For Official use only

NORTHERN RAILWAY

ACCIDENT MANUAL

WITH APPENDICES

2008

[Reprinted embodying amendment Slips upto 52 dated 06.05.2016]

Compiled by S. K. Bajpai T.I./Statistics/Moradabad

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REGISTER OF CORRECTION SLIPS

Correction Slip No.	Date	Para affected	Page	Date of Posting	Initials

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P R E F AC E

The Accident Manual was last published in 1987 and since then 41 amendment slips have already been issued. It is high time that a fresh edition should be brought out incorporating not only the amendment slips but also revising the format. Classification of accidents, definitions of terms and officials which figured previously in Appendices A, B & C respectively of the old manual of 1987 have now been incorporated in the main body under Chapter-II.

Additional item, e.g. sabotage or train wrecking, unusual occurrences, accident record and returns have also been added. For the convenience of reference to the relevant rules of the Manual, a three digits code has been adopted; the first digit denotes the number of Chapter and the last two digits denote the number of paragraph.

Recently duty lists of officials during serious accidents have been recast separately and a number of new officials have been added. Some of the overlapping duties of officials have also been rationalised and allotted to the official concerned. This book should be read in conjuction with General & Subsidiary Rules and important circulars issued from time to time.

Vijay Kumar
Chief Operations Manager (G)

V. K. Roy
Chief Operations Manager

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CHAPTER I

DEFINITIONS AND GENERAL INSTRUCTIONS

DEFINITIONS

101. **Accident :** For the purpose of Railway working, accident is an occurring 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 servant or which affect the safety of others or which does or may cause delay to train or loss to the Railway. For statistical purpose 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 there under.

102. **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 and 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 the 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 and Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

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

(i) Train Accidents

(ii) Yard Accidents

(iii) Indicative Accidents

(iv) Equipment Failures

(v) Unusual incidents

Note- *Detailed classification is given in chapter-II*

(i). Train Accident :- 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 interms of loss of human life, human injury, and 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-I 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 does not involve a train are termed as Yard Accidents. These include accidents faillling under category 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 averted collision, breach of block rule, train passing signal at danger, etc. coming under classification F, G and H.

(iv). Equipment Failures :- These include all failure of railway equipment i.e. failure of locomotive, rolling stock, permanent way, overhead wire, signalling and telecommunication equipments and include cases faillling 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.

104. 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 Panel Code 45 of 1860).

The following kinds of hurt only are designated as 'grievous' Injuries :

(A) Emasculation

(B) Permanent privation of the sight of either eye.

(C) Permanent privation of the hearing of either ear.

(D) Privation of any member or joint.

(E) Destruction or permanent impairing of the powers of any member or joint.

(F) Fracture or dislocation of a bone or tooh.

(G) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days in severe bodily pain or unable to follow his ordinary pursuits.

(b) 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 occurence of the accident.

105. 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 consititute two portions.

(a) Threshold value of railway property, loss of which is fixed at One lakh rupees or,

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

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

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

The 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 with in 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 categorized 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.

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

107. **Train Wrecking :-** means the wilful obstruction or tampering with the permanent way and works, bridges or rolling stock, resulting in an accident to a train with or without loss of life or damage.

108. **Attemped train wrecking :-** means the willful obstruction or tampering with the permanent way and works, bridges, structures, equipment or rolling-stock, which, if undetected, would have resulted in an accident.

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

110. **Serious damage to property :-** means damage to Railway property roughly estimated to cost Rs. 500/- and over upto Rs. 2,00,00,000. Serious damage to property means damage to Railway property roughly estimated to cost over 2,00,00,000.

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

112. **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).

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

114. **Head of The Department :-**

(i) The word Station Master where ever used includes Station Superintendents/Station Manager. Similarly the word Sr. DSO, Sr. DOM, Sr. DME, Sr. DEN, Sr. DSTE, Sr. DCM where ever used includes DSO, DOM, DME, DEN, DSTE and DCM, where they head as the department.

(ii) On the Railways the designation of Traffic/Commercial Officers have been changed.

COPS as PCOM (Principal Chief Operations Manager)

CSS or CTSS as CSO (Chief Safety Officer)

Dy COPS (Safety), Dy. COPS (Chg.), Dy. COPS (Goods) as Dy. CSO, Dy. COM (chg.), and Dy. COM (Goods).

CPTS/CFTS/CTPS as CPTM/CFTM/CTPM

STO(Chg.)/STO(Plg.)/STO(Goods) as STM(Chg.)/STM(Plg.)/STM(Goods)

ATO(Chg.)/ATO(Plg.)/ATO(Goods)/ATO(Rules) as

ATM (Chg.)/ATM(Plg.)/ATM(Goods)/ASO(Traffic)

CCS as CCM

CCS (G) as CPSM (Chief Passenger Services Manager)

CCS (Rates) as CRM (Chief Rates Manager)

CCS (Survey) as CTSO (Chief Traffic Survey Officer)

CCS (C) as CCSM (Chief Catering Services Manager)

CMS as CMm (Chief Marketing Manager)

Dy. CCS/SCO/ACO as Dy. CCM/SCM/ACM

Sr. DOS/DOS/AOS as Sr. DOM/DOM/AOM

Sr. DCS/DCS/DTS/ATS as Sr. DCM/DCM/ACM/DTM/ATM

115. Definition:

(i) ***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 vehicle or a single rail-motor vehicle, empty or conveying passengers, live stock, parcels or goods, which cannot be readily lifted off the track and running under a particular number or a distinct name from fixed point of departure to a fixed destination. Part of a train shall also be treated as a train for 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 station, the moment the train engine or any other vehicle is cut off the load, it ceases to be a part of the train.

(ii) ***Passenger Train:-*** A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. A workman's train or a ballast train or a material 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.

(iii) ***Other Train:-*** All other trains not covered under Para (i) & (ii) above, shall be termed as "other trains".

116. Cattle:-This term includes all animals except small animals like donkeys, sheeps, goats and dogs.

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

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

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

(c) all stations, offices, ware-houses, wharves, workshops, 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.

GENERAL INSTRUCTIONS

118. 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 transshipment 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.

119. 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 or assumed by him automatically.

120. Duties of Railway Servant for securing Safety:

(i) Every railway servant shall -

(a) see that every exertion is made for ensuring the safety of the public;

(b) promptly report to his superior any occurrence affecting the safe or proper working of the railway which may come to his notice; and

(c) render on demand all possible assistance in the case of an accident or obstruction.

(ii) Every railway servant who observes -

(a) any signal is defective;

(b) any obstruction, failure or threatened failure of any part of the way or works;

(c) anything wrong with a 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. In the case of a train parting, 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 other means.

121. 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 inform by other means of communication;

(iii) arrange for immediate despatch 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.

122. 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, Asstt. 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 or by other means of communication when available, shall immediately be used for this purpose.

(a) Time of accident.

(b) Kilometre.

(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/OHE 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 damage giving details of damages.

(v) On the double/multiple 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.

(viii) Remain in general charge till a senior Railway Official takes over charge.

123. General duties of Engine crew in case of 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; and

(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.

(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 is required.

124. 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.

125. Duties of railway officials present at site of Accident : Till such time relief and assistance arrive and he is replaced by a more senior official, the senior most Railway official present 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 cicumstances.

(iii) Allot duties to Police, Military and the Railway security staff; and

(iv) Organise relief with the assistance of volunteers.

126. Duties of Ticket Checking Staff (TTE/Conductor/TS etc., on Board) in case of Accident :-

1. 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 causalities/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.

2. The Train Superintendent or Conductor or Senior-Most Ticket Cheking staff will allot duties to each available ticket Checking/and other on board staff/volunteers in a manner to ensure maximum help to passengers under the prevalent circumstances.

3. Take action to save lives and render First Aid and organise relief operation with available resources.

4. Collect Railway Staff, Doctors and volunteers on the train, or near the accident site for obtaining assistances.

5. Details of dead and injured should be obtained from the Reservation Chart, ticket held (from & to) or co-passengers. Assistance of the Police travelling in the train to be obtained also for identification.

6. The following details should be collected regarding the dead and the injured :

   (a) Tickets of the passengers travelling (from & to)

   (b) Ticket numbers & Class

   (c) Coach number & its position from the Engine

   (d) Address of the passengers

   (e) Nature of injury (Simple, Grievous)

7. He should arrange custody of luggage and other belonging. 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.

8. Provide assistance to Guard in making quick assessment of assistance required.

9. He should record evidence of passengers with full particulars. If some passengers are willing to give evidence later on, their names and address should also be redorded.

10. He should keep record of the number of dead and injured (Simple, Grievous), if they are already transported by local people to the nearest hospital before the Railway Doctor had arrived.

11. To carry out the duties assigned to him by Guard/Senior official present at the site of accident.

CHAPTER II

ACCIDENTS

CLASSIFICATION OF ACCIDENTS AND OFFICIALS TO BE ADVISED

201. Kinds of Accident :-

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

(2) Train accidents are either consequential or indicative.

(a) Consequential accidents are :-

(i) Collisions (including side collisions),
(ii) Fire in trains,
(iii) Level crossing accidents,
(iv) Derailments,
(v) Miscellaneous.

(b) Indicative accidents are :

(i) Averted collisions, and
(ii) Breach of block rules,
(iii) Passing signal at danger,

202. Detailed Classification of Accidents :-

Accidents have been classified as per their nature as indicated in the table below. Designations of the officials to whom the accident telegrams are to be addressed and the officials by whom enquiry is to be conducted are also indicated for each class.

Class 'A' Collisions:- When a train as defined in rule 103 of this manual collides head on or from rear against any train or vehicle, whether moving or stationary is called collision. Collision includes side collision. Collision of a train with road vehicles at a level crossing is not to be taken as a collision but as a level crossing accident.

Class	Officials to be advised	Enquirty to be conducted by
Class-'A' Collision A-1 Collision involving a train carrying passengers resulting in (i) Loss of human life and/or grievous hurt and/or (ii) Damage to Railway property of the value exceeding Rs. 2,00,00,000 and/ cr. (iii) Interruption of any important through line of communication for at least 24 hours.	CRS/NDLS, CCRS/Lucknow (only in case of serious accidents), Distt. Magistrate, Supdt. of police AIG/GRP, SLo or (DSP or ASP or Section Officer), GRP, Officer in charge Railway Police station, Railways/New Delhi, GM, CPRO, DRM, RPF, Section Engineer/Loco, P. Way and C&W. TI, AEN, Inspector/RPFincharge of the section SE/Sig, if signalling equpment is involved, ELC (If Electrical Equepments is involving. Sr. DMO of Hospital/dispensary on either side of side of accident, ADMO when medical aid is required Supdt. RMS, if Mails are affected), Chief Inspector/ Explosives, New Delhi in case of explosive or conflagrations due to explosives or dangerous goods, AEE/RS, AEE/TRD. CTFO/OHE, TLC/TPC, if concerned.	SAG, officers, unless the same is being inquired into by C.R.S.
A-2 Collision involving a train not carrying passengers resulting :- in :- (i) Loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 and/ or (iii) interruption of any important through line of communication for at least 24 hours.	-do-	-do-
A-3 Collision involving a train carrying passengers, not falling under A-1 above.	do-	-do-
A-4 Collision involving a train not carrying passengers not falling under A-2 above.	CRS, GM, DRM, AEN-TI, RPF, Section Engineer/P Way, C&W, signal Officer, Incharge Railway Police Station/NDLS.	-do-
A-5 Other collisions, i.e. Collisions occuring in shunting marshalling yards & siding etc. but not involving a train	DRM, TI, RPF, Sec. Engineer/P. Way, Signal, C&W and GM if running line blocked, AEE/RS, AEE/TRD, CTFO, ATFO concerned CTI if concerned.	Sr. Supervisor

Class	Officials to be advised	Enquirty to be conducted by
Class 'B'–Fire in train/ Fire in a train carrying passengers resulting in. :- (i) Loss of human life and/or grievous hurt and/or (ii) Damage to Railway property of the value exceeding Rs. 2,00,00,000 and/ or (iii) Interruption of any important through line of communication for at least 24 hours.	CRS, GM, OC/RPF, DRM, TI, Sec. Engineer (C&W), Officer Incharge Railway Police Station, Sec. Engineer/ works, P. way, if concerned, RMS if mails are affected. Chief Inspector/Explosives/New Delhi in case of fires and explosives/and suspected to be due to explosives dangerous or inflammable goods, AEE/RS, TPC, TLC, if concerned. AEE/TRD, ATFO/OHE in case of any fire in switching station or any other railway premises caused by 25 KV AC supply for thetraction.	JA grade officers and in its absence by Branch officers.
Fire in a train NOT carriyng passengers resulting in.:- (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 hours.	-do-	-do-
Fire in a train carrying passengers not falling under B-1 above but (i) loss to Railway property is Rs. 50,000 or above and/or (ii) Interruption to traffic is more than the threshold value and/or (iii) Resulting into detachment of coaching stock/stocks from the train.	CRS, GM, OC/RPF, DRM, TI, Sec. Engineer (C&W), Officer Incharge Railway Police station, Sec. Engineer/ works, P. way, if concerned, RMS, if mails are affected. Chief Inspector/Explosives/New Delhi in case of fires and explosives/and suspected to be due to explosives dangerous or inflammable goods, 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.	JA grade officers and in its absence by Branch officers.

Class	Officials to be advised	Enquirty to be conducted by
B-4 Fire in a train NOT carrying passengers not falling under B-2 above but (i) loss to railway property Rs. 50,000 or above and/or (ii) Interruption to traffic is more than the threshold value and/or (iii) Resulting into detachment of goods stock/stocks from the train.	-do-	-do-
B-5 Fire in a train carrying passengers not falling under B-1 or B-3 above.	-do- (Except CRS)	Sr. Scale or Jr. Scale
B-6 Fire in a train NOT carrying passengers and not falling under B-2 or B-4 above.	-do- (Except CRS)	Sr. Scale or Jr. Scale
B-7 Fire occuring in shunting, marshalling yards, loco yards and siding etc. involving rolling stock but not involving a train.	-do- (Except CRS)	A Committee of Sr. Supervisors
Note: 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 representative of the Railway Protection Force should also be included as Member of the Committee.		
Class-'C' - Trains running into road traffic, and / or road traffic running int o trains, at level crossings. C-1 Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii)interruption to traffic is more than the threshold value.	CRS/NDLS, GM, DRM, AEN, TI, RPF, Sec. Engineer/P.Way, C&W, S&T Officer Incharge Railway Police Station.	JA Grade Officers and in its absence by the Branch officers

Class	Officials to be advised	Enquirty to be conducted by
C-2 Trains not carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in(i) loss of human life and/or grievous hurt and/or (ii) damage to railway property and/or (iii) interruption to traffic is more than the threshold value.	–do–	–do–
C-3 Trains carrying passengers running into road Traffic and/or road traffic running into such trains at unmanned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway Property and/or (iii) interruption to traffic is more than the threshold value.	–do–	Sr. Scale or Jr. Scale Officers
C-4 Trains not carrying passengers running into road traffic and/or road traffic running into such trains at unmanned lavel crossing resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.	–do–	Sr. Scale or Jr. Scale Officers
C-5 Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-1.	–do–	Sr. Scale or Jr. Scale Officers
C-6 Trains not carrying passengers running into road traffic and/or road traffic running into such to such trains at manned lavel crossings but not falling under C-2.	–do–	Sr. Scale or Jr. Scale Officers
C-7 Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-3.	–do–	Sr. Scale or Jr. Scale Officers

Class	Officials to be advised	Enquirty to be conducted by
Trains NOT carrying passengers runnings into road traffic and/or road traffic runnings into such trains at unmanned level crossings but not falling under C-4.	–do–	Sr. Scale or Jr. ScaleOfficers
Shunting engine with or without vehicles or loose vehicles running into road traffic and/or road traffic running to shunting engine with or without vehicles or loose vehicles, at level crossings.	CRS, GM, DRM, AEN, TI, RPF, Officer Incharge, Railway Police Station Sec. Engineer/PWI, S&T, C&W	Sr. Subordinates

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

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

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

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

Class 'D' Derailments		
Derailment of a train carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs. 2,00,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.	Same as in the case of A-1	JA Grade Officers and in its absence by branch officers
Derailment of a train NOT carrying passengers resulting in (i) loss of human life 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 hours.	Same as in the case of A-2	-do-

Class	Officials to be advised	Enquirty to be conducted by
D-3 Derailment of a train carrying passengers not falling under D-1 above.	Same as in the case of A-3	-do-
D-4 Derailment of a train NOT carrying passengers not falling under D-2 above, but loss to Railway property and/ or interruption to traffic is more than the threshold value.	GM, DRM, AEN, TI, RPF, Sec. Engineer/P. Way Signal, Officer Incharge Rly. Police Station.	-do-
D-5 Derailment of a train NOT carrying passengers not falling either under D-2 or D-4 above.	-do-	Sr./Jr. Scale Officers
D-6 Other derailments i.e. derailments occurring in shunting, marshalling yards, loco yards and siding etc. but not involving a train.	Same as in the case of A-5	Sr. Subordinates
Note: All accidents classified under category-D-5 are to be treated as Other Train accidents.		
Class 'E' Other Train Accidents:		
Train running over or against any obstruction including fixed structure other than included under class 'C' resulting in (i) loss of human life and/ or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.	GM, DRM, AEN, TI, RPF, Sec. Engineer/P. Way Signal, Officer Incharge Rly. Police Station Delhi.	JA Grade officers and in its absence by the branch offiers
Trains running into any obstruction including fixed structures but not covered up under class 'C' or 'E'-1	-do- (Except CRS)	Sr./Jr. Scale Officers

INDICATIVE ACCIDENTS

Class 'F' Averted Collisions:

An averted collisions is circumstance under which, but for the vigilance shown by any person or persons, a collision would have occurred either in the block section or within the station limits between two trains or between a train and an obstruction, provided further, that such as occurrence may not be treated as an averted collision, if:

(a) 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 stop is 400 metres or more.

(b) Within the station limits, there is an intervening stop signal at danger governing the moving train and compliance by the moving train in with the indication conveyed by the stop signal averted the collision between the train and the obstruction.

Class	Officials to be advised	Enquirty to be conducted by
F-1 Averted collision between trains at least one of which is carrying passengers.	CRS/NDLS, Distt. Magistrate, SDO or DSP or ASP or Sec. Officer GRP, GM, DRM, RPF, TI, AEE/TRD, AEE/RS, TPC, TLC, ATFO/OHE, if concerned.	Sr. Scale or Jr. Scale Officers
F-2 Averted collision between a train carrying passengers and an obstructions.	-do-	-do-
F-3 Averted collision between trains NOT carrying passengers.	-do-	-do-
F-4 Averted collision between a train NOT carrying passengers and an obstruction	-do-	-do-

Class 'G' Breach of Block Rules:

When a train enters a block section without any authority or with an improper authority to proceed or is received on a 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.

Class	Officials to be advised	Enquirty to be conducted by
G-1 Trains carrying passengers, entering a block section without any authority or without a proper "Authority to proceed".	CRS/NDLS, GM, DRM, TI, LI, Sec. Engineer/S&T	Sr. Scale Officers or Jr. Scale Officers
G-2 Trains NOT carrying passengers, entering a block section without any authority or without a proper 'Authority to proceed'.	-do-	-do-

Class	Officials to be advised	Enquirty to be conducted by
G-3 Train received on a blocked line not constituting an averted colision.	GM, DRM, TI, LI, Sec. Engineer/S&T	-do-
G-4 Train received on or entering a wrong line at a station or catch or slip siding or sand Hump etc.	-do-	-do-
Class 'H' Train passing signal at danger.		
H-1 Train carrying passengers running past a 'stop' signal at danger without proper authority	CRS/NDLS, GM, DRM, TI, LI, TLC, Sec. Engineer/S&T	J.A. Grade officers with Sr. DSO/ DSO as one of the member
H-2 Train NOT carrying passengers running past a 'stop' signal at danger, without proper authority.	GM, DRM, TI, LI, TLC, Sec. Engineer/S&T	-do-

EQUIMENT FAILURE

Class 'J'-Failure of Engine and Rolling stock :-

(A) An Engine is considered to have failed when it is unable to work its booked train from start to destination. Reduction of the load for a part of the journey would constitutes an engine failure, provided this is due to a mechanical defect on the engine or mis-management on the part of the engine crew.

(B) When an engine causes a net delay of one hour or more (30 mts. for passenger train worked by diesel/Electrical engines) throughout the entire run owing to some mechanical defect or mismanagement on the part of the engine crew, it would constitute a time failure. Train stalling due to engine trobule or mismanagement by the engine crew necessitating working of the train in two portions would constitute a time failure provided the net loss of time on the entire journey exceeds one hour.

Note: (i) In the event of an engine failure, the loco pilot shall give written advice of it, to the guard. The Guard will advise the Station Master who will issue the necessary. 'All concerned' message.

(ii) Engine failure or all trains, assisting and light engines, but not those of departmental, regular shunting and siding engines are to be included. Failures of foreign Railway Engines are also to be excluded.

(iii) The time made up by a locomotive must be deducted from the time loss when calculating the aggregate detention.

Class	Officials to be advised	Enquirty to be conducted by
J-1 Failure of engine hauling a train carrying passengers.	CRS, GM, DRM, Loco Foreman, CPRC TLC if a running line is blocked (if engine belongs to another Division, the DRM and Loco foreman of the Division and shed concerned should also be included.	Sr. Supervisor/ Supervisor of Respective departments

Class	Officials to be advised	Enquirty to be conducted by
Failure of engine hauling a train not carrying passengers or a light engine.	-do- (Except CRS)	-do-
Parting of train carrying passengers.	CRS/NDLS, GM, DRM, TI, LI, Sec. Engineer/C&W	-do-
Parting of a train not carrying passengers.	GM, DRM, TI, LI, Sec. Engineer/C&W	Sr. Supervisor/ Supervisor of Respective departments
Failure of rolling stock such as failure of tyres, wheels, axles or breaking apparatus etc. on a passenger carrying train leading to detachment of rolling stock/stocks from the train.	DRM, TI, LI, Sec. Engineer/P. Way and (C&W)	-do-
Failure of rolling stock such as failure of tyres, wheels, axles or breaking apparatus, etc. on train not carrying passenger leading to detachment of rolling stock/stocks from the train.	-do-	-do-
Failure of rolling stock such as failure of tyres, wheels, axles or breaking apparatus etc. on passenger carrying trains, not leading to detachment of rolling stock/ stocks from the train.	-do-	-do-
Failure of rolling stock such as failure of tyres, wheels, axles or breaking apparatus etc. on train not carrying passenger, not leading to detachment of rolling stock/ stocks from the train.	-do-	-do-
A train or a portion of a train running away, out of control	DRM, TI, LI, Sec. Engineer (C&W)	-do-
Poor brake power in a train but not covered in class J-9.	-do-	-do-

Class	Officials to be advised	Enquirty to be conducted by
Class 'K' Failure or Permanent Way		
K-1 Buckling of track	GM, DRM, AEN TI, Sec. Engineer/C&W P. Way, S&T	Sr. Supervisor/ Supervisor 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 Loco pilots of running. Trains while passing over any length of Permanentway leading to blockage of Communication	GM, DRM, AEN, TI, Sec. Engineer/C&W P. Way, S&T, LI	-do-
K-5 Failure of Railway tunnel bridge via duct/ formation/cutting and culvert etc.	DRM, AEN, Sec. Engineer/P. Way, TI, Supdt. RMS 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, Sec. Engineer/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 in K-1 to K-6.	-do-	-do-

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

Class	Officials to be advised	Enquirty to be conducted by
Class 'L' Failure of Electrical Equipment		
Snapping off or any damage to OHE Wire requiring switching off OHE for more than three minutes.	DRM Sr. Subordinates whose assistance is required TPC.	Sr. Supervisor/ Supervisor of Respective Departments
No tension in OHE for more than three minutes	-do-	-do-
Pantograph entanglement not covered up under J-1 and J-2	DRM, LI, TLC, TPC, Loco Foreman, (If engine belongs to other Divn., the DRM TLC of the Divn. and shed should also be informed).	-do-
Defect in AC or other electrical equipment leading to detachment of a rolling stock/ stocks from a train.	CEE, Dy. CEE/TRL, DRM, AEE/ TRD, DEE/ TRD, TPC, TLC, TFO & ATFO/OHE.	-do-
Class 'M' Failure of Signalling and Telecommunication		
Failure of part or complete Panel/RRI	GM, DRM, TI, Sec. Enginer/S&T/TLC, LF	Sr. Supervisor/ Supervisor of Respective Departments
Failure of Interlocking/Track Circuit or Axle counter	-do-	-do-
Failure of Block Instruments.	-do-	-do-
Failure of Point Machine and equipment M-5	DRM, TI, Sec. Engineer/S&T, TLC, LF	do-
Failure of Signal/Point	DRM, TI, Sec. Engineer/S&T, TLC, LF	-do-
Failure of Control/Station communication for more than fifteen minutes.	Sec. Engineer/S&T, TI, TLC, LF	-do-
Failure of station to station or station to level crossing gate communication for moe than fifteen minutes	-do-	-do-

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

UNUSUAL INCIDENTS :

Class	Officials to be advised	Enquirty to be conducted by
Class 'N' Train Wrecking or Sabotage to a Train		
Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train carrying passengers with or withour loss of human life and/or grievous hurt and/ or damage to Railway property.	Same as in the case of A-1	CRS
Attempted wrecking of or Bomb Blast or Explosion or Hijacking or Sabotage to a train NOT carrying passenger 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
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 not involving a train	Same as in the case of A-3	Jr. Scale
Note: "Joint findings" of accident/incidents may have representation from RPF when sabotage is suspected		
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. Supervisor
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 and CRS	-do-
P3 Person or persons falling out of a running train or knocked down by a train or engine or Railway vehicle, not resulting in loss of human life or grievous hurt.	Same as in the case of A-3 except GM and CRS	-do-

Class	Officials to be advised	Enquirty to be conducted by
Class 'Q' Other Incidents :		
Q-1 Accidental or natural death or grievous hurt to any person whether passenger, Railway employee or tresspasser (or any other person), within Rly. 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 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	Sr. Supervisor
Q-5 Fire or explosion resulting in damage to Railway bridge and viaduct etc.	-do-	Sr. Scale
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, TIC, TLC Sr. Sec. Engineer/C&W	Sr. Scale
R-2 Train running over cattle	DRM, AEN, TI, Sec. Enginer/P. Way Sr. Sec. Engineer/C&W, S&T, Officer I/C Railway Police Station	Sr. Supervisor
R-3 Floods, Breaches and landslides etc, resulting in interruption of an important through line of communication more than the threshold value.	CRS/NDLS, DRM, AEN, Sec. Engineer/P. Way, TI, Supdt. RMS, if Mails are affected, AEE/TRD, TPC, ATFO if OHE is affected CPRO.	Jr. Scale
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. (i) The term 'cattle' does not include sheep, goats, pigs, dogs, donkeys, rams, ewe and lambs.

(ii) A train includes a trolley, lorry, motor trolley, when worked under the rules for working trains.

Note-2. (i) In the event of an accident falling in more than one class, it should be treated as an accident in the highest class. But in accident massages, while treating an accident of the highest at class, the subsidiary class or classes also should, however, be indicated.

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

(iii) In terms of rules 3 of the Railway (Notices of and inquiries into accidents) Rule, 1998, when any accident, such as is described in section 113 (a) of the Indian Railway Act., i.e. an accident attended, with loss of human life or with grievous hurt with damage to Railway property of the value exceeding Rs. 2,00,00,000 etc. occurs in the course of working a railway, the occurrence to such an accident is required to be reported to the Commissioner of Railway Safety, Chanakya Puri, New Delhi regard less of the fact whether for statistical purpose such an accident is classified as a train accident or not.

For example : cases of the accidents to light engines, lorries, trolleys or fire in diesel/Electric locomotives 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, Chanakya Puri, New Delhi even though statistically such accidents are not classified as train accident.

(iv) Accident Telegrams May be Addressed to officials in addition to those indicated in the above table as per necessity and requirements of the situation.

CHAPTER III

REPORTING OF ACCIDENTS

301. Action to be taken by the Railway Servant :-

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 (Genl. 79) 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 trollies 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 where possible, on the public phone.

(d) The Station Master must then issue the accident telegram/ message sending a copy of it to the Controlling Station Master. The beats of Controlling Station Master are shown in Appendix 'J'.

(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-advices 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

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. He should also seize the relevant records and documents.

304. Accident telegrams :- The Station Master must immediately after advising the Controller, where necessary, report the accident by means of an accident telegram on form L.T. 8. The date and time of despatch of each accident telegram must be recorded in the Station accident Register. The telegrams should be classified as AXXR in case of serious accidents and AXR in the other cases. The 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 Northern Railway or on those portion of the Northern Railway system over which foreign Railways exercise running powers, are to be treated as accidents of the Northern Railway.

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

The jurisdiction of District Magistrates and Superintendents of Police are shown in Appendix-'H', while those of Governments Police Officials are shown in Appendix-'G'. 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 Telegrams :

(a) In addressing accident telegrams, the class and sub-class of the accident must be written first in figures and then in words and then the codes of the stations to which the telegram has to be signalled must follow; for example, To ACDT class A 3 (three) CCC, NDLS, ALD CNB. If an accident falls under more than one sub-class, each of the sub-classes concerned must be quoted, thus : To ACDT CLASSES A 3 (THREE) and K-1 (One) CCC, NDLS, ALD, CNB. The designation of individual officials are not to be mentioned.

(b) In writing out an accident telegram, information against each of the heads indicated in the Accident Telegram form 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) Rule, 1998, when a serious accident is defined in para 102 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, Chanakaya Puri New Delhi regardless of the fact whether for statistical purposes 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 locomotives 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, (Safdarjung Rly Station Building), Chanakyapuri New Delhi even though statistically such accidents are not classified as train accidents.

306. Routing of Accident telegrams through wireless station : Accident telegrams relating to serious accidents must, where possible, be routed through the nearest wireless station. A list of wireless stations on the Northern Railway is given in **Appendix 'E'.**

307. Duties of Signallers :-

(a) As soon as an accident message is received, the signaller receiving it must show it to the Station Master on duty even though the message is not addressed to the latter. The Station Master will be responsible for taking whatever action is necessary to expedite relief arrangements. The delivery of the message to the various addresses must not be delayed on this account.

(b) Signallers at receiving stations must make out one copy of the Accident telegram for each of the Officials to be advised. For this purpose a list of the officials to be advised in connection with each class and sub-class of accident must be posted up in every telegraph office.

(c) As soon as required number of copies of the Accident telegram have been made out they must be sent for delivery to the official concerned, who must enter the time and date of receipt in the appropriate column of the service Message Delivery Book and initial the entry.

308. Accident telegrams for Divisional Railway Manager received outside office hours:- Accident 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 Operating 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.

309. Accident telegrams for General Manager received outside office hours:- Accident Message addressed to the General Manager during holidays or outside office hours must be delivered to the Deputy Chief Controller on duty in the Central Control, Baroda House, New Delhi who will if necessary, advise the Dy. COM (Safety) and in his absence the CSO/CPTM/CFTM/COM on the telephone. All such messages must be sent in original to the Superintendent Safety Branch as soon as the office opens.

310. Accident Reports:- Except for cases of train running over cattle, all accidents must be reported by Station Masters to Divisional Railway Manager on form, Genl. 79. These reports must be sent within 24 hours of the occurrence of the accident.

311. Accidents in loco or store yards and Engineering open line or construction works:-

(a) In these cases, action will be initiated by the Foreman 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/Fax.

(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, Chanakaya Puri New Delhi, 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 form Genl.-79. 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 enquiry. He must then submit a report to the General Manager on form Genl. 79 or in the form of Enquiry proceedings (Op. 336) as the case may require.

(e) Accident 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 and other accident by letter.

312. 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.

313. 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 Senior Divisional Operating Manager and Sr. Divisional Safety Officer.

(ii) The Sr. Divl. Operating 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.

314. Action to be taken by Control Office for Reporting of Accident.

(1) 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 taken by him.

(2) By Deputy Chief Controller for reporting of the accident :-

(a) The Deputy Chief Controller must advise all concerned Divisional Officers and the Divl. Railway Manager.

(b) Inform the Police Officials and District Magistrate concerned where advice is due to them.

315. 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.

316. Telephonic report to the Hd. Qtrs. Office : First information of the accident to the Hd. Qtrs. Office Emergency Control shall be advised by Chief Controller or Dy. Chief Controller in case of all accidents of the following classes :-

1. **To Head quarters Office:** First information of the accident to the HQ office emergency Control shall be advised by Chief Controller or Dy Chief Controller telephonically immediately after the accident in case of following Categories of Accidents:-

(i) All train accidents.

(ii) Any yard accident having serious repercussion on movement of traffic on through main line resulting in dislocation of traffice more than the threshold value as indicated in Para 105

(iii) Landslides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value as indicated in Para 105.

In addition to this periodic (monthly) statement of Accidents in all categories shall be submitted to Zonal Head Quarter 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 signalling.

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.

3. Biodata of staff :- Asstt. Loco Pilot, Guard, Gateman, ASM.

(a) Name

(b) Date of Birth

(c) Date of Apptt.

(d) Night vision test passed on.

(e) Loco Pilots performance Index.

(f) Time and shed where B/Analyzer test given.

(g) Date of passing competency.

4. 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.

5. Casualties :-

(a) Passenger	**Killed**	**Grievous**	**Simple**	**Trivial**
(b) Railway Staff.				
(c) Others				
(d) Total				

(e) Admitted in Hospital Railway - Private.

6. Details of wagons/Coaches involved (with POH Particulars)

7. Approx. Cost of damages to Railway Property :-

(a) P. way

(b) Rolling Stock.

(c) Locomotive.

(d) S & T.

(e) Others

(f) Total.

8. Relief arrangements :-

(a) Medical

(i) Medical van ordered at.

(ii) No. of doctors at site. **Rly. Civil = Total**

No. of Doctors left.

(iii) Clearance of injured.

(iv) Clearance of passengers.

(b) **ART** ordered at ..... B/L ..... left.....At site work started at ..... work completed at .....

(c) Rastoration

(i) Forecast for restoration of traffic.

(ii) Normal working resumed at

(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

9. Repercussion.

10. L.xing Details No. Situated at / or between Stations - at KM., manned/unmanned; Engg./Traffic

(a) Normal position. (Open / Closed to Road Traffic)

(b) Type of L.xing (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/Katcha)

(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
Admited in Hospital

(i) Passengers

(ii) Road users

(p) Complete Biodata of Gateman/Loco Pilot

(q) Ex-gratia payment.

11. Prima facie Cause.

12. 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/fax.

c) Any incident which causes serious dislocation to passenger and goods traffic and which does not otherwise fall under the accidents reportable to the Hd. Qtrs. 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.

317. Officers to be reports 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) 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. CME (Safety) or in their absence by any other safety officer reporting to CSO shall advise the Commissioner of Railway Safety, Chanakaya Puri New Delhi on telephone the particulars of the accident and ascertain from him whether or not he intends holding an enquiry in that accident.

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

318. Telegraphic report to the Headquarters Office : The telephonic advice given vide para 316 above must be confirmed by a (telegram)/Fax indicating the latest position.

319. Action to be taken by Central Control (Head Office) on receipt of information about accidents from the Divisional Control Office :-

1. The Dy. Chief Controller on duty in the Central 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/Exp. trains, with least possible delay to the following officers in the sequence given below :-

1.	A.G.M.	7.	Dy. COM/Chg.
2.	C.S.O.	8.	C.F.T.M. (I)
3.	C.O.M.	9.	C.F.T.M. (II)
4.	Dy. C.O.M./Safety	10.	C.E. CME.
5.	C.P.T.M.	11.	Dy. COM (Gds-I)
6.	A.T.M./Rules	12.	Dy. COM (Gds-II)
		13.	CMO, CSTE, CEE, CCM, CSC, CPRO (depending on the nature of accident).

The General Manager shall be advised by the CSO or in his absence the COM/G,CPTM if they consider the accident to be of a serious nature.

320. Telephonic report to the Railway Board :

(A) **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, of 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 two crore 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 interruption of any important through line of communication for at least 24 hours.

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

(ii) Any accident which cause serious dislocation to passenger and goods traffic and which does not otherwise fall under the accident reportable to Board on telephone, should also be reported to the Board's office telephonically. For this purpose criteria for serious dislocation shall be as laid down in Para 105 under the heading thresholds value.

(B) The advise to the Board will be given by the Dy. COM/Safety, ATM/Rules, ATM (Safety). In their absence by the Dy. Chief Controller on duty in the Central Emergency Control Office to one of the following officer of the Railway Board in order of priority as indicated below :-

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

Depending on the seriousness of the accident, in addition to informing Safety Cell in the Railway Board by Emergency Cell, Baroda House, CSO, Dy. COM/Safety, CPTM, Dy. COM/Chg.-1 should also speak to Member Traffic, Railway Board.

321. Reporting of Accidents: To Railway Board

(A) A telephonic advice should be relayed to nominated officer in Railway Boards Office immediately after the accident in case of following categories of accidents:

(i) All consequential train accident.

(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 105.

(iii) Land slides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value as indicated in Para 105.

In addition to this periodic (Monthly) Statement of Accidents in all categories shall be submitted to Railway Board in prescribed proforma.

(B) Following system shall be followed for reporting of accident to Railway Board:

(a) Information regarding consequential train accident and any yard accident leading to serious repercussion shall be reported by Divisional Control to Headquarters Central Control of Zonal Railway Headquarters. Central 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) should thereafter inform nominated officer of Safety Directorate of Railway Board. At Board level Safety Directorate shall issue the message and take follow up action.

(c) In case of land slide, 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 Central 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.

322. Detailed report to the Railway Board :- Telegraphic advice referred to in para 321 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 'N'.**

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

323. Report to Civil Authority :

Report to Local Authorities : (a) In the case of the following types of accidents, a telegraphic 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.

(vi) Passenger train running over obstruction placed on the line other than stated in (iii) to (v) above.

(vii) Land slides or breaches by rain or flood which cause the interruption of any important through line of communication for at least 24 hours.

(viii) Any other categories of trains 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	**Official**
(i)	Punjab	The Home Secretary to the Punjab Govt. Chandigarh.
(ii)	Delhi	The Chief Secretary, Delhi.
(iii)	Uttar Pradesh	The Home Secretary of the Home Department, U.P., Lucknow.
(iv)	Rajasthan	The Home Secretary, Rajasthan Govt., Jaipur.
(v)	Haryana	The Home Secretary, Haryana Govt., Chandigarh
(vi)	Jammu and Kashmir	The Home Secretary, J & K Srinagar.
(vii)	Himachal	The Home Secretary, Himachal Govt. Shimla.

(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 officials indicated in para 323 (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, finding and recommendations, if any, contained in the proceedings of the Enquiry 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, whom it is proposed to prosecute must also be given.

324. Report to Military Authorities :- When serious interruption to traffic as defined in Chapter-1 is expected as a result of any accident, the Divisional Railway Manager must send a telegraphic 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.) New Delhi.

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

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

325. Report to the Chief Inspector of Explosives : In the case of serious explosions or conflagrations suspected to have been caused by explosive, dangerous or inflammable goods, the Divisional Railway Manager must send an XXR telegraphic/ Fax report to the Chief Inspector of Explosives, New Delhi and the Inspector of Explosives concerned.

326. 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 transhipment 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 telegraphic/ Fax advice to the Railway Mail Service Superintendent concerned. The jurisdictions and Headquarters of Railway Mail Service Superintendents are given in **Appendix - 'I'**.

327. 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 Relation Officer will issue a telegraphic/fax 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 services stating whether transhipment 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, the greatest care must be taken in framing these reports; nothing must be mentioned the correctness of which may subsequently be questioned.

(c) A copy of the report to the press must be sent to the following officials by a separate XR telegram/fax :-

(i) Chief Commissioner of Rly. Safety Lucknow.

(ii) Commissioner of Railway Safety Chanakaya Puri New Delhi.

(iii) Executive Director (Safety) Railway Board, New Delhi.

(iv) CSO, N. Rly. Baroda House, New Delhi.

(d) In case of interruption of communication, an ordinary telegram/ fax must subsequently be issued to intimate when communication was restored or is likely to be restored.

328. Report to the 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 travelling in the train and/or damage to railway property to the value exceeding Rs. 2,00,00,000 and every accident such as a landslide, breaches or rain or flood or derailment which causes the interruption of any important through line of communication exceeding the threshold value.

(ii) Accidents 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 passengers 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 (S) or in their absence by COM or any Officer nominated by the CSO for this purpose.

329. Number of Casualties :-

For the purpose of reporting the number of casualties the following proforma should be adopted :

I. Killed

(a) Number of persons who were killed 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 the hospital ……(o)

(e) Total number of persons killed..... = (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.

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 in the train or on 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. Telegrams for Medical Assistance : With accident shall be given priority over all other telegrams.

404. Calling for Medical Assistance from Hospitals :- In calling for medical assistance from the Local, Civil, Military or private hospital or dispensary 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 send through suitable staff who have been trained for the purpose and who are well acquainted with the location of the hospitals and dispensaries and with 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 Assistant Station Master's office at each station for guidance of all concerned in case of emergency. The Station Master should make certain that the particularsfurnished therein are kept up-to-date. The Assistant Medical Officers of the section should periodically inspect the lists to ensure that they are current.

406. Action to be taken by Control office in case of serious Accident involving grievous hurt to Passengers.

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 the driver.
3. Copies of SWR's of stations and with yard diagrams.
4. Copies of the check list of Section Controller, Dy. Chief Controller, Chief Controller, Power Controller etc.,
5. Telephone numbers of Railway Doctors & Railway Officers.
6. Telephone numbers of State Transport Dept.

407. Target Time for Medical Van :- The target time for turning out medical van is 20 mts. during day and 30 mts. during night.

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 over all other trains including ART for its journey from the site of accident. On section 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 equipment is 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 equipment 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 and if no doctor is available, incharge of an employee qualified in first-aid.

(d) Maintenance of ARME Keys

(a) ARME Scale-I

(i) The keys of 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 Loco. Foreman 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, Loco Foreman, and the Medical Officer in charge.

(ii) The keys of 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 will be kept in his custody.

(b) ARME Scale II : The boxes of the Accident Relief of Medical Equipment Scale 'II' will not be provided with locks and keys, but will be sealed by the Medical Officer. The entire accident equipment ARME Scale '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.

(c) Key's Inside Medical Vaw or Room :- Inside medical vehicles or a room as the case may be a printed lists showing the full details of all the ARME **scale-I and II** equipments will be affixed in a glass-case fixed at a prominent place. A printed list of contents of each cupboard in ARME **scale 'I'** and box in **ARME 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 ARME scale 'I' and boxes in ARME scale 'II' equipment will indicate the contents.

(e) **Inspection of ARME Scale 'I' and Scale- 'II' :-** All the Accident relief medical equipment ARME scale I and II should be inspected by the ADMO once in a month. Articles needing replacement should be replaced. M.S./D.M.O. and ADMOs in whose jurisdiction this medical equipment is located will exercise supervisory check every quarter to ensure that the equipment is in good condition and up to the schedule to cope with any accident.

410. Station Master and Shed Foremen to maintain list 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 Forman to despatch first-aid workers to the site of the accident, if called upon to do so.

411. List of Hospitals and Dispensaries :- The A.D.M.O. should keep a list of the hospitals and dispensaries and Medical Practitioners in his office and that 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 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 CMS/Sr. DMO/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 Railways servants to afford 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. Precaution to be observed in handling of 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, foods 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 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 accountal should be kept of the expenditure incurred duly supported by the vouchers to enable post 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. Divl. Commercial Manager or by his representative in consultation with Sr. DSO, after making such enquiries as can by conveniently made on the spot after the immediate needs by way of medical assistance etc., to the injured persons are attended to.

415. Instructions regarding contents, their procurement, maintenance and replacements etc.,

of catering relief boxes along with list of stations where they have been provided is given in **appendix 'R'**.

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 Master, concerned must maintain a list of addresses of all drivers of Railway road vehicles.

418. Arrangements for reception of patients at non-Railway Hospital : 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 that they are expected to arrive at the hospital station. He must also make efforts to requisite 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 enquiry booth from where public enquiries regarding the injured and dead may be attended to.

(B) Enquiry 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 messages and letters regarding welfare of the passengers and condition of the injured :- Telegrams/ Messages 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 cost and should be given priority of an XR. telegram for transmission. For communicating/conveying intimation of death, however, such telegrams/ message shall be accepted free of cost and given XXR priority.

422. Giving of free passes to kith and kin's :- 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 ofpass for the relative may be determined according to the status of the person.

423. Duties of Asstt. Divl/Medical Officer :- The Asstt. Divl. Medical Officer 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 equipment from the hospital that he can quickly get together for rapid transport to afford medical aid, whilst waiting for the accident relief train equipment to arrive or even to augment that equipment .

(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, pethedin strychorine, 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 passenger Med/1-7 Med/1-8 Med 67, pens, ink.

(l) Breathalyser 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 equipment as rapidly as possible at the site of accident.

He will arrange for a telephonic message to be sent to his Divl. 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 ASM 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 DMO/ 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 telephone messages to his Sr. DMO/ D.M.O. or any other person.

In case an DMO/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 DMO/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/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 Divl. MS/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 - 'O'** must be maintained by every Asstt. Divl. Medical Officer.

Assistant Divisional Medical Officers should consider as one of their immediate duties on reaching site, the necessity for applying Breathlyser 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 Pilots, Asstt. Loco Pilots, Guards, Station Master etc.

424. Duties of MS Sr. DMO/Divl. Medical Officers :-

(a) On receipt of the intimation, referring to an accident in his division/district, he should decide whether any assistance from the neighbouring divisions is required. If so, he should send necessary requisition on control phone or by telegram/ fax to the neighbouring Divisions.

(b) He should intimate on control/public phone or by telegram/fax 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 on 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 equipment 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 Supdt, of St. John Ambulance Brigade if headquarted at his station or at the nearest station in his district to send as many Brigade personnel with equipment 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 todischarge convalescent patients or accommodate them else-where temporarily, to keep ready operation theatre, sterilised 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 summary of passengers (a) died, (b) sustained injury (i) Grievous (ii) Simple. These particulars should be 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 co-ordinate 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 Hd. Qtrs. as well as theBoard.

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

(c) One DMO/A.D.M.O. should visit hospital daily and report daily progress of patients to the C.M.O./Sr. D.C.M for one week. In case of simple injuries turning grievous/patients dying later, immediate information should be given to Sr. D.C.M/D.R.M.

He should keep the Chief Medical Officer and D.R.M. informed on control/public phone, or fax 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 posting adequate number of RPF staff at the site of 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 :-

1. Liaison with the local Police at site.
2. Ensure security of passenger's belongings and Security of parcels, damaged goods and parcel vans.

[C.] Relief Train Arrangement.

426. Relief Trains and break-down Cranes :-

(a) The compositions along with headquarters stations and normal beats of ART and break down cranes are shown in **Appendix -'B'.** A relief train or breakdown crane may be ordered to a point outside its normal beat, if circumstances so require.

(b) Lists of standard equipments for ARTs, Medical Vans, Auxiliary Vans, ARME scale II and First Aid Boxes are given in Appendis 'A'.

(c)(i) For accident relief and Medical rescue operation for Budgam-Kakapore section of USBRL project of J&K valley, one rail cum road vehicle would be based at Budgam station. When it is running on track, it shall be treated as a "train" as defined in GR 1.02 (58) and for Accident & relief operation, it shall be treated as ART. All the rules and schedule for movement and maintenance of ART, shall be applicable to this RRV.

(ii) List of standard equipment in RRV is given in Appendix 'A'.

(iii) One Ambulance Van is also based at Budgam to take care of entire stretch of the section from Budgam to Baramulla and Budgam to Quazigund.

(iv) FZR division to tie up with state government/Army or local doctors/Medical college officers for any Medical Aid/Support in addition to support available with the Railway.

427. Maintenance of relief Trains :-

(a) Loco Running Shed Foremen or others in charge of relief-van and relief trains are responsible for seeing that they are always fully equipped and in running order, and that the relief-van contains the medical chest.

(b) Sr. DSTE is responsible for seeing that the control telephone and phonophore equipment or portable emergency telephones where provided for use in the electrified sections are complete and in good working order. He must personally inspect and test this equipment quarterly.

(c) Medical Officer-in-charge is responsible for seeing that the prescribed stock of medicines and surgical appliances is maintained in the chests and almirahs and that the instruments and medical appliances are in perfect working order. He must personally inspect his equipment quarterly.

(d) DSE (Co-ordination) must ensure that the permanent way tools and stores of suitable pattern, are complete and in good condition. He must personally inspect this equipment quarterly.

(e) Sr. DEE (TRD) must ensure that the equipment in the electric traction bogies of the relief trains provided for use in the electrified sections is of suitable pattern, complete and in good condition for use on traction distribution system. He must personally inspect the equipment quarterly.

(f) Sr. Divisional Mechanical Engineer is responsible for complete relief train as a unit. He must satisfy himself that deficiencies are made good after use every time by all the departments concerned. He must ensure that the relief train staff is conversant with the use of all the equipment provided in the train.

He must personally inspect the train and its equipment quarterly.

DRILLS :

In order to test the readiness and quick turn out of Relief train, periodical drills, should be organised. These drills shall be of two types namely a Mock Drill and 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, TCI, TXR, ELC every month CMS 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 item.

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 irrespective of the fact whether ART/Medical van was turned out earlier due to accident or not.

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) Bahar line.

   (d) Arrival in station.

   (e) Departure.

   (f) Arrival at .....

   (g) Time taken against the target with reasons.

   (h) 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 to 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 C.S.O.

(B) Accident Drill :

(a) Where there is no medical van accident drill of ART should be conducted once in two 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 two months.

(d) Instruction given for mock drill in Items 1, 2 (i), (3), (4), (7), (8), (9), (10) should be followed also.

(C) Responsibility :-

(i) It will be the responsibility of the Sr. DSO and DSO (where there is no posting of Sr. DSO) to ensure that Accident Drill and Mock Drill are conducted as per schedule laid down.

(ii) Inspecting Officer will enter their remarks in the inspection book, which must be kept in the relief van, Train Examiners will similarly make an entry in the inspection book when they lift or repack a vehicle of the relief train, or change any of 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.

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

(iv) The train examiner in-charge is responsible for organising a break-down gang from amongst his staff and seeing that the gang understand 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) Hooters :

It is the practice on this Railway that when any accident takes place hooters are sounded according to the description given below :-

	Description of accident	**No. of hooters to be sounded.**
1.	When an accident takes place in the loco shed or traffic yard adjoining the loco shed.	2 long.
2.	When an accident takes place at out station but main line is clear, and the relief train is to be turned out without medical van.	3 long.
3.	When an accident takes place at out-station but main line is clear and the relief train is to be turned out with the medical van.	3 long and 1 short.
4.	When an accident takes place at out-station and main line is blocked and the relief train is to be turned out without medical van.	4 long.
5.	When an accident takes place at out-station, the main line is blocked and the relief train is to be turned out with the medical van.	4 long and 1 short.

The duration of the long hooter shall be 1/2 minute and 5 seconds for short.

In case of items 3 and 5 when medical staff are required to attend the accident, a phonic message is also sent to the A.D.M.O./D.M.O. concerned.

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

(E) Medical Examination of Engine crew involving in Accident :-

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 Locopilot and other members of the engine crew should be invariably given special medical test by the D.M.O./A.D.M.O. concerned to check up their vision and a detailed physical and medical checkup of each member of the engine crew.

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

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

428. Stabling of Medical Vans :- Medical vans should be stabled separately in a double ended siding so that they can be taken out for despatch in not more than 10 minutes.

429. Ordering of the Medical Van :- Medical van has to be ordered instantly by Dy. Chief Controller as soon as he received information of an accident involving trains carrying passengers and also in other cases where casualties are reported. The order may be cancelled only if it is ascertained beyond doubt that no injuries are involved.

430. Ordering and Turned Out of the Accident Relief train :- The relief train will be ordered by Dy. Chief Controller on duty instantly on receipt of information of an accident requiring the use of a relief train. The relief train along with the crane when required, will be turned out within 30 minutes, during day and 45 minutes, during night and moved to the site taking precedence over all other trains.

431. Medical van to be sent ahead if necessary :- In despatching a relief train to the site of accident, any factors likely to reduce its speed, such as the presence of a crane, should be taken into account in deciding as to whether the medical portion of the train should be sent in advance.

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 despatched 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 stations.

433. Civil and Police Officials to be given opportunity to proceed the site of accident by relief trains :- Officials such as the District Magistrate, the Superintendent of Police,

and the Supdt. of Rly. 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. (i) **Mechanical Branch to be given every assistance in clearing the line** - The Mechanical Branch will be responsible for clearing the line from 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 accident shall be 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 Presentation of Clues :

436. **Duties of Officer or Sr 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 message supposed to be 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 proved 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-levels, 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;

(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 levers/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 instrument 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, then 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 Rly. 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).

(a) 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 a station yard, the train passing records 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 official at the site of accident, the Senior most Railway Officials 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 being strapped 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 enquiry should also be made from the CRS in cases of suspected sabotage to ascertain 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 investigations.

(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 railwaymen 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 hours.

(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 enquiry booths are set up and functions properly.

(o) He should ensure that exgratia 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 Enquiry 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) No. 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.

The section is not controlled or if control inoperative, the Sr. DSO/Sr. DOM and in their absence the AOM or Chief controller must be advised by other means of communication available including Public Phone.

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

(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. book, train signal register, line admission book, engine repair 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 enquiry 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 Controller:-

1. He should record the time of accident, kilometre, casualties, damage to stock, assistance required medical van, ART with or without crane.

2. Advise Dy. CHC (Coaching) and (Goods), controlling station, T.I., AEN/PWI of the section and railway doctor of the nearest station/station where Med. 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 crane etc.

443. (A) Duties of Power Controller :-

1. Arrange power and crew for medical van and ART.

2. Ensure medical van and ART is turned out within the Scheduled time.

3. He should advise the Branch Officers about the accident.

4. He should advise adjacent Divisions for ARTS and he should 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 required in consultation with Chief 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 equipment 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 Controller and Traction Supervisors concerned to regulate relief measures.

(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 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 Traffic 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 Controllers :

(A) Dy. CHC (Coaching) :

1. Advise Power Controller, MTS, TXR Control, TLC, TPC, Commercial Controller & TCI 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 turn out of medical van and ART without any delay and see these are not held up en route. Topmost priority should be given for moving the M/Van to site of Accident.

5. He will ensure that relief train arranged for clearing stranded passengers is given overriding priority in running. Every effort should be made to minimize the travel time of the affected passengers. It must also be ensured that other passengers trains which have been detained due to accident are given due priority inrunning.

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/ WMI 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 in H.Q. about the full details of the accident as per proforma already available along with the list of dead and injured.

(B) Dy. CHC (Goods) :

1. Arrange for power and crew for medical van and ART in consultation with PRC/ TPC.

2. Advise DRM/ADRM, Sr. /DOM, Sr. DSTE, Chief Controller, Security Officer.

3. Arrange for power and crew for trains in consultation with PRC/TPC in 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 PRC and TPC for trains diverted.

7. Where the officials mentioned in item (1) of the duty list of Dy. CHC (Chg.) are not posted round the clock, he should inform the concerned officers.

446. Duties of Chief Controller :

1. Ensure that medical van and ART have been despatched to the site of accident and are not held up en route.

2. He should make arrangements of trains for carrying stranded passengers and also 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. Enquiry 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 CSO or COM in absence of CSO.

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

1. Ensure that medical van and ART reach the accident site without any detention en route.
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, sustained injuries-grievous & 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 regarding originating and destination station, ticket No. Hospitals to which sent for treatment and also particulars of next kith and kin to be obtained from the site and relayed to Emergency Control, CSO and in his absence to COM.
6. He will also advise CRS in case CRS can be approached on phone before CSO can contact. However, CSO will still advice CRS in any case.

(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 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 enquiry 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 the video cassette of the serious accidents is prepared not by taking clippings here and there but in a continous manner by specifically showing the position of coaches, engine, under gears of coaches & engines, rails, track, etc. and the clues which may in turn provide some information to the injuring 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 enquiry and should accordingly issue press notification in local press when advised by CSO.

(C) **Duties of Sr. DOM(G)/DOM(G)**

1. Attending the accident site in case of accident in the station yard where prima facie cause of the accident is on account of operating staff or where operational work needs to be co-ordinated.
2. In other cases, attending the divisional control in case of accident and ensuring periodic relay of information to the Emergency Control (Central Control) at the Head Quarter Office regarding rescue, relief and restoration works at the accident site.
3. Coordinating and monitoring the timly turning out of ART/ARME/Tower Wagon/Material train/Engine etc. and its reaching the accident site/adjoining station without en-route detention. Planning for efficient movement of ART, engine, tower eagon etc. between site and adjoining station for quick restoration.
4. Ensuring marshalling of ART crane (as per requirement of site incharge official) before it reaches the accident site.

5. Coordinating with the accident site incharge to ensure quick clearance of front and rear portions of the affected train from the site.

6. Obtaining the following details from the site and relaying the same to the Emergency Control: Details of the dead, injured-sustaining grievous or simply injury, their originating & destination stations, ticket no., hospitals to which sent for treatment and also particulars of next kith & kin.

7. Checking that information regarding passengers dead, sustained injuries-grievous and simple-is duly verified by Railway doctor and approved by the senoirmost officer at the earliest.

8. Any other duty that may be assigned by the competent authority relating to the accident.

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 deposited with 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 exgratia payment to the injured and the next kith and kin of the dead and for this he should get sufficient cash, copy of the rules for exgratia payment should be available in the booklet issued for DCM.

8. Arrange for refunds to the passengers.

9. Assist the stranded passengers during transhipment with sufficient number of Porters and TCS.

10. Arrange to open enquiry office at the site for replying to the queries regarding disposal of the injured and dead.

11. Make inventory of the parcels damaged and advise the CCM.

12. Arrange for buses for stranded passengers and keep record for the buses arranged destination wise with the number of passengers.

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.

14. Issue advice to the Control Office/Stations for issue of free passes to the next kith and kin of the dead and injured.

15. To keep in touch with the progress of patients in hospital and increase the exgratia payment suitably in case simple injuries turn grievous or patients paid exgratia 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. 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 suspected to be lying in debris. The cause of the accident should not be mentioned. It should be merely be stated that the cause is under investigation.

5. Opening of enquiry offices with proper staff at important stations for answering queries regarding casualties, rescheduling of services.

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. (A) **Duties of Sr. Divisional Mechanical Engineers :- 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 then 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 a fit condition to be taken from the accident site.

6. The 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 there 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 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 DSE 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 PWI 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 enquiry booth at site, wireless sets are installed at accident site for communication between the accident site and Divisional Hd. Qtrs.
4. Seal block Instruments, lever, slide, slots & clamp etc.
5. To ensure restoring the signalling and interlocking for normal working.
6. ASTE should be in Control Office for.
   (a) Providing proper communication with enquiry 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, New Delhi;
   (ii) Ensuring that a detailed record is made of all evidence bearing on the accident, so far as signalling and interlocking are concerned. Any broken or detached parts must be secured unless sabotage is suspected, in which case such parts must not be disturbed until the Police have completed their investigation.

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

(i) Personally directing and supervising the transhipment 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 Divl. Medical Officer/Asstt. Divisional Medical Officer - 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 of 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 enquiry by Divisional Officers, in cases where in enquiry 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. Chief Operations Manager (Safety) - The Dy. COM (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 advice 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) or CPTM in this order, will advise the Railway Board about the accidents in absence of CSO.

2. Emergency should relay the list of the injured and dead to the Addl. CCM/(G) and in his absence to CCM who will advise foreign Railways and other Division 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, 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 day today position of the progress of patients is relayed to CSO and that a Railway Doctor attends the patients in the Civil Hospitals to watch the progress daily till the passengers are discharged from the Civil Hospital.

6. In case of serious accident involving passenger trains, G.M. or AGM, 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 serious accident where no casualty or injury is involved but a prolonged interruption for 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 telegraphic/fax advice of the accident of the press in accordance with Para 327.

(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 available means 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 Rly. 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 Rly. Manager concerned as to whether an enquiry is to

be held by the commissioner of Rly Safety or a Committee of Administrative Officers and will intimate the date, time and place of enquiry, and ensure that press Notification is issued in time.

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

461. Duties of Law Officer :-

(a) The Law Officers 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 telegram/fax, a copy of which must be endorsed to the Director, Establishment, Railway Board. If the recommendation complies with the Provisions of Rule 3 of the Railway Accidents (compensation) Rules 1950, he must send telegraphic/fax 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 who are injured, 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. Duty list of Electrical Officers in case of serious Accidents

(A) Sr. DEE/DEE/AEE (Whoever is available) :

1. Ensure 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 name and addresses should also be recorded.

(B) Sr. DEE/(TRD)/DEE (TRD)/AEE (TRD) - (Whoever is available) 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 available means.

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 OHE 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) - (Whoever is available). 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 available means.

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, then 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. 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 there PIT line examination before being put into service.

8. Thorough examintion 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) - (Whoever is available). The Sr. most 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 observation 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 inured for visiting them in the hospitals and 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 be also deputed to the hospitals where the dead bodies/ injured has 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 which can be helpful in drafting the joint note and pin-pointing the responsibility:-

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

(ii) Marks on sleepers, rail head etc.

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

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

(v) Physical condition of the rolling stock involoved in the acident.

(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 tearing 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, Asstt. Pilot, and guard of the train.

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

(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 Trafic, 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 a side the department bias so that the exact cause of the accident is established and corrective remedial measures taken to eliminate those causes and to rectify if any inherent defect is found in the working of Railway machinery. Findings in the joint note should be unanimous and there should be no cause for a disent note.

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

The senior most, Senior Subodinate shall be the convener of the committee of Senior subordinate preparing the joint note. He shall be responsible for coordination and to ensure timely preparation of the joint note.

Supervisor 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.

SSE (C&W) **SSE Sec.(S&T)** **Loco Insp.** **SSE. Sec. (P.way)** **Traffic Insp. (Sec)**

CHAPTER V

ACCIDENT ENQUIRIES

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

(i) Those who 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. Enquiry 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 the holding of an enquiry shall be deemed to be an accident of such a serious nature as to require the holding of an enquiry.

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

Statutory investigation into Railway Accident Rules 1998 are appended as appendix- 'P'.

(b) Enquiry 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 Chief Safety Officer, and

(iv) If for any special reason the Divisional Rly. Manager considers that an enquiry is necessary or desirable.

(c) An enquiry 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 enquiries 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 :-** Enquiries are divided into four classes, namely :-

(i) Commissioner of Railway Safety 's enquiry.

(ii) Officer's Joint Enquiry.

(iii) Senior Subordinate's joint enquiry.

(iv) Departmental enquiry.

(B) **Level of Enquiry :-**

(i) All serious accidents shall be inquired into by the Commissioner of Railway Safety.

(ii) In case Commissioner of Railway Safety or Chief Commissioner of Railway Safety is not in a position to inquire into serious accidents cases, the inquiry should be done at least by a committe of JA Grade Officers, formed in consultation with CRS/ CCRS.

(iii) All cases of collssions falling under A1 to A4 categories shall be inquired into by a committee of SAG officers with General Manager as the accepting authority unless the same is being inquired into by CRS.

(iv) All other consequential train accidents except Unmanned Level Crossing Accidents shall be inquired into by a committee of JA grade officers and in its absence by Branch officers. DRM shall be accepting authority for these inquiries subject to review by CSO.

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

(vi) All said accidents shall be inquired into by a Committee of Senior Supervisors with Senior DSO/DSO as 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 shall be enquired into by a JA Grade officers Committee at Divisional level with Sr. DSO/DSO as one of the members.

(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 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 CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-railway D.A.R cases arising out of such enquiry 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 respodent railway at general managers level then the case should reffered to Rly Board.

(x) All cases of equipment failure shall be inquired into by senior supervisors/ supervisors of respective departments.

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

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

(a) Administrative Officer's Level I or II enquiry ordered by G.M.

D	Date of accident.
D plus 3	Commencement of enquiry.
D plus 10	Submission of report to G.M.
D plus 27	Submission of report to the Commissioner of Railway Safety.

(b) Enquiries ordered by DRM

D	Date of accident
D plus 3	Commencement of enquiry.
D plus 7	Completion of enquiry and submission of report to DRM.
D plus 10	Submission of report by DRM to GM.

505. Commissioner of Railway Safety's Enquiry :-

(a) The Commissioner of Railway Safety may personally conduct and enquiry into any accident. He shall in that case, inform the General Manager of his intention and intimate the date, time and place of the enquiry.

(b) An enquiry 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 then the enquiry will be ordered by the General Manager as laid down in para 507. The President of the enquiry committee, before commencing Inquiry into such accidents, shall issue a press note inviting public to tender evidence at the enquiry 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 enquiry.

(c) **Officers to assist Commissioner of Railway Safety** :- When an enquiry is to be conducted by CRS, the General Manager will nominate an officer of junior administrative rank or above to attend the enquiry by Commissioner of Railway Safety. He will also instruct the D.R.M. to arrange from the division officers concerned to attend the enquiry and be ready to render all necessary assistance including production of witness. The Divisional Railway Manager should also attend the enquiries 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 enquiry officer in obtaining the evidence, maintain liaison with the local magistracy and the Police for completing the enquiry expeditiously.

506. ARRANGING ATTENDANCE OF RAILWAY SERVANTS AT THE PLACE OF JUDICIAL ENQUIRY OR ENQUIRIES CONDUCTED BY COMMISSIONER OF RAILWAY SAFETY OR A MAGISTRATE :-

When an enquiry under rules of "statutory investigation in Railway Accidents Rules 1998", or a judicial enquiry is being held, the G.M. shall arrange for the attendance, as long as may be necessary, at the place of enquiry, of all railway servants whose evidence is likely to be required at such an enquiry. If the enquiry is to be held by the Commissioner of Railway Safety the General Manager shall issue notice of the date, hour and place at which the enquiry will be held being given to the officers mentioned in clauses (a) and (c) of sub-rule (1) of Rule 14 of Statutory investigation into Railway Accidents Rules 1998. He shall also arrange for the attendance of the Divisional Officers concerned at the enquiry.

507. Officers Joint Enquiry :-

(a) The General Manager may in the cases of serious accidents order an enquiry by Committee of Heads/Additional Heads or Deputy Heads of Operating, Mechanical and Engineering Departments. Other depart-ments shall be represented if necessary.

(b) The Divisional Railway Manager shall order a Divisional Officer's enquiry in the case of accidents falling under classes D-2, D-3, D-2, D-3, J-3, N-1, N-2, N-3, E-1 and E-2 as well as in the case of any other accident where enquiry by Divisional Officer is considered necessary by him. The Enquiry Committee will normally consist of JAGrade/Sr. Scale Officers of the Operating, Mechanical and Engineering Deparrtments. If any other department is also involved, it will be represented by an Officer of equivalent rank.

(c) **In the case of accident of falling under the following Classes:** D-4, D-5, F,H, G-1, G-2, B,C,C-2, C-3, C-4, E-1 and E-2 or any other accident, where such an enquiry is considered necessary by the Div. Railway Manager, the Div. Railway Manager shall normally order an officer Joint enquiry. The committee will normally consist of Operating, Mechanical and Civil Engg. Department if any other department is also involved, it will be represented by an officer.

Note:- In case of officer of the equivalent rank of particular department is not available on the 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) **Enquiries into cases of fires in trains, railway premises** :- In case a senior scale officer's enquiry is ordered into a fire accident, representative of the Railway Protection Force should also be included as a. member of the enquiry committee. In all other enquiries into cases of fires, the Fire Inspector on the Division should invariably be associated as a member of the enquiry committee. If the fire is of a serious magnitude, or of an unusual or a complex nature, CSO should be requested to obtain the association, with the enquiry committee of the Fire Adviser, Ministry of Home Affairs, Govt. of India. In case of fire occurring in electrified buildings or electrified coach, the Divl. Electric Engineer or his representative should invariably be included in the enquiry committee.

(ii) Two copies of all enquiry reports into accidents involving fires should invariably be sent to the CSO for information and necessary action at his end.

508. **Senior Subordinate's Joint Enquiry :-** The Divl. Railway Manager will order a subordinate joint enquiry in the case of all other accidents where a joint enquiry is considerednecessary,
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 Enquiry :-** When one particular department is clearly responsible for an accident, the Divisional Railway Manager will arrange for an officer or subordinate of that department to hold an enquiry. The purpose of such enquiry will be to pin-point the fault or irregularities involved and to fix responsibility for the same.

510. **Enquiries into accidents at stations worked by N. Rly** :- Accidents to trains of other Railways occurring at junctions worked by the Northern Railway on those portions of the line over which other Railways exercise running powers, will be enquired into by the Northern Railway. A representative of the other Railway concerned must, however, be invited to sit on the Enquiry committee. If he happens, to be senior most member of the Committee, he will function as its President.

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

(a) Enquiries must commence as promptly as possible within three days of the occurrence of the accident.

(b) Enquiries 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 enquiry elsewhere will best suit the circumstances of the case and the convenience to the witnesses.

512. **President of Enquiry Committee :-** The senior most officer/official shall be the President of the inquiry committee in all cases. Prerogative and duties of the President of the Inquiry Committee shall be as follows:

(A) **Procurement of accident related records and materials:** It shall be duty of the Sr. Divisional Safety Officer to collect and preserve all material evidence including essential clues, documentary evidence or any other record/clue connected with the accident in coordination with respective divisional department officer. Therefore, he shall provide the same to the President of the Inquiry Committee.

(B) **Holding of Inquiry:** President shall fix date and time for visit of the inquiry committee to the accident site. He shall also decide the time and place of commencement of enquiry and inform it in writing to other members of the committee and all concerned.

(C) **Delay in finalization of Inquiry:** If there is a delay in completing the accident enquiry beyond the norms of finalization of enquiry he should periodically inform the accepting authority in writing regarding the delay in finalization of the enquiry report. After the accident inquiry is completed the President of the committee must submit a note to the accepting authority giving reasons of such delay along with accident enquiry report duly signed by all the members of enquiry committee.

(D) If President/any member of the enquiry committee is not willing or not in a position to hold the enquiry then he must give his refusal within one working day of the nomination of the enquiry committee otherwise any delay on his part will be treated seriously.

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

(a) Whenever an Officer's Joint Enquiry is to be held, the Divisional Rly. Manager shall cause notice of the place, date and hour at which the enquiry will commence to the following officials :-

(i) The Commissioner of Rly. Safety, New Delhi.

(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 which the accident occurred.

(b) Whenever the Commissioner of Railway Safety decides to hold an enquiry, the Divisional Rly. 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 enquiry to the Superintendent, Railway Mail service, to enable him to be present at the enquiry 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 enquiry.

(b) An accident enquiry must continue without break till finish. The enquiry 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, the enquiry may be adjourned till the witness is available.

(c) If a witness is sick, the President of the Enquiry Committee must, with the concurrence of the Medical officer concerned, arrange for his presence at the enquiry, and if this is not possible, for his evidence to be taken at his bedside.

515. Proceeding of enquiry :-

(a) The Proceedings of Enquiry Committee must be recorded on form O.P.-336 and must consist of :-

(i) A list of the members of the enquiry committee;

(ii) A brief description of the accident and of the locality in which it occurred;

(iii) A preamble detailing the various points brought to light by the enquiry and on which the finding is based.

(iv) A clear and brief statement of the findings;

(v) Rider, if any;

(vi) Recommendations, if any;

(vii) A statement showing the damage done and its estimated cost.

(viii) A list of the witnesses examined;

(ix) A detailed record of the evidence of each witness;

(x) A plan of the site of the accident;

(xi) Drawings of broken material, etc.

(xii) Extract of train registers, if necessary;

(xiii) Extract of rules bearing on the accident;

(xiv) A list of passengers killed and injured;

(xv) A list of Railway servants killed and injured;

(xvi) Police report, where necessary.

(b) The description of the accident must be properly 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), also gauge, cross-levels and super elevation at intervals of 3 meters;

(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 of 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 fair copies.

(e) The preamble must contain a full statement of the reasons which have led the enquiry 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 of 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 and his finding. 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 enquiry 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 despatch of the affected passengers to the destination after the accident, delay in transmission of telegrams/ messages 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 Recommendation 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 enquiries and in falsification of records.

(j) Before recording the evidence of a witness, the President of the Enquiry 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 Enquiry Committee. The evidence of witnesses unable to read or write English must be read over to them in their language and the President of the Enquiry 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 Enquiry Committee disperse.

516. Instructions for conduct of enquiries :- The following points must be borne in mind in the course of enquiries 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.

(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 Pilot have certified that they are acquainted with the road and if so, when.

(v) Whether Loco Pilot have been over the line recently.

(vi) Whether the staff have 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 & 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. Method of conducting joint and inter-Departmental Enquiries :-

(A.) (i) Before starting the enquiry, 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 Enquiry, 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 on 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, elicit 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 enquired 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 enquiry officer or the Committee shall also note matters brought to light in the course of the Enquiry, 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 an eradicated without delay.

(vi) In the case of an officer's or senior subordinates joint enquiry, 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 enquiry 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 of evidence, the President of Officers Enquiry Committee may utilize the services of his Stenographer to take down the evidence by inputting the same directly on PC. If his Stenographer is not available, Sr. DSO shall arrange a Stenographer to record the evidence on a PC. The statement shall be read and signed by the witness on each page. At a subordinate Officer's departmental enquiry, the transportation inspector, or in his absence, the member nominated by the President of the Committee, will record the evidence either in his own hand-writing or on a PC.

(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. 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 :-

(i) Discussion of all conflicting evidences and the Committee's deductions there from;

(ii) The contributory factors, if any; and

(iii) The extenuating circumstances, if any;

Absence of either conflicting evidence, contributory factors or extenuating circumstances, in a particular accident should be specially 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 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 Enquiry :** In the matters brought to light during the enquiry, 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 Enquiry proceedings :** The proceedings shall be drawn up and signed before the Committee disperse. 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 Enquiry Committee on it, shall accompany the enquiry proceedings.

DISPOSAL OF ENQUIRY 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 Commission 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 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 he differs from the view of the CRS, shall be sent to CRS within a fortnight of the receipt of the report from CRS.

Remarks of the Rly. 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's 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 Enquiry Report :-

(a) (i) Proceeding in connection with accidents falling in classes D-except D-6, F, H, G, B1, B-2, C, J-3, N, J-9 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 Officer's enquiry report in all cases. Points requiring inter-divisional coordination and measures to be taken on the entire railway should be specifically mentioned by the DRM in his report while sending the enquiry proceedings to the G.M.

(ii) The copy of the enquiry proceedings should not be sent direct to CRS, but one extra copy should be sent to Headquarter Office for onward transmission to CRS along with remarks of H.Qrs., if any.

(b) Where the Committee cannot definitely determine the cause of the accident, the proceedings must be sent in duplicate to the General Manager.

(c) In other cases the proceedings must be finally disposed of in the office of the Divisional Railway Manager. If the Divisional Railway Manager does not accept the findings, he will either refer the matter back to the Committee or nominate a fresh Committee to enquire into the accident.

(d) 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 Enquiry Committee are accepted, action should be taken to penalise the staff held responsible.

(b) Prompt action must be taken to implement recommendations made by Enquiry Committee after their acceptance by the competent authority.

(c) Every Division should maintain an Accident Enquiry Register on the following Proforma in order to keep a watch on the action taken in regard to the findings and recommendations of Enquiry Committee :-

Accident Enquiry Register

1	Particulars of Accident	No.	
2		Date	
3		Site	
4		Class	
5		Brief Description	
6	Corresponding S. No. in Accident Register		
7	Type of Enquiry Held		
8	File No.		
9	Date of enquiry commenced		
10	Date of enquiry proceedings submitted to Divl. Office		
11	Date accepted by DRM		
12	Date accepted by Headquarter		
13	Staff held responsible		
14	Date	Dt. and nature of punishement inflicted	
15	Penalty		
16	Accepted recommendations		
17	Progress made in the implementation of recommendations		
18	Reasons for abnormal delay		

521. **Action when enquiry not held :** When an enquiry is dispensed with in accordance with sub-para (c) (i) and (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 enquiries :** The rules regarding the conduct of Magisterial and Police enquiries into accidents are given in the **Appendix 'P'.**

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 DAR against staff responsible for rail accidents and if found guilty, appropriate punishments 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 enquiries 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 enquiry 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 enquiry. If a Department accepts responsibility, the Divisional Railway Manager, on advice from the Sr. DSO, may order a Departmental enquiry.

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

CHAPTER VI

PROCEDURE FOR DEALING WITH CASE OF SABOTAGE OR TRAIN WRECKING

601. Cases of Sabotage and Train Wreeking :-

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.

602. 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 126 of the IRA 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.

603. 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.

604. 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.

605. Precautions by Engineering Supervisors :- In going to the site of the accident, Assistant Engineers and Permanent Way Inspectors should take the following precautions:-

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

(ii) Ensure that tool boxes of Gangmen 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 by the Railway, Civil and Police Authorities and photographed.

606. Duties of officers and other supervisory officials :- Officers and Senior Supervisory Officials, in addition to their other normal duties shall :

(i) Take notes (where these will be helpful) of casualties and sketches of the results 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 of 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.

607. 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 neighbouring 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 Assistant 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.

(vi) 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) Liaise with the Railway Police/District Police in the investigation of the case.

608. 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.

609. 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 metres in the rear, with the assistance of representatives of Departments concerned and 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 Officer of 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 an enquiry.

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

610. Removal and examination of Rolling stock :-

(a) **Removal of undamaged rolling stock :-** Rolling stock which remain 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 the purpose of making the final note in the joint examination detailed under Para 609. Breakdown operations to remove these vehicles should be started only in accordance with para 612.

611. 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 metres.

(vii) If the nature of the accident requires :

(a) The position and condition of signals, point 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.

612. 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.

613. Preparation of Plan for C.R.S. or other Enquiry :- A dimensional plan should be prepared for the Commissioner of Railway Safety or judicial enquiry, 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 enquiry.

614. 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 inquiries, subsequent investigations or in court trials.

615. 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 Commisioner 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 the vetted jointly by Chief Security Commisioner/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 Enquiry Committee should give a clear verdict of 'SABOTAGE' in the findings. If it is not a case of 'Sabotage' the Enquiry Committee should give clearly in the joint Finding 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.

CHAPTER VII

UNUSUAL OCCURENCES

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 as controller, if the section is controlled.

702. Defects in track:

(1) In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains, will take action as under:-

a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communication to stop movement of trains;

b) proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master form the Loco Pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master;

c) the Station Masters on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section and Junior Engineer/Section Engineer(P.Way), Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager;

d) arrange to dispatch by rail maintenance machine/tower wagon/light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot;

e) in the absence of engineering officials the train with a caution order instructing the Loco Pilot to stop dead before the affected Kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 Kilometers per hour till the track is certified to be safe by engineering Officials;

f) if the condition as reported earlier is confirmed by the Loco Pilot, no train movement shall be allowed till certified to be safe by engineering officials;

Note: In Case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco Pilot of his train through walkie-talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in para (a) above. In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

(2) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line sections and will take action as per para (1) (d) above in consultation with the Section Controller except that only rail maintenance machine/tower wagon/light engine shall be sent to ascertain for the line to be safe for the movement of the train.

(3) In the event of the Loco Pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action;

(a) Immediately switch “On” the flasher light of his Loco;

(b) inform the Station Master(s) concerned/control through the available means of communication and concurrently;

(c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62;

(d) Thereafter, he will continue journey to the next Station cautiously keeping flasher Light “on” and

(e) be prepare to stop any incoming train approaching on the affected track by communicating on Walkie-Talkie or other available means of communication and exhibiting danger hand signal;

(f) on arrival at the next Station he shall inform the Station Master through a written memo about the occurrence;

(g) on receipt of such information the Station Master must take action as per para (1) © to (f) above.

FORM 'A'

BAD RIDING OF ENGINES

(Report on Track)

1. S.M.'s message No. & station and date…….....

rough riding was experienced.

2. Kilometreage and section of RLY.....Up or down track.

3. Train No. , Engine No. andtype…….....

4. Speedofthetrain…….....

5. Date and time of inspection byPWI…….....

6. Rails:

(a) Type and weight.....

(b) Length.....

(c) Age.....

(d) Condition .....

7. Sleepers

(a) Type .....

(b) Age .....

(c) No.perrail.....

(d) Spacing .....

(e) Condition .....

8. Ballast:-

(a) Width at top.....

(a) 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) Levelor Grade.....

(b) Height of Bank .....

(c) Depth of cutting .....

(d) Class of soil .....

(e) Condition of Drainage .....

10. Alignment:-

Straight or degree or 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 information.

14. Action taken to rectify defect in..... the track, ballast or information.

15. Any special features such as heavy..... rainfall.

Signature of AEN/ PIN I

.....

(b) **Duty of Guard:** Should a Guard feel a heavy lurch or jerk which he considers dangerous for the passage of trains, he will brings his train to a stand at the next station by destroying vacuum and will report the matter in writing to the station master if the jerk is not so sever 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 equipment, 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 contract 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 means of communication.

(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 Asstt. Station Master or any other means of communication. The Traction Power controller on receipt of such a massage 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 breakdown or defects noticed in the overhead equipment or any other traction equipment, including continuity bonds, joint bonds, cross bonds, structural bonds and impendence bonds, by any railway employee shall be reported immediately to the Traction Power controller. In case he 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 impendence 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 advised 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 overhead equipment of the area concerned.

704. Defective Engine or Tender: In the event of a Loco Pilot noticing that the running of his Locomotive or tender and 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 Loco Foreman. The Loco Pilot will in addition make a report regarding this to his home shed Loco Foreman. The Loco Foreman after examining the engine carefully carrying out any adjustment necessary will communicate on telephone full particular of the engine and details of adjustment made to the Divisional Mech. Engineer or in his absence, the Assistant Mechanical Engineer. If the control springs, bogie slides and axle-box clearances are all from 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 the engine is running unsatisfactorily and cannot locate the cause, the Divisional Mechanical Engineer or Assistant 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 Loco Foreman 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 occured.
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 Ferrodo 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 becomes detached and there reason to believe that the detached may have fallen on the track, a careful search must be made for the missing parts 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 station. It will be 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 repair:- Whenever platforms, building, 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 Officials must see that there are no heaps of materials or other obstructions on or fouling the lying which may cause a derailment or endanger railway employees engaged in shunting operation.

708. Passengers getting into and out of moving vehicles :- Passengers must be prevented, if possible, form getting into and out of train which is in motion and Railway employees must not open the door of a moving vehicle or 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 left alone. If the passenger misses his footing or his otherwise in imminent danger, the train must be stopped immediately, but nothing must be done to confusing . When a passenger can be stopped from getting into a moving a 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 interferred 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 alongwith the Guard at the site of the 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, 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 Controller, who will :

(i) Advise the Permanent Way Inspector 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 Head Train Examiner and the Loco Foreman for a thorough examination of the train and the engine at the next terminal station.

The duties prescribed above for the 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 Master at both ends of the reported section must stop all trains and issue caution orders to Loco Pilots, specifying the kilometreage and speed restrictions.

(e). No train shall pass over the affected spot at a speed exceeding 15 K.M. per hour or such less speed as the reporting Loco Pilot may have specified, until Permanent Way Inspector or the Assistant Engineer has certified the track safe for any 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 can not be traced, the train should be stopped at the station and the Station Master should be advised, who will issue caution orders to the Loco Pilot of the first train proceeding into the section to be on the look out and also inform the Permanent Way Inspector or the Gangmate to institute a search.

(b) The Loco Pilot of a train which has come to a stop on one way spring point in the trailing direction shall not re-start the train unless the Guard has personally arranged for the spring point to be set and clamped for 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 along with Train Examining staff, immediately examine the windows or the doors or their fastening and whether 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 advised by Telephone / Message, to the 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 Train Examining staff, and record the records of the 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 Guard or on receipt of accident message/telegram, to examine the condition of the doors or windows or their fastening and whether warning notices have duly exhibited in the concerned coach and advise immediately The Divisional Railway Manager and Divisional Mechanical Engineer (C & W).

712. Unusual occurences: Information regarding unsafe bunds of tanks or rivers-Station Master and others who receive intimation from Government official, 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 to the Divisional Railway Manager, Asstt. Engineer, Permanent way Inspector and the Station Masters at both ends at the block section likely to be affected should stop all trains and issue caution order. Particulars of the river or tank bund reported to be unsafe should be given in caution order, the following being added at the end:-

"Observes 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 in the alternative 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 dangerous, the dying declaration should 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 happen to be on the line and how the wounds were inflicted. The statement should be signed by the Guard and some other responsible witnesses 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 the place where the injured person were found and the further disposal thereof, should be attached. In case the Railway servant, to find 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 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 avoided as the finger prints which may be available near the scene of occurrence may disturbed . Similarly, the dead body should not be removed until the arrival of the police as the chances of some clues which may lead to detection may be interfered with. 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, in written , memo, giving the following particular's 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 the railway staff not working a train, he shall unless he himself is in a position to advised to the police authorities, take immediate step 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 the person run-over, the statement of the engine crew must always be obtained by the Loco Foreman (or other loco official incharge) of the shed at which the Loco Pilot ends his journey and sent without delay to all concerned. The Loco Foreman (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 allconcerned.

715. Persons found dead in train or at Stations:- In the case person 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 incharge 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 concerned Assistant Medical Officer of the Railway should be advised.

716. Murder on running trains:- If a crime 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, footprints, 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 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 the police arrives except in so for as necessary to attend to injured persons unable to leave the compartment without assistance.

(e) The railway police station concerned will be advised at what station the carriage has been or will be detached. After the carriage is taken over by the police, it should not be removed or otherwise utilised without the written authority of the police officer conducting the investigation. If an abnormal delay takes place on the part of the police in releasing the carriage, the matter should be reported to the Divisional Railway Manager concerned.

717. Care of dead bodies in case of a serious accidents:- The senior most Railway Officer on the spot should discussed the question of disposal of dead bodies with the 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 dead should be 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 on to 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 siting under the vehicles.

(vi) Passing too close in front of or behind the rear of trains at station.

(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 the vehicles, without first looking in both directions for trains 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 flag etc.

CHAPTER VIII

ACCIDENT RECORD AND RETURNS
[A] RECORD OF ACCIDENT

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 1. Showing all accidents mentioned in chapter II expect classes P/Casualities and other incident.

(a) taking place at his station, and

(b) not taking place at his station but reported to him vide Para 304

Part 2. Accidents falling under classes P/Casualities and other incident

(a) Taking place at his station, and;

(b) Not taking place at his station but reported to him vide para 304.

Date	Time	Class	Brief description to accident	Date & time of issue of accident message
1	2	3	4	5

Date on which accident report submitted	Nature of enquiry held	Date on which enquiry held	Date on which enquiry completed
6	7	8	9

Cause of the accident	staff held responsible	Nature of punishment awarded
10	11	12

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

S.No.	Date	Time	Site	Brief desctiption	Class	Cause of accient
1	2	3	4	5	6	7

No. of Casualities	Loss of railway property	File No.	Enquiry by
8	9	10	11

Date on which enquiry held	Date on which enquiry finalised	Date on which accepted by DRM	Responsibility
12	13	14	15

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

S.No.	Particulars of Accident			File No.	Name and particulars of staff held responsible
	Date	Time	Class		
1		2		3	4

Date on which enqiry finalised	Date on which charge-sheet issued	Date on which acknowledge-ment taken	Officer ordering D&AR enquiry
5	6	7	8

Officer nominated for D&AR enquiry	Date on which D&AR enquiry held	Date D&AR enquiry completed	Date D&AR enquiry accepted
9	10	11	12

Date punishment imposed	Date acknowledgement of punishment	Date head-quarter advised	Result of appeal and review, if any
13	14	15	16

804. Register giving cause wise : Every Division should maintain a register giving cause wise analysis of train accidents for each calender month.

805. Registers 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 case should cover all accidents and not only those which are reportable to the Railway Board/HQ.

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

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

[B] ACCIDENT RETURNS

806. Accident returns:- The following table details the returns required to be submitted to the Railway Board, the commissioner of Railway Safety and State Governments, Divisional and extra Divisional Offices to the General Manger must be adhered to.

807. Rules for the preparation of accident returns:-

(i) Accidents to train 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) Statistical information regarding incidents not relayed to Rly. Board should be covered in monthly MCDO alongwith action taken.

(v) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. With regard to accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that further details would follow.

(vi) 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.

(vii) 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 injuires or loss to Railway property takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.

(viii) Interruption is defined as duration from the time of accident till starting of first train on line clear from adjacent station for movement over the affected line in that section.

(ix) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amounting at Rupees five thousand [5000] and above.

(x) Equipment failures shall include all failures irrespective of date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category.

(xi) Details and Statistics for accident cases falling under Unusual incident, categories Class 'N' 'P' and 'Q' shall be maintained and provided by security (RPF) branch.

(xii) 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 montly summary to Chief Safety Officer of respective zonal railways. Chief Safety Officers after completion of statement shall forward montly 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 be Safety Directorate of Railway Board.

ACCIDENT RETURNS

Sl. No.	Particulars of return	To be submitted to	Date by which to be submitted to G.M. (Safety) by the Divisional and Extra Divisional Offices.	Date by which to be submitted by G.M. (Safety)
1.	Monthly advance intimation by phone the categorywise number of accidents	Rly. Board	–	1st of the following month.
1-A	Fortnightly	Rly Board	–	16th of every month
1-B	Periodical Statements	Local	1st, 13th and 23rd	–
2.	Statements A.2 showing monthly & cumulative position of pending cases of enquiries, finalisation of punishments and punishment Imposed	Rly. Board	–	By 3rd of every month by Fax.
3.	Monthly as well as cumulative statement 'A'	Rly. Board	10th of the following month	20th of the following month.
4.	Statement 'B'	Rly. Board	Close of 3 month to which it relates	A week after 3 month
5.	Statement 'C' showing analysis of disciplinary action taken against staff held responsible for train accidents.	Rly. Board	By the last week of 3rd month	Within one week after 3 months of the close of quarter to which the statement relates.
6.	Quarterly cumulative statistics of accidents on tables 1 to 7	Rly. Board	25th ofthe following month	25th of the second month of the following quarter.
7.	Monthly statement showing cases of tampering with track/ sabotage.	Rly. Board	5th ofthe following month	10th of the following month
8.	Monthly statement showing awards to staff for timely action in averting accident.	Rly Board	5th ofthe following month	10th of the following month

ACCIDENT RETURNS - (Cont'd.)

Sl. No.	Particulars of return	To be submitted to	Date by which to be submitted to G.M. (Safety) by the Divisional and Extra Divisional Offices.	Date by which to be submitted by G.M. (Safety)
9.	Quarterly statement number of trespassers	CRS	10th of the following month	20th of the following month
10.	Quarterly statement showing details of accidents fallen under section-83	CRS	–	–
11.	Monthly Brief particulars of accidents	Rly Board	3rd of every month	5th of every month
12.	Monthly statement of engine failures	Rly. Board	10th of the following month	15th of the following month

APPENDIX - 'A'

List of Equipment Standardized for Accident Relief Trains

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
CATEGORY No. 1					
I.	**Electric Generator & Electrical Equipment**				
1-1	Generating set fixed type Diesel Driven 230 volts A.C. single phase 5 K.W. complete with switch Board and accessories.	2 sets	2 sets	–	
2.	Generating set portable Diesel/Petrol Driven 32 volts, 1 K.W. capacity complete with switch Board with 3 sockets outlets.	2 sets	2 sets	–	
II.	**Accessories:-**				
1.	Metal rectifier for charging 2 T.L. Batteries at a time 60 amps, capacity.	1 No.	1 No.	–	
2.	Step down Transformer 230/32 volts 1 KVA	1 No.	1 No.	–	
III.	**Fittings:-** (For use from 230 volts Generator)				
1.	230 volts 500 watts Flood light fittings swivelling type mounted on side/roof of the coach.	8 Nos.	8 Nos.	–	
2	32 volts portable Hand lamps to be fed from step down transformer with 30 metres lead 2 core 10 Amps Capacity on spool with Plug at one end.	10 Nos.	10 Nos.	–	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
3.	24 Volts portable hand lamps to be fed from coach with 30 metres lead with standard kent coupler at one end for feeding from coach.	4 Nos.	4 Nos.	–	
IV	**For use from 32 volts Generator**				
1.	32 volts 250 Watts Flood Lights fittings mounted on portable stand with a socket fixed on each.	6 Nos.	6 Nos.	–	
2.	Cable 2 core 50 metres on spool, with one 2 pin Plug on each end.	6 Nos.	6 Nos.	–	
3.	Portable switch Board 3 Water Proof sockets each 250 watts capacity with 30 metres lead on spool with plug on loose end.	2 Nos.	2 Nos.	–	
4.	500 watts, 250 volts Gas filled lamps screw cap.	16 Nos.	16 Nos.	–	
5.	250 watts 32 volts Gas filled lamps screw cap.	12 Nos.	12 Nos.	–	
6.	100 watts, 250 volts Gas filled lamps Bayonet cap.	12 Nos.	12 Nos.	–	
7.	30 watts, 32 volts Gas filled lamps Bayonet cap.	24 Nos.	24 Nos.	–	
8.	30 watts, 24 volts Gas filled lamps Bayonet cap.	6 Nos.	6 Nos.	–	
CATEGORY NO. 2. Illuminations other than Electrical					
1.	Lamps Flood Light Tilly 500 CP (Available with M/s. Girdharilal & Co., Delhi). Lamps Flood Light Tilly 200 CP Model AL-21.	10 Nos. –	6 Nos. –	– 4 Nos.	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
2.	Petromexes Hurricane type 300/400 CP.	12 Nos.	6 Nos.	4 Nos.	
3.	Torches (5 cells) with cells.	6 Nos.	4 Nos.	2 Nos.	
4.	Flame Proof Torches (3 Cells) with Cells.	6 Nos.	4 Nos.	2 Nos.	
5.	Spare Mantles for tilly lamps to I.S. Spec. No.2783/64.	24 Nos.	12 Nos.	---	
6.	Spare Mantles for Petromexes.	24 Nos.	12 Nos.	8 Nos.	
7.	Spare Torches Bulbs (6.5 V).	2 Nos.	1 No.	1 No.	
8.	Spare Torch Bulbs (4.5 V)	1 No.	1 No.	1 No.	
9.	Needles for Tilly lamps.	10 Nos.	6 Nos.	---	
10.	Carborandums (Petromaxes)	4 Nos.	2 Nos.	2 Nos.	
11.	Mica chimneys for Petromax Hurrican Pattern.	6 Nos.	3 Nos.	2 Nos.	
12.	Pressure Gauges X.	2 Nos.	1 No.	---	
13.	Battery Cells.	---	---	24 Nos.	
CATEGORY NO. 3.-					
Oxy. Cutting Equipment :-					
1.	Cutting torch similar to Cutogen 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.	Pressure gauges oxygen (Double type)	2	2	---	
3.	Pressure gauges acetylene (Double type)	2	2	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
4.	Oxygen cylinders 150 cu. Ft. (Industrial Oxygen Gas Compressed).	4	4	---	
5.	Acetylene cylinders 150 cu. ft. (Dissolved gas).	2	2	---	
6.	Goggles for welders	2 Prs.	2 Prs.	---	
7.	Gloves leather Leg guard (spot leather Goat skin)	2 Prs.	2 Prs.	---	
8.	Tool sets for maintenance	1 Set	1 Set	---	
	Cylinder Key ---------- K-3	Out fit Key ---------- K-4	Spindle Key ---------- K-50		

CATEGORY NO. 4
Compressors and Pneumatic Tools:-

1.	Diesel operated compressor 120 CF/Mt. N. Rly., Specification No. 28/ELEC/64.	1 No.	–	–	(To be provided in sheds where Compressors have been allotted and provided)
2.	Pneumatic rivet cutter bore 1.3/16" stroke 11" length 26" weight 35 lb. 10 oz.	1 No.	–	–	
2-A	Rivet cutting tools	4	--	---	
3.	Chipping hammer light	1	--	---	
3-A	Chipping chisels of sorts. Blank 2 Flat-1, Flat tenish-1, side cutting 1 Rivet cutting-1.	6	---	---	
4.	Reversible Drill 1¼" dia. Capacity 32712 or similar as illustrated in CPT Catalogue on Pneumatic Tools.	1	--	--	
5.	6" Grinder parallel type straight handle size 3220-S-3500 as illustrated in C.P. Catalogue or similar.	1	--	--	
6.	Drills (Morse taper) ½" to 1¼" dia in ¼" step sizes.	1 Set	--	--	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
7.	Morse taper sockets for above sleeve steel for twist drills Morse taper.	1 Set	--	--	
8.	Bench vice 6" Standing Table.	1 No.	---	---	
9.	Maintenance tools for compressors & engine (as supplied by the manufactures), e.g.				
	(i) Canvas bag for tools	one	–	–	
	(ii) Grease gun	one	–	–	
	(iii) Pliers 8"	one	–	–	
	(iv) Ring spanner $1_{1/16"}X_{3/4}$"	one	–	–	
	(v) Single ended spanner 5/16"	one	–	–	
	(vi) Single ended spanner 3/8"	one	–	–	
	(vii) D/ended spanners of size 5/16"X3/8" 7/10"X1/2" 9/16"X5/8" 11/16"X3/4"	Four (one each size)	–	–	
	(viii) Screw Driver	One	–	–	
	(ix) Tommy Bar	One	–	–	
10.	Spares as provided by Suppliers i.e.	1 Set	---	---	
	(i) Strainer for oil	---	---	One	
	(ii) Compress-or O/C	---	---	½ Drum	
	(iii) Rubber elbow	---	---	Two	
	(iv) Instruction card	---	---	One	
	(v) Test report	---	---	One	
	(vi) Generator paper	---	One		
	(vii) Service record chart		One		
	(viii) Battery terminals	---	One		
	(ix) fuel tank cap	---	One		
	(x) Starting handle	---	One		
11.	Hose pipe 15 metres with				

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
	ply ½", bore automatic couplings as illustrated in length C & P Cat. Sect. 1, Hose pipe and Hose fitting.	6 Nos.	---	---	
12.	Spare automatic couplings.	6 Nos.	---	---	
13.	Spare Hose pipe clips as illustrated in C & P Catalogue Section-1, Hose pipe and fittings.	12"	---	---	

CATEGORY NO. 5 Hydraulic Re-railing Equipment :-

1.	Hydraulic Re-railing	Equipment	1	---	---	To be provided in important relief trains only.	

CATEGORY NO. 6

	Jacks.	**Capacity Tons**	**Closed Height**	**Lift**	**Nos.**	**Nos.**	**Nos.**
1.	Geared screw jacks. Similar to Duff Norton. No. 5261-BB for B.G. 5265 BB as per NR Spn. 32 Dev-65-66 2 No. each for MG.	50	26"	$14_{1/2}$ "	2	2	2 (for BG section)
2.	Geared screw Jack similar to Duff Norton No. 2835.	35	28"	15¾"	2	2	4 (For MG & NG Section).
3.	Journal Jacks similar 10" 5" to Duff Norton No. 3510 A-2.	35	10"	5"	2	2	---
4.	Journal Jacks similar to Duff Norton No. III-C-2.	15	10"	5"	2	2	2
5.	Traversing Base similar to Duff Norton No. SK-1028 complete with four ratchets.	50	26	Travel	2	2	2

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
6.	Jack screw lifting bottle type 5 tons capacity. (Hydraulic Jacks can be used in place of geared screw jacks)	---	2	2	

CATEGORY NO. 7 Ropes and winches

Item No. 1 to 41 (All items) deleted.

CATEGORY NO. 9-

1.	Seized Roller BearingGadget as per C. Rly. Drg. No.	1 Set	1 Set	---	
2.	Roller Grids (2 grids in each set) to N. Rly. Drg. 051/R.T.	2 sets	2 sets		
3.	Rail Bridge 2.2m. long as per N. Rly. Drg. No. 242.	2	2	---	
4.	Quick Assembly Trolley (40 tons cap).	1	1	---	
5.	Trolley for gas cylinders & tool box available with M/s Indian Oxygen Ltd., or similar.	2	2	---	
6.	Universal Pulling & Lifting Machine similar to"TIRFOR" T-35-5 tons capacity.	2	2	---	
7.	Ramps Double to BG Drg. No. 066 R.T. MG "MSM 7682/1"	4	4	2	
8.	Ramps single RH inside to Drg. No. 9281/2. MG MSM-1481.	2	2	2	
9.	Ramps single RH outside to Drg. No. 9281/1, MG MSM-1481, NG-9681	4	4	4	
10.	Ramps point (LH) to Drg. No. 056A-RT MG CSL Drg. 2546.	2	2	2	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
11.	Ramps Point (RH) to Drg. No 056-RT MG CSL Drg. 2547.	2	2	2	
CATEGORY NO. 10 Fitter's Tools.					
1.	Axes felling Canadian	4	4	1	
2.	Bedgers Never Slip Car mover to N. Rly. Drg. No. 054 RT available with M/s. Amrindin Shalebhoy Tayebjee & Sons, Sahale Building Bank Street, Bombay.	8	8	4	
3.	1½" dia bars iron 1'-6" long	2	2	---	
4.	1½" dia bars iron 1'-10" long for draw bar Pim extraction (WP/WG)	2	2	---	
5.	Bench vice 6"	1	1	---	
6.	Bags tool	4	4	---	
7.	Blades for hack saw	6	6	---	
8.	Block differential pulley with chain 3 tons capacity weston or similar with 20ft. left, Weston to IRS Spec. No. H-16.	1	1	---	
9.	Bars crow clawed steel 1½" dia 6 ft. long	2	2	---	
10.	Bars crow clawed steel 1½" dia 3 ft. long	2	2	---	
11.	Bars crow clawed steel 1¼" dia 5'-6" long.	2	2	---	
12.	Bars pinch Ram pattern N. Rly. Drg. No. Q-116.	4	4	---	
13.	Bars Tommy	6	6	2	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
14.	Chisels Cross out	4	---	---	
15.	Chisels half round	4	---	---	
16.	Chisels rod flat 1" dia x 2'-6" long.	2	2	---	
17.	Drill bits country	2	2	---	
18.	(a) Drill twist square shank ½"	1	1	1	
	(b) Drill twist square shank 5/8"	1	1	1	
	(c) Drill twist square shank ¾"	1	1	1	
	(d) Drill twist square shank 7/8"	1	1	1	
	(e) Drill twist square shank 1"	1	1	1	
19.	Drill ratchet (Differential ratchet brace double paul 18" long)	2	2	1	
20.	(a) Drift cotters (to be made locally).	12	12	---	
	(b) Drift Keys of stars (½", 5/8", ¾" & 7/8") to be made locally	12	12	---	
21.	File flat rough 16"	2	2	1	
22.	File ¾" round 16"	2	2	1	
23.	File ¾" square 16"	2	2	---	
24.	File Triangular	---	---	1	
25.	File Half round 16"	2	2	---	
26.	Goggle safety for workmen.	1	1	---	
27.	Grease gun hard Drg. No. QA-52	2	2	1	
28.	Grease gun Soft Drg. No. QAJ/CB/92	2	2	1	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
29.	Hammer Ball pan 1½ Lbs.	6	6	4	
30.	Hammer Lead 6 Lbs.	2	2	2	
31.	Hammers flogging- Double faced 14 Lbs.	2	2	2	
32.	Handle (Pipes of sorts) for levering spanners (to be made locally)	8	8	4	
33.	Handles for box spanners.	4	4	---	
34.	Oil waste packing showels to Drg. No. Q-317	2	2	1	
35.	Oil waste packing hooke to Drg No. Q-305	2	2	1	
36.	Punches steel of sizes :- (1/8"=4, ¼"=4, 3/8"=4) (3/4"X6" to I.S. Spl. No. M-13/61).	12	12	6	
37.	Pliers Electrician with insulated handles 6".	2	2	---	
38.	Ratchet Brace 14" single pawl as illustrated at page 78 of Cat. Issued by W. Evens & Co. Calcutta or similar.	1	1	1	
39.	Centre punch.	1	1	1	
40.	Spanner Box (with integral handle for piston assembly double tapper connection WP & YP (MG) Based on CB shops for WP, WG piston and JU shops for YP, YG).	1	1	--	
41.	Spanner Box (with integral handle for piston assembly double Tapper connection WG & YG (MG)	2	2	--	
42.	Spanner ring for guidgeon pin nuts	2	2	--	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
43.	Spanner ring for side rod nuts	4	4	--	
44.	Spanner ring for knuckle pins	2	2	--	
45.	Spanners adjustable screw.	2	2	2	
46.	Spanner Nathan injectorBG only	1 Set	1 Set	--	
47.	Spanner Box (½", ¾", 7/8", 1").	1 Set	1 Set	1 Set	
48.	Spanner Box (1,1/8",1,5/8",1,3/4"& 2")	1 Set	1 Set	1 Set	
49.	Spanners double ended ¼" and 3/8"	2	2	2	
50.	Spanners double ended ½" & 5/8".	2	2	2	
51.	Spanners double ended ¾" & 7/8".	2	2	2	
52.	Spanners double ended 1" & 1,1/8".	2	2	2	
53.	Spanners double 1,1/4" & 1,3/8".	2	2	2	
54.	Spanners double ended 1½" & 1,5/8".	2	2	2	
55.	Spanners single ended 1¼" to 3" in ¼" step sizes (one of each size).	8	8	---	
56.	Spanners union claw of sizes (Drg. No. Q-729-L & 703for 'C' Class).	4	4	2	
57.	Spanner for vacuum.	---	---	1 Set	
58.	Saw Hack (12" to16") adjustable.	2	2	1	
59.	Hack saw blades 18"X1¼"X0.62".	---	---	6	
60.	Taps 3/8" to 1" in 1/8" step size (one of each size).	6	6	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
61.	Tap handles adjustable (1 small & 1 large ¼" ¾" & ¾" to 1½", similar to illustrated at page No. 80 of Cat issued by A.T. Commer & Co., Calcutta).	2	2	---	
62.	Test plate (Master Gauge (EPS) VB 219 Metric (Vacuum brakes).	1	1	1	
63.	Wrenches monkey double piller.	1	1	--	
64.	Pliers, cutting, electrician with insulated handle 6"	---	---	1	
65.	Pliers cutting electrician with insulated handle 12".	1	1	---	
66.	Wrenches pipe chain ¼" to 2½"	1	1	1	
67.	Wrenches adjustable clybum upto 1".	1	1	---	
CATEGORY NO. 11 Black Smith Tools :-					
1.	Anvial 2 CWT ---	1	1	---	
2.	Chisels of sorts with wire handles.	4	4	2 (½" + 1")	
3.	Flatners of sorts with wire handles (W.E.Vans & Co. Calcutta) or similar.	2	2	…	
4.	Fuller top & bottom as illustrated in (W.E. Vans & Co., Calcutta) or similar	1	1	…	
5.	Hammer Sledge 10 lbs.	2	2	…	
6.	Punches round of sorts with wire (Sizes 3/8", ½", 5/8", ¾", 7/8" W.E. Vans & Co. Calcutta) or similar	4	4	2 (½" + 1")	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
7.	Straight Edge 1"-6" long	1	1	…	
8.	Tongs of sorts	4	4	2 *(Flat & Drift.)	
9.	Soldering iron	1	1	--	
CATEGORY NO. 12 - Carpenter's Tool :-					
1.	Augors Carpenter ½"	2	2	1	
2.	Augors Carpenter 15/16"	2	2	1	160
3.	Auguors Carpenter 1½"	2	2	…	
4.	Chisels Carpenter of Sorts (Firmer flat 1" straight edge 1"	3	3	3	
5.	Screw Driver 9" long	2	2	…	
6.	Screw Driver 12" long	2	2	1	
7.	File Triangular (for Sharpening)	1	1	…	
8.	Adzes 3	2	2	…	
9.	Hand Hammer 1½"	2	2	…	
10.	Carpenters drive with drive bits Carpenter breeze 10 sweep, bright Ball bearing Ratchet with 18 associated bt. 5 as illustrated at Page 77 for cat issued by W.E.. Vans & Co. Calcutta	1 Set	1 Set	…	
11.	Saw hand 30" ---	1	1	1	
12.	Saw hand 14" ---	1	1	1	
13.	Saw Cross cut pit 6"-0" long.	1	1	…	
14.	Box containing Nails 1" to 3"	1 Kg.	1 Kg.	1 Kg.	
15.	Box containing screws of sorts.	2 Gross	1 Gross	144	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
CATEGORY NO. 13. -					
1.	Callipers outside 6"	1	1	1	
2.	Callipers Inside 6"	1	1	1	
3.	Wheel & tyre gauges, as per CSL Drg. No. 222 NG-No. 10,000.	1 Set	1 Set	1 Set	
4.	Gauge buffer height (Loco) as per JMP Drg. No. 48340.	1	1	1	
5.	Gauge Rail N.R. Drg. No. Misc. 528 M.	2	2	1	
6.	Gauge buffer height (C & W) as per Drg. No. Misc./5653)	1	1	1	
7.	Gauge Wheel (C & W)	1	1	1	
8.	Gauge tyre (C & W)	1	1	1	
9.	Gauge axle (Guard (C & W) to Drg. No. 517 Misc.	4	4	1	
10.	Gauge telescopic for gauging bent axle to Drg. No. J&T/I-M/35 of CB/LKO	1	1	1	
11.	Measuring tape 100 ft. steel (30 metres).	1	1	1	
12.	Rule Steel Folding 2 ft.	1	1	1	
13.	Rule (Box Wood) 2 ft. 4 fold	1	1	…	
14.	Feeler Gauge, 26 leaves 3, 1/6" ½" 1" wide	1	1	1	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
CATEGORY NO. 14 - Wooden Packing :-					
1.	12"X12"X1"	20	20	4	
2.	12"X12"X2"	20	20	4	
3.	2'-0"X1'-0"X4"	20	20	---	
4.	2'-0"X1'-0"X12"	6	6	---	
5.	3'-0"X1'-0"X2"	20	20	---	
6.	3'-0"X1'-0"X4"	30	30	6	
7.	Wooden Blocks 9"´4½"´3"	20	20	---	
8.	6'-0"X1'-0"X12"	4	4	---	
9.	Wooden wedges with 1" dia. Hole wooden Sleepers.	50	50	---	

Note: 1. All packings must be recessed at ends and bended with 14"X1/8" thick band.
2. These should be made locally in the shed.

CATEGORY NO. 15. Oils and Greases :-					
1.	Super Heater Oil	5 (litres)	5 (litres)	---	
2.	Oil Castor	5 (litres)	5 (litres)	---	
3.	Kerosene Oil in 18 Litres tins.	6 Tins	6 Tins	2 Tins	
4.	Oil waste Packing ready socked	25 Kgs	25 Kgs	---	
5.	Grease (Hard) Candles	24	24	--	
6.	Grease Pads of sorts	16	16	--	
7.	Soft grease	25 Kgs	25 Kgs	---	
8.	Graphited grease for wire ropes	5 Kgs	5 Kgs	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
7.	Petrol	25 litres	25 litres	---	
10.	Diesel oil	1 Barrel	1 Barrel	---	
11.	Spirit Methylated (for Tilly & Petromaxes). Shell Tellws -11 Burmah Shell, or ESSO-34-Hydraulic Oil for Lukas set.	4 Pints	4 Pints	4 Pints	

CATEGORY NO. 16. Locomotive Spare Parts :-

No Loco spares required.

CATEGORY NO. 17. C&W Spare Parts :-

1.	Coupling Hooks	2	2	---
2.	Coupling screw with shackles and pins.	6	6	---
3.	Keep Wooden	14	14	---
4.	Washers for Hose pipe 2".	12	12	---
5.	Hose Pipe 2" complete with Clips and Claton couplers.	6	6	---
6.	Syphon hose with Clips 1"X18" long.	6	---	---
7.	Bearing brasses standard size.	8	8	---
8.	Sole Plate	4	4	---
9.	Emergency Draw Bar	2	2	---
10.	Pocket Coupler for Box Wagon	1	1	---

CATEGORY NO. 18(a) General Stores :-

1.	Bolts with Nuts M.S. hexagon 3/8"X4"	6	6	---
2.	Bolts with Nuts M.S. hexagon ½"X3"	6	6	---
3.	Bolts with Nuts M.S. hexagon ½"X5"	6	6	---

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
4.	Bolts with Nuts M.S. hexagon ½"X6"	6	6	---	
5.	Bolts with Nuts M.S. hexagon 5/8"X2½"	6	6	---	
6.	Bolts with Nuts M.S. hexagon 5/8"X3"	12	12	---	
7.	Bolts with Nuts M.S. hexagon 5/8"X4"	24	24	---	
8.	Bolts with Nuts M.S. hexagon 5/8"X6"	6	6	---	
9.	Bolts with Nuts M.S. hexagon ¾"X2½"	6	6	---	
10.	Bolts with Nuts M.S. hexagon ¾"X3½"	12	12	---	
11.	Bolts with Nuts M.S. hexagon ¾"X4"	24	24	---	
12.	Bolts with Nuts M.S. hexagon ¾"X5½"	12	12	---	
13.	Bolts with Nuts M.S. hexagon 7/8"X8"	6	6	---	
14.	Bolts with Nuts M.S. hexagon 7/8X8"	6	6	---	
15.	Bolts with Nuts M.S. hexagon 7/8"X12"	6	6	---	
16.	Bolts with Nuts M.S. hexagon 1"X5"	6	6	---	
17.	Bolts with Nuts M.S. hexagon 1,1/8"X6"	6	6	---	
18.	Cotton waste-I	10lbs.	10 lbs.	5lbs.	
19.	Cotton waste-III	15lbs.	15 lbs.	5lbs.	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
20.	Camp canvas folding chairs L Type, Stores Drg. No. 519-M/1	6	6	---	
21.	Gunny bags	20	20	---	
22.	Handles spare for sledge hammers.	2	2	2	
23.	Handles spare for hand hammers	2	2	2	
24.	Handles spare for files (wooden)	2	2	2	
25.	Handles spare for carpenter chisels.	2	2	2	
26.	Ladder wooden with 4 steps	2	2	1	
27.	Rope Manila 3" cir.	200 ft.	100 ft.	100 ft.	
28.	Scrap plates 5/8"X10"X24"	12	12	4	
29.	Wedges iron assorted (for ramps)	8	8	8	
30.	Wooden Roller 6" dia X 4 ft.	4	4	---	
31.	Wooden taper plugs of sorts	6	6	---	
32.	Padlocks with keys 2½"	16	16	6	
33.	Umbrellas Hand	6	6	4	
34.	Rain coat with hood	36	24	6	
35.	Measuring cans	1 set	1 set	---	
36.	Funnels for oils	1	1	1	
37.	Funnels for diesel oil	1	1	---	
38.	Oil feeders	2	2	1	
39.	Springs oil for (C&W)	1	1	1	
40.	Lashing chains 5/8"X10 ft. length without H&R to Drg. No. 059 RT/NR	2	2	2	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
41.	Lashing chains ¾"X50 ft. w/o H&R	2	2	---	
42.	Lamps hand signal (Tricolour)	4	4	2	
43.	Lamp Brake van (Tail)	2	2	1	
44.	Lamp Brake van (side)	2	2	---	
45.	Lamps (T.C.)	2	2	--	
46.	Lamps hand hurricane	---	---	2	
47.	Lamps dead end	2	2	---	
48.	Lamps torch hand	---	---	1	
49.	Flags Banner (Track)	2	2	2	
50.	Flags banner poles	4	4	4	
51.	Umbrella Survey	2	2	---	
52.	Flags hand signal green	4	4	4	
53.	Flags hand signal red	4	4	4	
54.	Fog signals (Detonators)	24	24	12	
55.	Board last vehicle	2	2	2	
56.	Safety Matches	12 Boxes	12 Boxes	6 Boxes	
57.	Wick cotton of sorts	24	24	---	
58.	Spare red & green glasses of H.S. lamps	4 of each	4 of each	4 of each	
59.	Box wooden 3'X2'X1½"	---	---	1	
60.	Chairs wooden L type as per Drg. No. Stores 519-M/1.	---	---	2	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
61.	Bag Tool 20"X14½" to N.R. Drg. No. 4/1 Stores Pt. V.	---	---	1	
62.	Tarpaulin 18'X18'	---	---	1	
63.	One Semi Rotary Pump with 100' long, armoured rubber hose pipe of 1¼" dia.	1	1	---	

CATEGORY NO. 18(b) List of Utensils and Stores :-

1.	Tumblers stainless steel (¼ litre)	36	36	4	
2.	Tea spoons stainless steel	18	18	---	
3.	Desert spoons stainless steel	36	36	---	
4.	Aluminium Degchies with cover 16" dia	4	4	---	
5.	Kitchen spoon stainless steel	5	5	---	
6.	Knives cook 8" blade	2	2	---	
7.	Thalies brass 24" dia	2	2	---	
8.	Stainless steel Thalies 14" dia	36	36	---	
9.	Katoras stainless steel 3" dia	72	72	---	
10.	Tea cups & saucers China	12	12	---	
11.	Aluminium Degchies with cover 12"	2	2	---	
12.	Grinding stone	1	1	---	
13.	Grinding roller	1	1	---	
14.	Iron Tawa 10" dia	1	1	---	
15.	kettle aluminium 12 pints	1	1	---	
16.	kettle aluminium 6 pints	1	1	---	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
17.	Kettle Aluminium 4 pints	---	---	---	
18.	Curry dish China	2	2	---	
19.	Table forks	6	6	---	
20.	Table knives	1	1	---	
21.	Soup Plates	6	6	---	
22.	Rice Plates China	2	2	---	
23.	Tea Pot China	2	2	1	
24.	Dinner Plates	6	6	---	
25.	Half Plates China	6	6	---	
26.	Jug stainless steel 5 litres capacity	3	3	1	
27.	Water Pots 4 gallon capacity	2	2	2	
28.	Dusters	12	12	6	
29.	Pillows	6	6	---	
30.	Pill covers	12	12	2	
31.	Towels	6	6	2	
32.	Soap Bars	4	4	2	
33.	Tea (1lb. Tin)	1	1	---	
34.	Sugar in tin	2 Tins	2 Tins	---	
35.	Condensed Milk	2 Tins	2 Tins	---	
36.	Frying Pan	2	2	---	
37.	Soap Toilet	4	4	---	
38.	Bed Sheets	---	---	2	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
CATEGORY NO. 19. (a) Engineering Tools (for M.G.):-					
1.	Bamboo 8' to 10' long X 3 to 4" dia	6	6	---	
2.	Fish Plates 60-R	30	30	10	
3.	Combination fish plates 60-R	8	8		
4.	Combination fish plates 75-R/60-R	8	8	---	
5.	Combination fish plates 50/50 B.S.S.	16	16	---	
6.	Rod points with adjusting screws	10	10	---	
7.	Rails of sizes	12	12	---	
8.	Slings Rails	8	8	---	
9.	Dog spikes	108	108	100	
10.	Needles 6" long	12	12	---	
11.	Sleepers wooden (M.G.)	150	150	50	
12.	Gunny bags	1000	1000	---	
13.	Hammer spilling & keying	6	6	---	
14.	Beaters with handle	20	20	10	
15.	Spare Handles wooden	20	20	---	
16.	Rope Manila 2" cir.	300'	300'	---	
17.	Torches portable	12	12	---	
18.	Rails 39 ft. long 60 lb.	6	6	---	
19.	Twine Jute country	2	2	---	
20.	Pad lock 2½"	2	2	---	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
21.	Adze Carpenter	1	1	---	
22.	Braces ratchet	2	2	1	
23.	Bits for braces ratchet	6	6	6	
24.	Hammer sledge	1	1	---	
25.	Lamps Hurricane with spares	10	10	---	
26.	Clamps points	2	2	2	
27.	Banner flag	2	2	---	
28.	Basket cane	100	100	25	
29.	Board level wooden	1	1	1	
30.	Bearing plates	258	258	---	
31.	Pharvas country	50	50	---	
31A.	Pharvas English	---	---	10	
32.	Shouldary with poles & rope etc.	1	1	---	
33.	Pick Axes	50	50	4	
34.	Augers of sizes	4	4	4	
35.	Chisels chipping	3	3	---	
35A.	Chisels cold for rail cutting	---	---	4	
36.	Measuring Tape metallic 100 ft.	1	1	---	
37.	Tommy Bars	20	20	---	
38.	Track Gauge	2	2	1	
39.	Spanners for fish bolts of sizes	4	4	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
40.	Fish bolts & nuts of sizes	136	136	---	
41.	Spirit level	1	1	1	
42.	Inch cut Board	1	1	1	
43.	Waste Ordinary	10	10	---	
44.	Chalk	10	10	---	
45.	Rule carpenter 4 fold metallic	2	2	---	
46.	Petromax/Tilly Lamps with spare Mentals	5	5	---	
47.	Oil kerosene	1 Tin	1 Tin	---	
48.	Shovels with handle	10	10	---	
49.	Ladder wooden 10' long	1	1	---	
50.	Log line (100 ft. long)	2	2	---	
51.	Jim crow with bars	3	3	1	
52.	Chain Safety 50 ft.	2	2	---	
53.	Anvil Smith	2	2	---	
54.	Blades saw for cutting	12	12	---	
55.	Buckets iron	10	10	---	
56.	Hacksaw	1	1	---	
57.	Material Trolley	2	2	---	
58.	Points & Crossing	1 Set	1 Set	---	
59A.	Dip Lorry	2	2	---	
60.	Drill Rachet Brace	2	2	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
61.	Line Plumb	1	1	---	
62.	Pan iron for Mortor	10	10	---	
63.	Gauge adjusting Clamps	1	1	4	
64.	Rail Tongs	12	12	2	
65.	Scrappers for Ballast	6	6	---	
66.	Spanners Joints	---	---	2	
67.	Crow Bars	---	---	6	
68.	Punches steel	---	---	2	
CATEGORY NO. 19(b) Engineering Tools (for B.G.)					
1.	Bamboo 8' to 10' long X3" to 4' dia	6	6	---	
2.	Fish Plates 90-R for B.G.	30	30	10	
3.	Combination Fish Plates 90-R/75 for B.G.	8	8	---	
4.	Combination Fish Plates 90-R/75 for B.G.	8	8	---	
5.	Combination Fish Plates 90 BSS for B.G.	16	16	---	
6.	Rod points with adjusting screws	10	10	---	
7.	Rail of sizes	12	12	---	
8.	Sling Rail	8	8	---	
9.	Dog spikes	108	108	200	
10.	Spikes round for B.G.only	60	60	---	
11.	Sleepers wooden	150	150	50	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
12.	Gunny bags	1000	1000	---	
13.	Hammer spilling & Keying	6	6	---	
14.	Beaters with handles	20	20	10	
15.	Spare handle wooden	20	20	---	
16.	Rope Manila 2" cir.	300'	300'	---	
17.	Torches portable	12	12	---	
18.	Rails 42 ft. long 90 lbs. for B.G.	6	6	---	
19.	Twine Jute country	2	2	---	
20.	Pad lock 2½"	2	2	---	
21.	Adze carpenter	1	1	---	
22.	Braces ratchet	2	2	1	
23.	Bits for braces ratchet	6	6	6	
24.	Hammer Sledge	1	1	---	
25.	Lamps Hurricane, with Spares	2	2	---	
26.	Clamp points	2	2	2	
27.	Banner Flag	2	2	---	
28.	Basket coolly	100	100	25	
29.	Board Leve wooden	1	1	1	
30.	Bearing Plates 90-R	258	258	---	
31.	Phavas country	50	50	---	
31A.	Phavas English	---	---	10	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
32.	Shouldary with poles & ropes etc.	1	1	---	
33.	Pick Axes	6	6	4	
34.	Augers ½"	4	4	4	
35.	Chisel chipping	3	3	---	
35A.	Chisel cold for rail cutting	---	---	4	
36.	Measuring Tape metallic 50 ft.	1	1	---	
37.	Tommy Bars	10	10	---	
38.	Track Gauge	2	2	1	
39.	Spanners for fish bolts	4	4	---	
40.	Fish Bolts & Nuts	136	136	---	
41.	Spirit level	1	1	1	
42.	Inch cut Board	1	1	1	
43.	Waste ordinary	1	1	---	
44.	Chalk	10	10	---	
45.	Rule carpenter 4 fold one doz, metallic	2	2	---	
46.	Petromax/Tilly Lamps with spare Mentals	5	5	---	
47.	Oil kerosene	1 Tin	1 Tin	---	
48.	Shovels with handles T Type 685M/M weight 2 Kg. To I.S. No. 274/1961	10	10	---	
49.	Ladder wooden 10' long	1	1	---	
50.	Log Line (100 ft. long)	2	2	---	

Item No.	Description	Scale for 'A' Class	Scale for 'B' Class	Scale for 'C' Class	Remarks
51.	Jim crow with bars	3	3	1	
52.	Chain Safety 50 ft.	2	2	---	
53.	Anvil Smith	1	1	---	
54.	Blades saw for cutting	5	5	---	
55.	Buckets iron	3	3	---	
56.	Hacksaw	1	1	---	
57.	Chains C.I.	20	20	---	
58.	Key wooden	50	50	---	
59.	Dip lorry	2	2	---	173
60.	Drill Ratchet Brace	2	2	---	
61.	Line Plumbs	1	1	---	
62.	Pan iron for Morter	10	10	---	
63.	Gauge adjusting clamps	1	1	4	
64.	Rail Tongs	12	12	2	
65.	Scrappers for Ballast	6	6	---	
66.	Spanners Joints	---	---	2	
67.	Crow Bars	---	---	6	
68.	Punches steel	---	---	2	
CATEGORY NO. 20 Fire Fighting equipment					
1.	Sand filled buckets	6	6	2	
2.	Water buckets	6	6	2	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
3.	Minimaxes 2 gallon capacity (3 Foam type soda type & CTC type).	7	7	2	
4.	Spare refill bottles for minimaxes	6	6	4	
CATEGORY NO. 21 Medical equipment :-					
1.	First Aid Boxes	2	2	1	
2.	Stretcher with blanket & canvas bag	2	2	2	

Note:- This does not include equipment of the medical vans.

CATEGORY NO. 22 Signalling and Telecommunication equipment.

1.	Portable field telephone complete in wooden box.	1	1	1	
2.	Telescopic Pole equipment in a wooden box.	1	1	---	
3.	Inspection Book	1	1	---	
4.	Railway control alignment book	1	1	---	
5.	Telephone magnetic complete	2	2	---	
6.	Battery Box for 3 dry cells	2	2	---	
7.	Dry cells large 6-1, 1.5 volts.	6	6	---	
8.	(Delton) PVC insulated, PVC sheathed twin care plastic cables	500mtrs.	500mtrs.	---	
9.	Wire VIR 1/004 in 100 metres bundles	2 Bundle	2Bundle	---	
10.	Microphone Dynamic with cable 15 metres and with floor stand.	1	1	---	
11.	Loud SpeakersHorn type 5/10 watts.	2	2	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
12A.	Transistorised amplifier 10/20 watts Power output 12 to 24 volts DC.	1	1	---	
12B.	12 Volts storage battery to operate 12(a)	1	1	---	
13A.	Megaphone transistorised 2 watts	3	3	---	
13B.	Special type dry battery Eveready 12 volts type 7/8 (2 Nos. for each megaphone).	6	6	---	
14.	Stand portable for loud speaker telescopic adjustable height 5'to 10' light weight.	1	1	---	
15.	Mechanical tool kit with 12 volts soldering iron.	1 Set	1 Set	---	
16.	Field service Telephone cable PVC insulated	500 Mtrs.	500 Mtrs.	---	
CATEGORY NO. 23 Books and Manuals					
1.	Transportation Manual	1	1	1	
2.	Telegraph Code Book	1	1	1	
3.	Accident Manual	1	1	1	
4.	G. & S. Rule Book	1	1	1	
5.	First AidManual	1	1	1	
6.	Conference Rules Part-III forTXRs.	1	1	---	
7.	Safety First Instruction Book	1	1	1	
8.	Rules for working of cranes	1	1	---	
9.	Working Time Table	1	1	1	
10.	Fire Order	1	1	1	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
CATEGORY NO. 24. Records					
1.	Accident Relief Train Log Book	1	1	1	
2.	Attendance Register	1	1	1	
3.	Equipment Register	1	1	1	
4.	Wire Rope & Chain Testing Register	1	1	---	
5.	Weather proof flood light fitting 300 W with 15m. lead and weather proof plug.	4	--	---	2 will be fitting on the Medical Van while two will be portable.
6.	Main cable for portable generator 15 amp. Capacity, 3 core armoured rubber sheathed flexible 50m.	1	---	---	This cable will be 2 core suitable for 32 W
7.	Drum on affixed stand for main cable.	1	---	---	
8.	Tel. Stands for flood lights 2.5m high.	4	---	---	2 will be fixed on the coach & 2 will be portable
9.	200 W Gas filled bulbs screw type	6	---	---	
10.	30 W Gas filled bulbs baynot type	20	---	---	These will be 30W 24 V lamps.
11.	Hand lamp with lead	10	---	---	
12.	Insulation tape ¾"	10	---	---	
13.	H.S.D. Oil (45 gallons each barrel)	2	---	---	Four gallons of diesel petrol
14.	Lubricating oil	1 Gallon	---	---	
15.	Oil measuring can 1 gallon capacity	1 Set	---	---	These will be 1 litre capacity.
16.	Kerosene oil	1Bottle	---	---	
17.	Tool set complete with cutting pliers, hammers, screw drivers, knife, etc	1 Set	---	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
18.	Spanner DE of size ¾" to 1½" at steps of 1/8"	1 Set	---	---	
19.	Generating set 1 KVA 24/42 V (ADC) Diesel/Petrol engine driven Nos. 1 KW capacity complete with distribution board with 10 outlets for hand lamps and 2 for portable flood lights.	2	---	---	
20.	Aluminium telescopic ladder 20' high	2	---		These will be provided
21.	Earthing rod for earthing the OHE	2	---		On electri-fied sections only.
22.	Petromax lamps	4	---	---	
23.	Fire Extinguisher (Soda type 2 gallons)	2	---	---	
24.	Fire Extinguisher (Foam type 2 gallons)	2	---	---	
25.	Oxy. Acetylene set complete with 4 oxygen and 2 DA gas cylinders and regulator, cutter gloves and goggles.	1	---	---	
25.(a)	Cutting torch similar to cutogen cutter type S. No. 57/11838 with nozzles 1/16, 3/32, 1/8" hoses clips & access-ories available with M/s Indian Oxygen Ltd. Or similar.	1	---	---	
(b)	Oxygen Gas (Industrial) Oxygen Gas (compressed)	1 Unit	---	---	
(c)	Acetylene Gas (Dissolved Gas)	1 Unit	---	---	
(d)	Regulator doubletype oxygen type BOR-13.	1 Unit	---	---	
(e)	Regulator doubletype Acetylene Type BAR-9 both available with M/s. Indian Oxygen Ltd. or similar	1 Unit	---	---	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
(f)	Glove RH.	1 Set	---	---	
(g)	Goggles for welder	1 Set	---	---	
26.	Hydraulic Jacks 30 tons capacity (Pumping unit integral with jack 11" closed height, 6" lift).	4	---	---	2x30 tons. 2x10 tons.
27.	Chain pulley block 3 tons capacity one Weston or similar ½ ton cap. One with 20 ft. lift.	2	---	---	1-3 tons. 1-½ tons.
28.	Rope Manila 1" dia	50 ft.	---	---	
29.	Rope Manila 1½" dia	50 ft.	---	---	
30.	Tommy bars	6	---	---	
31.	Axes felling	6	---	---	
32.	Saw hand 20"	1	---	---	
33.	Hammer Ball pane 2½ lbs.	6	---	---	
34.	Pin Punches 7"X¾" steel pin to IRS M/13/61	6	---	---	
35.	Chisel chipping flat	6	---	---	
36.	Wire Chisels	6	---	---	
37.	Sledge hammer 7 lbs.	4	---	---	
38.	Pick Axes 7 lbs.	4	---	---	
39.	Pharvas (Kodalis)	4	---	---	
40.	Shovels stacking	4	---	---	
41.	Spanner DE 3/8" X ½"	4 Sets			
42.	Spanner DE 5/8" X ¾"	4 Sets	---	---	
43.	Spanner DE 7/8" X 1"	4 Sets	---	--	

Item No.	Description	Scale for 'A' Class	'B' Class	'C' Class	Remarks
44.	Spanner DE 1,1/8" X 1 "	4 Sets	---	---	
45.	Clyburn 12"	2 Sets	---	---	
46.	Bucket 1C 12" X 11" X 7 lbs.	4	---	---	
47.	Signal fog.	20	---	---	
48.	Flags bunting green	2	---	---	
49.	Flags bunting red	2	---	---	
50.	Banner flag 6' X 4'	2	---	---	
51.	Hand signal lamps tricolour	2	---	---	
52.	Torch light 3 cells	4	---	---	
53.	Sigrees	2	---	---	
54.	Aluminium kettles large	2	---	---	
55.	Tea urns 2 gallons stainless steel with an outlet tap.	2			
56.	Paper cups	300	---	---	
57.	Paper dishes (Full plate size)	300	---	---	
58.	Tent Kabul Pal with Duree 10'X 10'	1	---	---	
59.	Toilet soap	2Cakes	---	---	
60.	Soap dish	2	---	---	
61.	Folding table 3'…3' Stores Drg. No. 539	2	---	---	
62.	Kerosene oil	1 Tin	---	---	
63.	Tea Tobe arranged	3 Kgs.	---	---	
64.	Coffee through catering	1 Kgs.	---	---	
65.	Condensed Depot. Milk	10Tins	---	---	
66.	Sugar	10Kgs.	---	---	
67.	Biscuits	10Kgs.	---	---	

List of Equipment Standardized for Accident Relief Trains

S.No.	Description of Equipment	Quantity
1.	Hydraulic Re-railing Equipment	One Set
2.	Hydraulic Rescue Device	One Set
3.	Axle Pusher	1 No.
4.	Gas Cutting Equipment	2 sets
5.	Oxygen and DA Cylinders	2 Nos. each
6.	Clamped Wire Ropes 16 mm dia, 10 meter long	1 No.
7.	Triffor 3 T Capacity	1 No.
8.	Mega Mike 1	1 No.
9.	Electric Generator EBK 2000	2 Nos.
10.	(Halogen) Lamps 500 Watts	2 Nos.
11.	Fire Extinguishers	2 Nos.
12.	Helmets	22 Nos.
13.	Minor Lamp	2 Nos.
14.	Hand Held Torch (Dry Cell)	12 Nos.
15.	Umbrellas	08 Nos.
16.	Stretchers	02 Nos.
17.	Folding Chairs	06 Nos.
18.	Miscellancous items, (Jute, White Cotton, Waste Dusters etc.)	10 Kg. of each
19.	Hand tools sets with bench vice, Hacksaw, handsaw, pipe wrench, chisels, punches etc.	2 Kits
20.	M.S. Steel Plates (14"x10"x2")	14 Nos.
21.	First Aid Box	1 No.
22.	Van spare tools, pipes, belts, bulbs, fuses, tyres, tubes etc.	1 Kit
23.	Kerosene oil, Diesel & Petrol (Can of 25 litres capacity of each)	3 Cans.
24.	Wooden Blocks of various sizes	14 Nos.
25.	Wooden Blocks Large sizes 3'x'1'x10" = 4, 2.5'x1'x10" = 8, 2'x10"'x4" = 4	16 Nos
26.	Gauges	One Set

S.No.	Description of Equipment	Quantity
27.	Coach spares - Knuckles, springs, and other heavy items are loaded whenever required	As per need
28.	Jute Ropes	10 Kg.
29.	Utensils	2 Sets
30.	Blankets	20 Nos.
31.	Bed sheets	20 Nos.
32.	Water tank 25 liter capacity	1 No.
33.	LPG Gas with 2 cylinders & Hot plates	One Set
34.	Portable Water Jug 20 liters capacity	One No.
35.	Portable Water Jug. 10 liters capacity	One No.
36.	Axe	1 No.
37.	Hammer (5Kg)	1 No.
38.	Sliding Plates (790mm x 460mm x 80mm)	20 Nos.
39.	Lighting Towers	2 Nos.
40.	Claw Jacks	2 Nos.
41.	Chains-pieces of different sizes 2,3,4 & 5 meters long.	One Set
42.	Other miscellaneous items such as houses, pipes, couplers etc. (Approximate Weight 500 Kgs.)	In adequate numbers
43.	Nuts, Bolts-10, 12, 16 & 20 mm etc.	10 Kg.
44.	Tie Rods	10 Nos.
45.	Securing Clamps	20 Nos.
46.	hand pushed trolley for ferrying equipments on track/rails	One No.
47.	Woolen coats for winter seasons	25 Nos.
48.	Orange Jackets (Suitable for use in cold region)	25 Nos.
49.	Gem Boots	25 Pairs
50.	Petromax (With 12 spare mantles)	2 Nos.
51.	Warm Hand Gloves for use in cold regions	25 Paires
52.	Communication Equipment in adequate numbers	In adequate numbers

S.No.	Description of Equipment	Quantity
53.	**Books & Manuals & Records etc.**	
	(a) Transportation Manual	One Copy of each
	(b) Telegraph Code Book	
	(c)Accident Manual	
	(d) G&SR Rule Book	
	(e) First Aid Manual	
	(f) Safety First InstructionBook	
	(g) Working Time Table	
	(h) Fire order	
	(i) Rules for working of crancs	
	(j) Accident relief train log book	
	(k) Attendanceregister	
	(l) Equipment register	
	(m) Wire rope and chain testing register	
54.	Fog Signals	20 Nos.
55.	Green & Red Flags	4 Nos. each
56.	Banner Flags 6'x4'	4 Nos.
57.	Sigrees	4 Nos.
58.	Kabul Tents with carpets 10' x 10' x8'	2 Nos.
59.	Dry. Cells	36 Nos.
60.	Digital Video and still camera (One Each) with charging facility	One Each

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

1.	One surgical dressing drum (size 10" dia x 5" ht, autoclaved each containg one kg. of sterlised cotton, 5 metres of gause (cut to different sizes) and to 10 roller bandages (7.5 cm x 4 cm) 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.	Chromic Catgut with needles.	2 Packets.
3.	Sterile Adhesive strip dressing	50 Nos. assorted
4.	Rubber tourniquets	2 Nos.
5.	a) Disposable sterile syringes 2 c.c. with needles	10 Nos.
	b) Disposable sterile syringes 5 c.c. with needles.	10 Nos.
6.	Methylated spirit/or Antiseptic lotion/Povidone/Iodine	bottle of 250 c.c.
7.	Chloromycetin Applicaps	10 in plastic container
8.	Paracetamol	100 tabs. in strips
9.	Tab. Analgin	30 "
10.	Tab. Peniramine Maleate 25 mg. (Avil)	30 "
11.	Tab. Prochlorperazine 5 mgm (Tab. Stemetil)	30 "
12.	Tab. Baralgan	30 "
13.	Tab. Metronidazole + Fujrozolidon 2	30 "
14.	Tab. Antacid	30 "
15.	Tab. Salbutamol 4 mgm.	30 "
16.	Tab. Diazeram 5 mgm.	10 "
17.	Tab. Metoclopramide HCL	10 "
18.	Coronary Vasodilator sub-lingual (Tab. Sorbitrate 10 mg).	10 "

19.	Tab. Supremorphine (Tamgesic)	12 tabs.
20.	Antiseptic Cream 25 gm.	1 tube
21.	Antiseptic Ointment/antiseptic lotion	1 tube
22.	Nasal drops	1 vial
23.	Oral Rehydration powder	4 pkts.
24.	Injection Pentazocine	2 Amps.
25.	Injection Analgin in 2 ml.	10 Amps.
26.	Injection Phgeniramine Maleate	5 Amps.
27.	Injectioin Diazepam 10 mg.	5 Amps.
28.	Injection Dopamine 5 ml.	5 Amps.
29.	Injection Dexamethasone 4 mgm. vial	2 vials.
30.	Injection Lignocane (Plain) 2% 50 ml. vial	1 vial
31.	Injection Rentitidine	2 Amps.
32.	Injection Deriphylin	2 Amps
33.	Nifedipine liquid Capsule for sub-lingual use (Depin)	2 capsules
34.	Injection Paracetamol 2 ml-1/M	2 Amps.
35.	Injection Baralgan 2 M1-1/M	2 Amps
36.	Injection Lasix	4 Amps
37.	Injection Buprenorphine	6 Amps
38.	Aerosol Spray Dressing	1 No.
39.	Ambubag with Airway 1 Audit 1 Child set	1 No.
40.	Dispolsable transfusion set	1 No.
41.	Disposable transfusion Glucose bottle	2 Nos.
42.	Stethoscope	1 No
43.	Kidney tray 25 cm. and 20 cm.	2 Nos.

44.	Brush Nail	1 No.
45.	Cloves surgical	2 pairs
46.	Ryles Tube	1 No.
47.	Soap-Toilet	2 cakes
48.	Arm bands with red cross	10 Nos.
49.	Torch (of 3 cells)	2 Nos.
50.	Adhesive Plaster 2.5 cmx4/5 m and 10 cmx5 m	One
51.	Splints wooden extensible set of 6	One Set
52.	Rain coat plastic	Two
53.	Crepe bandages	Two

Note: The contents should be stored in convenient container like a suitcase (size 21") for easy transport.

DISTRIBUTION OF POMKA

a)	Health unit/poly clinic	1 set of Pomka
b)	Sub-Divisional hospital	2 sets of Pomka
c)	Divisional/Zonal hospitals	3 sets of Pomka + Addl. items.
d)	ARME -II Revised	3 sets of Pomka + Addl. items.

ADDITIONAL ITEMS

1.	POP bandages - 10 & 15 cm.	10 Assorted
2.	Mackintosh sheet	1 x 1 mt. - two
3.	Aerosol Spray Dressing	2
4.	Folding stretcher	2
5.	Portable Boyles apparatus	1
6.	Dictaphone	1
7.	Generator set	1
8.	Laryngesoope set	1
9.	Endotrecheal tubes	1

Additional items for ARME Scale-II

1.	POP bandage 10 and 15 cm.	5 each
2.	Mackintosh 1 x 1 mt.	2
3.	Folding stretcher	2
4.	LPG based Petromax	2
5.	Spare Mental for petromax	2
6.	Match Box	1
7.	Tally Card 10 x 7 cm. with one skin marking pencil	12
8.	Catheter Sterile : Female	Male 2 2
9.	Mouth gag	1
10.	Shop Scissor	1
11.	Clasp Knife	1
12.	Umbrella Hand	2
13.	Gum Boot	2 pairs.
14.	Basin wash hand EI 35 cm. dia.	1 pair
15.	Bed-sheets	10
16.	Shroud	six
17.	Blanket woollen or cotton according to climate conditions.	six
18.	Note Book with Pencil.	2 Nos.
19.	Memo pad with carbon	2 Nos.
20.	Book for noting injury particulars, identification etc.	2 Nos.

Note : The additional items of ARME Scale-II should be kept in two boxes for easy transport..

CONTENTS OF A.R.M.E. Scale -I

	I T E M S	**Qty.**	**Location**
1.	IV Fluids in disposable plastic transfusion bottles.		Operation theatre room.
	a) 5% Glucose	5 Nos	In built in cabinet or shelves marked syringes, injections and medicines.
	b) Normal saline in 500 ml.	5 Nos	
	c) Plasma expander like low molecular	2 Nos.	
2.	Disposable sterile infusion sets	12 Nos.	"
3.	Sterilised disposable syringes		
	a) 2 Ml.	20 Nos.	"
	b) 5 Ml.	10 Nos.	"
	c) 10 Ml.	10 Nos.	"
	d) 20 Ml.	10 Nos.	
	With disposable needles	50 Nos.	
4.	Injection Pantazocine	50 amps	"
5.	Injection Atropine Suplh.0.65 or 0.60 mg.	10 amps.	"
6.	Injection Analgin - 2 Ml.	50 amps	"
7.	Injection Andrenaline 1 in 100 Ml.	5 amps.	"
8.	Injection Bu-prenorphine	10 Nos.	"
9.	Inj.LignocaineHydrochloride without adrenaline 2% vial of 50c.c.	5 vials	"
10.	Inj. Ampicillin 250 mg./vial	20 vials	"
11.	Inj. Dopamine 5 ml.	10 amps	"
12.	Inj. Dexamethasone, each vial to contain 4 mg.	10 vials	"
13.	Inj. Diazepam 10 mg.	10 amps	"

14.	Inj. Pheniramine Maleate	6 amps	"
15.	Inj. Renitidine	6 amps	"
16.	Inj. Deriphyline	6 amps	"
17.	Nifedipine liquid capsule for sub-lingual use (depin)	6 capsules	"
18.	Inj. Paracetamol 2 ml. 1/M	6 amps	"
19.	Inj. Baralgan 2 ml. 1/M	6 amps	"
20.	Inj. Metochlopromide	10 amps	"
21.	Inj. Lasix	12 amps	"
22.	Surgical spirit 350 ml. in stoppererd bottle wax	2 bottles	"
23.	Solution of Iodine (weak) 2% 120 Ml. in stoppered bottles/Povidone Iodine-solution	2 bottles	"
24.	Chloroxylenol or similar antiseptic 120 ml. bottle.	2 bottles	"
25.	Sterile Paraffin Tulle 10 cm x 10 cm. or equivalent in this of 24 pieces	5 pkts.	"
26.	Lignocaine Jelly in vials of 30 ml.	1 No.	"
27.	Redistilled water 10 ml. with files for injections.	10 amps	"
28.	Paracetamol 500 mg. tablets in strip pack	100 tabs.	"
29.	Tab. Diazepam 5 mg.	50 in strips	"
30.	Tab. Pheniramikne malcate	50 in strips	"
31.	Oral Rehydration Powder	12 pkts.	"
32.	Tab. Analgin	100 tabs in strips	"
33.	Tab. Prochlorparazine 5 mgm. (tab Stemotil)	50 "	"
34.	Tab. Baralgan	50 "	"

35.	Tab. Metronidazole + Furozolidone	100 "	"
36.	Tab. Antacid	100 "	"
37.	Tab. Salbutamol/4 mgm	50 "	"
38.	Tab. Metoclopramide Hcl	30 "	"
39.	Coronary Vasodilator Sub-Lingual (Tab. sorbitrate 10 mg.)	50 "	"
40.	Nasal Drops	3 vials	"
41.	Enteroquinol/DIHQ	100 tabs. in strips	"
42.	Chloremphanicol eye applicaps in bottle of 25	2 Nos	"
43.	Anti-infective or antisepticinsufflation powder 10 gms. container	5 tubes	"
44.	Surgeons' instruments and ligature in a case containing the following :	Operation Theatre Room	Cabinet or shelf marked instruments and appliances etc.
	(a) Liston's Amputation knife	1 No.	"
	(b) Board parker scelpel handles size No. 4	2 Nos.	"
	(c) B.P. Blades for above in packets of 6 size No. 4	1 packet	"
	(d) Amputation saw	1 No.	"
	(e) Probe sinus 20 cm.	1 No.	"
	(f) Director butterfly wing	1 No.	"
	(g) Forceps bone 18 cms.	2 No.	"
	(h) Newedle holder universal	1 Nos.	"
	(i) Scissors blunt pointed 12 cm SS	1 No.	"
	(j) Scissors sharp pointed 15 cm SS	1 Nos.	"
	(k) Artery forceps spencerwells 12 cms.SS	10 No.	"

	(l) Razor safety with packet of 5 blades in case	1 No. each	"
	(m) Catheter male G.S. Size 8 & 12	5 each	"
	(n) Tourniquet Esmarch (I.R. Bandage)	2 Nos.	"
	(o) Suture needles cutting curved and straight assorted size in vulcanite case	5 each	"
	(p) Ligature catgut chromic with straight needles of 50 mm and curved needles of 40 mm attached in sealed tubes)	5 each	"
	(q) Ligature Nylon medium	50 strands	"
	(r) Ligature catgut plain in sealed tube with needles size 0 & 1	6 each	"
45.	Forceps torgue S.S.	1 No.	"
46.	Mouth Gag - Adult & Child	1 No. each	"
47.	Airways plastic or Rubber Guedel child and adult sizes	2 each	"
48.	Sponge Holder 20 cms. long SS	4 Nos.	"
49.	Scissors surgical 12 cm. blunt and sharp pointed S.S.	3 Nos.	"
50.	Forceps dissecting 12 cm. toothed SS	1 No.	"
51.	Forceps dissecting 12 cm non-toothed SS	1 No.	"
52.	Forceps dressing 12 cm SS	3 Nos.	"
53.	Forceps Cheatle SS	2 Nos.	"
54.	Corneal loupe	1 No.	"
55.	Tracheostomy set in a case labelled sterile consisting of tracheostomy tube with tapes, one scalpal 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 sterilised in case consisting of 1 BP scalpal with blade No. 4, 2 mosquito artery one fine dissecting forceps, one I.V. cannula, silk thread, one needle connected polythene tube and gauge.	1 No.	"
57.	Eye lid retractor	1 No.	"
58.	Eye spud SS	1 No.	"
59.	Eye fixation forceps SS	1 No.	"
60.	Rubber catheter sizes 4, 6 & 8	1 No. each	"
61.	Foley's cathetor universal size	2 Nos.	"
62.	Tourniquet esmarch's (I.R. Bandages and card in tin case)	2 Nos.	"
63.	Stethoscope binaural	1 No.	"
64.	Sphygomonometer	1 No.	"
65.	Scissors Mayo 7" straight	1 No.	"
66.	Bowls lotion 25 cm., 20 cm, 16 cm diameter E.I.	2 Nos. each	"
67.	Trays instrument and dressing with cover 30x25, 25x20 cms. SS and 25x15 cm. SS	1 No. each	"
68.	Trays kidney size 25 and 20 cm.	2 Nos. each	"
69.	Brush nail	5 Nos.	"
70.	Apron operation, plastic	5 Nos.	"
71.	Apron operation, long cloth to be kept in sterile drum	5 Nos.	"
72.	O.T. slipper size 7, 8	2 Nos. each	"
73.	Face mask disposable	10 Nos.	"
74.	Head cap disposable (Surgeon)	10 Nos.	"

75.	Towels operation surgical 100 x 60 cm. in sterile drum.	20 Nos.	"
76.	Gloves surgical size 6-1/2", 7", 7-1/2" sterile disposable.	10 Nos. assorted size	"
77.	Coats surgeons	5 Nos.	"
78.	Towels hand, surgeons (in polythene bag)	10 Nos.	"
79.	Soap toilet in case - cakes	5 Nos.	"
80.	Stopper loosener	1 No.	"
81.	Operation table tabular steel with sponge rubber mattress theatre room.	1 No.	In operation
82.	Shadowless lamp 30 cms. dia or angle poise lamp fixed on side panel.	1 No.	"
83.	Trolley anaesthetic without castor a with stand for oxygen cylinder	1 No.	"
84.	Oxygen cylinder 1320 ltrs with key	1 No.	"
85.	Inj. Ketamin Hydrochloride	5 amps	"
86.	Mpsk oxygen. Polythene (big & small)	1 No. each	"
87.	Portable Resuscitation Kit in a bag containing.	1 No.	"
	(a) Automatic resuscitator with provision for positive pressure ventilation, inspiratory, expiration & flow adjustments.		"
	(b) Manual resuscitator (Ambu's bag)		"
	(c) Oxygen Cylinder (Small) Ventimask with tubes		"
	(d) Suction (Manual & Automatic)		"
	(e) Intubation set with Laryngoscope endotrachal tubes of all sizes		"
	(f) Stethoscope, Sphygmomanometer, Hammer, Spatula Torch, Thermometer		"

	(g) I.V. rod in two (folded) disposable IV set, adhesive plasters, sterilised gauge, bandage scissors, dissecting & tissue forceps, Haemostatic forceps, needle holder, disposable syringe & needle, splint.	One each	"
88.	Revolving stool.	2 Nos.	"
89.	Trolley instrument without castors & with castor and glass top	1 No. each	"
90.	Steriliser instrument portable with two burner spirit stove sizes 30x20x15 cms. and 20x10x10 cms.	1 No. each	"
91.	Gauze cut in assorted sizes and packed in dressing drum 23X25 cms. sterilised	20 mtrs.	Store Room In built in cupboard or shelves marked 'sterilisation' and dressing material.
92.	Wool cotton absorbent cut to size & sterilized in drum 23x23 cm.	2 kg.	"
93.	Wool cotton absorbent packet of 500 gms.	10 pkts.	"
94.	Bandage loosewoven compressed 7.5 cm. wide, 4.5 mtrs. long	100 Nos.	"
95.	Bandage loosewoven compressed 10 cm. wide, 4 mtrs. long.	100 Nos.	"
95A.	Bandage adhesive 7.5 cm wide in sealed tins.	2 Nos.	"
96.	Bandage triangular 130x90x90 cms. (SJA)	30 Nos.	"
97.	Adhesive plaster 2.5 cm x 5 m & 10 cms x 5 mts	3 Nos. 3 Nos.	"
98.	Scissors Mayo 7"	1 No.	"
99.	Mackintosh 1 mts. size	5 Nos.	"
100.	Swab sticks in bundles of 25 wraped in cloth bag and sterilised in drums.	50 Nos.	"
101.	Spirit methylated in wax stoppered bottles of 250 CC each.	4 bottles	"
102.	Readymade plaster of paris bandage 10 cms. and 15 cms. wide in thin	20 bandages of each size	"

103.	Corrugated rubber drain for operation	1 sheet	"
104.	Pins safety assorted size in packet of 10.	4 sets	"
105.	Thomas' splint adult & child	2 Nos.	Store Room - In built in cup-board cabinet or shelves marked 'splint' Primus stove, Petro-max lanterns, kero-sene oil.
106.	Splint arm & forearm wooden set of 6	2 sets	"
107.	Splint thigh wooden liston set of different sizes.	3 sets	"
108.	Hammer 400 cms.	1 No.	"
109.	Chisel 2.5 cms. wide	1 No.	"
110.	Saw 30 cm. long	1 No.	"
111.	Clasp knife	2 Nos.	"
112.	Cork screw opener	1 No.	"
113.	Matches Safety packet of 1 dozen boxes.	1 pkt.	"
114.	Torch Eveready 4 cell (compact hand-car-ring)	10 Nos.	"
115.	Bulbs for torch (spare)	5 Nos.	"
116.	Water bottles with drinking cups and strap-1 ltr.	5 Nos.	"
117.	Basin wash hand E.1.35 cms. Dia	5 Nos.	"
118.	Buckets Plastic 5 ltr. capacity.	5 Nos.	"
119.	Jug water E.T.2 ltr. Capacity	2 Nos.	"
120.	Store primus single burner folding design No. 100 with kit containing spare washer, pin etc.	2 Nos.	"
121.	Day carrier	1 No.	"
122.	Kerosens oil in 5 ltr. Tin	1 No.	"

123.	L.P.G. Petromax 1.5/2 ltr.	5 Nos.	"
124.	Notebook with pencil	5 Nos.	"
125.	Memo pad with carbon paper	5 Nos.	"
126.	Book for noting injury particulars identification etc.	5 Nos.	"
127.	Skin marking pencil	2 Nos.	"
128.	Ground sheet size 200x120 cm	2 Nos.	"
129.	Brassards arm with red cross	50 Nos.	"
130.	Haversacks each containing the following:-	5 Nos.	Store Room-In built in cupboard cabinet or shelves, marked HAVER-SACKS
	(a) Roller bandage	10 Nos.	
	(b) Triangular bandage	2 Nos.	
	(c) Paracetamol	20 Tabs in strips.	
	(d) Sterilise adhesive strip dressing standard	40 Nos.	
	(e) Antiseptic cream 25 gms.	1 tube	
	(f) Chloromycetin applicaps in plastic bag	10	
	(g) Torch (3 cell)	1	
	(h) Arm Brassard red cross	5	
	(i) Memo pad with pencil	1	
	(j) Tally cards 10 x 7 cms. with eylets and tape	12	
	(k) Disposable sterilised syringes with needle 2 cc	2	
	(l) Inj. Analigin	2 amps.	
	(m) Safety pins	10 Nos.	
	(n) Esmarch Torniquet	1 No.	
	(o) Wooden splint set of 6	1 No.	

131.	Sterile adhesive strip; dressing standard size giant box of 150	1 box	
132.	Cups feeding E.I. (200 ml)	5 Nos.	In built in cupboard cabinet or shelves marked 'Nursing appliances, bed linen and patients' linen etc.
133.	Mug Polythene 500 ml. capacity	5 Nos.	"
134.	Hot water bags I.R. with cover Ice cap.	5 Nos.	"
135.	Spittoons	5 Nos.	"
136.	Bed sheets cotton white 2.1 x 1.5 mt.	40 Nos.	"
137.	Pillow cotton 50 x 20 cms. with water proof covers, 2 each.	20 Nos.	"
138.	Sarees cotton white 5.5 m.	10 Nos.	"
139.	Lungis cotton white 2 m. each.	20 Nos.	"
140.	Shirts open in front with half sleeves large size.	20 Nos.	"
141.	Water proof sheeting 1 x 1 m. pieces	20 Nos.	"
142.	Sand bags 30 x 15 cms.	10 Nos.	"
143.	Hand pankhas	10 Nos.	"
144.	Shrouds long cloth, size 2.1 x 1.5 m.	40 Nos.	"
145.	Backrest wooden	1 No.	"
146.	Camp stool folding	2 Nos.	In ward com-partment strapped to one size
147.	Camp table folding	2 Nos.	"
148.	Blankets woollen or cotton according to climatic conditions.	50 for BG - 40 to MG	In ward compartment in tin lined box in locker under box seat or stretcher.

149.	Bed pan E.I. slipper shaped	4 Nos.	In ward com-partment or racks in lavatory.
150.	Urinal male E.I.	4 Nos.	"
151.	Urinal Female E.I.	2 Nos.	"
152.	Milk Powder 450 gms. or milk condensed	2 tins	In kitchen compartment.
153.	Sugar in lever lid tin in half kg./1 kg. polythene pack	2 tins, 4 tins	In built in cupboard cabinet or shelves etc. marked medical comforts.
154.	Tea in sealed tin of 500 gms. (250 gms. pack - 2)	1 tin	"
155.	Coffee (instant) 100 gms. in sealed tins.	2 tins.	"
156.	Table spoons s.s.	5 Nos.	"
157.	Tea spoons s.s.	10 Nos.	"
158.	Tea pot E.I. or aluminium (6 cups capacity)	1 No.	"
159.	Tumbler polythene or disposable glass (300 ml. capacity)	40 Nos.	"
160.	Cork screw	1 No.	"
161.	Tin opener	1 No.	"
162.	Bucket with flat cover polythene size 5 ltr.	2 Nos.	"
163.	Kettle aluminium size 3 ltr.	1 No.	"
164.	Degchi aluminium with cover 20, 18, 15, 10 cms. dia set of 4 nested.	1 set	"
165.	Sterile/mineral water	25 bottles	"
166.	Bucket G 5 ltr. Capacity	2 nos.	"
167.	Polythene carboys with handle and stopper 18 ltr. capacity (for drinking water)	5 nos.	"

168.	Stretcher folding S.J.A. pattern aluminium folding.	10 nos.	In a box fitted to the under-frame marked 'stretcher umbrellas shelter etc.'
169.	Umbrella hand	5 nos.	"
170.	Rain coat Plastic with hood (Like ladies raincoat)	5 nos.	"
171.	Gum boots (standard and large)	2 nos. each	"
172.	Breathalyser	1 no.	"
173.	Vials for collection of Blood samples for testing of alcohol contents.	5 nos.	"
174.	Dictaphone	1 no.	"
175.	Stair case steel	2 nos.	"
176.	Shelter as per specification given below :- Shelter BIVOUAC 420 cmx420 cm x 240 cm made of light single fly convas with the fly extended to the ground on the two sides & open at the two ends. On both sides there should be hood attached to the top to prevent rain beating in. Tents made of white & blue fabric complete with bamboo poles without joints, iron pegs hammer and stilts.	1 no.	"

Note :-Following Instructions (i) to (xvi) should be strictly followed.

(i) All surgical instruments should be regularly vaselinised.

(ii) Autoclaving of drums should be done every month and date of last sterilisation 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.

NOTE : 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 equipment in the ARME should be done. A certificate to the effect that this has been done and that the equipments are according to the scales laid down should be submitted to the CMS before the 31st December every year. To enable this to be checked the date of replacement should be clearly shown on the packages so replaced. In the case of torch cells, the date of replacement should be entered in pencil at the bottom of each cell. Only leak proof cells should be used in ARME.

(iii) Stretchers and Blankets - Stretchers should be opened cut and canvas tested for deterioration once in three months. Blankets should be taken out of their boxes and examined once in six months.

(iv) Details of replacement:

(a) All injectibles and medicines with expiry date should be replaced from fresh hospital stock well in advance of the date of expiry.

(b) Torch cells should normally be kept outside the torch. These should be replaced once in six months, or earlier if they show signs of deterioration. The torches should be tested at each inspection. All Medical Officers have full powers for replacemnet of any items that become due or any deficiencies that occure on attending at an accident.

(c) Bottles containing spirituous preparations like surgical spirit, tincture iodine etc. should be 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 tourniquects when required.

(e) Articles of medical comfort such as tea, coffee, milk powder and sugar etc should be replaced once a year, or earlier if they show signs of deteriorate in stock.

(f) Injection of Adrenalin showing signs of deterioration such as brown dicoloration 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, napthalene 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 conversent with the method of putting up the shelters.

(ix) Plasma, A.T.S. Antigas, gangrxne serum etc. and any other equipment as well as additional quantities of equipment like blankets, stretchers, dressing materials etc. which are likely to be needed at the site of accident should be taken form the Hospital and Health Units in addition to the Standard Accident Relief Medical Equipment.

(x) A.R.M.E. Scale-I and Auxillary van must be inspected monthly by the following officials (Preferably jointly).

(a) A.D.M.O.

(b) Station Master/Station Supdt.

(c) Inspector, Telephones.

(d) Train Examiner.

(e) Electrical Official I/Charge.

The Train Examiner 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 simialrly ensure and certify that the electrical portion of the coaches and the electrical equipments in the Auxillary coach are in good working order.

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

The TXR should ensure that the water tanks are drained and refilled with fresh water once a month.

Tele-communication Inspector must thoroughly test the portable phone equipment to ensure that this is in good working order and that the wire diagram is up to date. he must also check up the public address equipment where provided.
After each montly inspection, a report should be submitted by the ADMO to the DMO stating that joint inspection has been carried out and bring to the notice of the DMO any defects noticed that require remedial action. He will also bring to the notice of the DMO if the vehicle has not been inspected by any of the officials mentioned above to enable the DMO to take action at the Divisionallevel.

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

The Divisional Medical Officer must inspcet the ARME scale-'I' once in six months and scale 'II' once in a year and take such action as is found necessary to see that the equipment is 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.

CONTENTS OF STATIC FIRST AID BOXES

Sl. No.	Name of equipment	Quantity
1.	Sterilized finger dressings each in sealed polythene bag.	12 Nos.
2.	Sterilized wound dressings 7cm X 5 cm in sealed polythene bags.	12 Nos.
3.	Sterilized First Field dressings 12 cm X 8 cm in sealed polythene bag.	12 Nos.
4.	Traingular bandages in closed packet. (120x 90 x 90 cm)	3 Nos.
5.	Bandages loose wove, compressed 7.5 cm X 4 m in polythene bag.	6 Nos.
6.	Sterilized cotton wool, compressed 25 gms. in polythene bag.	6 Nos.
7.	Antiseptic cream or jelly in tube of25 gms.	1 No.
8.	Liquid paraffin 15 ml in plastic drop bottle.	1 No.
9.	Analgesic tablet, paracetamol or A.P.C. tube of 10 or strips.	10 Tabs.
10.	Splints wooden extensible set, of 6	1 Set
11.	Plastic adhesive 2.5 cm X 4 m	1 Reel

12.	Pins safety on a card or in a box	12 Nos.
13.	Esmarckh tourniquet (I.R. bandage)	1 Nos.
14.	Scissors dressing 12 cm blunt pointed	1 No.
15.	List of contents and instruments	1 No.
16.	Injury card	1 No.

Note :- The contents of the Static First Aid Boxes provided at Workshops may be varied to suit the requirements of necessary of the relevant factory Acts.

CONTENTS OF FIRST AID BOX FOR GUARDS

Sl. No.	Name of equipment	Quantity
1.	Sterilized finger dressings each in sealed polythene bag.	6 Nos.
2.	Sterilized wound dressings 7 cm X 5 cm in sealed polythene	6 Nos. bags.
3.	Sterilised first field dressings12 cm X 8 cm in sealed polythene	6 Nos. bags.
4.	Traingular Bandages compressed in closed packet - 120 X 90 X 90 cm.	3 Nos.
5.	Bandages loose wove compressed 7.5 cm X 4 m in polythene bags.	6 Nos.
6.	Sterilised cotton wool 25 gms. in polythene bag.	2 Nos.
7.	Antiseptic cream or jelly in tube of 25 gm.	1 No.
8.	Liq. Paraffin 15 ml. in plastic drop bottles.	1 bottles.
9.	Analgesic tablets, paracetamol or A.P.C. tube of 10or strips.	10 Tablets.
10.	Pins Safety on a card or ina box	12 Nos.
11.	Esmarch Touniquet (I.R. Bandage)	1 No.
12.	Scissors Dressing 12 cm.	1 No.
13.	List of contents and instructions reagarding treatment.	1 No.
14.	Injury card	1 No.
15.	Splints, wooden, extensible set of 6	1 Set.

LIST OF CONTENTS OF FIRST AID BOX FOR GANGMEN

Sl. No.	Name of equipment	Quantity
1.	Sterilised Finger Dressing each in sealed polythene bag.	6 Nos.
2.	Sterilised wound dressing 7 cm x 5 cm in sealed polythene	6 Nos. bag.
3.	Bandages loose wove compressed in sealed polythene bag (size of bandage 7.5 cm x 4.0 m.)	1 No.
4.	Cotton wool in sealed polythene bag tube of 25 gms.	1 No.
5.	Antiseptic cream or jelly in collapsible 25 gms.	1 Tube
6.	List of contents and instructions regarding treatment.	1 No.

Instructions regarding treatment of minor injuries: - The equipment contained in First Aid 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 sterilised dressing. A bandage can be applied over this dressing if necessary. Do not touch the part of the sterilised dressing which is put next to the wound. Blood poisoning or septic infection of a wound is caused by introducing germs into it. A sterilised dressing should therefore, always be used as it is free from germs. Antisepticcream 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 sterilised 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 hand-kerchief folded), which should be gently bandaged on. Seek the advice of a doctor at once. Do not try to remove any particle which cannot be brushed away.

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

Appendix – 'B'

ART/ARME Break Down Crane Alongwith Complete Equipment of ART is Apended below:

DELHI DIVISION

S. No.	Class of ART	Crane	HRE (**)	Shed	HRD (**)	Beat of ART/ARME	Beat of crane
1.	'A'	140-T DSL BD crane No. 142271 Gottwald (upgraded new design)	MFD	DLI	One in ARME Scale-I (Lucas & Bahco) and one in ART (Lucas)	1. DLI-SNQL-TPZ (Excl.) 2. DLI-MOZ (Incl.) 3. DLI-PNP-JHI (Incl.) 4. DLI-ROK-JHL (Incl.) 5. DLI-FDB-PWL (Incl.) 6. DLI-AREA (Excl.) 7. DLI-HPU (Excl.) 8.DLI-KRJ(Excl.)(NCR) 9.ROK-BNW(Incl.) (NWR) 10.PNP-ROK (Incl) 11.NRW-KLE (Incl.) 12.DLI-RE (Incl.) (NWR) 13.BNW-RE (Incl.) (NWR) 14.ABO-RE 15. GHH-FN 16. SNP-JCY	1. DLI-SNQL-TPZ (Excl.) 2. DLI-MOZ (Incl.) 3. DLI-PNP-JHI (Incl.) 4. DLI-ROK-JHL (Incl.) 5. DLI-FDB-PWL (Incl.) 6. DLI-AREA (Excl.) 7. DLI-HPU (Excl.) 8.DLI-KRJ(Excl.)(NCR) 9.ROK-BNW(Incl.) (NWR) 10.PNP-ROK (Incl) 11.NRW-KLE (Incl.) 12.DLI-RE (Incl.) (NWR) 13.BNW-RE (Incl.) (NWR) 14.ABO-RE 15. GHH-FN 16. SNP-JCY(A/S- 53 dtd-27.02.2020)

Note: MOBILE BREAK DOWN LUCAS HYDRAULIC EQUIPMENT AT NEW DELHI (ROAD VAN)

FIROZPUR DIVISION

S. No.	Class of ART	Crane	HRE (**)	Shed	HRD (**)	Beat of ART/ARME	Beat of crane
1.	'B'	NIL	NIL	FZR	One in ARME Scale-I (Lucas & One in ART Bahco)	1. FZR-KKP (Incl.) 2. FZR-LNK-JUC (Incl.) 3. FZR-MQF (Excl.) 4. FZR-FKA-ABS (Excl.) 5. FZR-HSW (Incl.)	**140 T BD crane beat will be covered by BD Crane based at BTI and LDH-** 1. FZR-KKP (Incl.)(by BTI) 2. FZR-LNK-JUC (Incl.)(by LDH) 3. FZR-MQF (Excl.)(by LDH) 4. FZR-FKA-ABS (Excl.)(by BTI) 5. FZR-HSW (Incl.)(by LDH)(A/S-53 dtd-27.02.2020.)
2.	'A'	140-T DSL BD crane No. 142040 Gottwald (Old design)	Lucas	LDH	One in ARME Scale-I (Lucas & One in ART Bahco)	1. LDH-SIR (Excl.) 2. LDH-JUC (Incl.) 3. LDH-DUI-JHL-HSR (Incl.) 4. LDH-MQF (Incl.) 5. LDH-PHR-NRO-LNK(Excl.) 6. LDH-PHR-NRO-JRC (Incl.) 7. LDH-SNL-NMDA (excl.)	1. LDH-SIR (Excl.) 2. LDH-JUC (Incl.) 3. LDH-DUI-JHL-HSR (Incl.) 4. LDH-MQF (Incl.) 5. LDH-PHR-NRO-LNK (Excl.) 6. LDH-PHR-NRO-JRC (Incl.) 7. LDH-SNL-NMDA (excl.) 8. LDH-ASR-BAT-QDN 9.LDH-ASR-VKA-DBNK 10.LDH-PGW-NSS-JJJ 11.LDH-PGW-NSS-RHU 12.LDH-JRC-HSX 13.LDH-ASR-KEMK 14. LDH-BEAS-DWSB-TTO (Excl.) 15. LDH-SNL-NMDA (Excl.)
3.	'B'	NIL	MFD	ASR	One in ARME Scale-I (Bahco)	1. ASR-JUC (Excl.) 2. ASR-ATT 3. ASR-BAT-QDN 4. ASR-VKA-DBNK 5. PGW-NSS-JJJ 6. PGW-NSS-RHO 7. JRC-HSX 8. ASR-KEMK 9. BEAS-GWSB-TTO (Incl.)	Beat same as ART/ARME and will be covered by 140-Tonne DSL crane of LDH HQ
4.	'A'	140-T DSL BD crane No. 144013 (New design)	MFD	PTK	One in ARME Scale-I (Lucas)	1. PTK-CKDL (Excl.) 2. PTK-JRC (Excl.) 3. PTK-BAT (Excl.)	1. PTK-CKDL (Excl.) 2. PTK-JRC (Excl.) 3. PTK-BAT (Excl.)
5.	'A'	140-T DSL BD crane No. 144023 (New design)	MFD	SVDK	One in ARME Scale-II (Lucas)	1. JAT-CKDL (Incl.) 2. -SVDK -JAT (Incl.)	1. SVDK-JAT-CKDL (Incl.) (A/S-53 dtd-27.02.2020.)
6.	Tool Van Class-'C' (NG)	Nil	Lucas	PTK (NG)	Lucas	1.PTK-BJPL-JDNX	No crane available
7.	Tool Van Class-'C' (NG)	Nil	Lucas	BJPL (NG)	One in ARME Scale-II (Lucas)	1.JDNX-BJPL-PTK	No crane available

8.	Self propelled Accident Relief train (SPART) Class-'B'	Nil	Lucas	BDGM	Lucas	1. BDGM-BRML 2. BDGM-QG-BAHL	No crane available

LUCKNOW DIVISION

S. No.	Class of ART	Crane	HRE (**)	Shed	HRD (**)	Beat of ART/ARME	Beat of crane
1	'A'	140-T DSL BD crane No. 142038 Gottwald (Old design)	MFD	LKO	One in ARME Scale-I (Lucas & One in ART Bahco)	1. LKO-DYD (Excl.) 2. LKO-AJ (Excl.) 3. LKO-RBL-UCR-KHNM-PFM (Excl.) 4. LKO-RBL-CIL-PBH (Incl.) 5. LKO-SLN (Excl) 6. LKO-BLM-MAH (Incl.) 7. UTR-TPNR-Lucknow Alambagh Cabin Area	1. LKO-FD-ZBD (Incl.) 2. LKO-AJ (Excl.) 3. LKO-RBL-UCR-ALD(Excl.) 4. PRG-PYG 5. LKO-RBL-CIL-PBH-JNH (Incl.) 6. LKO-JNH-ZBD (Excl.) 7. LKO-SLN-ZBD (Excl.) 8. LKO-BLM-MAH (Excl.) 9. LKO-FD-ABP-TD 10. LKO-CIL-SLN(Excl.) 11. LKO-FD-SLN (Excl.) 12. LKO-CIL-ALD-JNH (Excl.) 13. LKO-FD-ABP-ZBD (Excl.) 14. LKO-BLM-RAC(Excl.) 15. LKO-BLM-SPC-SCC 16. UTR-TPNR-Lucknow Alambagh Cabin Area
2.	'B'	Nil	MFD	FD	One in ARME (Lucas)	1. FD-DYD (Incl.) 2. FD-ZBD (incl.) 3. FD-PBH-JNH (Incl.) 4. FD-SLN-ZBD (Incl.) 5. FD-ABP-TD	Beat same as ART/ARME and will be covered by 140-Tonne DSL crane of LKO HQ
3.	'A'	140-T DSL BD crane	--	MGS (EC Rly)	--	1. MGS-BSB-ZBD (Excl.) 2. MGS-BSB-JNH (Excl.)	1. MGS-BSB-ZBD (Excl.) 2. MGS-BSB-JNH (Excl.)
4.	'A'	140-T DSL BD crane	Lucas	CNB (NCR)	One in ARME (Lucas)	1. CNB-AJ (Incl.) 2. CNB-ON-UCR (Excl.) 3. CNB-ON-DMW-DYP (Excl.)	1. CNB-AJ (Incl.) 2. CNB-ON-UCR (Excl.) 3. CNB-ON-DMW-DYP (Excl.)
5.	'B'	Nil	MFD	ALD (NCR)	One in ARME (Lucas)	1. ALD-PFM (Incl.) 2. PRG-PYG	Beat same as ART/ARME and will be covered by 140-Tonne DSL crane of LKO HQ

MORADABAD DIVISION

S. No.	Class of ART	Crane	HRE (**)	Shed	HRD (**)	Beat of ART/ARME	Beat of crane
1.	'A'	140-T DSL BD crane No. 144014 Gottwald (New design)	MFD	MB	Two in ARME Scale-I (Lucas & Bahco) and One in ART Lucas	1. MB-HPU-MTC (Excl.) 2. MB-NBD-LRJ (Excl.) 3. MB-HPU-KRJ (Excl.) 4. MB-BE (Incl.) 5. MB-CH-HGJ (Incl.) 6.MB-GJL-MZM (Excl.) 7.MB-CH-BE (Incl.) 8.MB-RJK-SHTS 9.MB-NBD-KTW	1. MB-HPU-MTC (Excl.) 2. MB-NBD-LRJ-DDN 3. MB-HPU-KRJ (Excl.) 4. MB-BE-RAC-SPC (Excl.) 5. MB-CH-HGJ (Incl.) 6.MB-GJL-MZM (Excl.) 7.MB-CH-BE (Incl.) 8.MB-RJK-SHTS 9. MB-NBD-KTW 10. MB-LRJ-SRE (Excl.) 11. MB-HW-RWL-RKSH
2.	'B'	NIL	MFD	RAC	Two in ARME Scale-I (Lucas & Bahco) and One in ART Lucas	1. RAC-BLM (Incl.) 2. RAC-BE (Excl.) 3. RAC-BLM-SPC-SCC (Incl.) 4. RAC-SPC (Excl.)	Beat same as ART/ARME and will be covered by 140-Tonne DSL crane of LKO and MB HQ as indicated in respective crane beats.
3.	'A'	140-T DSL BD Crane	Lucas	CNB (NCR)	One in ARME Lucas	1.CNB-ON-MAH (Excl.)	1.CNB-ON-MAH (Excl.)

AMBALA DIVISION

S. No.	Class of ART	Crane	HRE (**)	Shed	HRD (**)	Beat of ART/ARME	Beat of crane
1.	'A'	140-T DSL BD crane No. 144004 Gottwald (New design)	MFD	UMB	One in ARME Scale-1 (Lucas)	1. UMB-SRE-TPZ-MOZ (Excl.) 2. UMB-PNP (Excl.) 3. UMB-JUD (Incl.) 4. UMB-RPJ-PTA (Incl.) 5. UMB-SIR-UHL-AADR-DLPC (Incl.) 6. UMB-KKDE-KLE (Excl.) 7. UMB-KLK 8. UMB-CDG-JNCB-MRND-NMDA-JNBC (Incl.)	1. UMB-SIR (Incl.) 2. UMB-PNP (Excl.) 3. UMB-RPJ-PTA-DUI (Excl.) 4. UMB-SIR-UHL-AADR-DLPC (Incl.) 5. UMB-KKDE-KLE (Excl.) 6. UMB-KLK 7. UMB-SRE-TPZ-MOZ (Excl.) 8. UMB-CDG-JNCB-MRND-NMDA-JNCB (Incl.)(A/S-53 dtd-27.02.2020)
2.	'A'	140-T DSL BD crane No. 143008 Gottwald (Old design)	MFD	BTI	One in ARME Scale-I (Bahco)	1. BTI-JHL (Excl.) 2. BTI-PTA (Excl.) 3. BTI-HMK-SGNR (Incl.) 4. BTI-KKP-FKP(Excl.) 5. BTI-HMH (Excl.) (NWR) 6. BTI-HSR-BNW (Excl.) (NWR)	1. BTI-JHL (Excl.) 2. BTI-PTA (Excl.) 3. BTI-HMK-SGNR (Incl.) 4. BTI-KKP-FKP(Excl.) 5. BTI-HMH (Excl.) (NWR) 6. BTI-HSR-BNW (Excl.) (NWR)
3.	'B' (Only ARME) + SPART	Nil	Nil	SRE	One in Self propelled ARME (Bahco) and one in ARME Scale-I (Bahco)	1. SRE-JUD (Excl.) 2. SRE-MOZ (Excl.) 3. SRE-LRJ-DDN 4.SRE-LRJ-RWL-RKSH	Beat same as ART/ARME and will be covered by 140-Tonne DSL crane of UMB and MB HQs as indicated in respective crane beats.
4.	'B' (Only ARME) Scale-II	Nil	Nil	KLK (NG)	Nil	1.KLK-SML	NG Crane not provided

(**) – HRE—Hydrulic Re-railing Equipment, HRD – Hydraulic Rescue Device.

Note: 140—Tonnes Gottwald Diesel Brake Down Cranes No. 142038 (Old design), No. 14240 (Old design), No. 142271 (New design), No. 143005 (Old design), No. 143008 (Old design), No. 144004 (New design), No. 144013 (New design), No. 144014 (New design) & No. 144023 (New design) are allotted to Northern Railway and are based at Depot Head Quarters mentioned above. However, the base depot of these cranes may change at the time of POH of cranes of other locations.

Composition of ART and 140-T cranes should be standardized as under:

(I) 'A' Class ART with 140-T Diesel Hydraulic Crane

Part 'A'

(i) MFD Van
(ii) Generator cum staff van, mostly generators
(iii) Staff Van
(iv) Tool cum Rest Van
(v) One VPU for engineering material for stocking track tilting, sleepers, Engineering T&P items and to accommodate staff of Engg. Deptt.

(vi) One BRN wagon for carrying ½ Km Rail. This should be provided with Transition coupling and buffers for facilitation attachment with coaching stock after necessary modification in workshop.

All these coaches are equipped with dual brake and are fit to run at 100kmph.

Part 'B'

140-T Crane with one coach as crow Rest Van fitted with dual brake and (a) fit to run at 75kmph where the crane is old and (b) fit to run at 80kmph where the crane is new and of upgraded design.

Part 'C'

Two three numbers of 8 wheeler air brake freight stock for engineering materials like rails, sleepers, crossing etc. fit to run at 75kmph. This will move separately.

(II) Movement of Accident Relief Train.

On getting the information of accident, the control will immediately decided the movement of Part 'A' of both 'A' and 'B' depending upon the severity of the accident.

- It must be ensured that ART is turned out within the stipulated time in day and night hours.
- It must be ensured that is stabled in a siding having exit and entry on both the sides.

(III) General Instructions

1. Each division must ensure that ART coaches are painted in Gulf Red with legend manes market in golden Yellow colour and standard size lettering.
2. Must ensure that ART coaching stock is maintained in neat and clean condition with proper resting places for officers/supervisors/staff members.
3. Kitchen space should be earmarked with provision of cooking gas, utensils, drinking water etc.
4. Must ensure that all items, as per checklist circulated, are available along with stipulated records/registers.
5. The ART must be self-sufficient to look after the needs of its staff, who sometimes have to work for days together.
6. Basic facilities, such as tents and chairs, must be provided in all ARTs.
7. All ART in-charges to ensure that sufficient food is available to feed the break down staff. Tea and Biscuits should be provided to them at regular intervals.
8. It is necessary to provided for easy identification of ART/ARMV staff : they should be provided distinctive bright colour jackets and helmets.
9. The commander, who is to direct the activities of his staff, should also be easily identifiable at the work site.
10. The ART staff should be scanned and non performers should be weeded out.
11. Mock trails should be conducted with timed response.
12. The re-railing equipments and other T&P items should be tested periodically so as to keep them in good fettle.
13. Adequate number of VHF seats should be arranged on priority.

APPENDIX - 'C'

List of Stations provided with Accident Relief Medical Equipment

Delhi Division

Rohtak	Muzaffarnagar
Jakhal	Panipat
Ghaziabad	Kurukshetra
Jind	Delhi Sarai Rohilla

Firozepur Division

Jalandhar City	Baij Nath Paprola	Abohar
Mukerian	Patti	Moga
Kangra	Lohian Khas	Budgam
Batala	Fazilka	
Kot Kapura	Nawashahar Doaba	

Lucknow Division

Varanasi	Bara Banki	Unnao
Sultanpur	Jaunpur	Rae Bareilly
Haidargarh	Akbarpur	Janghai
Unchahar	Shahganj	Prayag

Moradabad Division

Balamau	Bareilly	Hardwar
Sitapur City	Chandausi	Dehra Dun
Gajraula	Laksar	---
Hapur	Najibabad	

Ambala Division

Ambala Cantt.	(Scale I)	Bhatinda	(Scale I)	Kalka	(Scale II)
Sahranpur	(Scale I)	Sirhind (Static).	(Scale II)	Dharampur	(Scale II)
Shimla (NG.) (Static)	(Scale II)	Nangal Dam (Static)	(Scale II)	(N.G.)	

Note: First aid Box is provided at each passenger booking station.

APPENDIX - 'D'

List of Railway Hospitals and Dispensaries

Station	Whether Hospital or dispensary	Number of beds provided	Whether X-Ray facilities exist	Designation of the Doctor Incharge
1	2	3	4	5
		Delhi Division		
Zonal Hd. Qtrs. (Central Hospital)	(Hospital)	360	Yes	C.M.D.
Baroda House	Dispensary	Nil	Nil	Sr. D.M.O.
Lajpat Nagar	Dispensary	Nil	Nil	Sr. D.M.O.
Sardar Patel Marg.	"	2	"	Sr. D.M.O.
Tilak Bridge	"	Nil	"	Sr. D.M.O.
O.P.D. Basant Lane	"	"	"	"
Sarojini Nagar	"	"	"	"
Delhi	Div-Hospital	50	Yes	C.M.S.
Delhi Sarai Rohilla	Dispensary	1	NIL	Sr. D.M.O.
Delhi-Kishan-ganj	Dispensary	- "	"	Sr. D.M.O.
Delhi Shahadra	"	4 E/Bed	"	Sr. D.M.O.
Shamli	,,	2 E/Bed	NIL	Sr. D.M.O.
Ghaziabad	Hospital	2 "	"	"
Jind	Dispensary	1 "	"	"
Meerut City	"	1 "	-	Sr. D.M.O.
Sonipat	"	1 "	-	"
Shakurbasti Panjabi Bagh	Hospital	1 "	-	"
Tughlakabad	"	1 "	-	Sr. D.M.O.
Faridabad	Dispensary	NIL	NIL	Sr. D.M.O.
Rohtek	Dispensary	Nil	Nil	Sr. D.M.O.

Station	Whether Hospital or dispensary	Number of beds provided	Whether X-Ray facilities exist	Designation of the Doctor Incharge
1	2	3	4	5
		Firozpur Division		
Firozepur	DIV Hospital	99	Yes	C.M.S.
Amritsar Sub.	"	50	-	Sr. D.M.O.
Amritsar STN	Dispensary	Nil	-	Sr. D.M.O.
Amritsar (W/Shop)	"	-	-	"
Bainjath Paprola	"	2	-	"
Jammutawi	"	2	-	"
Jalandhar City	"	4	-	Sr. D.M.O.
Jalandhar Cantt.	"	1	-	"
Kot-Kapura	"	-	-	"
Ludhiana	"	4	-	"
Pathankot	"	3	-	"
		Lucknow Division		
Lucknow	DIV-Hospital	275	Yes	C.M.S.
Hazratganj	Dispensary	-	Nil	Sr. D.M.O
Loco (Shop) Running Shed Alambagh	"	1 (E-bed)	-	Sr. D.M.O.
Charbagh Loco Shed	"	-	-	"
Alambagh C & W Shop	"	1 "	-	D.M.O.
AMV R.D.S.O.	Poly Clinic	20	Yes	"
Barabanki	Dispensary	1 "	Nil	A.D.M.O.

Station	Whether Hospital or dispensary	Number of beds provided	Whether X-Ray facilities exist	Designation of the Doctor Incharge
1	2	3	4	5
Faizabad	"	1 "	-	D.M.O.
Jaunpur	"	1 "	-	A.D.M.O.
Varanasi	"	1 "	-	D.M.O
Pratapgarh	"	1 "	-	"
Rae Bareilly	"	1 "	-	Sr. D.M.O
Unnao	"	1 "	-	"
Sultanpur	"	1 "	-	"
		Moradabad Division		
Moradabad	DIV-Hospital	119	Yes	C.M.S.
Jharipani	"	58	"	Sr. D.M.O.
Bareilly	Dispensary	1 (E/bed)	"	"
Balamau	"	1 "	-	Sr. D.M.O.
Chandausi	"	4 "	-	"
Dehradun	"	1 "	-	"
Hapur	"	1 "	-	"
Hardwar	"	2 "	-	"
Harthala	"	-	-	"
Laksar	"	1 "	-	"
Najibabad	"	1 "	-	"
Rosa	"	2 "	-	"
Shahjahanpur	"	-	-	"
Sitapur City	"	-	-	"

Station	Whether Hospital or dispensary	Number of beds provided	Whether X-Ray facilities exist	Designation of the Doctor Incharge
1	2	3	4	5
		Ambala Division		
Ambala Cantt	DIV-Hospital	60	YES	C.M.S.
Jagadhari (W) (Sub. Divnl.)	Hospital	25	YES	Sr. D.M.O.
Saharan Pur (Small Sub. Divnl.)	,,	15	,,	M.S.
Bhatinda	Dispensary	4 E/Bed.	,,	Sr. D.M.O.
Dhuri	,,	1	NIL	C.M.P.
Kalka	,,	4	YES	Sr. D.M.O.
Khanalam Pura	,,	1	NIL	Sr. D.M.O.
Shimla	,,	2	NIL	D.M.O.-

APPENDIX - 'E'

List of Wireless Stations

(1) Mughal Sarai

(2) Allahabad

(3) Lucknow

(4) Moradabad

(5) Delhi

(6) Firozpur Cantt.

(7) Amritsar

(8) Pathankot

(9) Kanpur

(10) Rewari

(11) Delhi Queens Office

(12) Hisar

APPENDIX - 'F'

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

Controlling Station Master/ Station Supdt.	Beats
	Delhi Division
Station Master, Jakhal	(i) Mansa (Excl.) to Narwana (Incl.) (ii) Jakhal to Sunam (Firozpur Division)
Station Master, Jind	(i) Narwana (Incl.) to Julana (Excl.) (ii) Jind to Safidon (Incl.)
Station Master, Rohtak	(i) Bhiwani (Excl.) to Gohana (incl.) (ii) Julana (Excl.) to Bahadurgarh (Excl.)
Station Master, Ghaziabad	(i) Delhi-Shahdara (Excl.) to Guldhar (Incl.) (ii) Ghaziabad to KM 1429/29 (Incl.) (iii) Sahibabad to Tilak Bridge (GAL)
Station Master, Shamli	(i) Tapri (Excl.) to DSA (Excl.)
Station Master, Meerut City	(i) Meerut City to Guldhar (Excl.)
Station Master, Meerut Cantt.	(i) Meerut City (excl.) to Muzaffar Nagar (Incl.)
Station Master, Kurukshetra	(i) Ambala (Excl.) to Karnal (Excl.) (ii) Narvana (Excl.) to Kurukshetra (Incl.)
Station Supdt., Panipat	(i) Sonipat (Excl.) to Karnal (Incl.) (ii) Gohana (Excl.) Panipat - Safidon (Excl.)
Station Manager Delhi	(i) Delhi to Delhi Shahdara (Incl.) (ii) Delhi to Sonipat (Incl.) (iii) Delhi to Bahadurgarh (Incl.) (iv) Delhi to Signal No. 120 and II towards New Delhi (v) Delhi to Delhi Sarai Rohilla (Excl.)
Station Manager New Delhi	(i) Signal No. 120 and II to Tughlakabad (Excl.) (ii) Hazrat Nizamuddin to Lajpat Nagar (Incl.) (iii) Okhla-Delhi Safdarjang-NewAzadpur (Excl.)

Controlling Station Master/ Station Supdt.	Beats
Station Superintendent Delhi Sarai Rohilla	(i) Delhi Sarai Rohilla to gurgaon (Excl.)
Stn. Supdt Gurgaon	(i) Gurgaon to Rewari (Excl.)
	(ii) Garhi Harsaru to Farukh Nagar (incl.)
Stn. Supdt Faridabad	(i) Tughlakabad (Excl.) to Faridabad New Town (Incl.)
Stn. Supdt Palwal	(i) Faridabad new town (Excl.) to Rundhi (Excl.)
	Firozpur DIvision
Station Supdt., Ludhiana	(i) Ludhiana to Phillaur (Incl.)
	(ii) Phillaur to Lohian Khas (Excl.)
	(iii) Ludhiana to Moga (Incl.)
	(iv) Ludhiana to Dhuri (Incl.)
Station Supdt., Jalandhar City	(i) Jalandhar City to Phillaur (Excl.)
	(ii) Phagwara to Jaijon Doaba
	(iii) Nawashahar Doaba to Rahon
	(iv) Jalandhar city to Nokodar (Excl.)
	(v) Jalandhar city to Hoshiarpur.
	(vi) Jalandhar city to Beas (Incl.)
	(vii) Jalandhar city to Mukerian (Incl.)
	(viii) Jalandhar city to Lohian Khas (Incl.)
Station Supdt. Budgam	(i) Budgam - Kakapore
Station Supdt., Amritsar	(i) Amritsar to Beas (Excl.)
	(ii) Amritsar to Khem Karan
	(iii) Amritsar to Derababa Nanak
	(iv) Amritsar to Atari
	(v) Amritsar to Gurdaspur (Excl.)
	(vi) Batala-Qadian

Controlling Station Master/ Station Supdt.	Beats
Station Supdt., Pathankot	(i) Pathankot to Gurdaspur (Incl.)
	(ii) Pathankot to Mukerian (Excl.)
	(iii) Pathankot to Joginder Nagar
	(iv) Bharoli to Jammu Tawi
Station Master, Firozpur Cantt.	(i) Firozpur Cantt. to kot Kapura (Incl.)
	(ii) Firozpur Cantt. to Fazilka
	(iii) Firozpur Cantt. to Husainiwala
	(iv) Firozpur Cantt. to Moga (Excl.)
	(v) Firozpur Cantt. to Lohian Khas (Excl.)
Station Master, Bhatinda	(i) Bhtinda to Kot Kapura (Excl.)
	(ii) Bhatinda to Hindumalkote (Incl.)
Station Master, Jakhal	(i) Dhuri (Excl.) to Jakhal
Station Supdt., Hissar	(ii) Jakhal (Excl.) to Hissar
	Lucknow Division
Station Master, Kashi	Mughal Sarai (Excl.) to Varanasi(Excl.)
Station Supdt., Varanasi	(i) Varanasi to Janghai (Excl.)
	(ii) Varanasi to Zafarabad (Excl.)
Station Master, Janghai	(i) Janghai to Zafarabad(Excl.)
Station Supdt., Pratapgarh	(i) Pratapgarh to Janghai (Excl.)
	(ii) Pratapgarh to Bareilly (Excl.)
	(iii) Pratapgarh to Sultanpur (Excl.)
	(iv) Pratapgarh to Mau Ajmma (Incl.)
Station Master, Rae-Bareilly	Rae-Bareilly to Harnamganj (Incl.)

Controlling Station Master/ Station Supdt.	Beats
Station Supdt., Lucknow	(i) Lucknow to Rae-Bareilly (Excl.) (ii) Lucknow to Bara Banki (Excl.) (iii) Lucknow to Ajgain (Excl.) (iv) Utraitia to Nihalgarh (Excl.)
Station Master, Bara Banki	(i) Bara Banki to Daryabad (Incl.)
Station Supdt., Faizabad	(i) Daryabad (Excl.) to Akbarpur (Excl.) (ii) Faizabad to Sultanpur (Excl.)
Station Master, Akbarpur	(i) Akbarpur to Shahganj (Excl.)
Station Master, Shahganj	(i) Shahganj to Jaunpur (Excl.)
Station Master, Jaunpur	(i) Jaunpur to Zafrabad (Inc.) (ii) Zafrabad to Harpalganj (Incl.)
Station Master, Unnao	(i) Unnao to Ajgain (Incl.) (ii) Unnao to Unchahar (Excl.) (iii) Unnao to Kanpur Bridge Left Bank (Incl.) (iv) Unnao to Safipur (Excl.)
Station Supdt., Prayag	(i) Prayag to Harnamganj (Incl.) (ii) Prayag to Janghai (Excl.) (iii) Prayag to Mau Ajmma (Excl.)
Station Sudpt. Sultanpur	(i) Sultanpur (Incl.) to Harpalganj (Excl.) (ii) Sultanpur to Nihalgarh (Incl.)
	Moradabad Division
Station Master, Balamau	(i) Alamnagar to Baghauli (Incl.) (ii) Balamau to Sitapur City (Excl.) (iii) Balamau to Safipur (Excl.)
Station Master, Hardoi	Baghauli (Excl.) to Anjhi Shahbad (Excl.)

Controlling Station Master/ Station Supdt.	Beats
Station Master, Shahjahanpur	(i) Shahjahanpur to Bilapur (Excl.)
Station Master, Rosa Jn	(i) Shahjanpur (Excl.) to Rosa
	(ii) Rosa to Anjhi Shahbad
	(iii) Rosa to Sitapur Cantt.
Station Master, Bareilly	(i) Bilpur (Excl.) to Milak (Incl.)
	(ii) Bareilly to Aonla (Incl.)
Station Master, Rampur	(i) Milak (Excl.) to Mundha Pande (Incl.)
Station Supdt., Moradabad	(i) Mundha Pande (Excl.) to Kanth (Incl.)
	(ii) Moradabad to Kafurpur (Incl.)
	(iii) Moradabad to Sambhal Hatim Sarai
Station Master, Dhampur	(i) Kanth (Excl.) to Puraini (incl.)
Station Maser, Nagina	(i) Puraini (Excl.) to Bundki (Incl.)
Station Master, Najibabad	(i) Bundki (Excl.) to Chandok (Incl.)
	(ii) Najibabad to Kotdwara
	(iii) Muazzampur Narain to Bijnor (Incl.)
Station Master, Laksar	(i) Chandok (Excl.) to Landhaura (Incl.)
	(ii) Laksar to Jawalapur (Excl.)
Station Master, Roorkee	(i) Landhaura (Excl.) to Hindon Cabin (Excl.)
Station Master, Chandausi	(i) Aonla (Excl.) to Rajghat Narora (Excl.)
	(ii) Chandausi to Raja-Ka-Sahaspur (Excl.)
Station Master, Aligarh	(i) Aligarh to Rajghat Narora (Incl.)
Station Master, Hardwar	(i) Jawalapur (Incl.) to Doiwala (Excl.)
	(ii) Raiwala to Rishikesh
Station Supdt., Dehra Dun	(i) Doiwala (Incl.) to Dehra Dun

Controlling Station Master/ Station Supdt.	Beats
Station Master, Gajraula	(i) Kafurpur (Excl.) to Kankather (Incl.) (ii) Gajraula to Bijnor (Excl.)
Station Master, Garhmukteshwar	(i) Kankather (Excl.) to Simbhaoli (Incl.)
Station Master, Hapur	(i) Simbhaoli (Excl.) to Kankather (Excl.) (ii) Hapur to Meerut city (Excl.) (iii) Hapur to Bulandshar (Excl.)
Station Master, Khurja	Khurja to Bulandshahr (Excl.)
	AMBALA Division
SS-Saharanpur	(i) Saharanpur-Hindon Cabin. (ii) Saharanpur-Tapri. (iii) Saharanpur-Khanalampura (Excl) (iv) Saharanpur-Kalanaur (Excl.)
SS-Jagadhri	(i) Jagadhri to Kalanaur (Incl.) (ii) Jagadhari to Barara (Incl.)
Station Manager-Ambala Cantt.	(i) Ambala to Barara (Excl.) (ii) Ambala Cantt.-Rajpura (Incl.)
SS-Chandigarh	(i) Chandigarh-Ambala Cantt. (Excl.) (ii) Chandigarh-Kalka (Excl.)
SS-Kalka	(i) Kalka-Dharampur (Excl.)
SS-Solan	(i) Solan-Dharampur (Incl.) (ii) Solan-Kathleeghat (Excl.)
SS-Shimla	(i) Shimla-Kathleeghat (Incl.)
SS-Sirhind	(i) Sirhind-Rajpura. (Excl.) (ii) Sirhind-Dhandarikalan (Excl.)

Controlling Station Master/ Station Supdt.	Beats
SS-Patiala	(i) Patiala-Rajpura (Excl.)
	(ii) Patiala-Dhuri (Excl.)
SS-Dhuri	(i) Dhuri-Malerkotla (Incl.)
	(ii) Dhuri-Sunam (Excl.)
	(iii) Dhuri-Barnala (Incl.)
SS-Ahmedgarh	(i) Ahmedgarh-Malerkotla (Excl.)
	(ii) Ahmedgarh-Ludhiana (Excl.)
SS-Sunam	(i) Sunam-Jakhal (Excl.)
SS-Uklana	(i) Uklana-Jakhal (Excl.)
	(ii) Uklana-Hisar (Excl.)
SS-Roop Nagar	(i) Roop Nagar-Sirhind (Excl.)
	(ii) Roop Nagar Kiratpur. (Incl.)
SS-Nangal Dam	(i) Nangal Dam-Una Himachal
	(ii) Nangal Dam-Kiratpur Sahib (Excl.)
SS-Bathinda	(i) Bathinda-Barnala (Excl.)
	(ii) Bathinda-Malout (Excl.)
SS-Abohar	(i) Abohar-Malout (Incl.)
	(ii) Abohar-Sriganganagar (Excl.)

APPENDIX - 'G'

Jurisdiction of Officials of Government Railway Police

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		DELHI DIVISION		
		Delhi-Ghaziabad-Saharanpur		
Delhi	Delhi Shahdara	Delhi	Supdt. Rly. Police	Delhi
Sahibabad	Ghaziabad	Ghaziabad	-do-	Moradabad
Guldhar	Rohana Kalan	Meerut city	-do-	-do-
Deoband	Saharanpur	Saharanpur	Supdt Railway Police	Moradabad
		Delhi-Ambala Cantt		
Delhi	Narela	Delhi	Supdt Railway Police	Delhi
Rathdhana	Mohri (excl.)	Karnal	-do-	-do-
Mohri (Incl.)	Ambala Cantt.	Ambala Cantt.	-do-	Ambala
Ambala Cantt.	Kalka	Kalka	-do-	-do-
		Delhi-Jind Bhatinda		
Delhi	Gheora	Delhi	-do-	Delhi
Bahadurgarh	Dhamtan	Jind	-do-	-do-
Tohana	Mansa	Hissar	-do-	-do-
Narindrapura	Bhatinda	Bhatinda	-do-	Ferozpur Cantt.
		Delhi-Hazrat-Nizamuddin		
Delhi	Okhla	Hazrat Nizamuddin	-do-	Delhi
		Tughlakabad-Palwal		
Tughlakabad	Palwal	Faridabad	-do-	Faridabad
		Delhi-Rewari		
Delhi	Bijwasan	Delhi	-do-	Delhi
Gurgaon	Rewari	Rewari (Excl.)	-do-	Delhi

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		Panipat-Jind		
Panipat	Karsindu	Karnal	-do-	Delhi
Safidon	Jind	Jind	-do-	-do-
		Kurukshetra-Narwana		
Kurukshetra	Narwana (excl.)	Karnal	Supdt. Rly. Police	Delhi
		FIROZPUR DIVISION		
		Ludhiana-Amritsar		
Ludhiana	Ludhowal	Ludhiana	-do-	Ferozpur Cantt.
Phillaur	Dhilwan	Jalandhar City	-do-	-do-
Beas	Amritsar	Amritsar	-do-	-do-
		Bhatinda-Firozpur Cantt.-Hussainiwala		
Bhatinda	Kot Kapura (excl.)	Bhatinda	-do-	-do-
Kot Kapura	Hussainiwala	Firozpur Cantt.	-do-	-do-
		Bhatinda-Hindumalkote		
Bhatinda	Hindumalkote	Bhatinda	Supdt. Rly Police	Ferozpur Cantt.
		Ludhiana-Jakhal Hissar		
Ludhiana	Dhuri (excl.)	Ludhiana	-do-	Delhi
Dhuri	Jakhal (excl.)	Sangrur	-do-	-do-
Jakhal	Hissar	Hissar	-do-	-do-
		Ludhiana-Firozpur City-Fazilka		
Ludhiana	Ajitwal City	Ludhiana	-do-	Ferozpur Cantt.
Ajitwala	Fazilka	Firozpur Cantt.	-do-	-do-

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		Phillaur-Nakodar-Lohian Khas		
Phillaur	Lohian Khas	Jalandhar City	-do-	Ferozpur Cantt.
		Phagwara-Nawashahr Doaba-Jaijon Doaba		
Phagwara	Jaijon Doaba	Jalandhar City	-do-	-do-
		Nawashahr Doaba-Rohon		
Nawashar Doaba	Rohon	Jalandhar City	Supdt. Rly. Police	Firozpur Cantt.
		Jalandhar Cantt - Hoshiarpur		
Jalandhaar Cantt	Hoshiarpur	Jalandhar City	-do-	-do-
		Jalandhar City - Nakodar		
Jalandhar City	Nakodar	Jalandhar City	-do-	-do-
		Jalandhar City-Firozpur Cantt.		
Jalandhar City	Giddarpindi	Jalandhar City	-do-	-do-
Jogiwala	Firozpur Cantt.	Firozpur Cantt.	-do-	-do-
		Jalandhar City-Mukerian-Pathankot		
Jalandhar City	Chakkalan	Jalandhar City	-do-	-do-
Mirthal	Pathankot	Gurdaspur	-do-	-do-
		Amritsar Patti- Khem Karan		
Amritsar	Khem Karan	Amritsar	-do-	-do-
		Amritsar-Atari		
Amritsar	Atari	Amritsar	-do-	-do-

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		Amritsar-Batala Pathankot		
Amritsar (excl.)	Pathankot	Gurdaspur	Supdt. Rly. Police Firozpur Cantt.	
		Verka-Derababa Nanak		
Verka	Derababa Nanak	Gurdaspur	-do-	-do-
		Batala-Qadian		
Batala	Qadian	Gurdaspur	-do-	-do-
		Bharoli-Madhopur-Jammu Tawi		
Bharoli	Madhopur (Incl.)	Gurdaspur	-do-	-do-
Madhopur (excl.)	Jammu Tawi	Jammu Tawi	-do-	-do-
Jammu Tawi	Udhampur	Jammu Tawi	-do-	Firozpur Cant
Budgam	Kakapore	Budgam-Kakapore	-do-	Firozpur Cant
		Pathankot - Joginder Nagar (Narrow Gauge)		
Pathankot	Joginder Nagar	Gurdaspur	-do-	-do-
		LUCKNOW DIVISION **MGS-PBH-LKO Section**		
Bechupur	Badshahpur	Varanasi Cantt	Supdt. Rly Police ALD (NCR)	
Suwansa	Bani	PBH (Pratapgarh)	-do-	LKO
Jais	Sri Ras Nagar	RBL (Rae Bareilly)	-do	LKO
Nigohan	LKO	LKO	-do-	LKO
		BSB-FD-LKO Section		
BSB	Bilwai	BSB	-do	ALD (NCR)
Malipur	Baragoan	Faizabad	-do	LKO
Rudauli	Safedabad	Barabanki	-do	LKO
Malhaur	LKO	LKO	-do	LKO

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		LKO-CNB Section		
LKO	Harauni	LKO	-do	LKO
Jaitipur	Kanpur Bridge Left Bank	Unnao	-do-	LKO
		Unnao-Unchahar Section		
Unnao	Unchahar	Rae Bareilly	-do-	LKO
		ALD-UCR-RBL Section		
ALD	Pariawa Kala Kankor Road	ALD	-do-	ALD (NCR)
Unchahar	Rae Bareli	RBL	-do-	LKO
		FD-ALD Section		
Faizabad	Ramganj	Faizabad	-do-	LKO (NCR)
Kohndaur	Bishanthganj	Pratapgarh	-do-	LKO
Mau-Aimma	ALD	ALD	-do-	ALD (NCR)
		ZBD-SLN-UTR Section		
Zafarabad	Harpalganj	BSB	-do-	ALD (NCR)
Keoripur	Sultanpur	Faizabad	-do-	LKO
Sultanpur	Chandrauli	Faizabad	-do-	LKO
Rahmatnagar	LKO	LKO	-do-	LKO
		JNU-ALD Section		
Jaunpur	Janghai	BSB	-do-	ALD (NCR)
Baryo Ram	ALD	ALD	-do-	ALD

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		MORADABAD DIVISION		
		Lucknow-Moradabad-Saharanpur		
Lucknow	Rahimabad	Lucknow	Supdt. Rly Police	Lucknow
Rahimabad	Anjit-Shahbad	Hardoi	-do-	-do-
Aigwan	Miranpur Katra	Shahjahanpur	-do-	-do-
Bilpur	Nagaria Sadat	Bareilly	-do-	Moradabad
Milak	Kanth	Moradabad	-do-	-do-
Mewa Mawada	Roorkee	Laksar	-do-	-do-
Roorkee	Khanalampura Yd.	Saharanpur	-do-	-do-
		Balamau-Modhoganj-Unnao		
Balamau	Mallawan	Hardoi	-do-	Lucknow
Mallawan	Unnao	Unnao	-do-	-do-
		Balamau-Sitapur City		
Balamau	Baniganj	Hardoi	-do-	-do-
Naimisha-ranaya	Sitapur Cantt.	Sitapur	-do-	-do-
		Shahjahanpur-Sitapur Cantt.		
Shahjahanpur	Maigalganj	Shahjahanpur	-do-	-do-
Maigalganj	Sitapur Cantt.	Sitapur	-do-	-do-
		Bareilly-Chandausi-Aligarh		
Bareilly	Asafpur	Bareilly	-do-	Moradabad
Chandausi	Aligarh (excl.)	Moradabad	-do-	-do-
		Moradabad-Chandausi		
Moradabad	Chandausi	Moradabad	-do-	-do-

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section	
		Raja-Ka-Sahaspur-Sambhal-Hatim Sarai		
Raja-Ka-Sahaspur	Sambhal-Hatim Sarai	Moradabad	-do-	-do-
		Moradabad-Gajraula-Ghaziabad		
Moradabad	Kankather	Moradabad	-do-	-do-
Kankather	Ghaziabad	Ghaziabad	-do-	-do-
		Khurja Hapur-Meerut City		
Khurja Jn. (Excl.)	Hapur	Ghaziabad	-do-	-do-
Kaili	Meerut City	Meerut city	-do-	-do-
		Najibabad-Gajraula		
Najibabad	Bijnor	Laksar	-do-	-do-
Bijnor	Gajraula	Moradabad	-do-	-do-
		Najibabad-Kotdwara		
Najibabad	Kotdwara	Laksar	Supdt. RlyPoliceMoradabad	
		Laksar-Dehradun		
Laksar	Aithal	Laksar	-do-	-do-
Pathri	Haridwar	Haridwar	-do-	-do-
Raiwala	Dehradun	Dehradun	-do-	-do-
		Raiwala-Rishikesh		
Raiwala	Rishikesh	Dehradun	-do-	-do-

AMBALA DIVISION

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section
		SML-KLK (Narrow Gange)	
Shimla	Taksal	Shimla	AIG/R&T/Shimla
Taksal	Kalka	SHO/GRP/Kalka	SP/GRP/Ambala
		KLK-UMB Section	
Kalka	Ghaggar	SHO/GRP/Kalka	SP/GRP/Ambala
Ghaggar	Lalru	SHO/GRP/Patiala	AIG/GRP/Patiala
Dhulkot	Ambala	SHO/GRP/Sharanpur	SP/GRP/Moradabad
		SRE-UMB-LDH Section	
Kalanaur	Ambala City	SHO/GRP/Ambala	SP/GRP/Ambala
Shambhu	Sadhugarh	SHO/GRP/Patiala	AIG/GRP/Patiala
Sadhugarh	Doraha	SHO/GRP/Sirhind	-do
		SIR-UNA-CHDL Section	
Sirhind	Nangaldam	SHO/GRP/Sirhind	AIG/GRP/Patiala
Nangal Dam	Una Himachal	SHO/GRP/Una-Himachal	AIG/R&T/Una
		RPJ-DUI-BTI Section	
Rajpura	Kaulseri	SHO/GRP/Patiala	AIG/GRP/Patiala
Kaulseri	Barnala	SHO/GRP/Sangrur	-do-
Barnala	Bhatinda	SHO	DSP/GRP/Bhatinda
Jhethuke	Dhuri	SHO/GRP Sangrur	AIG/GRP/Patiala
Dhuri	Kaulseri	-do-	-do-

Station To	Station From	Railway Police Station	Officer-in-Charge of the Section
		LDH-JHL-HSR	
Gill	Malerkotla	SHO/GRP/Ludhiana	AIG/GRP/Patiala
Malerkotla	Gurney	SHO/GRP/Sangrur	-do-
Jakhal	Dhansu	SHO/GRP/Jakhal	SP/GRP/Ambala
Dhansu	Hissar	SHO/GRP/Hissar	-do-
		SGNR-ABS-BTI Section	
Sriganganagar	Hindumalkote	SHO/GRP/ Sriganganagar	DSP/GRP/Bikaner
Hindumalkote	Abohar	SHO/GRP/Abohar	AIG/GRP/Patiala
Abohar	Giddarbaha	-do-	-do-
Giddarbaha	Jhethuke (flag)	SHO/GRP/Bathinda	-do-
Jhethuke	Dhuri	SHO/GRP/Sangrur	-do-
Dhuri	Kaulseri	-do-	-do-

APPENDIX - 'H'

Jurisdiction of District Magistrate & Supdt. of Police

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
		DELHI DIVISION		
		Delhi-Saharanpur		
00	Delhi	12.88	Sahibabad	Delhi
12.88	Sahibabad	70.81	Sakhoti Tanda	Meerut
70.81	Sakhoti Tanda	124.0	Deoband	Muzaffarnagar
124.0	Deoband	180.79	Sharanpur	Sharanpur
		Delhi-Ambala Cantt		
00	Delhi	28.10	Narela	Delhi
28.10	Narela	53.10	Ganaur	Rohtak
53.10	Ganaur	186.64	Mohri	Karnal
186.64	Mohri	197.14	Ambala Cantt.	Ambala
		Delhi-Hazrat Nizamuddin		
		(Circular Route)		
1541.03	Delhi	1528.88	Hazrat-Nizamuddin	Delhi
		Delhi-Jind-Bhatinda		
646.15	Delhi	621.21	Bahadurgarh	Delhi
621.21	Bahadurgarh	555.22	Kila Zafargarh	Rohtak
555.22	Kila Zafargarh	513.80	Barsola	Sangrur
513.80	Barsola	511.77	Barsola	Hissar
511.77	Barsola	464.00	Tohana	Sangrur
464.00	Tohana	449.00	Jakhal	Hissar
449.00	Jakhal	365.32	Kot Fateh	Bhatinda
365.32	Kot Fateh	360.49	Kartar Singh Wala	Firozpur
360.49	Kartar Singh Wala	350.83	Bhatinda	Bhatinda
		Jind-Panipat		
00	Jind	42.45	Karsindhu	Sangrur
42.45	Karsindhu	70.0	Panipat	Karnal

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
		Narwana-Kurukshetra		
00	Narwana	29.10	Sajuma	Sangrur
29.10	Sajuma	86.90	Kurukshetra	Karnal
		DELHI-Rewari		
00	Delhi	25.97	Bijwasan	Delhi
25.94	Bijwasan	82.48	Rewari	Gurgaon
		Hazrat Nizamuddin Tughlakabad Palwa		
1528.88	Hazrat Nizamuddin	1518.8	Tughlakabad	Delhi
1518.8	Tughlakabad	1480.3	Palwal	Faridabd
		FIROZPUR DIVISION		
		Ludhiana-Amritsar		
353.0	Ludhiana	363.85	Ladhowal	Ludhiana
363.85	Ladhowal	382.20	Goraya	Jalandhar
382.20	Goraya	399.90	Chiheru	Kapurthala
399.90	Chiheru	427.10	Kartarpur	Jalandhar
427.10	Kartarpur	444.40	Beas	Kapurthala
444.40	Beas	489.24	Amritsar	Amritsar
		Bhatinda-Firozpur-Hussainiwala		
146.60	Bhatinda	68.10	Golewala	Bhatinda
68.10	Golewala	40.23	Hussainiwala	Firozpur
		Bhatinda-Hindumalkote		
00	Bhatinda	22.53	Giddarbaha	Bhatinda
22.53	Giddarbaha	95.30	Hindumalkote	Firozpur
95.30	Hindumalkote	100.70	Hindumalkote	Ganganagar

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
		Ludhiana-Jakhal		
00	Ludhiana	25.75	Ahmedgarh	Ludhiana
25.75	Ahmedgarh	127.14	Jakhal	Sangrur
127.14	Jakhal	127.80	Jakhal	Hissar
		Jakhal-Hissar		
00	Jakhal	81.30	Hissar	Hissar
		Ludhiana-Firozpur City-Fazilka		
00	Ludhiana	47.10	Ajitwal	Ludhiana
47.10	Ajitwal	209.90	Fazilka	Firozpur
		Phillaur-Nakodar-Lohian Khas		
00	Phillaur	64.37	Lohian Khas	Jalandhar
		Phagwara-Nawashahr Doaba-Jaijon Doaba		
00	Phagwara	3.50	Mandhali	Kapurthala
3.50	Mandhali	40.80	Alachor	Jallandhar
40.80	Alachor	64.96	Jaijon Doaba	Hoshiarpur
		Nawashahr Doaba-Rahon		
00	Nawanshahr Doaba	6.70	Rahon	Jalandhar
		Budgam-Kakapore		
45.00	Kakapore	53.605	Pampore	Pulwama
53.605	Pampore	61.00	Srinagar	Budgam
61.00	Srinagar	72.36	Budgam	Budgam
		LUCKNOW DIVISION		
		Mughal Sarai-Pratapgarh-Lucknow		
755/4-5	Mughal Sarai	844/9-10	Sarai Kansarai	Varanasi
844/9-10	Sarai Kansarai	867/15 to 868/1	Suwansa	Jaunpur

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
867/15 to 868/1	Suwansa	923/15 to 924/1	Antoo	Pratapgarh
923/15 to 924/1	Antoo	959/3-4	Bani	Sultanpur
959/3-4	Bani	1032/1-2	Shivraj Nagar	Rae Bareilly
1032/1-2	Shivraj Nagar	1080/11-12	Alam Nagar	Lucknow
		Varanasi-Faizabad-Lucknow		
772/0	Varanasi	803/8-9	Trilochan Mahadeo	Varanasi
803/8-9	Trilochan Mahadeo	874/6-7	Bilwai	Jaunpur
874/6-7	Bilwai	884/7-8	Malipur	Sultanpur
884/7-8	Malipur	997/4-5	Baragaon	Faizabad
997/4-5	Baragaon	1077/4-5	Jagaur	Barabanki
1077/4-5	Jagaur	1095/8-9	Lucknow	Lucknow
		Lucknow-Unnao-Kanpur		
00	Lucknow	27/1-2	Jaitipur	Lucknow
27/1-2	Lucknow	68/6-7	Kanpur-Bridge left Bank	Unnao
68/6-7	Kanpur-Bridge left Bank	69/15	Kanpur Central	Kanpur
		Unchahar-Unnao		
72/3-4	Unchahar	132/7-8	Raguraj Singh	Rae Bareilly
132/7-8	Raghuraj Singh	184/6-7	Unnao	Unnao
		Phaphamau-Unchahar-Rae Bareilly		
00	Phaphamau	23/11-12	Ramchaura Road	Allahabad
23/11-12	Ramchaura Road	27/9-10	Lal Gopal Ganj	Pratap Garh
27/9-10	Lal Gopal Ganj	31/10-11	Bhadri	Allahabad
31/10-11	Bhadri	67/3-4	Unchahar	Pratapgarh
67/3-4	Unchahar	109/14-15	Rae Bareilly	Rae Bareilly

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
		Faizabad-Allahabad		
00	Faizabad	34/11-12	Chaure Bazar	Faizabad
34/11-12	Chaure Bazar	80/14-15	Kohndour	Sultanpur
80/14-15	Kohndour	118/16 to 119/1	Dhirganj	Pratapgarh
118/16 to 119/1	Dhirganj	156/14-15	Allahabad	Allahabad
		Janghai-Jaunpur		
00	Janghai	54	Jaunpur	Jaunpur
		Janghai-Phaphamau		
00	Janghai	6/9-10	Baryaram	Jaunpur
6/9-10	Baryaram	46/8-9	Phaphamau	Allahabad
		Zafarabad-Sultanpur-Utraitia		
823/4-5	Zafarabad	870/5-6	Harpalganj	Jaunpur
870/5-6	Harpalganj	874/4-5	Koiripur	Pratapgarh
874/4-5	Koiripur	875/5-6	Koiripur	Sultanpur
875/11-12	Koiripur	974/5-6	Sindurwa	Sultanpur
974/5-6	Sindurwa	988/2-3	Chaubisi	Rae Bareilly
988/2-3	Chaubisi	1015/11-12	Chhandrauli	Barabanki
1015/11-12	Chhandraul	1042/12-13	Utraitia	Lucknow
		MORADABAD DIVISION		
		Lucknow-Moradabad-Saharanpur		
1073/28	Lucknow	1118/64-63	Rahimabad	Lucknow
1118/63-64	Rahimabad	1214/14	Aigwan	Hardoi
1214/14	Aigwan	1267/2	Miranpur Katra	Shahjahanpur
1267/2	Miranpur Katra	1339/84	Nagaria Sadat	Bareilly
1339/84	Nagaria Sadat	1375/3-8	Rampur	Rampur
1375/3-8	Rampur	1428/13	Kanth	Moradabad
1428/13	Kanth	1522/22	Balawali	Bijnor
1522/23	Balawali	1691/41	Saharanpur	Saharanpur

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
		Balamau-Madhoganj-Unnao		
182/28	Balamau	77/9	Madhoganj	Hardoi
77/9	Madhoganj	54/18	Unnao	Unnao
		Balamau-Sitapur City		
182/28	Balamau	25/74	Naim Sharanya	Hardoi
25/74	Naimisharanya	59/64	Sitapur City	Sitapur
		Shahjahanpur-Rosa-Sitapur Cantt.		
1237/59	Shahjahanpur	1230/24	Rosa	Shahjahanpur
1230/24	Rosa	24/11	Jangbahadurganj	Lakhimpur Kheri
24/11	Jangbahadurganj	31/18	Jahanikhera	Lakhimpur Kheri
31/18	Jahanikhera	42/9	Maikalganj	Lakhimpur Kheri
42/9	Maikalganj	83/56	Sitapur	Sitapur
		Bareilly-Chandausi-Aligarh		
88/8	Bareilly	39/53	Karongi	Bareilly
39/53	Karongi	77/86	Majhaula Halt	Badaun
77/86	Majhaula Halt	105/62	Bhakrauli Halt	Moradabad
106/62	Bhakrauli Halt	118/49	Rajghat Narora	Badaun
118/49	Rajghat Narora	138/98	Atrauli Road	Bulandshahr
138/9	Atrauli Road	166/92	Aligarh	Aligarh
		Moradabad-Chandausi		
88/8	Moradabad	43/85	Chandausi	Moradabad
		Raja-ka-Sahaspur-Sambhal Hatim-Sarai		
24/12	Raja-ka-Sahaspur	22/91	Sambhal Hatim-Sarai	Moradabad
		Moradabad-Gajraula-Ghaziabad		
88/08	Moradabad	67/34	Garhmukhteswar Bridge	Moradabad
67/34	Garmukhteswar Bridge (excl)	148/99	Ghaziabad	Ghaziabad

From Km.	Nearest Stn.	To Km.	Nearest Stn.	Head Quarters
		Khurja-Hapur-Meerut City		
88/8	Khurja	63/64	Hapur (excl)	Bulandshahr
63/64	Hapur (excl)	92/75	Meerut City	Meerut City
		Gajraula-Najibabad		
88/8	Gajraula	24/44	Bakaina	Moradabad
24/44	Bakaina	1497/14	Najibabad	Bijnor
		AMBALA DIVISION		
		Kalka-Shimla (NG)		
0/0	Kalka	3/6-7	Kalka	Kalka
3/6-7	Kalka	74/18	Kathleeghat	Solan
74/18	Kathleeghat	96/11	Shimla	Shimla
		Rajpura-Bathinda-Sriganganagar		
0/4	Rajpura	64/0	Chhintanwala	Patiala
64/0	Chhintanwala	130/4-5	Tapa	Sangrur
130/4-5	Tapa	173	Bathinda	Bathinda
0/0	Bathinda	22/6-7	Giddarbaha	Bathinda
22/6-7	Giddarbaha	59/1-2	Pakki	Mukatsar
59/1-2	Pakki	95/6-7	Hindumal kote	Firozpur
95/6-7	Hindumalkote	125/0	Sriganganagar	Sriganganagar
		Ludhiana-Jakhal-Hisar		
0/0	Ludhiana	14/0	Qila Raipur	Ludhiana
14/0	Qilaraipur	25/5-6	Ahmadgarh	Jagraon/Ludhiana
25/5-6	Ahmadgarh	127/4	Jakhal	Sangrur
0/0	Jakhal	30/0	Uklana	Fatehabad
30/0	Uklana	81/0	Hisar	Hisar

APPENDIX-'I'

Jurisdiction of Superintendents, Railway Mail Service

Headquarters	Jurisdiction
Allahabad (NCR)	(i) Allahabad-Unchahar-Rae Bareli (ii) Unchahar-Unnao (iii) Mughal Sarai-Varanasi (iv) Allahabad-Janghai-Varanasi (v) Aligarh-Bareilly
Lucknow	(i) Lucknow Division with exception of - (a) Rae-Bareli-Unchahar-Allahabad (b) Allahabad-Pratapgarh (c) Allahabad- Janghai (d) Varanasi-Mughal Sarai (ii) Moradabad Dvision with exception of Bareilly-Aligarh (iii) Saharanpur-Ambala Cantt. (iv) Ghaziabad-Delhi.
Delhi	(i) Delhi and New Delhi (ii) Delhi - Rewari (iii) Delhi - Palwal
Ambala Cantt.	(i) Firozpur Division (ii) Delhi Divsion with the exception of- (a) Delhi and new Delhi (b) Delhi-Ghaziabad (c) Delhi-Rewari (d) Delhi-Palwal (iii) Ambala division with the explanation of (a) Sharanpur-Ambala Cantt.

APPENDIX-'J'

ACCIDENT TELEGRAM FORM

N.R.

Class **Prefix** **ACCIDENT TELEGRAM FORM No. .....**

Received from ..... At ..... By ..... LN	Office of origin (in full)	Date	Hour	Minute	Service Instructions	Office Stamp
	Heads of Report (Not to be signalled)	Code (To be signalled)			Particulars (To be signalled)	Description of Accident (To be signalled) under Code
Sent to ..... At ..... By ..... LN	Message No.....		X			
	Date and Time of Accident.		D			
	Site of Accident, i.e., station at which or stations between which accident occured.		S			
Sent to ..... At ..... By ..... LN	Kilometrage of Accident.....		M			
	Train involved.....		T			
	Number of persons killed or injured and their disposal		N			
Sent to ..... At ..... By ..... LN	Probable cause.....		e			
	Probable duration of block on line.....		B			
	Assistance required.....		A			
	From Not to be telegraphed					Signature in full.....

APPENDIX-'K'

N.R. **ACCIDENT REPORT** **Genl. 79**

Class .....

1. Kilometrage at which the accident occurred and name of the nearest station to the spot.	Kilometrage ..... Station .....
2. Date and time of accident	Date ..... Time .....
3. No. and description of train.	
4. Name of Loco Pilot	
5. Engine No. and class	
6. Speed of train	
7. 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.	
8. Weather conditions and visibility	
9. **Description of Accident.**	

(2)

10. **Sketch of the site of accident**

(S)

No. 9.

11. **Probable cause of accident**

12. (a) Number of persons killed .....

(b) Particulars of persons killed .....

Name	Sex	Age	Profession	Address	Particulars of ticket held	How dead body was disposed off	List of property and how disposed off

13. (a) Number of persons injured.....

(b) Particulars of injured persons.....

Name	Sex	Age	Profession	Address	Particulars of ticket held	Whether Injur grievous or minor	How dealt with

(a)

14. 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 for any apparent injury to the body or other circumstances which may have caused death or injury.	
(b) Whether passenger, railway servant, trespasser or suicide?	
15. If persons run over – (a) Did the engine crew see the persons?	
(b) Was the Loco Pilot or Asstt. Loco Pilot view at the site of the accident obstructed?	
(c) Was it daylight or dark at the time?	
(d) If it was not defintely known by what train the person had been run over, was the running Shed Foreman at both ends of the engine run told to examine engines for traces of blood marks, or other evidence?	
16. In case of damage to Railway property, the estimated cost of damage-	To Permanent Way Rs..... To Locomotive Rs..... To Rolling-stock Rs..... To other Railway Property Rs.....

(c)

17. In case of damages to vehicles :- (a) Individual No. of vehicles damaged, extent of damage.	
(b) Position of vehicle or vehicles in relation to engine.	
(c) How disabled vehicles were disposed off?	
18. In case of obstruction line, cattle run over etc.– (a) What was the cause of obstruction?	
(b) Did it appear wilful or accidental?	
(c) Is any one suspected?	
(d) Was the line fenced? If so, the state of the fencing?	
(e) Was the engine fitted with a cow-catcher or cattle guard?	
(f) Has the obstruction been removed?	
19. In case of trains parting, broken tyres, wheels, axles, rails, hot axles, fire in trains :- (a) How far was vehicle from engine?	
(b) How many vehicles were on the train?	
(c) Was engine fitted with a spark arrester, if so, pattern?	
(d) What was the cause of the breakage of tyres, wheels axles and rails?	
(e) In case of persons falling out or fires, etc., in passenger trains state if chain alarm was pulled?	

(a)

20. In case of derailments, trains put on a wrong line, collisions, etc.- (a) State whether points and signals were properly fastended or set in the right direction, and signals respected, also whether lights were visible flags properly exhibited, etc.	
(b) State if points or signals wereinterlocked.	
21. In case of averted collisions, State- (a) load of train.	
(b) Number of vacuum-braked-vehicles	
(c) Speed of train when obstruction or danger was observed.	
(d) Distance from engine to obstruction when latter was first observed.	
(e) Time and visibility	
22. In case of vehicles blown away from station, state how the vehicles were fastened and how they broke adrift.	
23. Detention to trains affected and further probable detention.	
24. How long was road blocked and to what extent?	
25. If transhipment was necessary, what arrangements were made?	
26. What system of block working is in force and was everything regular? If not, give details.	

(t)

27.	Measures taken to re-establish traffic.	
28.	Time assistance sent for and time arrived.	
29.	Cause of delay, if any, in getting assistance.	
30.	Action taken in regard it staff considered responsible	

No 20

Forwarded to the .....for information in continuation of .....

..... Signature

..... Station

..... Designation

APPENDIX-'L'

N.R. **ACCIDENT ENQUIRY REPORT** **O.P. 336/T.M. 336**

Proceedings of an official enquiry held at ..... on20…. to enquire into the particulars of an accident which occurred at..... on 20

COMMITTEE

Name	Designation	Headquarters
President		
Member		
Do		
Do		
Do		
Do		
Do		

ALSO PRESENT

Name	Designation	Headquarters

DOCUMENTS ACCOMPANYING

(i) .....

(ii) .....

(iii) .....

(iv) .....

(v) .....

(vi) .....

(vii) .....

(viii) .....

_____President

(2)

Particulars of Accident

1. Class .....2. Date ..... 3. Time .....

At ..... station

4. Locality or Between ..... and ....stations at Km .....

5. No. and description of train .....

6. Engine No. and class .....

7. Number of persons killed ..... injured .....

8. Number of vehicles on train .....Coaching..... Goods

9. Marshalling order of train .....

Description of site of Accident

Description of Accident

_____President

(3)

PREAMBLE

..... Member..... Member

..... Member..... Member

..... President

---

(4)

FINDING

We the undersigned, having carefully considered all the evidence, do find as follows :–

..... Member..... Member

..... Member..... Member

..... President

---

(5)

RIDER

..... Member..... Member

..... Member..... Member

..... President

---

(6)

RECOMMENDATIONS

..... Member..... Member

..... Member..... Member

..... President

---

(7)

List of Damages

Nature	Estimated
To permanent way	Total .....
To Locomotive	Total .....
To Rolling-Stock	Total .....
To other Railway Property	Total .....
	Grand Total..... ..... President

(8)

List of witness examined

Name	Designation	Headquarters

Certified that the rules regarding holding of accident enquiries were carefully studied by the committee before taking down evidence at this inquiry.

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

.....President

(e)

Statement of.....

son of.....

rank.....Station.....age.....years,

service .....years.

Rateandscaleof pay.....

APPENDIX-'M'

ACCIDENT LOG

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

Preliminary

1. Time, date and kilometrage of accident.
2. Nature of accident.
3. Weather condition at time of accident.....
4. Steps taken for protection of train
5. Estimated number of passengers in train at time of accident.
6. Names of Loco Pilot and Guard and No and class of engine.
7. Whether Guard was in possession of First–aid Box, Tool Box, Field Telephone and Fire Extinguisher.
8. Whether engine headlights were in working order.
9. Whether tail-lamps and side-lights were in working order.
10. Time train left last station and time due at next station.
11. Action taken by “Control” and Station master on either side of block section when excessive delay in arrival train was noticed.
12. Time “Control” informed of accident and by whom.
13. Station which first received information of accident, source of information and time of receipt.
14. Time accident message issued by Station Master.

15. In case of sabotage, or suspected sabotage details of broken materials found and other relevant evidence.

16. Probable cause of accident

Relief Arrangements

17. Nature of assistance asked for in accident message.

18. Action taken by Station Master to arrange medical relief.

19. Action taken by “Control” to arrange medical relief.

20. Time at which first qualified medical aid received.

21. Particulars of non-railway practitioners who rendered medical aid.

22. Station from where accident chests or other medical aid procured.

23. Time railway doctors received advice of accident.

24. Time at which accident message 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.

Casualties

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 attending 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

Other railway property

Miscellaneous

35. Time clearing operation completed.

36. Time track made over to traffic and duration of block.

37. Particulars of transhipment arrangements made.

38. Names of civil and police officials who examined the site and time of their arrival.

39. Names of railway officials who visited the site of accident and the times of their arrival and departure.

40. Other relevant information.

APPENDIX-'N'

Proforma for Detailed Report to the Railway Board

(a) Description of Accident.

(i) Date and time.

(ii) Locality.

(iii) Train or trains concerned (i.e. Train No. and description).

(iv) Nature of accident (with brief particulars of the circumstances leading to it).

(b) Description of locality of accident from the point of view of railway operation.

(Class of station, signalling arrangements, etc. if relevant to the accident).

(c) Casualties:

(i) Number killed.

(ii) Injured -

Grievous (as defined in the	)	How disposed off
Indian Penal Code.)	)	i.e. whether sent to
Minor	)	hospital or not.
Total	)	

(d) Approximate cost of damage to:

(i) Engine.

(ii) Rolling-stock.

(iii) Permanent-way

(iv) Other railway property.

(v) Total

(vi) Public property (if known).

(e) Cause of accident :

Prima facie cause, if a definite cause cannot be given at the time of submission of the detailed report.

(f) Relief measures taken :

(i) Time of receipt of advice of accident (how received i.e. whether by control phone or telephone or message).

(ii) Time at which relief trainordered from ..... Station.

(iii) Time at which relief train left.

(iv) Time at which relief train arrived at site of accident.

(v) Reason for any delay in the dispatch of relief train.

(vi) Nature of relief train (i.e., whether or not inclusive of medical assistance).

(vii) Other arrangements made such as for food and water, protection of property.

(g) Officials held responsible for the accident, specifying the:

(i) Offence committed by each.

(ii) The nature of punishment inflicted or proposed to be inflicted.

(h) Action, if any, taken or proposed to be taken to prevent a recurrence:

(i) Any other information of special importance considered worthy of being brought to the Board's notice.

APPENDIX-'O'

Medical record of injuries sustained by passengers involved in accidents.

Accident Registers :

(a) Particular 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 on must similarly be recorded at the first opportunity.

(c) If a person claims that he is injured but clinical examination shows no sign of injury, an entry to this effect must be made in 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.

APPENDIX-'P'

A. Statutory Investigations into Railway Accident Rules - 1998

GOVERNMENT OF INDIA

MINISTRY OF TOURISM & 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 Indian 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 case 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 rupees 2,00,00,000 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 in run over at 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 Militry 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 result of an accidents 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 in duty 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 thefindings 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 he 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 Commissions of Inquiry Act 1952 (60 of 1952) or has appointed any other authority to inquiry in 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 whom notice of the accident has been given shall not hold inquiry and where he has already commended his inquiry he shall not proceed further with it and shall hand over the evidence, records or other documents in his possession, relating ro 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 the Commissioner of Railway Safety has held an inquiry in respect of any of the accidents described in sub-rule (2) he shall submit a brief preliminary narrative report to the Chief Commissioner of Railway Safety and the Railway Board Simultaneous. 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 or 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 inquairy 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 an Inquiries into Accidents) Rules 1998, the District Magistrate shall, as far as possible attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other officer to represent him at the inquiry.

7. **District Superintendent of Police or his representative :-** The District Superintendent of Police shall, as far as possible, also attend the inquiry conducted by the Commissioner of Railway Safety personally, or depute some other officer to represent him at the inquiry.

8. **Commissioner of Railway Safety to assist the Magistrate of the Commission of Inquiry etc. in clarifying technical matters** :**-** The Commissioner of Railway Safety, as far as possible, assist any Magistrate making a judicial inquiry or an 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 the rules shall, except to the extent provided in sub-rule (6) rule 2, be deemed to limit or otherwise effect the exercise of any of the powers conferred on Commissioner of Railway Safety by section and 8 of Act, 1989.

10. Repeal and Saving :

(1) The "Statutory Investigation into Railway Accident Rules 1973, published with notification of Government of India in the Ministry of Tourism & Civil Aviation No. 22, dated 2-6-73, part-II, section 3 are hereby repealed.

(2) Not withstanding 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. 5 & 64 - In exercise of the powers conferred by Section 122 of the Railways Act 1989 (24 of 1989), the Central Government hereby makes the following rules, namely :

1. Short Title and Commencement :

(1) These rules may be called the Railway (Notices of and Inquiries into Accidents) Rules, 1998.

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

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) Number of people killed or injured, as far as is known;

(iv) Nature of the accident;

(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 is the course of working a railway, the station master nearest to the place at which the accident has occurred, or where there is one 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 message to the commissioner of Railway Safety, the District Magistrate and the District superintendent of police of the district in which the accident has occurred or such other Magistrate or police officer as may be appointed in this behalf by the State Government concerned and by message, telephone or through special messenger or such other quick means as may be available, to the Superintendent of Railway Police and to the officer in charge of the police station within the local limits of which the accident has occurred.

Explanation - For the purpose of this rule, "Reportable Train Accident" under section 113 of the Act also include those usually attended with loss of human life (such as accidents to passenger trains involving collisions, derailments, train wrecking, or attempted train wrecking, cases of running over obstructions placed on the line, or passengers failling out

of trains or of fires in trains), or grievous hurt as defined in the Indian Penal Code (there in after referred to as the grievous hurt), or serious damage to railway property of the value exceeding two crore 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 Fax-Message 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 the accidents in accordance with the rules laid down by the railway administration concerned for the reporting of accidents.

(b) **Responsibility of ensuring correct report 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 the Statutory Investigation into Railway Accidents Rules 1998, occurs, the railway administration concerned shall, as soon after the accident as possible, by message, supply to the press such particulars as are mentioned in rule 2 and as are till then available, and by supplementary message, if necessary, immediately after further information is available. A copy shall be sent simultaneously by urgent message 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 (i), 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 property of the value exceeding two crore rupees and any other accident which in the opinion of the Chief Commissioner of Railway 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 lead 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 grievouly hurt shall not be treated as 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 Inquiry Act, 1952 (60 of 1952) or any other authority to whom all of any or the provisions of the said Act have 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 case 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.

10. **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 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 withness 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/ 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 of 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 the through investigation of the causes which led to the accident.

(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 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 concern 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. (1) **Notice of Joint Inquiry:-** 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 on 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 interalia.-

(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 an 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 accident 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 Commissions of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, a Magistrate or a Police Officer shall not make his inquiry or investigation under this rule and where he has already commenced the inquiry or investigation, shall not proceed further with it, and such Magistrate or Police Officer shall hand over the evidence records or other documents in his possession relating to the inquiry or investigation to such authority as may be specified by the Central Government in this behalf.

18. **Notice of Magisterial Inquiry:-** Whenever it is decided to make an inquiry under clause (a) or clause (b) of rule 17, the District Magistrate or other Magistrate appointed as aforesaid or the Magistrate deputed under clause (b) of rule 17 as the case may be, shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by message, of the date and hour at which the inquiry will commence so as to enable the Railway Administration to summon the requisite expert evidence, and thereafter, he shall proceed to the scene of the accident and conduct the inquiry there.

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 and 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 Head of the 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, aspecially 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 occuring 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 Commissions 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, or where a magistarial 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 relation 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 is 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 rupees 2,00,00,000 or which has prima-facie been due to any criminal act or Commission.

24. **(1) Status of Police Officer investigating the accident.** Whenever an investigation is to be made by the Railway Police :-

(a) In a case 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 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 twenty five lakh rupees has been caused or there is no reason to suspect that any servant of the railway has been guilty of neglect of any rule relating to the work 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 message of the date and hour at which the investigation will commence so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the Officer making the investigation and thereafter the shall proceed without delay to the scene of the accident and conduct the investigation thereto 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 advance 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 are no Railway police in the area, the duties impose 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.

APPENDIX-'Q'

Extract from the Indian 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, or with such serious damage to property as may be prescribed; or

(b) Any collision between trains of which one is a train carrying passenger; 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 communciate 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, in respect of the following matters, namely :-

(a) Summoning and enforcing the attendance of persons and examining them on oath;

(b) Requiring the discovery and production of documents;

(c) Receiving evidence on affidavits;

(d) Requisitioning any public record or copies thereof from any court or office;

(e) Any other matter which may be prescribed.

(2) The Commissioner while conducting an inquiry under this Chapter shall be deemed to be a Civil Court for the purposes of Section 195 and Chapter XXVI of the Code of Criminal Procedure, 1973.

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 the 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, to inquire into an accident, any inquiry, investigation or otgher proceeding pending in relation to that accident shall not be proceeded with, and all records or other documents relating to such

inquiry shall be forwarded to such authority as may be specified by the Central Government in this behalf.

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 Adminsitration, 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.

APPENDIX-'R'

Catering Arrangements for the supply of water, food, beverages etc. to passengers involved in train accidents.

1. The following provisions are made in respect of relief to passengers involved in train accident:-

(i) D.C.M. or A.C.M./A.T.M. and Supervisors/Inspector of Departmental Catering should be included in the list whom accidents involving death and serious injuries to passengers are to be reported.

(ii) D.C.M./D.T.M. or in his absence A.C.M./A.T.M. should take charge of relief measures and be made responsible to initiate action either through departmental or contractor run catering establishments at the existing or nearby stations and local sources. He should also be responsible for augmenting the measures as the need arises and for :-

(a) arranging adequate water supply;

(b) supply of beverages and snacks, following it up with food packets etc.

(c) supply of porters for attending to passengers luggage, transhipment of parcels, etc.

(iii) Provision of "Catering Relief Boxes" at the stations specified below should be made at the earliest. These Boxes should contain the following equipment :-

2 Primus Stoves (with spares)

1 Gallon kerosene.

2 Bottle Spirit.

2 Large Kettles.

500 Paper Cups.

50 Plastic Tumblers.

2 Thermic Jugs capacity 1 gallon each.

5 lbs. Leaf Tea

2 lbs. Coffee Powder (staines instantaneous in sealed tins).

3 lbs. Milk, condensed in tins of 14 oz. or 1 lb capacity.

8 lbs. Biscuits.

50 lbs. Biscuits.

50 lbs. sugar cubes.

2 Buckets.

2 Laddles with long handles.

2. Sweet and saltish biscuits and cream crakers should only be selected, double biscuits with cream inside should not be stored. If the contents are not used for four months, they should be replaced by fresh stock. Biscuits, sugar and milk powder should be packed in moisture-proof packets (Alkathene bags or grease paper). A copy of the receipt for making tea or coffee should also be placed inside the box.

3. This box should be kept under the charge of the Catering-Manager where there is departmental catering, or under the Station Superintendent/Station Master, at contractor managed stations. The catering Relief Box should be rushed to the site of accident from the nearest station by the first available means to provide relief to the injured persons. Since these boxes will contain the very primary items of relief, the same can be distributed by the Train Guard, T.T.Es. or the Station staff who may carry the boxes to the site of accident.

4. Requisition should be put up for the Catering Officer for supply of requisite material and arrangements for supply to the Divisional Railway Manager should be completed early. Galvanised sheet boxes should also be procured for keeping these items. There should be separate compartments for keeping kerosene oil and spirit, so that the biscuits, sugar, tea, coffee, etc. are not spoiled through contact. The required material should be placed in the box and a list pasted inside the cover of the box which may be locked and sealed in the presence of D.C.M. or A.C.M. before it is handed over to the Catering Manager or the Station Master or Station Superintendent. A list of the stations where Catering Relief Boxes are provided should be available in the Control Office, and should be supplied to all stations, Train Guards and other concerned.

5. Regarding supply of refreshment, food etc. free to passengers involved in trains accidents or recovery of the cost thereof, the following should be laid down :-

(a)	In respect of passengers injured in a train accident.	Refreshment, beverages and food to be supplied free of cost at a reasonable scale at the discretion of an Officer on spot not lower than the Senior Scale.
(b)	In respect of un-injured passengers.	Requirements of food etc. to be supplied generally on payment at the prescribed tariff rate. In exceptional cases where the uninjured passengers, who have lost their cash in the accident are unexpectedly marooned etc., they may also be given food free of cost. All cases in which uninjured passengers are supplied food etc. free of cost should be reported to the G.M.

6. When a box is opened and the contents are fully or partly consumed the DCM/ ACM should take immediate action to obtain requisite material, equiping the box again and have it sealed in his presence, for any future emergency.

7. Stations where "Catering Relief Boxes" are to be provided :-

Delhi	Moradabad
Saharanpur	Laksar
Ambala	Rosa
Kalka (BG & NG)	Bareilly
Bhatinda (BG)	Lucknow
Pathankot (BG & NG)	Pratapgarh
Ludhiana	Faizabad
Jallandhar Cantt.	Varanasi
Firozpur	Allahabad
	Kanpur

APPENDIX-'S'

Sub: Distinction between Magisterial and Judicial enquiries in accident cases-stage upto which disciplinary action can be continued in accident 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 be 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 complain or upon a Police Report, all departmental proceedings for disciplinary action against the accused responsible for the accident should be suspended.

   The departmental proceedings can be continued only so long as the court has not taken cognizance of the offence.

APPENDIX-'T'

Reading and observations to be taken in case of derailment on the following proforma :-

(I)	Proforma showing detailed particulars to be collected in case of P.Way during an accident	PART - A
	Track Measurement	PART - B
(II)	Measurement table for;	
	Coaches involved in accident	PART - A
	Wagons involved in accident	PART - B
(III)	Proforma to be filled in case of accident when derailment of Loco (Diesel or Electric is involved	PART - A
	Measurement of wheels of all classes of locomotives	PART - B
	Proforma for measurement of Diesel and Electric locomotives after an accident	PART - C
(IV)	Reading and observations of S&T gears to be taken after an accident	

APPENDIX-'T'

READING AND OBSERVATION 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	Rain Fall	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.

APPENDIX- T (i) (Cont'd)

WIDTH OF SHOULDERS IN CMS FROM OUTSIDE OF				SLEEPERS				
RAIL		END OF SLEEPERS		Type Wooden CST 9 steel trough etc.	Condition new, second hand, damaged unserviceable etc.	Density	Square or not	Packing loose or sound
Left	Right	Left	Left					
9.	10.	11.	12.	13.	14.	15.	16.	17.

To be jointly signed by supervisors.

RAILS		RAIL FASTENINGS		RAIL JOINTS		
Weight 60 kg/52kg/ 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.		Condition Hogged battered low etc.	Staggered or square	Creep condition and extent of Creep type of. Creep anchors used with numbers per rail on 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 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. 25 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 line 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 a locomotive /fully loaded Wagon / coaching stock bogie		
1.	2.	3.	4.	5.	6.	7.

To be jointly signed by supervisors.

PART-B

Examination of Alignments for perceptible kinksof track distortion in the vicinity of the point of derailment	Subsidence of track	Varsine in mm			
		On 20M or 10M chord depending on practice prevalent on the Railway for the flat curves more than 600M radius	On 10M or such chords as considered necessary for sharp curves (less than 600M radius on BG & MG)	Remarks regarding length of transition, degree of curve and specified super-elevation general alignment etc	Longitudinallevel to be recorded in the case of MG & NG in case of sags and curves
8.	9.	10.	11.	12.	13

Note : 1. The point of mount should be marked station No. 'O' 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 'O' 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.

To be jointly signed by supervisors.

MEASUREMENT TABLE FOR COACH INVOLVED IN ACCIDENT
(ii) (PART-'A')

Note : Details regarding all derailed vehicles should be given except :

(i) Where vehicles have derailed due to locomotive derailment.

(ii) When the first derailed vehicles is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.

(iii) When the obvious and indisputable cause is sabotage or an obstruction in track.

Sr. No.	Date of Incident	Train No.	Details of BPC along with the name of station where it is issue and Engineer (C&W) who issued it	Coach No.	Type	Mech Code	Tare in Tonnes	Carrying Capacity	Built Date	Return Date
1	2	3	4	5	6	7	8	9	10	11
To be jointly signed by supervisors.										

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'A')

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	4R
						4R	4R
To be jointly signed by supervisors.							

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

WHEEL AND AXLE
(ii) (PART-'A')

Stamping Particulars on wheel dies regarding Manufacturer/ RA/RD (In case of breakageof any Wheel/Axle	Wheel gauge in mm. (Taken in four places)	Any indication of bent axle or wheel having shifted on axle	Observation attend measuring the profile withtyre defect gauge (Good/ Rejectable)**
20	21	22	23
1L			1L
	1		
1R			1R
2L			2L
	2		
2R			2R
3L			3L
	3		
3R			3R
4L			4L
	4		
4R			4R

* The wheel gauge is to be measured at the horizontal plane passing through the centre of axle.

** The wheel profile is to be checked with tyre detect gauge only (Ref. : IRCA Pt.IV Rule NO.2.95, 3.2.2 and S4.22.1 Plate No.45 to 53)

To be jointly signed by supervisors.

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

ROLLER BEARING

(When Roller Bearing is involved as cause)

(ii) (PART-'A')

Condition of axle box rear and Front covers	Condition of face cover plate	Condition of locking plate and studs	Condition of Roller bearing and its components
24	25	26	27

(To be jointly signed by)

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'A')

Buffers hight (to be measured on a level track in mm after coupling & re-railing	Details of broken parts giving location w.r.t. point of mount and derailment & whether breakage consider due to accident	Any other defect in each coach contributed to or caused the derailment	List of damages to the coach due to accident	Other observations
28	29	30	31	32
End 1L End 1R End 2L End 2R				
(To be jointly signed by)				

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

MEASUREMENT TABLE FOR WAGON INVOLVED IN ACCIDENT

(ii) (PART-'B')

Note : Details regarding all derailed vehicles should be given except :

(i) Where vehicles have derailed due to locomotive derailment.

(ii) When the first derailed vehicles is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.

(iii) When the obvious and indisputable cause is sabotage or an obstruction in track.

Sr. No.	Date of Incident	Train No.	Details of BPC along with the name of station where it is issue and Engineer (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&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'B')

POH Particular		POH Particulars		Pay Load in Tonnes		Commodity Loaded	Station		Position from Engine
Date	Shop	Date	Shop	From Lables	From Actual Weighment		From	To	
12	13	14	15	16	17	18	19	20	21

To be jointly signed by

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'B')

BUFFER WEIGHT	WHEEL AND AXLE FACE PARTICULARS (In case breakage of wheel/axle)		
Buffer height to be taken after uncompling a 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 supervisors.

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

WHEEL AND AXLE

(ii) (PART-'B')

Wheel gauge in mm.* (Taken at four place)		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. 3.2.2(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 bearing is involved as a cause)

(ii) (PART-'B')

Brass thickness in mm	Condition of box and brass	Condition of sole plate	Condition of journal	Clearance between brass and collar of journal in mm
28	29	30	31	32
(To be jointly signed by)				

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'B')

AXLE WHEEL (FOR IRS STOCK ONLY) To be recorded only when failure of plain bearing is involved as a cause				ROLLER BEARING (When Roller Bearing is involved on a cause)		
Captual 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 regardingbriddle bar	Condition of face cover plate	Condition of locking plates & studs	Condition of Roller Bearing and its components
33	34	35	36	37	38	39
(To be jointly signed by)						

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'B')

GRAPPING AND SPRING GEAR (FOR IRS STOCK ONLY)

Any broken/Cracked missing shackle and shackle pin	Camber of spring in mm, under tare after re-railing on a level uncanted track (for Laminated spring only)	Axle load
40	41	42
To be jointly signed by		

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'B')

BOGIE

Vertical clearance at side bearers in mm. (For stock having clearance type side deepers only).	Whether a load is plased on more than one wagon	Any other defect in vehicles which may have contributed to or caused the derailment
43	44	45
To be jointly signed by		

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

(ii) (PART-'B')

Details of broken parts given locations w.r.t. point of mount and derailment	List of damage to the wagon due to accident	Other observations
46	47	48
To be jointly signed by		

Supervisor (C&W)	Supervisor (Traffic)	Supervisor (P.Way)

APPENDIX-'T'

(iii) PART – A

Locomotive (Diesel & Electric) : Pro-forma to be filled in case of Accident Derailment when 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	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 Recilifier Block (QRS)	
Earth Fault in Power Circuit (QOP)	
Time Leg Relay (QM)	

3. (a) Damage to the loco (Brief description).
   (b) Cost of damage to the loco (in Rs.)

Check & Record the observations as follows :-

(a) Position of control handles, culout cocks etc. after accident.

(b) Functioning of brake synchronising valve-Whether working or not.

(c) Position of brake blocks after the accident-whether applied or not.

(d) Condition of cattle guard.

(e) Any sign of seizure of roller bearing in axle box.

(f) Comments if any coil spring is broken or displaced.

(g) Any other observation in respect to mechanical defect of the locomotive, which might have, any bearing on safe running ofloco.

To be jointly signed		

Supervisor (Loco) Supervisor (Traffic) Supervisor (P.Way)

(iii) PART – B

5. Measurement For Wheels for All Classes of Locomotives.

Sl. No.	Description	Observed Valuve (in any)			Remarks
1.	Diameter of Wheel At tread		**Left**	**Right**	Wheel size below condemning limit is relevant only in case of wheel breaker due to losser 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 treated 63. 5 mm from wheel gauge fac e (from the back face of flange in BG and at 57 mm from whee gauge face (from the back fac of flange) in MG.
		1			
		2			
		3			
		4			
		5			
		6			
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			

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

(iii) PART – B

Measurement For Wheels For all Classes of Locomostives (Continued)

1. Electric loco, wheel number one is the outer and axle under CAB-1 (Cab-1 is that side of the loco which has the Compressors and Cab-2 is that side of the loco which has the ARNO conveler/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 WAP5 locos, except WAP5 locos, For WAP5 locos RDSO's drawing No. SKDL 4146 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.

Sl. No.	Description	Observed Valuve (in mm)			Remarks
1.	**Wheel gauge,** For check wheel gauge, average of three measurements at equal spacing on the inner penphery of the two wheels on the same axle is to be recorded.	1			All measurements shall be taken on a level langent un canted track. These measurement are for unloaded wheels should be taken in workshop after dismantling information is relevant in case of wheel disc shifting/ best axle only. For safety, similar limits as applicable for track gauge are relevant for wheel gauge also.
		2			
		3			
		4			
		5			
		6			

To be jointly signed		

Supervisor (Loco) Supervisor (Traffic) Supervisor (P.Way)

(iii) PART – C

Proforma for measurement of Electric and Diesel Locomotive after an accident

(Locomotive, which are not mentioned in this pro-forma, may be mentioned in similar manner.)

Sl. No.	Description	Observed Value (in mm)		Remarks
1.	Buffer Height			All measurements shall be taken on a level tangent un-canted track. This measurement is required to be taken only in case of trailing stock is with buffers.
2.	Lateral clearances	End Axles (1, 3, 4 & 6)		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, WAM-7, WAP-1, WCAG-1 & WAP-4 Locomotive only.
		Middle Axles (2 & 5)		Applicable for WDM-2, WDM-2C, WDG-4, WDS-6, WAM-4, WCG-2, YDM-4, WCAM-1, WCAM-2, YDM-4, WDG-2, WCAM-3, WAG-5, WAG-9, WAG-7, WAP-4, WDP-2, WAP-3, WAP-6, WAP-4, WAP-1 & WCAG-1 Locomotives only.
3.	Lateral Clearances	End Axles (1, 2, 3, & 4)		Applicable for WDP-1 & WAP-5 locomotives only
4.	Longitudinal clearance between axle box and pedestal liner (for all axles)			Applicable for WDM-2, WDM-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 Locomotive only.
6.	Height of Rail Guard from rail level			

To be jointly signed

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 Transmission.

A. ROD WORKED POINT :-

(i) Stroke at point

(ii) Stroke at lock bar

(iii) Position of lock plunger (wheather 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 ruds?

(viii) Location where crank handle has been foundation

(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 Opend/Tampered?

(iii) They 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 provided 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 property housed with stock rail up to 3 sleepers from the toe of the switch?

(f) Last date of joint check of point/crossing by SI and PWI for the default thereof.

(ii) is the Electrical Detector assembly cover :-

(a) Sealed/Locked.

(b) in open condition.

4. OBSERVATION IN CABIN/PANEL ROOM :-

A. FOR ELECTRO-MECHANICAL INSTALLATION :-

(i) Particulars of levers in pulled position.

(ii) Particulars of levers in Mid position (if any).

(iii) Levers in tripped condition (in case of double wire clutch levers).

(iv) Indications of points signals and track circuits for the affected zones.

(v) Whether lever-locks (where provided) are correctly Operation

(vi) Rate of last testing of the leverframes

(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 thepanel.

(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 correspondance 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-energise when, on a track circuited portion, the two rails of the track are shunted by a 0.5 ohms resistance (Rail-tops should be cleaned of rust and dust before shunting the track.

(ii) Does the electrically operated point operate under the conditions of point controlling track circuit shunted by 0.5 ohms resistance (Rail tops should be cleaned of rust and dust before shunting the track.

To be jointly signed by the Sr. Supervisor

APPENDIX-'U'

Relief to persons involved in train accidents or untoward incidents Ex-gratia payment to victims.

1. The amount of ex-gratia relief to be paid to the dependents of dead or injured bonafide passengers involved in only Train accidents as defined under section 124 of Railway Act. 1989, is as under:-

i)	In case of death	Rs.	50,000/- (Fifty thousand Rupees)
ii)	In case of grievous injury (Irrespective of period of Hospitalization)	Rs.	25,000/- (Twenty Fifty thousand Rupees)
iii)	In case of simple injury	Rs.	5,000/- (Five thousand Rupees)

2. The rate of ex-gratia for death/injury in Untoward Incident, as defined under section 124 of Railway Act. 1989, is as under:-

i)	In case of death	Rs.	15,000/- (Fifteen thousand Rupees)
ii)	In case of grievous injury (Irrespective of period of Hospitalization)	Rs.	5,000/- (Five thousand Rupees)
iii)	In case of simple injury	Rs.	500/- (Five Hundred Rupees)

3. The amount of ex-gratia admissible to road user, who meet with an accident due to Railway's prima facie liability at Manned Level Crossings would be as follows:-

i)	In case of death	Rs.	50,000/- (Fifty thousand Rupees)
ii)	In case of grievous injury (Irrespective of period of Hospitalization)	Rs.	25,000/- (Twenty Fifty thousand Rupees)
iii)	In case of simple injury	Rs.	5,000/- (Five thousand Rupees)

4. The amount of ex-gratia relief admissible to road users who meet with as 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.

5. Ex-gratia payment should also be made to Railway servants killed or injured by a moving train while performing their duty for example gangman working on track run over accidently by moving train.

6. Payments should be sanctioned / arranged preferably on the spot by a senior scale or higher officer nominated by the General Manager after making such enquiries as can be reasonably made on spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.

7. These ex-gratia payments, except in th case of road users at manned level crossings, are not to be taken into account at the time of formal claims for compensation.

8. No, ex-gratia payments would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.

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