

# **Train Accident Related Disaster**

Reference –  
Zonal Disaster Management  
N.F. Railway  
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# Train Accidents

- Collision
- Derailment
- Level crossing accident
- Fire in train
- Sabotage



# **Level of disaster causing interruption to Train services**

- **Level I**
  - Accidents of magnitude that can be managed by the concerned divisional authorities
- **Level II**
  - Accidents of magnitude which may require assistance from neighbouring divisions but can be managed by the Zonal Railway
- **Level III**
  - Disaster of a magnitude in term of their severity of scale of casualties that require active involvement of multiple agencies of the central Government (Ministry of Railway & other Ministries)

# Classification of railway accidents as a disaster

- Disaster in the railway context is defined as major train accident leading to serious casualties and long term duration of interruption to traffic
- **GM, AGM or CSO** have been nominated by Railway Board for declaring a very serious train accident or any other untoward incident as a Railway Disaster



# **Preparation of disaster management plan**

**Disaster Management Plan includes the responsibilities as under –**

- Preparation & implementation of disaster management plan is the responsibility of concern General Manager / Divisional Railway Manager**
- Authorities to order ART / ARMV / Break down crane –**
  - CME**
  - CMPE**
  - Sr. DME**
  - DME**
- Senior most railway officer at the site of accident shall be designated as accident site manager**
- Management of rescue operations – Primarily mechanical & medical departments, assistance to be provided by all railwaymen as needed**

- Relief operations including care of the dead –
  - Commercial
  - Medical
  - RPF
- Communication network
  - Telecom department
- Crowd control & Law & order at site –
  - RPF
- State police clearance for restoration –
  - RPF
- Restoration operation –
  - Rolling stock
    - Mechanical department
  - Fixed infrastructure like track, overhead equipment
    - Engineering department
  - Signalling
    - S&T department

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- Media management at site
  - CPRO / PRO
  - Accident site manager shall be the chief spokesman at site. He will be assisted by the branch officers.

# Constitution of a Monitoring Cell

High level monitoring cell at zonal level shall be comprised of the following officials -

- Chief Safety Officer
- Principal Chief Engineer
- Chief Medical Director
- Chief Mechanical Engineer
- Chief Signal & Telecommunication Officer
- Chief Electrical Engineer
- Controller of Stores
- Chief Operations Manager
- Chief Public Relation Officer
- Chief Security Commissioner



# **Responsibilities of the high level committee at zonal level**

The high level committee shall be responsible for the following action-

- Shall be in regular touch with the division, to monitor the rescue, relief & restoration works
- Shall convey information to GM / AGM & nominated officer of the Railway Board

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- Shall coordinate with-
  - Board
  - Adjacent foreign railway
  - Public enterprises
  - Private agencies
  - Hospitals
  - State authorities
  - NGOs
  - News agencies
  - Medias
  - Private air operators based at Assam & North Bengal to seek assistance whenever required
- Shall nominate HQs officer with the approval of GM / AGM to attend site when necessary.

# Reporting of Accident to Railway Board

- All consequential train accidents
- Any yard accident having serious repercussion on movement of traffic on through / main line
- Land slide, breaches
- Averted collision
- Signal passing at danger

# Crack team of rail rescue expert

Each zone should have a professionally trained crack team of rail rescue experts of mechanical & medical officials at headquarters

- One complete set of sophisticated equipment for rescue & relief must be made available to one disaster response unit at zonal headquarters
- Each unit shall be provided with state of the art equipment & will be kept at the disposal of GM
- This specialised disaster response unit must be sent by helicopter or along with GM special train as needed
- Specialised disaster response unit should only be rushed to sites of major accidents.

# **Timely despatch of ARMV/ART/Engineering materials**

- Sr. DOM/ Sr. DME/ Sr. DEN will ensure availability of Crew & Guard for ARMV/ART to leave for site in time

|             | <b>Target time for turning out</b>   | <b>Sound of hooters<br/>Main line blocked</b> | <b>Sound of hooters<br/>Main line not blocked</b> | <b>Duration of each blast</b>                 |
|-------------|--|---|---|---|
| <b>ARMV</b> | <b>15 min. after sounding of hooters in case of double exit</b><br><b>25 min. after sounding of hooters in case of single exit</b> | <b>6 Blasts</b>                               | <b>6 Blasts</b>                                   | <b>30 sec. followed by a pause of 10 sec.</b> |
| <b>ART</b>  | <b>30 min. during day</b><br><b>45 min. during night</b>   | <b>4 Blasts</b>                               | <b>3 Blasts</b>                                   | <b>30 sec. followed by a pause of 10 sec.</b> |

- Sr. DOM will ensure immediate nomination of Power
- Sr. DME will ensure availability of Crew from shed
- Sr. DEN will ensure that timely information is given to Sr. DOM / Officer in charge control regarding relief materials required for accident site & detailed programme thereof.

# **Officers & supervisors accompanying relief train**

- DRM / ADRM
- CMS
- Sr. DSO
- Sr. DCM
- Sr. DME
- Sr. DSTE
- Sr. DEN
- Sr. DEE
- Sr. DSC
- Sectional TI
- SSE (P Way)
- SSE (Sig. Tele.)
- Sr. CMI

# Information to voluntary organisation

- Voluntary organisation should be informed in case of major accidents
- Scout & guides
- State Ambulance
- Civil defence organisation
- Local people for helping the Station master





# **Duties of Sr. Divisional Safety Officer**

Sr. Divisional Safety Officer shall reach the accident site by fastest means immediately on information about a serious accident. He will be specially responsible to –

- Ensure protection of affected lines & adjacent lines as per rules
- See that proper arrangement is made in rescue & relief operation
- Take all actions for preservation of clues
- See that the assistance, to the extent necessary, is called from all sources
- Ensure collection of detailed particulars of the accident
- Ensure preparation of a general note of all the evidences in regard to the cause of accident
- Ensure co-ordination among all departments in rescue & relief operation

# Duties of Railway Medical Officers

The nearest Railway Medical Officer, on receipt of the report of a serious accident with injury / casualty to persons shall –

- Reach the accident site by quickest available means with men & materials. He will assess & advice if further medical assistance is necessary
- Render medical aid to the injured as far as possible at the site
- Make timely & adequate arrangements for shifting the injured persons to suitable hospitals
- Keep detailed particulars of dead & injured
- Deal with the dead & injured as per extent rule.



# Preservation of clues

- Officer or senior subordinate, who first arrives at the site of accident, shall take necessary steps to record & preserve evidence
- A complete & accurate dimensioned sketch of the accident site is to be made out by Engineering official
- In case of sabotage & suspected sabotage foot prints & finger prints observed at the site of accident are not to be obliterated
- Statements of responsible passengers or eye-witness should be recorded. The statement should be signed jointly by the passenger, eye-witness, railway official & police authority.

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- The railway official, who arrives first at the site of accident, should scrutinize the Signal Register/Log book, Station Diary, Line Clear Message book, Private number book, Caution order, Line nomination/admission book etc. & initial them with date & time indicating the irregularities noticed. In case any record is found connected with the cause of accident the relevant record should be seized & sealed.
- In case of serious accident restoration work should be limited to removal of dead bodies & injured persons & communication may be restored by laying diversion, if the CRS is expected to examine the site of accident undisturbed
- Photographs of the wreckage shall be taken as per procedure laid down in para 426 & 427 of accident manual

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- Clues relating to derailment; defects & damages to rolling stocks and also details of loads i.e. weight, contents, evenly or unevenly loaded etc. should be recorded.
- Any engine, vehicle or other materials involved in an accident, likely to be exhibited for enquiry by higher official, shall on no account be utilised for railway purpose
- Speed recorded in the locomotive including chart, should be examined & seized with signature of the driver at the reverse of the chart
- In case of serious fire in train the affected coaches / wagons should be preserved for inspection by Forensic Scientist
- One photographer with camera should form integral part of the ARMV & ART.



# Media Management



- GM & DRM should get the visual & print media reports monitored on real time basis
- CPRO, PRO & nominated spokesperson should be involved in pro-active media management
- CPRO/PRO will arrange to issue “Press note”
- Incorrect & unauthorized versions must not be conveyed to media
- No officer below the rank of JAG should issue “Press note”
- DRM will arrange to issue “Press note” in case HQs cannot be contacted
- Sr. DOM / DOM will arrange to issue bulletins at regular interval about transshipment, diversions, passenger special, probable time of restoration etc.

# **Duties of Railway staff travelling on the accident involved train**

- Whenever a train is involved in a serious accident, all travelling Railway staff are deemed to be on duty with immediate effect
- Railway staff shall not leave the accident site until the Divisional Officer arrives & takes over the charge of rescue & relief operation
- Railway staff at site shall volunteer to render assistance & report to TS/TTE/Guard of the train
- The senior most officer travelling on train will assume charge as Officer in-charge site (OC site)
- In the absence of any officer, the TS or the senior most TTE / Guard will discharge duties listed out for OC site

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- Don't panic & see the passengers too don't panic. Inform the Divisional Control Office on mobile phone immediately
- Observe the position of the coach in which you are travelling
- In case the coach is on a bridge, very high embankment or in case it is raining heavily, it is better not to hurry to leave the coach. You may be jumping from the frying pan into the fire
- Try to calm the passengers & build up confidence

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- Ascertain whether passengers are injured or anybody is trapped inside the debris
- Call out aloud & find out if any doctor is available
- Service of doctors should be sought to help the injured
- Call out aloud & find out if any railway staff is available
- Form a team comprising of railway staff, doctor & 3 to 4 uninjured passengers from the same coach. This core team should take the lead in helping remaining passengers both injured & uninjured.

**Thank You**