

CHAPTER – VII

SUSPECTED CASES OF SABOTAGE

In previous chapter, action to be taken in all accident is discussed. Additional measures are to be taken for dealing with cases of suspected sabotage and sabotage or Train wrecking.

- 7.01. Additional rules meant for suspected cases of sabotage.** (a) The rules contained in this chapter are additional rules meant for cases where derailments occur and/or serious consequences arise due to sabotage or train wrecking. The terms 'Sabotage', 'Train Wrecking' and 'Attempted train wrecking' have been defined in Rule 2.07, 2.08 and 2.09 of this Manual and also in section 150 of Indian Railways Act. 1989.
- (b) The duties of different officials in regard to the protection of lines, quick survey of casualties, injuries, damages and assistance required, as also relay of information in details to the officials concerned, rendering first aid, rescue and restoration operation etc. have already been stipulated in previous chapters.
- (c) The object of certain additional measures to be adopted in the cases of sabotage or wreckage involving train(s) into accident/serious accident, is—
- (i) to preserve clues with a view to affording the police and civil authorities as also the Railway Administration itself, the assistance in conducting investigation into the realities of the scene of accident, and,

- (ii) to facilitate in arriving at the real cause of accident.
- (d) The engine crew, the guard and any other railway staff on train that involved in an accident are the first available person who may observe the sign of sabotage, and secure all available clues undisturbed till the arrival of Railway's higher official as also the police and civil officials.

7.02. Duties of Guard, Engine crew and other Railway staff on the spot. –

- (a) When a train is involved in an accident due to suspected sabotage, the guard and engine crew must ensure regarding their duties as contained in para 3.01 and 3.02 of this manual.
- (b) In addition to (a) above, the guard, engine crew and the other Railway staff should -
 - (i) Take a good care that no one including themselves touches or disturbs any fittings or parts of the track or vehicles etc. except in order to save human life, till the arrival of police/civil and senior Railway officials.
 - (ii) request the ticket checking staff or other Railway staff available on train and some of the responsible passengers to keep an eye on portions of the track etc. which appear to have been tampered with an instructions not to allow any person to disturb the actual available position of the fittings ;
 - (iii) make an immediate examination of the track at the site of accident in conjunction with two or three responsible passengers or few local public and keep a note of the clues which may be indicative of

the sabotage and accident. Such evidence should be shown to the other Railway staff available on train and to a few responsible passengers or members of the public and their statements obtained. A brief note of what was noticed should be drawn up which should be countersigned by the passenger or public in question with their addresses.

- (iv) draw a sketch also, if possible.

7.03. Information to the civil and police officials, their attendance and police clearance.—

- (a) In the cases of train(s) involved in accident due to sabotage the railway officials concerned must take all necessary action to intimate the civil and police officials for their attendance. If necessary officials from nearest Forensic Science Laboratory can be called. (Forensic Science Laboratories exist over the jurisdiction of East Coast Railway are given at Appendix-17).
- (b) In the cases of attempted train wrecking, similar action as contained in sub-para (a) above shall also be taken in order to intimate the civil and police officials.
- (c) Permission of State Govt. or clearance of police is not required for rescue operations for the purpose of saving human lives which inter-alia may also involve handling/ shifting the rolling stock for extricating the trapped passengers. However, police clearance is required to start restoration work.

NOTE :- Even though the police/civil authorities have satisfied themselves and have given written permission for

restoration works, such permission will not absolve the Railway Officers from making detailed examination of the rolling stock and the track, etc, in question and maintaining a careful and accurate record of such examination.

7.04. Preservation of clues .—

- (a) Instructions contained in para 6.14(i) of this manual should be rigidly followed by the officers or senior subordinates of any department who may happen to be present at the time of an accident taking place due to sabotage or train wrecking or who first arrives at the site of accident.
- (b) In addition to the action taken by the Guard, engine crew and other Railway Staff as soon as the civil, police and Railway higher officials arrived at the site of accident, action should be taken by the Railway Officials, not to allow any one to touch or disturb any fittings of permanent way and vehicles, etc. until joint examination has been completed, except in emergencies when it becomes necessary to act otherwise in order to save human life. The crew should also to keep a strong watch on the outsiders, and if they observe the movement of any person is suspicious, should question them and take steps to point out these person to police.
- (c) No coach(s) or wagon(s) on train(s) involved in an accident due to suspected case of sabotage should be disturbed until the joint examination has been completed. The undamaged coach(es) or wagon(s) may be drawn away with the written permission of

Senior Police official present. It should, however, be clearly understood that these restrictions will not apply when it becomes necessary to act otherwise in order to save life.

7.05. Joint examination.—

- (a) For the purpose of preservation of clues and ascertaining the actual cause of the accident suspected to have been due to sabotage, the Senior Railway and Civil/Police Officers should as far as possible work in the closest liaison and examine all the necessary items at the site of accident. In this connection, the stipulation contained in para 6.14 (ii) of this Manual shall be followed. The detail examination notes should be precisely worded specifying all the various features which come to notice.
- (b) The joint examination note as mentioned in sub-para (a) above should be signed by the Divisional Safety Officer, Divisional Engineer, Divisional Mechanical Engineer, Divisional Electrical Engineer as also the senior Civil / Police Officer.
- (c) While preparing the joint examination note, a particular comment should be made with regard to damages or/ and deficiencies which are likely to be the cause of the accident as to whether such a damage or deficiency appeared to be fresh or old, and the same should be shown to the senior police officer.
- (d) **Preparation of sketches -**
For the preparation of the sketches necessary arrangements should be made in consultation with the civil/police officials and rough sketches should be drawn

on the spot showing all the measurements, damages and deficiencies etc. The sketches should be signed jointly by the officials as mentioned in sub-para (b) above. Before these sketches are finalised and signed, the Engineering Officer(s) present on the spot should personally check it and make sure that there is no mistake.

7.06 Inventory of gang tools –

- (a) Except for one or two gangs which are required for rescue work, additional trackmen should not be called till the arrival of Engineering Officer at the site of accident. The trackmen proceeding to the site of accident for relief work should not carry any tools and they should concentrate on rescue work.
- (b) The tool boxes of all trackmen between the two stations concerned and at the adjacent stations, including those who are sent for relief work are to be taken inventory of by Civil Officers along with the Railway Officers of Engineering and Safety department. In the cases the trackmen are already in section with their tools in work, the said joint inventory should be taken at the site of work immediately.
- (c) In case of any deficiency in the tools, the engineering officer should initiate immediate enquiries in this regard on the spot in conjunction with the police. One copy of such inventory should be kept by each of the officers conducting the inventory.

- (d) The trackman proceeding to the site of accident shall not disturb or remove any rails, fish plates, fish bolts and other fittings within the area of accident and nearby till the joint examination has been completed and ordered by the Senior Police and Railway Officers. The Engineering Officers and Supervisors shall ensure this.
- (e) Crow bars and such tools which are likely to leave their imprint should not be used to remove and assemble the affected rails and sleepers, particularly those close to the locations where the track is suspected to have been introduced in the bolt holes to lever out or shift the rails; rail tongues may be used instead, so that the original condition of bolt holes as after the accident is not vitiated by super imposed marks of crow bar application.
- (f) In cases specially of suspected tampering with track, the dislodged components such as fishplates, fishbolts, nuts, etc. picked up from near the first point of discontinuity and elsewhere should be assigned suitable notations, preferably a point marked on them, before they are made over to police and/or photographed to enable their easy identification with reference to the locations at which found. The notation given to each component should also be mentioned in the joint inventory of fittings and in the field notes/ sketches to be signed by the police as well.

7.07. Restoration of communications.—

- (a) After complete examination has been made, and joint note and the sketches have been prepared, the police and civil officers have to give in writing that they have completed the inspection of site and no further check is required by them, the actual restoration work should be taken up.
- (b) Restoration, however, may not be started if it is expected that the Commissioner of Railway Safety or the General Manager or the Chief Engineer may have the benefit of personal examination of site undisturbed and is likely to reach the site within a reasonable time. Should it however be necessary in an emergency to expedite restoration work without waiting for any of these officers, telephonic permission should be obtained from the Chief Safety Officer in this regard. In short, the restoration operation must not be undertaken in such cases unless permission has been given by CRS/GM/ CE/CSO either at site or on phone.
- (c) It should, however, be clearly understood that for the purpose of rescue operation in order to save human life, the restriction contained in sub para (a) and (b) above will not apply.
- (d) In any individual case where circumstances compel the removal of debris, in part or whole, before the arrival of CRS/GM/CE/Police/ Civil authority at site for the purpose of rules at sub-para (b) and (c) above, a complete and detailed notes should be recorded by the seniormost Divisional Officer present at site, of the observations made

by the various officers. The notes should be given to the CRS/GM/CE/Police/Civil authority on arrival. All sleepers, rails and other debris if removed from the actual position after the accident should be carefully preserved for inspection by the CRS/GM/CE and Police/Civil authorities. The seniormost Divisional Officer present at the site of accident must ensure this.

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