

EAST COAST RAILWAY

Office of the
Chief Operations Manager,
Rail Sadan: Chandrasekharpur
Bhubaneswar-17

No. ECoR/Optg/SC/88/C.Slip/Accident Manual/1/14

Dated: 21.5. 2014

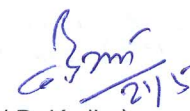
To
The DRMs/KUR, WAT & SBP

Sub: Amendments to Accident Manual published in 2011 by E.Co.Rly.

Addendum/Corrigendum No.1 to Accident Manual published in 2011 by East Coast Railway, is issued with the approval of competent authority. You are requested to arrange for further circulation among all concerned in the division to incorporate these corrections in the manual.

Kindly acknowledge.

DA: 2 pages


(D. K. Jha)

Chief Passenger Transportation Manager

Copy to:

1. Secy. to GM for kind information of GM
2. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
3. Commissioner of Railway Safety, SE. Circle, Kolkata,
4. OSD to MT/Railway Board/NDLS for information of MT,
5. ED(T), Annex:II, 4th floor, RDSO, Lucknow-226 001,
6. Adviser(Safety), Railway Board, New Delhi,
7. Director/Safety-I & II, Railway Board, New Delhi.
8. COMs – All Indian Railways
9. Principal, Railway Staff College, Vadodara,
10. Principal, ZRTI/Sini, S.E. Railway,
11. COM, SDGM, PCE, CME, CSTE, CEE, CSO, CCM, CMD, CSC, COS, CAO(C), CPM(RE)/ ECoR/BBS for further circulation among their departments in HQ
12. CTPM, CFTM, Dy.COM (FOIS), Dy.COM(Frt), Dy.COM(Chg), STM(Safety), STM(Plg), STM(Fois), STM/EA to COM, STM(Chg), ATM(Ft)/ECoR/BBS.
13. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

SN	Addendum & Corrigendum No.1 to Accident Manual(2011) published by East Coast Railway
1	<p>(a) 9.13 para heading shall be substituted as under :</p> <p>9.13: Inquiry into accidents at interchange/junction stations and staff of foreign railway held responsible</p> <p>(b) Para No. 9.13(d) shall be substituted as under :</p> <p>9.13(d): In all accident enquiry cases where DRM is otherwise the accepting authority, if the enquiry committee holds the staff of other railway responsible (Primary and Secondary) for the accident, the case should be put up to AGM for acceptance through PHOD of the concerned department of the railway on which the accident took place. All such cases should be processed through CSO. In absence of the post of AGM, the senior most PHOD shall be the accepting authority. If the staff is held blameworthy only, the accident inquiry case may be accepted by DRM.</p> <p>(c) New para 9.13(f) shall be added after para 9.13(e) as under :</p> <p>(f) Finalisation of inter-railway DAR cases arising out of such inquiry reports should be followed up by the principal head of the department of the concerned department of the railway on which the accident took place. If suitable response is not received from the respondent railway even at General Managers' level, then the case should be referred to Railway Board.</p>
2	<p>Para No. 9.26 shall be deleted</p>
3	<p>(a) Following lines shall be added at the end of Para 9.02(b)(v).</p> <p>In case of non-consequential unmanned level crossing accidents, it shall be inquired into at the level of senior supervisors. DRM will be Accepting Authority in both the cases.</p> <p>(b) Following para 9.02(b)(xii) shall be added after para 9.02(b)(xi).</p> <p>(xii)When there is prima facie cause of suspected sabotage, a representative of same level from RPF is to be included in the joint inquiry committee.</p>
4	<p>Following new para 10.10(e) shall be added after para 10.10(d)</p> <p>(e) Action to be taken in case of SPAD.</p> <p>(i) On receipt of information of SPAD, information to all concerned should be given as mentioned at para 6.04 and 8.07. Sr.DSO has to inform the same to CSO who will arrange to feed details on SIMS (Safety Information Management System) website apart from informing Adviser (Safety)/Director (Safety) over telephone.</p> <p>(ii) The LP and ALP of the train should be detrained at the first available opportunity and arrangements made to change the crew.</p> <p>(iii) LP and ALP detrained should be subjected to breath analyser test as early as possible.</p> <p>(iv) Inquiry should be conducted as mentioned at para 9.02(b)(vii) and committee should submit their report with recommendations within D+10 as mentioned at para 9.19.</p> <p>(v) Once responsibility is fixed, D&AR action should be initiated and punishment imposed as per laid down norms.</p>

5	<p>Following new para 1.07 shall be added after para 1.06.</p> <p>1.07 : Constitution of QUICK REACTION TEAM (QRT) to handle serious train accidents :</p> <p>Instructions have already been given to form a Central Passengers Assistance Centre (CPAC) at the site by respective departments vide para 11.08(c)(iii) of this Manual and para 10.03 of Disaster Management Plan of ECoR (2011) with annexure:3 .</p> <p>The QRT will be headed by ADRM. It shall have officers and supervisors of (i) Operating (ii) Medical (iii) Commercial (iv) Security and (v) Personnel departments along with other non-railway officials to provide single window assistance to the affected passengers and their relatives. Though this team forms a part of Disaster Management Plan, this team may also be called on whenever needed in a passenger train accident having casualties though it is not declared as a Disaster.</p> <p>Division to nominate the supervisors by name to perform the functions as mentioned at para 10.3 of Disaster Management Plan and shown in Annexure: 3 of DMP. These supervisors should be provided with relevant supportive documents, books and materials and able to attend the accident site along with the DRM/ADRM with a short notice to perform their pre determined functions. They shall not be utilised for other than mandated duties at accident site.</p>
6	<p>Following new para 8.06(e)(iii) shall be added after para 8.06(e)(ii).</p> <p>8.06(e)(iii) In addition to the above, in case of any accident, rail roko, landslides, breaches, OHE breakdown, etc., leading to disruption to train services, Divisional control office should send a group SMS to divisional officers, CPRO, Secy. to GM, PHODs, GM and head quarters central control. This position should be updated on an hourly basis by the CHC/Dy.CHC in divisional control office. In case there is no change in the situation, an SMS stating "Ref: Rail roko in between 'X' and 'Y' station, no change in situation" should be sent every hour. This hourly updation should continue in between 06.00 hrs to 00.00 hrs.</p>
7	<p>Following para to be added as a second para to item (a) of rule no.6.15.</p> <p>Joint Report of Sr. Supervisors should be analytical and detail. Supervisors should record evidence fully and preserve material related to the cause of the accident. Analysis at the time of collecting evidence may not be considered desirable as it can result in leaving out some relevant evidence which later on, may be required for analysis and arriving at the correct conclusion.</p>
8	<p>(a) Following para shall be added as second para of Rule 6.14(i)(a).</p> <p>Supervisors should record evidence fully and preserve material. Analysis at the time of collecting evidence is not considered desirable as it can result in leaving out some evidence as not relevant, but which, later on, may be required for analysis and arriving at the correct conclusion.</p> <p>(b) Para No.6.14(iii)(d) shall be substituted as under.</p> <p>It should be ensured by Sr.DSO of the division that the video or photography of a serious accident are prepared not by taking clippings here and there but in a continuous manner by specifically showing the position of coaches, engine, under gears of coaches and engines, rails, track, foreign materials, if any etc., and the clues which may in turn provide some information to the inquiry authority. However, unedited video or photographs should be produced before the enquiry committee.</p>