

EAST COAST RAILWAY

292

Office of the
Principal Chief Operations Manager
Rail Sadan: Chandrasekharapur
Bhubaneswar-17

No. ECoR/Optg/SC/88/C.Slip/Accident Manual/03/2019

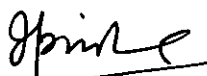
Dated: 17.10.2019

To
The DRMs/KUR, WAT & SBP

Sub: Addendum & Corrigendum no.4 to Accident Manual published in 2011 by E.Co.Rly.

Addendum/Corrigendum No.4 to Accident Manual published in the year 2011 by East Coast Railway, containing 14 corrections is issued with the approval of Competent Authority. You are requested to arrange for further circulation among all concerned in the division to incorporate these corrections in the Manual.

Encl: 10 pages


(J.P.Mishra) 17/10/2019
Chief Operations Manager(G)

Copy to:

1. Secy. to GM for kind information of GM
2. PS(Gaz) to AGM for information of AGM please.
3. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
4. Commissioner of Railway Safety, SE. Circle, Kolkata,
5. OSD to MT/Railway Board/NDLS for information of MT,
- 6 ED(T), Annex:II, 4th floor, RDSO, Lucknow-226 001,
7. Adviser(Safety), Railway Board, New Delhi,
8. Director/Safety-I & II, Railway Board, New Delhi.
9. PCOMs – All Indian Railways
10. Principal, Railway Staff College, Vadodara,
- 11.PCOM, SDGM, PCE, PCME, PCSTE, PCEE, PCSO, PCCM, PCMD, PCSC, PCMM, CAO(C), for further circulation among their departments in HQ
- 12.CPTM, CTPM, CFTM, Dy.COM(Frt), Dy.COM(Spl), Dy.COM(Chg), Dy.COM (FOIS), STM(Safety), ECoR/BBS.
- 13.Sr.DOM/KUR, WAT and SBP for further circulation to stations.
14. Principal, ZRTI/Sini, S.E. Railway,
- 15.Principal, MDTC/Maripallem/Visakhapatnam
- 16.Principal, MDZTI, Rail Vihar, BBS

(23)

Addendum & Corrigendum No.4 to Accident Manual (2011)
Published by East Coast Railway

SN	Amendments
1	<p><u>Existing Para 6.10(d) under heading Payment of Ex-gratia/ Compensation shall be replaced as under:</u></p> <p>6.10(d) Payment of Ex-gratia/Compensation:</p> <p>(1) (a) In the event of a train accident resulting in the death of a passenger travelling by the train, compensation should be paid irrespective of whether bonafide authority to travel has been produced or not.</p> <p>(b) The amount of ex-gratia relief payment to the dependents of dead or injured passengers involved in train accidents as defined under sections 124 and 124A should be as under —</p> <p>(i) In case of death: Rs.50,000/-</p> <p>(ii) In case of grievous injury: Rs.25,000/- lump sum for hospitalization upto 30 days to take care of initial expenses. Thereafter Rs.300/- per day be released at the end of every 10 day period or discharge, whichever is earlier.</p> <p>(ii) In case of simple injury: Rs.5000/-</p> <p>(c) The maximum period for which ex-gratia payment is payable to the grievous injured passenger will be 12 months.</p> <p>(d) The period of treatment as indoor patient for more than 30 days would need to be certified by a Railway Doctor for the purpose of further ex-gratia payment up to a period of remaining 11 months. In case where the injured is taking treatment in other than Railway Hospital, the treatment has to be certified by Railway Doctor.</p> <p>(e) Sr. Divisional Medical Officers shall also keep track of such injured person taking treatment in other than Railway hospitals. Sr.DCM/DCM shall keep coordination with Sr.DMO for the purpose and arrange payment of ex-gratia as per the prescribed schedule mentioned at para(b) above at the door step of injured person. Every care shall be taken by Sr.DCM/DCM to avoid any inconvenience to injured person in such case.</p> <p>(2) No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.</p> <p>(3) The amount of ex-gratia admissible to road users who meet with an accident due to Railways' prima facie liability at Manned Level Crossing Gate Accident will be counted towards the amount of compensation payable, if action is tenable against the Railways under the Law of Torts and an award is actually granted by a Court of Law. The amount is:</p> <p>(i) In case of death: Rs.50,000/-</p> <p>(ii) In case of grievous injury: Rs.25,000/-</p> <p>(iii) In case of simple injury: Rs.5,000/-</p>
Addendum & Corrigendum No.4, Date-11.10.2019	

- (4) In case of enhanced ex-gratia announced by the Minister of Railways as a special case under his/her discretionary powers, the amount equivalent to the normal rate of ex-gratia as mentioned above for death/injured passengers in train accidents and to the road users who meet with an accident due to Railway's prima facie liability at Manned Level Crossing Gate Accident be paid in cash and the remaining portion of the enhanced ex-gratia to be paid by account payee cheque.
- (5) Ex-gratia payments should also be made to railway servants killed or injured while on duty by a moving train, for example Gangman working on track and run over accidentally by a moving train.
- (6) Payments should be sanctioned/arranged preferably on the spot by a senior scale or Higher Officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.
- (7) These ex-gratia payments, except in the case of road-users at manned level crossings, are not to be taken into account at the time of formal claims for compensation.
- (8) In order to ensure that the payment is made to the actual person involved in the accident, the officer making the ex-gratia payment should record all evidence in writing after satisfying himself as also regarding the bonafide kith and kins of the injured/dead in the cases the payment is required to be made to them.

NOTE: - Those walking along the track and whose presence on railway premises is not connected with the business of the Railway are to be treated as trespassers.

Addendum & Corrigendum No.4, Date-11.10.2019

2 A new para 10.12 shall be inserted in the Chapter-10 as under:

10.12: Payment of ex-gratia to dead and injured passengers in case of untoward incidents.

- (i) In case of death: Rs.15,000/-
- (ii) In case of grievous injury:
 - (a) Rs.5,000/- lump sum upto 30 days hospitalization. Rs.1000/- per week or part thereof the period for indoor treatment upto further six months of hospitalization.
 - (b) Rs.500/- per week or part thereof the period for indoor treatment upto further five months of hospitalization.
- (iii) In case of simple injury: Rs.500/-
- (iv) The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.
- (v) In case of enhanced ex-gratia announced by the Minister of Railways as a special case under his/her discretionary powers, the amount equivalent to the normal rate of ex-gratia as mentioned above for death/injured passengers in untoward incidents be paid in cash and the remaining portion of the enhanced ex-gratia to be paid by account payee cheque.

Addendum & Corrigendum No.4, Date-11.10.2019

3

(1) Existing Para 9.02(b) under heading "Level of Enquiry" shall be replaced as under:

- (i) All serious accident shall be inquired into by the Commissioner of Railway Safety or Chief Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into serious accident cases involving coaching train, notified to him under section 113 of Railway Act, the inquiry shall be carried out by a Committee of SA Grade Officers and PCSO of the Railway shall be Convenor/Chairman of such committee. The Accident Inquiry Report of Committee shall be accepted by the General Manager of the Zonal Railway.
- (iii) All cases of collisions falling under A1 to A4 categories shall be inquired into by a Committee of SAG Officers unless the same is being inquired by CRS with GM as the Accepting Authority.
- (iv) All other consequential train accidents shall be inquired by Dy.CSOs from Safety Department to be nominated by GM with the GM as the Accepting Authority.
- (v) All other accidents shall be inquired by a Committee of the Sr.Scale or Junior Scale Officers as decided by respective DRMs with DRM as the Accepting Authority.
- (vi) All Yard accidents shall be inquired into by a Committee of Senior Supervisors with Sr.DSO/DSO as Accepting Authority.
- (vii) All cases of indicative accidents shall be inquired into by a Committee of Sr. or Jr. Scale officers with DRM as the accepting authority except all cases of Signal Passing at Danger(SPAD) which shall be inquired into by a JA Grade Committee of officers at divisional level with Sr.DSO/DSO as one of the members.
- (viii) General Manager or DRM can have the inquiry conducted by a committee of higher levels of officers than the above mentioned levels depending upon the seriousness of the accident.
- (ix) In accident cases wherein the inquiry Committee determines responsibility on the staff of Foreign Railway, the inquiry Report should be put up to the Principal Head of the Department of concerned department of the Railway on which the accident took place through PCSO after which such inquiry report shall be accepted by the AGM(instead of DRM). Finalization of Inter-railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent railway at General Manager's level, then the case should be referred to Railway Board. In case foreign railway staff is held 'blameworthy' only, the accident inquiry case may be accepted by DRM.
- (x) All cases of equipment failure shall be inquired into by Senior Supervisors/Supervisors of the respective departments.
- (xi) All inquiries will be ordered by the concerned DRM except for inquiries falling under item(ii), (iii) & (iv) of the above wherein the General Manager will order the inquiries.
- (xii) In case of an inquiry by a committee into a fire accident in Railway Premises or in a train leading to damage to Railway property and/or booked consignments, a nominated representative of the Railway Protection Force should also be included as a member of the Committee.

4	<p>Existing Para 9.13(d) under heading "Inquiry into accidents at interchange/ junction stations and staff of foreign railway held responsible" shall be substituted as under:</p> <p>In all accident cases, where prima-facie cause indicated involvement of Foreign Zonal Railway staff or assets of Foreign Zonal Railway, it is imperative that concerned staff of Foreign Zonal Railway should be called for association with accident inquiry. This will help in arriving at rightful cause of the accident.</p> <p>In accident cases if the inquiry Committee holds the staff of other railway responsible (Primary and Secondary responsible) for the accident, the inquiry report should be put up to the Principal Head of the Department of concerned department of the Railway on which the accident took place through PCSO after which such inquiry report shall be accepted by the AGM. In the absence of post of AGM, the senior most PHOD shall be nominated to discharge his duty. In case foreign railway staff is held 'blameworthy' only, the accident inquiry case may be accepted by DRM.</p> <p>Addendum & Corrigendum No.4, Date-11.10.2019</p>
5	<p>Para 4.01 under heading 'Types of accident relief equipment' shall be modified as under:</p> <p>Following types of accident relief equipments are available on this Railway:-</p> <p>(i) Accident Relief Medical Equipment(ARME) equipped with Higher capacity Hydraulic rescue Device along with plasma cutting equipment for cutting SS coaches & Wagons. These are loco hauled vehicles. It consists of two coaches i.e a medical car and equipment van. Its maximum speed in ECoR is 105 kmph.</p> <p>(ii) Self Propelled Accident Relief Medical Equipment(SPARME) equipped with Higher capacity Hydraulic Rescue Device along with Plasma Cutting Equipment for cutting SS Coaches & Wagons. These are basically ARMEs but are self propelled. It consists of 3 coaches, such as one medical van, one tool van and staff van cum power van. Its maximum speed in ECoR is 105 kmph.</p> <p>(iii) Accident Relief Train(ART) equipped with 140T/120T Diesel Hydraulic BD Crane, along with Hydraulic Rerailing Equipment and Higher capacity Hydraulic Rescue Device and plasma Cutting Equipment for cutting SS coaches and Wagons. Its composition and speed is mentioned at para 4.11.</p> <p>Addendum & Corrigendum No.4, Date-11.10.2019</p>
6	<p>Rule no.4.03(v) & (vi) under heading 'Scale-I equipment shall be modified as under:</p> <p>(v) The SE (Tele) must thoroughly test the Portable Telephones provided in ARME/SPARME van regularly and ensure that this in good working order and that the line wire diagram is kept upto date.</p> <p>(vi) The electrical official in charge shall regularly see and personally ensure that the electrical gear in the ARME/SPARME vans are in good working order.</p> <p>Addendum & Corrigendum No.4, Date-11.10.2019</p>
7	<p>(i) In rule no. 4.07(i), word 'SPARME' shall be added after ARME. (ARME/SPARME)</p> <p>(ii) Word 'SPART' wherever mentioned in Rule 4.07 shall be replaced by 'SPARME'</p> <p>Addendum & Corrigendum No.4, Date-11.10.2019</p>

8	Rule no.4.08 shall be replaced as under:			
	4.08: Accident Relief Medical Equipments are available at the following stations on this Railway”.			
	Divn	Location	Scale	
	KUR	KUR	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
		PSA	Scale-I	2 Coach Conventional ARME with HRD equipment & Plasma cutting equipment.
		BHC	Scale-I	2 Coach Conventional ARME with higher capacity HRD equipment & Plasma cutting equipment.
		CTC	Scale-II	
		KDJR	Scale-II	
		BAM	Scale-II	
		TLHR	Scale-II	
	SBP	SBP	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
		KBJ	Scale-II	
		BLGR	Scale-II	
		MSMD	Scale-II	
		TIG	Scale-I	2 Coach Conventional ARME with higher capacity HRD equipment & Plasma cutting equipment.
	VSKP	VSKP	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
		KRPU	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
		RGDA	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
		NWP	Scale-II	
		ARK	Scale-II	
		KRDL	Scale-II	
		JDB	Scale-II	
		LKMR	Scale-II	
	Addendum & Corrigendum No.4,		Date-11.10.2019	
	9	Rule No.4.09(a) shall be replaced as under:		
(a)Following records shall be maintained in the accident relief trains:				
(i) Accident Relief train Log Book (Appendix-18)				
(ii) Attendance Register				
(iii) List of Tools & Equipment				
(iv) Register for testing of wire ropes and chains				
(v) T&P / M&P Registers				
(vi) Equipment Repair & Expenditure History Register				
(vii) Equipment Periodical testing register for :-				
(1) Plasma Cutting Equipment				
(2) Field Telephone				
(3) Detonators				
(4) Gas Cutting Equipment				
(5) Inflatable Lighting Tower				
(6) Generators				
(7) Compressors				
(8) Fire Fighting Equipment				
(viii) Inspection Register				
Addendum & Corrigendum No.4,		Date-11.10.2019		

10 Sub rule (i) to (iv) under existing Rule No.4.10 shall be replaced as under:

Schedule inspection of ART and ARME/SPARME:

(i) Inspection Schedule of ART:

Sl No	By Whom	Type of Inspection to be done	Frequency
1	Supervisors of respective department. i) Mechanical ii) Electrical iii) S & T iv) Engineering	Responsible for day to day maintenance of their respective equipments	Once in every month
2	Joint inspection by supervisors of all departments & also traffic department	To ensure proper functioning of their respective equipments and to remove deficiency. (traffic for placement, securing etc).	Once in every two months
3	Joint Inspection by Jr.Scale / Sr.Scale officers	To ensure proper functioning of their respective equipments and to remove deficiency.	Once in every three months
4	Branch Officers of all departments	Inspection of their respective equipment and ensure immediate recovery of deficiency after use at site as well as proper maintenance of equipments.	Once in every three months
5	Joint Inspection by Branch Officers of all departments as above headed by ADRM.	Assessment on reliability in maintenance practice.	Once in every six months.

(ii) Inspection Schedule of ARME/SPARME:

Sl No	By Whom	Remark	Frequency
1	Supervisors of respective department . i) Mechanical ii) Electrical iii) S & T	To ensure proper functioning of their equipments and to remove deficiency. Supervisors are responsible for day to day maintenance of equipments.	Once in a month
2	ADMO/DMO/Sr.DMO	Inspection of medical equipments and immediate replacement of articles found unserviceable or deficient.	Once in a month Scale-I & II
3	Joint inspections by Supervisors of Mechanical, Electrical , S&T & Traffic. Jr.Scale/Sr.Scale officers.	To ensure the equipments are available as per standard list with proper functioning.	Once in every two months
4	Branch Officer of all departments.	To conduct meaningful inspection & immediate making good of deficiency after use at site.	Once in every three months
	CMS / MS	To see equipment is up to standard and in good working order.	Scale-I once in three months & Scale-II once in a year.
5	Joint inspection by Branch Officers of departments as above, with Medical Officer Sr.DMO / MS / CMS along with ADRM.	Complete stock verification to be done (at the end of November)	Scale-I, once in a year.

11	Existing sub-rule no.4.10(vii) shall be renumbered as 4.10(iii). Addendum & Corrigendum No.4, Date-11.10.2019																														
12	<p>Rule no.4.11 shall be replaced as under:</p> <p>4.11: Standard composition, speed and location of ARTs in ECoR:</p> <p>(a) Standard composition of ART: ARTs are divided into three classes as 'A' class, 'B' class and 'C' class. Standard composition is as under:</p> <p><u>A – Class ART</u></p> <table border="1" data-bbox="491 398 1300 1070"> <tr> <td>1st Vehicle</td> <td>140T / 120 T capacity diesel / steam break down crane with Match Truck.</td> </tr> <tr> <td>2nd Vehicle</td> <td>BCN HS (Crane packing van and heavy tools, wire ropes & OHE material)</td> </tr> <tr> <td>3rd Vehicle</td> <td>Crane Staff & Kitchen Van</td> </tr> <tr> <td>4th Vehicle</td> <td>BRN HS (Containing Rails & Crossings)</td> </tr> <tr> <td>5th Vehicle</td> <td>BCN HS (Complete Engineering material & OHE items)</td> </tr> <tr> <td>6th Vehicle</td> <td>Tool & Equipment Van (All critical mechanical tools, office and fire fighting sections, provision of Guard seat with Guard van valve.</td> </tr> <tr> <td>7th Vehicle</td> <td>C&W, Elect, and Telecom van (Material of Telecom, Elect, & C&W)</td> </tr> <tr> <td>8th Vehicle</td> <td>Re-railing Equipment Van (MFD/Lukas equipments and its material)</td> </tr> <tr> <td>9th Vehicle</td> <td>Staff & Kitchen Van (MFD/Lukas staff & Kitchen van)</td> </tr> </table> <p><u>B-Class ART</u> : Total no of vehicles will be six as detailed below :</p> <table border="1" data-bbox="491 1176 1300 1646"> <tr> <td>1st Vehicle</td> <td>BRN HS (Containing Rails & Crossings)</td> </tr> <tr> <td>2nd Vehicle</td> <td>BCN HS (Complete Engineering material & OHE items)</td> </tr> <tr> <td>3rd Vehicle</td> <td>Tool & Equipment Van (All critical mechanical tools, office and fire fighting sections, provision of Guard seat with Guard van valve.</td> </tr> <tr> <td>4th Vehicle</td> <td>C&W, Elect, and Telecom van (Material of Telecom, Elect, & C&W)</td> </tr> <tr> <td>5th Vehicle</td> <td>Re-railing Equipment Van (MFD/Lukas equipments and its material)</td> </tr> <tr> <td>6th Vehicle</td> <td>Staff & Kitchen Van (MFD/Lukas staff & Kitchen van)</td> </tr> </table> <p><u>C-Class ART</u> : Only Mechanical Tool Van / Road Mobile Tool Van</p> <p>(b) Speed of ART : The rolling stock in the standard composition of ART as mentioned above are fit to run at a maximum speed of 100 kmph except that the maximum permissible speed of 120 T Diesel BD crane is 40 kmph.</p> <p>Addendum & Corrigendum No.4, Date-11.10.2019</p>	1 st Vehicle	140T / 120 T capacity diesel / steam break down crane with Match Truck.	2 nd Vehicle	BCN HS (Crane packing van and heavy tools, wire ropes & OHE material)	3 rd Vehicle	Crane Staff & Kitchen Van	4 th Vehicle	BRN HS (Containing Rails & Crossings)	5 th Vehicle	BCN HS (Complete Engineering material & OHE items)	6 th Vehicle	Tool & Equipment Van (All critical mechanical tools, office and fire fighting sections, provision of Guard seat with Guard van valve.	7 th Vehicle	C&W, Elect, and Telecom van (Material of Telecom, Elect, & C&W)	8 th Vehicle	Re-railing Equipment Van (MFD/Lukas equipments and its material)	9 th Vehicle	Staff & Kitchen Van (MFD/Lukas staff & Kitchen van)	1 st Vehicle	BRN HS (Containing Rails & Crossings)	2 nd Vehicle	BCN HS (Complete Engineering material & OHE items)	3 rd Vehicle	Tool & Equipment Van (All critical mechanical tools, office and fire fighting sections, provision of Guard seat with Guard van valve.	4 th Vehicle	C&W, Elect, and Telecom van (Material of Telecom, Elect, & C&W)	5 th Vehicle	Re-railing Equipment Van (MFD/Lukas equipments and its material)	6 th Vehicle	Staff & Kitchen Van (MFD/Lukas staff & Kitchen van)
1 st Vehicle	140T / 120 T capacity diesel / steam break down crane with Match Truck.																														
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(c) (i) Location of Accident Relief Trains over East Coast Railway:

Divn	Location	Class	Facilities Available
KUR	KUR	A	140 T Diesel BD Crane with HRE Equipment
	BHC	B	With Hydraulic Re-railing Equipment
	PSA	B	With Hydraulic Re-railing Equipment
	TLHR	B	With Hydraulic Re-railing Equipment
SBP	SBP	A	140 T Diesel BD Crane with HRE Equipment
	KBJ	A	140 T Diesel BD Crane with HRE Equipment
WAT	VSKP	A	140 T & 120 T Diesel BD Crane with HRE Equipment
	RGDA	B	With Hydraulic Re-railing Equipment
	KRPU	A	140 T Diesel BD Crane with HRE Equipment
	KRDL	A	120 T Diesel BD Crane with HRE Equipment

(ii) Location of C-Class ART/ Road Mobile Tool Van(RMTV) :

Divn	Location	Class	Facilities Available
KUR	PUI	RMTV	With Hydraulic Re-railing Equipment
	PRDP	C	With Hydraulic Re-railing Equipment
	TLHR	RMTV	With Hydraulic Re-railing Equipment
SBP	SBP	RMTV	With Hydraulic Re-railing Equipment
	KBJ	RMTV	With Hydraulic Re-railing Equipment
WAT	VSKP	RMTV	With Hydraulic Re-railing Equipment

(iii) Position of ARTs in Neighboring Divisions/ Railways:

South Eastern Railway			
SN	Station/ Division	Class	Facilities
1	BNDM/CKP	A	140 T Diesel Crane with Lukas Hydrulic Rerailing equipment.
2	JSG/CKP	B	Self-Propelled ART with Lukas Hydrulic Rerailing Equipment.
3	KGP/KGP	A	140 T Diesel Crane with Rerailing equipment.
South East Central Railway			
1	BIA/R	A	ART with MFD and 140 T Diesel Crane
2	BSP/BSP	A	ART with Re-railing equipment and 140 T Diesel Crane.

13 One new Para 4.13(vii) shall be added below sub rule no.4.13(vi)(h) under heading 'Accident Mock Drills for ARME/ART:-
 4.13 (vii):Each division should conduct one full scale disaster management exercise on the similar line as army exercises once in a year.
Addendum & Corrigendum No.4, Date-11.10.2019

(14) A new Rule No.4.16 under heading 'Beat of ART and ARME/SPARME in ECoR' shall be added after Rule no.4.15:

**4.16: Beat of ART and ARME/SPARME in East Coast Railway:
 (a) Beat of ART:**

Division	Base Station	Type of Equipment	Class of ART	Type / Capacity	Beat / Jurisdiction	Distance in Km
KUR	KUR	ART	A	140 T Crane	KUR-PSA (Incl)	220
					KUR-NYGT (Incl)	65
					KUR-PUI (Incl)	44
					KUR-PRDP (Incl)	130
					KUR-TLHR-ANGL (Incl)	152
					KUR-BHC (Incl)	162
					KUR-RJGR-KIS	89
					KUR-JRLI (Incl)	281
	BHC	ART	B	BD Van with HRE	BHC-JRLI	222
					BHC-KIS-RJGR (Incl)	129
	TLHR	ART	B	BD Van with HRE	TLHR-ANGL (Incl)	30
					TLHR-RJGR (Excl)	93
	PSA	ART	B	BD Van with HRE	PSA-KUR (Excl)	220
SBP	SBP	ART	A	140 T Crane	SBP-ANGL (Excl)	156
					SBP-JSG (Excl)	47
					SBP-BLGR-BHPI (Incl)	138
	KBJ	ART	A	140 T Crane	KBJ-LAE (Incl)	141
					KBJ-SPRD (Excl)	154
					KBJ-LJR-JNRD (Incl)	133
KBJ-TIG-BLGR (Excl)	94					
WAT	VSKP	ART	A	140 T Crane	VSKP-PSA (Excl)	225
					VSKP-PSA-GNPR (Incl)	268
				120 T Crane	VSKP-RGDA (Incl)	186
					VSKP-SMLG (Incl)	119
	RGDA	ART	B	BD Van with HRE	RGDA-VZM (Excl)	124
					RGDA-TKRI (Excl)	89
	KRPU	ART	A	140 T Crane	KRPU-RGDA (Excl)	173
					KRPU-SMLG (Excl)	97
					KRPU -JDB (Incl)	106
	KRDL	ART	A	120 T Crane	KRDL-JDB (Excl)	150

4.16(b) Beat of ARME/SPARME :

Division	Base Station	Type of Equipment	Scale	Beat /Jurisdiction	Distance in KM	
WAT	VSKP	SPARME	Scale-I	VSKP-SGDM (Incl)	104	
				VSKP-KMX (Incl)	93	
				VSKP-TXD(Incl)	78	
	RGDA	SPARME	Scale-I	RGDA-KMX (Excl)	93	
				RGDA-LLGM (Incl)	61	
				RGDA-LJR (Incl)	92	
	KRPU	SPARME	Scale-I	KRPU-LKMR (Incl)	62	
				KRPU-DIR (Incl)	48	
				KRPU-DPC (Incl)	62	
KUR	KUR	SPARME	Scale-I	KUR-PUI (Incl)	44	
				KUR-RBA (Incl)	99	
				KUR-NGMP (Incl)	97	
				KUR-MHDP (Incl)	95	
				KUR-GRKN (Incl)	91	
				KUR-NYGT (Incl)	65	
	BHC	ARME	Scale-I	BHC-KIS (Incl)	100	
				BHC-TMKA (Incl)	75	
	PSA	ARME	Scale-I	PSA-CAP (Incl)	95	
				PSA-PLH (Incl)	64	
				PSA-SGDM (Incl)	98	
	SBP	SBP	SPARME	Scale-I	SBP-SRGP (Incl)	96
					SBP-JSG (Excl)	47
					SBP-LSX (Incl)	99
		TIG	ARME	Scale-I	TIG-KHPL (Excl)	93
TIG-DPUR (Incl)					65	
TIG-KRAR (Incl)					98	
TIG-BMCK (Incl)					100	

Addendum & Corrigendum No.4,

Date-11.10.2019

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 (Debaraj Panda)
 Principal Chief Operations Manager