First Edition	:	2004
Second Edition	:	2009
Third Edition	:	2010
Fourth Edition	:	2011
Fifth Edition	:	2012
Sixth Edition	:	2013
Seventh Edition	:	2014
Published by	:	Safety Branch, West Central Railway, Jabalpur.
CSO WCR JBP Tel.	:	0761-2627627 Mobile No. 9752415650

ACKNOWLEDGEMENT

SAFETY BRANCH OF WEST CENTRAL RAILWAY IS THANKFUL TO STATE GOVERNMENT OF MADHYA PRADASH & RAJASTHAN STATE AND THEIR CIVIL AUTHORITIES, DEFENCE ESTABLISHMENTS, NATIONAL DISASTER MANAGEMENT AUTHORITY, MEDICAL FRATERNITY, GAS AUTHORITY OF INDIA LIMITED, INDIAN OIL CORPORATION, BHARAT PETROLEUM CORPORATION LIMITED, SOCIAL VOLUNTARY ORGANIZATIONS AND NON GOVERNMENT ORGANISATIONS FOR THEIR HEARTY COOPERATION IN GIVING VALUABLE INFORMATION/ SUGGESTIONS FOR COMPILING THIS BOOK. UTMOST CARE HAS BEEN TAKEN IN PROVIDING VARIOUS TELEPHONE NUMBERS OF LOCAL RESOURCES.

TIME-TO-TIME REVIEW AND UPDATING OF CONTACT NUMBERS IS NEEDED FOR EFFECTIVE UTILIZATION DURING ACCIDENT/ DISASTER, AS AND WHEN REQUIRED.

THE PUBLISHER SOLICITS INFORMATION ON ERRORS, IF ANY.

पश्चिम मध्य रेल
West Central Railway

रमेश चंद्रा
महाप्रबंधक

Ramesh Chandra
General Manager



प्राक्कथन

I am happy to know that the 8th Revised Edition of the Zonal Disaster Management Plan is being published by West Central Railway. Need for a Disaster Management Plan has arisen from the recommendation of "The High Level Committee" constituted by Railway Board for complete overhaul of the existing Disaster Management System.

Disasters, both natural and manmade, generally result in heavy loss of life and property. Although Indian Railways have a well-equipped system to tackle all minor/major accidents, there is a need to have a well laid-down plan to be implemented, whenever disasters occur.

As per Railway Board guidelines, now Zonal Disaster Management Plan is being published in two parts. The 1st part contains general information, role and responsibility of various departments, guidelines issued by NDMA & Railway Board etc. and 2nd part contains information which is generally dynamic in nature i.e. data bank of divisions etc.

As Railwaymen, we are expected to exercise spontaneous initiative and utmost devotion in Disaster Management. This plan bring out in detail the action to be taken in the aftermath of a disaster and steps required to provide prompt and effective relief to the affected people.

I hope that various instructions contained in this edition of the Disaster Management Plan will be useful to officers and staff of WCR as well as adjoining Railways for attending the disaster efficiently and effectively.

(रमेश चंद्रा)

पश्चिम मध्य रेल
West Central Railway

बी. के. गुप्ता
मुख्य संरक्षा अधिकारी

B.K. Gupta
Chief Safety Officer



प्रस्तावना

Management of disaster revolves around preparedness, mitigation and response. In the railways, planning and steps to be covered for prevention of disaster has been covered in the Corporate Safety Plan. The Disaster Management Plan covers the various aspects of relief, rescue and restoration in a scientific and systematic manner.

I would like to express my sincere gratitude to General Manager, Shri Ramesh Chandra for his valuable guidance provided in the publication of the 8th edition of the Disaster Management Plan which is being published in two parts for the first time.

I am thankful to my team led by Shri Rajendra Chaturvedi, SME(Safety) for their all out efforts to make this edition more useful to various departments and field staff of WCR.

I hope that publication of the 8th edition of the Disaster Management Plan of West Central Railway will be helpful to every Railwaymen in handling the disasters on the Railways effectively and efficiently in all respects.

We earnestly hope that we may never be required to invoke provisions of this Disaster Management Plan, nevertheless it is worth remembering that the more we prepare and drill ourselves in all related aspects, greater are the chances of rendering expeditious and effective rescue and restoration operations during any disaster.

Any suggestions for further improvement in the next publication are welcome. The Disaster Management Plan can also be seen on the website www.wcr.indianrailways.gov.in.

बी. के. गुप्ता
(बी. के. गुप्ता)

CONTENTS

Chapter No. & Description		Page No.
1.	**DISASTER MANAGEMENT PLAN AND ACT 2005**	**01- 07**
	Disaster Management Plan	01
	Disaster Management Act 2005	01
	Important Sections of DM Act 2005	02-07
	Institutional Framework under DM Act 2005	07
2.	**CONCEPT OF DISASTER ON RAILWAYS**	**08-11**
	Definition of Disaster on Railways	08
	Disaster defined in Railway's Context	08
	Changed Philosophy of Disaster Management	08
	Types of Disaster	09
	Railway Train Accidents	09
	Nodal department for Policy formation on Disaster management on Indian Railways	10
	Periodical Reviews of Disaster Management Plan	11
	Authority to declare a Disaster on Railways	11
3.	**PREPAREDNESS FOR DISASTER AND MOCK DRILL**	**12-17**
	National Level	12
	National Plan	12
	Role of the Nodal and other Misnistries and Departments etc.	13
	West Central Railway Level	13
	Location of Tunnels over WCR	13
	Location of ART over WCR	14
	Location of ART with 140 T crane in adjoining Zones/Divisions	14
	Location of ARMV scale – I & Scale –II over WCR	14-15
	Location of ARMVs in adjoining Zones/ Divisions	15
	Sounding of Accident Alarm Siren/Hooter	16
	Mock Drill	16-17
	Full Scale Excersise	17
4.	**CAPACITY BUILDING TO HANDLE DISASTER**	**18-19**
	National Disaster Respons and Mitigation Funds	18
	Modernization of Relief/Rescue during Disasters	18
	Crowd control & Management of Rush at Railway Station during festivals	19
5.	**DISASTER RESPONSE – OVERVIEW**	**20-23**
	Golden Hour	20
	3 different phase of Disaster Response	20
	First Aid in Emergency	21-23
6.	**DISASTER RESPONSE – INSTANT ACTION TEAM**	**24-31**
	Intant Action Team	24
	Duties of Guard, Loco Pilot, TTE Ac Machine, etc	24-27

Chapter No. & Description		Page No.
	Duties of RPF/GRP Staff	27
	Duties of Railways staff Travelling on the affected Train	27
	Duties of OC site- Immediately after the accident	28
	Duties of on board railway staff immediately after accident	29
	Duties of Members of Instant Action Team till arrival of Divisional Officers	29-30
	Duties of Instant Action Team -In case of a fire	30
	Duties of OC site – till arrival of Divisional Officers	31
7.	**DISASTER RESPONSE – FIRST RESPONDERS**	**32-38**
	Role of First Responders – Local people	32
	Duties of First Responders-Railway staff	33-36
	Duties of Station Master at adjoining station	36-37
	Duties of TI/PWI/SI/CWI/LI	38
8.	**DISASTER RESPONSE – OFFICERS AT DIVISON & HEADQUARTER**	**39-55**
	Intimation of Accident – Divisional Control Office	39
	Intimation of Accident- Railway Doctors	40
	Intimation of Accident – HQ Emergency Control Office	40
	Informing Non-Railway officials by the Division	41
	Divisional Officers required to go to site	41
	HQ Officers required to go to site	42
	Duties of Divisional Railway Manager	42
	Duties of Additional Divisional Railway Manager	43
	Duties of Safety Department & Sr. DSO	43
	Liaison with Railway Board	43
	Duties of Public Relations Department	44
	Duties of Operating Department	44
	Duties of Medical Department & CMS/Medical Officer	44-46
	Duties of Commercial Department	46-49
	Helpline Enquiry Booths at Stations	47
	Information regarding running of trains & refunds	48
	Duties of Sr. DCM, DCM & ACM	49
	Duties of Mechanical Department & Sr. DME	49-50
	Duties of Security Department & Sr. DSC (RPF)	50-51
	Duties of Electrical Department	51-52
	Duties of Signal & Telecommunication Department	52
	Communication at HQ and Divisional Emergency Cell	53
	Communication at Helpline Enquiry Booths	53
	Duties of Sr. DSTE	54
	Duties of Engineering Department & Sr. DENs/DENs	54
9.	Duties of IT Department	55
	Duties of Sr. DPO	55

Chapter No. & Description		Page No.
9.	**ASSISTANCE FROM ADJOINING DIVISIONS/ZONES**	**56-57**
	Necessity of assistance from adjoining divisions/Zones	56
	Assessment of Assistance from adjoining Divisions/Zones	56
	Assistance from Defence & Para Military forces	56
	Departmental assistance from adjoining Divisions/Zones	57
10.	**PASSENGER CARE**	**58-61**
	Hospitalization of the injured	58
	Facilities to be made available in Hospital	59
	Communication	59
	Taking care of relatives/dependents	60
	Single window clearance	60
	Stay of relatives of Dead & Injured	60
	Performance of Last rites	61
	Departure of Relatives/dependents of dead injured	61
	Station earnings can be utilized for	61
11.	**MEDIA MANAGEMENT**	**62-64**
	Objective	62
	Duties of PR Organization	62
	Spokesperson	62
	Information to be relayed to press and Electronic Media	62
	Steps taken for Uninjured Passengers	62
	Steps taken for Dead and injured Passengers	63
	Train Services	63
	Casualty figures	63
	Press Briefings at accident site	64
	Telephone numbers for Railway accident information	64
12.	**DISASTER MANAGEMENT TRAINING**	**65-67**
	Disaster Management Training on the Railways	65
	National Institute of Disaster Management (NIDM)	65
	DM Training on Zonal Railways and Divisions	65-67
13.	**FIRE AND OTHER ACCIDENTS**	**68-74**
	Main causes of fire in Trains	68
	Action to be taken in case of fire in Train	68
	In the event of a Vehicle on a train being on fire	68
	Fire on Electric Engine	69
	In the event of a fire on a Diesel Engine	69
	When a person is on fire	70
	Fire caused by Petrol or other inflammable liquids, acids or gases	70
	In case of fire due to Explosives/Inflammable dangerous goods	70-71
	Fire Fighting (DCP type fire extinguisher) How to use	71
	Building Evacuation	71

Chapter No. & Description	Page No.
Suspicious substance in Railway premises	71
Bomb Threat/Blast	71
Radiation Emergency	72
What to do upon receipt of Suspicious letter/Package	72
If parcel is open and/or threat is identified	72
Other Accidents	72
Earthquake	73
Land slide/Boulder falling	73
Floods	73
Cyclone/Storm	73
Riots/Strikes	74
RAIL ROAD MAPS OF WEST CENTRAL RAILWAY	**75-124**
Rail Road Map of Jabalpur Division	75-88
Rail Road Map of Bhopal Division	89-115
Rail Road Map of Kota Division	116-124
RAILWAY SYSTEM MAPS	**125-132**
Jabalpur Division	125-126
Bhopal Division	127-128
Kota Division	129-130
System Map of WCR	131-132
FLOOD MAP OF WCR	**133**
SEISMIC MAP OF WCR	**134**

••••••••••••••••

Corrigendum Sheet:

Sr. No.	Description	Page No.

ABBREVIATIONS USED

ADEE	-	Assistant Divisional Electrical Engineer
ADEN	-	Assistant Divisional Engineer
ADG	-	Additional Director General
ADMO	-	Assistant Divisional Medical Officer
ADRM	-	Additional Divisional Railway Manager
ADME	-	Assistant Divisional Mechanical Engineer
AGM	-	Additional General Manager
ARME	-	Accident Relief Medical Equipment
ART	-	Accident Relief Train
ADSTE	-	Assistant Divisional Signal & Telecomm. Engineer
BSF	-	Border Security Force
BSNL	-	Bharat Sanchar Nigam Limited
C&W	-	Carriage and Wagon
CBE	-	Chief Bridge Engineer
CBRN	-	Chemical, Biological, Radiological and Nuclear
CCM	-	Chief Commercial Manager
CCR	-	Carriage Controller
CCRS	-	Chief Commissioner of Railway Safety
CEE	-	Chief Electrical Engineer
CISF	-	Central Industrial Security Force
CFTM	-	Chief Freight Transportation Manager
CTNL/CHC	-	Chief Controller
CMD	-	Chief Medical Director
CME	-	Chief Mechanical Engineer
CMI	-	Commercial Inspector
CMS	-	Chief Medical Superintendent
CMPE(Diesel)	-	Chief Motive Power Engineer (Diesel)
COM	-	Chief Operations Manager
COS	-	Controller of Stores
CPO	-	Chief Personnel Officer
CPRO	-	Chief Public Relations Officer
CPTM	-	Chief Passenger Transportation Manager
CRPF	-	Central Reserve Police Force
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 & Telecommunication Engineer
CTE	-	Chief Track Engineer

CWI	-	Carriage & Wagon Inspector
DCM	-	Divisional Commercial Manager
DCWI	-	Divisional Carriage & Wagon Inspector
DDMA	-	District Disaster Management Authority
DEE	-	Divisional Electrical Engineer
DEN	-	Divisional Engineer
DFM	-	Divisional Finance Manager
DG	-	Director General
DM	-	Disaster Management
DME	-	Divisional Mechanical Engineer
DMO	-	Divisional Medical Officer
DMT	-	Disaster Manager Team
DOM	-	Divisional Operations Manager
DPO	-	Divisional Personnel Officer
DRM	-	Divisional Railway Manager
DSC	-	Divisional Security Commissioner
DSO	-	Divisional Safety Officer
DSTE	-	Divisional Signal & Telecommunication Engineer
Dy.CCM	-	Deputy Chief Commercial Manager
Dy.COM	-	Deputy Chief Operations Manager
Dy.TNL/CHC	-	Deputy Controller
EMR	-	Emergency Medical Response
Engg.	-	Engineering
ERC	-	Emergency Response Centre
ESIC	-	Employees State Insurance Corporation
ETL	-	Emergency Train Lighting
EWS	-	Early Warning System
FOIS	-	Freight Operation Information System
FR	-	First Responders
G&SR	-	General & Subsidiary Rule
GM	-	General Manager
GRP	-	Govt. Railway Police
HOD	-	Head of Department
HPC	-	Hindustan Petroleum Corporation
HRD	-	Hydraulic Rescue Device
HRE	-	Hydraulic Rerailing Equipment
HSD	-	High Speed Diesel
IAF	-	Indian Air Force
IAN	-	Integrated Ambulance Network
ICS	-	Incident Command System
IAT	-	Instant Action Team
IDSP	-	Integrated Disease Surveillance Programme

IG	-	Inspector General of Police
IOC	-	Indian Oil Corporation
IR	-	Indian Railways
IRCM	-	Indian Railway Commercial Manual
IRMM	-	Indian Railway Medical Manual
ISD	-	International Subscriber Dialling
ITBP	-	Indo Tibetan Border Police
JA	-	Junior Administrative
JCB	-	Jack-cum-Bulldozer
LC	-	Level Crossing
LI	-	Loco Inspector
LPG	-	Liquefied Petroleum Gas
MCE	-	Mass Casualty Evacuation
MCM	-	Mass Casualty Management
MFR	-	Medical First Responder
MHA	-	Ministry of Home Affairs
MOR	-	Ministry of Railways
MOSR	-	Minister of State for Railways
NCC	-	National Cadet Corps
NDMA	-	National Disaster Management Authority
NDRF	-	National Disaster Response Force
NGO	-	Non-Govt. Organization
NSS	-	National Service Scheme
OC	-	Officer-in-Charge
OHE	-	Over Head Equipment
PA	-	Public Address
PCE	-	Principal Chief Engineer
PCO	-	Public Call Office
PHOD	-	Principal Head of Department
POMKA	-	Portable Medical Kit of Accidents
POL	-	Petroleum & Oil
PPE	-	Personal Protective Equipment
PR	-	Public Relations
PCR	-	Power Controller
PRO	-	Public Relations Officer
P.W.I	-	Permanent Way Inspector
QMRTS	-	Quick Medical Reaction Teams
RCT	-	Railway Claims Tribunal
RMS	-	Railway Mail Service
RPF	-	Railway Protection Force
S&T	-	Signal & Telecommunication
SDGM	-	Senior Deputy General manager

SDMA	-	State Disaster Management Authority
SHO	-	Station Head Officer
SI	-	Signal Inspector
SIMS	-	Safety Information Management System
SLR	-	Second Class-cum-Luggage-cum-Brake Van coach
SM	-	Station Manager
SOP	-	Standard Operative Procedure
SP	-	Superintendent of Police
SPARMV	-	Self Propelled Accident Relief Medical Van
SPART	-	Self-Propelled Accident Relief Train
Sr.DFM	-	Senior Divisional Finance Manager
Sr.DCM	-	Senior Divisional Commercial Manager
Sr.DEE	-	Senior Divisional Electrical 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 & Telecommunication Engineer
Sr.EDPM	-	Senior Electronic Data Processing Manager
SSE	-	Senior Section Engineer
STD	-	Subscriber Trunk Dialling
St.JAB	-	St.John Ambulance Brigade
STM	-	Senior Transportation Manager
SS	-	Station Superintendent
TC	-	Ticket Collector
TCM	-	Telecommunication Maintainer
TCI	-	Telecommunication Inspector
TI	-	Traffic Inspector
TPC	-	Traction Power Controller
TRD	-	Traction Distribution
TS	-	Train Superintendent
TTE	-	Travelling Ticket Examiner
TXR	-	Train Examiner
VHF	-	Very High Frequency
VPU	-	Vehicle Parcel Van
WCR	-	West Central Railway
WI	-	Welfare Inspector
WLL	-	Wireless on Local loop

••••••••••••••

Chapter - 1

CHAPTER- 1

DISASTER MANAGEMENT PLAN AND ACT 2005

1.0 Disaster Management on Indian Railways deals with the following elements :

1. Prevention and Mitigation.
2. Preparedness for Quick relief.
3. Rescue and restoration.

The Indian Railway Corporate Safety Plan, Zonal Safety Action Plan and Divisional Safety Action Plan envisage Disaster Prevention and Mitigation directed towards continuous reduction in risk level to its customers.

The following measures have been suggested to reduce the number of various types of accidents and to enhance safety over Indian Railways.

1. Construction of ROB's/RUB's/LHS in lieu of LC gates.
2. Manning of unmanned level crossings gates.
3. Interlocking of level crossing gates.
4. Use of Train Actuated Warning Device (TAWD) and Anti-Collision Device(ACD).
5. Upgradation of safety features in locomotives.
6. Upgradation/replacement of overaged tracks, bridges, S&T gears and rolling stock.
7. Reduction in thermit weld joints.
8. Continuous Track Circuiting.
9. Use of SPURT Cars for rail flaw detection.
10. Use of fire detector, smoke detectors and fire retardant material in rolling stock, work centers and RRIs at Stations
11. Use of crash worthy coaches and tight lock couplers with anti climbing features.
12. Upgradation of ART/ARMV's and improving the skill of ART/ARMV's staff with regular training of the latest techniques and upgradation of equipment to ensure preparedness for providing quick relief.
13. Provision of Vigilance Control Device (VCD) in locomotives.
14. Upgradation of standard of interlocking at stations.
15. Provision of LED based signals for improved visibiliy.

1.1 Disaster Management Plan :

Railway Board's Safety Directorate vide their letter no. 2003/Safety-I/6/2 dated 29.09.2003, High level Committee recommendation item no. 15 and Indian Disaster Management Act 2005 section 36, have laid down the requirement of a Zonal Railway Disaster Management Plan. All the aspects of disaster management and guidelines have been covered in this Zonal Disaster Management Plan

A Disaster Management Plan should not be something ***"done a few years ago"***, gathering dust on the shelf. There is the need for constantly revisiting plans to see how good they have been when implemented. This process of review, rehearsal and training should be continuous, so that the oral tradition is every bit as strong as the written word in the manual.

1.2 Disaster Management Act 2005 :

The Parliament of India enacted the National Disaster Management Act in 23rd December 2005, and published under item no. 53 in the Gazette of India of 2005. This ACT brings about a paradigm shift

in India's approach to Disaster Management. The centre of gravity stands visibly shifted to preparedness, prevention and planning from the earlier response and relief centric approach. The proposed legislation is in the concurrent list of constitution and thus has the advantage that it will permit the states also to enact their own legislation on disaster management. The new ACT provides that:-

- There shall be a National Disaster Management Authority of which the Prime Minister of India will be the Chairperson, helped by a Vice Chairperson.
- The National Authority shall have the responsibility of laying down the policies, plans and guidelines for disaster management.
- There shall be created State Disaster Management Authorities, expected to be chaired by the Chief Minister of the state.
- There shall be created District Disaster Management Authorities co-chaired by ther District Collector and President of the elected body of the district.
- The Central Government shall constitute the National Institute of Disaster Management. State Authorities to meet the immediate needs of providing rescue and relief to the victims of Disasters.
- Disaster Management plan to be prepared and reviewed every year.

The Government of India has also constituted a Cabinet Committee on Management of Natural Calamities and Cabinet Committee on Security. Besides above there is a High Level Cabinet Committee and Inter Ministerial Group in place.

Ministry of Home Affairs is the nodal Ministry of all National Disasters except Drought. Ten Battalions of Para-military forces have been trained to serve as the National Disaster Management Response Force (NDRF). These battalions have been made from Para military forces i.e. CRPF, CISF, ITBP & BSF and have been placed in different parts of the country. Each Battalion has six companies comprising of three teams. Each team comprises of 45 men out of which 24 are for Search & Rescue and balance 21 for support functions.

It is proposed to establish four training centers in different parts of the country by respective paramilitary forces. A National Disaster Mitigation Fund and a National Disaster Response Fund are proposed to be created.

Disaster Management Act 2005 legislates a holistic approach to Disaster Management from mere responding to disasters to greater attention to prevention and mitigation, capacity building and preparedness.

1.3 Important Sections of Disaster Management Act 2005 :

Important sections of Disaster Management ACT 2005 have been given below for the benefit of Railway officials:

Section-2 (a) "affected area" means an area or part of the country affected by a disaster.

Section-2 (d) "disaster" means a catastrophe, mishap, calamity or grave occurrence in any area, arising from natural or man made causes, or by accident or negligence which results in substantial loss of life or human suffering or damage to, and destruction of property, or damage to, or degradation of, environment, and is of such a nature or magnitude as to be beyond the coping capacity of the community of the affected area;

Section - 2 (e) "Disaster Management" means a continuous and integrated process of planning, organising, coordinating and implementing measures which are necessary or expedient for:-

(1) Prevention of danger or threat of any disaster;
(2) Mitigation or reduction of risk of any disaster or its severity or consequences;
(3) Capacity - building;
(4) Preparedness to deal with any disaster;
(5) Prompt response to any threatening disaster situation or disaster;
(6) Assessing the severity or magnitude of effects of any disaster;
(7) Evacuation, rescue and relief;
(8) Rehabilitation and reconstruction;

Section-30 Powers and functions of District Authority :

(1) The District Authority shall act as the district planning, coordinating and implementing body for Disaster Management and take all measures for the purposes of disaster management in the district in accordance with the guidelines laid down by the National Authority and State Authority.

(2) Without prejudice to the generality of the provisions of sub-section (1), the District Authority may:-

(i) Prepare a disaster management plan including, district response plan for the district;
(ii) Coordinate and monitor the implementation of the National Policy, State Policy, National Plan, State Plan and District Plan;
(iii) Ensure that the areas in the district vulnerable to disasters are identified and measures for the prevention of disasters and the mitigation of its effects are undertaken by the departments of the Government at the district level as well as by the local authorities;
(iv) Ensure that the guidelines for prevention of disasters, mitigation of its effects, preparedness and response measures as laid down by the National Authority and the State Authority are followed by all departments of the Government at the district level and the local authorities in the district;
(v) Give directions to different authorities at the district level and local authorities to take such other measures for the prevention or mitigation of disasters as may be necessary;
(vi) Lay down guidelines for prevention of disaster management plans by the department of the Government at the districts level and local authorities in the district;
(vii) Monitor the implementation of disaster management plans prepared by the Departments of the Government at the district level;
(viii) Laid down guidelines to be followed by the Departments of the Government at the district level for the purposes of integration of measures for prevention of disasters and mitigation in their development plans and projects and provide necessary technical assistance therefor;
(ix) Monitor the implementation of measures referred to in clause (viii);
(x) Review the state of capabilities for responding to any disaster, threatening disaster situation in the district and give directions to the relevant departments or authorities at the district level for their upgradation as may be necessary;

(xi) Review the preparedness measures and give directions to the concerned departments at the district level or other concerned authorities where necessary for bringing the preparedness measures to the levels required for responding effectively to any disaster or threatening disaster situation;

(xii) Organize and co-ordinate specialized training programme for different levels of officers, employees and voluntary rescue workers in the district;

(xiii) Facilitate community training and awareness programme for prevention of disaster or mitigation with the support of local authorities, governmental and non governmental organizations;

(xiv) Set up, maintain, review and upgrade the mechanism for early warnings and dissemination of proper information to public;

(xv) Prepare, review and update district level response plan and guidelines;

(xvi) Coordinate response to any threatening disaster situation or disaster;

(xvii) Ensure that the Departments of the Government at the district level and the local authorities prepare their response plans in accordance with the district response plan;

(xviii) Lay down guidelines for, or give direction to, the concerned Department of the Government at the district level or any other authorities within the local limits of the district to take measures to respond effectively to any threatening disaster situation or disaster;

(xix) Advise, assist and coordinate the activities of the Departments of the government at the district level, statutory bodies and other governmental or non governmental organizations in the district engaged in the disaster management;

(xx) Co-ordinate with, and give guidelines to, local authorities in the district to ensure that measures for the prevention or mitigation of threatening disaster situation or disaster in the district are carried out promptly and effectively;

(xxi) Provide necessary technical assistance or give advise to the local authorities in the district for carrying out their functions;

(xxii) Review development plans prepared by the Departments of the Government at the district level, statutory authorities;

(xxiii) Examine the construction in any area in the district and, if is of the opinion that the standards for the prevention of disaster or mitigation laid down for such construction are not being or have not been followed, may direct the concerned authority to take such action as may be necessary to secure compliance of such standards;

(xxiv) Identify building and place which could, in the event of any threatening disaster situation or disaster, be used as relief centers or camps and make arrangements for water supply and sanitation in such buildings or places;

(xxv) Establish stockpiles of relief and rescue materials or ensure preparedness to make such materials available at a short notice;

(xxvi) Provide information to the State Authority relating to different aspects of disaster management;

(xxvii) Encourage the involvement of non-governmental organizations and voluntary social -welfare institution working at the grass roots level in the district for disaster management;

(xxviii) Ensure communication systems are in order and disaster management drills are carried out periodically;

(xxix) Perform such other functions as the State Government or State Authority may assign to it or as it deems necessary for disaster management in the District.

Section-33 Requisition by the District Authority :

The District Authority may by order require any officer or any Department at the district level or any local authority to take such measures for the prevention or mitigation of disaster or to effectively respond to it as, may be necessary, and such officer or department shall be bound to carry out such order.

Section-34 Powers and functions of District Authority in the event of any threatening disaster situation or disaster :

For the purpose of assisting, protecting or providing relief to the community, in response to any threatening disaster situation or disaster, the District Authority may:-

(a) Give direction for the release and use of resources available with any Department of the Government and the local authority in the District;

(b) Control and restrict vehicular traffic to, from and within, the vulnerable or affected area;

(c) Control and restrict the entry of any person into, his movement within and departure from, a vulnerable or affected area;

(d) Remove debris, conduct search and carry out rescue operations;

(e) Provide shelter, food, drinking water and essential provisions, healthcare and services;

(f) Establish emergency communication system in the affected area;

(g) Make arrangements for the disposal of the unclaimed dead bodies;

(h) Recommend to any Department of the Government of the State or any authority or body under that Government at the district level to take such measures as are necessary in its opinion;

(i) Require experts and consultants in the relevant fields to advise and assist as it may deem necessary;

(j) Procure exclusive or preferential use of amenities from any authority or person;

(k) Construct temporary bridges or other necessary structures and demolish structures which may be hazardous to public or aggravate the effects of the disaster;

(l) Ensure that the non-governmental organizations carry out their activities in an equitable and non-discriminatory manner;

(m) Take such other steps as may be required or warranted to be taken in such a situation;

Section-35 The Central Government shall take all such measures as it deems necessary or expedient for the purpose of disaster management and it shall include :

(a) Coordination of actions of the Ministries or Departments of the Government of India, State Governments, National Authority, State Authorities, governmental and non-governmental organizations in relation to disaster management :

(b) Ensure the integration of measures for prevention of disasters and mitigation by Ministries or Department of the Government of India into their development plans and projects;

(c) Ensure that appropriate allocation of funds for prevention of disaster, mitigation, capacity building and preparedness by the ministries or Departments of the Governments of India;

(d) Ensure that the Ministries of Departments of the government of India take necessary measures for preparedness to promptly and effectively respond to any threatening disaster situation or disaster;

(e) Cooperation and assistance to the State Governments, as requested by them;

(f) Deployment of naval, military and air forces, other armed forces of the Union or any other civilian personnel as may be required for the purposes of this Act.

Section-36 Responsibilities of ministries or Departments of Government of India :

It shall be the responsibility of every Ministry or Department of the Government of India to

(a) Take measures necessary for prevention of disasters, mitigation, preparedness and capacity building in accordance with the guidelines laid down by the National Authority;

(b) Integrate into its development plans and and projects, the measures for prevention or mitigation of disasters in accordance with the guidelines laid down by the National Authority;

(c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines laid down by the National Authority or the directions of the National Executive Committee on their behalf;

(d) Review the enactments administrated by it, its policies, rules and regulations with a view to incorporate therein the provisions necessary for prevention of disasters, mitigation or preparedness;

(e) Allocate funds for measures for prevention of disaster, mitigation, capacity building and preparedness;

(f) Provide assistance to the National Authority and State Government for-

(i) Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification and training of personnel in relation to disaster management;

(ii) Carrying out rescue and relief operations in the affected area;

(iii) Assessing the damage from any disaster;

(iv) Carrying out rehabilitation and reconstruction;

(g) Make available its resources to the National Executive Committee or a State Executive Committee for the purposes of responding promptly and effectively to any threatening disaster situation or disaster, including measures for-

(i) providing emergency communication in a vulnerable or affected area;

(ii) transporting personnel and relief goods to and from the affected area;

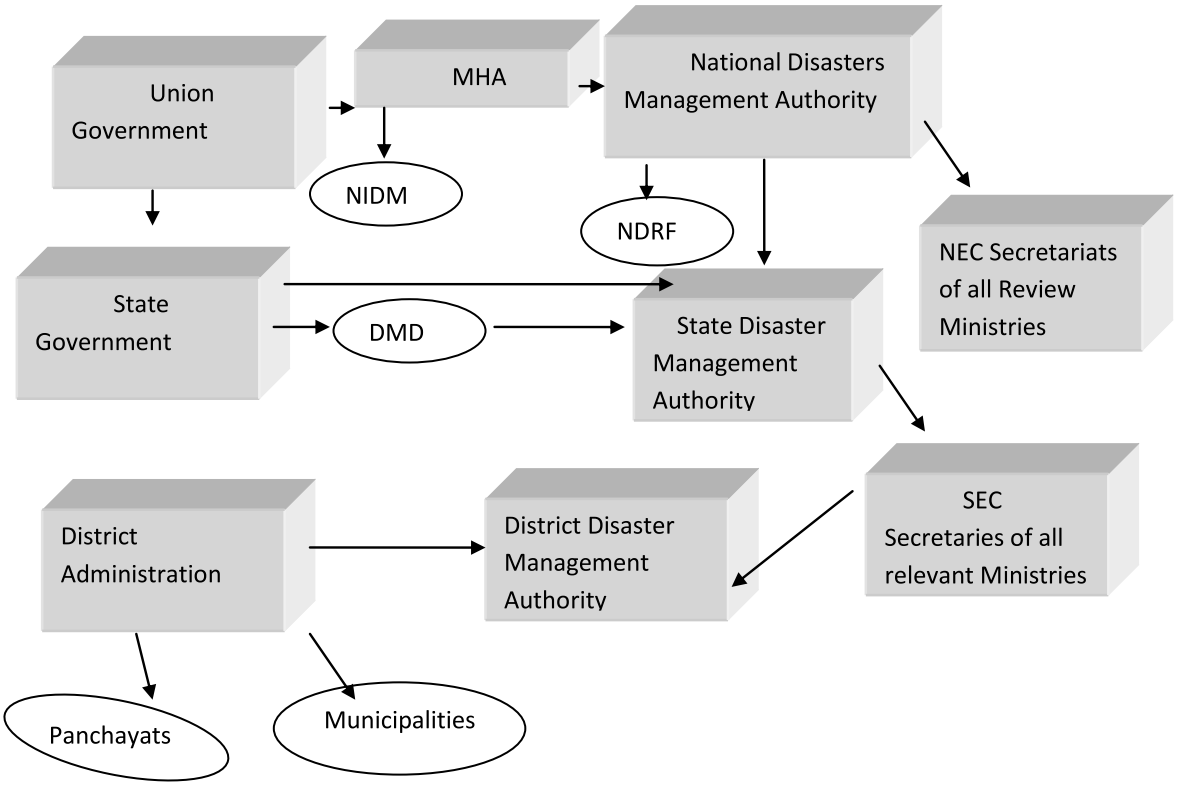
(iii) providing evacuation, rescue, temporary shelter or other immediate relief;

(iv) setting up temporary bridges, jetties and landing places;

(v) providing drinking water, essential provisions, healthcare and services in an affected area;

(h) Take such other actions as it may consider necessary for disaster management;

1.4 Institutional Framewrok Under the Disaster Management Act, 2005:



No Railway official is nominated either in National Executive Committee (NEC) or State Executive Committee (SEC), though they can be co-opted as per need.

Chapter - 2

CHAPTER - 2

CONCEPT OF DISASTER ON RAILWAYS

2.0 Definition of a Disaster on Railways :

Based on the definition of the Disaster Management Act 2005, Ministries of Railways has adopted the following definition of Railway Disaster:-

"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."

This can be further elaborated as under -

(i) A Disaster is an unusual occurrence characterized by sudden calamity, causing great material damage, loss and distress.

(ii) Disasters are exceptional events which suddenly kill or injure large numbers of people.

(iii) A Disaster is a situation or event which overwhelms local capacity and necessitating a request at National or International level for external assistance.

(iv) A disaster may be an event, concentrated in time and space, which threatens the society, or its subdivision, with major unwanted consequences. It is caused as a result of collapse of precautions which had hitherto been accepted as adequate.

(v) Disaster is a serious train accident or an unfortunate event that leads to loss of lives and/ or grievous injuries to a large number of people, and/or severe disruption of traffic, necessitating help from other government, non govt. and private organizations.

(vi) A catastrophe, mishap, calamity or grave occurrence in any area, arising from, natural or man made causes, or by accident or negligence which results in substantial loss of life or human suffering or damage to, and destruction of properties, or damage to, or degradation of environment and is of such a nature or magnitude as to be beyond the coping capacity of the community of the affected area.

(vii) A National Disaster is any natural phenomenon which causes such wide spread human, material or environmental losses that the stricken community cannot recover without external assistance.

2.1 Disaster defined in Railways' context :

The concept of a Disaster was, till the year 2005, not adequately and comprehensively defined on Indian Railways. It was accepted that a Disaster situation implies, on the railways, to cover only cases of serious rail/train accidents. Following the enactment of the disaster management Act 2005, the broad principles of disaster for any department of the government changed to the concept of **any incident which could not be handled with alone by that department i.e if it was beyond the coping capacity of a departments of Government of India as also the State governments required to join hands to extend whatever facilities were available with them to provide relief/rescue and mitigation on the occurrence of disaster.**

In the DM plan of Indian Railways, this concept of disaster, which has now evolved, has been adopted. This concept and definition of Disaster to understand down the line over WC Railway.

2.2 Changed Philosophy of Disaster Management in the Railways :

With the enactment of the Disaster Management Act, 2005 and other developments on the national level, DM philosophy has also changed to adopt the latest concepts.

NEW PHILOSOPHY

(i) Serious train accidents, not the only events termed as disasters.

(ii) Other events, e.g. Internal security related events like terrorist attack at station/train, marooning of train due to flash flood, disruption to traffic due to natural factors like earth-quake, cyclone, floods etc.

(iii) No more Relief and Rescue Centric.

(iv) Holistic Approach adopted to incorporate :-

- Prevention
- Mitigation
- Preparedness
- Rescue, Relief
- Rehabilitation

New Philosophy gives more Emphasis on prevention and Mitigation as under

- Prevent and mitigate disasters
- Audit Existing Systems for Disaster Resistance, Disaster Prevention and Mitigation on the basis of NDMA's and self prepared guidelines
- Disaster Management in Development Planning- New activities should be disaster resistant
- Preparedness, Rescue, Relief and Rehabilitation - Dimensions of DM
- Expertise based response from all stake holders
- Pooling of resources of all agencies, e.g. local administration, community, defence hospitals and other Govt. organizations.

2.3 Types of Disaster :

Disaster in the Railway context is the disasters/ Serious train accidents, which may be caused by human/equipment failure, which may affect normal movement of train services with loss of human life or property or both.

(a) Train Accident related Disaster -

Collisions (with a huge number of casualties), Train marooned (flash floods), derailments at a bridge over a river, and coaches falling down; train washed away in cyclone, derailment of a train carrying explosives or highly inflammable material, tunnel collapse on a train, fire or explosion in trains, and other miscellaneous cases etc.

(b) Natural Disaster -

Earthquakes, Floods, Cyclones, Land Slides, Tsunami etc.

(c) Man made Disasters -

Acts of Terrorism and Sabotage, i.e. causing deliberate loss of life and/or damage to property, which includes :-

Setting fire to a Train, Railway installations etc., bomb blast at Railway Station/Train Chemical (Terrorism) Disaster, Biological and Nuclear Disaster.

2.4 Railway Train accidents :

Railway accidents are broadly classified as :

- Consequential train accidents.
- Non-consequential or Other train accidents.

A. Consequential train accidents

Some of the consequential accidents can be termed as Disasters that involve loss of lives and/or grievous injuries to large number of people; and/or heavy loss of Railway property, necessitating help from other Government, Non-Govt., and other private organizations. These include train accidents having serious repercussion in terms of either one or many of all of the following:-

(i) Loss of human life.
(ii) Human injury.
(iii) Loss of Railway property.
(iv) Interruption to Rail traffic.

Train accidents under following classification will be termed as consequential train accidents:-

1. Collision

Collisions are worst kind of accidents and of three types viz :-

(i) Head on Collision,
(ii) Rear End collision,
(iii) Side Collision.

2. Fire or explosion in trains

This shall include all cases of physical fire or smoke emission resulting in death or injury or damage to property more than threshold value.

3. Level crossing accidents

Applies to accidents at Level Crossings, i.e. at the intersection of the roads with railway track at the same level.

4. Derailment

Means off loading of wheel or wheels causing detention or damage to rolling stock/permanent way.

5. Miscellaneous

All other train accidents that are not covered under the earlier categories are to be treated as miscellaneous accidents.

B. Indicative (non-consequential) train accidents :

These include :

(i) Averted Collisions
(ii) Breach of Block Rules
(iii) Train passing signal at danger

Note - For a detailed description of classification of train accident, refer to the Appendix-1 of Accident Manual of WCR.

2.5 Nodal department for Policy Formulation on DM on Indian Railways :

The preparation of the Disaster Management Plans on Indian Railways and on the Zonal Railways in co-ordination with the different Departments of the Railways, other Central/State govt. agencies, NGOs, Private agencies, etc. has to be done by the Safety department in the Railways Board, on the Zonal Railways and Divisions.

The Hospital DM Plans and the Security arrangements (drills etc) shall be prepared and co-ordinated by the Medical and the Security deptt. respectively.

The Management of Floods, Cyclones, Earthquakes, Landslides, etc, and preventive action to be taken for mitigation shall be coordinated by the Civil Engg. Deptt.

The Rescue and Restoration DM Plans including preparing plans and procurement of specialized equipment and rescue centric training of personnel has to be coordinated by the Mechanical Department.

2.6 Nodal Deptt for Compilation / Updating of DM Plans :

Safety department on the Zonal Railways is responsible for compilation of DM Plans at HQ and Division Levels which also need to be reviewed in January every year. These Plans will also to be hosted on the rail-net server of the zonal railways in an interactive format so that the information can be shared and its retrieval is simpler.

Comments on the Indian Railways Disaster Management Plan by NDMA : -

The approach in preparing a DM Plan should consist of first analyzing the hazard and risk vulnerability, resources required and capacity development initiatives to be undertaken to minimize the vulnerability, resources available, roles and responsibilities of all concerned stake holders, trigger mechanism and command, control and coordination of disaster through incident command system (Indian Version).

HQ DM Plan should have two components - Mitigation Plan and Response Plan. The review should also consider the lessons learnt from the actual disasters during the preceding year and from annual mock exercises of the Indian railways, conducted in coordination with NDMA.

While revising the Divisional and HQ DM Plans, compliance of NDMA comments must be ensured.

2.7 Periodical Review of Disaster Management Plans :

The DM Plans is to be reviewed and updated at least once a year. In the review changes in policy issued by NDMA/NEC and by the Central Government and Railway Board are to be made. The DM plans of the State Governments and of the Districts need to be gone into periodically and changes incorporated in the respective DM plans of Zonal Railways/Divisions. While revising the Divisions and HQ DM Plans, compliance of NDMA comments must be ensured.

2.8 Safety Deptt. - Nodal Deptt for Compilation / Updating of DM Plans :

Safety department on the Zonal Railways is responsible for compilation of DM Plans at HQ and Divisional Levels which also need to be reviewed every year. These Plans will also to be hosted on the rail-net server of the zonal railways in an interactive format so that the information can be shared and its retrieval is simpler.

2.9 Authority to declare a Disaster on Railways :

Railways Board has also approved to nominate GMs, AGMs or CSOs (when GM/AGM are not available) for declaring an untoward incident as Railways Disaster. With the adoption of the above definition of railway disaster, it needs to be appreciated that not only a serious train accident may turn into a railway disaster, if not handled and managed properly, there may be many more railway related events which may not even involve human lives but may turn into disasters for which necessary prevention and mitigation measures are to be taken by the railways beforehand. Zonal Railways will ensure that prevention, mitigation, preparedness, rescue and relief related issues covering all types of disasters affecting railway system are addressed and their details are also appropriately incorporated in their Disaster Management plans.

Chapter - 3

CHAPTER - 3

PREPAREDNESS FOR DISASTER AND MOCK DRILL

3.1 National Level :

The Ministry of Home Affairs is the Nodal Ministry for all Disasters at national level except Drought. A round the clock control room in Ministry of Home Affairs, National Disaster Management Division is functioning.

Ministry of Home Affairs, Government of India has formed a National Disaster Response Force at the ten selected locations in the country for dealing with relief and rescue operations related to all types of disasters.

There are no charges for availing the services of NDRF except the rail transportation which railway may provide at their cost for attending to rail accidents. Railways may also have to provide rail transportation logistics for transporting NDRF in case of non railway exigencies

Board's policy direction given to the Zonal Railways that the DRM's can directly approach for requisitioning the services of the NDRF now stand revised (as per Advisor Safety, Railway Board's letter No. 203/Safety(DM) 6/3 Dated 09.11.2009). The need for the services of the NDRF shall be communicated in a centralized manner by the Zonal Railways through the NDMA only. However, requisitioning of NDRF should be judicious and NDM control room under Ministry of Home Affairs (Tele. No. 011-23092885 Fax No. 011-23093750) and security control room (Tele No. 011-23387981 Fax No.-01123303983) and Safety cell (Tele No. 011-23382638) in the office of Railway board must be kept informed.

3.2 National Plan :

There shall be drawn a plan for Disaster Management for the whole of the country to be called the National Plan;

The National Plan shall be prepared by the National Executive Committee having regard to the National Policy and in consultation with the State Governments and expert bodies in the field of Disaster Management to be approved by the National Authority;

The National Plan shall include-

i) Measures to be taken for the prevention of disasters, or the mitigation of their effects;

ii) Measures to be taken for the integration of mitigation measures in the development plans;

iii) Measures to be taken for preparedness and capacity building to effectively respond to any threatening disaster situations or disaster;

iv) Role and responsibilities of different Ministries or Departments of the Government of India in respect of measures specified in clauses (a), (b) and (c).

The National Plan shall be reviewed and updated annually.

Appropriate provisions shall be made by the Central Government for financing the measures to be carried out under the National Plan;

Copies of the National Plan referred to above shall be made available to the Ministries or Departments of the Government of India and such Ministries or Departments (including Railways) shall draw up their own plans in accordance with the National Plan.

3.3 Role of the Nodal and other Central Ministries and Departments etc :

For various types of disasters, the nodal Ministry concerned will chart out detailed Response Plans which will be integrated into the National Response Plan. The NEC may coordinate response in the event of any threatening disaster situation or disaster. The nodal Ministries and Departments of Government of India (i.e. the Ministries of Agriculture, Atomic Energy, Civil Aviation, Earth Sciences, Environment and Forests, Home Affairs, Health, Mines, Railways, Space, Water Resources etc.) will continue to address specific disasters as assigned to them.

3.4 West Central Railway Level :

This railway has three divisions Bhopal, Jabalpur, Kota.

The Jurisdicion of West Central Railway is given below-

i. Khandwa (Excluding) to Manikpur (Excluding) via Itarsi, Jabalpur.

ii. Mathura (excluding) to Nagda (excluding) via Sawaimadhopur, Kota.

iii. Bina (including) to Itarsi via Bhopal.

iv. Kota to Chanderia (excluding)

v. New Katni Junction to Bina.

vi. Katni to Singrauli (excluding).

vii. Satna to Rewa.

viii. Jukehi to Kymore.

ix. Bina-Guna-Kota.

x. Gwalior (excluding)-Guna-Maksi.

3.5 Location of Tunnels over WCR :

S.No.	Division	Tunnel	Length	Section	Kms.	Ventilation	Electric Lighting
1.	Jabalpur	Bagra Tawa	290mts	JBP-ET	770/7	Not Available	Available
2.	Kota	Bhimlat	320mts	KTT-COR	61/9-62/0	Not Available	Available
3.	BPL	Budhni	250mts	ET-BPL	773/6-22	Available at every 50 mts	Available
4.	BPL	Midghat	230mts	ET-BPL	776/40-777/22	Side Ventilation at middle	Available
5.	BPL	Bhimkoti	135mts	ET-BPL	778/46-52	Not Available	Available
6.	BPL	Chowka	145mts	ET-BPL	782/30-16	Not Available	Available

All the tunnels on West Central Railway are having natural ventilation & lighting as per details given below:-

Natural ventilation provided by way of vertical shafts at every 50m. intervals
Horizontal access to tunnel at mid point.

3.6 Location of ARTs over WCR :

Jabalpur Division

(i) New Katni Junction (A Class, with 140 T crane)

(ii) Jabalpur (B Class)

(iii) Satna (Tool VAN)

Note: A new SPART/SPRMV has been commissioned and stationed at New Katni Jn.

Bhopal Division

(i) Itarsi (A Class, with 140 T Crane)

(ii) Bhopal (B Class)

(iii) Bina (A Class, with 140 T Crane)

(iv) Guna - SPART (Self Propelled Accident Relief Train) (C Class)

Kota Division

(i) Kota (A Class, with 140 T Crane)

(ii) Gangapur City (B Class)

3.7 Locations of ARTs with 140 T Crane in adjoining Zones/Divisions :

North Central Railway

(i) Jhansi (A Class) ,Agra Cantt (A Class)

North West Railway

(i) Jaipur (A Class)

Western Railway

(i) Ratlam (A Class)

SEC Railway

(i) Bilaspur (A Class)

Central Railway

(i) Bhusawal (A Class) , (ii) Ajni (Nagpur) (A Class)

East Central Railway

(i) Barbadih (A Class)

On receipt of information regarding a train accident ART/ARMV's locating nearest to the site of accident are to be rushed to the accident site in as expeditious manner as possible.

3.8 ARMVs Scale-I : Consisting of Medical Van & Auxiliary Van. Equipment stored in Special Medical Relief Vans stabled in separate sidings.

(i) One key of the van is available with the Station Master in a glass-fronted case.

(ii) Other key is kept in a glass-fronted case in doctor's chamber of health unit/casuality of Divisional Hospital.

(iii) Medicines and equipment are provided as per Railway Board norms.

(iv) 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 in a glass fronted case inside the SPART/ARMV.

(v) Keys of all locks inside ART are available with SSE (Break Down).

Location of ARMV Scale-I :

Jabalpur Division

(i) New Katni Junction.

(ii) Jabalpur

(iii) Satna

Bhopal Division

(i) Itarsi

(ii) Bina

(iii) Bhopal

(iv) Guna (SPARMV)

Kota Division

(i) Kota

(ii) Gangapur city

3.9 ARMV Scale-II : Equipment stored in boxes in Special room on platform at station

(i) The medical equipment boxes to be without any lock.

(ii) The scale II rooms have duplicate keys.

(iii) One key is in a glass fronted case in the doctor's chamber of health unit and the other is in a glass fronted case in Station Master Office.

(iv) These are to be taken out and rushed to the site by any train or available Road vehicle.

Location of ARMV Scale-II over WCR :

1. **Jabalpur Division:**
   Narsinghpur, Sohagpur, Sagar, Damoh, Satna, Beohari
2. **Bhopal Division:**
   Shajapur, Harda
3. **Kota Division :**
   Shamgarh, Jhalawar Road, Bayana, Sawai Madhopur.

3.10 Locations of ARMVs/SPARMVs in adjoining zones/Divisions

North Central Railway

(i) Jhansi

(ii) Allahabad

North West Railway

(i) Jaipur

East Central Railway

(i) Chopan

Central Railway

(i) Bhusawal (ii) Nagpur (iii) AMF (iv) Wardha

3.11 Positioning of Rescue Ambulances :

- Rescue ambulances are to be positioned at railway hospitals in divisions having good road networks.
- Air lifting of needy, seriously injured passengers to nearby hospitals shall be explored by zonal crack team with the approval of competent authority.

- Armed forces should also be approached for assistance during disasters by divisional/ HQ officials.

3.12 Sounding of Accident Alarm Siren / Hooter :

Alarm siren are provided at Station/yards where accident relief train/medical van are stabled and are also provided at control offices in the Divisions. The accident alarm siren are sounded immediately from control office of divisions (except in Kota Division where siren is sounded at concerned station where ART/ARME is stabled.

Following codes are prescribed for sounding the accident alarm siren:

Circumstances	Code
For accidents in loco sheds / traffic yards home station requiring only break down train.	Two long siren each of 45 seconds duration with 5 seconds break in between.
For accidents outside the home station requiring only break down train	Three long sirens each of 45 seconds duration with 5 seconds break in between.
For accidents at home station requiring both medical van & break down train.	Four long sirens each of 45 seconds duration with 5 seconds break in between.
For accidents outside the home station requiring both medical van & break down train.	Five long sirens each of 45 seconds duration.
For cancellation of medical van and break down train.	One long siren of 90 seconds duration.

The Alarm siren shall be twice with an interval of 5 minutes between each code signal.

3.13 Target time for turning out the medical van :

In case of double exit siding - 15 minutes from the time of sounding of siren.

In case of single exit siding - 20 minutes from the time of sounding of siren.

The time is reckoned from the time of ordering to the time of despatch.

3.14 Target time for turning out the break down trains / tower wagon :

During Day - 30 minutes from the time of sounding of siren.

During Night - 45 minutes from the time of sounding of siren.

The time is reckoned from the time of ordering (sounding) to the time of leaving the shed / siding.

3.15 Mock Drill : Mock Drill is a series of hypothetical accident conditions that create forces to act instantaneously to raise our level of awareness of potential accidents and our means to deal with them. The Mock Drill will be conducted by Sr DSO with the personal approved of DRM and after advising CSO.

1. Objective

(a) To gauge the preparedness which requires detailed planning and keeping of all equipment in good fettle.

(b) To integrate the operational response to measure overall performance of the exercise.

(c) To measure performance in regard to accident restoration.

2. Guidelines

(a) Mock drill shall be conducted at least once in 3 months either during day or night. It is desirable not to repeat the drill again and again at the same time or same section.

(b) Such drills shall not hamper regular working of trains.

(c) It may be ensured that no inconvenience is caused to travelling public. Such drills should not lead to panic which may result in inconvenience or injury to the public.

(d) While absolute secrecy and confidentiality shall be maintained regarding the conduct of mock drill, CSO, GM, AGM, Secy. to GM shall be advised in advance of such mock drill.

(e) Except under instructions or orders from HQ, this drill shall be confined only to the respective divisions and on this account, no traffic shall be refused from the adjoining divisions/railways.

(f) Mock drill trials may end with the departure of ARME/ART. However, if considered necessary, DRM may permit the ARME/ARt to proceed upto the mock accident site. In such cases the drill shall end with the various agencies having set up their field establishment and deployed their equipment.

(g) During these trials, the following aspects shall be closely watched by the officer in-charge of the drill -

(i) Turning out of ARME/ART within the prescribed time.

(ii) Speed of the specials

(iii) Assembly of staff

(iv) Handling of accident relief cranes, HRDs, HREs and other rescue equipment

(v) Logging of events

(vi) Functioning of field telephones and communication network, generator sets, lighting equipment.

(vii) Preparedness of first-aiders and availability of medical equipment.

On completion of the drill, a detailed report shall be submitted within a week time to the Headquarters detailing :-

(a) Response time of ARTs/ARMEs

(b) Alertness and skill of the staff

(c) Deficiencies noticed and corrective measures initiated and any assistance required.

3.16 Full Scale Exercise :

As per NDMA Guidelines, the NDMA should be involved in annual exercises on DM by Indian Railways to associate NDRF. As per the HLC recommendation at S.No. 106, each division should conduct a full scale disaster management exercise once a year, on the similar exercise pattern of Army Exercises, to check and assess their preparedness for Disaster Management. State civil authorities, governmental and non-governmental medical establishments and NGOs should also be involved in full scale exercise.

Unified Command Centres and Combined Command Centres should be set up. Each department will post their functionaries in Unified Command Centres and Combined command centres.

All basic facilities should be provided in Unified Command Centres and Combined command centres.

On completion of the exercise a detailed report shall be prepared indicating deficiencies noticed, corrective measures initiated and improvements required.

••••••••••••••

Chapter - 4

CHAPTER - 4

CAPACITY BUILDING TO HANDLE DISASTER

4.1 Disaster Management to be inbuilt in Developmental Plans :

The National Policy on Disaster Management Provides for development of the Disaster Management handling capability to each Ministry/Department of the Central Government as also by the State Government. As per the policy, NDMA will ensure mainstreaming of disaster risk reduction in developmental agenda in all existing and new developmental programmes and projects shall incorporate disaster resilient specifications in the design and construction. The Planning Commission will give due weightage to these factors while allocating resources.

4.2 Responsibilities of the Central Ministries and Departments :

The National Policy on Disaster Management lays down that all Central Ministries and Department will prepare their DM Plans and where funds are being asked for to improve Disaster Management capability including the financial projections to support these plans. The necessary budgetary allocations will be made as part of the Five Year and Annual Plans.

4.3 National Disaster Response and Mitigation Funds :

As per the National Policy on Disaster Management, a National Disaster Response Fund may be constituted as mandated in the Act. The National Response Fund will be applied by the National Executive Committee (NEC) towards meeting the expense for emergency response, relief and rehabilitation, in accordance with the guidelines laid down by the Central Government in consultation with the NDMA. The proposal of merger of National Calamity Contingency Fund (NCCF) with the National Disaster Response Fund shall be as recommended by the Finance Commission from time to time.

Similarly, as mandated by the Act, the National Disaster Mitigation Fund (NDMF) may be created for projects exclusively for the purpose of mitigation. NDMF shall be applied by the NDMA and shall be as recommended by the Finance Commission from time to time.

4.4 Modernization of Relief/Rescue during Disasters :

The National Policy on Disaster Management provides that all Cental Ministries and Departments of the Central Government and of the States will build capacity to handle different types of Disasters based on guidelines issued by the NDMA.

Helicopter based relief rescue missions on par with similar arrangements existing in western world can also be used extensively for Mass Casualty Evacuation and for providing relief where required for Railway own Disaster situation like a major train accident where the site is not approachable by rail or by other road vehicles this would be the only means of relief. Therefore, Railway Board has suggested that all Zonal Railways may obtain details of Government and Private Helicopter service and the contact numbers of their operators to be contacted in advance. The Disaster Management Plan of the Zonal Railway and the Divisions should make a mention of the helicopter service providers. If these services are not available on one Zonal Railway, they may contact the nearest Zonal Railway where they are available to be called upon in a disaster situation.

The images of the year 2001 of a crash of an intercity train in Germany, killing more than 100 people, show 35 to 40 helicopters landing and taking off near accident site.

We have to have a total paradigm shift in the manner in which serious train accident relief is to be managed in the second decade of the 21st century. A much more radical approach would be gradually need to be introduced that what is existing on date.

Sensitive installations of Railway need to be identified. Therefore, as per the guide lines, all Zonal Railways need to define sensitive installations and infrastructure. These should be ones which would cripple the Railways primary objective of transportation. For instance, Control Rooms; Microwave Towers; TF Exchanges; RRI of Jn Stations, Major Bridges, Tunnels of long lengths, Hospitals etc. are very sensitive/ vulnerable locations.

4.5 Crowd control and Management of rush at Railway Station during festivals :

We should prescribe preventive protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Melas or other exceptional situations. It may not be out of place to ban all commercial vending and parcel handling on such occasions, supplement exits if possible, and bring more area under illumination.

The car and other vehicle parking facility at a station where a terrorist strike is expected may be discontinued; sale of Platform Tickets can also be banned for short period of time. RPF and GRP personnel deployed on each platform will monitor crowds and rush build up in the circulating areas, booking window, station platforms and mainly on the FoBs. Special teams of commercial staff will liase with the RPF/GRP and relay 2/4 hourly position to a centralized location viz, commercial control who will advise the need for running of special trains to specified destination to the operating departments control room.

4.6 Terrorist attacks on a freight train carrying inflammables :

Railways have an excellent liaison with the oil companies due to the transport of their commodities viz, Motor spirit, HSD, Naptha etc. Traditionally we have always made use of their foam extinguishers along with the expertise in fire control available with them.

Gradually, Railway may have to develop both the expertise through training in the Railways Rescue, Relief Training Institute being set up at Bangalore; also procure gradually foam type of fire extinguishers in limited numbers.

4.7 Capacity Building to reduce destruction due to earthquakes, floods etc :

RDSO has been assigned the task of identifying vulnerable building, locations, rail infrastructure including bridges, sensitive location, waterways embankments etc. Based on this, strengthening works would be undertaken by prioritizing essential locations/buildings so as to strengthen Railways infrastructure.

••••••••••••••

Chapter - 5

CHAPTER - 5
DISASTER RESPONSE – OVERVIEW

5.1 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.

5.2 Disaster Syndrome:

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

5.3 3 Different phases of Disaster Response:

Disaster Response in case of a railway accident consists 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 also with the departure of most relatives and next of kin from the accident site and disposal of all bodies. Few of the grievously injured that continue to be hospitalised 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 who function as a team. Thethree 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).

5.4 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:

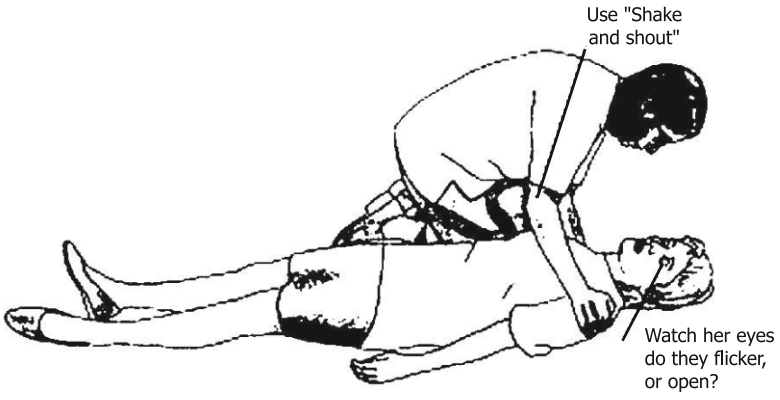
Look for danger; Make sure that no further danger exists either for the patient or for the First Aider.

(ii) R-Response

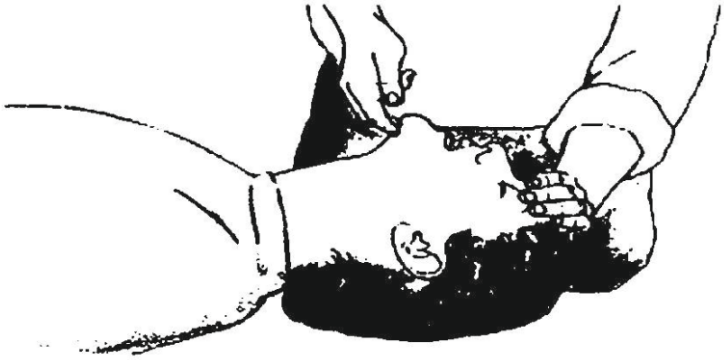
Check for consciousness. Call by his/her name, slap, and pinch and shake gently. If there is no response, then it means that the patient is unconscious.

(iii) A-AIR WAY

Clear the airway (Trachea) if patient is unconscious, then the airway may be narrowed o 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.

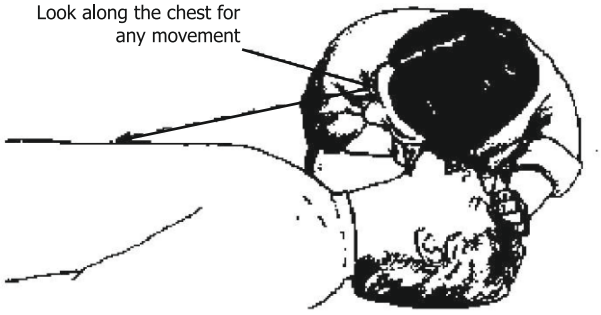


To open the airway lift the chin forward with the fingers of one hand while pressing the forehead backwards with the other hand, now the tongue comes forward and the airway is cleared. To clear the other objects in the mouth press the Jaw, open the mouth put your fingers or a clean cloth in the mouth and clear the things. Now the air passage is clear.



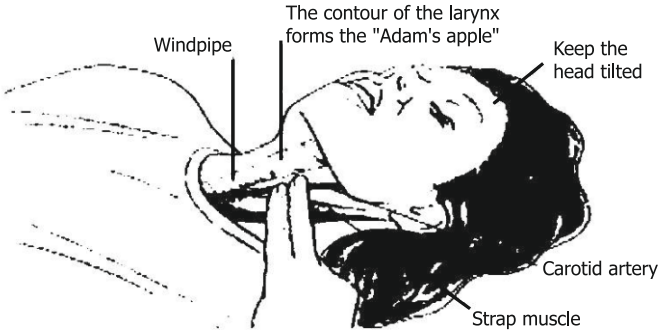
(vi) B-BREATHING:

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.

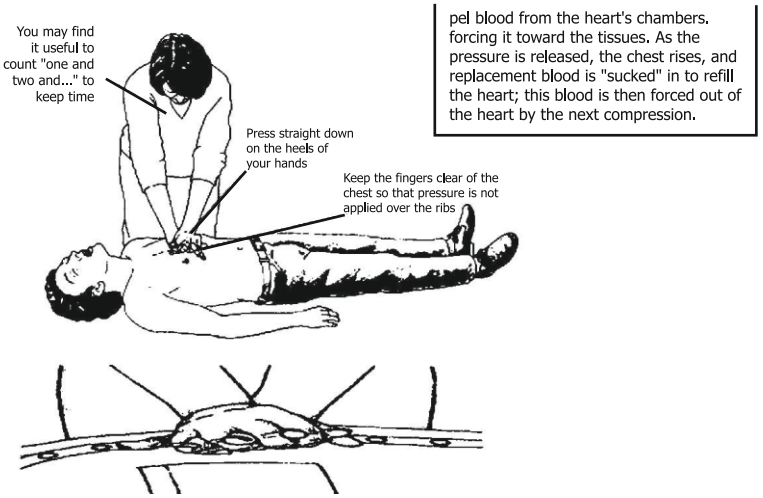
i) If patient is breathing has circulation but is unconsciousness, immediately turn him to Recovery position and transport to hospital.

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. Life 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:



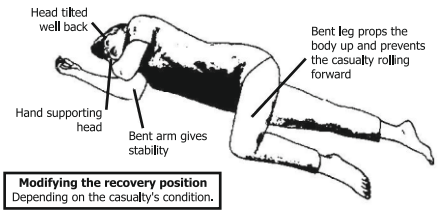
To revive the heart you have external chest compression. The casualty should be made to lie down on a hard surface. Keep heel of the palm on the chest (pit of stomach) of the casualty and keep the other palm over that hand and compress.



Mouth to mouth ventilation and external chest compression should be given in the ratio of 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

CHAPTER – 6

DISASTER RESPONSE – INSTANT ACTION TEAM

6.1 INSTANT ACTION TEAM (IAT):

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 assengers.

(iv) Doctors travelling by the train.

(v) Passengers travelling on the train who volunteer for rescue and relief work.

(vi) Railway staffs working at site or available near the site of the accident.

(vii) Non-Railway personnel available at or near the accident site.

6.2 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) Divisions will get printed and circulate a DM Telephone Directory containing all such telephone numbers that are likely to be required in an emergency.

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.

6.3 Duties of Guard, Loco Pilot ,Assistant Guard, Assistant Loco Pilot, Train Superintendent / Train Ticket Examiner, AC Mechanic / Attendant & RPF /GRP Staff :

Detail duty list of Guard and Loco Pilot 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 on 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 GR 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) CUG Mobiles / 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 railway staffs constantly man field telephone.

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 a competent authority relieves you.

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 fusee, if required.

v) Inform Station Master on CUG mobile phone / walkie-talkie set, if possible.

vi) Protect adjacent line, if required, and the train in front as per GR 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 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 evidence 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) Assistant Guard :

i) Ensure that train is protected as per GR 6.03.

ii) Help Crew / Guard in arranging protection of adjacent line, if obstructed.

iii) Assist Guard in conveying information to SM/Section Controller.

iv) Help the Guard in rendering First Aid to injured.

v) Help in shifting injured persons to the nearest hospital.

vi) Ensure protection of Railway and public property till arrival RPF/GRP.

vii) Carry out the work assigned by Guard.

d) Assistant Loco Pilot :

i) Assistant Loco Pilot should work under the control of the Loco Pilot with the same duty list of the Loco Pilot. Loco Pilot and Assistant Loco Pilot should divide the work so that the duties are carried out in the shortest possible time.

ii) The Asst Loco Pilot will follow instructions given to him by driver.

iii) To provide First Aid to injured. First Aid box is available with Guard.

iv) If necessary use fire extinguishers, which are available in Ac coaches, with Guard and Loco Pilot.

v) In case if the Loco Pilot is dead or injured, Asst. Loco Pilot will perform all the duties of driver mentioned in para 8.3 (b)

e) Train Superintendent / Travelling Ticket Examiners :

i) Preserve reservation charts of each coach containing names of passengers who actually travelled and in which berth no.

ii) Avail services of Doctors travelling by the train and render Medical Aid.

iii) Render First Aid to injured.

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 ARME 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 / other at site.

f) 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.

iii) Report to the guard of the train for assistance.

iv) In case of fire assist the operations by using fire extinguishers provided in the AC coaches.

v) Assist in providing lighting in affected coaches.

vi) Blankets and linen of the AC coaches is to be made available for use by grievously injured/dead. The record of the same should be kept.

g) RPF/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 passenger's luggage and railway property.

v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

6.4 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 on duty with immediate effect.

ii) Under no circumstances 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 officers travelling on the train will assume charge as Officer-in-Charge Site (OC Site).

vi) Normally the senior most officers will be travelling in either the 1AC or in 2AC coach, and most probably in the Emergency Quota section of the coach. The Emergency Quota section of 2AC is invariably in the centre of the coach. In any case the TS/TTE would know whom are the railway officers travelling in 1AC or 2AC.

vii) Similarly, other railway staff will be travelling in 3AC coach, and most probably in the Emergency Quota section of the coach. The Emergency Quota section of 3AC is also in the centre of the coach.

viii) Similarly, some Group 'D' railway staff may be travelling in Sleeper coach, and probably in the Emergency Quota section of the coach. The Emergency Quota section of a Sleeper

coach is located in the centre of the coach.

ix) In the absence of any officer, the TS or senior most TTE/Guard will discharge duties listed out for OC site.

6.5 Duties of OC 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 OC site.

viii) After Divisional Officers arrive, fully brief the DRM and hand over charge to him.

ix) The on-board OC 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.
- From here onwards, the DRM of the accident involved division takes over Charge as OC site.

6.6 Formation of Groups comprising members of Instant Action Team:

i) OC Site shall immediately collect all Railway staff on train/at site and form separate groups.

ii) Passengers travelling by the same train that volunteer for rescue and relief work should also be drafted into these groups.

iii) Passengers from accident-involved coaches should be directed toward their own coach.

iv) Passengers from coaches, which are not affected, can be distributed amongst other accident-involved coaches.

v) In the absence of OC 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 numbers 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 it's working.

xi) In case sufficient numbers of Sr. Supervisors are also not present, one TTE should be nominated as in-charge of each group to co-ordinate it's working.

xii) Each group should rescue injured, entrapped passengers.

6.7 Duties of on board railway staff 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 that 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.

6.8 Duties of members of Instant Action Team – 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.

v) In AC coaches the emergency windows panes, exists 02 to 04, should be broken open in

order to let in fresh air for the occupants, and thereafter to evacuate them.

vi) Non-AC IInd Class Sleeper coaches have two emergency exit window on each side. The position of this emergency window is 5th from the doors on either side of coach. They are opposite berth nos. 17,23,52 and 55. 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 fewer 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 Hdqrts. generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the divisional Hdqrts. Wait for them to come and make further arrangements.

xvii) Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalisation. 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 any passengers of your coach injured, then you should go to the unreserved coaches and carry out the duties as listed above.

6.9 Duties of the Instant Action Team – 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.

xi) Building up confidence of injured passengers by suitable advice is of great importance.

6.10 Duties of OC 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 OC 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 the control office or the nearest station and find out the location of nearby villages as also their general direction.

(v) Location of nearby villages as also their general direction will be available in the Divisional DM Plans.

(vi) 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 nearly 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 accidents.

(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 staffs 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.

••••••••••••••