenty five lakh rupees which have not actually occurred but which by the nature of the accident might reasonably have been expected to occur, and also cases of landslides or of breach by rain or flood which cause the interruption of any important through-line of communication for at least 24 hours.

4. **Mode of sending notices to the State Government:-** The notice of accidents, required under Section 113 of the Act, to be sent without delay by the Railway Administration, shall be sent to the State Government.

(a) By telegram in the case of –

- (i) Accidents deemed, under the Explanation to Rule 3, to be serious by reason of loss of human life;
- (ii) Accidents by reason of which the permanent way is likely to be blocked for more than twenty four hours; and
- (iii) Train-wrecking or attempted train-wrecking; and

(b) By letter in all other cases.

5. **Railway Servants to report accidents:-** Every railway servant shall report, with as little delay as possible, every accident occurring in the course of working the railway which may come to his notice and such report shall be made to the nearest Station Master, or, where there is no Station Master, to the railway servant in charge of the section of the railway on which the accident has occurred.

6. (a) **Station Master or Railway Servant in-charge of the section to report accidents:-**The Station Master, or the railway servant in-charge of the section, shall report all accidents in accordance with the rules laid down by the railway administration concerned for the reporting of accidents.

- (b) **Responsibility of ensuring correct reporting of Accidents:-** The responsibility of ensuring correct reporting of Accidents shall be of the Divisional Railway Manager (DRM) at Divisional level and the General Manager (GM) at Zonal level.

## 7. Railway Administration to report serious accidents:-

- (1) Whenever a serious accident, as defined in sub rule (2) of rule 2 of the Statutory Investigation into Railway Accidents Rules 1998, occurs, the railway administration concerned shall, as soon after the accident as possible, by telegraph, supply to the press such particulars as are mentioned in rule 2 and as are till then available, and by supplementary telegrams, if necessary, immediately after further information is available. A copy shall be sent simultaneously by Express telegram to the Railway Board, the Commissioner of Railway Safety of the circle concerned and the Chief Commissioner of Railway Safety. In addition, the Commissioner of Railway Safety shall be informed, telephonically, of any serious accident, by the control of the Division in which the accident has occurred.
- (2) For the purpose of sub-rule (1), an accident shall be a serious Railway accident where:-
  - (i) Accident to a train carrying passenger which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to Railway property of the value exceeding Rs. 25,00,000 and any other accident which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway Safety requires the holding of an inquiry by the Commissioner of Railway Safety, shall be deemed to be a serious accident. A workman's train or a ballast train or a material or an Accident Relief Train or a tower wagon or such other train carrying workmen, or cattle special/Military special carrying authorised escorts or similar such train shall be treated as a passenger train.
  - (ii) An accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant irrespective of whether he was travelling in that passenger train or not, it shall come under the purview of inquiry by the Commissioner of Railway Safety and shall be treated as a 'Serious Railway Accident'.

Provided that –

- (a) cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness, and
- (b) cases involving persons being Railway servant or holding valid passes/tickets or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board or roof or buffer but excluding the inside of vestibules between coaches, or run over at a Level Crossing or elsewhere on the Railway track by a passenger train, and

- (c) collision between a Road Vehicle and a passenger train at a Level crossing where no passenger or Railway Servant is killed or grievously hurt shall not be treated as a 'Serious Railway Accident', even if those travelling in the road vehicle are killed or grievously hurt shall not be treated as serious railway accident, unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

**8. Facility for reaching the site of the accident:-** Whenever any accident has occurred in the course of working a railway, the Head of the Railway Administration concerned shall give all reasonable aid to the District Magistrate or the Magistrate appointed or deputed under rule 17 or to the Commission of Inquiry appointed under the Commissions of Inquiry Act, 1952 (60 of 1952) or any other authority to whom all or any of the provisions of the said Act have been made applicable, and to the Commissioner of Railway Safety, Medical Officers, the Police and others concerned to enable them to reach the scene of the accident promptly, and shall also assist those authorities in making inquiries and in obtaining evidence as to the cause of the accident.

**9. Medical aid to the Persons grievously hurt in accidents:-** Whenever any accident, occurring in the course of working a railway, has been attended with grievous hurt, it shall be the duty of the Head of the Railway Administration concerned to afford medical aid to the sufferers, and to see that they are properly and carefully attended to till they are removed to their homes or handed over to the care of their relatives or friends. In any such cases, or in any case in which any loss of human life or grievous hurt has occurred, the nearest available local Medical Officer shall be sent for if such Medical Officer is nearer at hand than the Railway Medical Officer.

**9A (1)** The reports containing the names and addresses of the injured victims or persons deceased shall be dispatched to the Principal Bench of the Railway Claims Tribunal. Wherever the names of next of kin of the deceased passengers are known, the said information shall also be furnished to the Principal Bench of the Railway Claims Tribunals.

**(2) Legal Aid to Claimants or victims of accidents:-** It shall be the duty of the Railway Administration to forward the names of the injured victims or the persons who died in a railway accident to the Principal Bench of the Railway Claims Tribunal for rendering appropriate legal aid for obtaining compensation in the manner provided under the Railway Claims Tribunal Act and to that end, wherever information is available, the names of the next of kin shall also be furnished to the Principal Bench of the Railway Claims Tribunal.



**10. Arranging attendance of Railway servants at the place of judicial inquiries or inquiries conducted by Commissioner of Railway Safety or a Magistrate.-** When an inquiry under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998, or under rule 17 of these rules, or a judicial inquiry is being made, the Head of the Railway Administration concerned shall arrange for the attendance as long as may be necessary, at the place of inquiry, of all railway servants whose evidence is likely to be required at such inquiry, and if the inquiry is to be held by the Commissioner of Railway Safety under rule 2 of the Statutory Investigation into Railway Accidents Rules 1998, the Head of the Railway Administration concerned shall:-

- (a) cause notice of the date, hour and place at which the inquiry will begin, to be given to the officers mentioned in clauses (a) and (c) of sub-rule (1) of rule 14, and
- (b) arrange for the attendance of the divisional officers, railway servants required as witness at the inquiry.

**11. Action to be taken by Head of the Railway Administration on receipt of the report of Commissioner of Railway Safety:-** Whenever the Head of the Railway Administration concerned received a copy of the report of the Commissioner of Railway Safety under rule 4 of the Statutory Investigation into Railway Accidents Rules, 1998, he shall at once acknowledge its receipt, and-

- (a) submit his remarks, on the views expressed in the Report, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety immediately on receipt of the Report by the Railway Administration and if he is not able to submit his remarks immediately he shall in his acknowledgement of the report indicate his intention to submit his remarks later as early as possible.
- (b) if the Head of the Railway Administration concerned agrees with the views expressed in the Report and considers the prosecution of any person or persons desirable, he shall immediately forward a statement of such persons to the District Magistrate of the district in which the accident occurred, or to such other officer as the State Government may appoint in this behalf and to the concerned Police Authorities.
- (c) in case the District Magistrate or Police Authorities require copies of the Report, it may be sent to them and the confidentiality of the report should be made clear to the District Magistrate, Police Authorities, and the Police Authorities shall, as soon as possible, intimate the Head of the Railway Administration concerned about their decision regarding launching any prosecution.

**12. Head of the Railway Administration to offer remarks on the suggestions made in the report of Commissioner of Railway Safety:-**

Whenever the report of the Commissioner of Railway Safety points to the necessity for or suggests a change in any of the rules or in the system of working of the railway, the Head of the Railway Administration concerned shall, intimate the action which has been taken, or which it proposes to take, to prevent a recurrence of similar accidents, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety.

**13. Joint inquiry when dispensed with-**

- (1) Whenever a reportable train accident, such as is described in section 113 of the Act, has occurred in the course of working a railway, the Head of the Railway Administration concerned shall cause an inquiry to be promptly made by a Committee of Railway Officers (to be called a "Joint inquiry") for a thorough investigation of the causes which led to the accident.

Provided that such an inquiry may be dispensed with-

- (a) If any inquiry is to be held by the Commissioner of Railway Safety under rule 2 of the Statutory investigation into Railway Accidents Rules 1998, or a Commission appointed under the Commissions of Inquiry Act 1952, (60 of 1952), or any other authority appointed by the Central Government to which all or any of the provisions of the said Commission of Inquiry Act have been made applicable under rule 2 of the said 'Statutory Investigation into Railway Accidents Rules', 1998 or,
  - (b) If there is no reasonable doubt as to the cause of the Accident; or
  - (c) If any Department of the Railway Administration concerned intimates that it accepts all responsibility in the matter.
- (2) Where such inquiry is dispensed with under clause (b) or clause (c) of the provision to sub-rule (1), it shall be the duty of the Head of the Department of the Railway Administration responsible for the accident to make such inquiry (to be called a "Departmental Inquiry") as he may consider necessary and, if his staff or the system of working is at fault, to adopt or suggest such measures

as he may consider necessary for preventing a recurrence of similar accidents.

**14. Notice of Joint Inquiry:-**

- (1) Whenever a joint inquiry is to be made, the Head of the Railway Administration concerned shall cause notice of the date and hour at which the inquiry will commence, to be given to the following officers, namely:
  - (a) the District Magistrate of the district in which the accident occurred or such other officer as the State Government may appoint in this behalf, the Superintendent of the Railway Police and the District Superintendent of Police.
  - (b) the Commissioner of Railway Safety for the section of the Railway on which the accident occurred, and
  - (c) the Head of the Railway Police having jurisdiction at the place where the accident occurred or, if there are no Railway Police, the Officer-in-Charge of the Police Station having jurisdiction at such place.
- (2) The date and hour at which the inquiry will commence shall be fixed so as to give the officers mentioned in sub-rule (1) sufficient time to reach the place where the inquiry is to be held.
- (3) When a joint inquiry is held into an accident after receipt of information about the inability of the Commissioner of Railway Safety to hold an inquiry, under sub-rule (5) of rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998, the Head of the Railway Administration concerned shall issue a Press Note in this behalf inviting the public to tender evidence at the inquiry or send information relating to the accident to the Joint Inquiry Committee at an address specified in the Press Note.

**15. Report of the Joint Inquiry or Departmental Inquiry to be sent to the Head of the Railway Administration and action to be taken thereon:-**

- (1) As soon as any joint inquiry or Departmental inquiry has been completed, the President of the Committee of Railway Officers or the Head of the Department, as the case may be, shall send to the Head of the Railway Administration concerned a report containing inter alia-
  - (a) brief description of the accident;
  - (b) description of the locality of the accident;
  - (c) detailed statement of the evidence taken;
  - (d) the conclusions arrived at together with a note of dissent, if any;
  - (e) reasons for conclusions arrived at;
  - (f) the nature and extent of the damage done;
  - (g) when necessary, a sketch illustrative of the accident;
  - (h) the number of railway servants killed or injured;
  - (i) the number of passengers killed or injured;
  - (j) an Appendix containing extracts of the rules violated by the staff responsible for the accident.
- (2) The Head of the Railway Administration concerned shall forward, with his remarks as to the action that is intended to be taken in regard to the staff responsible for the accident or for the revision of the rules or the system of working, a copy of the report referred to in sub-rule (1)-
  - (a) to the Commissioner of Railway Safety for the section of the railway on which the accident occurred;

- (b) if no inquiry or investigation has been made under rule 17 or if a joint or departmental inquiry has been held first, to the District Magistrate or the Officer appointed under clause (a) of sub-rule (1) of rule 14, and
  - (c) if any judicial inquiry is being made, to the Magistrate making such inquiry.
- (3) The copy of the report aforesaid shall be accompanied-
- (a) in the case referred to in clause (b) of sub-rule (2), by a statement of the persons involved in the accident whose prosecution the Head of the Railway Administration concerned considers to be desirable;
  - (b) in the case referred to in clause (c) of sub-rule (2), by a copy of the evidence taken at the inquiry.

**16. Reports of Inquiries into accidents not covered by section 113 to be forwarded to Commissioner of Railway Safety:-**

- (1) Whenever any accident, not of the nature specified in section 113 of the Act, such as averted collisions, breaches of block rules or other technical accidents, occurs in the course of working a railway, the Railway Administration concerned may cause an inquiry, either a joint inquiry or a departmental inquiry, to be held into the accident.
- (2) Where an inquiry is held as provided under sub-rule (1), the Head of the Railway Administration concerned shall forward a copy of the report of the inquiry to the Commissioner of Railway Safety for the section of the Railway on which the accident occurred.

**17. Magisterial Inquiry:** - Whenever an accident, such as is described in section 113 of the Act, has occurred in the course of working a railway, the District Magistrate or any other Magistrate who may be appointed in this behalf by the State Government may, either-

- (a) Himself make an inquiry into the causes which led to the accident; or
- (b) Depute a subordinate Magistrate, who if possible, should be a Magistrate of the first class, to make such an inquiry; or
- (c) Direct investigation into the causes which led to the accident, to be made by the Police;

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, a Magistrate or a Police Officer shall not make his inquiry or investigation under this rule and, where he has already commenced the inquiry or investigation, shall not proceed further with it; and such Magistrate or Police Officer shall hand over the evidence, records or other documents in his possession relating to the inquiry or investigation to such authority as may be specified by the Central Government in this behalf.

**18. Notice of Magisterial Inquiry:-** Whenever it is decided to make an inquiry under clause (a) or clause (b) of rule 17, the District Magistrate or other Magistrate appointed as aforesaid or the Magistrate deputed under clause (b) of rule 17 as the case may be, shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by telegraph, of the date and hour at which the inquiry will commence so as to enable the Railway Administration to summon the requisite expert evidence, and thereafter, he shall proceed to the scene of the accident and conduct the inquiry.

**19. Judicial Inquiry:-** A Magistrate, making an inquiry under rule 17, may summon

any railway servant, and any other persons whose presence he may think necessary, and after taking the evidence and completing the inquiry shall, if he considers that there are sufficient grounds for holding a judicial inquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident.

**20. The result of magisterial Inquiry to be communicated to the Head of the Railway Administration:-** The result of every inquiry or investigation made under rule 17 shall be communicated by the Magistrate who has held such an inquiry or investigation, to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety.

**21. Procedure for summoning railway servants to assist the Magistrate holding judicial inquiry:-**

- (1) If, in the course of any judicial inquiry into an accident occurring in the course of working a railway, the Magistrate holding such inquiry desires the assistance of the Commissioner of Railway Safety or Head of the Railway Administration concerned, he shall issue a requisition to the Chief Commissioner of Railway Safety or the Railway Board, for the presence of the Commissioner of Railway Safety or the Head of the Railway Administration, stating at the same time the nature of the assistance required, and if the assistance of any Railway Officer is required the Magistrate shall issue a requisition to the Head of the Railway Administration for his attendance in the court.
- (2) The requisition referred to in sub-section (1) shall state the nature of the assistance required. In summoning railway officials, the Magistrate shall take care not to summon on the same day so large a number of the employees, especially of one class, as to cause inconvenience to the working of the railway. In the case of serious accidents the Magistrate may obtain reports from the Commissioner of Railway Safety and the Head of the Railway Administration concerned in regard to the accident, before finally concluding the judicial inquiry.

**22. Communication of the decision of judicial inquiry to the Railway Administration, Commissioner of Railway Safety and the State Government:-** On the conclusion of the judicial inquiry, the Magistrate shall send a copy of his decision to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety, and shall, unless in any case he thinks it unnecessary to do so, report the result of the inquiry to the State Government.

**23. Police investigation: -** When to be dispensed with report on loss of life, grievous hurt, or damage to Railway property-

- (1) The Railway police may make an investigation into the causes which led to any accident occurring in the course of working a railway and shall do so whenever.
  - (a) Any such accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding Rs.2,00,00,000 or has prima facie been due to any criminal act or omission; or
  - (b) The District Magistrate or the Magistrate appointed under rule 17, has given a direction under clause (c) of that rule.

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and that purpose has made all or any of the provisions of the said Act applicable to that authority, or where a magisterial inquiry is

being held under rule clause (a) or clause (b) of rule 17, the Railway Police shall not make an investigation under this rule, and, where they have already commenced their investigation, shall not proceed further with it, and shall hand over the records or other documents in their possession relating to the investigation to such authority as may be specified by the Central Government in this behalf.

- (2) The Railway Police shall report, with as little delay as possible to the nearest Station Master, or where there is no Station Master, to the railway servant in-charge of the section of the railway, on which the accident has occurred, every accident which may come to their notice occurring in the course of working a railway attended with loss of human life, or with grievous hurt or with serious damage to railway property of the value exceeding two crore rupees or which has prima-facie been due to any criminal act or omission.

**24. Status of Police Officer investigating the accident:-**

- (1) Whenever an investigation is to be made by the Railway Police:-
  - (a) In a case in which an accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding two crore rupees; or
  - (b) In pursuance of a direction given under clause (c) of rule 17, the investigation shall be conducted by the head of the Railway Police of the area in which the accident has occurred, or if that officer is unable to conduct the investigation himself, by an officer to be deputed by him.
- (2) The officer deputed under sub-rule (1) shall ordinarily be the senior officer available, and shall whenever possible be a Gazetted Officer, and shall in no case be of a rank lower than that of an Inspector.

Provided that the investigation may be carried out by an Officer-in-Charge of a Police Station-

- (i) In a case such as is referred to in clause (a) of sub-rule (1), if no loss of life or grievous hurt has been caused to more persons than one or no damage to railway property of value exceeding two crore rupees has been caused or there is no reason to suspect that any servant of the railway has been guilty of neglect of any rule relating to the working of the railway; or
- (ii) In the case referred to in clause (b) of sub-rule (1), if the District Magistrate so directs.

**25. Notice of Police investigation:-** The Officer who is to conduct an investigation in pursuance of rule 24 shall at once inform the Head of the Railway Administration concerned and Divisional Railway Manager by telegraph of the date and hour at which the investigation will commence so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the Officer making the investigation, and thereafter, he shall proceed without delay to the scene of the accident and conduct the investigation there; so, however, that the absence of a railway official shall not, be allowed to delay the investigation which shall be conducted as soon as possible after the accident has taken place.

**26. (1) Assistance by the District Police:-** In every case to which rule 24 applies, immediate information shall be given by the Railway Police of the area to the District Police, who, if so required, shall afford all necessary assistance and shall, if occasion arises, carry the investigation beyond the limits of the railway premises. But the Railway Police of the area shall primarily be responsible for carrying on the investigation within such limits.

(2) Subject to the provisions of these rules, the further prosecution of the case, on the conclusion of the Police investigation, shall rest with the Railway Police.

**27. Communication of the result of Police investigation:-** The result of every Police investigation shall be reported at once to the District Magistrate or other officer appointed in this behalf by the State Government, to the Head of the Railway Administration concerned or other officer appointed by him, and to the Commissioner of Railway Safety.

**28. District Police to discharge duties of Railway Police:-** Where there is no Railway police in the area, the duties imposed by rules 23, 24 and 25, sub-rule (2) of rule 26, and rule 27, on the Railway Police of the area, or on the head of such Railway Police, shall be discharged by the District Police or by the District Superintendent of Police, as the case may be.

**29. Repeal and saving:-** (1) The Railway (Notices of and Inquiries into accidents) Rules, 1973, are hereby repealed.

(2) Notwithstanding such repeal, anything done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions of these rules.

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**APPENDIX – ‘P’****Extract from the Railway Act, 1989****ACCIDENT****Notice of Railway Accident.**

**Section 113.** (1) Where, in the course of working a Railway:-

- (a) Any accident attended with loss of any human life, or with grievous hurt, as defined in the Indian Penal Code (45 of 1860), or with such serious damage to property as may be prescribed; or
- (b) Any collision between trains of which one is a train carrying passengers; or
- (c) The derailment of any train carrying passengers, or of any part of such train; or
- (d) Any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property; or
- (e) Any accident of any other description which the Central Government may notify in this behalf in the Official Gazette,

occurs, the Station Master of the station nearest to the place at which the accident occurs or where there is no Station Master, the railway servant incharge of the section of the Railway on which the accident occurs, shall, without delay, give notice of the accident to the District Magistrate and Superintendent of Police, within whose jurisdiction the accident occurs, the Officer-in-Charge of the Police Station within the local limits of which the accident occurs and to such other Magistrate or Police Officer as may be appointed in this behalf by the Central Government.

(2) The Railway Administration within whose jurisdiction the accident occurs, as also the Railway Administration to whom the train involved in the accident belongs, shall without delay, give notice of the accident to the State Government and the Commissioner having jurisdiction over the place of the accident.

**Inquiry by Commissioner.**

**Section 114.** (1) On the receipt of a notice under section 113 of the occurrence of an accident to a train carrying passengers resulting in loss of human life or grievous hurt causing total or partial disablement of permanent nature to a passenger or serious damage to Railway property, the Commissioner shall, as soon as may be, notify the Railway Administration in whose jurisdiction the accident occurred of his intention to hold an inquiry into the causes that led to the accident and shall at the same time fix and communicate the date, time and place of inquiry.

Provided that it shall be open to the Commissioner to hold an inquiry into any other accident, which in his opinion, requires the holding of such an inquiry.



(2) If for any reason, the Commissioner is not able to hold an inquiry as soon as may be after the occurrence of the accident, he shall notify the Railway Administration accordingly.

**Inquiry by Railway Administration.**

**Section 115.** Where no inquiry is held by the Commissioner under sub-section (1) of section 114 or where the Commissioner has informed the Railway Administration under sub-section (2) of that section that he is not able to hold an inquiry, the Railway Administration within whose jurisdiction the accident occurs, shall cause an inquiry to be made in accordance with the prescribed procedure.

**Powers of Commissioner in relation to inquiries.**

**Section 116.** (1) For the purpose of conducting an inquiry under this Chapter into the causes of any accident on a railway, the Commissioner shall, in addition to the powers specified in Section 7, have the powers as are vested in a civil court while trying a suit under the Code of Civil Procedure, 1908(5 of 1908), in respect of the following matters, namely :-

- (a) Summoning and enforcing the attendance of persons and examining them on oath;
- (b) Requiring the discovery and production of documents;
- (c) Receiving evidence on affidavits;
- (d) Requisitioning any public record or copies thereof from any court or office;
- (e) Any other matter which may be prescribed.

(2) The Commissioner while conducting an inquiry under this Chapter shall be deemed to be a Civil Court for the purposes of Section 195 and Chapter XXVI of the Code of Criminal Procedure, 1974 (2 of 1974).

**Statement made before Commissioner.**

**Section 117.** No statement made by a person in the course of giving evidence in an inquiry before the Commissioner shall subject him to, or be used against him in any civil or criminal proceedings, except a prosecution for giving false evidence by such statement;

Provided that the statement is :-

- (a) made in reply to a question which is required by the Commissioner to answer; or
- (b) relevant to the subject matter of the inquiry.

**Procedure, etc.**

**Section 118.** Any railway administration or the Commissioner conducting an inquiry under this Chapter may send notice of the inquiry to such persons, follow such procedure, and prepare the report in such manner as may be prescribed.

**No inquiry investigation etc. to be made if the Commission of Inquiry is appointed.**

**Section 119.** Notwithstanding anything contained in the foregoing provisions of this Chapter, where a Commission of Inquiry is appointed under the Commission of Inquiry Act, 1952 (3 of 1952), to inquire into an accident, any inquiry, investigation or other proceedings pending in relation to that accident shall not be proceeded with, and all records or other documents relating to such inquiry shall be forwarded to such authority as may be specified by the Central Government in this behalf.

**Inquiry into accident not covered by Section 113**

**Section 120.** Where any accident of the nature not specified in section 113 occurs in the course of working a Railway, the Railway Administration within whose jurisdiction the accident occurs, may cause such inquiry to be made into the causes of the accident, as may be prescribed.

**Returns**

**Section 121.** Every Railway Administration shall send to the Central Government, a return of accidents occurring on its Railway, whether attended with injury to any person or not, in such form and manner and at such intervals as may be prescribed.

**Power to make rules in respect of matters in this Chapter.**

**Section 122.** (1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.

2. In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:-

- (a) The injury to property which shall be considered serious under clause (a) of sub section (1) of section 113;
- (b) The forms of notice of accidents to be given under section 113 and the particulars of the accident such notices shall contain;
- (c) The manner of sending the notices of accidents, including the class of accidents to be sent immediately after the accident;
- (d) The duties of the Commissioner, Railway Administration, Railway servants, Police Officers and Magistrates on the occurrence of an accident.
- (e) The persons to whom notices in respect of any inquiry under this chapter are to be sent, the procedure to be followed in such inquiry and the manner in which a report of such inquiry shall be prepared.
- (f) The nature of inquiry to be made by a Railway Administration into the causes of an accident under section 120;
- (g) The form and manner of sending a return of accidents by a Railway Administration under section 121.

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**APPENDIX –‘Q’****Copy of Railway Board's letter No. 69/Safety-I/4/3 dated 22.09.1989 addressed to all Indian Railway's General Managers****Sub: Relief to Passengers of Train/Trains involved in accidents.**

1. Railways have frequently come in severe criticism for not making proper arrangements for injured and other passengers affected by train accidents. The present instructions given in the Accident Manual vary from Railway to Railway and are highly inadequate.
2. In the General Managers Conference and other important meetings, it has repeatedly been said that in cases like these, earning the good-will of the travelling public was more important than differentiating between injured and uninjured persons for the purpose of charges for food, etc. This question also came up during the discussion on post-accident rescue and relief measures. The ministry of Railways have, therefore, decided that the present relevant rules may be substituted by the following:-
3. Arrangements for drinking water, food and beverages:-
  - (i) Refreshments, food and beverages may be supplied free of charge to the affected passengers, injured, uninjured or stranded. These may be arranged from the Railway and/or outside Sources as necessary.
  - (ii) The senior most official at site shall have the powers to arrange conveyance of the affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passenger's luggage etc.
4. A proper accountal should be kept of the expenditure incurred duly supported by the vouchers to enable post audit of the same after the event is over. A statement of the expenditure incurred should be signed and put up by the authorized office to the Divisional Railway Manager within a period of one month after the accident for his sanction duly post audited with reference to the funds provided for on this account as also the supporting vouchers for the expenditure incurred. In case any specific area where glaring instance of

excess expenditure in comparison to the event is observed, it should be specifically brought to the notice of DRM so that corrective action or non-recurrence of such a situation in future, is taken. General Managers may lay down, in consultation with their FA & CAOs the overall limits for the purpose of sanctioning of expenditure (not for incurring at the time of accident), beyond which specific sanction of the General Manager with Finance concurrence may have to be obtained for regularizing the expenditure after the event in such cases.

The post audit report should incorporate the various aspects of item wise expenditure and observations of Sr. DAO/DAO and clarification of the authorized officer for sanction by the competent authority. The check note of the Sr. DAO/DAO should indicate the extent of check that was possible with reference to vouchers submitted.

5. This issues with the concurrences of Finance.
6. Please acknowledge receipt of this letter.

**Sd/**

**(PRAMOD UNIYAL)**

**Joint Director, Traffic Commercial (Claims)**

**Railway Board.**

**APPENDIX – ‘R’****Distinction between Magisterial and Judicial enquiries in accident cases- stage upto which disciplinary action can be continued in accidents and other cases in which prosecution may be launched.**

1. An enquiry conducted by a Magistrate under rule 22 is limited in its scope to determining the causes which led to the accident. If the evidence collected by the Magistrate in the course of such an enquiry discloses that an offence has been committed by any person who should be brought to trial for being criminally liable for the accident, the Magistrate has under rule 24 to take steps for a judicial enquiry. A judicial enquiry only means the prosecution and trial of a person who is alleged to have been criminally responsible for the accident.
2. Under Section 190 of the Criminal Procedure Code, a Criminal Court takes cognizance of an offence upon receiving a complaint of facts which constitute the offence or upon a Police Report or upon information received from any person other than a Police Officer or upon his own knowledge or suspicion that such an offence has been committed. Therefore, once a court has taken cognizance of an offence either upon a complaint or upon a Police Report, all departmental proceedings for disciplinary action against the accused responsible for the accident should be suspended.

The departmental proceedings can be continued only so long as the court has not taken cognizance of the offence.

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## APPENDIX – ‘S’

Reading and Observations to be taken in case of Derailment on the following proforma

(i)

## PART-‘A’

**PROFORMA SHOWING THE DETAILED PARTICULARS TO BE COLLECTED IN THE CASE OF PERMANENT WAY DURING AN ACCIDENT**

SOIL			Type of Formation	Rainfall	BALLAST		
S. No.	Type e.g. Sandy, Loamy, Clay, Moorum, Black Cotton etc.	Condition - Firm, Wet, Slushy etc.			Type/Stone Moorum, Sand, Ash etc.	Depth below sleeper bottom in cms. clean or caked.	Drainage
1	2	3	4	5	6	7	8

To be jointly signed by supervisors

BALLAST				SLEEPERS				
Width of shoulders in cms. from outside of				Type-Wooden CST 9 steel trough etc.	Condition-new, second hand, damaged, unserviceable etc.	Density	Square or not	Packing (loose or sound)
RAIL		END OF SLEEPERS						
Left	Right	Left	Right					
9.	10.	11.	12.	13.	14.	15.	16.	17.

To be jointly signed by supervisors

RAILS		RAIL FASTENINGS		RAIL JOINTS		
Weight 60kg/52 kg/ 90R/ 75R etc.	Condition of wear (attach rail profile if wear is heavy)	Dog spikes/screws, keys, Tie bars, cotters, loose jaw, pandrol clips, MS/GFN liners etc.		Con- dition Hogged battered, low etc.	Staggered or square	Creep condition and extent of Creep type of Creep anchors used with numbers per rail in the affected section
		Number per sleeper seat	Condition Tight or Loose or Missing (in each sleeper)			
18.	19.	20.	21.	22.	23.	24.

To be jointly signed by supervisors

General remarks about cracks or fracture of fish- plates, fish bolts and other components.	Description of anti sabotage measures like reverse jaws welded rails etc.	Location of points of mount		Location of points of derailment	
		Whether on straight curve or transition.	Whether on a falling grade level or rising grade or on sag.	Whether on straight, curve or transition.	Whether on a falling grade, level or rising grade or on sag.
25.	26.	27.	28.	29.	30.

To be jointly signed by supervisors

- Note:
1. Left and right are with respect to direction of Train Movement.
  2. The data in Col. 2 to 25 need not be collected when the defect is obviously and indisputably on account of sabotage and/or obstruction on track.
  3. Only broken track material which is not indisputably to be broken after the accident should be included in Col. 25 and should be preserved.
  4. Col. 26 need be filled in only when there is a suspicion about sabotage being the cause of derailment.
  5. Sag extends 90 metres on either side of theoretical junction of the grade lines Col. 28 and 30.

**PART-B**  
**TRACK MEASUREMENTS**

Station No.	Distance apart in metres	Gauge slack or tight from the exact (mm)	CROSS LEVEL (mm)		Marks on sleepers or rail top	Grinding or rubbing marks on rails
			Under no load condition	Under load condition to be measured with locomotive /fully loaded Wagon /coaching stock bogie.		
1.	2.	3.	4.	5.	6.	7.

To be jointly signed by Sr. Supervisors

Examination of Alignment for Perceptible kinks of track distortion in the vicinity of the point of derailment.	Subsidence of track	Varsine in mm			
		On 20M or 10M chord depending on practice prevalent on the Railway for the flat curves more than 600M radius.	On 10M or such shorter chords as considered necessary for sharp curves (less than 600M radius on BG & MG)	Remarks regarding length of transition, degree of curve and specified super elevation general alignment etc.	Longitudinal level to be recorded in the case of MG & NG in case of sags and curves.
8.	9.	10.	11.	12.	13.

To be jointly signed by Sr. Supervisors.

- Note: 1. The point of mount should be marked station No. '0' and the stations numbered serially as (+) for measurements ahead of site of derailment and (-) for measurements in rear.
2. The cross level will be measured on the left rail only as determined from the direction of movement.
3. Normally measurement will be taken at station 3 M apart for a distance of 45 metres on either side of '0' station if the cause of derailment is indisputably known, otherwise, they will be taken for a distance of 90 metres in rear and 45 metres ahead of zero station.
4. Where necessary measurements for Col. 3, 4 and 5 may in addition be taken at individual sleepers.
5. This proforma need not be filled when the cause of derailment is obviously established as due to sabotage, obstruction on track, broken axle, and/or spring having fallen off prior to point of derailment.
6. Longitudinal levels should be recorded for 300 meters in rear and 100 metres in front, in case or straights at the middle of each rail and at versine recording points in curves @ 20/10M intervals.



(ii)

## (PART-A)

**MEASUREMENT TABLE FOR COACHES INVOLVED IN ACCIDENT****NOTES: Details regarding all derailed wheels should be given except:**

- (i) Where vehicles have derailed due to locomotive derailment.
- (ii) When the first derailed vehicles is obvious from examination of marks on wheel, the details for first derailed vehicle need only be given.
- (iii) When the obvious and indisputable cause is sabotage or an obstruction in track.

Sr. No.	Date of Incident	Train No.	Details of BPC along with the name of station where it is issued and SE (C&W) who issued it	Coach No.	Type	Mech Code	Tare in Tonnes	Carrying Capacity	Built Date	Return Date
1	2	3	4	5	6	7	8	9	10	11

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

POH Particular		‘C’ Schedule/IOH Particulars		Type of Brake Air/ Vacuum	Position From Engine	Wheel and axle Face Particulars (In case of breakage of any wheel axle)	
Date	Shop	Date	Shop			Axle face Particulars	Ultrasonic Particulars on the hub of the dist.
12.	13.	14.	15.	16.	17.	18.	19.
						1L	1L
						1R	1R
						2L	2L
						2R	2R
						3L	3L
						3R	3R
						4L	4L
						4R	4R

To be jointly signed by

Supervisor (C&W)

Supervisor (Traffic)

Supervisor (P.Way)

**WHEEL AND AXLE**

Stamping Particulars on wheel dies regarding Manufacturer/RA/RD (In case of breakage of any Wheel/Axle)	Wheel gauge in mm. (Taken in four places)*	Any indication of bent axle or wheel having shifted on axle	Observation measuring the profile with tyre defect gauge (Good/Reject able)**
20	21	22	23
1L			1L
	1		
1R			1R
2L			2L
	2		
2R			2R
3L			3L
	3		
3R			3R
4L	4		4L
4R			4R

\* The wheel gauge is to be measured at the horizontal plane passing through the centre of axle.

\*\* The wheel profile is to be checked with tyre defect gauge only (Ref.: IRCA Pt.IV Rule NO.2.95, 3.22 and S4.22.1 Plate No.45 to 55).

To be jointly signed by

Supervisor (C&W)

Supervisor (Traffic)

Supervisor (P.Way)

**ROLLER BEARING**

(When Roller Bearing is involved as cause)

Condition of axle box rear and Front covers	Condition of face cover plate	Condition of locking plate and studs	Condition of Roller bearing and its components
24	25	26	27

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

Buffers height (to be measured on a level track in mm after uncoupling & re-railing)	Details of broken parts giving location w.r.t point of mount and derailment & whether breakage consider due to accident	Any other defect in the coach contributed to or caused the derailment	List of damages to the coach due to accident	Other observations
28	29	30	31	32
End 1L				
End.1R				
End 2L				
End 2R				

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

**PART- 'B'****MEASUREMENT TABLE FOR WAGON INVOLVED IN ACCIDENT.**

NOTES: Details regarding all derailed vehicles should be given except:

- (i) Where vehicles have derailed due to locomotive derailment.
- (ii) When the first derailed vehicles is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.
- (iii) When the obvious and indisputable cause is sabotage or an obstruction on track.

Sr. No.	Date of Incident	Train No.	Details of BPC along with the name of station where it is issued and SE (C&W) who issued it	Wagon No.	Type	Mech Code	Tare in Tonnes	Carrying Capacity	Built date	Return Date
1	2	3	4	5	6	7	8	9	10	11

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

POH Particulars		ROH Particulars		Pay Load in Tonnes		Commodity Loaded	Station		Position from Engine
Date	Shop	Date	Depot	From Lables	From Actual Weighment		From	To	
12	13	14	15	16	17	18	19	20	21

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

BUFFER HEIGHT	WHEEL AND AXLE FACE PARTICULARS (In case of breakage of wheel/axle)		
(To be taken after uncoupling and rerailing on a level track)	Axle face Particulars	Ultrasonic Particulars on the hub of the disc	Stamping particulars on wheel disc regarding Manufacturer/RA/RD
22	23	24	25

	1L	1L	1L
	1R	1R	1R
	2L	2L	2L
	2R	2R	2R
	3L	3L	3L
	3R	3R	3R
	4L	4L	4L
	4R	4R	4R

To be jointly signed by

Supervisor (C&W)

Supervisor (Traffic)

Supervisor (P.Way)

### WHEEL AND AXLE

Wheel gauge in mm.* (Taken at four places)		Observation after remaining the profile with tyre defect gauge (Good/Rejectable)**
26		27
1		
2		
3		
4		

\* The wheel gauge is to be measured in empty condition and at the horizontal plane passing through the center of the axle.

\*\* The wheel profile is to be checked with tyre defect gauge only (Ref. IRCA Pt. III Rule No. 3.22(d) and 4.18.1, Plate No. 57 to 66).

To be jointly signed by

Supervisor (C&W)

Supervisor (Traffic)

Supervisor (P.Way)

**AXLE BOX (FOR IRS STOCK ONLY)****(To be recorded only when failure of plain bearing is involved as a cause.)**

Brass thickness in mm	Condition of box and brass	Condition of sole plate	Condition of journal	Clearance between brass and collar of journal in mm.
28	29	30	31	32

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

AXLE GUARD (FOR IRS STOCK ONLY) (To be recorded only when failure of plain bearing is involved as a cause.)				ROLLER BEARING (When Roller Bearing is involved as a cause).		
lateral clearance between axle box and axle guard in mm.	Whether axle guard can work clear of axle box	Are the Axle guard bent or otherwise damaged to prevent free movement of axle box	Remarks regarding bridle bar	Condition of face cover plate	Condition of locking plates & studs	Condition of Roller Bearing and its components.
33	34	35	36	37	38	39

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

**SPRING AND SPRING GEAR (FOR IRS STOCK ONLY)**

Any broken/Cracked/Missing shackle and shackle pin	Camber of spring in mm, under tare after re-railing on a level uncanted track (for Laminated spring only)	Axle load
40	41	42

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

**BOGIE**

Vertical clearance at side bearers in mm. (For stock having clearance type side bearers only).	Whether a load is placed on more than one wagon	Any other defect in vehicles which may have contributed to or caused the derailment.
43	44	45

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)

Details of broken parts giving locations w.r.t. point of mount and derailment	List of damage to the wagon due to accident	Other observations
46	47	48

To be jointly signed by

Supervisor (C&amp;W)

Supervisor (Traffic)

Supervisor (P.Way)



(iii)

**PART — ‘A’**

**Locomotive (Diesel & Electric) : Proforma to be filled in case of Accident when Derailment of Loco is involved in Accident.**

**INFORMATION TO BE FURNISHED BY THE LOCO DEPTT.**

1. Basic Information:
  - (a) Date of Accident
  - (b) Train No.
  - (c) Loco Class:
  - (d) Loco Number:
  - (e) Loco manufacture Year and Place:
  - (f) Base Shed of Loco.
  - (g) Date & Place last POH
  - (h) Kilometres earned after last POH.
  - (i) Date & Place of last major inspection.
  - (j) Date of Place of last schedule inspection.
  - (k) Whether any schedules are overdue.
  
2. Give Brief particulars of the Safety items not provided or provided but missing/not working. Whether Loco is provided with:

Safety fittings	Provided/ Not Provided	Working/ Not Working
Headlight		
Speedometer		
Speed Recorder		
Flasher light		
Horn		
Brake System		

Particulars of electrical protection (for electric loco) in case of fire only

Relay	Working/Not Working/Isolated
Earth Fault in Auxiliary Circuit (QOA)	
Over Current in power circuit (QLM)	
Over Current in Rectifier Block (QRS)	
Earth Fault in Power Circuit (QOP)	
Time Leg Relay (QM)	

3. (a) Damage to the loco (Brief description).
- (b) Cost of damage to the loco (in Rs.)

4. Check & Record the observations as follows
- Position of control handles, cutout cocks etc. after accident.
  - Functioning of brake synchronizing valve-Whether working or not.
  - Position of brake blocks after the accident-whether applied or not.
  - Condition of cattle guard.
  - Any sign of seizure of roller bearing in axle box.
  - Comments if any coil spring is broken or displaced.
  - Any other observation in respect to mechanical defect of the locomotive, which might have, any bearing on safe running of loco.

To be jointly signed by		

Supervisor (Loco)

Supervisor (Traffic)

Supervisor (P.Way)

**PART- 'B'****Measurement of Wheels for All Classes of Locomotives.**

Sr. No.	Description	Observed Value (in mm)			Remarks
1.	Diameter of Wheel At tread		Left	Right	Wheel size below condemning limit is relevant only in case of wheel breakage due to lesser rim thickness
		1			
		2			
		3			
		4			
		5			
		6			
2.	Wheel flange thickness		Left	Right	Information is normally relevant in case of two road case.
		1			
		2			
		3			
		4			
		5			
		6			
3.	Wheel Root wear		Left	Right	
		1			
		2			
		3			
		4			
		5			
		6			

4.	Tread Wear		Left	Right	Tread wear, should be measured from tread at 63.5 mm from wheel gauge face (from the back face of flange) in BG and at 57 mm from wheel gauge face (from the back face of flange) in MG.
		1			
		2			
		3			
		4			
		5			
5.	UST of axle Give the date of last UST Test done		Axle	Observation	Information is relevant in case of axle breakage
		1			
		2			
		3			
		4			
		5			
6.	Wheel gauge- for checking wheel gauge, average of three measurements at equal spacing on the inner periphery of the two wheels on the same axle is to be recorded.				All measurements shall be taken on a level tangent uncanted track.  These measurements are for unloaded wheels, should be taken in workshop after dismantling information is relevant in case of wheel disc sliding/bent axle only. For safety, similar limits as applicable for track gauge are relevant for wheel gauge also.
		1			
		2			
		3			
		4			
		5			
		6			

## NOTE:

1. Wheel number one is the outer and axle of truck under the Short hood and wheel count increases towards the Long hood on diesel loco, Whereas for electric loco, wheel number one is the outer end side under Cab-1 (Cab-1 is that side of the loco which has the Compressors and Cab-2 to that side of the loco which has the ARNO Converter) and wheel count increases towards the Cab-2.
2. The measurement of wheels are to be done using wheel gauges to RDSO drawing No. SK.DL.3592 for all BG locomotives except WAG and WAP5 locos. For WAP5 locos RDSO's drawing No. SKDL 4446 and SKDL 4447 may be followed.
3. All measurements are to be taken in Shed on a Level, un-canted track.
4. Service limits given in the Maintenance Manual are for good maintenance practice and these are not safety limits.

To be jointly signed by		

Supervisor (Loco)

Supervisor (Traffic)

Supervisor (P.Way)

**PART— ‘C’****Proforma for measurement of Electric and Diesel Locomotives after an accident.**

(Locomotives, which are not mentioned in this proforma, may be measured in similar manner)

Sr. No.	Description	Observed Value (in mm)		Remarks
1.	Buffer Height			All measurements shall be taken on a level tangent uncanted track. This measurement is required to be taken only in case trailing stock is with buffers.
2.	Lateral clearances	End Axles (1, 3,4 & 6)		Applicable for WDM-2, WDM2-C, WDG-4, WDS-6, WAM-4, WCG-2, YDM-4, WCAM-1, WCAM-2, YDM-4A, WDG-2, WCAM-3, WAG-5, WAG-9, WAG-7, WAP-1, WCAG-1& WAP-4 Locomotives only.
		Middle Axle (2 & 5)		Applicable for WDM2, WDM-2C, WDG-4, WDS-6, WAM-4, WCG-2, YDM-4, WCAM -1, WCAM-2, YDM-4A, WDG-2, WCAM-3, WAG-5, WAG-9, WAG-7, WAP-4, WDP-2, WAP-3, WAP-6, WAP-1 & WCAG-1 Locomotives only.
3.	Lateral Clearances	End Axles (1, 2,3 & 4)		Applicable for WDP-1 & WAP-5 locomotives only.

4.	Longitudinal clearance between axle box and pedestal liner (for all axles)			Applicable for WDM-2, WDM-2C, WDM-5, WDS-6, WAM-4, WCG-2, WAG-5, YDM-4, YDM-4A, WDG-2, WCAM-3, WAG-7, WAP-4, WDP-1, WCAG-1 & WAP-1 Locomotives only.
5.	Longitudinal clearance between axle box and pedestal liner (for middle axle)			Applicable for WAP-3, WAP-6, WDP-2 Locomotives only.
6.	Height of Rail Guard from rail level			

To be jointly signed by

Supervisor (Loco)

Supervisor (Traffic)

Supervisor (P.Way)

(iv)

#### READING/OBSERVATIONS OF S & T GEARS TO BE TAKEN AFTER AN ACCIDENT

1- Particulars of the S&T gears damaged.

2- The position/condition of points including their fitting and Transmission.

##### A. ROD WORKED POINT:-

- (i) Stroke at point
- (ii) Stroke at lock bar
- (iii) Position of lock plunger {whether in locked or unlocked condition}.
- (iv) Condition of lock bar (whether normal, reverse or mid position).
- (v) No. of lock bar clips provided at the lock bar.
- (vi) Vertical distance between the top of the rails and the lock bar in.
  - (a) normal position.
  - (b) reverse position.
  - (c) mid position

##### B. POINTS WORKED BY DOUBLE WIRE:-

- (i) Condition of the wire transmission after the accident (whether intact or broken).
- (ii) Position of point mechanism (NORMAL/UNLOCKED/REVERSE).
- (iii) Position of the double wire detector at the point (Detecting Obstruction).

**C. POWER OPERATED POINTS :-**

- (i) Date when the cables for the point were meggered.
- (ii) Megger readings for insulation between the relevant cable cores of the cable.
- (iii) Megger readings of the relevant cable cores with respect to earth.
- (iv) Whether the cross protection (if provided) is effective.
- (v) Is point machine cover sealed/locked ?
- (vi) Are ground connections intact ?
- (vii) Are there any signs of tampering with the adjustment of point throw and detection rods ?
- (viii) Location where crank handle has been found after the accident.
- (ix) Conditions of the point machine whether-
  - (a) Locked in normal position.
  - (b) Locked in reverse position.
  - (c) Mid position.
- (x) Condition of the detector contacts whether-
  - (a) Normal contacts making.
  - (b) Reverse contact making.
  - (c) Any position other than above.

**D. FITTED WITH HAND PLUNGER KEY LOCKS: -**

- (i) Are locks sealed ?
- (ii) Are their covers opened/tempered ?
- (iii) The keys for HPK lock found at the point.
- (iv) The position of hand plunger (whether locked/unlocked)

**3. OBSERVATIONS AT THE POINTS IN GENERAL**

- (i) With 5 mm obstruction placed at 150 cm from the toe of the closed switch.
  - (a) Could the facing point lock lever be operated to reverse (in case of rod worked point)?
  - (b) Could the hand plunger lock the point (in case of hand plunger key lock)?
  - (c) Could the electric point machine complete operation to provide the points setting indication on the points being operated (in case of power operated points)?
  - (d) Could the point lever be latched in the corresponding position in cabin without tripping (in case of double wire operated points)?
  - (e) Are switches properly housed with stock rail up to 3 sleepers from the toe of the switch?
  - (f) Last date of joint check of point/crossing by SE (Signal) and SE (P/Way) for the result thereof.
- (ii) Is the Electrical Detector assembly cover?
  - (a) Sealed/Locked.
  - (b) In open condition.

**4. OBSERVATION IN CABIN/PANEL ROOM:-****A. FOR ELECTRO-MECHANICAL INSTALLATION:-**

- (i) Particulars of levers in pulled position.

Amendment Slip No. 22 dated 16.11.2023 to the Accident Manual 2009 Edition. Replace pages 201,202 and 202A

- (ii) Particulars of levers in mid position (if any).
- (iii) Levers in tripped condition (in case of double wire clutch levers).
- (iv) Indications of points, signals and track circuits for the affected zones.
- (v) Whether lever-locks (where provided) are correctly Operated.
- (vi) Date of last testing of the lever frames
- (vii) Date of last overhauling of the locking.
- (viii) Are locking tray covers sealed.
- (ix) Observations of testing of lever frames for conflicting routes/signals (pertaining to accident zones).

**B. FOR PANEL INTERLOCKED/RRI STATIONS:-**

- (i) Position of switches/buttons.
- (ii) Indications at the panel.
- (iii) Position of S.M. lock key.
- (iv) Position of emergency operation key (if any).
- (v) Readings on the counters (if any) and last readings as recorded in relevant registers.
- (vi) Date and time the relay room was last opened.
- (vii) Results of operational test for concerned zone for-
  - (a) Route selection.
  - (b) Point operation and setting.
  - (c) Route checking.
  - (d) Conflicting signals.
  - (e) Approach and back locking.

**5. OBSERVATIONS REGARDING SIGNALS:-**

- (i) The position of signals in the accident zone whether-
  - (a) In 'ON' condition.
  - (b) In 'OFF' condition.
  - (c) Without light.
  - (d) Any other aspect.
- (ii) Details of the signals, if out of correspondence with their operating levers (in case of electro-mechanical signalling).

**6. OBSERVATION IN RESPECT TO TRACK CIRCUITS IN THE ACCIDENT ZONE:-**

- (i) Does the track relay de-energize when, on a track circuited portion, the two rails of the track are shunted by a 0.5 ohms resistance (Rail-tops). They should be cleaned of rust and dust before shunting the track.
- (ii) Does the electrically operated point operate under the conditions of point controlling track circuit shunted by 0.5 ohms resistance (Rail-tops). They should be cleaned of rust and dust before shunting the track.

To be jointly signed by the Sr. Supervisors.

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## Appendix - T

**Relief to person involved in train accidents or untoward incidents: Ex-gratia payment to victims.**

Revise the amount of ex-gratia relief to be paid to the dependents of dead and injured passengers involved in Train Accidents and Untoward Incidents as defined under Section 123 read with Section 124 and 124-A of the Railway Act, 1989 and to the road users who met with an accident due to Railway's prima facie liability at Manned Level Crossing Gate Accident. The revised rates and compiled instructions are as below:-

**1. Amount of Ex-gratia for Train Accidents, Untoward Incidents and Manned Level Crossing Gate Accidents**

S.No.	Type of Accident	Amount of ex-gratia for Death	Amount of ex-gratia for Grievous Injury	Amount of ex-gratia for Simple Injury
1	Train Accident (as defined under Section 124 of the Railways Act, 1989)	Rs.5,00,000/- (Rupees Five lakh only)	Rs.2,50,000/ (Rupees Two lakh Fifty Thousand only)	Rs.50,000/ (Rupees Fifty Thousand only)
2	Untoward Incident (as defined under Section 124-A of the Railways Act, 1989)	Rs.1,50,000/- (Rupees One lakh Fifty Thousand only)	Rs.50,000/ (Rupees Fifty Thousand only)	Rs.50,000/ (Rupees Fifty Thousand only)
3	Accident at Manned Level Crossing (due to Railway's prima facie liability)	Rs.5,00,000/- (Rupees Five lakh only)	Rs.2,50,000/ (Rs Two lakh Fifty Thousand only)	Rs.50,000/ (Rupees Fifty Thousand only)

**2. Additional Ex-gratia relief in case of Hospitalization of Grievously Injured Passengers beyond 30 days**

In case of Train Accident	In case of Untoward Incident
Rs. 3,000/- per day to be released at the end of every 10 day period or date of discharge, whichever is earlier.	Rs. 1,500/- per day to be released at the end of every 10 day period or date of discharge, whichever is earlier up to further six month of hospitalization.
	Thereafter, Rs.750/- per day be released at the end of every 10 day period or date of discharge, whichever is earlier up to further five month of hospitalization.
(a) Lump sum amount of ex-gratia for hospitalization of grievously injured passenger upto first 30 days is as mentioned in table at Para (1) above.	
(b) The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	



Amendment Slip No. 22 dated 16.11.2023 to the Accident Manual 2009 Edition. Replace pages 201, 202 and 202A

- 2.1 This 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 Railway Act, 1989.
- 2.2 The period for treatment as indoor patient for more than 30 days would need to be certified by a Railway Doctor for the purpose of further ex-gratia payment upto the period of remaining 11 months. In case where the injured is taking treatment in other than railway hospital, the treatment has to be certified by Railway Doctor.
- 2.3 Sr. Divisional Medical Officers shall also keep track of such injured person taking treatment in other than Railway Hospitals. Sr. DCM/DCM shall keep coordination with Sr. DMO for the purpose and arrange payment of ex-gratia as per the prescribed schedule mentioned in the table in para-2 above 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.
- 3.0 **Mode of Payment of ex-gratia/enhanced ex-gratia**
  - 3.1 Maximum amount of upto Rs.50,000/- to be paid in cash as an immediate relief for taking care of initial expenses.
  - 3.2 Remaining amount to be paid by Account Payee Cheque/RTGS/NEFT/Any other online payment mode.
  - 3.3 Notwithstanding anything contained in Para 3.1 and 3.2 above, Railways may disburse the entire amount of ex-gratia/enhanced ex-gratia by Account Payee Cheque/RTGS/NEFT/Any other online payment mode, if deemed appropriate.
- 4.0 **Other terms and conditions.**
  - 4.1 No ex-gratia relief would be admissible to road users in case of accident at Unmanned Level Crossing, trespassers, persons electrocuted by OHE. (Over Head Equipment)
  - 4.2 Ex-gratia payment in case of train accidents and untoward incidents are not to be taken into account at the time of final claim for compensation.
  - 4.3 The amount of ex-gratia relief admissible to road users, who meet with an accident due to Railway's prima facie liability at Manned Level Crossing Gate 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.
  - 4.4 Ex-gratia payments should also be made to railway servants or injured by a moving train while performing their duty, for example, gang man working on track run over accidentally by a moving train.
  - 4.5 Payments should be sanctioned/arranged preferable on the spot by a Senior Scale Officer nominated by the General Manager after making such enquiries as can be reasonable made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.
- 5.0 This issues with the concurrence of Finance Directorate of Ministry of Railways.
- 6.0 These instructions have been come into force from 18 September, 2023.

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**REGISTER OF AMENDMENT SLIPS**

Amendment Slip		Date of Receipt of Amendment Slip	Amendment made			Initials of person in-charge of book
No.	Date		Rule	Page	Subject of order	

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