

ACCIDENT RELIEF**4.01. Types of accident relief equipments.—**

Following types of accident relief equipments are available on this Railway—

- (i) Accident Relief Medical Equipment (ARME) equipped with Hydraulic Rescue Device. These are loco hauled vehicles. It consists of two coaches i.e., a medical car and equipment van. Its maximum speed in ECoR is 105 Kmph.
- (ii) Self Propelled Accident Relief Train (SPART) equipped with Hydraulic Rescue Device. These are basically ARMEs but are self propelled. It consists of 3 coaches, such as one medical van, one tool van and staff van cum power car. Its maximum speed in ECoR is 105 Kmph.
- (iii) Accident Relief Train (ART) equipped with 140T/120T Diesel Hydraulic BD Crane along with Hydraulic Rerailing Equipment. Its composition and speed is mentioned at para 4.11.

4.02. Accident Relief Medical Equipment.—

- (a) With a view to provide prompt medical aid, the following types of accident relief medical equipments are provided on this Railway—

- (i) Scale I — in medical vehicles, as part of the accident relief trains.
- (ii) Scale II — in boxes, at specified stations.
- (iii) Static first aid boxes-in break down vans of accident relief trains , at all stations dealing with passenger traffic excepting train halts and in other places.
- (iv) Guard's first aid boxes-as a personal equipment of guards of all passenger carrying trains.
- (v) Elementary first aid boxes-for trackmen.
- (vi) Portable Medicine Kit for Accidents (POMKA):
Apart from the equipments referred in sub-rule(a) (i) and (ii) above, every Railway Doctor should be provided with an emergency medical bag at all health units and hospitals in which he can carry the injectables, pain relieving drugs, other medicines and dressings required in an emergency. If a Railway Doctor happens to be on the spot of an accident, he can start relief work without waiting for the regular medical equipments to arrive.

4.03. Scale -I equipment -

- (i) Accident relief medical equipment Scale-I in medical vehicles forms an unit of the accident relief train and is stationed at divisional head quarters and at other selected important stations preferably where there are hospitals or health units in charge of Railway Medical Officer. The function of the vehicle is to carry medical equipments to the site of the

- accident so that prompt medical aid may be rendered and injured persons transported expeditiously to the nearest hospitals.
- (ii) An auxiliary van is also provided along with the medical vehicle which have provision of emergency tools for extricating injured passengers. This should also carry adequate supply of drinking water and provision for tea, coffee and light refreshments which may be required for affected passengers.
- (iii) The accident relief medical equipment vehicles shall be stabled in a suitable siding having exits at both ends so as to work it out at a moments notice to any direction. These vehicles must be stabled separately or so marshalled on the relief train that it can, if necessary, be despatched in advance of the relief train without delay.
- (iv) The person in-charge of the C&W department for ARME vehicles is responsible to maintain these vehicles in the same way as other coaching stock in regular use. The running gears shall be regularly attended, oiled and replaced in accordance with the orders inforce. He must ensure that these vehicles are always kept in good working condition so as to run at maximum permissible speed. The electrical equipment including batteries shall also be attended to and recharged regularly. He shall see that the Fire Extinguishers are examined as per schedule and ensure that they are in good working order with spare refills. In the event of an accident requiring medical assistance, no detention shall be permitted to these vehicles for any reason.

- (v) The SE (Tele) must thoroughly test the Portable Telephone provided in ARME van regularly and ensure that this is in good working order and that the line wire diagram is kept upto date.
- (vi) The electrical official in charge shall regularly see and personally ensure that the electrical gear in the ARME vans are in good working order.
- (vii) The keys of the locks of the various external doors of the medical vehicle will be in duplicate, one set to be in charge of the SSE/SE(C&W) or the Station Master as the case may be and other with the medical officer in charge. All the keys should be suitably marked for identification. The keys will be kept in a glass fronted box fixed in a prominent place in their respective offices and duly sealed by the SSE/SE(C&W)/Station Master/Medical Officer as the case may be.
- (viii) The keys of any locks inside the vehicle should also be in duplicate, one set is kept in a glass fronted box fixed inside the vehicle duly sealed by the Doctor in charge, and the other set will be kept in a glass fronted box fixed in a prominent place in the hospital or the health unit concerned and the boxes are duly sealed by the Doctor in charge.
- (ix) One photographer with Camera and necessary equipments should form integral part of the group of staff who accompany the ARME and ART in case of an accident on short notice. All possible action is taken for preservation of the clues in order to enable reconstructing of scene of accident with reliability.

- (x) Sufficient number of arm bands should be provided in ARME/ART for use of Railway Rescue Personnel at the site of accident to enable identification.
- (xi) The Medical Officer in charge is responsible for ensuring that the prescribed contents of the accident relief medical equipment Scale-I and II are maintained in the chests and are in good condition. Whenever required the medicines, surgical appliances and other articles must be replaced.

4.04. Scale -II equipments –

- (i) Accident relief medical equipment Scale-"II" is kept in a separate room at selected stations whether there is accident relief train or not, but there is a Railway hospital or health unit. This equipment should be stored in portable metal boxes and suitcases of suitable size and kept in a separate room in the station building. For quick transporting, loading and unloading of the boxes containing Scale-II equipment, wheel trollies are also provided.
- (ii) This equipment is intended for use in major accidents and is to be handled by any Doctor or by qualified first aiders under the supervision of Doctor(s)
- (iii) The boxes of Scale-'II' equipment are not be provided with locks and keys, but will be sealed by the medical officer in charge. The room in which the boxes are kept will be locked and provided with duplicate keys, one of which will be with the Station Superintendent/Station Master on duty and the

other with the Medical Officer in charge. The keys will be suitably marked for identification, and will be kept in a glass fronted box, duly sealed by the Station Superintendent/Station Master and Medical Officer in charge as the case may be, and fixed in a prominent place in their respective offices.

- (iv) The Medical Officer in charge is responsible for ensuring that the prescribed contents of the accident relief medical equipment Scale-I and II are maintained in the chests and are in good condition. Whenever required the medicines, surgical appliances and other articles must be replaced.
- (v) Where Scale II equipment is stored in the Station building, the Station Manager/ Station Superintendent/ Station Masters will be responsible for the safe custody of the boxes. Whenever this equipment is sent to the site of accident, the Station Manager/Station Superintendent/ Station Master shall ensure that the boxes are received back in time and kept at the proper place. On return of the boxes after use, the medical officer in charge should check the same and arrange immediately for necessary replenishment of the articles used. In addition, the medical officer in charge and the Station Manager/Station Superintendent will inspect this equipment once in a month jointly.

4.05. First aid boxes –

- (i) Static first aid boxes in break-down vans of accident relief trains, at stations, yards, loco sheds, Material train, carriage and wagon depots etc. are kept in a prominent place in the respective offices. The exact size and pattern of these boxes are standardised by the Chief Medical Officer.

- (ii) The first aid boxes for guards of passenger carrying trains as prescribed by the St. John Ambulance Association of India shall be the personal equipment of the guards and be carried by them in their guard boxes.
- (iii) Whenever, the seal of the first aid box is broken and contents are used, a detail record must be maintained in the 'note book' provided in the box for the purpose. Whenever medicines fall short or nearing expiry date, it shall be refilled immediately. If it is not used for 3 months, concerned incharge shall check the validity of medicines and re-seal it. If any medicine is found with expiry date, this shall be replaced and sealed by the hospital.
- (iv) It must be ensured by the person-in-charge that the canvas of the stretcher is not torn and old. The canvas and/or stretcher should be replaced in time.
- (v) The medical officer who has jurisdiction over the section concerned and the inspecting officials must examine the first aid box and stretchers that they are in proper order. The guards of the passenger carrying trains while taking over the equipments should also ensure that these are provided in the Brake Van.
- (vi) The first aid boxes provided for trackmen should be of compact and small size.

4.06 Ambulance facility :

Every railway should have fully equipped Road Ambulance Vans in identified areas where a good road infrastructure has developed. These vans should be used exclusively for reaching the site of accident and should be kept in good fettle.

4.07. Schedule of Inspection of ARME / SPART :

ARME Scale-I and Auxiliary must be inspected as per following periodicity which stipulates the following :

- (i) ARME Scale 'I' and Auxilliary Van must be inspected **monthly** by the following officials jointly.
 - (a) Medical Officer,
 - (b) Station Manager/Station Superintendent,
 - (c) JE/SE (Tele),
 - (d) JE/SE(C&W),
 - (e) JE/SE(Electrical)
- (ii) Officers of Mechanical, Electrical and S&T department (Sr.Scale/Jr.Scale officers) must inspect their respective equipments in ARMEs/SPARTs to ensure their proper functioning **once in two months** and see the equipments are available as per list laid down in the "Standard List" of equipments. The Telecommunication Official must thoroughly test the portable telephones, walkie talkie sets to ensure that those are in working order and that the wired diagram is upto date. He must also check the public address equipments wherever provided.
- (iii) Branch Officers of Mechanical, Electrical and S&T department must inspect ARME/SPART **once in every three months**. It is also desirable that the inspection of ARME Scale'I' equipment is done jointly with Sr.DME, Sr.DEE, SR.DSTE once in six months. During the inspection complete stock verification should also be done.
- (iv) The train examining officials should ensure that the water tanks are cleaned and refilled with fresh water **evvey week**.
- (v) After each monthly inspection, a report should be submitted by the Medical Officer Incharge to the CMS/

MS Incharge of the division stating that joint inspection has been carried out and bring to the notice of CMS/MS, any defect notice that require remedial action. He will also bring to the notice of CMS/MS Incharge, if the vehicle has not been inspected by any of the official mentioned above to enable him to take action at the divisional level.

- (vi) The ADMO/DMO/Sr.DMO of the section must check the medical equipments and shall be responsible for the immediate replacement of articles found unserviceable or deficient.
- (vii) A complete stock taking of all equipments in the ARME/ SPART should be done **every year**. A certificate to the effect that this has been done and that the equipments are according to the scales laid down should be submitted by the Medical Officer incharge of the section so as to reach the Medical Officer incharge of the division by the end of November and to the Chief Medical Director by the end of December. To enable this check, the date of replacement should be clearly shown on the packages so replaced.
- (viii) ARME Scale 'II' equipments will be inspected by ADMO/ DMO/Sr.DMO and the Station Master **once in a month**.
- (ix) The CMS/MS must inspect the ARME Scale 'I' **once in three months** and Scale 'II' **once in a year** and take such action as found necessary to see the equipment is upto the standard and in good working order.
- (x) Other medical and executive officers should also make surprise checks of all accident relief medical equipments including the first aid boxes and the report must be given in the note book provided in those boxes. After inspections, all seals broken by the inspecting officers are to be replaced.

4.08. Accident Relief Medical Equipments are available at the following Stations on this Railway –

Divn	Location	Scale	Facilities Available
KUR	KUR	Scale-I	3 coach SPART with Lukas HRD equipment
	PSA	Scale-I	2-Coach Conventional ARME with HRD equipment
	BHC	Scale-I	2-Coach Conventional ARME with HRD equipment
	CTC	Scale-II	
	BAM	Scale-II	
	TLHR	Scale-II	
SBP	SBP	Scale-I	3 coach SP-ART with Lukas HRD equipment
	KBJ	Scale-II	
	BLGR	Scale-II	
	MSMD	Scale-II	
	TIG	Scale-I	2-Coach Conventional ARME with HRD equipment
VSKP	VSKP	Scale-I	3 Coach SP-ART with Lukas HRD equipments
	KRPU	Scale-I	2-Coach Conventional ARME With HRD equipment
	VZM	Scale-II	
	NWP	Scale-II	
	RGDA	Scale-II	
	ARK	Scale-II	
	KRDL	Scale-II	
	JDB	Scale-II	

NOTE : POMKA - Available in all health units and Hospitals of ECoR.

Position of ARMEs in neighbouring Division/Railways.

S.E. Railway		S.E.C. Railway		S.C. Railway	
Station/Div.	Class	Station/Div.	Class	Station/Div.	Class
BNDM/CKP	Scale-I	BIA/R	Scale-I	RJY/BZA	Scale-I
KGP/KGP	Scale-I	BSP/BSP	Scale-I		

4.09. Maintenance of Accident Relief Train. –

- (a) Following records shall be maintained in the accident relief trains-
 - (i) Accident Relief Train Log Book (Appendix-18).
 - (ii) Attendance Register.
 - (iii) List of tools and equipments.
 - (iv) Register for testing of wire ropes and chains.
 - (v) Periodical testing register for-
 - (1) First aid equipment.
 - (2) Field Telephone.
 - (3) Detonators.
 - (4) Gas cutting equipment.
 - (5) Petromaxes and tilly lamps.
 - (6) Generators.
 - (7) Compressors.
 - (8) Fire fighting equipment,
 - (vi) Inspection register.
- (b) (i) All Relief trains and Relief vans are under the charge of Mechanical department. SSE (C&W) in charge of the Accident Relief Trains and Relief Vans is responsible to ensure that they are always fully equipped and in proper running order. They should also inspect the equipments to ensure that they are in efficient working condition. However, Engineering, Electrical and

- S&T departments are responsible to ensure the availability of prescribed equipment of their respective departments and their good condition.
- (ii) The Divisional Mechanical Engineer, Divisional Engineer, Divisional Electrical Engineer (Tr. D) where available and Divisional Signal and Telecommunication Engineer, Divisional Electrical Engineer (G) concerned must personally inspect the Relief Trains and their equipments to ensure availability and their efficient working condition. They must also satisfy themselves that the deficiencies are made good after use at every accident.
 - (iii) Provision of Walkie Talkie sets in ART - Atleast 30 number walkie talkie sets should be provided in the ART in good condition with spare batteries and charging facilities which should be distributed only among the officers/supervisors directly connected with relief and restoration arrangements at site as decided by senior most in-charge. ART frequency (147.975 MHz) should be used for communication at disaster sites. Other users having separate walkie talkie sets should not come on this frequency.
 - (c) The person in charge of the respective departments of the base station of Relief Trains is responsible to see that the Relief Train gang thoroughly understand the accident hooter for their attendance, and to maintain a list with their names who are supposed to attend with the relief train, and also responsible to keep the said list in a place accessible to all.

- (d) The person incharge of the C&W department should organise a breakdown gang amongst his staff at the base station of relief train to see their attendance and to ensure proper functioning and gang is efficient enough to work at the site of accident.
- (e) The person incharge of the loco shed/Running shed is responsible to keep the engine and accident relief crane (if provided) in readiness. The CYM/YM/SS/SM as the case may be are responsible to arrange any extra vehicle or brake van for relief work in case of necessity.
- (f) The person incharge of C&W department for relief train is responsible to maintain all the vehicles on the train in the same way as other coaching stock in regular use. The running gears are to be regularly attended, oiled and replaced in accordance with the orders in force. He must ensure that those vehicles are always kept in good working condition, so that in the event of an accident requiring relief train, no detention or speed restriction be permitted to these vehicles for any reason.
- (g) Every ART should be provided with Cold Cutting equipment which should be periodically tested. It should be ensured that sufficient number of staff are trained for handling this equipment.

4.10. Schedule Inspection of ART :

- (i) Departmental supervisors of concerned departments including the relief train incharge must inspect their respective equipment **once in every month** to ensure

functioning. Examination and Safety Certification of wheels, under gears and structure of break down, ART, ARME including self propelled is the responsibility of concerned incharge of Mechanical Supervisor. **This safety certification shall be carried out at a periodicity of 30 days.**

- (ii) Sr.Scale/Jr.Scale officers of the concerned departments must inspect their respective equipments in ART in **every two months.**
- (iii) The branch officers of all concerned departments must inspect their respective equipments in ART **once in every three months.**
- (iv) Joint Inspection by Sr. DME, Sr. DSTE and Sr. DEE(G) must be done **once in every six months.**
- (v) Supervisors of different departments are responsible for day to day maintenance of their respective equipments for their reliability of operation and they must bring any matter which need urgent action to the notice of their officers for any assistance and inter-departmental coordination.
- (vi) At the time of inspection by branch officers, they should satisfy that the inspection by the subordinate officers or supervisors are not only adequate but meaningful also. They should satisfy themselves that the deficiencies are made good after use at accident site and the equipments are being properly maintained. They should also bring

about improvement in maintenance practice to improve reliability.

- (vii) Inspection of Portable telephones for ARME/ART :

a) on control areas —

- i) All A.R.M.Es and A.R.Ts on control areas are provided with portable telephones. These should also be provided with portable telephones of non controlled area.
- ii) Each portable telephone supplied for A.R.M.E. and A.R.T shall be serially numbered in addition to painting on the cover of such portable telephone, the name of the division, base station, Inspector responsible for its maintenance. The Telecommunication Inspector concerned is responsible for neat painting of the said particulars and also for proper maintenance of the telephones.
- iii) The Telecommunication Inspector concerned must inspect and test these telephones atleast once in a month to ensure that they are in proper working order. Periodical testing register should also be maintained for the telephones provided for each ARME and A.R.T. in which the date of testing, defect noticed, action taken to rectify, signature of the maintainer/Inspector shall be recorded.
- iv) Whenever the A.R.M.E. and/or A.R.T. are/is ordered for the site of accident, the

Telecommunication Inspector concerned or in his absence the Telecommunication Maintainer shall proceed with the A.R.M.E. and/or A.R.T. and be responsible to connect the control on the telephone. In unavoidable circumstances, if the Telecommunication Inspector or his assistant is unable to join the A.R.M.E. and/or A.R.T, the guard of the train or Senior Subordinate available at the site of accident shall be responsible to connect the control over the portable telephone. Senior Subordinate who are required to attend the site of accident shall be acquainted in connection and use of portable telephones.

- v) Procedure detailed in para 4.42(c) of Operating Manual should be followed for the use of the telephones as mentioned in sub-para(a) (i) above.

b) On non-control areas / failure of control phone.

- i) Each A.R.M.E. and A.R.T on non-control areas is provided with two sets of portable telephone and procedure for use of such telephones is indicated below.
- ii) These telephones are preferably to be connected on through or main telegraph wire/emergency sockets in electrified sections. Out of two sets of telephones, one should be connected at the station nearer to the site of the accident and the other at the site of the accident.

- iii) The telephone used at the site of the accident should be joined with connecting rods and wires, but one arm of the connecting rod should be used and both the wires of the connecting rod should be joined to one terminal of the telephone. The other terminal of the telephone should be joined to the earth. The galvanised iron telegraph posts may be used as earth by driving a nail or the blade of a knife into the same of the post and joining the earth wire to it.
 - iv) One terminal of the telephone which will be connected at the station should be joined to the same line wire on which the telephone at the site of the accident is connected, and the other terminal should be joined to the earth. The connecting rod with wires may not be required to be used in this case, as the telephone will be used inside the station building. Two pieces of wire being necessary to connect the telephone on the existing telegraph circuit.
 - v) Instructions contained in sub-para (a) (ii), (a)(iii), (a)(iv), above shall also be applicable for this type of telephones, except connection of the telephone to the proper wire instead of control.
- c)** In Electrified sections, emergency sockets are provided at a span of nearly 1 km which may be used by inserting the pin of the telephone cord in the socket for establishing communication. Location of emergency sockets are given in working time table.

4.11 Standard composition, speed and location of ARTs in ECoR :

- (a) **Standard Composition of ART** : ARTs are divided into three classes as 'A' class, 'B' class and 'C' class. Standard composition is as under :

A - Class ART :

- i) 140T/120T Diesel Hydraulic BD Crane with match truck
- ii) Two RTSV (Relief Train Staff Van including kitchen car)
- iii) Two RTTV (Relief Train Tool Van)
- iv) One BCNATHS wagon for containing materials of Engg and TRD
- v) One BRNATHS wagon for Engineering rails.

B - Class ART :

- i) Two RTSV (Relief Train Staff Van including kitchen car)
- ii) Two RTTV (Relief Train Tool Van)
- iii) One BCNATHS wagon for containing materials of Engg and TRD
- iv) One BRNATHS wagon for Engineering rails.

C - Class ART : Only mechanical tool van.

- (b) **Speed of ART** : The rolling stock in the standard composition of ART as mentioned above are fit to run at a maximum speed of 100 kmph except that the maximum permissible speed of 120 T Diesel Hydraulic BD crane is 50 kmph.

(c) (i) Location of Accident Relief Trains over East Coast Railway

Divn	Location	Class	Facilities Available
KUR	KUR	'A'	140 T Diesel Break Down Crane with Lukas Hydraulic Re-railing equipment. 3 coach SP-ART.
	BHC	'B'	With Lukas Hydraulic Re-railing equipment
	TLHR	'B'	With Lukas Hydraulic Re-railing equipment
	PSA	'B'	With Lukas Hydraulic Re-railing equipment
SBP	KBJ	'A'	140 T Diesel Breakdown Crane with Lukas hydraulic re-railing equipment.
	SBP	'A'	'A' class with 140 T crane along with 3 coach SPART with Lukas equipment
WAT	VSKP	'A'	'A' class with 140 T and 120 T diesel crane along with 3 coach SPART with Lukas equipment
	RGDA	'A'	120 T Diesel Breakdown Crane with single acting Lukas equipment.
	KRPU	'B'	Lukas Hydraulic Re-railing equipment with ARME.
	KRDL	'A'	140 T Diesel breakdown Crane with Lukas Hydraulic Retailing Equipment.

(ii) Position of ARTs in Neighbouring Division / Railways

(i) SE Railway			(ii) SEC Railway				
Sn.	Station/Div.	Class	Facilities	Sn.	Station/Div.	Class	Facilities
1.	BNDM/CKP	'A'	140 T Diesel Crane with Lukas Hydraulic Re-railing equipment.	1.	BIA/R	'A'	ART with MFD & 140 T Diesel Crane
2.	JSG/CKP	'B'	Self-Propelled ART with Lukas Hydraulic Re-railing Equipment.	2.	BSP / BSP	'A'	ART with Re-railing equipment & 140 T Diesel Crane
3.	KGP/KGP	'A'	140 T Diesel Crane with Re-railing equipment				

4.12. Sounding of Hooter. —

- (a) Sounding of hooter for turning out of Relief Train/ ARME van will be as follows : —

	Total No. of blasts	Duration of each blast	Gap between 2 consecutive blasts
(i) Relief Train with ARME.	5	60 seconds	10 seconds
(ii) ReliefTrain without ARME	3	60 seconds	10 seconds

In case of failure of hooter, arrange for 5 whistles of 01 minute duration each with 10 seconds interval between two successive whistles using an engine if available.

- b) Hooters are provided at stations, major yards, divisional and Zonal HQ offices, ARME/ART bases, hospitals etc. As soon as the information of accident is received, Dy.CHC shall inform the railway personnel on duty where hooter is provided who shall sound the hooter as mentioned above, for information of concerned officials to despatch ART/ARME.
- c) Official incharge of the hooter is responsible for its proper maintenance and to keep a trained staff ready round the clock for sounding the hooter at once on receipt of orders from ordering officials.
- (d) Target time for the turn out of ARME and ART-
- (i) The Accident Relief Medical Van must be despatched to the site of accident within 15

minutes from the base station after sounding the hooter where there is double exit siding and within 25 minutes in case of single exit siding with the first available engine.

- (ii) The Accident Relief Train must be turned out/ despatched from the base station to the site of accident within 30 minutes by day and 45 minutes by night after sounding of hooter.
- (e) At zonal HQ, an accident hooter is provided at central location from where it is audible to entire premises as well as officers colony.

4.13. Accident Mock Drills for ARME /ART.—

The period between two consecutive turnouts of any Relief Train/Accident Medical Equipment should not exceed three months. If a relief train/accident medical equipment has not been called out in the normal course during a period of three months, a practice drill should immediately be arranged. In carrying out these drills the following points should be carefully borne in mind :—

- (i) Every drill should be made as realistic as possible.
- (ii) Arrangements regarding the drills should be kept confidential.
- (iii) The turnout of a relief train should be completed with all equipment and staff of all branches concerned including the medical equipment and staff where provided and be made to proceed to a near by suitable station and return.

- (iv) These drills should be ordered by the DRM personally and conducted under the direct supervision of Sr.DSO/DSO.
- (v) The results of mock drills should be maintained in a special register and the report of the drill along with deficiencies and short comings, if any should be communicated to General Manager, CSO and concerned PHODs at Zonal HQ.
- (vi) During these full scale mock drill, following aspects shall be closely watched
 - a) Turning out time of ARMV/ART
 - b) Speed of the relief trains and reaching time to site
 - c) Assembly of officials of concerned departments
 - d) Handling of ART, HRDs, HREs and other rescue equipment.
 - e) Arrangement and functioning of various communication systems at site
 - f) Functioning of generator sets and other lighting equipments.
 - g) Preparedness of first-aiders and availability of medical equipment,
 - h) Functioning of equipment provided in the ARME and ARTs.

4.14. Ordering and despatch of Relief Train and Accident Relief Medical Equipment.—

- (a) If a passenger carrying train does not arrive at the next block station within 10 minutes or goods train does not

- arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master on duty at the Station in advance shall immediately advise the station in rear and the control, and take other actions as detailed in GR 6.04 and SR 6.04.01. The Section Controller/Dy. CHC on duty on receipt of such information will give preliminary warning to the base station of ART/ARME to be in readiness for despatch pending further information.
- (b) As soon as the information of an accident is received, the train ordering officials considering the type/nature of accident and assistance required, will issue orders immediately to the Station Master and Crew Controller at the base station to get ready the Relief Train and/or Accident Relief Medical Equipment. On receipt of this order, the official concerned must sound the hooter at once. After sounding hooter, all concerned officials i.e., principal members, relief trains gang, medical team etc. must get them ready and turnout immediately to accompany the relief train and/or accident relief medical equipment so as to despatch the train within the target time. No detention should be permitted to medical relief and/or relief train on any account at any point unless under special circumstances and with the permission of Sr.DOM/DOM.
 - (c) In case of serious accidents involving loss of life or serious injuries—
 - (i) It is of primary importance to send the ARME/ SPART immediately to the site of accident without detaining for the relief train on top priority.

- (ii) Commercial Officer should arrange atleast 30 licensed coolies to go with the relief train considering the seriousness of the accident with the instructions that they should work under the direction of Railway Doctor or Senior most official in charge at site.
- (iii) In order to ensure an adequate supply of drinking water to the injured and other passengers, at least two 4-6 gallons capacity drums with taps be made available in relief train. These drums filled with clean drinking water should be transported along with the relief train, if required in addition to the supply of drinking water with ARME.
- (iv) SSE(C&W) along with some carriage and wagon staff and train lighting fitter shall proceed with the ARME to the site of accident. The train lighting staff should ensure before departure of the ARME that the high power lights are in proper working order. The person-in-charge of the C&W department at the base station of ARME shall be responsible to arrange such staff from the nominated gang for relief operation or from the on duty staff at the station /yard.
- (v) The Accident Relief Medical Equipment and/or Accident Relief Train must be allowed to run to the site of serious accident on top priority. Similar priority should also be given to the train to carry and carrying injured persons from the site of accident. On non-controlled section or in case of suspension of Control system the Station Manager on duty at the station(s) concerned must take every action in time for the purpose mentioned above.

4.15. Ordering of Break Down Crane :

- (i) **In case of accident within the division :** On getting the first information about the accident, the DPC in consultation with Sr.DME and acting on his instructions, will advise Deputy Chief Controller to order the Breakdown Crane with intimation to CME/CMPE through Central Power Control.
- (ii) **Accident taking place in the neighbouring division of the Zone :** On receipt of request for assistance from the neighbouring division, the DPC in consultation with Sr.DME and acting on his instructions, should advise Dy.CHC to order the breakdown crane with intimation to CME/CMPE through Central Power Control.
- (iii) **In case of accident occurred outside the Zone :** In case of an accident took place outside the Zone and the assistance is sought from the neighbouring zone for breakdown crane, the authority for ordering breakdown crane vests with CME/CMPE. Personal approval of CME/CMPE is required for ordering breakdown crane. Central Power Controller in consultation with CME/CMPE and acting on his instructions shall advise concerned division for ordering breakdown crane.
- (iv) **In case of salvage work :** If Crane is required for post accident works/salvage work or any other departmental work, either within the division or outside the division, a prior approval of CME/CMPE should be taken for ordering the Crane.
- (v) **In case of accidents involving human lives :** Notwithstanding anything mentioned above in case of an accident to coaching or goods train involving

human lives, breakdown crane can be ordered immediately without waiting for permission from CME/CMPE. This information should be relayed immediately through Central Power Control for information of CME/CMPE.

- (vi) **In case of assistance required by PSUs/Private Parties :** For any assistance as sought by PSUs/Private Parties specific written approval of CME/CMPE should be obtained before ordering the Breakdown Crane. Procedure for hiring and payment of hire charges by PSUs/Private Parties should be complied before despatching breakdown Crane.
- (vii) Whenever the Crane is ordered out of the division, alternate Crane should be kept ready as standby in the Division to meet any emergency.
