

DISASTER MANAGEMENT PLAN

2018



EAST COAST RAILWAY KHURDA ROAD



DISASTER MANAGEMENT PLAN – 2018

8th EDITION

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Divisional Railway Manager

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**EAST COAST RAILWAY
KHURDA ROAD**

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बृज मोहन अग्रवाल

Braj Mohan Agarwal, IRSME



सत्यमेव जयते

मंडल रेल प्रबंधक
खोरधा रोड मंडल
पूर्व तट रेलवे
खोरधा रोड, जटनी - 752050

DIVISIONAL RAILWAY MANAGER
KHURDA ROAD DIVISION
EAST COAST RAILWAY
KHURDA ROAD, JATNI -752050
Ph./Fax : (O) 0674 - 2490567/2492568
E-mail : drm_kur@kur.railnet.gov.in

FOREWORD

I am glad to know that the Safety Organization of Khurda Road Division is bringing out 8th edition of Divisional Disaster Management Plan. This edition has been prepared with the inputs and suggestions received from various sources and is also based on National Policy on Disaster Management, issued in compliance of Disaster Management Act, 2005.

The guide lines incorporated in this booklet shall help improve disaster management preparedness of various departments of the Railway and efficient utilization of internal resources of the organization for rescue and restoration during accident/emergencies. This plan shall be circulated to all the departments, stations and all the civil officials like Collectors, District Emergency Officers, Superintendents of Police, NDRF officials and Medical practitioners etc., whose services may be requisitioned during an emergency. It shall be submitted to the State Government of Odisha and Andhra Pradesh also for ready reference.

The efforts of editorial team of the Divisional Safety Organization for bringing out this Disaster Management Plan are praise worthy. I hope all the officials concerned shall find it of great help.

26/3/18

(Braj Mohan Agarwal)
Divisional Railway Manager
Khurda Road.



S.P.Dwivedi
IRSS

अपर मंडल रेल प्रबधंक
Addl. Divisional Railway Manager
पूर्वतट रेलवे
East Coast Railway,
खोरधा रोड / **Khurda Road,**

Date : 21.03.2018

MESSAGE

It is a praiseworthy that the Safety Organization of Khurda Road Division is publishing the 8th issue of Disaster Management Plan, having useful information and guidelines regarding the preparedness and prompt rescue operations for tackling a disaster.

The efforts of editorial team of the Divisional Safety Organization for bringing out this Disaster Management Plan are praiseworthy. This booklet will provide useful guidelines for the staff and Officers to handle disaster in a systematic manner and also to other departments and State Government.

(S.P.Dwivedi)
Addl. Divisional Railway Manager
East Coast Railway, Khurda Road.



G.C.Naik,
I R S E

वरिष्ठ मंडल संरक्षा अधिकारी
Sr. Divisional Safety Officer
पूर्वतट रेलवे
East Coast Railway,
खोर्धा रोड / Khurda Road
Date : 31.03.2018

PREFACE

The transport of man and material safely is our corporate object. In spite of our best efforts accident do take place, resulting loss of lives, national property and interruption to traffic. Our prime concern should be to reduce accident and if the accident takes place, then our vital focus area should be management of accident for providing relief to our valued public and quick restoration to traffic.

Effective management of disaster in railway accidents to tackle the situation efficiently depends on one's ability for proper planning to minimize the disaster effect, quick recovery and resumption of normal traffic movement. Basing on the National Policy on Disaster Management of high Level Committee our Division is bringing out to publish this 8th edition of Disaster Management Plan. The aim and object of this booklet is to give guide lines for immediate action by Railway staff and Officers of various department in proper co-ordinated action planning for efficient rescue and relief operations.

I am sure that this booklet will serve as a very useful reference for staff and officers who deals with disaster.


(G.C.Naik)
Sr.Divisional Safety Officer
Khurda Road



TERMS OF REFERENCE

Disaster in the Railway Context is defined as a major train accident leading to serious casualties and a long duration of interruption to traffic. As a thumb rule, any accident involving more than 100 injuries (grievous plus simple) should be termed as a Disaster. This compendium of instructions has been prepared for dealing such a Disaster as explained above and not normal train accidents.

Railway Board Safety Directorate, vide their letter No. 2003 Safety-116/2 dated 29th September 2003 has laid down the requirement of Zonal Railways Disaster Management Plan as follows:

1. **Disaster Management Plan**– All Divisions and Zonal Railway Head Quarters (Including Metro Railway, Kolkata & Delhi Metro Rail Corporation) must devise their disaster management plan, if not already done taking into consideration the resources available with them, their neighboring Divisional/Zonal Railways, civil authorities, industrial units and Armed Force based located in their territory. This would enable the Divisions/ Zonal Railways to muster the entire local resources in case of a major disaster/natural calamity. Zonal Railways Disaster Management plan should integrate all Divisions and also to take into consideration adjacent Railways' framework.

2. **Preparation of Disaster Management Plan** :The Disaster Management Plan must *inter-alia* include 'who is responsible for what activities in details. The following guide lines should be followed.

- (i) Preparation and implementation of Disaster Management plan is the responsibility of concerned General Manager/Divisional Railway Manager.
- (ii) Authority to order ART/ARMV/Break Down crane – Chief Mechanical Engineer/Chief Motive Power Engineer (Running & Loco)/Sr. Divisional Mechanical Engineer/Divisional Mechanical Engineer, etc.
- (iii) Senior most railway officer at the site of the accident shall be the designated as Site Manager.
- (iv) Management of rescue operations is done Primarily by Mechanical and Medical Departments. Assistance to be provided by all Railway men (irrespective of their department) as needed.
- (v) Relief operations, including care for the dead, is the responsibility of the Commercial, Medical & RPF Departments.
- (vi) Communication network – Telecom Department.
- (vii) Crowd control and law & order at site – RPF.
- (viii) State police clearance for restoration – RPF.
- (ix) Restoration operations –
Rolling stock – Mechanical Department.
Fixed infrastructure like Track, Over Head Equipment, Signaling system, etc. – departments concerned.
- (x) Maintenance of SPART/ART & ARMV Rolling Stock/Break Down cranes including rail-cum-road and road mobile emergency vehicle etc. – Mechanical Department.
- (xi) Maintenance of equipment kept in SPART/ART/ARMV for rescue and restoration operations – departments concerned.
- (xii) Media Management at site –
 - (a) Site Manager shall be the chief spokesman at site and can be assisted by the branch officers concerned, if needed.
 - (b) PRO Commercial Department to look after the media needs at site.
- (xiii) Checklist for the officers & supervisors must be issued in the form of a pocket booklet indicating DOs and DON'Ts for the benefit of:
 - (a) First official reaching the site of accident
 - (b) Senior most officers at the site.
 - (c) Divisional/HQ control organization.
 - (d) Station Manager/Station Master.

The Disaster Management Plans must be reviewed and updated in the month of January every year.

ABBREVIATIONS USED

1AC	:- 1st Air conditioned Coach
2AC	:- 2 Tier Air Conditioned Sleeper Coach
3 AC	:- 3 Tier Air Conditioned Sleeper Coach
ADRM	:- Additional Divisional Railway Manager
AEN	:- Assistant Engineer
AME	:- Assistant Mechanical Engineer
ARME	:- Accident Relief Medical Equipment
ARMV	:- Accident Relief Medical Van
ART	:- Accident Relief Train
ASTE	:- Assistant Signal & Telecommunication Engineer
ASM	:- Asst. Station Master
AOM	:- Asst. Operations Manager
AMM	:- Asst. Material Manager
APO	:- Asst. Personnel Officer
ACM	:- Asst. Commercial Manager
AP	:- Andhra Pradesh
AEE	:- Asst. Electrical Engineer
ADG	:- Asst. Director General
ADMO	:- Asst. Divl. Medical Officer
AIR	:- All India Radio
AGM	:- Asst. General Manager
ALP	:- Asst. Loco Pilot
BAM	:- Station Code For Brahmapur
BD SPL.	:- Breakdown Special
BHC	:- Station Code For Bhadrak
BNDM	:- Station Code For Bandamunda
BPC	:- Bharat Petroleum Corporation
BSNL	:- Bharat Sanchar Nigam Limited
BIS	:- Bureau Of Indian Standard
BD	:- Board
BSP	:- Bilashpur Station's Code
BPCL	:- Bharat Petroleum Company Ltd.
BFR	:- 08 Wheeler Open Flat Vacuum Brake Wagon

BLGR	:-	Bolangir Station's Code
BIA	:-	Bhilai Station Code
C&W	:-	Carriage and Wagon
CAC	:-	Combined Assistance Center
CBE	:-	Chief Bridge Engineer
CCM	:-	Chief Commercial Manager
CCRS	:-	Chief Commissioner Of Railway Safety
CE	:-	Chief Engineer
CEE	:-	Chief Electrical Engineer
CFTM	:-	Chief Freight Transportation Manager
CHC	:-	Chief Controller
CHG.	:-	Coaching
CHOD	:-	Coordinating Head Of Department
CMD	:-	Chief Medical Director
CME	:-	Chief Mechanical Engineer
CMI	:-	Commercial Inspector
CMM	:-	Chief Materials Manager
CMPE	:-	Chief Motive Power Engineer (Diesel)
(DIESEL)		
CMS	:-	Chief Medical Superintendent
COM	:-	Chief Operations Manager
COS	:-	Controller Of Store
CPO	:-	Chief Personnel Officer
CPRO	:-	Chief Public Relations Officer
CPTM	:-	Chief Passenger Transportation Manager
CRB	:-	Chairman Railway Board
CRS	:-	Commissioner Of Railway Safety
CRSE	:-	Chief Rolling Stock Engineer
CSC	:-	Chief Security Commissioner
CSE	:-	Chief Signal Engineer
CSO	:-	Chief Safety Officer
CSTE	:-	Chief Signal And Telecommunication Engineer
CTC	:-	Station Code For Cuttack
CTE	:-	Chief Track Engineer

CWE	:- Chief Workshop Engineer
CWI	:- Carriage And Wagon Inspector
CBE	:- Chief Bridge Engineer
CISF	:- Central Industrial Security Force
CG	:- Chhattisgarh State
CBRI	:- Central Building Research Institute
CRRI	:- Central Road Research Institute
CRSE	:- Chief Rolling Stock Engineer
CMPE	:- Chief Motive Power Engineer
CAO	:- Chief Account Officer
CNL	:- Control
CFTM	:- Chief Freight Transportation Manager
CWC	:- Cyclone Warning Centre
CO	:- Coordinator
C&W	:- Carriage And Wagon
CDMO	:- Chief District Medical Officer
CKP	:- Chakradharpur Station's Code
DCM	:- Divisional Commercial Manager
DEE	:- Divisional Electrical Engineer
DEN	:- Divisional Engineer
DG	:- Director General
DM	:- Disaster Management
DM	:- District Magistrate
DME	:- Divisional Mechanical Engineer
DMO	:- Divisional Medical Officer
DMT	:- Disaster Management Team
DOM	:- Divisional Operation Manager
DPO	:- Divisional Personnel Officer
DR	:- Disaster Response
DRM	:- Divisional Railway Manager
DSC	:- Divisional Security Commissioner
DSTE	:- Divisional Signal And Telecommunication Engineer
DVD	:- Station Code For Duvvada
Dy.CCM	:- Deputy Chief Commercial Manager

Dy.COM	:- Deputy Chief Operations Manager
Dy.CSO	:- Deputy Chief Safety Officer
DMU	:- Diesel Multiple Unit
DMA	:- Disaster Management Authority
DOT	:- Department Of Telephones
DC	:- District Commissioner
DPC	:- Diesel Power Controller
DCP	:- Dry Chemical Powder
EC	:- Emergency Control
ECoR	:- East Coast Railway
ED	:- Executive Director
E-Mail	:- Electronic Mail
Engg	:- Engineering
ETL	:- Emergency Train Lighting
EFR	:- Eastern Field Rifle
EMU	:- Electric Multiple Unit
EFR	:- Eastern Front Rifle
ESM	:- Electric Messaging System
EMR	:- Emergency Medical Response
FA	:- Financial Advisor
FA&CAO	:- Financial Advisor And Chief Accounts Officer
FR	:- First Responders
FA	:- First Aid
FC	:- Finance Commission
FOB	:- Foot Over Bridge
FIR	:- First Information Report
FT	:- Field Telephone
G&SR	:- General And Subsidiary Rule
Genl.	:- General
GM	:- General Manager
GRP	:- Govt. Railway Police
HOD	:- Head Of Department
HOR	:- High Official Requisition
HPC	:- Hindustan Petroleum Corporation

HQ	:- Head Quarters
HRD	:- Hydraulic Rescue Device
HRE	:- Hydraulic Rerailing Equipment
HFL	:- Highest Flood Level
HCL	:- High Level committee on D. Management
HRD	:- Hydraulic Research Device
HSD	:- High Speed Diesel
HS	:- Home Secretary/Home Signal
HM	:- Home Minister
IAF	:- Indian Air Force
IAT	:- Instant Action Team
IG	:- Inspector General Of Police
IOC	:- Indian Oil Corporation
IR	:- Indian Railways
IRCM	:- Indian Railway Commercial Manual
IRCTC	:- Indian Railway Catering And Tourism Corporation
IRMM	:- Indian Railway Medical Manual
ISD	:- International Subscriber Dialing
IT	:- Information Technology
IA	:- Indian Airlines
IMD	:- Indian Metrological Department
ITWC	:- Indian Tsunami Warning System
JCB	:- Jack-Cum-Bulldozer
JE	:- Junior Engineer
Jn.	:- Junction
JAG	:- Junior Administrative Grade
KGP	:- Station Code For Kharagpur
KUR	:- Station Code For Khurda Road
KBJ	:- Kantabanjhi Station's Code
LC	:- Level Crossing
LCC	:- Local Command Center
LI	:- Loco inspector
LPG	:- Liquefied Petroleum Gas
LR	:- Leave Reserve

LP	:- Loco Pilot
MOSR	:- Minister Of State For Railways
MR	:- Minister For Railways
MRV	:- Medical Relief Van
MOR	:- Ministry Of Railways
MOU	:- Memorandum Of Understanding
MM	:- Material Manager
NGO	:- Non-Govt. Organization
NRF	:- National Disaster Response Force
OHE	:- Over Head Equipment
Op.	:- Operations
OIC	:- Officer-In-Charge
OSDMA	:- Orissa State Disaster Mitigation Authority
ODRAF	:- Orissa Disaster Rapid Action Force
P.Way	:- Permanent Way
PA	:- Public Address
PC	:- Personal Computer
PCE	:- Principal Chief Engineer
PCO	:- Public Call Office
PHOD	:- Principal Head Of Department
POL	:- Petroleum And Oil
PR	:- Public Relation
PRC	:- Power Controller
PRO	:- Public Relations Officer
PSA	:- Station Code For Palasa
PSU	:- Public Sector Undertaking
PWI	:- Permanent Way Inspector
PMKA	:- Portable Medical Kit For Accident
PRO	:- Public Relation Officer
PAS	:- Public Address System
PCE	:- Principal Chief Engineer
RCT	:- Railway Claims Tribunal
RE	:- Railway Electrification
RG	:- Rest Giver

RMS	:- Railway Mail Service
RPF	:- Railway Protection Force
RSO	:- Rolling Stock Organization
RMC	:- Regional Metrological Centre
RVS	:- Rapid Vision System
RRI	:- Route Relay Interlocking
S&T	:- Signal And Telecommunication
SBP	:- Station Code For Sambalpur
SDGM	:- Senior Deputy General Manager
Secy	:- Secretary
SI	:- Sub-Inspector
SLR	:- Second Class-Cum-Luggage-Cum-Brake Van Coach
SM	:- Station Master
SO	:- Staff Officer
SOS	:- International Call For Distress
SP	:- Self Propelled
SPARMV	:- Self Propelled Accident Relief Medical Van
SPART	:- Self Propelled Accident Relief Train
SPRD	:- Station Code For Singapur Road
Sr.DFM	:- Senior Divisional Finance Manager
Sr.DCM	:- Senior Divisional Commercial Manager
Sr.DEE	:- Senior Divisional Electrical Engineer
Sr.DEN	:- Senior Divisional Engineer
Sr.DME	:- Senior Divisional Mechanical Engineer
Sr.DMO	:- Senior Divisional Medical Officer
Sr.DOM	:- Senior Divisional Operations Manager
Sr.DPO	:- Senior Divisional Personnel Officer
Sr.DSC	:- Senior Divisional Security Commissioner
Sr.DSO	:- Senior Divisional Safety Officer
Sr.DSTE	:- Senior Divisional Signal And Telecommunication Engineer
SS	:- Station Superintendent
SSE	:- Senior Section Engineer
STD	:- Subscriber Trunk Dialing
Sr.	:- Senior

S&T	:- Signal And Telecom
SERC	:- Structural Engineering Research Centre
TCI	:- Telecommunication Inspector
TCM	:- Telecommunication Maintainer
TI	:- Traffic Inspector
TLHR	:- Station Code For Talcher
TRD	:- Traction Distribution
TS	:- Train Superintendent
TTE	:- Travelling Ticket Examiner
TXR	:- Train Examiner
TPC	:- Traction Power Controller
TLC	:- Traction Loco Controller
T	:- Tons
UCC	:- Unified Command Center
VHF	:- Very High Frequency
VPU	:- Vehicle Parcel Van
VSKP	:- Station Code For Visakhapatnam
V	:- Volt
WI/PI	:- Welfare Inspector/Personal Inspector
WTT	:- Working Time Table
W	:- Watt

DIVISON AT A GLANCE

1	Route Kilometer	:	900.53		
2	Track Kilometer	:	2162.17		
3	Equated Track Kilometer	:	3641.57		
4	No. of Level crossings	:	338 (Manned=338, Un-manned=0)		
5	No. of bridges	:	3918 (Important=18, Major=335, Minor=3565)		
6	No. of Stations :		104		
	a) In Orissa	:	97		
	b) In Andhra Pradesh	:	7		
7	No of Passenger Halts				
	a) In Orissa	:	32		
	b) In Andhra Pradesh	:	NIL		
8	No of Flag stations				
	a) In Orissa	:	1 (Kanas Road)		
	b) In Andhra Pradesh	:	NIL		
9	Cadre Strength of Divn.	:	<i>Sancd.</i>	<i>Actual</i>	<i>Vacancy</i>
			20,744	17326	3,418
10	Coaching Trains				
	a) No of Mail and Express Trains	:	220 (UP&DN)		
	b) No of Passenger Trains	:	50 (UP&DN)		
	Total	:	270 (UP&DN)		
11	a) Hospitals	:	Central Hospital at Bhubaneswar Divisional Hospital at Khurda Road		
	b) Health Units.	:	Kendujhargarh, Bhadrak, Talcher, Cuttack, Paradeep, Puri, Brahmapur, Palasa, Retang Colony / Khurda Road, Loco Colony /Khurda Road.		

(Chapter – 1)

DEFINITION OF DISASTER:

Railway Board vide letter No. 2003/Safety (DM)/6/2 pt. dtd.06.01.2009, defined Railway Disaster in the following way.

“Railway Disaster is a serious train accident or an untoward event of grave nature, either on the railway premises or arising out of railway activity in that area, due to natural or man-made causes, that may lead to loss of many lives and/or grievous injuries to a large number of people, and/or severe disruption of traffic, necessitating large scale help from other Government/Non-government and Private Organizations.”

Salient Features of Disaster Management Act 2005:-

Disaster Management Act 2005, has been introduced with a view to provide effective management of disaster and for matters connected therewith or incidental thereto. The following provisions are available in this Act.:

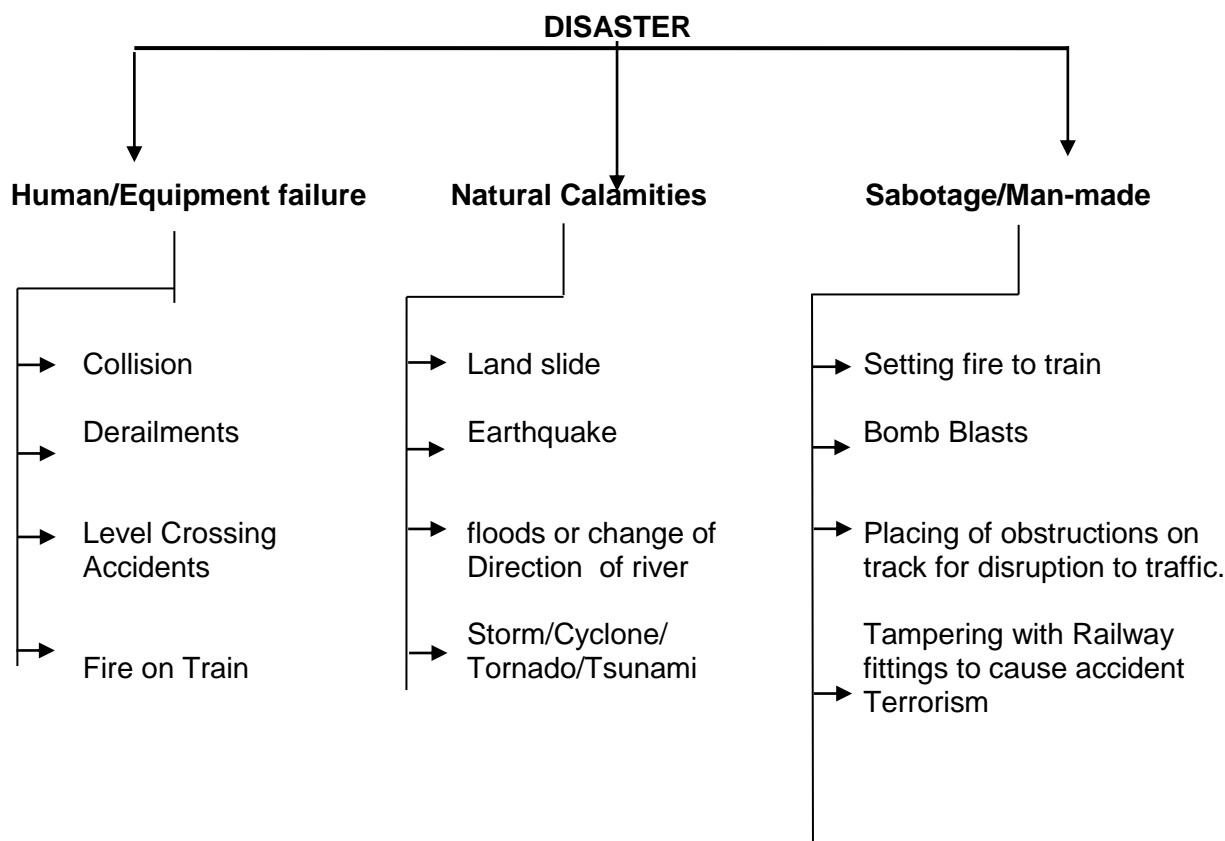
1. Formation of NDMA with Prime Minister as Chairperson and nine (09) other members and an Executive Committee with Secretaries to Govt. of India as member.
2. NDMA shall have power to lay down policies, guidelines, planning and co-ordinate and evaluation & monitoring for Disaster Management. There shall be a National Plan draw up for disaster management in the whole country.
3. Similar state DMAs with Chief Ministers as Chairperson and eight (08) other members shall be formed having power to lay down policies, guide lines and planning & monitoring at state level. There shall be a state executive committee which Chief Secretary as chairperson and four other secretariats. A state DM plan shall be made. Similarly, all Metro Cosmopolitan city must have plan with Mayor or MC as chair person.
4. At District level, a District DM Authority with Collector/DC/DM as chairperson and SP, DMO and other two Dist. Level officers as member shall be formed with similar function and a District Disaster Management Plan shall be drawn.
5. Central Govt. will take measure for co-ordination among various DMA, with various ministries, and naval, Military and Air Force for capacity building, preparedness and effective response. Assistance to state Govt. shall be provided. Every ministry shall take measure as per guidelines laid down in national plan and prepare their own Disaster Management Plan. Similarly DMA must have unit branch at Adjacent State/City so that if major Disaster then that DMA activity will not collapse.
6. Similar action will be taken by the state Govt. and local Authorities at state and District levels respectively.
7. A national Institute of Disaster Management shall be formed for planning and research in the area of Disaster Management.
8. A national Disaster Response Force will be constituted for specialist response to disaster.
9. The act provides for punishment for obstruction, failures of officers on duty for contravention of any order of requisition, false warning, discrimination, etc. by imprisonment or fine or both.

Railway Board vide Letter No.2003/Safety/DM/6/3 dtd.09.11.2009, informed that “Ministry of Railway can request NDMA for assistance of NDRF when situation so warrants”.

In a case of Railway Disaster Zonal Railway on request form Division or so-motto may approach Railway Board, who will request NDMA to direct NDRF Battalion for necessary help.

Railway board vide letter No. 2003/Safety/(DM)/6/3 dtd.27.07.2010, informed that, "Zonal Railway is directed to advise divisional officers to conduct and take part in the mock drills/joint exercise in co-ordination with the representative of NDMA as also NDRF battalions nearest to the Divisional Officers".

TYPES OF DISASTER CAUSING INTERRUPTION TO TRAIN SERVICES



LEVELS OF DISASTER CAUSING INTERRUPTION TO TRAIN SERVICES :

Railway accidents can be categorized into different levels as:

Accident of a magnitude which can be managed by the concerned division authorities.

Accidents of a magnitude which may require assistance from neighbouring division but can be managed by the zonal Railway: and

Disaster of magnitude in terms of their severity or scale of casualties that require active involvement of multiple agencies of the Central Govt. (Ministry of Railways & other Ministries).

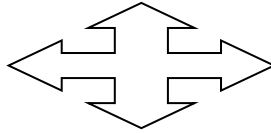
CLASSIFICATION OF A RAILWAY ACCIDENT AS A DISASTER :

Disaster in Railway context is defined as a major train accident leading to serious casualties and a long duration of interruption to traffic. This compendium of instructions has been prepared for dealing with such disaster, and not normal train accidents. In case of a serious accident the Administration would take a conscious decision whether the situation is to be classified as a Disaster or not.

GM, AGM and CSO (when GM/AGM are not available) are authorized to declare an untoward incident as Railway Disaster. Such declaration will be issued to all concerned with the approval of competent

authority. If the accident is declare as a Disaster, all instructions as contained herein this Disaster Management Plan would automatically come into force, and officers and staff of all departments would take action as laid in this book.

All officers and supervisors concerned should be fully conversant with various duties listed therein and carry them out without fail.



(Chapter – 2)
DISASTER PREPAREDNESS – AVAILABILITY OF RESOURCES

Railways are generally self-reliant in carrying out rescue and relief operations as a result of having a well organized set up including SPART, ARMVs and ARTs. However, major accidents, involving heavy casualties in remote areas or in difficult terrain or under adverse weather conditions are possible to be managed efficiently only by mobilizing non-railway resources.

Disaster Management mechanism in Railways can be maintained at a high level of preparedness and efficiency by keeping all resources readily available and in good fettle. Resources imply both railway and non-railway men and material including medical personnel, transport, volunteers, police and fire services. Details of these resources, their location, contact numbers and other details have been identified, compiled and placed in a 'Data Bank'. This data bank is available in Volume-II Divisional DM Plans of Khurda Road Division . These have also been put on E Co R's Web Site (www.eastcoastrailway.gov.in) for ready access.

Resources available in case of a major accident may be grouped into 4 different units, depending on the time frame within which these can be made available after an accident. These are as follows:

Resource Unit I	-	Railway and non-railway resources available on the train, and at nearby surroundings.
Resource Unit II	-	Railway resources available at SPART/ARMV/ART depots and elsewhere within the division.
Resource Unit III	-	Railway resources available at SPART/ARMV/ART depots and elsewhere on adjoining Zones and Divisions.
Resource Unit IV	-	Non-railway resources available within or outside the division.

1. Resource Unit – I:

(a) On trains carrying Passengers following resources are available :

- (i) First Aid Box available with the Guard.
- (ii) First Aid Box available with Train Superintendent and in the Pantry Car.
- (iii) Portable Telephones, Fire Extinguishers in Brake Van.
- (iv) Portable Telephones in Locomotives.
- (v) Walkie-Talkie with Guard and Driver.
- (vi) Mobile phone available with driver and guard.
- (vii) Cell Phones/Mobile communications with Passengers.
- (viii) Information collected by Train Superintendent/Travelling Ticket Examiner about Medical Practitioners travelling on the train.
- (ix) Information collected by TTE about Railway Officers travelling on the train.
- (x) Railway Staff travelling on the train – either on duty or on leave as passengers.
- (xi) Passengers travelling on the train who volunteer their help for rescue and relief work.

(b) Non – railway resources available nearby :

- (i) Volunteers from nearby villages and towns.
- (ii) Transport facilities available at site or passing through nearby LC Gates.
- (iii) Tractors with trolleys from nearby villages both for transport purposes and for lighting up the accident site.
- (iv) Station staff and local railway administration should requisition help from non-railway sources before railways own rescue team arrives.
- (v) Such local networks are most effective in rushing assistance immediately, especially with regard to :
 - medical succour,
 - additional manpower,
 - rescue equipment,
 - lighting arrangements,
 - transport services,

- fire fighting tools etc.

(c) Railway resources available nearby :

- (i) Engineering gangs.
- (ii) OHE staff and signal staff available.
- (iii) Other resources such as medical facilities, communication facilities.

(d) At adjoining Stations :

- (i) Staff available at adjoining or nearby stations.
- (ii) Railway resources as given in the Divisional DM Plans.
- (iii) Non - railway resources as given in the Divisional DM Plans.
- (iv) Resources should be mobilized to send medical team at short notice as given in the Divisional DM Plans.

2. Resource Unit – II :

- (i) AMRVs, ARTs with 140T/120T crane are stabled at nominated stations. Their locations are given in Chapter – 3.
- (ii) Railway medical and departmental resources are given in Chapter – 3.

3. Resource Unit – III :

- (i) Location of AMRVs, ARTs with 140T/120T crane based on adjoining Zones/Divisions are given in Chapter – 3.
- (ii) Section wise chart of which SPART/ARMVs/ARTs are to be requisitioned from adjoining Zones/Divisions is given in Chapter – 3.
- (iii) Resources of men and material available on adjoining Zones/Divisions are given in their data bank and included in the Zonal/Divisional DM Plans of respective Zones/Divisions.
- (iv) Copies of DM Plans of adjoining divisions should be available with the divisional control offices.

4. Resource Unit – IV :

- (i) Non - railway resources available within the division - as given in the data bank and included in the Divisional DM Plan.
- (ii) Non - railway resources available outside the division - as given in the data bank and included in the Divisional DM Plans of adjoining Zones/Divisions.

(Chapter – 3)

DISASTER PREPAREDNESS – SPART/ARMVs/ARTs

(A) ACCIDENT RELIEF MEDICAL VAN:

1. **ARMV Scale I - Equipment stored in Special Medical Relief Vans stabled in separate sidings:**
 - (i) Location of ARMV Scale -I are given below in Sl.no.2.
 - (ii) One key of the van is available with the Station Master in a glass-fronted case.
 - (iii) Other key is kept in a glass-fronted case in doctor's chamber of health unit/causality of Divisional Hospital.
 - (iv) Medicines and equipment are provided as per Railway Board norms.
 - (v) Keys of all locks inside the ARMV are also in duplicate. One set of keys are tied to the handle of cup board of the SPART/ARMV and the other set of keys are kept in a glass fronted case inside the SPART/ARMV.
 - (vi) Keys of all locks inside ART is available with SSE (C&W)IC/KUR, TLHR,BHC,PSA.
 - (vii) Keys of Driving Cab of SPART are available with Booking office at Crew booking lobby/KUR.
 - (viii) The target time for turning out of SPART/ARMV from the time of sounding of siren is
 - (a) 15" by day and 20" by night in case of double exit.
 - (b) 25" by day and 35" by night in case of single exit.
2. **Location of ARMV Scale – I :**

Scale – I SPART/ARMVs on East Cost Railway are located as follows:

 - (a) **Khurda Road Division :**
 - (i) Khurda Road – (SPART).
 - (ii) Palasa –(ARME).
 - (iii) Bhadrak-(ARME).
 - (b) **Waltair Division :**
 - (i) Visakhapatnam – (SPART)
 - (ii) Koraput-(ARME).
 - (c) **Sambalpur Division :**
 - (i) Sambalpur – (SPART)
 - (ii) Titlagarh-(ARME) scale –I
3. **Location of ARMV Scale – I on adjoining Zones/Divisions:**

ARMVs Scale – I on adjoining Zones/Divisions are located as follows:

 - (i) Rajahmundry (RJY) (Vijayawada Division, S.C.Rly.).
 - (ii) Vijayawada (BZA) (Vijayawada Division, S.C.Rly.)
 - (iii) Bhilai (BIA) [Raipur Division, SEC Railway]
 - (iv) Khargpur (KGP) [KGP Division, SE Railway]
 - (v) Bandamunda (BNDM), [CKP Division, SE Railway]
 - (vi) BSP/BSP Division, SEC Railway.
4. **Section wise chart for requisitioning of ARMVs from adjoining Zones/Divisions from both ends :**

SI No.	SECTION	FIRST	SECOND
1	BHC-JKPR	BHC,KUR	KGP,DPS
2	NYG-JKPR	BHC,KUR	BNDM,DPS
3	BRAG-JJKR	BHC,KUR	KGP,PSA
4	KUR-BRAG	BHC,KUR	SBP,PSA
5	BRAG-RGJR	BHC,KUR	SBP,PSA

6	RJGR-ANGL	KUR,SBP	BHC,BNDM
7	KIS-RGJR	KUR,BHC	SBP,KGP
8	KUR-PSA	KUR,PSA	VSKP,BHC
9	CTC-PRDP	BHC,KUR	KGP,PSA
10	KUR-PUI	KUR,PSA	BHC,KGP

5. ARME Scale II - Equipment stored in boxes in Special room on platform at station :

- (i) Locations of ARME Scale II are given below in (A5).
- (ii) The medical equipment boxes are to be without any lock.
- (iii) The Scale II rooms have duplicate keys
- (iv) One key is in a glass fronted case in the doctors chamber of health unit and the other is in a glass fronted case in Station Masters Office
- (v) These are to be taken out and rushed to the site of an accident by any train or available Road vehicle.

6. Location of ARME Scale – II :

Scale – II ARMVs on E.Co.Railway are located as follow:

- (a) **Khurda Road Division :**
 - (i) Brahmapur (BAM)
 - (ii) Cuttack (CTC)
 - (iii) Talcher (TLHR)
- (b) **Waltair Division :**
 - (i) Vizianagaram (VZM)
 - (ii) Naupada (NWP)
 - (iii) Rayagada (RGDA)
 - (iv) Araku (ARK)
 - (v) Jagdalpur (JDB)
 - (vi) Kirandul (KRDL)
- (c) **Sambalpur Division :**
 - (i) Kantabanji (KBJ)
 - (ii) Mahasamund. (MSMD)
 - (iii) Bolangir. (BLGR)

(A) ACCIDENT RELIEF TRAIN :

1. Accident Relief Train :

- (i) ART Locations are given below in Sl.No.2.
- (ii) ART Special formation is stabled complete on a separate siding having double entry for faster exit in both directions.
- (iii) Rescue/Restoration equipment are kept as per Railway Board's instructions.
- (iv) BD Special keys are with the following officials :
 - Engineering Tool Van SSE/SE/JE/Permanent Way.
 - Mechanical Tool Van SSE/SE/JE/Mechanical.
 - Over Head Equipment Tool Van SSE/SE/JE/ OHE/TRD.
- (v) SPART is propelled by an inbuilt Diesel Engine and is capable of movement in both directions.
- (vi) Crane Supervisor will ensure availability of adequate fuel and water in the crane at all times.
- (vii) On getting emergency call, the Crane Supervisor shall check and ensure :
 - correct marshalling of Crane according to site requirement.
 - Alert the stand by Crane Operator of 140T/120T Crane.

- (viii) In case road approach is faster, re-railing equipment may be moved by road as required.
- (ix) The target time for turning out of ART is 30" by day and 45" by night from the time of sounding of siren.

2. Location of ARTs:

(a) Khurda Road Division :

- (i) PSA (B Class /Lukas)
- (ii) TLHR (B Class/Lukas).
- (iii) KUR (A Class 140 Tone & Lukas Re-railing Equipment).
- (iv) BHC (B Class/Lukas).

(b) Waltair Division:

- (i) Visakhapatnam (A Class, 120T crane) and Lukas Re-railing Equipment
- (ii) Rayagada (A Class, 140T crane) with single acting Lucas Equipment.
- (iii) Koraput (B Class, 120T crane) Lukas Re-railing Equipment.
- (iv) Kirandul (B Class) 120 T Crane with Single acting Lukas

(c) Sambalpur Division:

- (i) KBJ (A Class 140 Tone)
- (ii) SBP (A Class 140 Tone)

3. Location of ART with 140T Crane on adjoining Zones/Divisions:

- (i) VSKP (WAT Division – ECoR)
- (ii) KGP (KGP Division – SER)
- (iii) BNDM (CKP Division- SER)
- (iv) SBP (SBP Division- ECoR)
- (v) BIA (R division – SECR)

4. Section wise chart for requisitioning of ARTs with 140T/120T Crane from adjoining Zones/Divisions from the other end :

(a) Khurda Road division :

Sl.No.	Section	From Two Ends(with crane)	2 more BDs (w/o Crane)
i)	PSA-KUR	KUR ,VSKP,KGP	VSKP,KUR,KGP
ii)	KUR-TLHR	KUR,VSKP,SBP	KUR,VSKP,SBP
iii)	KUR-PRDP	KUR,SBP,VSKP	KUR,SBP,VSKP
iv)	KUR-BHC	KUR,KGP,VSKP	KUR,KGP,VSKP
v)	KUR-NYG	KUR,BNDM,KGP	KUR,BNDM,KGP
vi)	KUR-PUI	KUR,VSKP	KUR,VSKP
vii)	KUR-NYGT	KUR	KUR,BHC

(b) USE OF ACCIDENT ALARM SIGNALS – SOUNDING OF ENGINE WHISTLE/HOOTER/STATION BELL :

1. LongRange Electric Sirens:

- (i) In case of an emergency when ordered by Divisional Control Office, Dy.CHC(F) shall green button and red button alternatively for sounding hooter as per requirement of ART/ARMV.
- (ii) If required break open the glass fronted case to take out the key and sound the siren.
- (iii) The delayed action switch (the tubular lever switch marked 'accident warning') is used to give call of ¾ minute duration each with half minute interval between two successive calls. This switch shall be switched on and left in that position for a period of approximately 20 minutes to give the emergency call and then switched off.
- (iv) If there is a failure of delayed action switch, manually operate the check switch to give calls of ¾ minute duration with half minute interval between two successive calls for a period of approximately 20 minutes.

2. **At stations where electric sirens is either not provided or where electric siren has failed:**
- (i) Give 5 whistles/hooting or calls of 1 minute duration each with half minute interval between two successive whistles/hooting using an engine if available. This shall be repeated twice at an interval of 3 minutes.
 - (ii) If an engine is not available ring the station bell continuously.
 - (iii) SM/Respective Control/Emergency Ward for medical to advise Transportation, Medical, Mechanical, Electrical, Engineering and other staff.
3. **Authority to order movement of ARMV & ART to site:**
- (i) On receipt of information about serious accident involving casualties, ARMVs and ARTs shall be ordered immediately.
 - (ii) This decision would be taken by the Dy. Chief Controller on duty and nobody's authorization would be required for ordering the same.
 - (iii) After sounding of siren the ARMV and ART should be run out within the stipulated target time.

(Chapter – 4)

DISASTER PREPAREDNESS – USE OF ON BOARD RESOURCES

(A) PORTABLE TELEPHONE :

1. Types of Portable Telephones:

- (i) Portable Telephones are available in Brake van of Passenger carrying Trains.
- (ii) Telephones presently in use are of the 4-wire/2-wire type of portable phones which can be used in RE area as well as in overhead communication territory.
- (iii) Socket type portable telephones under ground cable transmission is in use.

2. How to use Portable Telephones:

Underground cable type :

- (i) Look at Receiver Arrow sign for socket location on Over Head Equipment mast /location post and move towards the Arrow pointing direction.
- (ii) On reaching EMC Socket location, open the socket by using the key kept in the phone box where required.
- (iii) Plug in the phone terminal properly for communication.
- (iv) In electrified section this phone connects the Traction power controller and then link to section controller.

(B) WALKIE – TALKIE SETS :

- (i) Ensure that the set is charged.
- (ii) Check that the proper channel is selected for communication.
- (iii) Do not intervene when the channel is engaged.
- (iv) Never press “SOS” button provided in walkie-talkie unless it is a real emergency. In case of emergency if “SOS” button is provided on the mobile, it should be used to override an on going conversation.

(C) Use of BSNL/Cell phone/Mobile phones :

- (i) BSNL phone numbers with STD code for Railway Station in a Division are given in WTT (Working Time Table).
- (ii) WTT is available with Guard, Driver, Assistant Guard.
- (iii) Refer WTT for nearest Station contact number.
- (iv) Phone numbers of important Stations are also available in Public Time Table.

(D) EMERGENCY TRAIN LIGHTING BOX :

1. How to use ETL BOX :

- (i) This box is available in the Brake Van of Passenger carrying trains.
- (ii) Open the box by removing the seal.
- (iii) Fix the crocodile clip of hand Torch to the coach power supply terminal and use it for searching/surveying.
- (iv) Fix the flood light to the Tripod Stand and connect its crocodile clip to the power supply terminal.

DISASTER RESPONSE – OVERVIEW

1. Golden Hour :

If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduces drastically, even with the best of Medical attention thereafter. This one hour period is generally known as The Golden Hour.

During this Golden Hour period every effort should be made to :

- (i) Render definite medical care to the extent possible preferably by qualified medical practitioners.
- (ii) Stop bleeding and restore Blood Pressure.
- (iii) Persons under shock should be relieved of shock immediately.
- (iv) Transport casualties to the nearest hospital so as to reach within this Golden Hour period.

For being effective, any Disaster Management system should aim at recovering as many critical patients as possible and rushing them to hospital within this period.

2. Disaster Syndrome :

A victim's initial response following a Disaster is in three stages, viz. Shock stage, Suggestible stage and Recovery stage. These initial responses are called Disaster Syndrome.

- (i) Shock stage : In which victims are stunned, dazed and apathetic.
- (ii) Suggestible stage : In which victims tend to be passive but open to suggestions and willing to take directions from rescue workers and others.
- (iii) Recovery stage : In which individuals may be tense and apprehensive and may show generalized anxiety.

3. 3 Different phases of Disaster Response :

Disaster Response in case of a railway accident, constitutes of 3 phases. These 3 phases are determined both by the time factor, as also by the extent of specialized assistance available. Firstly, it begins with the spontaneous reaction of men available on the train at the time of the accident. Thereafter the second phase continues with contributions made in rescue and relief work by men and material available locally in nearby areas of the accident site. The third and longest phase consists of meticulously planned action by trained DM teams who arrive at the accident site to carry out rescue and relief operations.

The first phase which is of shortest duration last for about half an hour. It is an amateurish, poorly equipped effort; but is nevertheless the most important phase. In most cases, this is the only help available for a major part of the 'Golden Hour'.

The second phase which is of 2-3 hrs. duration is comparatively less amateurish and much better equipped. Their contribution is vital since the 'Golden Hour' period comes to an end during the working of this group. How many critically injured passengers can finally be saved depends solely on the efficiency of this group.

The last and final phase of Disaster Response by railway's DM team continues for a few days. It comes to an end not only with the restoration of traffic but with the departure of most relatives and next of kin from the accident site and disposal of all bodies. Few of the grievously injured who continue to be hospitalized for comparatively longer spells are then the sole responsibility of railway's medical department.

With the above scenario in mind, it is necessary to take firm and quick decisions to save lives and property. To achieve these objectives Railways have a well-defined action plan that is successfully executed by the coordinated efforts of different disciplines, all of whom

function as a team. The three groups which are active during the above mentioned 3 phases of Disaster Response, may be classified as follows :

- (i) **Instant Action Team (IAT)**
- (ii) **First Responders (FR)**
- (iii) **Disaster Management Team (DMT)**

4. QUICK REACTION TEAM

The quick reaction team to address all issues pertaining to affected passengers to be manned by multidisciplinary Team headed by ADRM is constituted with the approval of DRM/KUR with following members.

Team leader : ADRM
 Alternate team leader/member : Sr.DOM
 Member -2 : Sr.DCM
 Member-3 :Sr.DEN (Co)
 Member-4 : Sr.DEE/G
 Member-5 : Sr.DME
 Member-6 : Sr.DSTE
 Member-7 : Sr.DSO
 Member-8 : Sr.SC
 Member-9 : CMS
 Member-10 : Sr.DPO

4. **First Aid in Emergency :**

- (a) Order of priority for dealing with and helping injured passengers should be as follows :
- unconscious,
 - bleeding excessively,
 - having breathing problems,
 - grievously injured,
 - in a state of shock,
 - having fractures,
 - Simple injured.
- (b) For assessing and handling injuries, acronym **DR ABC** is to be followed.
- (i) **D – DANGER :**
 Look for danger. Make sure that no further danger exists either for the patient or for the First Aider.
- (ii) **R – RESPONSE :**
 Check for consciousness. Call by his/her name, slap, pinch and shake gently. If there is no response, then it means that the patient is unconscious.
- (iii) **A – AIR WAY :**
 Clear the airway (Trachea). If patient is unconscious, then the airway may be narrowed or blocked making breathing impossible. This occurs due to several reasons. Mass food particles or foreign body in the air passage; or the tongue may have sagged back and blocked the air passage.
- To open the airway lift the chin forward with the fingers of one hand while pressing the forehead backwards with the other hand, now the tongue comes forward and the airway is cleared. To clear the other objects in the mouth press the Jaw, open the mouth put your fingers or a clean cloth in the mouth and clear the things. Now the air passage is clear.
- (iv) **B – BREATHING :**
 Check for Breathing. Keep the back of your fingers near the nose of the patient. You can feel the warm air (or) keep your ear near the nose and **look** for the movement of chest, **listen** to the sound from the throat and **feel** the warm air from the nose.
- (v) **C – CIRCULATION :**
 Check the pulse. Normally we check the pulse at the wrist; however, sometimes it is not felt because of severe bleeding. So, it is better to check the pulse at neck. (Carotid Pulse).

After checking **DR ABC**, there may be **two possibilities**.

- (i) If patient is breathing, has circulation but is unconsciousness, immediately turn him to Recovery position and transport to hospital.
- (ii) If the patient has failure of breathing and circulation, then immediately start CPR (CARDIO PULMONARY RESUSCITATION) the important life saving technique in First Aid.

To revive the lungs you have to give artificial respiration by mouth to mouth (Kiss of Life) method. Lift the chin forward and press the jaw open the mouth with one hand and close the nose with other hand keep your mouth on the casualty's mouth and blow.

To revive the heart you have to give external chest compression. The casualty should be made to lie down on a hard surface. Keep heel of the palm on the chest (Pit of stomach) of the casualty and keep the other palm over that hand and compress.



Mouth to mouth ventilation and external chest compression should be continued for 2:15. This should be continued up to the revival of life or till reaching the hospital. Once life starts, immediately turn the casualty into recovery position and transport to hospital. (Recovery position or three quarter prone position means turn to one side, better to right side)

Recovery position :

Recovery position is the safest position for unconscious patients. Normally we keep the patient in a **supine position**. However, in case of unconscious patients, it is a very dangerous position because the tongue can fall back and close the airway or saliva and other secretions may get into windpipe. To avoid that, turn the casualty into recovery position and transport to hospital.



Sometimes, you may not be in a position to do First Aid due to tense situation. In such circumstances at least turn the casualty to **Recovery Position**, which would help to save many precious lives.

(Chapter – 6)
DISASTER RESPONSE – INSTANT ACTION TEAM

INSTANT ACTION TEAM (IAT) :

(i) Instant Action Team comprises:

- (i) The Guard, Crew, TS, TTEs, AC coach attendant, Asst. Guard, RPF and other railway staff on duty on the accident involved train.
- (ii) GRP staff travelling on the train on duty.
- (iii) Railway staff travelling by the accident involved train either on duty or on leave as passengers.
- (iv) Doctors travelling by the train.
- (v) Passengers travelling on the train who volunteer for rescue and relief work.
- (vi) Railway staff working at site or available near the site of the accident.
- (vii) Non-Railway personnel available at or near the accident site.

(ii) Pre – accident checklist of preparation for Members of Instant Action Team :

- (i) Generally, about 15” time elapses before information regarding occurrence of an accident reaches the Divisional Control Office. In case information can be conveyed immediately this time can be saved. This 15” time is of vital importance since it constitutes 25% of the ‘Golden Hour’.
- (ii) In case they have a Mobile, ensure that telephone numbers of all relevant officials such as those of divisional control offices etc. have been permanently fed into the Mobile for immediate use in an emergency.
- (iii) These important telephone numbers should cover all those sections where they are required to work their train either within their own division or even those of adjoining divisions.
- (iv) A DM Telephone Directory containing all such telephone numbers that are likely to be required in an emergency are printed and supplied
- (v) Whenever they are travelling at night they should keep a torch handy and secure it by some means. The torch will be of no use in an emergency if it cannot be taken out from inside the suitcase at that point of time; or if the torch cannot be located since it has fallen off due to severe jerk.

(iii) Duties of Guard, Driver and other Commercial Staff :

Detail duty list of Guard and Driver are laid down in the Accident Manual of Zonal Railways. Some of the more important ones are enumerated below :

(a) Guard :

- (i) Note the time of the accident and the location.
- (ii) Switch on the Amber Light, if provided, in Flashing Tail Lamp, in the rear of brake van.
- (iii) Inform Driver through walkie – talkie set.
- (iv) Inform Station Master on walkie – talkie set, if possible.
- (v) Protect adjacent line/lines if required and the line on which the accident has taken place as per G&SR 6.03.
- (vi) Secure the train and prevent escaping of vehicles.
- (vii) Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- (viii) Send information through quickest means to Control Office and SMs on either side of the block section. For this purpose,
 - (a) Walkie – talkie communication provided with stations should immediately be used.
 - (b) Otherwise field telephone should be used.
 - (c) If a train comes on the other line which is not blocked the same should be stopped and information sent through the driver.

- (d) Assistant driver or Assistant guard may be sent to the next station to convey information of the accident.
- (e) If all of the above fail, one of the railway staff on duty on the train should be sent on foot to the nearest station.
- (ix) Utilize Emergency Train Lighting box to facilitate medical aid.
- (x) Save lives and render First Aid.
- (xi) Call for Doctors and seek their assistance.
- (xii) Seek assistance of railway staff and other volunteers from train to rescue injured or entrapped passengers.
- (xiii) Direct railway staff and other volunteers from train for attending to injured.
- (xiv) Ensure that field telephone is constantly manned by a railway staff.
- (xv) Arrange protection of passengers' belongings and railway property with the help of railway staff, volunteers on train, RPF and GRP.
- (xvi) Stop running trains on adjacent line and utilize resources on that train.
- (xvii) In electrified section if OHE is affected, take steps to switch off OHE supply.
- (xviii) Arrange for transportation of injured to hospital.
- (xix) Record evidence or statements, if any, given by passengers.
- (xx) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- (xxi) Log your activities. Do not leave the spot unless you are relieved by a competent authority.

(b) Loco pilot :

- (i) Note the time of the accident and location.
- (ii) Switch ON the 'Flasher light' of the locomotive and give 4 short whistles.
- (iii) Inform Guard on walkie – talkie set.
- (iv) Light the fuse, if required.
- (v) Inform Station Master on walkie – talkie set, if possible.
- (vi) Protect the adjacent line, if required, and the train in front as per G&SR 6.03.
- (vii) Take necessary action to keep the loco safe.
- (viii) Take necessary action to prevent Loco/Vehicles/ Wagons from rolling down.
- (ix) Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- (x) Send information through quickest means to Control Office and SMs on either side of the block section. For this purpose,
 - (a) Walkie – talkie communication provided with stations should immediately be used.
 - (b) Otherwise field telephone should be used.
 - (c) If a train comes on the other line which is not blocked the same should be stopped and information sent through the driver.
 - (d) Assistant driver or Assistant guard may be sent to the next station to convey information of the accident.
 - (e) If all of the above fail, one of the railway staff on duty on the train should be sent on foot to the nearest station.
- (xi) Render all possible assistance to the guard.
- (xii) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- (xiii) Log your activities. Do not leave the spot unless you are relieved by a competent authority.
- (xiv) If necessary detach Loco and take it to inform SM.

(c) Train Superintendent/Travelling Ticket Examiners :

- (i) Preserve reservation charts of each coach containing names of passengers who actually traveled and in which berth no.
- (ii) Avail services of Doctors travelling by the train and render Medical Aid.
- (iii) Render First Aid to injure.

- (iv) Collect particulars of injured passengers and prepare a list showing exact position of injured in coaches, from Train Engine to Brake Van. This should be handed over to railway doctors when ARMV arrives.
- (v) Prepare a separate list of dead passengers with address and ticket particulars, if available.
- (vi) Take assistance of local people and other volunteers at site.
- (vii) Transport injured passengers by road vehicles, if available, to the nearest hospital.
- (viii) Inform stranded passengers about alternative transport arrangement.
- (ix) Record Evidences or statement given by passengers/others at site.

(d) AC Mechanic/Attendant :

- (i) Switch off the power supply to avoid short-circuiting.
- (ii) Assist the TS/TTEs in their duties at the accident site.

(e) RPF and GRP staff :

- (i) Try and rescue as many passengers as possible from the accident involved coaches.
- (ii) Render First Aid to injured.
- (iii) Arrange to shift injured persons to the nearest hospital.
- (iv) Protect passengers luggage and railway property.
- (v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

(iv) Railway Staff travelling on the accident affected train :

- (i) Whenever a train is involved in a serious accident with casualties/injuries to passengers, all railway staff travelling on the train either on duty or on leave are deemed to be duty with immediate effect.
- (ii) Under no circumstance should any of them leave the accident site unless and until divisional officers arrive, take over charge of rescue and relief operations, and permit them to leave.
- (iii) Railway staff on train/at site shall volunteer themselves to render assistance and report to TS/TTE/Guard of the Train.
- (iv) The senior most officer travelling on the train will assume charge as Officer-in-Charge Site (OIC Site).
- (v) Normally the senior most officer will be travelling in either the 1AC or in 2AC coach; and most probably in the HQR quota section of the coach. In any case the TS/TTE would know who are the railway officers/Staff traveling in 1AC or 2AC/3 AC.
- (vi) Similarly, other railway staff will be travelling in 3AC coach; and most probably in the HOR quota section of the coach.
- (vii) Similarly, some Group 'D' railway staff may be travelling in Sleeper coach; and probably in the HOR quota section of the coach.
- (viii) In the absence of any officer, the TS or senior most TTE/Guard will discharge duties listed out for OIC Site.

(v) Duties of OIC Site – Immediately after the accident:

- (i) Note down the time of accident.
- (ii) Ensure protection of traffic by Guard and Driver.
- (iii) Ensure reporting of accident to nearest Station/Control.
- (iv) Roughly assess the extent of damage and likely number of casualties.
- (v) Collect railway staff and volunteers from amongst the passengers and form different groups. Each of these groups should be assigned work as detailed at item 6 below.
- (vi) Maintain a log of events.

- (vii) Till Divisional Officers arrive and take over charge of the situation, continue to discharge duties of OIC Site.
- (viii) After Divisional Officers arrive, fully brief the DRM hand over charge to him.
- (ix) The on-board OIC Site should ensure issue of a detailed message with following information before leaving the site of the accident.
 - Time/Date of accident.
 - Location Km./between stations.
 - Train number and description.
 - Nature of accident.
 - Approximate number of killed/injured.
 - Extent of damage.
 - Assistance required.
 - Condition of the adjacent line, if any.
 - Whether OHE is involved.

(vi) Formation of Groups comprising members of Instant Action Team (IAT):

- (i) OIC Site shall immediately collect all Railway staff on train/at site and form separate groups.
- (ii) Passengers travelling by the same train who volunteer for rescue and relief work should also be drafted into these groups.
- (iii) Passengers from accident involved coaches should be directed towards their own coach.
- (iv) Passengers from coaches which are not effected can be distributed amongst other accident involved coaches.
- (v) In the absence of OIC site, TS/TTE shall take steps to form such groups.
- (vi) In the absence of TS/TTE the Guard/Assistant Guard shall take steps to form such groups.
- (vii) 5 or 6 groups should be formed depending on number of coaches involved.
- (viii) Ideally, one group should be formed for handling each coach.
- (ix) In case sufficient number of officers are present, then one officer should be made in-charge of each group.
- (x) Otherwise, Sr. Supervisors travelling by the accident involved train should be nominated as in-charge of each group to co-ordinate its working.
- (xi) In case sufficient number of Sr. Supervisors are also not present, one TTE should be nominated as in-charge of each group to co-ordinate its working.
- (xii) Each group should rescue injured, entrapped passengers.

(vii) Duties of on board railway staff (IAT) immediately after the accident :

- (i) Don't panic. Once the accident has already occurred and the train has come to a standstill nothing worse can happen.
- (ii) In case you have a Mobile and it is working, inform the divisional control office immediately about the accident.
- (iii) Observe the position in which your coach has stopped; whether it is standing upright or turned upside down or lying on its side.
- (iv) Try and see whether your coach has stopped on a bridge or whether there is level ground on both sides.
- (v) In case the coach is on a bridge or very high embankment or in case it is raining heavily, then it is better to wait for some time and not be in a hurry to leave the coach. You may be jumping from the frying pan into the fire.
- (vi) Search your coach with your torch and try to determine the general position.
- (vii) See that passengers don't panic either. Passengers sometimes make things worse for themselves by panicking at this critical moment. Try to calm them and build up their confidence.
- (viii) Ascertain whether passengers are injured or not; and whether any of them are trapped or pinned down inside the debris.
- (ix) Call out aloud and find out whether there are any doctors present.
- (x) Doctors who are travelling in the coach should be asked to announce their presence so that they can attend to and help injured passengers.

- (xi) Call out aloud and find out whether there are any railway staff present.
- (xii) Railway staff who are travelling in the coach should be asked to announce their presence so that they can attend to and help other passengers.
- (xiii) For each coach, form a core team comprising of railway staff available, doctors and 3 or 4 uninjured passengers from the same coach. This core team should take the lead in helping remaining passengers both injured and uninjured.

(viii) Duties of members of Instant Action Team (IAT) – Till arrival of Divisional Officers :

- (i) If a person is bleeding and loosing blood, or if he is unconscious, then in that case you have to act quickly. 'Golden Hour' should be kept in mind. You may have at the most only one hour's time on hand.
- (ii) In such cases, immediately administer First Aid to the injured passenger and try and stop further loss of blood.
- (iii) Persons trained in first aid may do 'Cardio Pulmonary Resuscitation', this may save several lives.
- (iv) If the door is open and is accessible, then uninjured passengers should be helped to come out from the door. Emergency windows may be located and opened for evacuating the passengers.
- (v) In AC coaches the windows panes should be broken open in order to let in fresh air for the occupants, and thereafter to evacuate them.
- (vi) Non – AC coaches have one emergency exit window on each side. The position of this emergency window is 5th from the left when facing the line of windows from inside the coach. They are opposite berth nos. 23 and 57. In case the door is locked and jammed, try and open these windows so that some of the uninjured passengers can come out through the emergency exit.
- (vii) Special care should be taken while evacuating the old, infirm and children in order to ensure that they are not separated from their family members.
- (viii) Extrication of critically injured should be done under medical supervision as far as possible.
- (ix) In case medical supervision is not available, then critically injured passengers should be made to lie down on a bed sheet and thereafter taken out by 4 persons holding the four corners. This will ensure that no further damage takes place. (Bed sheets will be available in AC coaches).
- (x) Passengers who are bleeding from open cuts should be tied up with strips of cloth so as to reduce if not stop the bleeding altogether.
- (xi) It is better not to take out the luggage from inside the coaches at the first instance, for two reasons. Firstly, passengers both injured and uninjured should get preference in this evacuation process. Secondly, it may be safer for the luggage to be left inside where there are less chances of their being stolen or pilfered.
- (xii) After passengers have been evacuated from your coach, cross check with the reservation chart and against the name of each passenger note down as to whether he/she is injured or not.
- (xiii) After all passengers have been evacuated, water and eatables can be taken out gradually.
- (xiv) Building up confidence of injured passengers by suitable advice is of great importance.
- (xv) After helping evacuate all passengers from your coach go over to the unreserved coaches and provide similar help to those passengers also.
- (xvi) Railway officials from divisional hdqtrs. generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the divisional hdqtrs. Wait for them to come and make further arrangements.
- (xvii) Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalization. In case some local people have arrived by that time, their help should be taken in shifting the grievously injured to the nearest hospital.
- (xviii) In case your train has been involved in an accident but neither has your coach derailed nor are any passengers of your coach injured, then you should go to the unreserved coaches and carry out the duties as listed above.

9. Duties of the Instant Action Team (IAT) – In case of a fire:

- (i) In case of fire pull the Alarm Chain and stop the train immediately.
- (ii) Try and put out the fire before it becomes a big blaze by using either water or blankets etc.
- (iii) More people expire due to suffocation from smoke rather than due to actual burning.
- (iv) Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils.
- (v) Instruct passengers to go to the other end of the coach which is away from the fire and if possible cross over to the next coach through the vestibule.
- (vi) Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- (vii) Make sure that no passenger lies down on the floor.
- (viii) After train has stopped, passengers should come down from the coach immediately.
- (ix) Building up confidence of injured passengers by suitable advice is of great importance.

10. Duties of OIC Site - till arrival of Divisional Officers :

Having formed different groups consisting of available railway staff on the train and volunteers from amongst passengers, the rescue and relief work should be got started in right earnest. This entire exercise would take about 30" time. Once the rescue and relief work by the **Instant Action Team** has got underway, the OIC site should then devote his attention to contacting **First Responders**.

(a) Locating nearby villages:

- (i) There would be some villages nearby, either visible or out of sight.
- (ii) In most cases, villagers turn up on their own having heard the sound of the disaster.
- (iii) Otherwise, try and see if any light or any other signs from the village are visible.
- (iv) In case none of the above is possible, then speak to either control Office Or the nearest Station and find out the location of near by villages as also their general direction.
- (v) Having ascertained the general location of nearby villages, send messengers (preferably railway staff) to inform villagers and seek their assistance.

(b) Locating the nearest manned level crossing gate :

- (i) The train driver is the best and fastest source of information regarding location of the nearest manned level crossing gate in either direction.
- (ii) Send a messenger (preferably a railway staff) to the gate for contacting the gateman.
- (iii) In most cases, the gateman will be able to give location of nearby villages.
- (iv) The messenger should then try and stop a passing vehicle and go to the nearby village, inform villagers and seek their assistance.

(c) Organizing assistance from local people available in nearby villages

- (i) Villagers should be asked to make an announcement from their loud speaker (generally available in the local temple, mosque, gurudwara, church etc.) informing others regarding the accident.
- (ii) Everybody should be asked to rush to the accident site with following :
 - tractor trolleys (both for transportation as also for general lighting),
 - as many cutting implements, hammers, chistles etc. as are available,
 - ropes,
 - ladders,
- (iii) If doctors or para-medical staff are available in the village they should also be sent to the accident site.
- (iv) The messenger should stay back and try and organize opening of a big building (preferably a school) for sheltering of injured passengers and/or preservation of dead bodies.

DISASTER RESPONSE – FIRST RESPONDERS

(A) Duties of First Responders – Local people:

1. At Accident site :

- (i) Tractors which arrive should be lined up in a row facing the track with their headlights switched ON for illuminating the accident site.
- (ii) Tractors should be so spaced out that they illuminate the entire length of the accident site. Such spacing would also depend on number of tractors that have arrived.
- (iii) Rescue and relief work should now be mounted under the available light.
- (iv) Villagers arriving for rescue and relief work should be formed into separate groups for handling individual coaches.
- (v) Group leaders of IAT who were earlier conducting rescue and relief work should co-ordinate with the local people and guide them.
- (vi) Grievously injured passengers extricated from coaches should be sent to the nearest hospitals in tractor trolleys.
- (vii) Passengers who have suffered Trivial injuries and uninjured passengers should stay back at accident site and wait for arrival of railways DM team who would take charge of them.
- (viii) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.
- (ix) The following priority should be adhered to while sending such grievously injured passengers :
 - unconscious,
 - bleeding excessively,
 - having breathing problems,
 - grievously injured,
 - in a state of shock,
 - having fractures,
 - simple injured.
- (x) Dead bodies, if extricated should be kept alongside the coach but away from the track for proper tagging etc. before being dispatched for preservation.
- (xi) Bodies should be kept in separate lots, coach-wise, so that they do not get mixed up.
- (xii) Tagging of dead bodies should indicate the coach number and also the cabin number, if possible. (For example ECOR 98127, cabin number containing berths 9-16).

2. In villages/towns :

- (i) A big building, preferably a school building should be got vacated and made ready for keeping of dead bodies and unclaimed luggage of passengers.
- (ii) They should be asked to bring the following to the accident site for train passengers :
 - tea and refreshments,
 - warm clothing, if required.
- (iii) Look after injured passengers who have been taken to the village.

- (iv) Take injured passengers to the nearest hospital by means of any transport available. For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized.

(B) Duties of First Responders – Railway Staff :

1. Gang Staff :

- (i) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
- (ii) Ensure that track alignments or lines are not disturbed.
- (iii) Report to OIC Site and assist in rescue and relief work.
- (iv) Assist in extricating injured passengers from coaches.
- (v) Assist in transporting them to nearest hospitals.

2. Gate men :

- (i) Keep gate closed if the train has not cleared the gate.
- (ii) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
- (iii) Arrange to inform SM immediately.
- (iv) Don't meddle with Interlocking.
- (v) Avail services of road vehicles waiting or passing through LC Gate.
- (vi) Send message to nearby village, informing them regarding the accident.
- (vii) Collect men and material available nearby and direct them to site.

3. Station Master at adjoining station :

(a) Conveying of information :

- (i) Arrange protection of traffic by keeping all signals at ON position.
- (ii) Report the accident to Station Master at the other end. He should be asked to call all off duty staff at his station and send them to the accident site.
- (iii) Report the accident to Section Controller.
- (iv) Control to be advised regarding –
 - Time and nature of accident.
 - Brief description of accident.
 - Adjacent lines clear or not.
 - Damage to rolling stock.
 - Damage to track in terms of telegraph posts.
 - OHE masts damaged or not, and extent of damage.
 - Approximate number of dead and injured (grievous, simple) to be obtained from the TS/TTEs.
- (v) Following functionaries should be advised regarding the accident :
 - All off duty railway staff posted at that station.
 - SS of Junction stations at either end.
 - TI, CMI.
 - P Way Supervisors – SSE/JE etc.
 - TRD Supervisors – SSE/JE etc.
 - C&W Supervisors – SSE/JE etc.
 - S&T Supervisors – SSE/JE etc.
 - SI/RPF, SHO/GRP.
 - Nearest Fire Station.
- (vi) Inform civil authorities, village/town/city representatives and volunteers for possible relief assistance.
- (vii) Supervisory Station Manager of the nearest Jn. station (crack team) shall proceed to accident site and should hire ten number of cell phones for use at site.

(b) Medical assistance :

- (i) Call for assistance from local Doctors, SJAB, Civil and Army Hospitals.
- (ii) Arrange adequate number of First Aid boxes and stretchers.
- (iii) Mobilize local medical team and send it to site to render First Aid to the injured.
- (iv) Quickly transport ARME Scale – II equipment to the site of the accident.

(c) Passenger assistance :

- (i) Arrange drinking water, beverages and refreshments, either from Refreshment Room or local sources.

- (ii) Supply beverages and refreshments free of cost to stranded passengers.
- (iii) Open an emergency counter and display necessary information.
- (iv) Obtain reservation charts and display it.
- (v) Collect information on dead/injured and convey it whenever asked for.
- (vi) Make frequent announcements about diversion, cancellation, regulation of train services.
- (vii) Arrange for refund of fares as per extant rules.
- (d) **Transport assistance :**
 - (i) Arrange for transport from local resources, if available, for transporting injured passengers to nearest hospitals by fastest possible means.
 - (ii) For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized.
 - (iii) Stranded passengers to be transported from the accident spot by arranging transshipment either by train or by hiring road vehicles.
- (e) **Security assistance:**
 - (i) Advise RPF/GRP/State Police to provide security to passengers, their belongings and railway property.
 - (ii) They should also be asked to assist in rescue and relief work.
- (f) **Communication Assistance :**
 - (i) Direct passengers to PCO booths available nearby.
 - (ii) Issue free telegrams and make available STD phone to relatives of dead/injured.
- (g) **Sending manpower for site :**
 - (i) Proceed to site of the accident by quickest means with trolleys, coolies, lamps, vendors and any other equipment that is considered necessary.
 - (ii) Till relieved by a Traffic Inspector or Divisional Officers be in charge of site and carryout rescue/relief operations.
- (h) **Preservation of clues and evidences :**
 - (i) TI/SM first reaching the site shall take action to preserve clues and evidences.
 - (ii) Secure records related to accident in the Station/Cabin.
 - (iii) Seal slides, levers, knobs and Relay room, if accident takes place within the Station limit.

4. **Duties of TI/PWI/SI/CWI/LI :**

- (a) **Rushing to accident site with men and material :**
 - (i) Before leaving for the site of accident organize maximum number of men to go to the accident site along with their equipment.
 - (ii) Reach the site of accident by quickest available means.
- (b) **Rescue and relief :**
 - (i) Ensure that the obstructed line is protected.
 - (ii) Direct all staff working under them to assist in rescue and relief work.
 - (iii) All of them should work as per directions of OC Site.
 - (iv) Assess casualties and arrange to render First Aid.
 - (v) Shift injured to nearest hospital.
- (c) **Joint measurements and preservation of clues and evidences :**
 - (i) Collect and record all evidences relating to the accident such as :
 - Condition of track, with special reference to alignment, gauge, cross levels, super elevation, points of mount and drop and any sign of sabotage etc.
 - Condition of Rolling stock with reference to Brake Power and braking gear.
 - All marks on sleepers, rails, locomotives and vehicles etc. especially for preservation of clues.
 - Position of derailed vehicles.
 - Prima facie cause of accident.
 - (ii) Seize and seal the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.

- (iii) Note down the position of panel switches, indication, block instrument, condition of relay room, status of data logger, etc.
- (iv) Condition of switches, ground connections, point locking, occupancy of track circuit, details of damage to out door signal/point gears should be noted down.
- (v) Seize and seal the Speed Recording Graph and all other registers and repair log book of the locomotive.
- (vi) Record details of Brake Power and other aspects of Rolling stock as per Performa.
- (vii) Joint measurements of rolling stock should be taken.
- (i) Note down observations, measurements of Loco etc. at site. If it is not possible arrange for taking the reading at shed.
- (viii) These can also be recorded on a video or digital camera subject to availability.
- (ix) Details of all readings taken and position of all equipment noted should be jointly signed by supervisors of all 5 departments at accident site.
- (x) Obtain statement of staff involved in the accident.
- (xi) CWI shall prepare a sketch showing position of Rolling stock.
- (xii) PWI shall prepare a final sketch indicating the position of track, with respect to alignment, point of mount, point of drop, OHE mast, point number etc.
- (xiii) Survey the situation, assess assistance required and issue message to Divisional Control Office.
- (xiv) Take charge of the situation pertaining to your own department and remain till Divisional officers arrive at the site.

DISASTER RESPONSE – OFFICERS AT DIVISION & HDQRTS

(A) GENERAL :

1. Intimation of Accident – Divisional Control Office :

- (i) In the Divisional Control Office, information regarding an accident is generally received either by the Section Controller or the TPC/DPC.
- (ii) In most cases, the First Information Report also intimates the approximate number of coaches involved and a rough estimate of the likely number of casualties (such as 'heavy casualties expected').
- (iii) Accidents involving a passenger carrying train where the first information says that heavy casualties are expected, should prima-facie be treated as a Disaster.
- (iv) The moment information regarding an accident involving a passenger carrying train is received in the divisional control office, the accident Buzzer in the control room should be sounded for alerting all on-duty functionaries.
- (v) After all on-duty functionaries gather around the section control board they will be briefly informed about the accident.
- (vi) Each functionary will thereafter resume his position and take steps to set in motion activities required of him.
- (vii) TPC will switch off OHE in case it has not tripped. OHE will not be restored even on adjacent line unless confirmation has been received from site that adjacent line is not obstructed and OHE is alright.
- (viii) PRC will undertake the following action in the given order of priority :
 - (a) Give orders to Loco Foreman for sounding the siren for ARMVs and ARTs.
 - (b) PRC will also order movement of ARMV and ART (with 140T crane) from adjoining divisions for approaching the accident site from the other end; details given in Chapter – 3, sections (A4) and (B4)
 - (c) Thereafter he will inform his departmental officers and supervisors.
- (ix) Dy. CHC (Chg.) will first inform Hospital Casualty. Thereafter he will inform officers and supervisors as given below.
- (x) Each departmental functionary will inform divisional officers and supervisors of his department about the accident as detailed below .

<u>Functionary</u>	<u>Officers and Supervisors</u>
- Dy. CHC (Chg.)	Hospital Casualty, DRM, ADRM,
- TPC,TLC	Electrical
- PRC	Mechanical
- Engg. Control	Engineering,Personnel,Accounts
- Test Room	S&T, Stores
- Commercial Control	Commercial, Public Relations
- Security Control	RPF

- (xi) For this purpose, all functionaries working in the divisional control office will have a ready list of telephone numbers (Railway, BSNL and Mobile) of all officers and supervisors of their departments.
- (xii) After Dy. CHC (Chg.) has informed Hospital Casualty, DRM, ADRM and Medical Doctors, he will then inform Dy. CHC (Chg.) or Dy. CHC (F) in Head Quarters Emergency Control regarding the accident.

2. Intimation of Accident – Railway Doctors :

Dy. CHC (Chg.) will inform the Hospital Emergency of Railway Hospital regarding details of the accident. Railway doctor on emergency duty shall undertake the following:

- (i) Note down time of receiving message.
- (ii) Inform CMS, MS, and other Doctors & Para medical staff and instruct them to reach the ARMV immediately.
- (iii) Collect necessary Medical team in the hospital.
- (iv) Inform CMD about movement of AMRV.
- (v) Alert blood donors, SJAB.

- (vi) Bare minimum medical team should remain in the hospital; rest of the doctors should be rushed to the accident site.
 - (vii) Arrange to move Emergency boxes from ARME Scale – II locations to the accident site.
- 3. Informing Non – Railway Officials :**
- (i) DM, SP and CDMO of the district within which the accident site falls should be informed regarding the accident by the AOM(Control).
 - (ii) ADRM will inform the following regarding the accident :
 - IG/GRP,
 - ADG/GRP,
 - Divisional Commissioner,
 - Home Secretary.
 - (iii) In case POL rake is involved, then IOC/BPC/HPC officials should also be informed.
 - (iv) In case Mail bags of RMS are involved, then Postal officials should also be informed.
 - (v) Telephone numbers of all DMs, SPs, CMSs and Divisional Commissioners are available in Divisional DM Plans, at Annexure - 7.
 - (vi) Telephone numbers of IOC, BPC and HPC officials are also available in the Divisional DM Plans, at Annexure – 10.
 - (vii) Telephone numbers of ADG/GRP, IG/GRP, and Home Secretary etc. of AP, Orissa, and Andhra Pradesh are at Annexure – 10.
 - (viii) Telephone No. of Local Police and GRP officials of AP, & Orissa are at Annexure – 10.
- 4. Divisional Officers required to go to site :**
- (i) All divisional officers required to go to the accident site should proceed by the ARMV. They should not proceed by road.
 - (ii) Road vehicles should be sent to accident site separately. Maximum number of road vehicles should be sent to accident site from Divisional Head Quarters.
 - (iii) ARMV shall be dispatched within 15” by day and within 20” by night after sounding of siren.
 - (iv) DRM will proceed to the accident site. ADRM shall stay back at divisional Head Quarters for co-ordination work.
 - (v) All Branch Officers should proceed to the accident site. For this purpose, officers heading different branches within the same department are referred to as Branch Officers. For example, in Electrical department, TRD and ‘General’ will be considered to be separate branches and both will be required to go to site.
 - (vi) The second senior most officer of each branch should stay back at divisional Head Quarters to maintain constant liaison with site.
 - (vii) Of the remaining officers from each branch, a majority of both Senior and Junior scale officers should also proceed to the accident site.
 - (viii) Once it has become clear that the accident is a Disaster, then the 80/20 rule should be followed:
 - (a) 80% of all officers should go to the accident site, and only 20% should stay back at Head Quarters
 - (b) Similarly, 80% of all supervisory staff should go to the accident site, and only 20% should stay back at Head Quarters
 - (ix) The specific details of the Officers and Supervisors who are required to go to the site are furnished in the Annexure - 12.
 - (x) The arrangement of the Road Vehicles to proceed to the accident site is furnished at Annexure – 14 along with the names of the Driver and Spare Drivers.
 - (xi) The Road vehicles available throughout the division should be made available for directing the same to the accident site as and when required.

5. Supervisors required to go to Accident Site:

- (i) At the divisional level 80% of all supervisors available in divisional Head Quarters should proceed to the accident site.
- (ii) All other supervisors available in the field at other stations should also proceed to the accident site.
- (iii) Divisional Control Office should issue a recorded control message from DRM to all Supervisors for proceeding to the accident site immediately by fastest possible means.

(A) SAFETY DEPARTMENT:

Duties of Safety Organization at accident site has been listed out in Chapter 11, under the heading 'Site Management Plan – I'.

(B) PUBLIC RELATIONS :

Duties of the Public Relations Department are given in Chapter 15, under the heading 'Media Management Plan'.

(C) MEDICAL DEPARTMENT :

1. Formation of Two/ Three teams :

- (i) On receipt of information regarding the accident where casualties are expected, the doctor on emergency duty in the hospital casualty would inform all other doctors and Para medical staff concerned.
- (ii) Three teams of Doctors and Para medical staff would be formed, Team 'A' Team 'B' and Team 'C'
- (iii) **Team 'A'** - headed by CMS/MS in-charge will rush to the accident site immediately by ARMV along with 8 -10 doctors and 15 - 20 paramedics.
- (iv) **Team 'B'** – headed by the senior most doctors amongst them will stay back at the divisional hospital and perform duties as given below.
- (v) In case the accident site is far away from divisional Head Quarters then injured passengers are unlikely to be brought back to the divisional hospital for treatment.
- (vi) In that case, only bare minimum number of doctors should be left behind for manning Team 'B' and most of the available doctors should be rushed to accident site as part of Team 'A'.
- (vii) **Team 'C'** – Incase of Road Approachable spots, a team of 1-2 Medical Officers, 4/5 Para Medics with POMKA can go by Ambulance/Road Mobile Van.

2. Duties of Team 'A' :

These are listed in detail in Chapter 12, under the heading 'Site Management Plan – II'.

3. Duties of Team 'B' :

- (i) Team 'B' will establish an Emergency Cell in the Casualty Unit of Railway Hospital. It has an A.C. Room, with four beds, which can be upgraded to six beds. It has all emergency life support systems. The duty room is with a computer, P&T line, and Data about the Medical aid along wayside Stations is available in the Computer.
- (ii) Contact adjoining divisions and organize movement of 2 more ARMVs to accident site, one from each end, as detailed in Chapter 3, Section (A4).
- (iii) Contact local hospitals (Railway/Govt./Private) near the accident site to and ask them to rush their road ambulances along with necessary medical teams to the accident site immediately.
- (iv) Contact local hospitals (Railway/Govt./Private) near the accident site to keep them in readiness to receive and provide medical treatment to injured passengers.
- (v) Arrange to send the following in the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end :
 - As many more medical teams as possible,
 - Adequate number of Safailwalas other health workers,
 - Members of SJAB, Scouts and Civil Defence personnel.
- (vi) Co-ordinate with MS/CMD of adjoining Divisions/Zones and ask them to send their medical teams to the accident site.

- (vii) These medical teams should be sent to the accident site by train/road or combination of train-cum-road, as feasible. In case suitable Railway vehicles are not available, taxis should be hired for this purpose.
- (viii) Adequate number of following items should be arranged and sent to accident site for the purpose of handling dead bodies :
 - Shrouds.
 - Polythene covers for dead bodies.
 - Wooden Coffins.
 - Dry ice.
- (ix) One doctor will be available in Divisional Emergency Cell for maintaining liaison with UCC and the medical team at the accident site. Requirement of medicines required either at the accident site, or in various hospitals where patients have been admitted should be noted, procured and sent as required.
- (x) Prepare Railway Hospital to receive and provide treatment to injured passengers, as and when they are brought back from accident site.
- (xi) Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

4. DUTIES OF TEAM 'C':

- (i) This team will proceed by Road with POMKA.
- (ii) It will start rescue operations.
- (iii) Once Team-A arrives, they (Team 'C') will be part of Team-A.
- (iv) They will be in contact with CMS over Cell phone.
- (v) It will consist of one or two Doctors, Pharmacist, Nurse, Dresser, Attendant, Ayah, Safaikarmachari.

(D) COMMERCIAL DEPARTMENT:

- (i) Sr. DCM should proceed to site of accident along with all other Commercial Officers except DCM. DCM will be available in Divisional Control Office for providing backup support.
- (ii) A nominated supervisor should be authorized for withdrawing sufficient money from station earnings before proceeding to site.

1. Transportation of men and material to accident site :

- (i) As soon as the ARMV/ART siren sounds, 50 TTEs/TCs and 50 licensed porters in uniform should be collected together and rushed to the accident site in the ART.
- (ii) The on duty commercial supervisor at the station at that point of time should ensure that they proceed by the ART itself and do not get left behind. If 50 number of each is not available, then whatever numbers are available should be sent to the accident site by the ART.
- (iii) More TTEs/TCs can be sent by the 2nd and 3rd Special trains carrying backup logistic support to accident site, from each end. TTEs from the Divisional squad should also be utilized for this purpose.
- (iv) After the first batch of staff has proceeded to the accident site in the ART, the entire manpower of the commercial department should be mopped up in order to send them on the 2nd and 3rd special trains which would carry backup logistic support to the accident site, from each end. For this purpose 80% TCs/TTEs from the entire division should be sent.
- (v) 2nd and 3rd Special trains should carry the following :
 - 2 gas stoves, 4 gas cylinders, 1000 mineral water bottles, provisions for making *poories*, vegetables, tea, etc., would be rushed to the site. This will be augmented later if necessary. These will be arranged by the affected division and provided by catering personnel/IRCTC.
 - Sufficient cooks and catering staff from departmental catering or catering contractor (including IRCTC) would be ensured at the site for arranging tea, biscuits, packed meals like *poories* and vegetables to the stranded passengers, railways working force and other officials at site.

2. **Helpline Enquiry Booths at stations :**

(a) **General :**

- (i) Helpline Enquiry Booths within ECoR would be opened as below :
 - Originating and destination stations of the accident involved train.
 - All junction stations within the jurisdiction of KUR Divn. falling on the route of the train.
 - Divisional Hd.qrts.
 - Any other station as may be decided.
- (ii) All Helpline Enquiry Booths shall have DOT telephones with STD, Railway telephones with STD, fax machine, photocopier and a PC with internet connection.
- (iii) Helpline Enquiry Booths would be manned by computer literate Sr. supervisors on round the clock basis.
- (iv) Helpline Enquiry Booths within the accident affected division, should keep in touch with the Divisional Emergency Cell.
- (v) Divisional Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to :
 - All Helpline Enquiry Booths within the division.
 - Emergency Cells of other divisions of ECoR.
 - Hd.qrts. Emergency Cell.
- (vi) Such information should be received from UCC by E-Mail and transmitted by E-Mail to all concerned. For this purpose all Helpline Enquiry Booths should be provided with PCs with internet connection.
- (vii) Similarly, Helpline Enquiry Booths outside the accident affected division, but within ECoR jurisdiction should keep in touch with Divisional Emergency Cell of their respective divisions.
- (viii) Hd. qrts. Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to :
 - Emergency Cells opened on other divisions of ECoR,
 - Emergency Cells opened on originating and terminating Zonal railways.
 - Safety Directorate's Emergency Cell in Railway Board.
- (ix) Helpline Enquiry Booths should not contact the accident site or the UCC directly.

(b) **Accident details to be available :**

- (i) Accident details would include, number of dead and injured.
- (ii) Break up of type of injuries, such as grievous, simple etc.
- (iii) Disposal of injured passengers in various hospitals.
- (iv) Names of injured passengers.
- (v) Officials incharge of Helpline Enquiry Booths would display the list of injured passengers on the notice board.
- (vi) For this purpose Computer printout of E-Mail received should be taken out and displayed at number of places at the station.
- (vii) Normally, list of injured passengers is available quickly since most injured passengers are conscious and are in a position to give details of their names, addresses etc.
- (viii) Identification of dead bodies takes much longer since either
 - they were travelling alone, or
 - their companions are injured and are not in a position to identify them, or
 - their companions have also perished.
- (ix) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.
- (x) This aspect of identification of dead bodies and reasons for delay should be explained to the public.
- (xi) Number of dead bodies identified, and their names should be available.
- (xii) This information would continue to be updated once every 3 hrs. and would continue to be accessed for the next 4 to 5 days.

(c) Information regarding running of trains :

- (i) Departure of unaffected front portion of the accident involved train, and its expected time of arrival at destination.
- (ii) Departure of unaffected rear portion of the accident involved train, its diverted route, and expected time of arrival at destination.
- (iii) Expected date and time of starting of relatives special from originating and destination stations of the accident involved train, its stoppages enroute and its expected time of arrival at intermediate stations.
- (iv) Free passes to be given to relatives of dead and injured for going to the accident site. These passes will be issued by Welfare Inspector who should be drafted into Helpline Enquiry Booths will issue these passes.
- (v) Details of other trains that were scheduled to run on the accident affected section, but have been :
 - Delayed,
 - Regulated,
 - Diverted,
 - Rescheduled,
 - Short terminated,
 - Cancelled.
- (vi) Above information regarding running of trains would be required for initial 24 hrs. only. Thereafter, number of enquiries regarding train running would be very few and far between.

(d) Refunds :

- (i) Booking counters at stations should be augmented for granting of refund to large number of passengers who have been unable to either complete or commence their journey as a result of the accident.
- (ii) Refund of money should be granted for trains :
 - Delayed,
 - Regulated,
 - Diverted,
 - Rescheduled,
 - Short terminated,
 - Cancelled.
- (iii) Staff manning Refund counters should be thoroughly familiar with rules for granting of refunds under such circumstances.
- (iv) Sufficient amount of cash should be available at these Refund counters for this purpose.

(E) MECHANICAL DEPARTMENT :

- (i) Sr. DME as well as AME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.

1. Rushing of men and material to site :

- (i) 2 ARTs with 140T/120T crane should be moved to the accident site, one from each end as detailed in Chapter 3, Section (B4).
- (ii) In addition to above, Brake Down Special should be sent from other base stations also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks etc. are available.
- (iii) BD Special without Crane should be requisitioned from adjoining divisions also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks, generators, lighting equipment etc. are available as detailed in Chapter 3, Section (B4).
- (iv) The aim should be to ensure one ART with 140T crane along with one BD special at each end of the accident site.
- (v) Provision should be made for availability of standby crane driver on each ART working at site, so that ARTs can work round the clock.

- (vi) Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140T cranes can continue working from either end.
- (vii) Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that the site of accident can be approached from the middle, and more work centers can be opened up simultaneously.

(F) SECURITY DEPARTMENT :

- (i) Sr. DSC will proceed to the site by ARMV along with maximum number of RPF personnel. Only one officer will stay back at divisional Hd. Qrs.

1. Rushing of men and material :

- (i) On receipt of first information the nearest RPF Post should muster maximum available manpower within the shortest possible time and dispatch them to the site of accident, by fastest available means.
- (ii) Simultaneously, the Post/Outpost in charge would requisition additional manpower from adjoining RPF Posts.
- (iii) He should also pass on the information to Local Police and Police Control Room, local Fire Brigade, Hospitals, local voluntary organizations and the like at the earliest.
- (iv) Divisional Security Control shall get reinforcement from neighboring posts/outposts, reserve line, divisional hdqrs. or zonal reserve and send them by the ART. If they could not be sent by the ART then they should definitely be sent by the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.
- (v) In case any RPSF battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situations till additional force is available from other sources.
- (vi) Additional RPF personnel from Zonal hdqrs. should be shouldered and sent to accident site.
- (vii) Additional RPF personnel available throughout the division should be alerted and sent to the accident site by the 2nd and 3rd special trains carrying backup logistic support of men and material, from each end.
- (viii) While sending reinforcement, the Divisional Security Control shall ensure that the necessary equipment required for rescue, recovery and protection of the site of incident are provided as follows :
 - Sufficient nos of torches and other lighting arrangements.
 - Nylon ropes (1 kms) and poles for segregating the affected area.
 - 4 loud speakers for making announcements.
 - 10 stretchers and first aid equipment.
 - 10 walkie-talkie for inter-communication.
 - Digital Camera for photographing the scene (both on negative and slide films)
 - Video recording of rescue and salvage operations and connected administrative arrangements.

2. Co-ordinate with Local Police :

Maintain constant liaison with SP/GRP and GRP for following :

- (i) Coordination to be made with GRP official for sending additional manpower in maximum numbers to the accident site.
- (ii) Obtaining additional manpower from the local police for purpose of crowd control.
- (iii) Local police to be pursued with for giving expeditious clearance for starting of restoration work.
- (iv) co-operation to be made with local SP of the district for waiving off formalities of postmortem on dead bodies.

(G) ELECTRICAL DEPARTMENT :

- (i) Sr. DEE (G) should proceed to site of accident. AEE (G) will be available in Divisional Control Office for providing backup support.
- (ii) Sr. DEE/TRD as well as AEE/TRD should proceed to site of accident. DEE/TRD will be available in Divisional Control Office for providing backup support.
- (iii) Sr. DEE(OP) as well as AEE(OP) should proceed to the site of accident. DEE(OP) will be available in Divisional Control Office for providing backup support.
- (iv) Main responsibility of Electrical Department will be regarding site illumination and OHE.
- (v) Maximum number of electrical staff should be sent by 2nd and 3rd Special trains for installation and operation of electrical equipment.
- (vi) Officers staying back in divisional hdqrs. shall maintain constant liaison with site and find out quantum of assistance required by way of men and material.
- (vii) These should be rushed to accident site either from :
 - Railway sources within the division, or
 - Railway sources from adjoining divisions and zones, or
 - Non – Railway sources within the division.

(H) SIGNAL & TELECOMMUNICATION DEPARTMENT :

- (i) Sr. DSTE as well as ASTEs should proceed to site of accident. DSTE will be available in Divisional Control Office for providing backup support.
- (ii) Main responsibility of S&T Department will be for providing effective and adequate means of communication.

1. Rushing of men and material to site :

- (i) Sr. DSTE along with ASTE will carry the following to the accident site :
 - satellite phone,
 - FAX cum printer,
 - two 25W VHF sets along with antenna and battery
 - 10 numbers 5W walkie-talkie sets.
- (ii) He will be accompanied with at least two TCI and two TCM.
- (iii) 6 more TCI/TCM, Sis of the section and maximum number of telecom staff should be sent for installation and operation of telecom equipment. They should go to the site of accident either by ART or latest by 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.
- (iv) All mobile phones available with the Division should also be rushed to site for emergency use.
- (v) Sufficient number of spare batteries and battery chargers for these mobiles should also be taken to accident site.

2. Arranging communication at site :

- (i) DSTE in the division will immediately come to divisional control office and ensure setting up of all communication arrangements as required.
- (ii) DSTE will keep a record of the numbers of Railway telephones, BSNL telephones, IMMERSAT phones provided at site and telephones provided at Helpline Enquiry Booths. This information shall be passed on to the Divisional Emergency Cell.
- (iii) He should liaison with BSNL officials in the area for immediate provision of additional BSNL telephone/hot lines at the accident spot, nearest station and at Helpline Enquiry Booths duly utilizing assets under his disposal where required.
- (iv) Map of the division showing areas where cell phone connectivity is operative is available in Divisional DM Plans.
- (v) Obtain E-Mail addresses of Emergency Cells set up on other Divisional and Zonal Head Quarters.

3. Communication at Head Quarters. and Divisional Emergency Cells :

- (i) Communication arrangements are required to be provided at Divisional Head Quarters. Emergency Cell immediately.
- (ii) 2 BSNL Telephones having ISD/STD facility are already available in the Divisional Central Control. Dynamic locking code of the telephone is available with CHC.
- (iii) Apart from this telephone, 4 other BSNL telephone numbers (2 with STD facilities) should be made available in Division. Emergency Cell for use by Divisional Emergency Officer. These should be temporarily transferred from officers' chambers.
- (iv) One FAX machine shall be provided on one BSNL telephone with emergency control.
- (v) 2 Railway telephone numbers with STD facilities should also be made available.
- (vi) 2 Mobile telephones should also be made available in Divisional Emergency Cell.

4. Communication at Helpline Enquiry Booths :

- (i) Helpline Enquiry Booths are to be opened at all important stations en-route of the affected train as mentioned at Section (E 2a) above.
- (ii) Location of these Helpline Enquiry Booths will be on Platform No. 1 of their respective stations.
- (iii) 2 BSNL phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energized at short notice.
- (iv) Similarly, 2 Railway phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energized at short notice.
- (v) One FAX machine, Photocopier and PC with Internet connection and printer should also be provided at Helpline Enquiry Booths. These should also be kept pre-wired so that these can be energized at short notice.
- (vi) E-Mail address of PCs to be provided should be intimated to all concerned.
- (vii) Stations at which such arrangements are to be made and telephones which are to be utilized should be identified by Sr. DSTE with approval of DRM.

(I) ENGINEERING DEPARTMENT :

1. Rushing men and material to accident site :

Sr.DEN /Co and Sr. DEN concerned will proceed to the site of accident by ARMV. In the absence of Sr.DEN, the next senior most Sr.DEN of the Division will proceed along with the concerned Sr.DEN. In the absence of Sr.DEN of the Section, Sr.DEN of the adjoining Section will proceed by ARMV.

It is expected that AEN and PWI of the Section would have already reached the accident site before arrival of ARMV. In cases, where the PWI and AEN are based at divisional Head Quarters they should move along with staff by ART. At least, 2 nos. of SSE/Works and 1 no.of SSE/Bridge should move along with their staff by the ART.

2. Mobilization of work force :

- (i) 1000 nos. of workmen are required to reach the site of the accident. 500 nos. along with 10 PWIs and 10 Black Smiths shall be arranged by the Division. For this purpose, labour specials will be run from the specified destination as decided by the Divisional Engineering Control.
- (ii) All the P.way material available with the ART as per the scale should be made available at site.
- (iii) At least two nos. of JCBs available with the ballast depot Contractors shall be immediately moved.
- (iv) Sr. DEN/DEN in Divisional Emergency Control will request Concerned authority (Army/State Govt. Deptt.) for Bulldozer/earthmoving machinery in the area.

(J) IT Department :

- (i) 2 PCs in divisional control office nominated for being used in Divisional Emergency Cell should be shifted Emergency cell.
- (ii) Both these PCs should be connected to Railnet and the E-Mail addresses already configured into them should be activated.
- (iii) PCs in various Helpline Enquiry Booths at different stations should all be made functional, connected to rail net and made ready for receiving and sending E-Mails.
- (iv) Following information should be uploaded on to ECoR Website as quickly as possible:
(www.eastcoastrailway.gov.in)
 - (a) List of injured and deceased passengers :
 - Names of stations where Helpline Enquiry Booths have been opened along with their telephone numbers.
 - Accident details would include, number of injured passengers rescued.
 - Break up of type of injuries, such as grievous, simple etc.
 - Disposal of injured passengers in various hospitals.
 - Names of injured passengers – coach wise.
 - Number of dead bodies recovered.
 - Number of dead bodies identified.
 - Names of deceased passengers.
 - (b) Details of trains which have been diverted, regulated, short terminated, cancelled or rescheduled.
 - (c) Details of special trains which are to be run :
 - Passenger special carrying passengers of front portion of accident involved train.
 - Passenger special carrying passengers of rear portion of accident involved train.
 - Relatives special from originating and terminating stations of the accident involved train.

DISASTER RESPONSE – CO-ORDINATION CENTRES

1. Rushing of ARMVs & ARTs to accident site :

- (i) After ARMVs and ARTs have been ordered, PRC should locate diesel powers for these ARMVs and ARTs.
- (ii) First available diesel powers should be nominated, even by temporarily detaching from a Mail/Express train on run, if necessary.
- (iii) If diesel power is not readily available and OHE is functional up to the next junction station, then ARMVs and ARTs should be moved out by Electric loco and diesel powers can be changed en-route.
- (iv) Movement of ARMV and ART should never be clubbed together. ARMV should be started first and moved separately for faster movement.
- (v) ARMVs and ARTs should be dispatched from the base station, within the target time stipulated. Departure of ARMVs and ARTs should not be delayed on any account including arrival of doctors or officers. Anybody who is left behind can proceed later on either by GM special or by next special train or even by road.
- (vi) ARMVs must be run out within the target time, even without full complement of doctors, if necessary. This will ensure that other doctors who are available at accident site can utilize facilities of ARMV after its arrival at site.
- (vii) ARMVs and ARTs should be moved on top priority taking precedence over all other trains. They should not be stopped anywhere en-route for picking up any one.
- (viii) Running lines at 7 stations on either side of the accident effected block section should be kept clear of all trains. In case there are any stabled loads, the same should be lifted.
- (ix) Freight trains on run towards accident site should be reversed and returned.
- (x) Fresh stabling, if any, should be done beyond 7 stations on either side.
- (xi) Even for stabling beyond 7 stations, both Up and Dn loop lines should not be blocked at the same station.
- (xii) For stabling beyond 7 stations, Up loop and Dn loop should be blocked, at alternate stations.

2. Diversion, Regulation, Short termination, Cancellation and Rescheduling of Mail/Express/Passenger trains :

- (i) The moment information is received about the accident, all Mail/Express trains on run towards the accident involved section should be stopped. They should not be advanced beyond the last Jn. from where they can be diverted.
- (ii) They should be regulated at convenient stations before a decision is taken regarding their further movement. This decision should normally be taken within the next one hour.
- (iii) Trains should preferably be regulated at stations where food can be arranged.
- (iv) However, too many trains should not be simultaneously brought to a Jn. station for regulation, since it may create law and order problems.
- (v) It is better to keep them moving slowly so that passengers do not agitate. In such cases, a caution order may be served to the driver to proceed at 30 kmph.
- (vi) Passenger trains can be run out to the next convenient location and thereafter terminated so that their rakes are available for use in consultation with Head Quarters.
- (vii) The above decision regarding diversion etc. should be taken in about an hours time after ARMVs, ARTs, GM special have been run out and there is a slight lull in the information flow.
- (viii) As far as possible, trains, which are already on run, should be diverted. They should not be short terminated, since this will create problem of dispersal of passengers.
- (ix) Trains should be diverted from the last possible Jn. station onwards so that maximum number of passengers can detrain at their proper destination stations.
- (x) Sr. DEE(OP) / Sr.DME would be in-charge of co-ordination with operating department regarding requirement and availability of crews etc.
- (xi) Sr. DEE (OP)/ Sr.DME will take into consideration changing traffic requirement because of diversions etc. and accordingly plan crew deployment.

- (xii) Adjoining divisions should be informed about these diverted trains so that spare crews can be sent to interchange points by Sr.DEE (OP) / Sr.DME
- (xiii) For diverted trains, drivers and guards having necessary road learning should be arranged.
- (xiv) Drivers nominated for working these diverted trains should be empanelled for working Mail/Expresses as per Railway Board's instructions. (To be arranged by Sr.DEE (OP) / Sr.DME. in their respective jurisdiction)
- (xv) Crews should also be planned for diesel engines sent to the accident site working ARMVs, ARTs, other special trains and likely to be held up there for next 2-3 days by Sr.DME/Sr.DEE(OP) .
- (xvi) A total of about 10 diesel powers would be deployed in the accident affected section on different special trains at any point of time.
- (xvii) 3 sets of diesel crews should be planned for each diesel loco deployed at the accident site.
- (xviii) If necessary, diesel crews should be arranged from adjoining divisions also.
- (xix) In the absence of Sr. DEE (OP), / Sr.DME, ADEE (OP)/DME will perform this function respectively.

3. **Running of Special trains :**

Following special trains will be required to be run in the given order of priority:

- (i) ARMV.
- (ii) ARMV from the other end.
- (iii) 2 additional ARMVs from adjoining divisions, one from each end.
- (iv) ART.
- (v) ART from the other end.
- (vi) 2 additional BD Specials one from each end.
- (vii) 1st special train carrying GM and other officers from hdqrs. and some left over officers from division (in case it passes through the divisional hdqrs.).
- (viii) Unaffected front portion of the accident involved train in case the same can be moved.
- (ix) Unaffected rear portion of the accident involved train in case the same can be moved.
- (x) In case the front and rear portions cannot be moved, then they should be left as they are.
- (xi) 2 empty coaching rakes, one from either end for clearing unaffected passengers of the accident involved train.
- (xii) 2nd and 3rd special trains for accident site, one from each end, carrying logistic backup support, material and additional manpower from junction stations. These should normally be run out 2 - 3 hrs. after arrival of ARMV carrying DRM and other divisional officers at the accident site.
- (xiii) Before these 2nd and 3rd special trains are run from each end, railway staff at all stations en-route should be informed regarding running of these trains so that supervisory staff of all departments, from Jn. stations can go to the accident site on these trains.
- (xiv) 2 light engines should be stationed, one at each station on either side of the accident involved block section.
- (xv) 2 Engineering specials, one from each end, carrying engineering material and gangmen from the section.
- (xvi) Running of 2 passenger specials for carrying relatives to the site of accident. These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives enroute. This is to be co-ordinated by Hdqrs. Emergency Cell in consultation with Railway Board.
- (xvii) Arrangement for the visit of MR/MOSR, CRB and other Board Members to the accident site should be made in coordination with the Zonal Head Quarters.
- (xviii) 2 empty coaching rakes, one from either end for being stabled at convenient locations where watering and charging facilities are available. These stabled rakes will be used for housing the staff working at accident site.

- 4. Sequence of movement of ARMVs and ARTs into the accident effected block section :**
- (i) The sequence of sending and taking out various trains into and out of the accident effected block section should be planned carefully.
 - (ii) Except for 140T/120 Tonnes cranes and Engineering specials, all other trains should be sent into the block section with engine leading so that they can reach faster.
 - (iii) If the unaffected front and rear portions of the accident involved train can be pulled out, then these should be withdrawn before sending in ARMVs into the block section.
 - (iv) After the unaffected front and rear portions have been pulled out, both portions should be augmented by being patched up with extra coaches at the first Jn. station enroute.
 - (v) In case the front and rear portions cannot be pulled out then they should be left as they are.
 - (vi) After the 1st pair of ARMVs reach adjacent stations from either side, they should be sent into the block section, one from each end.
 - (vii) BD specials without cranes that have arrived should be pushed into the block section after the ARMV so that additional cutters, spreaders, hydraulic jacks etc. can be made use of.
 - (viii) After all equipments from BD specials have been unloaded at accident site and staff have detrained, both BD specials should be withdrawn. These should then be kept 4 stations beyond.
 - (ix) The 2nd pair of ARMVs that have been requisitioned should also be moved on top priority. After BD specials have been withdrawn, these ARMVs should be sent into the block section while the first ones are still there.
 - (x) In case 2nd pair of ARMVs arrive before BD special, then item no (ix) should be carried out before item no. (vii) and (viii).
 - (xi) Both ARTs with 140T cranes should be regulated at least 1 station before so as not to clutter up the adjacent station.
 - (xii) Empty coaching rakes that have been sent for clearing uninjured passengers should be sent into the block section thereafter, while both ARMVs are still there.
 - (xiii) After transshipment of passengers, both empty coaching rakes should be pulled out and run out as passenger special to the original destination of the accident involved train.
 - (xiv) After the work of ARMVs is over, all of them should be withdrawn and returned back.
 - (xv) The front and rear portion of the accident involved train should now be withdrawn by sending diesel light engines into the block section.
 - (xvi) Last of all both ARTs with 140T crane should be marshaled as per site requirement and sent into the block section with crane leading, one from each end.
 - (xvii) Tower wagons should be sent in from each end following the ART.
- 5. Setting up Emergency Cells in Divisions :**
- (i) Divisional Emergency Cell shall be opened immediately after receipt of information of the accident at Divisional Control Office.
 - (ii) This unit will exercise control, co-ordinate and arrange supplementary assistance to the accident site.
 - (iii) It shall function in a separate cubicle at Divisional Control Office provided with centralized communication networks, hot line to the site and hdqrs.
 - (iv) Sr. DOM will be over all in charge of the Divisional Emergency Cell and will function as the Divisional Emergency Officer for the purpose of managing relief and restoration operations from divisional level.
 - (v) In case Sr. DOM is not available, DOM (Movement) will be the Divisional Emergency Officer.
 - (vi) In case both officers are not available, any other officer nominated by DRM will take over charge.
 - (vii) Requirements of all departments for movement of men and materials to the accident site shall be conveyed to the Divisional Emergency Officer, who shall arrange their movement.
 - (viii) Timings of 2nd and 3rd special trains to be moved from each end to the accident site, carrying backup logistic support will be conveyed to all concerned beforehand.
 - (ix) Divisional Emergency Cell will maintain :
 - Telephone and FAX numbers of the accident site. These should be maintained functionary wise for each functionary available in the UCC.

- Similarly telephone and FAX numbers of functionaries available in CAC should also be available with the Divisional Emergency Cell.
 - Telephone and FAX numbers of Helpline Enquiry Booths that would have been set up at various stations on the division.
 - E-Mail addresses of UCC, CAC, Helpline Enquiry Booths and Hdqrs. Names and phone numbers of hospitals where injured have been admitted/shifted, along with number of patients.
 - Emergency cell.
- (x) Divisional Emergency Cell will collect updated information regarding all aspects of the accident and pass on the same either telephonically or by E-Mail to :
- All Helpline Enquiry Booths within the division.
 - Hdqrs. Emergency Cell.
- (xi) Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.
- (xii) For Khurda Road Division Similarly Emergency cell will also be opened at KUR, SMR/KUR will function as emergency Officer and discharge all duties listed above. He shall be assisted by supervisor of Mechanical & Electrical (OP) dept.
- (xiii) In Addition to the Division where accident has taken place similarly emergency cells will be open in other Divisional Control Office's Of E.Co.RLY. That is involved in restriction and relief Operations. Chief Emergency Officer will decide Divisions where emergency cell are to be opened.
- (xiv) If necessary, similarly cells will be open at other major terminals as decided by emergency officer.
- (xv) After relief, rescue and restoration work is completed , winding up of Divisional emergency cell shall be decided by DRM.

6. Manning of Divisional Hdqrs. Emergency Cell in shift duty:

- (i) Divisional/Hdqrs. Emergency Cell shall be manned round the clock by officers.
- (ii) In addition to officers of the Operating Department, there will be officers of Engineering, Mechanical, S&T, Electrical, Commercial, Medical, Security and Personnel departments in the Divisional/Hdqrs. Emergency Cell round the clock.
- (iii) Divisional Emergency Cell will be manned by Senior Scale/Junior Scale officers of all departments in 12 hrs. shift duties round the clock. (8 hrs. to 20 hrs. day shift and 20 hrs. to 8 hrs. night shift.)
- (iv) Senior most officer of each department who is available in the division/hdqrs. shall be on duty in the Divisional/Hdqrs. Emergency Cell during the day shift (8 hrs. to 20 hrs.).
- (v) Senior most officer of each department shall issue a 12 hrs. roster for his own department for the night shift (20 hrs. to 8 hrs.)
- (vi) Round the clock roster of 12 hr. shift duty should cover both officers and supervisors.
- (vii) Same officers and supervisors should be repeated each day without any change or rotation, for the next 4 – 5 days. This will maintain continuity and will ensure that experience gained on the first day can be gainfully used on subsequent days.

7. Liaison with Zonal Head Quarter:

Divisional Head Quarters Emergency Cell will maintain constant liaison with head quarter Emergency Cell regarding following activities:

- (i) Movement of additional ARMVs and ARTs from adjoining zones.
- (ii) Movement of additional diesel powers from adjoining Division/zones.
- (iii) Diversion, Regulation, Short termination, Cancellation and Rescheduling of Mail/Express trains.
- (iv) Arrangement of men and material as required from adjoining Divisions/Zones and their expeditious movement.
- (v) Opening of Helpline Enquiry Booths on other Division/Zonal Railways as follows :
 - Originating and destination stations of the accident involved train.
 - All junction stations falling on the route of the train.
 - Divisional hdqrs. of originating and terminating divisions.
 - Zonal hdqrs. of originating and terminating Zonal Railways.

- Any other station as may be decided.
- (vi) Movement program for visit of MR/MOSR, CRB and other Board Members to the accident site.
- (vii) Assistance required from Defense, Para Military organizations, State Govts. should be conveyed to Head Quarters who shall coordinate the same.
- (viii) 3 hourly progress report on the rescue and relief work shall be communicated to Head Quarters Emergency Cell of Zonal Head Quarters.

8. Duties of Additional Divisional Railway Manager :

- (i) Undertake making of announcements over local TV channel and Cable network for all supervisory staff to rush to the accident site.
- (ii) Ensure that functionaries of different departments in Divisional Emergency Cell carry out duties assigned to them as per Zonal DM Plan.
- (iii) Monitor movement of assistance from other divisions/zones.
- (iv) Co-ordinate with State Govt.
- (v) Co-ordinate with Defence and Para Military authorities.
- (vi) Monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.

CRISIS MANAGEMENT GROUP OF MEDICAL TEAM

DIVISIO N	S.N o	Function Under	Place	Nos.
KUR	1	Divisional Railway Hospital	Khurda Road	01
	2	Railway Health Units	Khurda Road, Retang, Palasa, Brahampur, Puri, Cuttaack, Paradeep, Bhadrak, Talcher & Keonjhar	10
	3	ARME-I	Khurda Road, Palasa & Bhadrak	03
	4	ARME-II	Brahamapur, Cuttack & Talcher	03
	5	Ambulance	Khurda Road	01

DISASTER RESPONSE – ASSISTANCE FROM ADJOINING DIVISIONS/ZONES

1. Necessity of assistance from adjoining Divisions/Zones :

- (i) No division can be equipped to handle a disaster of such a large magnitude like Firozabad or Gaisal.
- (ii) Assistance has to be sought from adjoining Divisions/Zones.
- (iii) A division is normally expected to handle an accident of the magnitude involving up to 100 injuries (Grievous + Simple). Threshold levels have been given in terms of injuries, because initially it is difficult to estimate number of casualties.
- (iv) Whenever number of injuries is estimated to go beyond 100, assistance should be sought for from adjoining Divisions/Zones.
- (v) This is to be co – ordinated by the Chief Emergency Officer in Hdqrs. Emergency Cell.

2. Assessment of assistance from adjoining Division/Zones :

- (i) DRM after reaching the accident site should make an immediate assessment of likely injuries.
- (ii) Quick assessment is an absolute must in order to ensure that assistance from adjoining divisions can be rushed at the shortest possible time.
- (iii) Assessment made by DRM should be based on number of coaches involved.
- (iv) As a thumb rule, for each coach that has capsized, 30 injuries should be estimated.
- (v) Total injuries estimated would be (no. of coaches) x 30.
- (vi) This should be conveyed to Sr. DOM in Divisional Emergency Cell and Chief Emergency Officer in Hdqrs. Emergency Cell.
- (vii) Based on the above figures, decision should be taken and assistance rushed from adjoining divisions and zones.

3. Scale of assistance from adjoining Division/Zones :

- (i) As a thumb rule, assistance of 1 team should be sought from adjoining division for every 50 additional injuries, beyond 100 injuries.
- (ii) In case of all disasters, following should be used as an approximate guideline for deciding level of assistance required :

Threshold level		100 to 150 Injuries	151 to 200 Injuries	Above 200 Injuries
No. of teams		1	2	3
ARMVs		2	2+1BD	2+2BD
140T/120T	crane	2	2+1BD	2+2BD

- (iii) Complement of staff in each team sent by adjoining divisions/zones will be as per norms given below :

-	Officer in charge	Senior Scale
-	Doctors	5
-	Para – medical staff	10
-	Commercial officers	2
-	Commercial supervisors	10
-	Commercial staff	20
-	Personnel supervisors	5
-	Group 'D' staff	20
-	RPF	1 platoon

- (iv) In case of Waltair Division, assistance should be sought from following divisions in the given order of priority :

	<u>Name of division</u>	<u>No. of teams</u>
-	KUR (ECoR)	2
-	SBP (ECoR)	1
-	VSKP(ECoR)	2
-	KGP(SER)	1

4. Assistance from Defence & Para Military forces :

- (i) Assistance should be sought from nearest Army & Para – military establishments.
- (ii) Railway staff no matter how dedicated and loyal, are not experts in extricating dead bodies, handling injured passengers, their evacuation etc.
- (iii) Army has the necessary expertise and are trained and equipped to handle such a war like situation.
- (iv) Therefore, divisional/Zonal Head Quarters should get in touch with the nearest army command and request for necessary assistance.
- (v) Select telephone numbers of Army and Para – military establishments are given in **Annexure 8**. Additional Telephone Nos. are given in Volume –II against each section

5. Departmental assistance from adjoining divisions/zones :

(a) S&T Department :

- (i) Satellite telephones from ARTs of 3 adjoining divisions.
- (ii) 5 Mobile Telephones from each ART of 3 adjoining divisions (25 mobiles in all).

(b) Electrical Department :

- (i) Generators from ARTs of adjoining divisions.
- (ii) Lighting equipments from ARTs of adjoining divisions.
- (iii) Portals and OHE masts.

(c) Civil Engineering:

- (i) 500 additional workmen are required who are to be moved from adjoining divisions/zones.
- (ii) Each such division sending assistance should move 250 men along with 5 artisans and 5 PWIs.
- (iii) One DEN and one AEN each should also move to the site of accident from each such Division.

SITE MANAGEMENT PLAN – I

There are 2 aspects of Disaster Management work at an accident site. Firstly, rescue, relief and restoration operation which is carried out by one set of functionaries. Second aspect pertains to rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managing these 2 distinct aspects of DM work that are required to be discharged by railways, two separate establishments should be set up at an accident site. The outline schematic plan of accident site is given at **Annexure - 1**.

1. Unified CommandCenter (UCC) :

- (i) Unified Command Centre (UCC) should be set up at the accident site.
- (ii) This will be some kind of a control office to be located near the centre of the accident site.
- (iii) This is basically meant for catering to operational needs of railway in rescue, relief and restoration work.
- (iv) Detail schematic plan of UCC is given at **Annexure - 2**.
- (v) UCC is to be manned by staff of relevant departments such as :
 - Medical,
 - Personnel
 - Commercial,
 - Operating,
 - Safety,
 - Security,
 - Public Relations.
 - Mechanical,
 - Electrical,
 - S&T,
 - Civil,
- (vi) UCC will be provided with all facilities similar to a control office.
- (vii) Adequate lighting with generator backup should be provided in the UCC.
- (viii) Adequate number of telephonic links to Divisional Emergency Cell and Hdqrs. Emergency Cell should be provided. Preferably each department in the UCC should be given an independent telephone.
- (ix) Satellite telephone should be installed in the UCC.
- (x) UCC should be provided with FAX, Photocopier, PCs, loudspeakers.
- (xi) PC/Laptop should be connected to internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, Hdqrs. Emergency Cell and Helpline Enquiry Booths.
- (xii) A big banner displaying 'UNIFIED COMMAND CENTER' should be put up at a prominent place at the entry to the shamiana.
- (xiii) Similarly there should be sufficient number of signage indicating the way to UCC on approach roads etc.
- (xiv) UCC at the site will be manned by Sr. Supervisors on round the clock basis in 12 hrs. shift duty.
- (xv) Officers will not be permanently stationed in UCC. They will move about the entire accident site supervising and monitoring working of their department at different activity centers. However, they will keep coming to the UCC off and on and will keep in touch with their departmental functionaries in UCC.
- (xvi) Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required by them, if any.
- (xvii) Each functionary at the UCC will maintain a log book. Flow of information both incoming and outgoing would be recorded along with the time and names of officers/staff who were given the message.
- (xviii) UCC will basically supervise the working of 2 LCCs and co-ordinate with Divisional and Hdqrs. Emergency Cells.

- (xix) Functionaries of different departments in LCCs should provide updated information regarding progress of work to their counterparts in UCC.
- (xx) This updated information should be provided once every 3 hrs. as per the following timings :
 - 1/- hrs.
 - 4/- hrs.
 - 7/- hrs.
 - 10/- hrs.
 - 13/- hrs.
 - 16/- hrs.
 - 19/- hrs.
 - 22/- hrs.

2. **Local Command Centers (LCC)**

- (i) Depending on the spread of the accident site, Local Command Centers (LCC) on the same pattern as the UCC should be set up.
- (ii) If the site is spread out over 300 – 400 mts. 2 LCCs should be set up.
- (iii) Detail schematic plan of LCCs would be similar to that of UCCs as given at **Annexure – 2**.
- (iv) Representatives of same departments as in UCC should be present in LCCs also. However, they should be either one or at most 2 men per department.
- (v) LCCs will serve as co – ordination centres for various teams that are working spread out over different geographical locations.
- (vi) Each LCC will oversee the working of DM teams at one end of the accident site.
- (vii) Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMVs, 1 BD special and 1 ART at that end of the accident site.
- (viii) One SAG officer of Mechanical department will be overall in charge of each LCC.
- (ix) LCCs should be provided with loudspeakers for making announcements.
- (x) LCCs should be provided with direct telephonic links to UCC.
- (xi) However, LCCs should not be provided with telephonic links to either Divisional Emergency Cell or Hdqrs. Emergency Cell. This will ensure that there is minimum telephonic disturbance from outside to teams which are actually working at the accident site. It will also ensure that outflow of information from accident site goes out from UCC only.
- (xii) Members of different teams of each department working at the accident site in rescue, relief and restoration work should provide updated information regarding progress of work to their respective functionaries at the LCC.
- (xiii) This updated information should be provided once every 3 hrs. as detailed at 1 (xx) above.

3. **Need for setting up of Central Assistance Center :**

- (i) Relatives of passengers who arrive at an accident site are already traumatised by the tragedy.
- (ii) They arrive at an unknown location with no place to stay, no friend or acquaintances and not knowing whom to turn to.
- (iii) The problem is made even more challenging since many relatives and next of kin come from far flung areas in some other state.
- (iv) Being semi – literate and from different parts of the country some of them are not even familiar with the local language. For them even communicating becomes a problem.
- (v) In addition to above, complex legal formalities & multiplicity of paper work is required to be completed before dead bodies are handed over to their next of kin.
- (vi) For taking care of relatives of passengers, providing them with succour in their hour of agony and for guiding them sympathetically, some kind of an assistance centre is required.

4. **Formalities required to be completed by relatives of passengers :**

- (a) Sequence of formalities that are required to be completed by relatives of injured passengers include :
 - (i) Locating the name of the passenger on reservation charts, in case passenger was travelling in reserved accommodation.
 - (ii) Going through the list of injured and dead passengers to find out whether the name appears.
 - (iii) In case the name is not available in the list, then taking a round of different hospitals to find out whether their relative has been admitted in one of them in an unconscious state.
 - (iv) Hospitals are generally at separate locations, sometimes even in different towns; and commuting becomes a problem.
 - (v) In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries, likely period of hospitalisation etc.
 - (vi) Collect the ex – gratia paid by railways.
 - (vii) Try and locate missing luggage of the injured passenger. For this they have to take a round of the building where all unclaimed luggage have been kept.
 - (viii) Next they have to arrange for a place for themselves to stay.
 - (ix) Arrange for medicines/diet etc. and payment of hospital bills, if required.
 - (x) Thereafter, they have to keep in touch with the hospital and get their relative released.
- (b) Additional formalities that are required to be completed by next of kin of dead passengers include :
 - (i) In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.
 - (ii) Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dear one.
 - (iii) Identify the dead body, if the same has been extracted by then.
 - (iv) Otherwise wait for all bodies to be extracted and try and identify their relative.
 - (v) In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.
 - (vi) After the body is finally identified, they have to produce proof of relationship for railways to entertain their claim.
 - (vii) Obtain medical death certificate from the railway doctor.
 - (viii) Obtain post mortem report, from the Govt. doctor who has performed post mortem on the body.
 - (ix) Obtain official death certificate from the local municipality.
 - (x) Accept of ex – gratia payment from railways.
 - (xi) Collect forms for lodging claim for compensation in RCTs.
 - (xii) Take over custody of dead body from the local police.
 - (xiii) Perform last rites at the same place or take back the body to their native place, depending on circumstances.
 - (xiv) Make arrangements for their return journey back to their native place.

5. **Problems encountered by relatives :**

- (i) Each of these formalities are under the jurisdiction of a different agency, either railway, or police, or civil administration, or local administration.
- (ii) In such a situation the level of co – ordination between these various agencies leaves much to be desired.
- (iii) Sometimes it even takes up to 48 hours before all these documentary formalities can be completed.
- (iv) In most cases, relatives have to run from pillar to post for completing all these formalities and the bitter experience leaves them permanently antagonized towards railways.

- (v) For this purpose a single window clearance system should be available for relatives and next of kin.

6. Combined AssistanceCenter (CAC) :

- (i) The UCC should have a Combined Assistance Centre (CAC) located towards the rear side, away from the track, for rendering help to passengers and their relatives. Outline schematic plan of UCC/CAC is given at **Annexure – 1**.
- (ii) This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.
- (iii) CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
- (iv) Detail schematic plan of CAC is given at **Annexure - 3**.
- (v) CAC will be manned by staff of relevant departments such as :
 - Operating,
 - Medical,
 - Commercial,
 - Security,
 - Personnel,
- (vi) There should be only one such CAC, and all railway resources should be pooled into it.
- (vii) LCCs should not have any small CAC located in the rear. It is likely to create logistic problems.
- (viii) A big banner displaying 'COMBINED ASSISTANCE CENTER' should be put up at a prominent place at the entry to the shamiana.
- (ix) Similarly there should be sufficient number of signages indicating the way to CAC on approach roads etc.
- (x) Railway staff fluent in the language of relatives should be posted for doing work of interpreters.
- (xi) Post mortem formalities should be waived off so that number of formalities gets reduced by one.
- (xii) Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.
- (xiii) Functionary concerned from the local Municipality who issues Official Death Certificates should be made to come and sit in the CAC so that these certificates can be issued immediately without any delay.
- (xiv) CAC should have different counters for various purposes in following sequence :
 - (a) Reservation chart, for locating the name.
 - (b) List of dead and injured along with name of hospital. The name of passenger involved should be checked up from the list of dead or injured, if available, and their current status informed.
 - (c) Counter for providing commercial supervisor or WLI as escort along with a vehicle, for accompanying the relative and going to hospitals or mortuary.
 - (d) Railway doctor for issue of Medical Death Certificate.
 - (e) Govt. doctor for issue of Post Mortem Certificate, in case the same is necessary.
 - (f) Municipality official for issue of Official Death Certificate.
 - (g) Local police for issue of authority for handing over of dead body.
 - (h) Claims counter - Payment of ex-gratia and issue of Claims Compensation form.
 - (i) Counter for helping performance of last rites in case relatives decide to cremate the body there itself.
 - (j) Pass counter for issue of return journey pass.
 - (k) Return journey facilitation counter for making arrangements for return journey.

7. First Aid Posts :

- (i) Medical Posts should be provided in both UCC and CAC.
- (ii) Medical Post in UCC will provide first aid to injured passengers after extrication, assess their injuries and make arrangements for sending them to nearby hospitals.
- (iii) Medical Post in CAC will keep all records of injured and dead passengers, names of hospitals where they have been admitted etc.
- (iv) FA posts should be provided in LCCs.
- (v) This will be meant for treating passengers and classifying their injuries before they are sent for admission to various hospitals.

8. Setting up of UCC, LCC and CAC :

- (i) One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following :
 - move along with sufficient staff for setting up of these facilities.
 - immediately start setting up of the tentage accommodation after taking out tents and shamianas provided in ARTs.
 - In addition, he should also requisition agencies which provide tentage accommodation on contract. Details of such agencies have been given in Divisional DM Plans.
- (ii) Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy. CE/Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.
- (iii) Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropes should be sufficient in length to ensure barricading at sites and camping areas.
- (iv) Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.
- (v) Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places.
- (vi) Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.
- (vii) Temporary kitchen in tents/shamianas is to be set up so that catering unit or IRCTC can provide cooked food to staff working at accident site.
- (viii) About 100 folding chairs should also be arranged.
- (ix) Bridge Line staff will have list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water.
- (x) Signages for both UCC and CAC should be provided at prominent locations.

9. Collection and Dissemination of Information – Channel of Communication :

The following would be the responsibility and channel both for collection as also dissemination of information. Before each shift goes off duty, details of work done should be updated in the LCC.

The LCC should in turn update the UCC regarding the latest progress. This updated information would be conveyed to Divisional Emergency Cell every 3 hrs.

(a) Number of dead and injured – Medical department :

- (i) Medical department at site should confirm the number of dead.
- (ii) Doctors in charge of various teams working on different coaches should give 3 hrs report to Medical counter in LCC who in turn will inform UCC.
- (iii) Number of injured passengers.
- (iv) Type of injuries, whether grievous, minor or trivial.
- (v) Names of injured, and names of various hospitals where injured have been sent.

- (b) **Identification of dead bodies – Commercial department :**
- (i) Ex – gratia paid to injured.
 - (ii) Number of dead bodies identified.
 - (iii) Ex – gratia paid to dead.
 - (iv) No. of bodies handed over to relatives.
- (c) **Number of coaches dealt with – Mechanical department :**
- (i) No. of coaches thoroughly searched.
 - (ii) No. of coaches made off track.
 - (iii) No. of coaches yet to be dealt with.

SITE MANAGEMENT PLAN – II

Nominated officials from various departments arriving at site by ARMVs and ARTs form part of the Disaster Management Team. Officials representing each department are responsible to ensure that assigned duties of their respective departments are efficiently carried out. Senior officers of each department will also ensure that their work is synchronized with that of functionaries of other departments for quick rescue, relief and restoration operation.

(A) **Members of the Disaster management Team :**

1. Disaster Management Team normally comprises members of following departments :

- (i) Trained railway men from Medical, Commercial, Safety, Electrical, S&T, Mechanical, Engineering, Security, Personnel and other departments.
- (ii) In case of fire accidents, trained fire service personnel shall form part of this unit.
- (iii) In case of an accident on water body, divers and naval cadets will also be part of the team.
- (iv) In case of sabotage or bomb explosion, bomb disposal squads and GRP/Local Police will also be involved.
- (v) Various rescue unit shall accompany ARMVs, ARTs or move by road as quickly as possible.

2. Officer-in-Charge of Site (OC Site) :

On arrival of ARMV at accident site DRM shall take over as OC Site from the senior-most officer of the accident involved train. On arrival of 1st Special train carrying GM and other hdqtrs. Officers, GM shall be OC Site. In the absence GM, the senior most Officers shall be OC Site. He will be responsible for forming Core Groups as required and direct them to carryout efficient rescue, relief and restoration operations.

3. Rescue, Relief and Restoration Operation :

DM Team on arrival by ARMVs and ARTs shall undertake following actions:

- (i) Crowd Control and Law and Order.
- (ii) Rescue operation.
- (iii) Relief operation.
- (iv) Video coverage of accident site.
- (v) Installation of Communication Network.
- (vi) Clearance from State Police for restoration.
- (vii) Preservation of Clues and Evidence.
- (viii) Media Management at site.
- (ix) Salvage operation.
- (x) Restoration operation.

4. Photography :

Prior to starting restoration work at an accident site, divisions should undertake suitable video film coverage to the extent feasible. Still photography by digital camera should also be undertaken extensively for its obvious advantages. The photograph should be taken from a vantage point and from as many angles as possible so as to give a bird's eye view as also close up photographs.

- (i) Such photographs should clearly indicate:
 - Severity of the accident.
 - Illustrate the damage to P-Way, Rolling Stock, Signal, OHE and other structures and equipment.

- (ii) Separate set of photographs to be taken to preserve clues and evidence of sabotage if suspected.
- (iii) Victims and unidentified bodies should also be extensively photographed as detailed in (D4) (xv) below.

(B) General :

For efficient Disaster Management, responsibilities of various departments are to be executed by deputing responsible officers and supervisors. Important duties of such officers/supervisors are enlisted as follows:

1. OC Site :

- (i) Ensure setting up of UCC, CAC and LCCs at the earliest.
- (ii) Collect information from OC Site of IAT.
- (iii) Take stock of the situation and plan for efficient rescue operation.
- (iv) Estimate quantum of assistance required for each department from :
 - within the division,
 - Adjoining divisions of E. Co. Railway,
 - adjoining zones,
 - Non – railway agencies.
- (v) Channelise local resources to supplement available railway resources.
- (vi) Ensure that duties of various functionaries of different departments as laid down in E. Co. Railways's Zonal DM Plan are carried out.
- (vii) Ensure co-ordination among all departments for efficient rescue, relief and restoration operation.
- (viii) Ensure information to SP Police and District Magistrate.
- (ix) In case of sabotage, direct RPF to obtain quick clearance from State Police.
- (x) In case of serious explosions or fire, clearance from Controller of Explosives is to be obtained.
- (xi) Give prima facie cause of the accident along with forecast of expected date and time of restoration.
- (xii) Ensure timely information on the progress of rescue, relief, and restoration work every 3 hrs. with following details :
 - Number of coaches searched.
 - Number of injured passengers recovered.
 - Nature of injuries to passengers.
 - Number of bodies recovered.
 - Number of bodies identified.
 - Number of coaches dealt with.
 - Supplementary assistance required, if any.
- (xiii) Forecast for completion of each activity mentioned below should also be firmed up. These target dates and times should be communicated to all officers and supervisors at accident site :
 - Re – railment.
 - Track fitness.
 - OHE fitness.
 - Points and inter – locking.
 - Clearance of section.
 - Movement of first train.

2. Duties of Divisional Railway Manager :

- (i) Ensure that functionaries of different branches at the accident site carry out duties assigned to them as per Zonal and Divisional DM Plan.
- (ii) Co-ordinate with Divisional Emergency Cell regarding assistance required.
- (iii) Co-ordinate with Civil Authorities especially with regard to :
 - Requisitioning of buses from State transport authorities, with drivers for round the clock duty.
 - Waiving off of Post Mortem formalities.

- Positioning of Municipal Official in the CAC for issuing of Official Death Certificate.

3. Formation of two teams at accident site for round the clock working :

- (i) At the accident site, departmental officers available from both Head Quarters and division shall be formed into two teams for round the clock working in 2 shifts, preferably 8 hrs. to 20 hrs. and from 20 hrs. to 8 hrs.
- (ii) Branch Officers shall be available on duty during the day time.
- (iii) Branch Officers shall take on the spot decision regarding composition of the team for night shift for their respective department. This composition should not normally be changed during the 3-4 day stay at the accident site.
- (iv) Similarly, supervisors available from both Head Quarters and divisions shall also be put in two teams.

(C) Duties of Operating Department :

Immediately after getting the information,

- (i) The area manager or AOM should proceed to accident site by first means to co-ordinate with the relief and rescue movements at the accident site.
- (ii) All sectional TIs and Supervisory SSs should be directed to reach the accident site by first available means.
- (iii) Similarly additional RG/LR staff from the section should be sent to 3 stations on either side so that SMs can be free for going to accident site.
- (iv) Since considerable amount of shunting is required to be performed at adjoining stations, 2 traffic supervisors in 2 shifts should be posted at adjoining stations on each side.
- (v) Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 9, Section 4.
- (vi) Ensure proper marshalling of crane while proceeding to the accident spot in the block section.
- (vii) Ensure that Engineering vans of the ART are placed nearest to the accident site. For this purpose, engineering van/wagon should be placed closest to site of accident by sending it in pushing condition.
- (viii) Ensure prompt clearance of stranded passengers at the site in coordination with the Divisional Emergency Cell.
- (ix) Regarding running of special trains, keep in touch with Divisional Emergency Cell and give requirement from site.

(D) Duties of Safety Department :

- (i) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed till police clearance is received.
- (ii) Ensure that video/still photographs by digital cameras are taken as required.
- (iii) Ensure that joint measurements, observations are recorded in the prescribed Performa before restoration work begins.
- (iv) Ensure that unaffected rolling stock is moved away from the site and thereafter stabled at convenient location for further examination during accident inquiry.
- (v) Ensure that evidence of train staff, station staff and public is recorded on the spot.
- (vi) Addresses of passengers willing to give statements later should also be obtained.
- (vii) Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 9, Section 4.

(E) Duties Of Medical Department :

1. Main functions :

Main functions of the Medical department can be broadly classified as :

- (a) Taking an initial round of hospitals and assessment of situation.

- (b) Taking out injured passengers from accident involved coaches.
- (c) Attending to injured passengers and giving them First Aid.
- (d) Preparing list of injured passengers.
- (e) Classification of their injuries.
- (f) Transporting them to hospitals and getting them admitted.
- (g) Post admittance hospital care of the injured.
- (h) Dealing with dead bodies.
- (i) Preservation of dead bodies.

2. General :

- (i) Ensure collecting blood and urine samples of train crew in case the same is necessary.
- (ii) Organize as many road ambulances as possible at the accident site.
- (iii) Data Bank of Divisional DM Plans have names, telephone numbers and other details of hospitals near the accident site. They should be contacted on phone for sending road ambulances along with team of doctors.
- (iv) Set up Medical Counter in UCC and CAC for passenger assistance.
- (v) Set up First Aid Posts in LCCs.

3. Site management :

- (i) Leader of Team 'A' (Normally CMS/MS In-charge of the Division) would take control of the site, co-ordinate relief measures and distribute duties amongst doctors available as detailed below :
- (ii) Different teams and groups will be formed for discharging various duties of the Medical department as detailed in Section (E1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- (iii) One group of doctors will take a round of various hospitals where injured passengers have already been admitted. (Para 4 below)
- (iv) One group consisting of 4 – 5 teams of doctors and para-medics will take out injured passengers and dead bodies from accident involved coaches. (Para 5 below)
- (v) One team will attend to injured passengers and give them First Aid and other medical treatment. (Para 6 below)
- (vi) One team will prepare list of injured passengers, note down details of their injuries and classify them. (Para 7 & 8 below)
- (vii) One team would be in-charge of transporting injured passengers to hospitals and getting them admitted. (Para 9 below)
- (viii) One team would be in-charge of post admittance hospital care of the injured. (Para 10 below)
- (ix) One team will deal with dead bodies after these have been extracted from coaches. They will prepare a list and arrange for their preservation. (Paras 11 & 12 below).
- (x) In case sufficient doctors are available then more groups should be formed for rescue operations. (Para 5 below)

4. Taking an initial round of hospitals :

- (i) Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.
- (ii) One commercial officer will also accompany doctors and make a general assessment.
- (iii) At the hospital, they should collect information about dead/injured persons, their name, age, sex, address, telephone no., name and telephone no. of relatives/friends, nature of the injury, etc.

- (iv) These information should be immediately communicated to CMS/MS at accident site by using local PCO/cell phone etc.
- (v) Prepare a list of persons dead/injured already in hospitals in three copies by using carbon paper.
- (vi) The list thus prepared is to be signed by railway doctor on duty in the hospital. One copy is to be handed over to the Commercial Department.
- (vii) 2nd copy to be kept with the doctor in charge as office copy and the 3rd copy to be given to paramedical staff to get multiple photocopies for further distribution.
- (viii) One copy should also be sent to CAC for being fed into the PC provided in the CAC.
- (ix) The initial list prepared should be updated at regular intervals, as and when any change occurs.

5. Taking out injured passengers :

- (i) Maximum number of doctors should be deputed for this activity.
- (ii) This group should consist of at least 4-5 teams. If numbers permit, more such teams should be formed.
- (iii) Teams involved in rescue operation should ensure rapid access to all injured passengers.
- (iv) They should take assistance of Mechanical/Engineering/RPF staff to extricate injured passengers.
- (v) Each team will join up with teams of Mechanical staff who would also be involved in extracting dead and injured from coaches.
- (vi) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- (vii) Coaches should be thoroughly searched including lavatory and vestibule portions before abandoning further search and moving on to the next coach.

6. Attending to injured passengers :

- (i) One team will be asked to provide medical treatment to injured passengers immediately after their evacuation from coaches.
- (ii) Ensure stabilization of condition of injured passengers already taken out from coaches, before they are dispatched to hospitals by road.
- (iii) In case of patients in critical condition where stabilization of condition at site is not possible, they should be moved immediately by road ambulance or shifted to ARMV.

7. Preparing list of passengers :

- (i) Collect list of injured passengers prepared by TS/TTEs and assess the situation.
- (ii) Separate lists to be prepared coach wise.
- (iii) The list should contain following details :
 - If found Conscious : Name, sex, age, identification marks, address, ticket number, originating and destination station.
 - If found Unconscious : Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.
- (iv) Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS In charge and a copy handed over to commercial department.
- (v) The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues.

8. Classification of Injuries :

- (i) Injuries are classified as under :
 - (a) 'Grievous' injuries as defined below.
 - (b) 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.
- (ii) Following are considered to be grievous injuries (as per section 320 of the Indian Penal Code) :
 - (a) Emasculation
 - (b) Permanent privation of sight of either eye.
 - (c) Permanent privation of hearing of either ear.
 - (d) Privation of any member or joint.
 - (e) Destruction or permanent impairment of powers of any member or joint.
 - (f) Permanent disfigurement of head or face.
 - (g) Fracture or dislocation of a bone or tooth.
 - (h) Any hurt which endangers life, or which cause the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.
- (iii) Injuries other than those defined above are considered to be simple injuries.
- (iv) Apart from injuries defined above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as injuries.
- (v) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.
- (vi) Classify injured passengers into separate categories as grievous or simple.
- (vii) Inform Commercial department for arranging ex-gratia payment.

9. Transporting injured passengers to hospitals :

- (i) One team will be asked to arrange transport of injured passengers to nearby hospitals.
- (ii) Ensure expeditious transportation of injured either to AMRVs or to nearby hospitals.
- (iii) Critically injured passengers should be transported by means of road ambulances and other by means of ordinary road vehicles.
- (iv) Commercial staff should also be associated with transfer of injured passengers to hospitals.
- (v) Before doctors and supervisors leave the accident site for hospital duty, they should note down the DOT and Mobile Telephone No. of the accident site, CMS, MS and other doctors at the site for quick communication.
- (vi) Doctors going to different hospitals should have separate vehicles.
- (vii) In case sufficient numbers of railway vehicles are not available, they should hire taxis for their movement by withdrawing from station earnings.

10. Post admittance hospital care :

- (i) One railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.
- (ii) Normally one doctor should look after one hospital, along with a commercial supervisor and WLI.
- (iii) If large no. of hospitals are involved 2/3 hospitals may be given to one doctor. In that case, the doctor, in consultation with CMS/MS, should station himself at the hospital where maximum no. of patients are admitted.
- (iv) Make an assessment about capabilities of the hospital to handle injured persons especially with reference to types of injuries they have suffered.

Decide whether the patient needs to be shifted to other hospital with better facilities and then arrange to shift the patient.

- (v) In case any injured passenger succumbs to his injuries in the hospital, then the doctor in-charge of that hospital should update this fact to the medical counter at CAC.

11. Dealing with dead bodies :

- (i) Problem faced by rescue teams is regarding dealing of dead bodies.
- (ii) On IR it is not clearly spelt out as to who will deal with them.
- (iii) Accident Manual is silent as to who will extricate dead bodies from coaches, and then take them to either hospital or the mortuary.
- (iv) It can only be inferred that Medical Department will do this work.
- (v) In case of a major disaster, the usual complement of medical staff in any ARMV is grossly inadequate for undertaking work of this magnitude.
- (vi) Adequate number of Safaiwalas and other health workers who have come to the accident site should be mobilised for this purpose.
- (vii) Often rescue and relief operations continues for more than 48 hours.
- (viii) Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances became a real problem.
- (ix) Target should be to extricate all dead bodies within 24 hrs.
- (x) Dead bodies should be dealt with coach wise, otherwise bodies taken out from different coaches get mixed up.
- (xi) Bodies taken out from coaches should be stacked at quite some distance from the track in front of respective coaches, in separate lots, coach-wise. While this may slow down the work initially, in the long run it is more systematic since bodies don't get mixed up.
- (xii) Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other railway staff and non-railway volunteers available at site.
- (xiii) Ensure covering of dead bodies with shrouds.
- (xiv) Put cloth label (white cloth of 12" x 9" written by Marker pen) on each dead body on the chest just below the neck as below :

Date _____

- Dead body Serial No. _____
- Name _____
- Age _____ Sex _____
- Coach No. _____

- (xv) In case of unidentified dead bodies, against the item 'name', it should be written as unidentified-1/unidentified-2, etc. Approximate age should be estimated from the appearance, such as between 35 – 45 years.
- (xvi) 5 photographs preferably by digital camera should be taken of each dead body. Two should be close up of face from in front and sideways, third should be with the label visible as per item (xiii) above and fourth and fifth should be of full length of the body.
- (xvii) If possible each body should also be video photographed.
- (xviii) After photographs have been taken, each body should be placed inside a plastic bag with zip having proper labelling system where same information is also to be provided.
- (xix) After this, bodies will be handed over to GRP or Local Police for safe custody.
- (xx) Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

12.

Preservation of dead bodies :

- (i) Numbering and photography of bodies should be done even when relatives are on hand to claim the body.

- (ii) Arrangements have to be made for a more permanent location for them till such time as the next of kin arrive to claim these bodies.
- (iii) In all such accidents passengers are invariably separated from their belongings. As such in many cases there are no tickets or other identification papers on their persons.
- (iv) This problem is further compounded in unreserved coaches where no reservation charts are available.
- (v) Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.
- (vi) Arrange for hiring of a couple of big halls, for keeping bodies.
- (vii) Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.
- (viii) A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building temporarily.
- (ix) Arrange to move dead bodies to nominated buildings being used as temporary mortuaries.
- (x) Bodies should be neatly lined up with their numbers prominently displayed, and kept in different rooms, coach-wise.
- (xi) Notice Board outside the building should display the room nos. where bodies extracted from a particular coach have been kept.
- (xii) These details should also be posted on a notice board outside each room.
- (xiii) This will prevent unnecessary handling of bodies which in any case would be in an advanced state of decomposition.
- (xiv) For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.
- (xv) Procure following items from local market for dealing with dead bodies :
 - Shrouds,
 - Polythene bags,
 - Coffins,
 - Dry ice.
- (xvi) 4 Commercial supervisors should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives as and when they come.

(F) Duties of Commercial Department :

1. Main functions :

Main functions of the Commercial department can be broadly classified as :

- (a) Withdrawal of cash from station earnings.
- (b) Hiring of road vehicles.
- (c) Providing beverages and catering to injured and uninjured passengers.
- (d) Initial round of hospitals and assessment of situation.
- (e) Preparing list of injured passengers.
- (f) Transporting them to hospitals and getting them admitted.
- (g) Payment of ex-gratia to injured and next of kin of dead.
- (h) Dealing with refund and claims compensation formalities.
- (i) Taking charge of luggage and consignments.
- (j) Post admittance hospital care of the injured.
- (k) Taking care of relatives.

2. General:

- (i) Before Sr. DCM proceeds to accident site he should withdraw sufficiently large amount of cash from station earnings. (Para 3 below)
- (ii) At the accident site, handpicked commercial supervisors should be deputed for manning commercial counters in UCC and CAC.
- (iii) Each commercial counter in CAC is to be manned by one group as detailed in Chapter 11, Section 6(xiv).

- (iv) Different teams and groups will be formed for discharging various duties of the Commercial department as detailed in Section (F1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- (v) Separate teams and groups should be formed as detailed below, headed by a commercial officer.
- (vi) One team will hire road vehicles for use and other related activities. (Para 4 below)
- (vii) One group will arrange beverages and food both for injured as also for uninjured passengers. (Para 5 below)
- (viii) One team will take an initial round of hospitals along with doctors and assess the situation. (Para E4 above)
- (ix) One group should take care of uninjured passengers who have to be cleared from the accident site. (Para 6 below).
- (x) One group will assist Medical department in preparing a list of injured passengers input the same into the PC in CAC. (Para E7 above and Para 7 below))
- (xi) One group will assist Medical department in shifting injured passengers to hospitals. (Para E9 above)
- (xii) One group will assist the Medical department in preparing a list of dead bodies and looking after them. (Paras E11 and E12 above).
- (xiii) One team will make ex-gratia payment to injured passengers and next of kin of dead. (Para 8 below)
- (xiv) One team will deal with refund cases and claims compensation formalities. (Para 9 below)
- (xv) One group will be in-charge of unclaimed luggage and other consignments. (Para 10 below)
- (xvi) One group will be in-charge of post admittance hospital care of injured and taking care of relatives as detailed in Chapter 14 under 'Passenger Care'.

3. Withdrawal of cash from station earnings:

- (i) In order to meet accident related expenditure, officers can withdraw money from station earnings duly following the procedure incorporated in Commercial Manual Vol. II Rule No. 2425.
 - Departmental expenditure necessitated by floods, accidents or earthquakes, etc. (8)
 - Ex-gratia payments to persons involved in train accidents. (22)
- (ii) Before Sr. DCM leaves for accident site, he should withdraw sufficiently large amount of cash from station earnings to meet with immediate requirements at the site.
- (iii) More should be withdrawn subsequently as and when required.
- (iv) Procedure and accountable as detailed below should be followed. (Para 11 & 12 below)
- (v) A commercial supervisor should be nominated for this purpose and he should withdraw Rs. 5 lakhs and carry it with him, duly escorted by RPF personnel.

4. Hiring of Vehicles:

- (i) A large number of road vehicles are required at an accident site for following purposes :
 - Taking injured passengers to hospitals.
 - Taking doctors and other railway officials to hospitals.
 - Clearance of uninjured passengers.

- Taking dead bodies to mortuaries.
- Bringing men and materials, etc. to accident site.
- Taking unclaimed luggage for being kept in safe custody.
- Taking relatives to hospitals and mortuary.
- Other miscellaneous work.
- (ii) For this purpose apart from whatever number of railway vehicles may be available, extra road vehicles should be hired.
- (iii) All road vehicles should be hired along with standby drivers for round the clock duty.
- (iv) At least 10 road vehicles should be attached to CAC for taking relatives to hospitals, mortuaries etc.
- (v) Nominated railway staff to be attached to each hired vehicle round the clock (even group 'D' would suffice), so that optimum use can be made of the vehicle.
- (vi) Buses from State transport authorities should also be requisitioned along with extra drivers for round the clock duty.
- (vii) One railway staff should be put in charge of each bus on round the clock duty, who will accompany the bus wherever it goes and bring it back in time (even group 'D' would suffice).
- (viii) In case hospitals are in different towns, then road transport buses should be put on fixed time round trip schedule for shuttling relatives from CAC to various locations and back to CAC.
- (ix) All hired vehicles and requisitioned buses should have stickers pasted on their front and rear windscreens indicating '**RAILWAY ACCIDENT DUTY**'.

5. Catering arrangements:

- (i) Arrangements for supply of food and beverages not only to injured but also to other passengers of the accident involved train should be swiftly organized.
- (ii) Food and beverages should be supplied free of charge.
- (iii) These may be arranged from railway sources or outside sources as necessary, including IRCTC or their contractors.
- (iv) To supplement Railway catering arrangements nearby dhabas and hotels should be contacted and arrangements made for opening up stalls at the site.

6. Clearance of uninjured passengers :

- (i) First of all, arrangements for water and food for stranded passengers should be made.
- (ii) Announcement should be made for registering names of safe passengers.
- (iii) Clearance of accident affected passengers from accident site should be planned along with Operating branch who will provide the empty coaching rake.
- (iv) Make announcement through PA System informing passengers regarding their clearance from site either by :
 - front portion of the accident involved train,
 - rear portion of the accident involved train,
 - empty coaching rakes that have been brought to the accident site,
 - road bridging that has been arranged.
- (v) Arrange adequate coolies for carrying passenger's luggage while they transfer to the new train.
- (vi) In case of road bridging, arrange road transport to clear stranded passengers, record details of passengers dispatched and relay particulars to Divisional Emergency Cell.
- (vii) Senior-most official at site shall have powers to arrange conveyance for affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers' luggage, etc.

7. Preparing list of injured passengers:

- (i) Collect list of injured passengers prepared by TS/TTEs and assess the situation along with Medical department.
- (ii) Separate lists to be prepared coach wise by Medical department.

- (iii) The list should contain following details :
 - If found Conscious : Name, sex, age, identification marks, address, ticket number, originating and destination station.
 - If found Unconscious : Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.
- (iv) Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS In charge and a copy handed over to commercial department.
- (v) This list should be input into the PC available in the CAC.
- (vi) The list should also be E-Mailed to the Divisional Emergency Cell and Hdqtrs. Emergency Cell.
- (vii) The list of dead and injured that is initially fed into the PC will thereafter be updated periodically, as rescue and relief work continues.

8. Amount of Ex – Gratia payable:

- (i) The amount of ex-gratia relief payable to injured passengers or to dependants of dead are as under :

(a)	In case of death	-	Rs. 50,000/-
(b)	Grievous injury	-	Rs. 25,000/-
(c)	Simple injury	-	Rs. 5,000/-

Authority: Rly. Board letter no.2011/TC-III/27/29/Exgratia,dt.07.05.2013

- (ii) The amount of ex-gratia relief admissible to road-users who meet with an accident due to Railway's prima facie liability at manned level crossing gate accidents will be as under :

(a)	In case of death	-	Rs. 50,000/-
(b)	Grievous injury	-	Rs. 25,000/-
(c)	Simple injury	-	Rs. 5,000/-

Authority: Rly. Board letter no.2011/TC-III/27/29/Exgratia,dt.07.05.2013

- (iii) Payment of ex-gratia will be made on the basis of categorization of their injuries made out by doctors at site.
- (iv) No ex-gratia payment would be admissible to trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
- (v) Ex-gratia payment should also be made to railway staff killed or injured by a moving train while performing their duty, for example, gang man working on track run-over accidentally by a moving train.
- (vi) Ex – gratia amount is to be paid in cash.
- (vii) In case of injured passengers, ex-gratia should be paid to the injured passenger himself or in case he is too ill, to his relative in his presence.
- (viii) In case of death cases where relatives identify and claim the body, following precautions are to be taken :
 - (a) Photograph the face of the body from in front and from the side.
 - (b) Photograph the person taking the ex – gratia payment,
 - (c) Record the relationship of the person claiming the body along with details of proof, if any.
 - (d) In case enhanced ex – gratia is announced by the Hon'ble MR, then the enhanced amount should be paid by cheque by Accounts department.
 - (e) Ex – gratia paid is not to be adjusted against claims compensation payable as decreed by RCT subsequently.
- (ix) Payment should be arranged preferably on the spot by a senior scale officer nominated by GM after making such enquiries as can be reasonably made on the spot after immediate needs by way of medical attendance etc. to injured persons have been attended.

- (x) For payment of ex-gratia, and to meet other expenses at site, one commercial inspector, authorized by Sr. DCM shall withdraw Rs. 5 lakh from station earnings of a nearby station, and shall be available at site duly escorted by RPF personnel.
- (xi) Sr. DCM/DCM will ensure availability of sufficient cash for payment of ex-gratia/refund.

9. Refund and Claims Compensation:

- (i) Refund of fares must be granted in the CAC for unfinished journey as per rules.
- (ii) Injured passengers and next of kin of deceased passengers must be supplied with blank claims compensation forms along with Claims Booklet explaining complete procedure.
- (iii) Photocopy of a filled up Claims Compensation form may also be given along with the blank form so as to help them in filling it up.

10. Luggage and consignments:

- (i) As and when unclaimed luggage and personal belongings are taken out from coaches, a list should be made coach wise, and each item should be tagged with coach no.
- (ii) A list of each item with distinguishing marks should be made.
- (iii) If possible, the cabin number inside the coach should also be indicated.
- (iv) Luggage claimed should be handed over on satisfactory proof of ownership.
- (v) Unclaimed luggage and personal belongings of injured/dead passengers should be taken possession of for safe custody.
- (vi) Unclaimed luggage should be stored in a safe place, preferably, part of the same school building which is being used for preserving dead bodies.
- (vii) These should be stored in separate rooms coach wise so that it is easy for relatives to identify.
- (viii) A list should be displayed outside each room indicating the coach no. whose luggage is stored there.
- (ix) It is the responsibility of Commercial department to take charge of all unclaimed luggage etc. These should be taken over from the charge of RPF.
- (x) Booked luggage, parcels and consignments available in SLRs, VPU's etc. should be taken out and sent by road to nearest Jn. station for safe custody.
- (xi) Booked perishables available in SLRs, VPU's should be taken out and either auctioned at site or sent by road to nearest Jn. station for being auctioned.
- (xii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.

11. Withdrawal from station earnings - procedure :

- (i) In order to meet accident related expenditure, officers can withdraw money from station earnings duly following the procedure incorporated in Commercial Manual Vol. II Rule No. 2425.
 - Departmental expenditure necessitated by floods, accidents or earthquakes, etc. (8)
 - Ex-gratia payments to persons involved in train accidents. (22)
- (ii) The nominated supervisor in charge of the department concerned may alone withdraw from station earnings through a requisition in respect of the above items specified in rule 2425 of the IRCM.
- (iii) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From

To

Name of Supervisory Official
Designation/Station

Station Master

Station

Please arrange to pay from Station Earnings an amount of Rs. _____
(Rupees _____) towards
_____ (Purpose to be indicated). This is one of the
authorized items of withdrawal from Station Earnings. The expenditure is
chargeable to the head _____.

Accounting Authority
Controlling Officer

Designation
Station

Payment made from station _____ Received an amount of Rs.
_____ earnings amount : _____ from station
earnings

Signature of _____ Signature:
SM/SS _____ Designation:

- (iv) Requisition is required to be prepared in triplicate. 1st to be kept as record, 2nd to be presented to SM for arranging payment against proper acknowledgement and 3rd should be sent to Sr. DAO concerned duly countersigned personally by the Divisional Officer of the department.
- (v) Any failure by the supervisory official withdrawing cash to follow above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.

12. Withdrawal from station earnings - accountal :

- (i) Branch Officer concerned shall forward requisitions received from stations to the Divisional Accounts Office indicating circumstances under which the withdrawal was necessitated.
- (ii) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. Timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.
- (iii) Executive Officer concerned shall furnish full particulars of the amount withdrawn, details of payments made, reasons for the payment, the rate and period for which payment is made and the total amount paid with the acquaintance of the payee with necessary revenue stamp wherever due to Sr. DAO.
- (iv) Sr. DCM will compile a monthly statement of all withdrawals pertaining to his division obtaining a statement from various executives in his division and send it to CCM.
- (v) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by Executive Officers.

(Chapter – 13)

SITE MANAGEMENT PLAN – III

(A) Duties of Mechanical Department:

For discharging the dual responsibility of extricating injured passengers & dead bodies from coaches and toppling those coaches whose search has been completed, 2 separate groups will be formed at each end for purposes of 'search and rescue' and 'off tracking of coaches'.

Once 4 ARMVs, 2 ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more mechanical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

Different teams and groups will be formed for discharging the dual responsibilities of the Mechanical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

One Sr. Supervisor should be in-charge of each team conducting 'search and rescue' at the site. All such 'search and rescue' groups at each end of the accident site, would function under directions of an AME.

Similarly, one Sr. Supervisor should be in-charge of each team working on 'off tracking of coaches' at the site. All such 'off tracking of coaches' groups at each end of the accident site, would function under directions of another AME. The second AME concerned would also be in-charge of the crane at that end.

- (i) Take precautions in electrified section that power supply is switched off before commencing rescue/relief work.
- (ii) Use necessary safety equipment like hand gloves, helmet etc.
- (iii) If spillage of inflammable substances is suspected, then only cold cutting equipment should be used.
- (iv) In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.
- (v) Be cautious in using rescue tools like gas cutters, cold cutters, spreaders, hydraulic jacks etc. so that passengers trapped inside or buried under the debris do not get hurt.
- (vi) Ensure marshalling of ART according to site requirement before it is sent into the accident involved block section.
- (vii) For efficient extrication of entrapped passengers take assistance of Medical/ Engineering departments.
- (viii) Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.
- (ix) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- (x) Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140T cranes can continue working from either end.
- (xi) Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that number of coaches can be simultaneously approached and more work centers can be opened up.
- (xii) Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

(B) Duties of Security Department:

Main functions of the Security Department can be broadly classified as :

- (a) Co-ordination with GRP and Local Police.
- (b) Crowd management.
- (c) Protection of luggage.
- (d) Protection of railway property.

1. Liaison with Civil Police:

- (i) In case of sabotage, liaison with Local Police & officials of district administration and get early clearance.
- (ii) Clearance should be obtained as expeditiously as possible, for starting restoration work.

- (iii) Additional manpower should be requisitioned from local police officials and district administration for purpose of crowd control.
- (iv) Exemption should be obtained from SP of the district for waiving off formalities of Post Mortem of dead bodies.
- (v) Obtain assistance from GRP and Local Police as and when required.

2. Crowd Management:

The first problem at an accident site is that of surging crowds. Carrying out any kind of rescue and relief operation becomes next to impossible. Railwaymen who try to undertake any kind of rescue and relief work become victims of mob fury.

- (i) Cordon off the site and prevent unauthorized entry of outsiders.
- (ii) Segregate the area of accident by putting up temporary barriers using nylon ropes or any other make-shift device available at the scene so that outsiders do not disturb the site or hamper rescue operations.
- (iii) These barriers should be at quite some distance away from the track, so that UCC, CAC and LCCs are inside the cordoned off area.
- (iv) Provide barricade and ask for additional force to control crowd during VIP visit.

3. Protection of luggage:

- (i) Protect unclaimed luggage of passengers till these are duly taken over by commercial department for safe custody.
- (ii) Unclaimed luggage of passengers should be isolated and stacked coach-wise, with proper labeling indicating coach no. from which recovered.
- (iii) If possible, the cabin number inside the coach should also be indicated.
- (iv) All such unclaimed luggage should be protected till they are handed over to claimants or taken over by commercial department.
- (v) Unclaimed luggage should be stored in a safe place, preferably, part of the same school building which is being used for preserving dead bodies.
- (vi) These should be stored in separate rooms coach wise so that it is easy for relatives to identify.

4. Protection of railway property:

- (i) Protect Railway consignments/goods/parcels till these are duly taken over by commercial department and dispatched to nearest station for proper disposal.
- (ii) Guard perishables till they are auctioned off at site or till they are dispatched to nearest station for being auctioned.
- (iii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.
- (iv) Provide security for the cash withdrawn for payment of ex-gratia by the commercial department.
- (v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- (vi) Ensure that no railway staff tampers with any track fittings, or rolling stock parts.
- (vii) Anybody found moving under suspicious circumstances should be questioned.
- (viii) No railway staff should be allowed to move about near the accident site with loose or piece meal equipment.

5. General:

- (i) RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.
- (ii) 3 - hourly Sitreps will be updated by field personnel at the scene of incident to the RPF functionary in the UCC, giving the latest situation.

- (iii) RPF Assistance Post will be established within the CAC so that people needing help can approach RPF.

(C) Duties of Electrical Department:

For discharging the dual responsibility of providing illumination at site and managing the OHE, 2 separate units will be formed at each end of the accident site consisting of 'General branch' officers & staff and TRD officers & staff.

Once 4 ARMVs, 2 ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more electrical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

Different teams and groups will be formed for discharging various duties of the Electrical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

1. Site illumination:

One Sr. Supervisor should be in-charge of each group working at the site. All 'General Branch' teams at each end of the accident site, would function under directions of an AEE(G)/ Sr. DEE (G).

- (i) Senior most electrical officer at site would make a quick assessment of the electrical requirement of the site.
- (ii) This would be done keeping in mind the geographical spread of the site, the size of UCC, LCCs, CAC and any other requirement as necessary.
- (iii) Thereafter, he would assess the quantity of electrical fittings and generating sets available in ARMVs and ARTs.
- (iv) In order to set up adequate illumination facilities, all generating sets and lighting fixtures available in ARMVs and ARTs would be used.
- (v) First priority for lighting would be the accident site along the track where rescue, relief and restoration work is going on.
- (vi) Next priority would be given to lighting up of UCC, CAC and LCCs.
- (vii) Additional requirements of generators and lighting fixtures, if any, should be called for immediately from other railway sources within the division, well in time.
- (viii) In case divisional sources are inadequate, then sources from other divisions should be tapped.
- (ix) Officer at site should hire additional generating sets, lighting fixtures etc. as required, from non-railway sources available nearby. List of such sources are given in Divisional DM Plans.
- (x) Once generators and lighting fixtures have been set up, efforts should be made to tap direct power supply from some nearby sources, if available.
- (xi) In case power supply is not available nearby and illumination has to continue on generator supply, then sufficient quantity of petrol and diesel should be procured and kept in stock.

(iv) OHE at site:

One Sr. Supervisor should be in-charge of each group working at the site. All TRD teams at each end of the accident site, would function under directions of an AEE/TRD.

- (i) In case OHE is to be brought down, then the same should be done immediately so that working of crane does not get held up on account of OHE.
- (ii) In case slewing of OHE suffices for some sections, then the same should be done quickly so that working of crane does not get held up on account of OHE.
- (iii) Sr. DEE/TRD shall arrange movement of 4 Tower Wagons along with men and material from adjacent depots from both sides of accident site.

- (iv) In case more tower wagons are required these should also be requisitioned from other depots along with men and material.
- (v) An assessment should also be made of the extent of damage to OHE masts, and other equipment.
- (vi) Additional requirement of materials, if any should be called for immediately from other railway sources within the division.
- (vii) In case divisional sources are inadequate, then sources from other divisions should be tapped.
- (viii) In case other divisional sources are also inadequate, then sources from other zones should be tapped.
 - (ix) Availability of OHE masts is a long lead item. Requirement of masts should be quickly worked out so that these can be moved immediately.
 - (x) Ensure temporary portals are erected without delay.
 - (xi) In case damage to OHE is extensive and a wiring train is considered to be more efficient, then the same should arrange for from other zone after discussion with RE organization.
 - (xii) Ensure that the section is earthed before staff starts working near OHE.
 - (xiii) OHE should not be charged until all staff, tower wagons, cranes etc. have cleared the block section.

(D) Duties of Signal & Telecommunication Department :

Duties of S&T department consists of providing sufficient and reliable means of communication at the accident site and other work centers.

1. Types of communication facilities :

For this purpose following types of communication facilities should be provided :

- (i) Satellite telephones.
- (ii) BSNL telephones.
- (iii) Mobiles, in case the area is under mobile coverage.
- (iv) Walkie – Talkie sets.
- (v) Railway telephones.
- (vi) PA system.

2. Locations :

These should be provided at following locations :

- (i) UCC.
- (ii) CAC.
- (iii) LCCs.
- (iv) Hospitals.
- (v) Mortuary.
- (vi) Any other location as decided.

3. Numbers to be provided :

- (i) Satellite telephones – 5 to be provided. 2 in UCC, 1 in CAC, 2 for passengers.
- (ii) BSNL telephones – 2 in UCC, 3 in CAC and 1 in each hospital.
- (iii) Mobiles – as many as can be arranged in UCC and CAC. In addition to above at least 2 in each hospital.
- (iv) Walkie – Talkie sets – each functionary should be covered.
- (v) One 25W VHF sets shall also be provided in UCC.
- (vi) One 25W VHF set shall be installed in a road vehicle so that mobile communication can be set up, upto a range of about 15-20 Kms.
- (vii) Railway telephones – each functionary in UCC, CAC and LCCs should be covered.
- (viii) In RE area emergency sockets will be utilized for extending communication to the accident site and in non-RE area where 6 Quad cable is available the same will be utilized for providing communication.
- (ix) PA system – at UCC, CAC and LCCs.

4. Public Address System :

- (i) Provide adequate number of PA system, Hand sets.
- (ii) PA system should be provided in UCC, CAC and LCCs. These are to be used for communicating with passengers and for giving directions to railway staff.
- (iii) For this purpose, additional PA systems may become necessary depending upon the requirements at accident site.
- (iv) Mega mikes available in ART will also be utilized.
- (v) Volume of PA system in UCC, CAC and LCCs should be so adjusted that announcements made over one of them reaches only those areas which are under its jurisdiction. It should not interfere with announcements being made by other PA systems.

5. General:

- (i) Ensure availability of adequate copies of Disaster Management telephone directory containing important telephone numbers.
- (ii) Adequate number of Mobile Battery Chargers should be provided in UCC, CAC and LCCs along with number of spare batteries.

(E) Duties of Engineering Department:

Some duties have been detailed in Chapter 11 Section 8. Additional duties are as follows :

- (i) AEN/SSE (P.Way/Works) shall collect men, rescue tools and arrive at site by fastest means possible.
- (ii) Setup UCC, CAC and LCCs at the accident site.
- (iii) Assist Medical/Mechanical Department in rescue work.
- (iv) If necessary contact Army/Navy/Air Base and collect required personnel like Divers for rescue operation
- (v) If necessary hire Private Road Cranes, Bulldozers, Earth movers etc.
- (vi) 2 Engineering specials, one from each end, carrying engineering material and gangmen from the section.

- (vii) Additional requirements of track materials, if any, should be called for immediately from other railway sources within the division, well in time.
- (viii) In case divisional sources are inadequate, then sources from other divisions should be tapped.
- (ix) 500 additional workmen are required who are to be moved from adjoining divisions/zones.
- (x) Each such division sending assistance should move 250 men along with 5 artisans and 5 PWIs.
- (xi) One DEN and one AEN each should also move to the site of accident from each such division.
- (xii) Plan for coordinated working and movement of track machine for quick restoration in consultation with TRD and operating officials.

(F) Duties of Personal Department :

- (i) Sr. DPO shall proceed to accident site along with all WLIs.
- (ii) Assist Doctors in collecting details of injured/dead and shifting them to hospitals.
- (iii) WLIs shall be available round the clock in shift duty to look after the welfare of injured persons in each hospital.
- (iv) Issue complimentary return journey passes to relatives for escorting injured and taking them back home.
- (v) Man personnel branch counters in CAC and discharge duties listed out for those counters.

(G) Duties of Accounts Department :

- (i) Making available sufficient amount of cash for meeting emergent expenses.
- (ii) Opening of current account in a local bank and getting permission for over draft facilities so that large amount of cash is not required to be carried from far off stations.
- (iii) Issue of cheques for making of enhanced ex-gratia payments, if so announced at accident site by Hon'ble MR.

(H) Staff matters :

- (i) First problem is of identifying railway personnel.
- (ii) They should be supplied with orange coloured armbands to be kept in ARMVs/ARTs.
- (iii) Adequate number of armbands, gloves and face masks should also be provided in the ARMVs/ARTs.
- (iv) Second problem is of communicating with railway personnel in the crowd.
- (v) Microphones/loud speakers provided in ARMVs/ARTs should be used both for crowd control as also for giving instructions to railway personnel working at accident site.
- (vi) Once initial rescue operations have got underway, arrangements have to be made for water and food for railway staff working at site. Contract arrangement should be made for supply of food.
- (vii) Spare coaches should be stabled at nearby stations where watering and charging facilities are available for stay of staff.

(Chapter – 14)

PASSENGER CARE

1. General :

- (i) Assistance to passengers and their relatives is of utmost importance in relieving them of some of their misery.

- (ii) Injured passengers and their relatives are to be treated with utmost courtesy, concern and sympathy to alleviate their trauma and discomfort.
- (iii) For dealing with relatives arriving from far flung corners of the country, staff fluent in the local language of the place from where the train originated should be used as interpreters.
- (iv) Commercial supervisors & WLIs should be assigned to talk to injured passengers to ascertain from them whether they wish to call relatives.
- (v) Injured passengers should thereafter be provided with either mobile or BSNL STD phones in order to enable them to speak to their relatives.

2. Hospitalization of the injured :

- (i) General policy in case of railway accidents in which casualties occur is that of rapid evacuation to railway hospital after rendering immediate and necessary first-aid treatment.
- (ii) In case there are no railway hospitals nearby, then they are to be admitted in the nearest Govt. hospitals.
- (iii) In following cases, injured may be taken to a Private Hospital.
 - When there is no railway or Govt. hospital available within a radius of say 8 kms. of the site of accident or,
 - When the attending doctor certifies in writing that the treatment in private hospital is necessary in the interest of the patient.
 - Except where railway doctor certifies, such injured passenger should normally be eligible to the lowest class of accommodation in private hospitals where different scales are available.
 - Where the family of the injured person desires to be provided with a higher class accommodation, the family should give in writing to pay the extra cost involved directly to hospital authorities.
- (iv) For this purpose, each division should make out a working arrangement with such private hospitals as may be necessary in areas served by them so that in an emergency injury cases can be referred to hospitals concerned without loss of time.
- (v) Payments to private hospitals under this para can be arranged locally by the Railways and Ministry of Railways approval is not necessary.
(Extract of Para 701(1) & Para 712 of Chapter VII of IRMM and Para 1421 of Indian Railway Establishment Manual and M.O.R's letter No. MH 59/MES/96/Medical dt. 18/12/1959)
- (vi) When injured are admitted in non-railway hospitals, railway doctors should be deputed to these hospitals to render necessary assistance, including supply of medicines as required which may not be available in these hospitals.
- (vii) They should also carefully monitor the condition of injured and maintain an updated list with all details.
- (viii) If more than one hospital is involved, apart from deputing doctors to individual hospitals, a railway doctor should also be deputed to coordinate and maintain centralized updated position.

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3. Facilities to be made available in hospital:

- (i) There should be a separate reception counter manned by commercial supervisor or WLI at the entry to the hospital for dealing with relatives of patients who arrive.
- (ii) A chart should be displayed at this reception counter indicating ward nos. where accident patients are admitted along with their names, coach no. wise.
- (iii) At the entry to each such ward, a second list should display the name of the patient, coach no. and the bed no. inside the ward.

- (iv) Commercial staff and WLI on duty at that hospital should carry a list indicating the name, address and telephone no. of relatives as given by the patient, and whether they have been informed or not.
- (v) Arrangements should be made to inform the next of kin or a relative or friend of the deceased, in case identity of the person involved in accident becomes known.
- (vi) As each relative arrives his name should be marked in the list against the passenger's name.
- (vii) Reception counter should be provided with BSNL telephone with STD facility.
- (viii) There should be 2 mobile telephones for being taking to patients inside wards for making outgoing calls.
- (ix) Complete medical care of all passengers including payment of medical bills till their final discharge should be provided.

4. Communication:

- (i) STD equipped telephone should be made available to passengers to communicate with their relatives.
- (ii) BSNL/Railway Telephones available at adjoining Stations/Cabins/Gates shall be extended to the accident site.
- (iii) PCO telephones and other BSNL phones in nearby localities/villages/towns shall also be extended to the accident site by persuading owners of these phones.
- (iv) Payments for such telephone connections will be made from station earnings.
- (v) Sr. DSTE should hire few mobile phones to meet the need of stranded passengers, wherever cellular phone connectivity is available. Stranded passengers should be permitted to use these phones free of charge.
- (vi) These cell phones should be used to convey information regarding the safety of passengers to their friends and relatives.

5. Arrival of relatives:

- (i) After a few hours, next of kin of deceased and relatives of injured passengers start arriving at the accident site.
- (ii) Adequate number of display boards should be available on ARMVs/ARTs for being put up at accident site.
- (iii) By and large these display boards should indicate the direction towards the CAC.
- (iv) These indication boards should be displayed near those areas where incoming relatives arrive and congregate.
- (v) Periodic announcements on loud speakers should also be made for guiding them to the CAC.
- (vi) CAC should have different counters for various purposes as detailed below in Section 8.

6. Taking care of relatives :

- (i) At CAC, number of commercial supervisors & WIs should be available for the purpose of taking arriving relatives to different hospitals etc.
- (ii) After relatives arrive they should first of all go through the reservation charts and locate the name of the passenger.
- (iii) Thereafter if details are available as to which hospital passenger has been admitted then commercial supervisor or WI should accompany him to that hospital.
- (iv) A hired vehicle should be provided for carrying them to various hospitals and mortuary.
- (v) The commercial supervisor or WI should stay with the relative until he has been able to either find the injured passenger or identify the dead body.
- (vi) Thereafter, they should help him in completing all formalities in the CAC.

7. Single window clearance :

- (i) CAC should have provision of single window clearance for all legal formalities & multiplicity of paper work.
- (ii) Counters provided in CAC should have facilities for following items in the given sequence as indicated in **Annexure – 3** :
 - (a) Reservation chart, for locating the name.
 - (b) List of dead and injured along with name of hospital. The name of passengers involved should be checked up from the list of dead or injured, if available, and their current status informed
 - (c) Counter for providing commercial supervisor or WI as escort along with a vehicle, for accompanying the relative and going around to various hospitals or mortuary.
 - (d) Railway doctor for issue of Medical Death Certificate.
 - (e) Govt. doctor for issue of Post Mortem Clearance, in case the same is necessary.
 - (f) Municipality official for issue of Official Death Certificate.
 - (g) Local police for issue of authority for handing over of dead body.
 - (h) Claims counter - Payment of ex-gratia and issue of Claims Compensation Form.
 - (i) Counter for helping performance of last rites in case relatives decide to cremate the body there itself.
 - (j) Pass counter for issue of return journey pass.
 - (k) Return journey facilitation counter will make arrangements for return journey.

8. Stay of relatives of dead and injured :

- (i) Commercial supervisor or WI deputed with relatives should also arrange for their stay and accommodation.
- (ii) Depending upon the need, accommodation in hotels/dharamshalas would be hired for accommodating passengers.
- (iii) Arrangements should be made for their meals etc. Contract should be given for providing cooked food to relatives.

9. Performance of last rites:

- (i) In many cases relatives decide to perform last rites at the place of accident itself instead of taking the body back to their native place.
- (ii) This is mostly on account of :
 - bodies being mutilated,
 - bodies being in a state of decomposition,
 - native place being far off,
 - for overcoming logistic problems of taking the body back.
- (iii) In such cases railways should render appropriate assistance to relatives for performing last rites.
- (iv) Railways should locate :
 - the nearest cremation or burial ground as the case may be.
 - shopkeepers who supply necessary material for funeral rites.
 - priest for performing the ceremony.

- (v) The above information would be conveyed to relatives and transport provided for carrying the body.
- (vi) Above duties are to be performed by Personnel department.
- (vii) Commercial supervisor or WI who has been deputed for relatives of a particular passenger should help them out in this endeavor.

10 Departure of relatives of dead and injured :

- (i) CAC should have counters for helping relatives regarding their return journey.
- (ii) Personnel branch staff at the CAC should be available for issuing complimentary passes for their return journey.
- (iii) Reservation of berths should be provided on trains. Such reservation should be provided only from the accident site onwards.
- (iv) Extra coaches should be attached to trains going to these destinations for the next 2 or 3 days. These extra coaches should be brought in locked condition from the originating station.
- (v) Reserved space in luggage portion of SLRs for some of them to carry back bodies in coffins etc, in case they so desire.

(Chapter – 15)
MEDIA MANAGEMENT PLAN

1. Objective:

- (i) To post the public with factual information pertaining to the accident.
- (ii) To convey certain information which is of use to passengers.
- (iii) To convey specific information which is of use to relatives of dead and injured passengers.
- (iv) To create a positive public opinion.
- (v) To create a healthy relationship with the press and electronic media.

2. Duties of PR Organization:

- (i) CPRO/PRO and his team will collect whatsoever information is available from Divisional Control Office and first information would be released to the media within 60 minutes of intimation of the accident.
- (ii) The information shall include telephone numbers of Helpline Enquiry Booths.
- (iii) Number of photographers with digital cameras and video photographers should also be taken along to the accident site.
- (iv) Both CPRO and PRO will be available in the UCC during the day.
- (v) Responsible PR supervisors should be deputed during night shift for interacting with the media, if necessary.
- (vi) CPRO will organize Press Briefings at fixed timings as detailed in Section 6 below.
- (vii) PR organization shall monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.

3. Spokes person:

- (i) Only GM, DRM, CPRO, Chief Emergency Officer in Hdqtrs. Emergency Cell and Divisional Emergency Officer in Divisional Emergency Cell are competent to interact or give interview to press and electronic media.
- (ii) Apart from the above, any other officer authorized by GM is competent to interact or give interview to press and electronic media.
- (iii) Railway's endeavor shall be to ensure that only factually correct and confirmed information is relayed to the media.
- (iv) No inflated or exaggerated version of any fact should be relayed to the media.
- (v) Unconfirmed news having no authentic source shall not be relayed to media.
- (vi) No railway men shall express or voice any criticism, or express his personal opinion or views about the accident, at any point of time.

4. **Information to be relayed to Press and Electronic Media :**

Information to be given to media can be broadly segregated into following categories :

(a) Accident :

- (i) Nature of the accident – date, time, place, exact location, train no., number of coaches involved etc.
- (ii) Details of how the accident most probably occurred.
- (iii) Prima-facie cause of the accident will be relayed to Media only with the approval of GM.
- (iv) Sabotage, even if suspected, will not be relayed to Media, without approval of Railway Board.
- (v) Periodic reports regarding progress of rescue and relief work.
- (vi) Expected date and time of restoration.

(b) Uninjured Passengers :

- (i) Steps being taken to provide beverages, refreshments and first aid treatment for unaffected passengers.
- (ii) Steps being taken by railways for clearance of unaffected passengers.
- (iii) Expected time of departure of front portion of accident involved train.
- (iv) Its likely time of arrival at the destination.
- (v) Expected time of departure of rear portion of accident involved train.
- (vi) Its diverted route and likely time of arrival at the destination.
- (vii) In case empty coaching rakes have been arranged, then details of the same.
- (viii) Road bridging being done, labourers provided for transshipment of luggage.

(c) Dead and Injured passengers :

- (i) Steps taken by Railways to render immediate medical attention.
- (ii) No. of injured passengers rescued.
- (iii) Breakup of their injuries :
 - Grievous,
 - Simple,
 - Trivial.
- (iv) Names of hospitals where injured are being treated.
- (v) Approximately how many patients have been admitted in each of these hospitals.
- (vi) Names of injured passengers.
- (vii) Communication facilities like cell phones, STD phones provided at these hospitals.
- (viii) Payment of ex-gratia. Facilities offered to relatives of victims, including free pass for journeys.
- (ix) Special trains being run for bringing relatives of dead and injured.
- (x) Number of dead bodies recovered and number of bodies identified.
- (xi) Identification of dead bodies takes much longer since either
 - they were travelling alone, or
 - their companions are injured and are not in a position to identify them, or
 - their companions have also perished.
- (xiii) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.
- (xiv) This aspect of identification of dead bodies and reasons for delay should be explained to the media.

(d) Helpline Enquiry Booths :

- (i) Setting up of Helpline Enquiry Booths.
- (ii) Details of Helpline Enquiry Booths as follows :
 - Stations where these have been opened.
 - Telephone Nos.
 - FAX Nos.
 - Internet address of ECoR on the railnet website, (www.eastcoastrailway.gov.in).

(e) Train Services :

- (i) Details of train operation with regard to :
 - Diversion,
 - Regulation,
 - Rescheduling,
 - Short termination,
 - Cancellation.
- (ii) Running of 2 passenger specials for carrying relatives to the site of accident.
- (iii) These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives enroute.
- (iv) Expected departure time of relatives special from their originating stations.
- (v) Refunds being granted in Helpline Enquiry Booths for passengers whose journey have been interrupted.

5. Casualty figures :

- (i) In all accidents, as long as rescue and relief work continues, there is always a difference between casualty figures given by railways and casualty figures quoted by the Media.
- (ii) The reason for this difference is that railways give casualty figures based on actual number of dead bodies recovered; whereas Media estimates casualty figures based on the damage visible and likely final tally.
- (iii) During Press Briefings, this point should be clarified that at that point of time so many bodies have been recovered.
- (iv) However, it should also be made clear that casualty figures are likely to go up since rescue work is still continuing.
- (v) Assessment regarding likely number of deaths and injuries may also be made if considered necessary. Such an assessment should be based on :
 - Total number of coaches involved.
 - Number of coaches searched.
 - Number of coaches yet to be dealt with.
- (vi) Particular reference should also be made to coaches that are crushed or that have climbed on top, and have not yet been searched.
- (vii) For example, the media can be informed that as of 13/- hrs., 2 coaches have been dealt with and ___ no. of bodies have been recovered. 8 more coaches are still to be searched and casualties are likely to go up.

6. Press Briefings at accident site:

- (i) CPRO on arrival at accident site shall collect factual information from the OC Site and relay the same to Media personnel at site and also to Divisional Emergency Officer in the Divisional Emergency Cell. Thus, an on line communication channel will be established to keep media informed of all important details.
- (ii) The first Press Briefing will be held within one hour of CPRO's arrival at site. Subsequent briefings will be held according to the schedule given below.
- (iii) CPRO or PRO should be available in the UCC during Press Briefings.
- (iv) There should be fixed time Press Briefings so that there is no confusion regarding different versions given to separate channels at various points of time.

- (v) Simultaneous Press Briefings should be held at accident site as also at Hdqtrs. Emergency Cell and Divisional Emergency Cell as per fixed timings given below, so that the same version is given by all concerned.
- (vi) Information to be given to the media will be of -/30 hrs. earlier. For example the media briefing held at 7/30 hrs. will convey all information as at 7/- on that date.
- (vii) On the first two days, there should be 6 media briefings per day. These should be scheduled at the following timings :
 - 7/30 hrs.
 - 10/30 hrs.
 - 13/30 hrs.
 - 16/30 hrs.
 - 19/30 hrs.
 - 22/30 hrs.
- (viii) Thereafter, for the remaining days, there should be 3 media briefings per day. These should be scheduled at the following timings :
 - 7/30 hrs.
 - 13/30 hrs.
 - 19/30 hrs.
- (ix) All media releases will be up loaded on the East Coast Railway website, and new page opened to give specific information with regard to the accident. The priority of information release to various media will be as under:
 - TV Channels.
 - Agencies – UNI, PTI,
 - Print Media.
- (x) Convenience and conveyance of media shall be taken care of by PR personnel with assistance of Commercial representatives at site. Media persons should be conducted to hospitals where injured are being treated.
- (xi) Commercial department should ensure that list of passengers who traveled by the accident involved train along with list of dead and injured in the accident reach PR officials at the earliest.

(Chapter – 16)

FIRE AND OTHER ACCIDENTS

Fire on a running train is more catastrophic than on a stationary one, since fanning by winds helps spread the fire to other coaches. Moreover, passengers sometime jump out of a running train on fire resulting in increased casualties.

In case of fire in running train, every railway staff available on the train or at the site shall immediately try and stop the train and plunge into action to save lives and property.

(A) FOLLOWING SOURCES ARE MAIN CAUSES OF FIRE IN TRAINS :

- (i) Carrying stoves, sigris, gas cylinders, kerosene oil, petrol, fire works etc. in passenger compartments.
- (ii) Making fire/using fire near paper, wood, petrol or such other inflammable articles.
- (iii) Lighted match sticks, cigarette ends carelessly thrown.
- (iv) Short circuit in electrical wirings.
- (v) Using naked light during authority token delivery to the driver, shunting of inflammable loads, sealing of inflammable wagons.
- (vi) Use of open fire, smoking near gas/ petrol tank.

All railway staff and passengers should take all possible precautions to avoid any of the above mistakes so that possibility of fire breaking out can be minimized. In general fire originates in a small level. When it is surrounded by burning materials with adequate supply of air, fire spreads.

(B) ACTION TO BE TAKEN IN CASE OF FIRE IN TRAIN :

- (i) First and foremost immediately summon the fire brigade.
- (ii) Secondly, if you smell gas or vapour, or even in case of excessive smoke, hold a wet cloth loosely over your nose & mouth and breath through it in as normal a manner as possible.

1. In case of fire in a passenger train :

- (i) In case of fire pull the Alarm Chain and stop the train immediately.
- (ii) Try and put out the fire before it becomes a big blaze by using either water or blankets etc.
- (iii) More people expire due to suffocation from smoke rather than due to actual burning.
- (iv) Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils.
- (v) Instruct passengers to go to the other end of the coach which is away from the fire and if possible cross over to the next coach through the vestibule.
- (vi) Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- (vii) Make sure that no passenger lies down on the floor.
- (viii) After train has stopped, passengers should come down from the coach immediately.
- (ix) Building up confidence of injured passengers by suitable advice is of great importance.
- (x) As far as possible the train should be stopped nearer to the W/Tank or well.

2. In the event of a vehicle on a train being on fire :

- (i) Stop the train immediately.
- (ii) Don't panic.
- (iii) Evacuate passengers from burning coaches.
- (iv) Protect property, valuables & mails.
- (v) Locate fire extinguishing substances viz, water bucket with water/sand, fire extinguishers etc;
- (vi) Use fire extinguisher if any and put out the fire.
- (vii) Use water from the coaches and extinguish the fire.
- (viii) Throw Earth or sand, if available, on the fire.
- (ix) Ascertain the type of fire viz, dry, oil gaseous, electric and use the right type of extinguishers;

- (x) Isolate the burning vehicle from other vehicle by uncoupling.
- (xi) Train to be protected by Driver and Guard at both ends according to the provision of G&SR 6.03.
- (xii) Report it to the nearest station/control/fire station.
- (xiii) Every effort shall be made to extinguish the fire and to save the wagon labels, seals and contents of the vehicle.
- (xiv) In case fire is discovered when the train is near a tank or watering station, the Guard and Driver shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.
- (xv) Inform all concerned to assist in extinguishing the fire.
- (xvi) In case of fire from electrical short circuit switch off the source.

3. In the event of fire on an Electric engine/EMU

- (i) Driver shall immediately switch off the circuit and lower the pantograph. The train shall then be brought to a stop at once.
- (ii) After disconnecting the electric supply to affected circuits, Driver shall take necessary action to put out the fire.
- (iii) If fire cannot be extinguished by the above means Driver shall advise TPC through emergency telephone to arrange for OHE of the affected section to be switched off.
- (iv) The Guard and any other staff available shall render all possible assistance to the Driver in putting out the fire.
- (v) Ordinary fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment.
- (vi) If services of fire brigade are required, fire brigade shall not be allowed to commence operation until all electrical equipment in the vicinity of the fire have been made dead.

4. In the event of a fire on a Diesel Engine/DMU stock :

- (i) The Driver/Motorman shall immediately switch off the circuit breaker and shut down the engine. The train shall be brought to stop at once.
- (ii) The Guard shall give all possible assistance to the Driver in putting out the fire.
- (iii) Fire extinguishers of approved type shall be provided on each diesel locomotive and motor coach of DMU when these are turned out from the home shed. The SSE/C&W in charge of the shed shall inspect the fire extinguishers and ensure that these are in good working condition.

5. When a person is on fire :

- (i) Approach him holding the nearest available wrap in front of you.
- (ii) Wrap it round him.
- (iii) Lay him flat and smother the flames.
- (iv) He may roll on the floor, smothering the flames.
- (v) On no account should he rush out in the open air.
- (vi) Call for assistance.

6. Fire caused by Petrol or other inflammable liquids, acids or gases :

- (i) Segregate the affected wagon, coach or area involved.
- (ii) On opening a wagon do not enter it immediately. You would thus, avoid fumes, which may be dangerous.
- (iii) Use foam type fire extinguishers and sand and not water or soda acid type fire extinguishers.
- (iv) Do not bring naked lights near the site of fire.
- (v) Warn the people living in the surrounding areas within one Km. radius.
- (vi) Stay away from ends of tanks, as tanks normally burst from the ends.
- (vii) Cool tanks that are exposed to flames with water from the sides only after the fire is put out.

- (viii) Withdraw immediately in case of rising sound from venting safety device or any discolouration of tank due to fire.
- (ix) Inform the nearest Fire Stations intimating that the fire has been caused by Petrol or any other inflammable liquids, acids or gases.

7. In case of fire due to Explosives/Inflammables/Dangerous Goods :

- (i) Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
- (ii) Following steps may be taken if no undue risk is involved:
 - (a) Move unheated cylinders to a safe place after ensuring closing of valves.
 - (b) Cool the hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
- (iii) If cylinder containing inflammable/toxic gas develops leak during transportation, remove it to an isolated open place away from any source of ignition and advise the filler or consigner as required.
- (iv) Inform the Chief Controller of Explosives by fax/telephone.
- (v) Inform officer in charge of nearest police station.
- (vi) Inform departmental officers concerned.
- (vii) Pending the visit of the Chief Controller of Explosives/his representative, the wreckage and debris shall be left undisturbed except to save lives.
- (viii) After getting information from the Chief Controller of Explosives that he does not wish any further investigation, the restoration work may be commenced.

(C) FIRE FIGHTING :

1. Dry chemical powder type fire extinguisher (DCP) :

These types are suitable for tackling petroleum, gas, electrical fire and controlling fires of textile fibers. Sodium based chemical powder is used on a fire which undergo chemical reaction.

2. How To Use :

- (i) Carry to the place of fire and keep it up right.
- (ii) Remove the safety clip.
- (iii) Strike the knob located in the cap.
- (iv) Sealing disk of the cartridge gets broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out.
- (v) Direct the stream of the powder at the base of the flame.
- (vi) For effective result stand at about 1.5 to 2.5 m. near the seat of the fire.
- (vii) Move forward with moving the nozzle rapidly from side to side in sweeping motion.
- (viii) When using on outdoor fires operate from the up wind side for effective spray.

3. Building Evacuation :

When the building fire alarm sounds :

- (i) Immediately evacuate using building emergency plan procedures.
- (ii) Walk to nearest exit/stairwell (close doors behind you)
- (iii) Do not use elevators.

- (iv) Proceed to the designated gathering area outside the building
 - (v) Do not re-enter building until cleared by authorized personnel.
 - (vi) Assist with evacuation of individuals with special needs.
4. **Suspicious substance in Railway premises :**
- (i) Clear and isolate the contaminated area. Do not touch or disturb anything.
 - (ii) Call police/fire service/bomb squad.
 - (iii) Wash your hands with soap and water.
 - (iv) Identify individuals who may have been exposed to the material
 - (v) Do not leave premises until disposed by authorities.
5. **Bomb threat/Blast :**
- Person receiving call regarding bomb threat should :
- (i) Attempt to gain as much information as possible from the caller like type of device, time set, location, reason/purpose of the act, dialect mannerism and identity of the caller.
 - (ii) Inform and alert the disaster management team (Bomb detection squad).
 - (iii) Alert police, fire brigade and explosive department.
 - (iv) Pass on the information to all departments concerned.
 - (v) Take initiative for evacuation of all persons from premises.
 - (vi) Person noticing a bomb like object, should bring it to the notice of the nearest available officer.
 - (vii) Inform GRP, RPF, Bomb detection squad.
 - (viii) Ensure all persons are away from the spot and avoid unnecessary crowding near the area.
 - (ix) Inform control to take further steps for regulating train services.
 - (x) Wait for clearance from the Police department to restore normal working.
 - (xi) Utilize "Caller ID" facility if provided to trace the caller.
6. **Radiation Emergency :**
- (a) **Personal injury involving Radioactive material contamination :**
- (i) Render first aid immediately for serious injuries, as trained.
 - (ii) Call bomb squad, fire station.
 - (iii) If possible, without causing harm to the victim, monitor the injured, remove contaminated clothing and gross personal contamination.
- (b) **Radioactive contamination of personnel :**
- (i) Remove and bag all contaminated clothing.
 - (ii) Call fire station, bomb squad, police
 - (iii) Skin contamination should be cleaned using mild soap and tepid water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-wash and re-survey.
7. **What to do upon receipt of suspicious letter/package :**
- (i) Handle with care.
 - (ii) Don't shake or bump.
 - (iii) Isolate and look for indicators.
 - (iv) Don't open, smell, or taste.
 - (v) Treat it as suspect.
 - (vi) Call Police/Fire service/Bomb squad.
8. **If parcel is Open and/or Threat is identified :**
- (a) **For a Bomb :**
- (i) Evacuate immediately
 - (ii) Call police/fire service/ Bomb squad.
- (b) **For Radiological :**
- (i) Limit exposure – don't handle

- (ii) Evacuate area immediately.
- (iii) Shield yourself from the object.
- (iv) Call police/fire service/bomb squad.

(c) For Biological or Chemical :

- (i) Isolate – don't handle
- (ii) Call police/fire service/bomb squad.
- (iii) Wash your hands with soap and water.

(D) OTHER ACCIDENTS :

1. Tampering of Railway fittings causing accidents & Placing of foreign particles on track to cause disruption to traffic :

- (i) A staunch vigil should be kept by introduction of special patrolling over the area as and when warranted.
- (ii) Some persons to be trained specially and to be drafted for duty over the area if required.

2. Earthquake :

- (i) When first tremors are sensed during an Earthquake, all personnel should evacuate buildings and assemble at safe places away from structures, walls and falling objects.
- (ii) Emergency shutdown should be declared.
- (iii) Emergency response plan to be activated.
- (iv) After status is restored, personnel should inspect all facilities for damage assessment, cleanup, restoration and recovery.

3. Landslide :

- (i) Whenever landslide is expected/experienced due to heavy down pour all train services should be regulated.
- (ii) Rescue team to be rushed for restoration work.

4. Floods :

Based on the weather forecast warnings regarding impending flood condition, following steps should be taken.

- (i) Bridge watchman to be provided at vulnerable points to inform flow of water.
- (ii) Shifting all personnel and movable equipment around the bank.
- (iii) If time permits sandbag dykes can be constructed to ensure safe passage of trains.
- (iv) Regulate train service till flood recedes
- (v) Evacuate people on train/at station and move them to a safer place.
- (vi) Contact Fire brigade, Naval, Army, Air force, Local boat man and arrange divers and boats.
- (vii) With the co-ordination of local authorities the Engineering officer/supervisor or other supervisors at that station shall arrange temporary shelter in nearby schools, marriage hall, community center etc.
- (viii) If necessary, arrange coaches to accommodate the affected temporarily.
- (ix) Seek assistance from voluntary organization and arrange drinking water, food, medicines etc.
- (x) RPF and GRP in co-ordination with local police shall arrange protection.
- (xi) Keep communication with Divisional Control Office.
- (xii) When people are marooned by flood, arrange air dropping of food packets, cloths etc., with the assistance of civil administration.
- (xiii) Contact SJAB, local doctors and provide medical care to the affected.
- (xiv) Take all necessary action to provide shelter and other assistance to those affected by floods.

5. Cyclone/Storm :

When a train is caught in a cyclonic storm at mid section/station :

- (i) Stop the train clear of cuttings, bridges and embankments.
- (ii) Guard, Driver and other Railway staff on train shall open all doors and windows of all coaches.
- (iii) Station Master shall not start trains when the wind velocity exceeds the permitted level.
- (iv) Make announcement frequently to warn the public about the storm/cyclone.
- (v) Take all necessary action to provide shelter and other assistance to those affected by cyclone and storm.

(Chapter – 17)
TRAINING AND MOCK DRILL

Trained manpower is an essential ingredient of any DM system. Mere provision of sophisticated equipment without trained manpower is futile. For handling an unforeseen situation like managing a Disaster, training of all railway personnel concerned is an inevitable input. To acquire necessary knowledge and skill, all relevant officials should be given periodic training regarding their duties and that of their department.

1. Training :

Training should be conducted at the following three levels :

- **Individual Training:**

- (i) For enhancing the skill of staff attached to ARMVs, ARTs, etc., supervisors and staff shall be given general training in Disaster Management.
- (ii) Special training may be arranged in Extrication, Rescue, Medical relief, Rolling stock restoration technique and Civil Defence by departments concerned.

- **Seminars/Workshops:** Seminars should be periodically conducted on Disaster preparedness, and the DM Plan.

- **Joint Exercises:** Full scale Disaster Management Mock Drill to be conducted as detailed below.

2. Full Scale Mock Drill :

Disaster Management essentially necessitates a state of preparedness under all circumstances and the efficacy of arrangements therein can be assessed only by conducting periodical full-scale mock drills.

(i) Objective of the full scale mock drill would be to :

- gauge the preparedness of DM system including detailed planning and keeping of all equipment in good fettle.
- integrate the operational response to measure overall performance of the exercise.
- measure performance with regard to accident restoration.

(ii) On a division, the first mock drill should be conducted within 3 months of issue of the Zonal DM Plan.

(iii) On a division, the second mock drill should be conducted 3 months after the first one, in order to correct all shortcomings noticed during the first mock drill.

(iv) Thereafter, mock drills shall be conducted once every 2 years after the new DRM takes over.

(v) It should be conducted during the day and in a branch line section.

(vi) 6 hrs. traffic block shall be taken and the ARMV/ART run out to the accident site.

(vii) UCC and CAC should be set up and each department will post their functionaries in the Control Office as also in UCC and CAC.

(viii) All facilities should be provided in UCC and CAC by departments concerned.

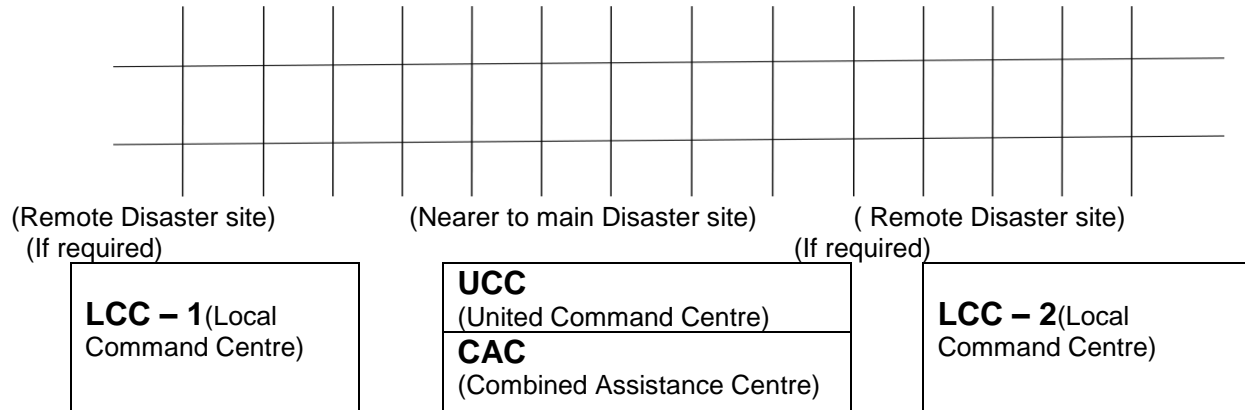
(ix) During these full scale mock drill, following aspects shall be closely watched :

- Turning out of ARMV/ART within the prescribed time.
- Speed of the specials.
- Assembly of staff.
- Handling of ART, HRDs, HREs and other rescue equipment.
- Logging of events.
- Functioning of field telephones and communication network.
- Functioning of generator sets, lighting equipment.
- Preparedness of first-aiders and availability of medical equipment.
- Preparedness of commercial department to mobilize adequate manpower.

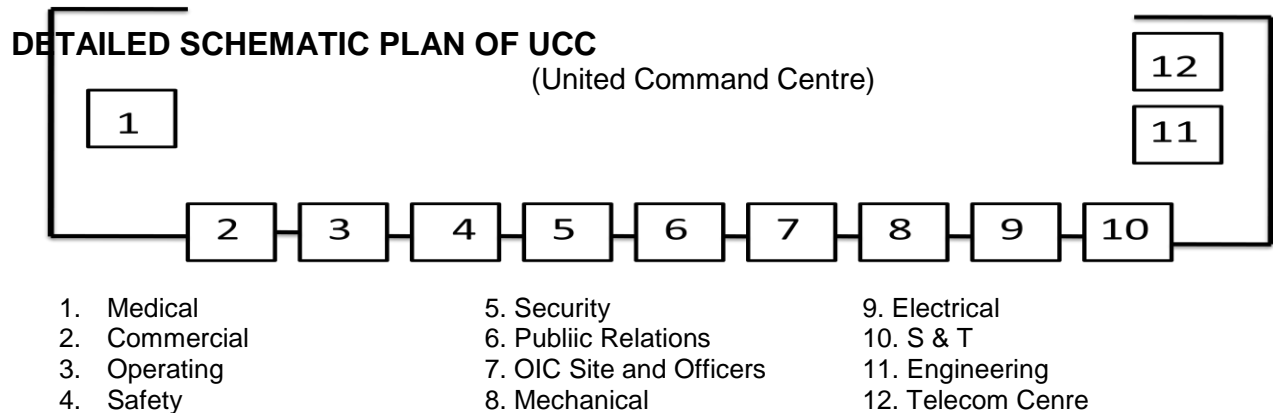
- (x) On completion of the drill, a detailed report shall be prepared detailing deficiencies noticed, corrective measures initiated and improvements required.

OUTLINE SCHEMATIC PLAN OF UCC/CAC/LCCS

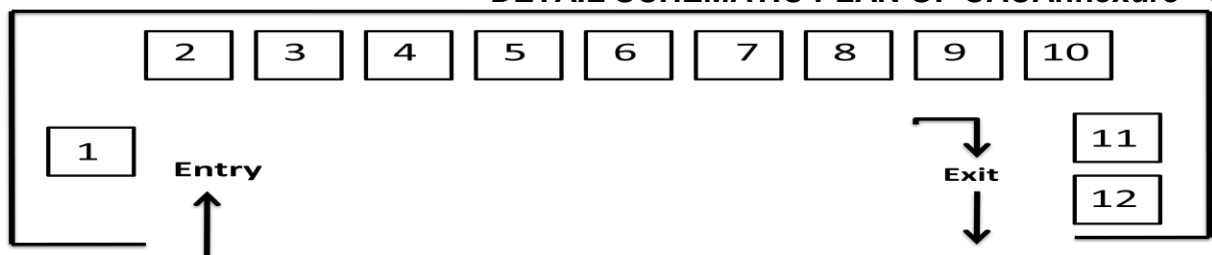
Annexure - 1



Annexure - 2



DETAIL SCHEMATIC PLAN OF CACAnnexure - 3



- 1. Commercial - Reservation Chart
- 2. Medical – List of dead and Injured
- 3. Commercial – Provision of escort and vehicle
- 4. Railway Doctor – Issue of Medical Death Certificate
- 5. Govt. Doctor – Issue of Post Mortem Report
- 6. CAC in charge and Officers
- 7. Municipality Official – Issue of Official Death Certificate
- 8. RPF/Local Police – Issue of authority for handing over dead body.
- 9. Commercial – Payment of Ex-Gratia, Issue of Claims Forms.
- 10. Commercial – Assistance for performing of last rites
- 11. Personnel – Issue of Return Journey Pass
- 12. Operating – Arrangement for Return Journey

TELEPHONE NUMBERS OF SENIOR OFFICERS OF ANDHRA PRADESH. GOVERNMENT STD CODE - 0863

SL.No.	Designation	Office	Residence	FAX
1	Chief Secretary	2446633	2446634	2446635
2.	Principal Secretary (CM's Secretariat)	2446642	2446643	2446644
3.	Spl. Secretary (CM's Secretariat)	2446681	2446682	
4.	Principal Secretary (Home)	2442380		
5.	DG (Police)	23237788	23212345	23243333
6.	ADG (Railway)	23235408	23545780	
7.	Commissioner (Information and PR)	0866-2973532		
8.	Commissioner (Medical, Health & FP)	0863-2445030		
9.	Principal Secretary (Revenue)	0863-244558	23548004	23452835
10.	Managing Director APSRTC	27615983	23542334	27617135
11.	Commissioner Disaster Management (Relief Commissioner)	040-23456005	040-23450419	040-2341819

**TELEPHONE NUMBERS OF SENIOR OFFICERS OF
ORISSA, GOVERNMENT
STD CODE BBS-0674 & CTC-0671**

SI No.	Designation	Office	Residence	FAX
1.	Chief Secretary	2534300 2536700	2534300	2536660
2.	Secretary (CM's Secretariat)	2536682 2322164	2436096	2535100
3.	Principal Secretary (Home)	2531515 2322461	2531721	2402115
4.	DG (Police)/ CTC	2301151 2306501 9437052200	2304662 2306607	2304033
5.	IG (Railway)/CTC.	0671-2306615	9438915982	
6.	Commissioner Cum Secretary (Information and PR)	2536736	2556588	
7.	Commissioner Cum Secretary (Medical, Health & FP)	2536680 2405235	2530152	2400674
8.	Managing Director(OSDMA)	0674-2395379 2395398 Extn-208	2556000 9937099099	0674- 2391871 2396681
9.	Commissioner Cum Secretary (Revenue)	0674-2539023	2536050	
10.	Spl. Relief Commissioner	2536721 2534180	2394249 9938215745	2415292

TELEPHONE NUMBERS OF COMMISSIONER OF RAILWAY SAFETY

SL No.	Designation	Railway Tele Phone No.	Office MTNL	Residence		Mobile No.
				Railway	MTNL	
1.	CRS /SE. Circle /Kolkata	0522-2233108	033-22484858	23290	033-2237702	9002080850
2.	CRS/Eastern Circle /Kolkata	080-24955 020-27061	033-22483945	27061	033-24392717	
3.	CRS/S.C. Circle Secunderabad.	070-86980 27786980	040- 27820104 27786979 27786980 27789981	86979	040-27703363 27000219	

Annexure-7**CIVIL ADMINISTRATION (DISTRICT WISE) OF STATE GOVT.**

DM: District Magistrate, SP:-Superintendent of Police, CR:-Control Room, EO:-Emergency Officer

KHURDA ROAD DIVISION

SI No	District	Code	Office Tel	Res tel	Mobile	Fax	E-mail	
	KHURDA							
1	DM	06755	220001	0674-2536949	9439773964	06755-221567	dm-khordha@nic.in	
2	SP	06755-	220535	2535922	9438916280	06755-220052		
3	EO	06755	220002	-	9938540565	-		
4	CR	06755	220002	-	-	-		
	PURI							
1	DM	067522	222034 224257	222033	9437527567	223939		
2	SP	06752	225400 223559	225300	9435769700	223280		
3	EO	06752	220002 233450	-	-	-		
4	CR	06752	220002	-	-	-		
5	Fire officer	06752	220733	-	-	-		
	CUTTACK							
1	RDC	0671	2608362	2532080	9437017194	2507906		
2	DM	0671	2508100	2301001	9437124029	2301103	dm-cuttack@nic.in	
3	SP	0671	2428116	2305303	9438916200	0671-2368015		
4	DCP	0671	2304294	2305100	-	2368116		
5	EO	0671	2501059	-	-	-		
6	GR	0671	2507842	-	-	-		
7	Fire Officer	0671	2306409 2307069 Extn.101		9438439529	-		
	JAGAT SINGHPUR							
1	DM	06724	220379	220199	9437048177	220299		
2	SP	06724	220115	220015	9438485751	220370		
3	EO	06724	220368	-	-	-		
4	CR	06724	220368	-	-	-		
5	Fire officer	06724	220099	-	9437343685	-		
	KENDRAPARA							
1	DM	06727	232602 232601	232802	9437047755	232803		
2	SP	06727	232616	221096	-	232616		
3	EO	06727	232803	-	-	-		

4	CR	06727	232803	-	-	-	
5	Fire Officer	06727	230301	-	-	-	
JAJPUR							
1	DM	06728	222001 225225 222000	222330	9437286512	222067	
2	SP	06728	240117 240104	240110	9438482813	240112	
3	EO	06728	222648	-	-	-	
4	CR	06728	222648	-	-	-	
5	Fire officer	06728	222233	-	-	-	
BHADRAK							
1	DM	06784	250436	250430	9437061000	06784-240800	Dm-bhadrak@nic.in
2	SP	06784	242035	-	9438916370	06784-240120	
3	EO	06784	251881	-	-	-	
4	CR	06784	251881	-	-	-	
5	Fire officer	06784	231444	-	-	-	
DHENKANAL							
1	DM	06762	225601 207055	226500	9438399144	06762-225601	dm-dhenkanal@nin.in
2	SP	06762	225777	225010	943891470	06762-226786	
3	EO	06762	226507	-	-	-	
4	CR	06762	220507	-	-	-	
5	Fire officer	06762	226501	-	-	-	
KENDUJHARGARH							
1	DM	06766	254298	255401	9438052666	254248	
2	SP	06766	254286 255409	255402	9437477544	255402	
3	EO	06766	255437	-	-	-	
4	CR	06766	255437	-	-	-	
5	Fire Officer	06766	255101	-	-	-	
ANGUL							
1	DIG (NC Range)	06760	241395	242935	-	-	
2	DM	06764	230567	230234	9437031784	06764-230685	Dm-angul@nic.in
3	SP	06764	230136	2235000	943891630	06764-236655	
4	EO	06764	230980	-	9437209800	-	
5	CR	06764	236072	-	--	-	
6	Fire Officer	06764	230222	-	986150590	-	
GANJAM							
1	DM	06811	263700	236800	9438835404	06811-263344	Dm-ganjam@nic.in
2	SP	06811	263366	263855	9438916720	263266	
3	EO	06811	263978	-	-	-	
4	CR	06811	263978	-	-	-	
5	Fire Officer	06811	--	-	-	-	
SRIKAKULAM							
1	DM	08942	222555 222209 222210	222698 222565 222648	09440197299	222555 222698	
2	SP	08942	222508 222556	222556 226937	09440795800	-	
3	EO	08942	222555	-	-	-	
BRAHMPUR							
1	RDC	0680	2281456	2292755	-	2292750	
2	SP	0680	2292991	2291100	9439801100	2292390	

Annexure-8**TELEPHONE NUMBERS OF ARMY, NAVY, AIR FORCE OFFICIALS**

SI No.	Unit	Name & Address	Phone Number
1	Nodal Officer (Air force, Navy & Army)	Director (Operational logistics) HQ Integrated Defence Staff, Ministry of Defence	011-23017897(Off) 011-25686071 (Res) 9810856633 (Mobile)
2.	Navy	Duty Officer (Maritime Operations Center) HQ WNC, Mumbai	022-226330550 22630344
3.	Navy	Duty Officer (Maritime OperationsCenter) HQ ENC, Visakhapatnam.	0891-2577240
4	NDRF	Commandant, Mundauli, CTC	0671-2879710 9437964574
5	Coast Guard	Commandant/Coast Guard/Haladia	03224-263217
6	Coast Guard	Communication Centre/Indian Coast Guard/HLD	03224-263407
7	Army	Station HQ/Jamshedpur	0657-2431633
8	Army	Station HQ/Kolkata	033-22430326
9	Air Force	Chief Operations Officer	03222-232176
10	Air Force	Air Force Station/Kolaikunda Chief Administrative Officer	(Ext.207(O),227(R) 232176 Ext.203 (O), 223 (R)
		Sr.Medical Officer	232176 Ext.261 (O)
11	Air Force	Chief Operations Officer / Barrackpur	033-25921251
12	Air Force Base Kalleikunda, West Bengal	Air Traffic Control	03222-232176
13	INS Chilika (06756)		227235,227087 PXB-227221 to 30
		Commanding Officer	Ext.-201,202
		Executive Officer	Ext.-203,204
		Logistic Officer	Ext.-501,502

14	CISF Haldia	Commandant, CISF / Haldia	03224-252229 (O)/ 263335(R)
15	ODRAF	Commandant, Cuttack 6 th Bn.	0671- 2442148(O),2442442(R)
		ODRAF Unit, Cuttack	0671-2442259
		Commandant,Koraput 3 rd Bn	06852-251344,251355
		Commandant Jharsuguda 2 nd Bn.	06645-270096
		Commandant Chatrapur 8 th Bn.	06811- 260375,260860,260375
		ODRAF Unit, Chatrapur	06811-2292471
16	CISF	Commandant Nation Disaster Response Force,Munduli, CTC Dy.Commdt.	0671-2879710 9437964574
17	CRPF	DIG(Range Office)	0674-2553289(O), 2555185(Fax)
		DIG (G.C)/BBS	0674-2550179
		Control Room	0674-2558206
18	Coast Guard Paradeep	Commander/Coast Guard	06722- 222712,222215(R),223359(FAX) , 06722-220174(FAX)
19	EFR	Commandant EFR Salua/Kharagpur	PBX-03222 277238
20	Civil Defence	Dy.Control, BBSR	0674-2394199
		Dy.Controllor,Koraput	06852-250285
		Dy.Controllor, Talcher	06760-242819,240720,242519
21	Control Room NDMA	P.C.Sharma (pcsharma@ndma.gov.in)	011-26701728
		Krishan Kumar (krishnak@ndma.gov.in)	
		Sourabh (sourabh@ndma.gov.in)	
		Kulvinder Sharma (kulvinderk@ndma.gov.in)	
22	CISF	Control Room / PRDP	06722-222248
23	CISF	Fire Station	06722-222385
24	ZEE NEWS	—	0674-2417078
25	AAJ TAK	—	0674-2536988
26	NDTV/TV	—	0674-2561176

27	OTV	—	0674-2303375
28	ETV	K.B.Rao	0674-2506208
29	AADC	Gopalpur	0678-2343717
30	CISF	Dy.Commandant/Air port/BBS	9437482929
31	NCC	Dy.Director General / BBS	9437492288
32	Indian Airlines Enquiry/BBS		2596178, 2596105

Important Telephone Number Of NDMA,Hqr DG NDRF & NDRF BnsI
National Disaster Management Authority (NDMA)

Member,NDMA Mob-09810203406 Tel-011-23385175(R) (Off)-011-26701743 (Fax)-011-26701744	Secretary NDMA Secretary,NDMA Mob-09868154034 Tel-011-26876622(R) (Off)-20701710 Fax-011-26701716 secretary@ndma.gov .in	Joint secretary & Advisor(NDRF),NDMA Mob- Tel-011-26492295 (off)-011-26701817 (fax)-011-26701820 jsadmn@ndma.gov.in	Joint Advisor,(RR,NDRF&CD) NDMA Mob-9868117484 Tel-011-28080577(R) (Off)-011-26701742 (Fax)-011-26701742	Control room NDMA NDMA Tel-011-26701728 Fax-011-26701729 Mob-9868891803 Email- controlroom@ndma.gov.in
Directorate General, National Disaster Response Force(NDRF) Sector-1,R.K. Puram,New Delhi				
Commandant Mob-08750555500 09560771115 (off)-011-26712851 011-26161442 (fax)-011-26105912 Dg.ndrf@nil.in	Commandant Mob-0954061010 (mob)-011-26160252 24106667 (fax)-011-26105912	Dy commandant (adm) Mob-09015243611 Tel-011-26107943 Fax-011-26105912 Keshavkumar128@rediffmail.com	control room,NDRF Mob-09711448595 Tel-011-26107953 Fax-011-26105912	
National Disaster Response Force (NDRF) Bns				
Commandant 1st BSF NDRF,Bn ,Guwahati Mob-09435545951 C/R-0361-2840284 C/R-0361-2843555 Fax-0361-2840284	Commandant 2nd BSF NDRF ,Bn, Kolkata Mob-09434742836 C/R-033-25264302 C/R-033-252674394 Fax-033-25263077	Commandant 3rdBn NDRF BnMundali Mob-09437964571 09437964574 C/R_0671-2879710 C/R-09937187222 C/R-0671-2879710	Commandant 4thBn NDRF Bn,Arkkonam Mob-09442105069 Off-04177-246269 Tel-04177-246594 04177-246633 Fax-04177-246644	
Commandant 5thBn NDRF Pune Mob-09423506765 C/R-02114-231245 C/R-02114-231265 Fax-02144-231509	Commandant 6thBn NDRF Gandhinagar Mob-09428826445 C/R-079-023201551 Fax-079-023202540	Commandant 7thBn, NDRF Bhatinda Mob-09417802032 C/R-0164-2246030 C/R-0164-2246570 Fax-0164-2246570	Commandant 8thBn NDRF Greater Noida Mob-09968610011 Off-0120-2351101/02 Telefax-0120-2351105	

TELEPHONE NUMBERS OF RPF OFFICIALS OF KHURDA ROAD DIVISION.

Designation& Mobile No.	Railway		BSNL	
	Off	Ref	Off	Ref
S.DSC/RPF/KUR-8455887700	72250	72251	0674-2490675	0674-2490676
ASC/RPF/CTC-8455887701	72150	-	0674-2492943	-
ASC/RPF/KUR-8455887702	72416	72417	0674-2492943	-
OC/RPF/KUR-8455887703	72418	72419	0674-2492684	-
OC/RPF/BBS-8455887705	59503	59513	0674-2575606	-
OC/RPF/MCS-8455885720	58496	58497	0674-2740116	-
OC/RPF/CTC-8455887706	74514 74516	74515	0671-2648046	-
OC/RPF/JJKR- 8455887707	74216	74217	-	-
OC/RPF/KDJR- 8455887708-74752	74750	74751	-	-
OC/RPF/PRDP- 8455887712	75616	75537	06722-229630	-
OC/RPF/PUI- 8455887716	75718 75714	75719	06756-224275	-
OC/RPF/BALU- 8455887711	72712	-	06756-220007	-
OC/RPF/BAM- 8455887710	76018	76019	0680-2216602	-
OC/RPF/PS-8978280701	77210	77211	08945-243912	-
OC/RPF/TLHR- 8455887714	75316	75317	-	-
OC/RPF/DNKL- 8455887713	75410	-	0676-2211538	-
CC/C.E.COY- 8455887704	72740	-	-	-
OC/RPF/ANGL-8455887715	75150	-	-	-
IPF/DQM- 8455887724	72156	-	-	-
Ctrl/KUR- 8455887777	72154	-	0674-2492229	-
CH.OS- 8455887742	72717	-	-	-

Annexure-10

TELEPHONE NAMES & NUMBERS OF GRP OFFICIALS WITHIN DIVISION**KHURDA ROAD**

Name of GRP Post/Out Post	Mobile No	Railway		BSNL	
		Off	Res	Off	Ref
IG(P)/Rly/CTC	9599107147	74510	74511	0671-2306615	0671-2304214
SRP/CTC	9437337744	74412	74413	0671-2443982	0671-

					2304009
DSRP/CTC	9439120866	74415			
Bhadrak	SI/GRP-9438916894	74018	74019	06784-230510	
JJKR(OP)	9861224448	74218	74219		
CTC	SI/GRP-9438916895	74418	74419	0671-2549405	0671-2549405
Talcher	ASI	75318			
BBSR	9438916892	59608	59609	0674-2531090	
BRAG(OP)	ASI-9938704667				
MCS	9437433050	58272		75150(RPF)	
KUR	SI/GRP-9438079803	72714		0674-2490283	
SIL	ASI-9938141536	UNDER KUR GRP			
PUI	9439192718	75716	75717	06752-222678	
NKP(OP)	UNDER KUR GRP-9438361732				
BAM	INSPECTOR-9438916893	76014			
PSA	SI/GRP	77210	241013	0894-5243912	
<u>CONTACT TELEPHONE NUMBERS OF BPCL & IOCL</u>					
BPCL	SALES MANAGER				9438303828
IOCL	SALES MANAGER (OP)				9437027804 9937485477

Annexure-11

TELEPHONE NUMBERS OF ZONAL RAILWAY ESTABLISHMENTS

Designation	Railway		BSNL		Mobile	Fax	
	Office	Residence	Office	Residence		Rly.	BSNL
GM	50000	50001	2300773	2302773		50700	2300196
Secy. to GM	50002	54003	2300029	2300592	8455885000	50700	2300196
CSO	50560	50561	2748457	2302180	8455885940	54566	2748558
CME	50050	50051	2303370	2301957	8455885400	57050	2303530
CEE	50040	50041	2303515	2301857	8455885300	50740	2302524
CE	54030	54031	2385071	2303544	8455885200		2385087
COM	50060	50061	2303122	2741155	8455885900	50760	2300313
CMD	54070	50551	2303541	2303890	8455885500	54078	2303542
CSTE	50080	50081	2301891	2744280	8455885500	50780	2303508
CSC	50590		2303509	2741487	8455885800	50790	2302830
CCM	50030	50031	2300375	2303435	8455885700	50730	2302272
HQ.Control	51066		2301893		8455885950	50762	2301893

Important Telephone numbers of Divisional Head Quarter Officers

Designation	Railway		BSNL		Mobile	Fax	
DRM, KHURDA ROAD							
DRM	72200	72201	2490567	2490568	8455887000	72100	2490567
ADRM	72202	72203	2490264	2490364	8455887001		
Sr.DSO	72266	72267	2491404	2491403	8455887940	72266	2491404
Chief Controller	72360 72466 72467	72361	2492374		8455887938	72347	
DRM, VISAKHAPATNAM							
DRM	82200	82201	2746200	2746201	8978080000	82404	2728832
ADRM	82202	82203	2746202	2746203	8978080001		
Sr.DSO	82968	82967	2525924		8978080940		
Chief Controller	82466	82467	2746255			82562	2842562
DRM, SAMBALPUR							
DRM	62200	62201	2401331	2400498	8455886000	62343	2401331
ADRM	62202	62203	2405312	2404872	8455886001	62402	2405312
Sr.DSO	62262	62263	2533097	2533096	8455886940		
Chief Controller	62330		2401913			62260	2533169

Annexure-12

DISTRIBUTION OF OFFICERS FOR DISASTER MANAGEMENT

S.No.	Department	To Site	Remain in Head Quarters
01	Medical	CMS + 5 Doctors	Sr.DMO(G) + Other Doctors
02	Commercial	Sr.DCM + ACM – 1	DCM + ACM + Others
03	Civil Engg.	Sr.DEN(Co), Sr.DEN (Sec), Sr.DEN(Adj.Sec), DEN(Br), ADEN	Sr.DENs + ADEN(G)
04	Mech. (Power)	Sr.DME + 2 ADMEMs	DME
05	Electrical (General)	Sr.DEE(G)	DEE(G)
06	Electrical (TRD)	Sr.DEE(TRD)	DEE(TRD)
07	Electrical (Op.)	Sr.DEE(Op)	DEE(Op)
08	Signal & Telecom	Sr.DSTE + ASTE	DSTE
09	Operating	DOM(Safety) + AOM(Plg.)	Sr.DOM + DOM(M) + AOM(C)
10	Safety	Sr.DSO	-
11	Security	Sr.DSC	ASC
12	Personnel	Sr.DPO + APO	DPO + APO
13	Accounts	Sr.DFM + AFM	DFM + AFM
14	Stores	Sr.DMM	AMM
15	Supervisors	Only 3 Supervisors of each department should stay at HQ. All others should rush to the Accident site.	

TELEPHONE NUMBERS OF WAY SIDE STATION OF EAST COAST RAILWAY

KHURDA ROAD DIVISION

S.No.	Station Name	Railway No.	BSNL No.	CUG No.
BHADRAK – KHURDA ROAD - PALASA				
01	Bhadrak	74064 74068	06784-252440	8455889900
02	Baudpur	73201		8455889901
03	Kenduapada	73202		8455889902
04	Manjuri road	73203		8455889903
05	Baitarani Road	73204		8455889904
06	Korai	73205		8455889905
07	JagpurKeonjhar Road	73206		8455889906
08	Jakhapura	73207	06726-242463	8455889907
09	Jenapur	73208		8455889908
10	New Gadmadhupur	73209		8455889909
11	Haridashpur	73210		8455889910
12	Dhanmandal	73211		8455889911
13	Barathengada	73212		8455889912
14	Byre	73213	06725-278831	8455889913
15	Kapilash Road	73214		8455889914
16	Nirgundi	73215	0671-2492268	8544889915
17	Kendrapra Road	73216		8455889916
18	Cuttack	Rri=74466 Stn.=73217	0671-2610406 0671-2627856	8455889917
19	Barang	73218	0671-2870503	8455889919
20	Mancheswar	73219		8455889921
21	Bhubaneswar	73220,rri=59570		8455889922
22	Retang	73221		8455889924
23	Khurda Road	72396	0674-2490670	8455889925(roster) 8455890905(smr) 8455890915(ym- kur)
	Kur exchange	72805		
24	Kaipadar Road	73223		8455889926
25	Tapang	73224		8455889927
26	Nirakarpur	73225		8455889928
27	Bushandpur	73226		8455889929
28	Kalupadaghat	73227		8455889930
29	Kuhudi	73228		8455889931
30	Gangadharpur	73229		8455889932
31	Solari	73230		8455889933
32	Balugaon	73231		8455889934
33	Chilika	73232		8455889935
34	Khalikota	73233		8455889936
35	Rambha	73234		8455889937
36	Humma	73235		8455889938
37	Ganjam	73236		8455889939
39	Chatrapur (smr)	73237		8455889940 8455891850

40	Jagannathapur	73238		8455889941
41	Berhampur	73239		8455889942
42	Golanthra	73240		8455889943
43	Surla Road	73241		8455889944
44	Ichhapuram	73242		8455889945 8978280908
45	Jhadupudi	73243		8978881001
46	Sompeta	73244		8978881002
47	Baruva	73245		8978881003 8978280905
48	Mandasa Road	73246		8978881004 8978280904
49	Summadevi	73247		8978881005
50	Palasa(SS) SMR	73248 77260		8978881006 8978280901
CUTTACK - PARADEEP				
52	Kandarpur	73288		8455891861
53	Raghunathpur	73289		8455891862
54	Gorakhnath	73290		8455891863
55	Rahama	73291		8455891864
56	Badabandha	73292	06722-212998	8455891865
57	Paradeep/RRI YM	75629 75605/ 75604	06722-229434	8455891866
KUR - PURI				
58	Motari	73250		8455891886
59	Delanga	73251		8455891887
60	Birpurosottampur	73252		8455891888
61	Sakhigopal	73253		8455891889
62	Maltipatpur	73254		8455891890
63	Puri	75299	06752-223476 06752-225922	8455891891, 8455890906
BARANG – RADHAKISHOREPUR - NIRGUNDI				
64	Narajmarthapur	73316	0671-2379404	8455891867
65	Ghantikhali	73315		8455891868
66	Radhakishorepur	73314		8455891869
67	Machapur		0671-2382427	8455889949
68	GJTA	73313		8455889948
268	Charbatia	73287		8455889947
69	salagaon	73286		8455889946
RAJATHAGARH – TALCHER - ANGUL				
70	Rajathgarh	73311	0671-2381025	8455889950
71	Joranda Road	73310		8455889951
72	Dhenkhanal	73309	06762-228529	8455889952
73	Shadashivapur	73308		8455889953
74	Hindol Road	73307		8455889954
75	Meeramundali	73306	06732-258570	8455889955
76	Budhapunkh	73305	06764-292240	8455889956
77	Talcher Road	73301		8455889959
78	Talcher	73304	06760-240231	8455890916 8455890920 8455890937 8455891193(SS) 8455891228(SM)

				8455891808(SM)
79	Angul	75260		8455889960
JAKHAPURA - KENDUJARGARH ROAD - NAYAGARH				
80	Jakhapura	73207	06726-242463	
81	Sukinda	73270	06726-235199	8455890924
82	Baghuapal	73271		
83	Tomka	73272		8455890925
84	Tangripal	73274		8455891874
85	Sagadapata	73275		8455891875
86	Chilakadhara	73276		8455891876
87	Harichandanpur	73277	06733-265961	8455891877
88	Nilakantheswar	73278		8455891878
89	Sitabanji	73279		8455891879
90	Basanthpur	73280	06766-213168	8455891880
91	Naranapur	73281		8455891881
92	Kendujhargarh	73282	06766-258122	8455891882
93	Goaldaih	73283	06766-201692	8455891883
94	Porjanpur	73284	06766-201691	8455891884
95	Nayagarh	73285	06766-211199	8455891885
96	KURT	73256		8455889918
97	BYZA	73257		8455889923
98	RSKA	73258		
99	BORD	73359		
100	NYGT	73460		8455889922

UPDATING OF LOCAL RESOURCES, ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN DISASTER MANAGEMENT PLAN - 2017

S. No	Name of station & CUG of station	Name of near by Hospital/ Nursing home	Distance from station	Name of Doctors	Telephone/ mobile no. of hospitals/ nursing home/ doctors	Facility available in hospital/ nursing home & beds	Ambulance contact numbers	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos. of Incharge	Contact nos. of Paramilitary forces	Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organization, including Red Cross.	Size of NGO & facility related to Disaster	Nearest Bus depots, Contact nos. of Manager	Contact nos. of Major Transport Agencies	Contact nos. of Agency of Earth Moving Equipment suppliers	Name&Contact nos. of Tahasil & Tahasildar	Name&Contact nos. of District & District Collector	Mobile no. of any one related to DM
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
RLJC - JKPR SECTION :-																			
1	RLJC 8455891892	Railway Hospital & Dist. Govt.	5km & 9km	Dr.R.C. Mohanty, G.Pattnaik	06784250220, CDMO, 94999430	Pathology, OPD 400 Beds	108 & 7894080455	BHC, 06784251817	BHC, M.ROUT, 9437018644	OC,GRP, K.BARIK 9438079803	BHC, 101 & 06784231444	ASIANA, 9437000489	BHC, 15 Volunteers	BHC	R.K.AGENCY, 9439900988	RANJAN DAS, 9438634977	BHC, 06784240545, SARAT KU DAS	L.N.MISHRA, 9437061000	P.A to Collector
2	BHC 8455889900	Railway Hospital , Dist Govt	400 mts & 4km	Dr.R.C Mohanty, G.Pattnaik	06784250220, CDMO, 94999430	Pathology, OPD 400 Beds	108 & 7894080455	BHC, 06784251817	BHC, M.ROUT, 9437018644	OC,GRP, K.BARIK 9438079803	BHC, 101 & 06784231444	ASIANA, 9437000489	BHC, 15 Volunteers	BHC	R.K.AGENCY, 9439900988	RANJAN DAS, 9438634977	BHC, 06784240545, SARAT KU DAS	L.N.MISHRA, 9437061000	P.A to Collector
3	BUDR 8455889901	Railway Hospital,Dist Govt	10 Km, 6 Km	Dr.R.C Mohanty, G.Pattnaik	06784250220, CDMO, 94999430	Pathology, OPD 400 Beds	108 & 7894080455	BHC, 06784251817	BHC, M.ROUT 9437018644	OC,GRP, K.BARIK 9438079803	BHC, 101 & 06784231444	ASIANA, 9437000489	BHC, 15 Volunteers	BHC	R.K.AGENCY, 9439900988	RANJAN DAS, 9438634977	BHC, 06784240545, SARAT KU DAS	L.N.MISHRA, 9437061000	P.A to Collector
4	KED 8455889902	New Govt. PHC	1 Km	Dr.S.PATNAIK, 8763774720	02	OPD	108	BHC, 06784251817	KED P.S. 9439551572	OC,GRP, K.BARIK 9438079803	BHC, 101 & 06784231444	ASIANA, 9437000489	BHC, 15 Volunteers	BHC	R.K.AGENCY, 9439900988	RANJAN DAS, 9438634977	B.M.Choudhury, 9861205118	L.N.MISHRA, 9437061000	DO
5	MZZ, 8455889903	New Govt. PHC, MZZ	1 Km	Dr.D.PATL, 9777890989	02	OPD	108	BHC, 06784251817	MZZ, P.S. 06784231134	OC,GRP, K.BARIK 9438079803	6786230343	ASIANA, 9437000489	BHC, 15 Volunteers	-	-	-	BHANDARI POKHARI, 06786232932	L.N.MISHRA, 9437061000	DO
6	BTV, 8455889904	Barundi New Govt. PHC	1.5 Km	Dr.H.KUMAR, 8895776730	06726241168	OPD 02 Beds	108	JKR	KORAI, 06726265035	OC, GRP, K.BARIK 9438079803	67262 41301	-	-	JKR	-	-	JKR, 943812755	A.MALLIK, 9437031784	P.A to Collector, 9437297722
7	KRIH, 8455889905	CHC	1 Km	Dr.S.K.PRUSTY,9439992435	06726265077	OPD 06BEDS	108	JKR	KORAI, 06726265035	OC,GRP, K.BARIK 9438079803	DO	-	-	JKR	-	-	JKR, 943812755	A.MALLIK, 9437031784	P.A to Collector, 9437297722
8	JKR, 8455889906	CHC,JKR	1.4 Km	Dr.A.KAR, DR.B.K.DAS,	947212924, 9938536469	30 BEDS, PATHOLOGY, MINOR OT, X-RAY, BLOOD BANK	108, 06726220202	100 Units	JKR, S.K.MISHRA, 9437259461	OC/RPF 8455887707, OC/GRP, S124 468714	JKR, 06726220444, & 101	NATIONAL INSTITUTE FOR SOCIAL WELFARE, 9338466222	10 VOLUNTEERS AT ANY TIME	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	JKR, 943812755	A.MALLIK, 9437031784	P.A to Collector, 9437297722
9	JKPR 8455889907	Danagadi	7 Km	NA	9439992561	40 Beds	108	Jajpur 06728225177 500 units Jajpur Road 100 units	Kalinganagar 9937253355	OC/RPF, JKR 8455887707 GRP, JKR 9437259461	Danagadi 06726214211	Nagpal Institute for Social Welfare 9338946622	10 Trained staff	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi, G.P.Pandit 06726223308	S.K.Mallik 9437078100	9437297722
SKND - NYG SECTION :-																			
10	SKND 8455890924	Danagadi	4 Km	NA	9439992561	40 Beds	108	Jajpur 06728225177 500 units Jajpur Road 100 units	Kalinganagar 9937253355	OC/RPF, JKR 8455887707 GRP, JKR 9437259461	Danagadi 06726214211	Nagpal Institute for Social Welfare 9338946622	10 Trained staff	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi, G.P.Pandit 06726223308	S.K.Mallik 9437078100	9437297722
11	BGPL 8455890925	Danagadi	18 Km	NA	9439992561	40 Beds	108	Jajpur 06728225177 500 units Jajpur Road 100 units	Kalinganagar 9937253355	OC, RPF, KDJR	Danagadi 06726214211	Nagpal Institute for Social Welfare 9338946622	10 Trained staff	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi, G.P.Pandit 06726223308	S.K.Mallik 9437078100	9437297722
12	TMKA 8455891872	Gobardan pur	8 Km	NA	9437527114	10 Beds	108	Jajpur 06728225177 500 units Jajpur Road 100 units	TOMKA 8455887708	OC, RPF, KDJR	Sukinda 06726244762	Nagpal Institute for Social Welfare 9338946622	10 Trained staff	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi, G.P.Pandit 06726223308	S.K.Mallik 9437078100	9437297722
13	TGRL 8455891874	Harichandan pur	40 Km	NA	9439986357	20 Beds	108	NA	Daitari 06725248830	OC, RPF, KDJR	Anandapur 06731240256	Archit Vikash Samiti, Ghatgaon	NA	NA	NA	NA	M.Choudhuri, Anandpur, 06731221388	NST Nayagarh 06766255482	06766255401

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
14	SGDP 8455891875	Harichandan pur	25 Km	NA	9439986357	20 Beds	108	NA	HCNR	OC, RPF, KDIR	Ghatagaon 06733221395	Anchlik Vikash Samiti, Ghatagaon	NA	NA	NA	NA	M.Choudhuri, Anandpur. 06731221388	NST Naygarh 06766255482	06766255401
15	CLDR 8455891876	HCNR	15 Km	NA	06733224088	NA	NA	KDIR 06766254380	HCNR	NA	Chitgaon 06733221395	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
16	HCNR 8455891877	HCNR	4 Km	NA	06733221209	NA	NA	KDIR 06766254380	HCNR 06766224023	NA	Chitgaon 06733221395	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
17	NKW 8455891878	Ghatgaon	15 Km	NA	06733221209	NA	NA	KDIR 06766254380	Dhinkikot	NA	Chitgaon 06733221395	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
18	STBJ 8455891879	Ghatgaon	30 Km	NA	06766253166	NA	NA	KDIR 06766254380	Dhinkikot	NA	Chitgaon 06733221395	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
19	BSTP 8455891880	KDIR	30 Km	NA	06766253166	NA	NA	KDIR 06766254380	Pandapada 06766250580	NA	KDIR 0676625501	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
20	NANR 8455891881	KDIR	11 Km	NA	06766253166	NA	NA	KDIR 06766254380	KDIR 06766255423	NA	KDIR 0676625501	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
21	KDIR 8455891882	KDIR	7 Km	NA	06766253166	NA	NA	KDIR 06766254380	KDIR 06766255423	NA	KDIR 0676625501	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
22	GADH 8455891883	Padampur	5 Km	NA	06766231823	NA	NA	KDIR 06766254380	Raikan 06766231268	NA	Raikan 06766235112	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
23	PRNR 8455891884	Jampur	11 Km	NA	06766235524	NA	NA	KDIR 06766254380	Raikan 06766231268	NA	Raikan 06766235112	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
24	NYG 8455890929	Jampur	16 Km	NA	06766235524	NA	NA	KDIR 06766254380	Bambori 9437084694	NA	Jhumpura 06766235112	NA	NA	NA	NA	NA	KDIR	T.Naik	255482
JEN - CTC SECTION :-																			
25	JEN 8455889908	Jenapur	1 Km	S.Acharya	9439993101	08 Beds	108	Jajpur 06728225177 500 units	Jenapur 067262211066	OC,RPF,JKR 8488887707 GRP,JKR 9437259461	Jajpur Road 067262601	Nagpal Institute for Social Welfare 9338946622	Trained staff for Rehabilitation work	NA	NA	9437227825	Dharmasala	Satya Ku Malik 9437078100	9437297722
26	NGMP 8455889909	Garamadhupur	3 Km	NA	NA	8 Beds	108	Jajpur 06728225177 500 units	Jenapur 067262211066	OC,RPF,JKR 8488887707 GRP,JKR 9437259461	Chandikh230L 06725220101	Nagpal Institute for Social Welfare 9338946622	Trained staff for Rehabilitation work	NA	NA	9437227826	Dharmasala	Satya Ku Malik 9437078100	9437297722
27	HDS 8455889910	Bdharma Sala CHC ARDA	5 K.M, 10K.M	DR. C.M MISHRA	06725-283379 94371-63046	ALL TYPES OF MEDICAL TREATMENT AVAILABLE	108	0671-2902258	BADACHNA P.S	NILL	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
28	DNM 8455889911	Badachana PSC	10 K.M	DR.N NAIK	9439998027	All types of medical treatment available	108	0671-2902258	Badachana P.S	NILL	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
29	BRTG 8455889912	Badachana PSC	10 K.M	DR.N NAIK	9439998027	All types of medical treatment available	108	0671-2902258	Badachana P.S	NILL	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
30	BYV 8455889913	Badachana PSC	10 K.M	DR.N NAIK	9439998027	All types of medical treatment available	108	0671-2902258	Badachana P.S	NILL	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
31	KIS 8455889904	Tangi PSC	1/2 KM	NIL	NIL	All types of medical treatment available	108	0671-2902258	Jagatpur P.S	NIL	Chauliaganj 06732943381	NIL	NIL	NIL	NIL	NIL	N.K DAS 0671 2491742	0671-2508100	9861437181
32	NRG 8455889915	Tangi PSC	1/2 KM	NIL	NIL	All types of medical treatment available	108	0671-2902258	Jagatpur P.S	NIL	Chauliaganj 06732943381	NIL	NIL	NIL	NIL	NIL	N.K DAS 0671 2491742	0671-2508100	9861437181
33	KNPR 8455889916	Railway Hospital CTC	SADGURU NARSING HOME	05 KM 02 KM	Dr SASMITA MOHANTY 622491626, 720509611	All types of medical treatment available	108	0671-2902258	Jagatpur P.S	NIL	Chauliaganj 06732943381	NIL	NIL	NIL	NIL	NIL	N.K DAS 0671 2491742	0671-2508100	9861437181
34	CTC 8455889917	Rly Hospital, SCB MEDICAL	04KM	GOVT HOSPITAL	6712414499	All types of medical treatment available	108		MALGODAN P.S		Chauliaganj 06732943381					BADAMBADI 06712312995		6712508100	9861437381

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
SQQ - NQR - ANGL SECTION :-																			
35	SOQ 8455889946	Tangi PSC, Bhagatpur PSC & ESI Hospital Choudwar	8KM, 3KM, 18KM	NIL	NIL	All types of medical treatment available	108	0671- 2302258/ 2305643	TANGI P.S	NIL	Choudwar Fire Station 101	NIL	NIL	NILL	NILL	NARENDRA KUMAR DAS 0671- 2491742	0671-2508100	9861437181	
36	CBT 8455889947	ESI Hospital Choudwar	4 Km	NIL	NIL	All types of medical treatment available	108	0671- 2302258/ 2305643	CHOUHWAR P.S	NIL	Choudwar Fire Station 101	NIL	NIL	NILL	NILL	NARENDRA KUMAR DAS 0671- 2491742	0671-2508100	9861437181	
37	GITA 8455889948	ESI Hospital Choudwar	12 Km	NIL	NIL	All types of medical treatment available	108	0671-2302258/ 2305643	BALI P.S	NIL	Choudwar Fire Station 101	NIL	NIL	NILL	NILL	NIL	NILL	0671-2508100	9861437181
38	MZY 8455889949	Khuntini CSPT ,PHC & Pvt. Nursing Home, Khuntini	PHC 2km & Nursing Home 3 Km	Dr. A. SAHOO, Dr. S.K.BHOLO	7540995859, 9437122030, 9937378059	4.BEDS & 10 BEDS	108 & 102	S.C.B, CTC	Khuntini P.S, 9437094510	N.A	ATHAGARGH,14 KM, 06723220233	NGO - NIL, Red Cross, ATHAGARH, GOVT, HOSPITAL	NA	J&J ASSOCIATE,9 937708725,9 438287525	9438287525	ATHAGARGH, U.K. RAJ, 9692480753	N.C. MISHRA, 9437900002	OFFICE 06712508100, RES- 06712301001, MOB, 9437445146	
39	RJGR 8455889950	Khuntini CSPT ,PHC & Pvt. Nursing Home, Khuntini	PHC 2km & Nursing Home 3 Km	Dr. A. SAHOO, Dr. S.K.BHOLO	7540995859, 9437122030, 9937378059	4.BEDS & 10 BEDS	108 & 102	S.C.B, CTC	Khuntini P.S, 9437094510	N.A	ATHAGARGH,14 KM, 06723220233	NGO - NIL, Red Cross, ATHAGARH, GOVT, HOSPITAL	NA	J&J ASSOCIATE,9 937708725,9 438287525	9438287525	ATHAGARGH, U.K. RAJ, 9692480753	N.C. MISHRA, 9437900002	OFFICE 06712508100, RES- 06712301001, MOB, 9437445146	
40	JRZ 8455889951	DNKL HQ Hospital	9 Km	S.K.Das	9439981081, & 06762226423	176 Beds	108	06762221388 100 unts	OIC, Gairdapur 9937636368	NA	DNKL,101 & 06762226501	Na	NA	NA	Maa Jenabadi Road ways 9937683717	NA	Satrughn 9437590473	Rupa Mishra 9439773964	Ashima Pattnaik
41	DNKL 8455889952	Dist, Medical, DNKL	2.5 Km	Dr. S.K.DAS	9439981081, & 06762226423	All types of medical facility available	108,102	DNKL HOSPITAL,BLO OD BANK,0676222 1388,2.5 KM/CAPACITY,S DOUNIT	DNKL P.S., IIC TOWN P.S, P.K. PRADHAN, 9437153033, & 06762-226593	12 ODISHA, BN,NCC,MAN HISAPAT,DNK L,COI,H.R.SIN DE,06762223 33(O)	DNKL,101 & 06762226501	NGO,KALING EYE HOSPITAL K.M,OS,S.KAR, 9040030636	N.PARIDA ,9437360189	DNKL BUS STAND, 5 KM 9937130100 S.S.SHARMA	ARNNAPURN A FREIGHT CARRIER,AKA RSHNA SHHA,DNKL, 9437547812	AS PER ITEM NO: 15.A	S,KAR, 9437590473	DM,K,SAHOO, 9439773964	ADM, MR. A. PATTNAIK, 9439263655
42	SSPR 8455889953	Dist, Medical, DNKL	2.5 Km	Dr. S.K.DAS	9439981081, & 06762226423	All types of medical facility available	108,102	DNKL HOSPITAL,BLO OD BANK,0676222 1388,2.5 KM/CAPACITY,S DOUNIT	DNKL P.S., IIC TOWN P.S, P.K. PRADHAN, 9437153033, & 06762-226593	12 ODISHA, BN,NCC,MAN HISAPAT,DNK L,COI,H.R.SIN DE,06762223 33(O)	DNKL,101 & 06762226501	NGO,KALING EYE HOSPITAL K.M,OS,S.KAR, 9040030636	N.PARIDA ,9437360189	DNKL BUS STAND, 5 KM 9937130100 S.S.SHARMA	ARNNAPURN A FREIGHT CARRIER,AKA RSHNA SHHA,DNKL, 9437547812	AS PER ITEM NO: 15.A	S,KAR, 9437590473	DM,K,SAHOO, 9439773964	ADM, MR. A. PATTNAIK, 9439263655
43	HND 8455889954	Community Health Centre (ODAPODA)	1&HALF KM	A.ROUL	9439981086	10 BEDS	102	NIL	Motanga Police Station, HNDL, 06732256077, J.K.SAHOO, 943710667	NIL	HNDOL, S.S.SING, 943814158	NIL	NIL	NIL	NIL	NIL	LOPAMUDIRA MOHANTY, ODAPODA, 9437108176	RUPA ROSAN SAHOO DNKL, 9439773964	RUPA ROSAN SAHOO DNKL, 9439773964
44	MRDL 8455889955	Govt.Hospit. MRDL Dr.Neelamani clinic	0.5	Dr.D.R.Behera 9437277591 Dr.Neelamani Dhal 06732258039	--	Govt.Hospital Out door & Indoor 10 beds Dhal Clinic Primary Treatment	-	-	Motanga Police Station 06732258047 OIC J.Sahoo 9437106667	-	Odpada Fire Station 06732256022 Incharge 9438141458	0	-	-	-	-	-	-	

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
45	BDPK 8455889956	Corporate Hospital	6 Km	Dr.T.SAHO	06764229629	20 Beds	108, 9178688260	06764230880	BANARPAL,PS S.MALLICK, 0674229260	NIL	BOPK, BANARPAL, 101	Rural Institute of Child Welfare and Human Development	SMALL	BANARPAL	ANGUL	BANARPAL,S.M OHANTY	A.K.SAMAL, 06764,230567	S.C.SETHY, 9477247757	NIL
46	TLHD 8455889959	Banarpal	6 Km	Dr.T.SAHO	06764229629	20 Beds	108, 9178688260	ANGUL, 06764230880	BANARPAL,S. MALLICK, 0674229260	NIL	0670-240222	Rural Institute of Child Welfare and Human Development	SMALL	BANARPAL	TLHR	BANARPAL	S.K.MOHANTY, 06764-229323	A.K.SAMAL	S.C.SETHY,9437 247757
47	TLHR 8455889957	N.S.C Hospital	7 Km	P.C. PATRA	06760269183	CASUALTY & EMERGENCY FACILITY	108	RED CROSS B/BANK, 9439123301	COLLIARY P.S 9437576969	NIL	TLHR	SEVA, TALCHER, 0676428623	NIL	NIL	TLHR	NIL	P.C.DALAI, 9776194521	A.K.SAMAL	NIL
48	TLSE 8455889920	Nehru Shatabdi Hospital	2 Km	A.N.BEHEHA	269185	TYPES OF FACILITY AVAILABLE	NIL	RED CROSS, ANGUL, 9437414388	COLLIARY P.S 2402758	NIL	6KM,240222	NIL	MARWADDDDI YUVAMANCH	TLHR	NIL	NIL	TLHR	NIL	NIL
49	ANGL 8455889960	Govt. Hospital, ANGL	3 Km	Dr.B.SAHO,	9439981331	ALL FACILITY	NIL	ANGUL, 0674 230880	ANGUL TOWN THANA, 06764 230444	NIL	06764-230222	SEVASHARMA ANGL	NIL	NIL	NIL	NIL	9438171406	NIL	A.SAMAL, 9437031784
50	RQP, 8455891869	Khuntuni Govt. Hospital	3 Km	Dr.A.Sahoo,	7540995859	NIL	108	---	KHUNTUNI P.S,MOB, 9437094510	---	ATHAGARH, 06723220233	---	---	---	---	---	UMA KANT RAL, 06723220237	N.C. MISHRA, 06712301001	---
51	GHNH 8455881868	BMH CHC Athagarh Block	24 Km	D.K.Das S.Das & M.Das	9438088807 06712871286	Male -3 Female -3	108 RJGR 9439506102	6712871286	Khuntuni 06723222404	NA	NA	NA	Khuntia Truck Owners	NA	B.Mohanty 3437717248	Athagarh	N.C.Mishra	9437124029	N.C.Mishra
52	NQR, 8455891867	SCB Hospital CTC	15KM	NIL	06712614499	-	-	-	PS- BARANGPRAND (GODISAH) 0671230547	MUNDALI	CTC 06712505101	-	-	-	-	-	-	-	-
KDRP - PRDP SECTION :-																			
53	KDRP 8455891861	Govt.Hospital KDRP	13KM	9439995009, SCB Medical, 06712414499	9439995009	10 Beds	108	CTC, 06712362258	06712802235	NIL	CHAUJAGANI,D 6712343331	CTC	CTC, BADAMBADI	CTC, BADAMBADI	9040686804	NIL	NIL	NIL	NIL
54	RCTC 8455891862	Govt.Hospital KDRP	1/2 Km	NIL	06724267906	10 Beds	108	CTC, 06712362258	S.MOHANTY	06724267765 9938190726	RCTC, 06724267240	CTC	CTC, BADAMBADI	DO	NIL	PW/CTC	JAGATSINGPUR B.K. UPADHAYA,JAS, 06724220379	NIL	NIL
55	GRKN 8455891863	JAI PUR,PHC,	3 Km	NIL	06722245558	10 Beds	108	CTC, 06712362258	TIRTOL, 06722250443	NIL	TIRTOL	06722250445	CTC, BADAMBADI	DO	DO	PW/GRKN	JAGATSINGPUR B.K. UPADHAYA,JAS, 06724220379	NIL	NIL
56	RHMA 8455891864	RHMA, MANIGANGA	4 Km	NIL	06722250604	10 Beds	108	CTC, 06712362258	RHMA, 20KM, 06722250433	NIL	TIRTOL	06722250445	NIL	DO	DO	NIL	PW/RHMA	DO	DO
57	RORA 8455891865	PPT	25 Km	Dr.P.K.PANDA,9 439992229	NIL	NIL	108, KUJANGA	CTC, 06712362258	10KM	NIL	KUNJANGA, 06722212900	NIL	NIL	BADPADIA	NIL	NIL	P.WAY/PRDP	DO	NIL
58	PRDP 8455891866	PPT Hospital, 0672222041	6 KM	NIL	BM HOSPITAL, 9439992229	50 Beds at PPT	108	CTC, 06712362258	PRDP	NIL	PPT, 0672222385	NIL	NIL	BADPADIA, 10 Km	OCL AGENT, 9437072016 AT PPT	NIL	NIL	KUNJANGA	DO
BRAG - KUR SECTION :-																			
59	BRAG 8455889919	PHC, Barang	1/2 Km	D.Satapathy	9434995400	2 Beds	108	SCB Medical, Cuttack	CTC 9437342855	NA	06742870175	Red cross 2507842	NA	NA	9937667516	NA	NA	A.Rout 9777527007	9437124029
60	MCS 8455889921	Rly.Hospital	1.5 Km	J.P.Panda	58436	70 Beds	8455885555	NA	MCS 2580481	NA	CSPR 0674- 101	Rural reconstruction & Social service 06742587243	NA	Rasulgarg	NA	NA	NA	Gadakana	06755220001
61	BBS 8455889922	Rly.Hospital	1.5 Km	J.P.Panda	58436	70 Beds	8455885555	NA	MCS 2580481	NA	CSPR 0674- 101	Rural reconstruction & Social service 06742587243	NA	Rasulgarg	NA	NA	NA	Gadakana	06755220001

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
62	RTN 8455889924	Rly Hospital Retang Dispensary	8 Km & 10 Km	Bhagyasree Devi	0674372777 0674247461 9439997488	350 Beds	06742372484	Red cross blood bank, BBSR 06742894985	Tamando P.S 9439963636	CRPF 06742558206	JATNI 06742490808	NA	NA	Baramunda Bus depot. 06742354769	NA	Anjani Mahavir Home Pvt.Ltd.BBSR 7205042274	BBSR Tahasil 06742567571 9438482911	Khordha Nirajna Sahoo 0675522001	NA
63	KUR 8455890505	KUR Rly.Hospital	0.04	RLY.DOC.TOS	Dr.SM.Agarwal 06742495601 Dr.Md.ZAHIR BAIG 06742495576	-	108 RLY- 72777	-	100	-	JATNI 101	-	-	-	-	-	-	06755228802 9438485724	-
KURT - RSKA SECTION :-																			
64	KURT 8455889918	Govt.Hospital,K HORDA 06755220187	-	Dr.S.MISHRA 9439994500	-	-	9090959601	-	6755220062	-	-	-	-	-	-	-	-	06755220001 9438482911	-
65	BYZA 8455889923	Govt.Hospital BEGUNIA	4 Km			OUTDOOR 4 BEDS	108		BEGUNIA 06755230128	BEGUNIA 06755230108	-	-	-	-	-		6755230200		
66	RSKA	Govt.Medical, RSKA	1.5 Km	MD.KHAN & S.K.JIBRAL	06755734067	OT ROOM & 6 Beds	108	-	RANPUR 06755736078	-	RANPUR 101	-	-	-	-	-	R.P.PATEL	-	-
MWQ - PURI SECTION :-																			
67	MWQ 8455891886	DELANG	5 Km	NIL	06758/242255	NIL	102 & 108	NIL	DELANG P.S, 067581242222	NIL	DELANG 067581242301	NIL	NIL	PURI	NIL	NIL	DELANG	DO	NIL
68	DEG 8455891887	DELANG	1 Km	NIL	06758/242255	NIL	102 & 108	NIL	DELANG P.S, 067581242222	NIL	DELANG 067581242301	NIL	NIL	PURI	NIL	NIL	DELANG	DO	NIL
69	BRST 8455891888	SIL, Govt, Hospital	8 Km	NIL	06752272899	NIL	102 & 108	NIL	SATYABADI P.S	NIL	SIL 067521273250	NIL	NIL	PUI	NIL	NIL	PIPLI	DO	NIL
70	SIL 8455891889	SIL, Govt, Hospital	1.5 Km	NIL	06752272899	NIL	102 & 108	NIL	SATYABADI P.S	NIL	SIL 067521273250	NIL	NIL	PURI	NIL	NIL	SIL	DO	NIL
71	MLT 8455891890	DHH/PUI	7 Km	NIL	06752223742	NIL	102 & 108	NIL	CHANDANPUR 06752274435	NIL	PURI 067522221101	NIL	NIL	PURI	NIL	NIL	PURI	A.AGARWAL, 9437572567	NIL
72	PUI 8455891891	DHH/PUI	2 Km	NIL	06752223742	NIL	102 & 108	NIL	SADAR P.S,	NIL	PURI 067522221101	NIL	NIL	PURI	NIL	NIL	PURI	A.AGARWAL, 9437572567	NIL
KPKR - PSA SECTION :-																			
73	KPKR, 8455889926	KUR TOWN	9 KM	NIL		NIL	NIL	NIL	NIL	NI	KHURDA TOWN 06755220733	KUR TOWN	NIL	KURDA TOWN	KURDA TOWN	NIL	NIL	KUR,DM, 220002	KUR,DM, 220002
74	TAP 8455889927	MALIPADA	-	-	-	-	-	-	JANKIA 06755240026	-	KHURDA TOWN 06755220733	-	-	-	-	-	-	-	-
75	NKP 8455889928	PHC,AKP	01 KM	NANITA CHAUDHURY	9668676610	NO BED	108	NIL	NKP,067562125 67	NIL	TANGI, 06756224222	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
76	BSPD 8455889929	Kantabai, Govt Hospital, 7381031283	1KM	Dr.M.KUMAR, 7381031283	NIL	NIL	NIL	NIL	TANGI PS	NIL	TANGI, 14 KM	NIL	NIL	TANGI	NIL	NIL	TANGI	KUR,TOWN	NIL
77	KAPG 8455889990	TANGI	6KM	S.N.KHUNTIA	06756254034	8	108	NIL	TANGI 06756224021	NIL	TANGI 06756224021	NIL	NIL	TANGI	NIL	NIL	NIL	NIL	NIL
78	KLUJ 8455889931	Primary Health Center, TANGI	12	Dr.S.MISHRA 06756-254249	Dr.M.SENAPATI	PRIMARY TREATMENT,1 0 BEDS	108	NIL	TANGI 06756254221	NIL	GANGA DHARPUR 0656255101	NIL	NIL	NIL	NIL	NIL	CHILKA, P.MANDAL	KHORDA, N.SAHO	NIL
79	GNGD 8455889932	TANGI,	20KM	NIL	NIL	NIL	108	NIL	NACHUNI, 9437291865	NIL	916756255101	NIL	NIL	NIL	NIL	NIL	9692232320	9437090296	9438482911
80	SLZ 8455889933	CHC2, Balu , & AWA Hospital INS,CHILKA	7KM	Dr.M.Tripathi & Dr.S.Panda	9437199421	32 Beds	108 & 9938779970	BANAPURA ,KHURDA	BALUGAON 06756250436	NIL	BALUGAON, 06756250444	LIONS CLUB, BANAPUR.	NIL	BALU BUS STAND	GATE INDIA TRANSPORT	B.PAIKRAY, 94371315	MANDAL, 9692232320	N.SAHO, 94372750	NIL
81	BALU 8455889934	CHC2, Balu , & AWA Hospital INS,CHILKA	7KM	Dr.M.Tripathi & Dr.S.Panda	9437199421	32 Beds	108 & 9938779970	BANAPURA ,KHURDA	BALUGAON 06756250436	NIL	BALUGAON, 06756250444	LIONS CLUB, BANAPUR.	NIL	BALU BUS STAND	GATE INDIA TRANSPORT	B.PAIKRAY, 94371315	MANDAL, 9692232320	N.SAHO, 94372750	NIL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
82	CHILKA, 8455889935	AVA Hospital	1 Km	A.Moharana	06756250442	DEFENCE STAFF 20 Beds	108	BANAPUR BLOOD, KHORDA TOWN	BALUGAON 06756250436	NIL	BALUGAON, 06756250444	LIONS CLUB, BANAPUR.	CHITRANGDA VILLAGE, 280 BEDS	BALUGAON BUS STAND	GATE INDIA TRANSPORT	943713457	BANAPUR, TAHSIL	N.SAHOO, 94372750	NIL
83	KIT 8455889936	Govt. Hospital, KHALIKOT	5 K.M.	S.Sahoo	06810256901	30 Beds	06810256901	NIL	KHALIKOT PS, 06810256320	NIL	06810256320	NIL	NIL	NIL	NIL	NIL	KHALIKOT	GANJAM, DM-06811-263700	NIL
84	RBA 8455889937	Govt. Hospital, RAMBHA	2KM	P.K. SETHY, 8763572873	9439998615	10 Beds	BAM	RAMBHA	RAMBHA, PS, 943940001	NIL	RAMBHA, 9437452382	NIL	NIL	NIL	NIL	BAM	KHALIKOT	GANJAM, DM- PREM CHAND CHOUDURY	NIL
85	HMA 8455889938	PHC, HUMMA	1 Km	Dr.S.DAS	9439983138	4 Beds	108	BAM	RAMBHA, 06810278330	NIL	CHATRAPUR	06811262600	PRATIK, 9658511919	HUMMA	NIL	GANJAM	GANJAM	CHATRAPUR	NIL
86	GAM 8455889939	P.H.C., GANJAM	1/2 Km	9439998613	NIL	108	BAM	06811254177	NIL	CAP, 100	BAM, 06802223333	BAM	CHATRAPUR	BAM	BAM	GANJAM, TAHSIL, 06811254045	BAM	BAM	NIL
87	CAP 8455889940	Govt. Hospital, CAP	1Km	NIL	06811262600	NIL	102	NIL	CAP, 100	NIL	CAP, 101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
88	JNP 8455889941	Govt. Hospital, JNP		NIL	8763682240	NIL	102	NIL	JNP, PS, 06811257523	NIL	BAM, 06802223333	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
89	BAM 8455889942	Govt. Hospital, BAM	NIL	NIL	GOVT HOSPITAL, BAM	NIL	102	NIL	NIL	NIL	BAM, 06802223333	NIL	NIL	BAM	NIL	NIL	NIL	NIL	NIL
90	GTA, 8455889943	Govt. Hospital, BCM, NKCG	13 KM	NIL	NIL	NIL	102	NIL	GULANTHA PS, 06802111166	NIL	BAM, 06802223333	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
91	SLRD 8455889944	Govt. Hospital, Girisola, SLRD	1KM	NIL	06802244277, 0937160779	NIL	108, 102	NIL	IPM, 08947231033	NIL	IPM, 08947231101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
92	IPM 8455889945	Govt. Hospital, Girisola, IPM	1KM	NIL	08947231094	NIL	108, 102	NIL	IPM, 08947231033	NIL	IPM, 08947231101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
93	JPI 8978881001	Govt. Hospital, R BELAGAUN	NIL	NIL	08947247498	NIL	108	NIL	KANTI, 08947236133	NIL	SPT, 08947247498	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
94	SPT 8978881002	Govt. Hospital, SPT	4 KM	NIL	8947234350	NIL	108	NIL	KANCHILLI, PS. 94 40795840	NIL	SPT, 08947234101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
95	BAV 8978881003	Govt. Hospital, BAV	NIL	NIL	8947235131	NIL	108	NIL	BAV, PS, 08947235133	NIL	SOMPETA, 08947234101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
96	MMS 8978881004	Govt. Hospital, MANIPURAM	NIL	NIL	9949136125	NIL	108	NIL	MANIPURAM	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
97	SUDV 8978881005	Govt. Hospital, Dr.M.RAO	10 Km	Dr.M.RAO	08945241063, 08945242126	NIL	108	NIL	KASIBUGGA, PS, 89452410333	NIL	KASIBUGGA, 08945263600	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
98	PSA 8978881000	Govt. Hospital, Dr.M.RAO	2 Km	Dr.M.RAO	08945241063, 08945242126	NIL	108	NIL	KASIBUGGA, PS, 89452410333	NIL	KASIBUGGA, 08945263600	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TELEPHONE NOS & DETAILS NDMA/DNRF BATTALIONS
NDRF HEAD QUARTER, (SECTOR -1 RK PURAM, NEW DELHI)

Name	Designation	Address	Telephone No	Fax No	Mobile No	E-mail
Shri. Sanjeeb Kumar(IPS)	Director General	Directorate General, NDRF, Sector-1 RK Puram, New Delhi-66	011-24369278 011-24369280	011-24363261	987188924	df.ndrf@nic.in
Shri Rajeeb Soseph (IPS)	Inspector General	-Do-	01124363268	011-24363261		ig.ndrf@nic.in
Shri Venugopal V	FA NDRF & CD	-Do-	011-26160366 011-24677533	011-26105912		vgv11@rediffmail.com
Shri J.K.S.Rawat	Deputy Inspector General (ADM)	-Do-	011-26105910 011-26260369	011-26105912	09968262466	dig.ndrf@nic.in
Shri S.S.Guleria	Deputy Inspector General (Ops &Trg), Deputy Inspector General (East / North East Sector)	-Do-	-	-	7042167700	dig.es.ndrf@nic.in
Shri Randeep Kumar Rana	Deputy Inspector General (Proc &Comn) Deputy Inspector General (Central Sector)	-Do-	011-26166559	-	09999513134	dig.ns.ndrf@nic.in rendeep1576@gmail.com
Shri S.P.Selvan	Deputy Inspector General (South Sector)	-Do-	-	-	09444192963	dig.ss.ndrf@nic.in
Shri Keshav Kumar	Second Command (Operation & Training)	-Do-	011-26181519	011-26105912	09015243611	Keshavekumar128@rediffmail.com
Shri Sudhir Thapa	Inspector Control Room	-Do	011-26107953	011-26105912	09711448595	-

NDRF BNS

Sl.No	Name	Design	Address	Telephone	Fax No	Mobile	E-mail
01	Shi .K. Shatri	Commandant	1 st BN NDRF, Patgaon Po-Azara, Guwahati	0361-2840027	0361-2849080	09401048790	ndrf01@yahoo.com.in ndrf01@hotmail.com
02	Sh.Sukhdev Raj	Commandant	2 nd BN NDRF, Haringhata, Mohanpur, Nadia, (West Bengal), Pin-741246	033-25875032	033-25875032	08017166651	comdt106@bsf.nic.in bnndrf106@rediffmail.com 2ndndrf@gmail.com
03	Sh.M.K.Yadav	Commandant	3 rd BN NDRF, Po-Mundali,Cuttack-Odisha Pin-	0671-2879710	0671-2879711	09439103170 09437964571	bn-4 th @cisf.gov.in ori03-ndrf@nic.in

			754006				
04	Sh.M.K.Verma	Commandant	4 th BnNDRF,Po-Suraksha Campus, Arrakonam, Dist-Vellore, Tamilnadu	04177-246269	04177-246594	09442105169(M)	rb_6th@cisf.gov . intn04_ndrf@nic.in mkverma97@gmail.com
05	Sh.AlokAvasthy	Commandant	5 th Bn.DRF, Sudumbare Taluka, Dist-Maval Pune(Maharashtra) Pin-410507	02114-247010(O)	02114-247008	09423506765	145crpf@gmail.com

Sl.No	Name	Design	Address	Telephone	Fax No	Mobile	E-mail
06	Sh.R.S.Joon	Commandant	6 th Bn NDRF, Chllora Road, Gandinagar, Pin-382042	079-23202540	079-23201551	09428826445	comdt6ndrf@gmail.com
07	Sh.Jaideep Singh	Commandant	7 th Bn NDRF, BibiwalaRoad,Bhatinda (Punjab) Pin-151001	0164-2246193	0164-2246570	09417802032	comdt.27thbn@itpb.gov.in
08	Sh.P.Ka.Srivastava	Commandant	8 th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP)Pin-201002	0120-2766013	0120-2766618	09968610014	eightndrf@yahoo.com ndrf.108@gmail.com
09	Shri Vijay sinha	Commandant	9 th Bn NDRF, Bihata Patna, Bihar Pin-801103	06115-253942	06115-253939	07762884444	ndrfpatna@gmail.com ndrfpatna@yahoo.com
10	Sh.Parshant Dhar	Commandant	10 th Bn NDRF Mangaligiri, Vijayawara (AP) Pin-522510	0863-2293178	0863-2293050	09419217790	commandant10thndrf@gmail.com

03BN NDRF MUNDALI, CUTTACK (ODISHA)

Sl.No	Rank	Name	Phone/mobile No	e-mail
01	Commandant	Shri M.K.Yadav	0671-2879710 (O) / 09437964571	bn-4th@cift.gov.in
02	Asst.Commandant/Ops & Training	Shri A.K.Singh	9437964570	-
03	Asst. Commandant (Admn)	Shri B.K.Das	9437964574	-
04	NDRFControl Room, Mundali, Cuttack	-	06712879711 /9937187222 / 9437581614	-
05	Dy.Commandant (Opts.)	Shri. B.K.Tiwari	9437964702	

Annexure-16

STATE GOVT EMERGENCY & OSDMA TELEPHONE NUMBERS

Telephone No- of the officers & staff of OSDMA
PABX- 0674-2395398/2396901, FAX-0674-2391871
e-mail: osdma@osdma.org, Website: www.osdma.org

SL.NO.	NAME OF OFFICERS / STAFF	DESIGNATION	RES.NO	MOBILE NO	OSDMA XT.NO/PBX NO	E-MAIL ID
1.	Dr.Taradatt	Managing Director	Nil	8763939511	301-3004	md@osdma.org
2	Sri Padmalochan Behera	Consultant, ODRP		9438851763		ed@osdma.org
3.	Sri Gobinda Chandra Manguli	Executive Director (Projects)		9437021600	218	edp@osdma.org
4.	Sri Arabina Mishra	Chief General Manager (F&A)		9438306345	206/3006	cgmfa@osdma.org
5.	Sri Prasanta Kumar Prusty	General Manager (Mechanical)		9861038374	203	gmmecc@osdma.org
6.	Sri Sibasish Padhi	General Manager (Projects) -IV		9437232998	219	Gmp4@osdma.org
7.	Sri Manmohan Mohanta	General Manager (Projects)-V		9437136555	215	Gmp5@osdma.org
8.	Sri Goutam Chandra Das	Deputy General (Projects) –I		9438619605	204	Dgmp1@osdma.org
9.	Sri Tapan Kumar Mohanty	Deputy General Manager (Project)-II		9437350547	241	Dgmp2@osdma.org
10.	Sri Sribhusan Sukia	Chief General Manager-I		9238365495	207/3007	Cgm1@osdma.org
11.	Dr.Kamal Lochan Mishra	Chief General Manager-II		8763354637	239/3011	Kamalmishra66@gmail.com
12	Sri Subhendra Kumar Nayak	General Manager		9437281061		gm@osdma.org
13	Sri Prasanta Kumar Nayak	Deputy General Manager (T&C)		9437170179	200	Prasantanayak26@yahoo.in
14	Sri Ashok Chandra Rout	Accounts officer		9438304082	231	

15	Sri Someswar Brahma	Jr. Accountant		8763294214		
16	Sri Jnanendra Kumar Mohanty	Jr. A/C Assistant		7377355168	209	
17	Sri Ananta Kishore Sahoo	Accountant		9437377716	229	
18	Sri Haraprasad Mishra	Jr. Assistant		9438185232	210	
19	Sri Prakash Chandra Jena	Sr.PS to Managing Director		9437411774	208/3004/0674-2395531	
20	Sri Bholanath Mishra	GIS Expert & Environment Specialist		9437106251	237	Bnmishra.osdma@gmail.com
21	Sri Arabinda Ray	System expert & MIS Specialist		9437106252	217/233	arya@osdma.org
22	Sri Krushna Chandra Bisoi	Shelter Coordinator & Social Management Specialist		9437179693	207	Krushna.bisoi@gmail.com
23	Er.Manoj Kumar Nayak	Engineering Consultant (Water Resources)		9437283139	236	
24	Er.Sanat Kumar Chatterjee	Engineering Consultant (Roads & Buildings)		9937384096	234	
25	Er.Bishnu Ch. Majhi	Procurement Specialist	2721949	9437151949	234	
26	Sri SimanchalPattnaik	State Project Officer, UNDP		9437089446		
27	Sri Maghanad Behera	City project coordinator, UNDP		9438281225	238/3009	

TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF ODISHA

Annexure – 17

Sl.No	Designation	Officer	Residence	Fax
1	Chief secretary	2534300 / 2322196 / 2536700	2534400	253660
2	Secretary to CM (CM's Secretariate)	2536682 / 2322164	2436096	2535100
3	Spl. Secretary to CM	2401103		
4	Principal Secretary (Home)	2531515 / 2322461	2531721	2402115
5	Director General (Police), Cuttack	2301151 / 2306501	2304662 2306607	2304033
6	Inspector General Police, (Rly), Cuttack	2610254	2307500	
7	Commissioner-cum-Secy. (Inf. And Public relation)	2536736	2556588	
8	Commissioner-cum-Secy (EP.Medical/Health)	2536632 / 2405235	2530152	2400674
9	Commissioner-cum-Secy. (Revenue)	2400450 / 2322658		2402540
10	Special Relief Commissioner	2536721 / 2607346	2535232/9437005121	2415292
11	Managing Director (OSDMA)	2395379 / 2395389 – Extn:208	2556000 / 9937099099	2391871/2396681

STD CODE:

BHUBANESWAR-0674

CUTTACK-0671

TELEPHONE NO OF CIVIL ADMINISTRATION OF STATE GOVT (DISTRICT WISE) OF ECORAnnexure-18

Sn	Name of District	Std Code	Collector & District Magistrate	Mobile number	Emergency officer	Control room	Fax
1	Khurda Road	06755	220001	09438482911	220002	220002	06755221567
2	Puri	06752	222034	09437077034	223237	223237	06752223939
3	Cuttack	0671	260810	09437672601	2507842	2607842	06712301103
4	Jagatsinghpur	06724	220379	09437217138	220368	220368	06724220299
5	Kendrapada	06727	232602	09439883093	220004	232803	06727221603
6	Jajpur	06728	222001	09437077133	222648	222648	06728222087
7	Bhadrak	06784	250436	09438728900	251881	251881	06784240800
8	Dhenkanal	06762	225601	09861442411	226507	226507	06762225717
9	Angul	06764	230567	09439853561	230980	230980	06764230685
10	Ganjam	06811	263700	09437559670	263978	263978	06811263344

TELEPHONE NOS OF FLOOD CONTROL CENTRES OF ODISHA

Annexure – 19

Designation	Office	Res/Moble	Fax
Flood Control Room	06742301048	-	2395953
EIC water Resources	06742390180	2565378	2392486
CE & BML, Mahanadi Basin	06742390185	2420402	2395953
CE & BMU, Mahanadi Basin	06632430866	2403899	2430877
Flood Control Room MUNDALI	0671-2381966	06632430292	-
CE & BM Rushikulya	06802204244	2202366	2207933
CE & BM Bramhani RT Basin	06762223264	223283	223263
CE & BM Bramhani LT Basin	06760266333	266345	266336
CE & BM Baitarani	06792252206	253487	253310
CE UpperIndravati	06658224276	224286	224238
CE OHPC Upper Indravati	06658224211	242294	242321
SE Hirakud Dam Circle	06632430001	243002	2430877
CIE Civil	06632394804	2547178	2395982
Director (O) OHPC	06742541315	2300259	2542102
Director NIC	06742544132	2544243	2544132
Director Monitoring	06742544132	2544243	2544132

Annexure-20

IMPORTANT TELEPHONE NUMBERS OF HOME GUARDS AND FIRE SERVICE ESTABLISHMENT

Sn	Officers	Code	Fax	Office	Residence	Mobiles
1	D.G.P.F.S(O)	0671	2300317	2304317	2556599	9437031695
2	Addl.C.G.HGS& FS/IGPFS	0671		2300584	2556855	9437463322
3	D.I.G.F.S.(O)	0671	23000584	2300360	06742556855	
4	J.S.O.HGs	0671	23033387	2303387	2360776	
5	ESTT.Officer	0671	2303172	2303172		9937671905
6	F.O.(O) CTC	0671		2306409	2304995	9437394021
7	F.O.(Pr)/BBS	0674		2560785	2561305	9439503165
8	D.F.O.NR/SBP	0663		2521626	06632405477	9439214570
9	D.F.O.SR/BPR	0680		2220028	06802220766	
10	D.F.O.HQ/CTC	0671		2307969		9437276545
11	D.F.O.CH/CTC	0671		2307969		
12	D.F.O.FPW/BBSR	0674		2312216	2434797	9437780921

Telephone numbers of the fire stations in Odisha.

A			
SLNO	Fire station	code	Tel no
1	Athagarh	06723	220233
2	Angul	06764	230222
3	Athamalik	06763	213002
4	Anandapur	06731	240256
5	Aska	06822	273333
6	Astaranga	06753	231079
7	Adaspur	06724	237100
B			
8	Bhubaneswar	0674	2312088
9	Bhanjanagar	06821	241090
10	Bhabanipatna	06670	230666
11	Boudh	06841	222377
12	Baliguda	06846	243243
13	Bissamcuttack	06863	247530
14	Banki	06723	240209
15	balasore	06782	262620
16	Bhadrak	06784	231444
17	Baripada	06792	252701
18	Basudebpur	06784	271211
19	Balugaon	06756	220444
20	Bologarh	06755	232630
21	Basta	06781	252108
22	Burla	0663	2430333
23	Bargargh	06646	246809
24	Bolangir	06652	232333
25	Birmoharajpur	06651	254203
26	Bhuban	06769	272022
27	Bonai		
28	Begunia		
29	Brahmagiri		
30	Betanati		
31	Balipatna	0671	2462204
32	Balijhari	06721	279101
33	Bamur	066763	257301
34	Binjharapur	06728	230911
35	Borigumma	06860	280210
36	Barapali	06646	256055
37	Barkote	06643	243294
38	Bhapur	06757	238349
39	Berhampur	0680	2223333
40	Bari	956728	246902
C			
41	Cuttack	0671	2306101,2306183
42	Chauliaganj	0671	2343331
43	Chandikhol	06725	220101
44	Champua	06767	240231
45	Chtraur	06811	262600
46	Chendipada	06761	252366
47	Chandabali	956786	220666
48	Chandrasekharapur	0674	2744440
D			
49	Dasapalla	06757	212151

50	Dasarathpur	06728	254831
51	Dhamara	06786	222771
52	Dhamnagar	06786	230343
53	Dharmagarh	06672	242219
54	Dhenkanal	06762	226501
55	Deogarh	06641	226286
56	Digapahandi	06814	243751
G			
57	Gadi	26784	275838
58	G. Udayagiri	06847	260043
59	Gunupur	06857	250333
60	Gondia	06762	231152
61	Ghasipura	067131	220253
62	Ghatagaon	06733	222595
63	Gudvella	06645	286101
64	Gumuda	06857	258037
H			
65	Hinjilikatu	06811	080133
66	Hindol	06732	251237
67	Hindol Road	06732	256022
68	Hatadihi	06731	271044
I			
69	IB Thermal	06647	222257
J			
70	Jaleswar	06781	222070
71	Jagatsinghpur	06724	220099
72	Jajpur	06728	222233
73	Jajpur Road	06726	220444
74	Jatni	0674	2490808
75	Jharsuguda	06645	272715
76	Jeypore	06854	230320
77	Joda	06767	272631
K			
78	Khurda	06755	220733
79	Kendrapara	06727	230301
80	Koraput	06852	250301
81	Khalikote	06810	256320
82	Kodala	16810	268222
83	Kotpad	06860	230095
84	Kantamal	06844	277233
85	Kuranjia	06796	220210
86	Kujanga	06722	236246
87	Khandapara	06757	230033
88	Kamakhya Nagar	06769	270533
89	Keonjhar	06766	255501
90	Khajuriakata	06732	254428
91	Korua	06727	276701
92	Kankadahad	06768	264100
93	Kutra	06624	2245337
L			
94	Lakhanpur	06645	252005
M			
95	Malkangiri	06861	2330262
96	Mahana	06816	258302
N			
97	Nayagarh	06753	252101
98	Nlmapara	06758	250299
99	Nilagiri	06782	233255

100	Naktideul	06647	246180
101	Nawranhgpur	06858	222233
O			
102	Odagaon	06853	233541
P			
103	ParalaKhemundi	06816	222333
104	Polsara	06810	282225
105	Phulbani	06842	253622
106	Patrapur	0680	264227
107	Puri	06752	222101
108	Pal-Lahara	06765	279223
109	Padmapur	06683	223499
110	Parjang	06768	261022
111	Patnagarh	06658	222353
112	Panposh	0661	2480604
113	Patamundai	06729	220348
114	Pipili	06758	240637
115	Purusotampur	06811	275555
R			
116	Ranapur	06755	236022
117	Rairangpur	06794	222066
118	Rajkanika	06729	278685
119	Rasgobindpur	06793	275761
120	Raghunath Pur	06724	267340
121	Rayagada	06856	222222
122	R Udayagiri	06817	240342
123	Rasol	06732	253403
124	Raurkela	0661	2510095
125	Rampur	06653	276046
126	Rairakhole	06644	253021
127	Rengali	0663	2560142
128	Raikia	06847	265043
S			
129	Sora	06788	221211
130	Salipur	0671	2352244
131	Sukinda	06726	244762
132	Sorada	06819	270149
133	Sambalpur	0663	2520101
134	Sundergarh	06622	272301
135	Sonepur	06654	220222
T			
136	Tangi	06756	2244222
137	Talcher	06760	240222
138	Titiagarh	06655	220477
139	Tirtol	06722	250445
140	Tarava	06657	286255
141	Tigiria	06723	235001
U			
142	Udala	06795	232260
143	Ullunda	06651	256656
144	Umerkote	06866	270866

Annexure – 22

Telephone numbers of fire stations in AP & CG portion of ECoR

Andhra Pradesh (A P)		
Srikakulam Dist.		
Srikakulam	08942	222099
Narasennapeta	08942	276777
Ichhapuram	08947	231101
Palasa	08945	241101
Sompeta	08947	234107
Tekkali	08945	244277
Vizag Dist		
Kotavalasa	0891	258470
Vishakhapatnam	0891	270585

Chattishgarh (C G)		
Mahasamund Dist.		
Mahasamund	07723	222090
Bagbahar	09826662967	
Bastar Dist.		
Jagadapur	07782	222454
Dantewara Dist.		
Dantewara		
Banheli	07857	230349
Raipur Dist.		
Raipur	0771	241201

Annexure – 23

Details of Indian Metrological Department (Cyclone Detection & Warning center) are as under:-

Sl.No.	Name of Officers /Designation and Location of Deployment	STD code	Telephone no (O)	Mobile No	Fax Nos
1	Sri V.L.Prasad Rao, Director, Vishakhapatnam	0891	2543038 2717118 (R)	0984846281	2543037
2	Sri S.Venkateswarlu Director, Vishakhapatnam	0891	2543033 2543041(R)		2543036
3	Director, IMD, Bhubaneswar	0674	2534627, 1534737	9437485328	2530203
4	Director, Cyclone Detection Centre, Bhubaneswar	06722	222147		
		0671	2376051	Paradeep	
5	Cyclone Detection Centre, Bhubaneswar		2534386, 2534985		

Annexure-24**TELEPHONE NUMBERS OF ARMY NAVY AIR FORCE OFFICIALS**

Unit	Name and address	Phone number
Nodal officer (air force navy and army)	Director (Operation A Logistics), HQ Integrated Defense Staff Ministry Of Defence	011-23017897(o)/011-2566071(R) 9810856633 (Mob)
Navy	Naval HQ (War Room Director Of Naval Operation)	011-23017616
Navy	Duty Officer (Maritime Operations Centre) HQ WNC Mumbai	022-22630550/22630344
Navy	Duty Officer (Maritime Operations Centre) HQ ENC Visakhapatnam	0891-2577240
Navy	Duty Officer (Maritime Operations Centre) HQ SNC Kochi	0848-2662793
Coast guard	Operations Officer/ Indian Coast Guard/HLZ	03224-263217
Coast guard	Communication Centre/ Indian Coast Guard/HLZ	03224-263407
Army	Station HQ/Jamshedpur	0657-2431633
Army	Station HQ/Kolkata	033-22430362
Army	Commandant/Chandipur/Balasore	06782-262031®
Air force	Eastern Command	0364-2223900/2561461
Air force	Chief Operation Officer	03222-232176
Air force	Air Force Station/Kolaikunda	Ext.207 (O), 227 ®
	Chief Administrative Officer	232176 Ext 203(O) 223 ®
	Sr. Medical Officer	232176 Ext 261 (O)
Air force	Chief Operations Officer/Barrackpur	033-25921251
Air force	Radar Station/Salua/Paschim Midnapur	03222-277240

TELEPHONE NUMBERS OF PARA Military Establishment

CIFS Unit	Libyan Tree Ware House (LTW)	033-2439138/2439735
CIFS Unit	CIFS Unit, CPT, Kolkata, New Traffic Building, 40 CGR Road Kolkata-43, NEZ/Kasab Control Room	033-2443068
BSF	DIG Office South 2B Lord Sinha Road Kolkata-71	033-2577887
BSF Unit	BSF Control Room	25778872
CIFS Unit	Haldia CPT	03244-252228/252457/252328
CIFS haldia	Commandant CIFS/Haldia	03224-2252229 (O)/ 263335®
EFR	Commandant EFR, Salua, Kharagpur	PBX 03222-277238

Telephone numbers of air station over ECoR

State	SN	Name of station	Television stations	Air stations
ORRISA	1	BHUBANESWAR	0674-2301048	2511350
	2	CUTTACK	0671-2315600	2301438
	3	SAMBALPUR	0663-2404868	2410507
	4	BHAWANIPATNA	06670-230911	230911
	5	BERHAMPUR		
	6	JEYPORE	06854-231558	
	7	KEONJHAR	916766255356	
	8	BARIPADA		
	9	BOLANGIR		
AP	1	VISHAKAPATNAM	0891-2549109	2564260
CG	1	RAIPUR	0771-2283852	2423520
	2	JAGDALPUR		

TELEPHONE NUMBERS OF PRIVATE TV CHANNELS

1	Zee news (D.N.singh)	0674-2417078
2	Aajtak (samsersingh)	0674-2536988
3	Ndtv/ TV	0674-2561176
4	Otv	0674-2303375
5	Etv (k.B.Rao)	0674-2506208
6	Etv/VSP	0891-255221,25354566

TELEPHONE NUMBERS OF NEW AGENCIES

1	UNI	2536776
2	PTI	2530535/2530602
3	PIB	2411360

NAME OF THE AIRSTRIPS MAINTAINED BY STATE GOVERNMENT

SN	Name of the airstrip	District	Coordinates	Elevation in feet	Runway direction	Length and breadth	Type of surface	Distance in N.M
1	2	3	4	5	6	7	8	9
1	Barbil	Keonjhar	2207 N/8524 E	1000	18/36	3000x150	kuchha	113
2	Vskp	Vskp						
3	Birasal	Dnkl	2059 N/8541 E	260	09/27	3000x150	kuchha	42
4	Hirakud (Jamadarpalli)	Sbp	2135 N/8400 E	681	15/33	3600x150	Tarmacadam	130
5	Jaypore	Koraput	1852 N /8233 E	1950	16/33	3000x50	-do-	201
6	Raisuan	Keonjhar	2140 N /8535 E	1500	18/36	3000x150	-do-	87
7	Nawapada (Goma)	Nawapada	2052 N /8230 E	1058	18/36	3286x600	kuchha	191
8	Padmapur (Sativata)	Bargarh	2102 N /8302 E	650	11/29	3500x180	kuchha	165
9	Phulbani (Gudri)	Kandhamal	2027 N /8416 E	1734	18/36	3500x150	Tarmacadam	90
10	Rairangpur (Dandbose)	Mayurbhanj	2218 N /8607 E	950	18/36	4000x100	kuchha	126
11	Rangeilunda (Gopalpur)	Ganjam	1918 N /8452 E	100	18/36	3442x200	Tarmacadam	76
12	Tusra	Bolangir	2030 N /8326 E	550	06/24	4000x150	-do-	135
13	Utkela	Kalahandi	2005 N /8310 E	750	04/22	3000x150	-do-	152

NAME OF THE AIRSTRIPS MAINTAINED BY OTHER AGENCIES

1	Rourkela	Sunderghar	2216 N /8449 E	655	09/27	4000x100	Tarmacadam	139
2	Therubali	Koraput	1920 N /8325 E	785	03/21	4000x200	-do-	140
3	Sukinda	Jajpur	2101 N /8545 E	400	06/24	2925x130	-do-	48

TELEPHONE NUMBERS OF VOLUNTEER ORGANISATIONS & NGOs

- 1) Action air india, Regional Office Orissa, Plot no. 331/A, Sahid Nagar, Bhubaneswar – 751007, Orissa Tel./Fax : 0674-2544503/2544224/2502279, www.actionindia.org
- 2) DFID, 17 Forest Park, Bhubaneswar – 751009, Tel.:0674-2533359/2530512 Fax: 0674-2530228, www.dfidindia.org
- 3) State NGO Coordinator, Deptt. Of Health & FW Government of Orissa, Bhubaneswar, Orissa. Tel.: 0674-2322411, E.mail : manu2orissa@yahoo.com
- 4) NilakanthaYubaka Sangha, AT/PO- Dalakasoti, Via- Balipatana, Khurda, Pin-752102, E mail: nilakantha.ys@gmail.com, Phone no. 09937936565
- 5) Centre for Environmental Studies (CES), N2/150, Nayapalli, Government of Orissa, Bhubaneswar, Pin-751015, Tel.:0674-2551853, Fax: 0674-2400681, Web site: <http://www.cesorissa>
6. Centre of Youth and Social Development, E-1, Industrial Area, Bhubaneswar, Orissa, India Pin:751013, Tel.: 0674-2301725/23007744, E mail: cysdbbsr@sancharnet.in , www.cysd.org
7. Ruchika Social Service Organisation, G-6, Ganganagar, Unit-VI, Bhubaneswar, Pin:751001, Orissa, India, Phone Office:0674-2532611, Home:0674-2432956, Fax:0674-2535214, Email: rssobbs@hotmail.com , info@ruchika.org & www.ruchika.org
8. RESO : Rural Educated Student Organisation, Sananuagan, Retang Railway Station, Distt.- Khurda, Secy- mobile no. 9438186412 (Social works)
9. Orissa Khadi and Village Industries Association, Plot no. 805 & 823 (P), At. JaidevVihar, P.O RRL, Bhubaneswar – 751013
10. HELPAGE INDIA, Plot No. 1488/2536 N-4, Area IRC Villaage, Nayapalli – 1374, P.O. Bhubaneswar, Orissa. Pin: 751015, Tel.No.:0674-2559644, www.helpageindia.org
11. Committee for Legal Aid to Poor (CLAP), Address: 367, Market nagar, Sector-6, Cuttack – 753014, Orissa, India. Phone No.: 0671-2363980, 2365680. Fax: 0671- 2363980.
12. WWF-INDIA, BDA Market Complex, Tankapani Road, Bhubaneswar – 751018, Director Phone : 0674-2434750
13. Gania Unnyan Committee, AT/PO Belapadapatna, Dist.Nayagarh, Orissa, Pin: 752085, Tel./Fax : 06757-226022, Email: gucorissa@yahoo.com
14. Bal Jagruti Association, 462- SabarSahi, Nayapalli, Near new AG Colony, Bhubaneswar. Contact- Ranjan Kumar Biswal, Joint Secreatry, Mobile no. 9337106883, 9337113458. Tel./Fax: 011-26045638, Phone no.:011-55969453, Mobile no.:9810153006.
15. Govinda Bhavan, Suryvihar, Link Road, Badambadi, Cuttaack. sumanta.swain@gmail.com

priyabratamaihi@yahoo.co.in O-9437110714.

16.Home and Hope, A school for the mentally retarded, Sector-17, Rourkela – 769003.

Phone no.:0661-2642140.

17.Parents Association for the Welfare of the Mentally Retarded, Rourkela, C/O Home and Hope,Sector-17, Rourkela – 769003, Phone no.: 0661-2475393.

18.SURAVI – Sustainable Rural Actions through Voluntary Initiatives, Estd.:1993, Address: HIG-138,

SailashreeVihar, Bhubaneswar – 751021, Orissa, India.

19. URL:www.suravi.org, Phone no.: 09437190444,

0674-2532646, Email: suraviteam@yahoo.com

20.Smt.Nandini Satapathy Memorial Trust, 107, Surya Nagar, Bhubaneswar, Orissa, India

Tel.: 0674-2536444, Fax: 0674-2536262, www.snsmt.org

21.SUPRATIVA, Fakirpada, Biribati, Cuttack-754100, Orissa, India, Phone no.0671-2445251,

Fax: 2115699, Email: suprativa@sify.com, www.suprativa.org

22.Asardi, Nayapalli, Bhubaneswar – 751012, Phone no.: 09437922499.

AsetsPipili, AT/PO- Pipili, Prui- 754104. Phone no.: 09861127075.

23.Asylum To Indigent Masses of the Society, Jagannath Lane, Badampudi, Cuttak-753012, Tel.:09437985888.

Awareness - F-16, BJB Nagar, Bhubaneswar. Phone no.0674-2433493

24.Centre For World Education Services, Convent School Road, Rayagada-765001. Tel.: 09437095990

Dove-Bazarpada,Angul,Tele no -06764-237306.

25. Fellowship – Women's College Road , Bhadrak-756100,Tele no -06784-250189.

Pipli,Puri/Odisha(assets):-9109861127075,(Priyabrata Sahoo).

LIST OF BLOOD BANKS OVER ECoR

STATE	S.No	NAME OF STATION	ADDRESS	TELEPHONE No.
ORISSA	1	BHUBANESWAR	1.Capital Hospital	0674-2401983
			2.Kalinga Hospital	0674-2301227
			3.Municipality Hospital	0674-2591237
			4.Red Cross	0674-2417955
	2	CUTTACK	Orissa Red Cross	0671-2305643
	3	SAMBALPUR	1.Dr.R.Nanda	9861071556
			2.VSS Medical College	06632431420
	4	BARGARH	Campus Medical Store	06646-232825
	5	BERHAMPUR	MKCG Medical College	0680-2200658
	6	KORAPUT	District Hospital	08922-2212348
	7	JEYPORE	Sub-Divn. Hospital	06854-233003
	8	RAYAGADA	District Hospital	06856-222059
ANDHRA PRADESH	9	BOLANGIR	1.R.S.Hota	0665-2230646/233226
			2.Panda Medical Store	06652-232975
			3.Rajlaxmi Medical Store	06652-230791
	1	VISAKHAPATNAM	King – George Hospital	0891-2564891
CHHATTISGARH	2	VIZIANAGARAM	1.District Hospital	08922-221234
			2.Dr.J.V.S.Pattnaik	08922-275513
	3	NELLIMARLA	Maharaja Inst.of Medical Science	08922-275513
CHHATTISGARH	1	BACHELI	NMDC – Apollo Hospital	07857-230050
	2	JAGADALPUR	Maharani Hospital	06854-233003

CLASSIFICATION OF FIRES AS PER ISI 2190/1979

1.Class 'A' Fires : Fire involving combustible material such as wood, paper, cloth, rubber, plastic requiring the heat absorbing effects of water, water solutions.

2.Class 'B' Fires : This type of fire involves flammable or combustible liquids greases, Petroleum products and similar materials for extinction, a blanketing effect is essential.

3.Class 'C' Fires : Which involves flammable gases, substance under pressure including liquefied gasses. Here it is necessary to dilute the burning gasses at very fast rate with an inert gas, Dry chemical lower or CO₂.

4.Class 'D' Fires : Fire involving combustible metals such as Sodium, Magnesium, Zinc, Potassium. These burning metal react with water and water containing agent. These fires require special media to extinguish such as Carbon-di-oxide special dry chemical powder.

Utility of commonly used fire extinguishers is given below:

S.No.	Types of Fire Extinguishers	Class of Fire			
		A	B	C	D
1	Water (Gas Cartridge)	S	NS	NS	NS
2	Water (Stored Pressure)	S	NS	NS	NS
3	Mechanical Foam	U	S	NS	NS*
4	Dry Chemical Powder (Gas Cartridge)	U	S	S	NS
5	Dry Chemical Powder (Metal type)	S	S	S	NS
6	Carbon – di – Oxide	U	S	S	NS
7	Halon	U	S	S	NS

S : Suitable

NS : Not Suitable

U : Can be used in case of emergency but not effective.

*: Special dry powder can be used.

Disclaimer

This information provided in this document is for the purpose of general guidance. Although, all efforts have been made to ensure authenticity and accuracy, incase of any conflict the provision in GR & SR / Accident manual and other relevant code would over ride.

TELEPHONE NUMBERS OF COMMISSIONERATE, HEAD QUARTERS

DESIGNATION	NUMBER ALLOTTED
Commissioner of Police	8280338300
Addl. Commissioner of Police	8280338301
Dy. Commissioner of Police (HQ)	8280338304
Dy. Commissioner of Police (Traffic)	8280338305

BHUBANESWAR UPD

DESIGNATION	NUMBER ALLOTTED
DCP, Bhubaneswar	8280338302
Zone-I, Bhubaneswar	8280338306
Zone-II, Bhubaneswar	8280338292
Zone-III, Bhubaneswar	8280338293
Zone-IV, Bhubaneswar	8280338294
Zone-V, Bhubaneswar	8280338295
Zone-VI, Bhubaneswar	8280338296
ACP Traffic, Bhubaneswar	8280338297
Traffic PS, Bhubaneswar	8280338298
Traffic Unit, Chandrasekhar pur	8280338299
Capital PS	8280338307
Kharabelanagar PS	8280338308
Mahila PS	8280338309
Dhuli PS	8280338310
Sri Lingaraj PS	8280338311
Airfield PS	8280338312
Jatni PS	8280338313
Tamando PS	8280338314
Khandagiri PS	8280338315
Badagada PS	8280338316
Laxmisagar PS	8280338317
Ballanta PS	8280338318
Balipatna PS	8280338319
Nayapalli PS	8280338320
Mancheswar PS	8280338321
Saeednagar PS	8280338322
Chandaka PS	8280338323
Nandankanan PS	8280338324
Infocity PS	8280338325
Chandrasekharpur PS	8280338326
R.I. Bhubaneswar	8280338327

The Cranes and bulldozers contact numbers in odisha

- 1.MARBLE CRANE SERVICE;
MOB;9820108465,SHIKHAR PUR CHHAK,CUTTACK.
- 2.EMPIRE INFORMATION AND INFRASTRUCTURE PVT. LTD.
;MOB;0674-2585233,MANCHESWAR INDUSTRIAL AREA
- 3.CRAINS ON HIRE MOB;9438585322,PHUL NAKHARA.BBSR,
- 4.EQUIBHUNT MOB;(+91)-40-69000096,PATRIKA NAGAR ,MADHAPUR,
- 5.SHREE GANESH CRANE AND LIFTER MOB; (+91)-1412260831
- 6.MACHINERY CLUB (+91)8588808880RING ROAD, NARAINA
- 7.MARBLE CRANE SERVICE(+91)6712441175,
- 8.JINDAL INFRASTRUCTURES PVT.LTD.(+91)2242104210(SERVES TO BBSR)
- 9.ANNAPURNA CRANE TRANSPORT ,(+91)9437370293,RASULGARH,BBSR
- 10.SHANTILATA EARTH MOVERS (+91)9493031330, PATIA,BBSR
- 11.BHARAT GROUP (+91)9583106598,PAHALA,BBSR,
- 12.EXPRESS WAYS (+91) 3322598025,BURRA BAZAR,BBSR
- 13.SONY EARTH MOVERS (+91)9822034086(SEVES BBSR)
- 14.EQUIPMENT BULLDOZERS(+91) 40690000969(SEVES BBSR)
- 15.MACHINERY CLUB;(+91)8588808880

