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EAST COAST RAILWAY

CE's Circular No. 02

No.W7/636/Pt.I 8524

Dated: 08.07.2003

Sub: Preparedness for restoration of track after accidents.
Ref: Rly.Board's letter No.2002/CE-II/TK/11 dated 24.06.03.

A copy of Railway Board's letter under reference is sent herewith for your information.

Necessary action wherever called for should be taken immediately strictly adhering to the guidelines laid down by the Board.

(K. Gangopadhyay)
Chief Engineer.

Copy to:- All Sr.DENs(Co-ord)
All Sr.DENs/DENs
CBE, CGE, Dy.CE(Tr.), Dy.CE(Br.), Dy.CE(Gen).

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD.

No.2002/CE-II/TK/11

Dated: 24.06.03.

The Principal Chief Engineers,
CR, ER, NR, NER, NFR, SR, SCR, SER, WR

The Chief Engineers,
ECR, ECOR, NCR, NWR, SECR, SWR, WCR

Sub: Preparedness for restoration of track after accidents.

The Ministry of Railways had constituted a high level Committee comprising of MM(Convenor), MT, DG/RHS, DG/RPF, AM(Budget)&ED/Safety(Secretary) to review the Disaster Management System over Indian Railways and given recommendations for strengthening and streamlining the same. Para 15 of their recommendations is reproduced as Annexure.

The Zonal Railways are already having instructions to keep the field units in full preparedness for quick restoration of rail traffic in the event of an accident. It is also understood that Zonal Railways are continuing to update these instructions from time to time as per needs. All Zonal Railways are requested to please review the current instructions and update the same and issue to the field units under their jurisdiction as a compendium keeping in view the recommendations made by the Committee

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reproduced as Annexure. A copy of the instruction so issued may be endorsed to Board for information.

For general guidance of the Zonal Railways, the subject has been reviewed in the Board and following guidelines are issued.

Restoration of Track after accidents.

1.0 Track Material

1.1 Track material sufficient to lay 500 m of track should be kept loaded on to the BFRs. These BFRs should be kept stabled at a suitable central place in the division so that the same can be moved anywhere in the division in the shortest possible time.

1.2 In addition to the track material loaded to the BFRs, the following track material should be kept as a reserve stock. These materials should preferably be stacked close to a siding where they can be loaded easily for despatch.

- a) Track material for laying 500 m of track
- b) Switches Left Hand and Right Hand, one set each, 1 in 12 as well as 1 in 8 1/2 turnouts along with crossing and lead rails etc.
- c) One set of fan shaped turnout concrete sleepers for 1 in 12 as well as 1 in 8 1/2 turnouts.
- d) One set of SEJ along with concrete sleepers.
- e) One set of concrete sleepers for level xings, check rail etc.
- f) Adequate number of bridge timbers depending upon the type, number and span of the existing bridges in the division.

2.0 Labour

2.1 Details in respect of P.Way labour, their addresses and how to contact them – details to be kept with AEN/SSE(P.Way)&SE(P.Way).

2.2 The details in respect of temporary labour- availability and how to get them – details to be kept with AEN/SSE(P.Way) &SE(P.Way)

2.3 The details in respect of contract's labour working in the division with the numbers at each site- details to be available with each Sr.DEN/DEN/AEN for the whole division.

3.0 Mobility

3.1 The Zonal Railways have recently been authorized to hire trucks on regular basis for use of SSE(P.Way)&SSE(Bridges). The contract agreement for hiring such trucks should have a provision for hiring additional number of trucks at short notice in the event of an emergency.

3.2 Each SSE(P.Way) should have a plan for movement of labour and material to the site of restoration with various alternatives like movement of the same by rail/road. For this a complete road map should be prepared showing connections to the track through level xing of canal roads or the nearest points to track where the truck can reach.

4.0 Equipments and Miscellaneous:

4.1 The details in respect of heavy earth moving machinery available in the nearby areas, their contact persons, the telephone numbers etc. must be kept with AEN/DEN/Sr.DEN.

4.2 Areas such as ghat sections may need use of explosives in the restoration process. The division having such areas will also keep the details in respect of availability of explosives in the nearby areas, the contact address and telephone numbers etc. readily available. Use of explosives also needs availability of duly authorized persons by the relevant authorities and therefore, the contact details of such authorized persons should also be kept handy.

4.3 The details of availability of tentage in the nearby areas, the contact numbers etc. should be kept handy. This is in addition to the availability of the tentage in the relief train as per the scale.

4.4 Suitable arrangements need to be made for supply of drinking water for the labour working at site. Therefore, the addresses and contact numbers of the agencies who could supply drinking water may be kept handy with AEN/SSE(Works) of the sub-division.

4.5 Needless to mention, that the small track machines like rail cutting, drilling, welding equipments etc. are already forming part of the equipments of each relief train. In case, the same is not kept in the relief train, these equipments/small track machines must be procured and kept in the relief train in adequate numbers.

4.6 All SSE(P.Way) should have an arrangement of portable generators for lighting so that the dependence, on Electrical Deptt., even for small magnitude emergencies, can be avoided.

The above are the guidelines, the Zonal Railways may keep these in view while formulating the detailed Action Plan for their jurisdiction.

Enc: one

Sd/-24.6.03
(Pradeep Kumar)
Executive Director, Civil Engg(P),
Railway Board.

Copy to Director, IRICEN, Pune for information please.

Sub: Preparedness for restoration of track after accidents.

Recommendation No.15 of Task Force on Disaster Management is reproduced below:-

a) **Disaster Management Plan** –All Divisions and Zonal Railway Headquarters (including Metro/ Kolkata & DMRC) must devise their disaster management plan, if not already done taking into consideration the resources available with them, their neighbouring divisions/Zonal Railways, civil authorities, industrial units and Armed Force bases 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.

Metro operations are more vulnerable to disaster as underground/elevated tracks are bottlenecks to escape routes. Therefore, their disaster management plans should be more stringent and elaborate. CME/ER, CMD/ER and CSO/ER are nominated to review and draw up afresh, if required, the disaster management plan for Kolkata Metro. DMRC will be asked to submit their disaster management plan for review of high level committee. Recommendations/revisions suggested by the high Level Committee would be mandatory on part of DMRC to implement within the stipulated time frame.

b) **Preparation of Disaster Management Plan :**

The Disaster Management Plan must inter alia include "who is responsible for what activities in detail".

- i) Preparation and implementation of disaster management Plan is the responsibility of concerned GM/DRM.
- ii) Authority to order ART/ARMV/Breakdown crane-CME/ CMPE (R&L) Sr.DME/ DME, etc.
- iii) Senior most railway officer at the site of the accident shall be the designated Site Manager.
- iv) Management of rescue operations – Primarily 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-Commercial, Medical & RPF Deptts
- vi) Communication network – Telecom Deptt.
- vii) Crowd control and law and order at site – RPF
- viii) State Police clearance for restoration – RPF
- ix) Restoration operations
 - Rolling stock – Mechanical
 - Fixed infrastructure like track, OHE,
 - Signaling system etc. – concerned departments.

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- x) Maintenance of equipment of SPART/ART & ARMV Rolling stock/Breakdown cranes including rail-cum-road mobile emergency vehicle etc – Mech.Department.
- xi) Maintenance of equipment kept in SPART/ART/ARMV for rescue and restoration operations- concerned departments.
- xii) Media Management at site --
- xiii) (a) Site Manager shall be the Chief spokesman at site and can be assisted by the concerned branch officers, if needed.
- xiv) (b) PR/Commercial Deptt. To look after the media needs at site.
- xv) Checklist for the officers & supervisors must be issued in the form of a pocket booklet indicating Dos and DONTs for the benefit of :
 - a) First Official reaching the site of accident
 - b) Senior most officer 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.

2) Maintenance of equipment used in START OPERATIONS for search and
rescue operations - concerned departments

3) Maintenance of equipment used in START OPERATIONS for search and
rescue operations - concerned departments

4) Maintenance of equipment used in START OPERATIONS for search and
rescue operations - concerned departments

5) Maintenance of equipment used in START OPERATIONS for search and
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