

CHAPTER I

GENERAL INSTRUCTIONS

1.01. Objectives while dealing with an accident.—

- (a) To save life and alleviate suffering ;
- (b) To protect property and mail;
- (c) To provide assistance to passengers at the site of the accident;
- (d) To ascertain the cause of the accident and to prevent recurrence ;
- (e) To remove the obstruction and resume normal working, within the minimum time possible.

1.02. Management at the site of accident :

- (a) Railways are generally self reliant in carrying out rescue and relief operations. However, major accidents involving heavy casualties in remote areas or in difficult terrains under adverse weather conditions are to be managed efficiently by mobilising non railway resources also. Therefore railway should maintain high level preparedness efficiently by keeping all resources readily available in good fettle.
- (b) The information and instructions given in this manual are only informative but not exhaustive. Every railway servant

should be well conversant with their duties during accidents. The officials at the site of the accident shall be efficient enough to respond quickly and effectively. They should organise the site management in most efficient manner. The main object is to save the life of victims. It is likely that the victims who have experienced shock and remain in the state of shock for long duration will die. The medical attention within first one hour is very crucial to save the life. This hour is called the GOLDEN HOUR.

- (c) The basic steps to save the lives of victims are (i) Rapid access to the site of accident (ii) Quick extrication of victims and efficient on-site medical management (iii) Expeditious extrication and shifting to rescue vehicles (iv) speedy transportation to hospitals.
- (d) Relief trains arranged for clearing stranded passengers must be given overriding priority in running. Every effort should be made to minimise the travel time of already traumatized passengers.
- (e) Disciplinary proceedings are to be initiated against such employees and officers, who are found negligent or fail to discharge their duties relating to an accident as per the rules/instructions modified from time to time.
- (f) Every Division should nominate '**Controlling Stations**' for each section. The Station Managers of such nominated "Controlling Stations" should, immediately on receiving advice of an accident, reach the site with sufficient staff drawn from all Departments at his station

and take all necessary steps for rescue and relief till rescue team arrives. It should be made clear to everybody that staff of all departments must follow the direction of the controlling station-masters and render all help and assistance necessary for tackling the disaster situation.

Note : The List of Controlling Stations of each division in E.Co.Railway is appended in Appendix -13.

- (g) In case of an accident is declared as a Disaster by the competent authority, the procedure to deal with the disaster as mentioned in the Disaster Manual shall be followed. However, some extracts of the Disaster Management Plan and action to be taken in case of disaster is mentioned in brief in Chapter 11.

1.03. Accidents not falling under classification of serious accidents.

In the event of an accident not falling under the Classification of serious accident, but attended with blocking of line, the same line of action shall be taken by the different officials as indicated in this chapter, except which are for dealing with the injured and dead. However, the Divisional/ Head Quarters Officers concerned will decide the line of action need to be taken in relief and restoration operation etc., considering the location and nature of accidents which are not falling under the classification of serious accident, as also considering the seriousness of the serious accident. It is clear that the line of action will vary marginally in case of accidents involving passenger trains with loss of life and/ or injuries and those involving goods trains.

1.04. (a) Display of addresses and telephone numbers of Government, Railway and other relief agencies :

Each station, loco shed, coaching depot, work shops, hospitals, etc., should prepare a detailed information of following Government officials and relief agencies and display at a conspicuous place :

- (i) District Magistrate, Sub Divisional Officer under whose jurisdiction the above railway establishments come,
- (ii) Superintendent of Police/Deputy Superintendent of Police, Officer Incharge of GRP and local police station,
- (iii) Officer Incharge of RPF
- (iv) Nearby NGOs,
- (v) Base stations of ART and ARME,
- (vi) Major nearby transportation agencies,
- (vii) All Railway officials concerned with accidents,

In Divisional Control offices, all the above information along with their jurisdictions and details of ARME and ARTs of adjacent divisions and zones should be maintained. Chief Controller must ensure that the particulars mentioned above are maintained up to date in the control office.

Note : Jurisdictions of DC & SP over East Coast Railway is given at Appendix-10.

(b) Display of nearby hospitals :

In serious accidents with injuries, medical aid must be summoned from all the nearest sources available. In order to get the medical assistance from the Civil, Military, Private Dispensary or local Doctors a list of nearby

hospitals along with facilities provided should be displayed.

Information of nearby hospitals in the format mentioned in Appendix. 11 should be painted and displayed in a conspicuous place at stations, coaching depots, sheds, work shops, dispensaries, etc.

(c) Display of qualified persons to render first aid :

A list of Railway Personnel qualified to render first aid in their working places shall be prepared in the format as mentioned in Appendix. 12 and display in the offices of all stations, Coaching depots, sheds, work shops, etc.

1.05. Duties of railway personnel on leave/duty travelling in train.

In the event of an accident to a passenger carrying train, all railway personnel in able condition travelling in the train though they are preceding on duty/leave shall report themselves to the guard. The senior most officer travelling in the train, if any will assume charge as "officer-in-charge" at site till rescue team arrives.

1.06. Accidents on Railway line opened for goods traffic, in railway sidings or on line under construction—

When a Railway or section/line of a railway is opened to goods traffic, it is considered as opened to public traffic and also treated as an open line. All relevant rules contained in this manual are also applicable in case of any accident on such section/ line of Railway. Reporting of such accident is mentioned in Rule No. 8.13 and 8.14

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