DISASTER MANAGEMENT PLAN

2026

Pt.Deen Dayal Upadhayay Division

East Central Railway

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DISCLAIMER

The information provided in this document is for the purpose of general guidance. Although all efforts have been made to ensure the document is authentic and accurate, however in case of any conflict the G & SR /Accident Manual and other Codes would override.

Foreword

Indian Railway is committed to improve safety standards. With the help of improved technology, sincere and dedicated workmen, Indian Railway is working with motto of highest standard of safety with no incidence. However, sometimes accidents do happen. This Disaster Management Plan describes how to deal with such calamities to reduce the number of casualties to the barest minimum and restore the traffic at the earliest by undertaking relief work at war footing. The document despite being quite exhaustive can not be treated as perfect. Your suggestions for further improvements are solicited.

Uday Singh Meena
Divisional Railway Manager
East Central Railway
DDU

FACT FILE

- **Pt Deen Dayal Upadhyay Division(Earlier Mughalsarai) was established in 1978.**
- **Boundaries Connected with Three States viz U.P., Bihar & Jharkhand.**
- **Route Km.- 413.00 & Track Km.- 1377.**
- **Station – 61(commercial) Non suburban & Halt grade**

NSG-2 = 02 (DDU & GYA)

NSG-3 = 02 (SSM,DOS)

NSG-4 = 02 (AUBR,BBU)

NSG-5 = 08
GRRU,RFJ,KTQ,SEB,JPL,MDJ,HDN&NBG

NSG-6 29

HG-2 05

HG-3 13

- **Station 57(operational)= 49 Block &08 Halt station**

SPL- 02 (DDU,DCX),B- 47,C-03,D-07

- **Level Crossing Gates- 112**
- **Manned – 112- GC-44,BD-22, ARA-SSM-46**
- **No. of Bridges - 1247**

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ABBREVIATIONS USED

1 AC	-	1ST Air Conditioned Coach
2 AC	-	2Tier Air Conditioned Sleeper Coach
3 AC	-	3 Tier Air Conditioned Sleeper Coach
ADG	-	Additional Director General
ADMO	-	Assistant Divisional Medical Officer
ADRM	-	Additional Divisional Railway Manager
AEN	-	Assistant Engineer
AGM	-	Additional General Manager
AME	-	Assistant Mechanical Engineer
ARME	-	Accident Relief Medical Equipment
ARMV	-	Accident Relief Medical Van
ART	-	Accident ReliefTrain
ASTE	-	Assistant Signal& Telecommunication Engineer
BCX	-	8-wheel covered vacuum brake wagon
BDSpl.	-	Break Down Special
BFR	-	8-wheel open flat vacuum brake wagon
BPC	-	Bharat Petroleum Corporation
BRWD	-	Station Code for Barwadih
C&W	-	Carriage and Wagon
CAC	-	Combined Assistance Center
CBE	-	Chief Bridge Engineer
CCM(G)	-	Chief Commercial Manager (General)CCM(M&R)
	-	Chief Commercial Manager (Marketing & Rates)
CCRS	-	Chief Commissioner of Railway Safety
CEE (Op)-		Chief Electrical Engineer (Operations)
CFTM	-	Chief Freight Transportation Manager
CHC	-	Chief Controller
Chg.	-	Coaching
CHOD	-	Coordinating Head of Department
CME (Op)	-	Chief Mechanical Engineer (Operations)
CMI	-	Commercial Inspector
CMPE (Diesel)	-	Chief Motive Power Engineer(Diesel)
CMS	-	Chief Medical Superintendent
Con.	-	Construction
CPRO	-	Chief Public Relations Officer
CPTG/G	-	Chief Passenger Transportation Manager/General
CPU	-	Station Code for Chopan
CRB	-	Chairman Railway Board
CRS	-	Commissioner of Railway Safety
CRSE	-	Chief Rolling Stock EngineerCSE
	-	Chief Signal Engineer
CTE	-	Chief Track EngineerCWE
	-	Chief Workshop Engineer
CWS	-	Carriage & Wagon Superintendent
DAO	-	Divisional Accounts Officer
DCM	-	Divisional Commercial Manager
DCOS	-	Divisional Controller of Stores
DEE	-	Divisional Electrical Engineer
DEN	-	Divisional Engineer
DG	-	Director General
DHN	-	Station Code for Dhanbad

DM	-	Disaster Management
DM	-	District Magistrate
DME	-	Divisional Mechanical Engineer
DMO	-	Divisional Medical Officer
DMT	-	Disaster Management Team
DMU	-	Diesel Multiple Unit
DNR	-	Station Codefor Danapur DOM
	-	Divisional Operations Manager
DOT	-	Department of Telephones
DPO	-	Divisional Personnel Officer DR
	-	Disaster Response
DRM	-	Divisional Railway Manager
DSC	-	Divisional Security Commissioner
DSO	-	Divisional Safety Officer
DSTE	-	Divisional Signal & Telecommunication Engineer
DTM	-	Divisional Traffic Manager
Dy.	-	Deputy
Dy. CCM	-	Deputy Chief Commercial Manager
Dy. COM	-	Deputy Chief Operations Manager
Dy. CSO	-	Deputy Chief Safety Officer
E-Mail	-	Electronic Mail
EC	-	Emergency Control
ED	-	Executive Director
EMC	-	Electro Mechanical Core
EMU	-	Electric Multiple Unit
Engg.	-	Engineering
ETL	-	Emergency Train Lighting
FA	-	FirstAid
FA	-	Financial Advisor
FA&CAO	-	Financial Advisorand Chief Accounts Officer
FR	-	First Responders
(G)	-	General
G&SR	-	General & Subsidiary
Rule GM	-	General Manager
GRP	-	Govt. Railway Police
GYA	-	Station Codefor Gaya
HOD	-	Head of Department
HOR	-	High Official Requisition
HPC	-	Hindustan Petroleum Corporation
HQ	-	Hdqrts.
HRE	-	Hydraulic Rerailing Equipment
HRD	-	Hydraulic Rescue Device
IAF	-	Indian Air Force
IAT	-	Instant Action Team
IG	-	Inspector General of Police
IRCM	-	Indian Railway Commercial Manual
IRCTC	-	Indian Railway Catering & Tourism Corporation
IRMM	-	Indian Railway Medical Manual
IOC	-	Indian Oil Corporation
ISD	-	International Subscriber Dialing
IT	-	Information Technology
JA	-	Junior Administrative
JCB	-	Jack-cum-Bulldozer
JE	-	Junior Engineer\
Jn.	-	Junction
LC	-	Level Crossing

LCC	-	Local Command Center
LI	-	LocoInspector
LPG	-	Liquefied Petroleum Gas
LR	-	Leave Reserve
DDU	-	Station Code for Pt.Deen Dayal Upadhayay
MOR	-	Ministry of Railways
MOSR	-	Minister of State for Railways
MP	-	Madhya Pradesh
MR	-	Minister for Railways
MRV	-	Medical Relief Van NGO
	-	Non-Govt. Organisation
NR	-	Northern Railway
NCR	-	North Central Railway, Allahabad
OC	-	Officer-in-Charge
OHE	-	Over Head Equipment
PA	-	Public Address
PC	-	Personal Computer
PCE	-	Principal Chief Engineer
PCO	-	Public Call Office
PHOD	-	Principal Head of Department
POL	-	Petroleum & Oil
PR	-	Public Relations
PCCM	-	Principal Chief Commercial Manager
PCE	-	Principal Chief Engineer
PCEE	-	Principal Chief Electrical Engineer
PCMD	-	PrincipalChief Medical Director PCME
	-	Principal Chief Mechanical Engineer
PCMM	-	Principal Chief Materials Manager
PCOM	-	Principal Chief Operations Manager
PCPO	-	Principal Chief Personnel Officer PCSC
	-	Principal Chief Security Commissioner
PCSO	-	Principal Chief Safety officer
PCSTE	-	Principal Chief Signal & Telecommunication Engineer
PRC	-	Power Controller
PRO	-	Public Relations Officer
PSU	-	Public Sector Undertaking
P Way	-	Permanent Way
PWI	-	Permanent Way Inspector
RCT	-	Railway Claims Tribunal
RE	-	Railway Electrification
RG	-	Rest Giver
RMS	-	Railway Mail Service
RPF	-	Railway Protection Force
RSO	-	Rolling Stock Organisation
S&T	-	Signal & Telecommunication
SDGM	-	Senior Deputy General Manager
SE	-	Section Engineer
Secy.	-	Secretary
SHO	-	Station House Officer
SI	-	Signal Inspecter
SI	-	Sub-Inspector
SJAB	-	St.John Ambulance Brigade
SLR	-	Second Class-cum-Luggage-cum-BrakeVancoach
SM	-	Station Manager
SP	-	Self Propelled
SPARMV	-	Self Propelled Accident Relief Medical Van

SPART	-	Self Propelled Accident Relief Train
SO	-	Staff Officer
SOS	-	International Call for Distress
Sr.	-	Senior
Sr.DAO	-	Senior Divisional Accounts Officer
Sr.DCM	-	Senior Divisional Commercial Manager
Sr.DEE	-	Senior Divisional Electrical Engineer
Sr.DEN	-	Senior Divisional Engineer
Sr.DME	-	Senior Divisional Mechanical Engineer
Sr.DMO	-	Senior Divisional Medical OfficerSenior
Sr.DOM	-	Divisional Operating Manager Senior
Sr.DPO	-	Divisional Personnel Officer
Sr.DSC	-	Senior Divisional Security Commissioner
Sr.DSO	-	Senior Divisional Safety Officer
Sr.DSTE	-	Senior Divisional Signal & Telecommunication Engineer
SSO	-	Senior Safety Officer
SSE	-	Senior Section Engineer
STD	-	Subscriber Trunk Dialing
STM	-	Senior Transportation Manager
SS	-	Station Superintendent
TCM	-	Telecommunication Maintainer
TCI	-	Telecommunication Inspector
TI	-	Traffic Inspector
TRD	-	Traction Distribution
TS	-	Train Superintendent
TTE	-	Traveling Ticket Examiner
TXR	-	Train Examiner
UCC	-	Unified Command
Center		
VHF	-	Very High Frequency
VPU	-	Vehicle Parcel Van
WLI	-	Welfare Inspector
WTT	-	Working Time Table

Chapter-1
DISASTERS

1. DEFINITION:

Disaster is an unusual occurrence characterized by:-

(i) Sudden calamitous event, having great material damage, loss and distress.

(ii) A complete definition of disaster may be 'an event, concentrated in time and space, which threatens a society or a relatively self sufficient sub division of a society with major unwanted consequence as a result of the collapse of precaution which had hitherto been culturally accepted as adequate.' (Turner, 1976).

Many serious train accidents are also disasters and hence, every Railway staff should be in position to identify the characteristics of different disaster situations.

2. TYPES OF DISASTER CAUSING INTERRUPTION TO TRAIN SERVICES:-

Human/Equipment failure:

The following disasters/ accidents may be caused by human/equipment failure, which may affect normal movement of train services with loss of life or property or both.

* Collisions.
* Derailments.
* Level crossing accidents at Manned/Unmanned Level Crossings.
* Fire on Train.

Natural Calamities:

Natural calamities may also causeserious disruption of traffic with loss of life/property.

* Landslide.
* Earthquakes.
* Floods.
* Storm/Cyclones/Tornadoes.

Sabotage:

Sabotage causing deliberate loss of life and/or damage to property.

* Setting fire to train/railway installations and railway property.
* Bomb blasts.
* Placing of obstructions on track to cause disruption to traffic.
* Tampering with railway fittings to cause accidents.

3. **LEVEL OF DISATER CAUSING INTER RUPTION TO TRAIN SERVICES:**

Railway accidents can be categorized in to different levels:

- Accidents of a magnitude which can be managed by the concerned divisional authorities;
- Accidents of a magnitude which may require assistance from neighboring divisions but can be managed by the Zonal Railway: and Disasters of a magnitude in terms of their severity or scale of casualties that require
- active involvement of multiple agencies of the Central Govt. (Ministry of Railways & other Ministries).

4. **CLASSIFICATION OF A RAILWAY ACCIDENT ASA DISASTER**:

Disaster in the railway context is defined as a major train accident leading to serious causalities and long duration of interruption to traffic. This compendium of instructions has been prepared for dealing with such disasters, and not normal train accidents. In case of aserious accident the Administration would take aconsciousdecisionwhether the situation is to be classified as a Disaster or not.

5. AUTHORISED OFFICERS TO DECLARE AN ACCIDENT AS A DISASTER:

PCSO is the authorized officer to declarean accident as a Disaster. Such declaration will be issued to all concerned with the approval of General Manager. If the accident is declared as a Disaster, all instructions as contained here in this Disaster Management Plan would automatically come into force, and officers and staff of all departments would take action as laid down in this book.

6. Categorization of Alerts:

According to severity of disaster concerned ministry will issue an alert. A Standard Operating Procedure has been prepared for alerts of events of different types and identifies the situations when alerts are to be sent by the IOC.

Specific hazards have different categories of alerts. Accordingly, a uniform system has been devised by categorizing each type of alert in stages-Yellow, Orange and Red.

Action Plan for Communication of Alert Messages:

Whenever a crisis is about to be faced, Government of India has laid down system for warning its respective department through an 'Alert'. It should be understood that mere issue of an 'Alert' (Yellow or Orange) is not an indication of the occurrence of a Disaster. This only signifies the existence of a crisis for which provisions of the Crisis Management Plan would come into operation.

The Action plan for Alert Messages lays down as under:

(i) All concerned Ministries/Departments/Organizations/Agencies will report events to IOC, MHA.

(ii) While generating and transmitting alerts to IOC, MHA, the concerned agency, will indicate the category of the event as well as its corresponding stage (Red/Orange/Yellow).

(iii) For Railways categorization of Alerts is under.

Category	Description	Stage
Minor	50 or more casualties(inclusive of death and injuries)	Yellow
Medium	51-99 deaths.	Orange
Major	100 or more deaths,or where additional assistanceis sought	Red

7. Standard Operating procedure(SOP)on Railways:

(i) National Disasters:-

The Civil Engineering Department at the field level and on the Divisions gets information through advance warning sent by the respective Government Departments on the possibility of Floods, Cyclones, Earthquakes and Landslides etc. Depending on the gravity of the disaster/crisis/calamity expected the information would be passed on to the Divisional officers through the Emergency Control which will act as the ICS. Where train operations have to be suspended or regulated the operating departments would be suitably advised. After making the train regulation plan the divisional control would advise the commercial and security departments for management of the welfare of passengers. Alerts to the passengers would be issued through the PR Department of the Railway in the Print and Electronic Media.

The DRMs on the divisions ensures coordination amongst the departments for ensuring running of train services (including relief special trains) as also relief arrangements for the passengers and for the Welfare of Railways own staff.

Assistance of other Divisions and from the Zonal Railways would be taken through the Headquarter of the Zonal Railways (i.e. by involving the General Manager). Coordination with the IOC of Patna and NDMA/NDRF would be through the Emergency Control of each zonal Headquarter.

(ii) Man-made Disasters:-

Different forms of terrorism fall under the ambit of these disasters.A major role has to played by the Security Department of the Railways who will coordinate with the StateGovernments and when required the Para-military and other forces.The Security Control of the division will act as the ICS. The Headquarter Security Control will coordinate with the IOC of Patna.

A similar system would be followed as above in organizing regulation of train services by the operating department at the divisional, zonal level and also in the Railway Board.

(iii) Handling CBRN Disaster

Training of a skeleton number of Medical Doctors in all Divisional Railways Hospitals is to be planned for handling and to provide medical relief for all CBRN(Chemical, Biological, Radiological, Nuclear) disaster and mitigation of BN(Biological, Warfare), BT(Bio-Terrorism).

(iv) Chemical Disaster:-

Railways expertise in dealing with mis-happenings likes spillage, catching fire etc of inflammables, Acids& other corrosives are very limited. It is therefore imperative that the respective divisions will develop and nurture co-ordination with those agencies and organizations on their system that have expertise in dealing will the hazardous materials being handled and transported.

Chapter-2

DISASTER MANAGEMENT ACT–2005

National Policy on Disaster Management(NPDM):

The Disaster Management Act, 2005 (hereinafter referred to as the Act), enacted by the Parliament was notified in the Gazette of India on 26thDecember, 2005. The Act provides for the legal and institutional framework for the effective management of disasters. The Act mandates creation of new institutions and assignment of specific roles for Central, State and Local Governments. Under the provisions of the Act, the National Disaster Management Authority (NDMA) has been established under the chairmanship of the Prime Minister and a National Executive Committee (NEC) of Secretaries has been created to assist the NDMA in the performance of its functions. At the State level, a State Disaster Management Authority has been created under the chairmanship of ChiefMinister, which has been assisted by a State Executive Committee. At the District level, District Disaster Management Authorities have been created.

The responsibility of laying down the policies on disaster management, approving the National Policy on Disaster Management (NPDM) and laying down the guidelines on Disaster Management has been given to NDMA under the Act. The NDMA accordingly prepared a draft of the National Policy on Disaster Management in consultation with the Home Ministry and submitted the same for approval of the Government.

The Home Ministry has circulated the draft NPDM to the concerned Central Ministries and all the State Governments/Union Territories. The comments received by the Central Ministries/State Governments/Union Territories were duly examined and the accepted views/comments of Central Ministries/State Governments/Union Territories have been duly incorporated in the NPDM.

Approval of the Cabinet to the NPDM was given in the Cabinet Meeting held on 22.10.2009.

The NPDM envisages a holistic approach to disaster management, encompassingthe entire disaster management cycle including prevention, mitigation, preparedness, relief, rescue, rehabilitation and reconstruction. It addresses all aspects of disaster management covering institutional, legal and financial arrangements, capacity building, knowledge management, research and development. It focuses on the areas where action is needed and the in stitutional mechanism through which such action canbe channelized.

Salient Features of the Disaster Management Act, 2005:

It is the central legislation on Disaster Management around which all the Disaster Management related activities revolve since its enactment.It legislates a holistic approach to Disaster Management ;from mere responding to disasters to greater attention to prevention and mitigation, capacity building and preparedness. The Disaster Management Plan of the Railways has been prepared by taking relevant provision of this Act into consideration.

Disaster has been defined in this Act as under:

"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"

Disaster Management has been explained in this Act as under:

Disaster Management means a continuous and integrated process of planning, organising, coordinating and implementing measures which are necessary or expedient for-

- Prevention of danger or threat of any disaster
- mitigationorreductionofriskofanydisasteroritsseverityorconsequences
- capacity-building
- preparedness to deal with any disaster
- prompt response to any threatening disaster situation or disaster
- assessing the severity or magnitude of effects of any disaster
- evacuation, rescue and relief
- rehabilitation and reconstruction

Important Provisions in the DM Act,2005Concerning Railways:

Sections 35,36& 37 of the DM Act, 2005 detail the responsibilities of Ministries and Departments of Central Govt. as per which a number of measures/actions are to be taken either on their own or in consultation with NDMA. Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification & training of personnel in relation to Disaster Management is one of the key responsibilities. These provisions are summarized as under:-

Section35

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 andmitigation by Ministries or Departments of the Government of India intotheir development plans and projects

c) Ensure appropriate allocation of funds for prevention of disaster, mitigation, capacity-building and preparedness by the Ministries or Departments of the Government of India

d) Ensure that the Ministries or 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,asrequestedby them;

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

Section36

It shall be theres ponsibility 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 projects, measures for preventionormitigationofdisastersinaccordancewiththeguidelineslaiddownby the National Authority

c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines of the National Authority or the directions of the National Executive Committee in this behalf

d) Review the enactments administered by it, its polices, rules and regulations and incorporate provisions 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, identification and training of personnel in relation to disaster management

  ii) Carrying out rescue and relief operation 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 andeffectively to any threatening disaster situation or disaster, including measures for:-

(i) Providing emergency communication in a vulnerable or affected area

(ii) Transportingpersonnelandrelief goodsto andfromtheaffectedarea

(iii) Providingevacuation,rescue,temporaryshelterorotherimmediaterelief

(iv) Settinguptemporarybridges,jettiesandlandingplaces

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

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

Section37

(1) Every Ministry or Department of the Government of India shall-

  a) Prepare a disaster management plan specifying the following particulars, namely;

(i) The measures to be taken by it for prevention and mitigation of Disasters in accordance with the National Plan;

(ii) The specifications regarding integration of mitigation measures in its Development plans in accordance with the guidelines of the Nationa lAuthority and the National ExecutiveCommittee;

(iii) Its roles and responsibilities in relation to preparedness and capacity-building to deal with any threatening disaster situation ordisaster;

(iv) Its roles and responsibilities in regard to promptly and effectively responding to any threatening disaster situation or disaster;

(v) The present status of its preparedness to perform the roles and responsibilities specified in sub-clauses (iii) and (iv);

(vi) Themeasuresrequiredtobetakeninordertoenableittoperformits responsibilities specified in sub-clauses (iii) & (iv)

b) Reviewandupdateannuallytheplanreferredtoinclause(a);

c) Forward a copy of the plan referred to in clause (a) or clause (b), as the case may be ,to the Central Government which Government shall forward a copy there of to the National Authority for its approval.

(2) Every Ministry or Department of the Government of India shall-

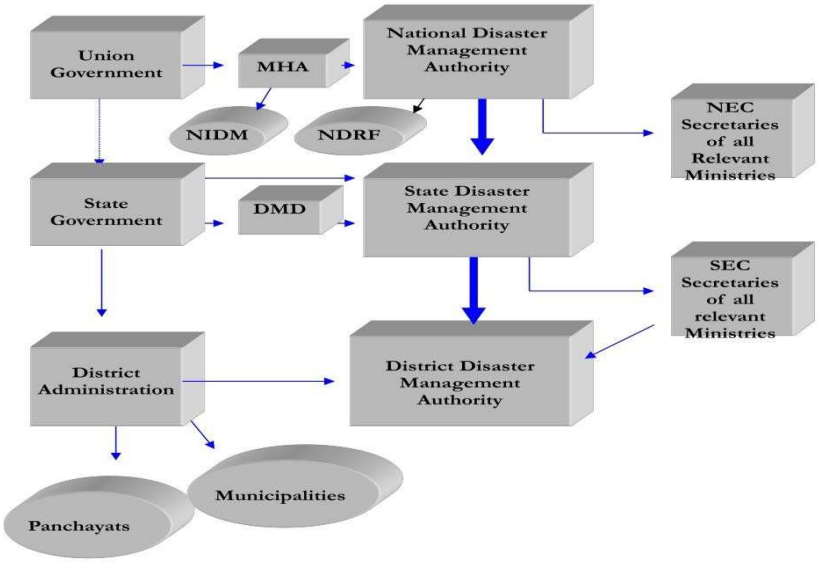
a) Make,whilepreparingdisastermanagementplanunder clause (a) of sub section (1), provisions for financing the activities specified therein;

b) Furnish a status report regarding the implementation of the plan referred to in clause

(a)of sub-section(1)to th eNational Authority,as and when required by it.

Institutional Framework

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.

Summary of NDMA Guidelines on Earthquakes and Floods

Railway Infrastructure	EarthquakeProneness Review	FloodProneness Review
• Railway Track formation (incl. station Yards, bridges/culverts, ROBs/RUBs, etc • Buildings housing signaling gears like RRI, SSI etc. • Stationbuildings • Controlroom, other important office building, etc. • High-rise residential buildings, other important residential buildings • Railway hospitals	• NewConstruction: -Mustbeearthquakeresistant. • Existinginfrastructure - Identify existing Infrastructure falling under various seismic zones. - Review for earthquake resistant adequacy based on age, foundation and other details. - Retrofit/rebuild to make it earthquake resistant. - Training of Engineers(at various levels) - Associated with design and construction of railway infrastructure.	NewConstruction o Railway station buildings should be locatedin such a fashion that are above the levels corresponding to a 100 year frequency or the maximum observed flood levels. Similarly they should also b above the levels corresponding to a 50 years rainfall and the likely subversion due to drainage congestion. o Government offices buildings should be above a level corresponding to a 25 year flood or a 10 year rainfall with stipulation that all buildings in vulnerable zones should be constructed on columns or stilts. o Railway track at levels well above the likely flood levels. ExistingInfrastructure:- o Co-ordination with flood/rain forecasting agencies to get early warning so as to introduce patrolling. Speed restriction etc. as per the provision in railway's SR. o Inspections of railway affecting works tobe streamlined and timely ensured. o Review ofwaterways for adequacy and alignment and measures to modify, if needed. o Status note onthe lessons learnt from the previous flood situations in the past 5 years. o Bye-laws for buildings in flood plains. o Making existing and new buildings and infrastructurecapableof withstandingfuryoffloods.

Chapter-3

NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA)

3.0 The Disaster Management Act, 2005, provides the powers, roles and jurisdiction of aNational Authority as under:-

3.1 Power sand functions of National Authority:

Subject to the provisions of this Act, the National Authority shall have the responsibility for laying down the policies plans and guidelines for disaster management for ensuring timely and effective response to disaster. The National Authority may:-

a) Laydownpoliciesondisastermanagement;
b) Approve theNational Plan;
c) Approve plans prepared by the Ministries or Departments of Government of India in accordance with the National Plan;
d) Laydown guidelines for the State Authorities to draw up the State Plan;
e) Lay down guidelines to be followed by the different Ministries or Departments of the Government of India for the purpose of integrating the measures for prevention of disaster or the mitigation of its effects in their development plans and projects;
f) Coordinate the enforcement and implementation of the policy and plan for disaster management;
g) Recommend provision of funds for the purpose of mitigation;
h) Provide such support to other countries affected by major disasters as maybe determined by the Central Government;
i) Take such other measures for the prevention of disaster, or the mitigation, or preparedness and capacity building for dealing with the threatening disaster situation or disaster as it may consider necessary;
j) Lay down broad policies and guidelines for the functioning of the National Institute of Disaster Management;

3.2 Constitution and Role of NDMA:

It is constituted under the DM Act as the apex body in the country to deal with Disaster Management holistically. Hon'ble Prime Minister is the ex-officio Chairperson of the Authority. NDMA is responsible for laying down the policies, plans and guidelines for disaster management for ensuring timely and effective response to disaster. State and Districts have also been mandated to constitute State and DistrictDisaster Management Authorities respectively on the line of NDMA.

3.3 Constitution of Advisory Committee by National Authority:

The National Authority may constitute an Advisory Committee consistingof experts in the field of disaster management and having practical experience of disaster management at the National, State or District level to make recommendations on different aspects of disaster management.

3.4 National Executive Committee

The Central Government shall, immediately after issue of notification under sub-section (1) of section 3, constitute a National Executive Committee to assist the National Authority in the performance of its functions under this act. The National Executive Committee shall consist of the following members, namely:-

(a) The Secretary to the Government of India in charge of Ministry or Department of the Central Government having administrative control of the disaster management, who shall be Chairperson, ex-officio.

(b) The Secretaries to the Government of India in the Ministries or Departments having administrative control of the agriculture, atomic energy, defense, drinking water supply, environment and forests, finance (expenditure), health, power, rural development, science and technology, space, telecommunication, urban development, water resourcesandtheChiefoftheIntegratedDefenseStaffoftheChiefs of Staff Committee as ex-officio members.

The National Executive Committee shall assist the National Authority in the discharge of its functions and have the responsibility for implementing the policies and plans of the National Authority and ensure the compliance of directions issued by the Central Government for the purpose of disaster management in the country.

The National Executive Committee may-

- Act as the coordinating and monitoring body for disaster management;
- Prepare the National Plan to be approved by the National Authority;
- Coordinate and monitor the implementation of the National Policy;
- Lay down guidelines for preparing disaster management plans by different Ministries or Departments or State Authorities;
- Provide necessary technical assistance to the State Government and State Authorities for preparing their DM plans in accordance with the guidelines laid down by the National Authority;
- Monitor the implementation of the National Plan and the plans prepared by the Ministries or Departments of the Government ofIndia;
- Monitor the implementation of the guidelines laid down by the National Authority for Integrating of measures for prevention of disasters and mitigation by the Ministries or Departments in their development plans and projects;
- Monitor, coordinate and give directions regarding the mitigation and preparedness measures to be taken by different Ministries or Departments and agencies of the Government;
- Evaluate the preparedness at all governmental levels for the purpose of responding to any threatening disaster situation and givedirections where necessary for enhancing such preparedness;
- Plan and coordinate specialized training programme for disaster management for different levels of officers, employees and voluntary rescue workers;
- Coordinate response in the event of any threatening disaster situation or disaster;
- Lay down guidelines for, or give directions to, the concernedMinistries or Departments of the Government of India, the State Government and the State Authorities regarding measures to be taken by them in response to any threatening disaster situation or disaster;
- Require any department or agency of the Government to make available to the Nationa lAuthority or State Authorities such menor

material resources as are available with it for the purposes of emergency response, rescue and relief;

- Advise, assist and coordinate the activities of the Ministries or Departments of the Government of India, State Authorities, statutory bodies, other governmental or non-governmental organizations and others engaged in disaster management;
- Provide necessary technical assistance or give advice to the State Authorities and District Authorities for carrying out their functions under this Act;
- Promote general education and awareness in relation to disaster management;
- Perform such other functionsas the National Authority may require it to perform.

3.5 National Plan :-

There shall be drawn a plan for Disaster Management for the whole of the countryto 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:-

- Measures to be taken for the prevention of disasters, orthe Mitigation of their effects;
- Measures to be taken for the integration of mitigation measures in the development plans;
- Measures to be taken for preparedness and capacity building to effectively respond to any threatening disaster situations or disaster;
- 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.

Guidelines for minimum standards of relief:

The National Authority shall recommend guidelines for the minimum standards of relief to be provided to persons affected by disaster, which shall include-

(a) The minimum requirements to the provided in the relief camps in addition to shelter, food, drinking water, medical cover and sanitation;
b) The special provisions tobemadefor widowsandorphans;
c) Ex gratia assistance on account of loss of life as also assistance on account of damage to houses and for restoration of means of livelihood;
d) Such other relief as may be necessary;

Relief in loan repayment, etc.

The National Authority may, in cases of disasters of severe magnitude recommend relief in repayment of loans or for grant of fresh loans to the persons affected by disaster on such concessional terms as may be appropriate;

3.63.6 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.

- Role of Central Ministries and Departments

As disaster management is a multi-disciplinary process, the National Policy on Disaster Management lays down that all Central Ministries and Departments will have a key role in the field of disaster management. 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.

3.6.1 Institutional Arrangements of Central Government:-

3.6.1.1 Armed Forces :-

Conceptually, the Armed Forces are called upon to assist the civil administration only when the situation is beyond their coping capability. Inpractice, however,the armed forces form an important part of the Government's response capacity and are immediate responders in all serious disaster situations. On account of their vast potential to meet any adverse challenge, speed of operational response and the resources and capabilities at their disposal, the armed forces have historically played a major role in emergency support functions. These include communication, search and rescue operations, health and medical facilities, and transportation, especially in the immediate aftermath of a disaster. The air and heli-lift and movement of assistance to neighboring countries primarily fall within the expertise and domain of the armed forces. The armed forces will participate in imparting training to trainers and DM managers, especially in CBRN aspects, heli-insertion, high altitude rescue, watermanship and training of paramedics. At the national level, the Chief of the Integrated Defense Staff and the Chairman Chiefs of Staff Committee has already been includedin the NEC. Similarly, at the State and District levels, the local representatives of the armed forces may be included in their executive committees to ensure closer coordination and cohesion.

3.6.1.2 Central Para Military Forces:-

The Central Para military forces, which are also the armed forces of the Union, play a key role at the time of immediate response to disasters. Besides contributing to the NDRF, they will develop adequate disaster management capability within their own forces and respond to disasters which may occur in the areas where they are posted. The local representatives of the CPMFs may be co-opted/invited in the executive committee at the State level.

3.6.1.3 State Police Forces and Fire Services:

The State Police forces and the Fire Services are crucial immediate responders to disasters. The police force will be trained and the Fire Services up graded to acquire multi-hazard rescue capability.

3.6.14 Civil Defense and Home Guards:

The mandate of the Civil Defense and the Home Guards will be redefined to assign a effective role in the field of disaster management.They will be deployed for community preparedness and public awareness. A culture of voluntary reporting to duty Stations in the event of any disasters will be promoted.

3.6.1.4 State Disaster Response Force (SDRF):-

States will be encouraged to create response capabilities from within their existing resources. To start with, each state may aim at equipping and training one battalion equivalent force. They will also include women members for looking after the needs of women and children. NDRF battalions and their training institutions will assist the States/UTs in this effort. The States/UTs will also be encouraged to include DM training in their respective Police Training Colleges and basic and in-service courses for gazetted and non-gazetted officers.

3.7 Guidelin esissued by NDMA and Action thereon

NDMA have issued guidelines on the Management of Earthquakes, Cyclones, Floods, Medical Preparedness and Mass Casualty Management, Chemical Disasters, Biological Disasters, Nuclear Disasters, Chemical (Terrorism) Disaster, Landslides and Snow Avalanches and Preparation of State Disaster Management Plans, Incidence Response System, streng thening of Safety and securing for transportation of POL Tankers, Management of Tsunamis, Role of NGOs in DM, Management of Drought etc.These guidelines are available on the NDMA website athttp://ndma.gov.in. These Guidelines are statutory and mandate all the stake-holders including Railways to take necessary measures for prevention and mitigation of all types of disasters possible on their system and also to have mechanism in place for rescue, relief and restoration, if these happen.

3.8 **Guidelines on Chemical Disasters** issued by NDMA are very relevant for the Railways,aswetransport a number of hazardous chemicals by rail. These guidelines addtosafeguardslistedintheRedTariffonhandling,storageandtransportationof hazardous material. These guidelines are directed more towards their prevention and mitigationoftheireffects,ifthesehappen,thanon rescueandreliefoperations afterwards.

3.9 **Guidelines on Chemical (Terrorism) Disaster** call forthe railways tostrengthen mechanism against chemical terrorism related disasters. Medical and RPF personnel would be required to be given specialized training to handle such a disaster.

3.10 **Guidelines on Nuclear and Biological Disasters** call for the railways to take stipulated precautions in the transportation of Radio-active substances and Chemical(Biological) items.

3.11 **Guidelines on Preparation of State Disaster Management Plans** concern the zonal Railways to the extent that co-ordination mechanism between the State Governments and the Railways should be institutionalized for disaster response. The Relief Commissioners in the States may be coordinated for assistance required from the State Governments, district officials as also to involve NGOs. Mutual sharing of each other's strengthsandfacilities has to beinstitutionalized asa system.

3.12 **Guidelines on Management of Earthquakes, Cyclones, and Floods** broadly necessitate zonal Railways to survey their existing infrastructure with respect to earthquake, floods and cyclone preparedness based on the vulnerability map sand to take necessary action for making the infrastructure resistant to such disasters. All new construction should henceforth necessarily be disaster resistant.

3.13 **Guidelines on Medical Preparedness and Mass Casualty Management** envisage train based casualty transport and evacuation system with following highlights:

1. In MCM (Mass Casualty Management), wherever required Railways needs to provide transportation facility for Mass Casualty Evacuation (MCE). Where required, ARMVs or special trains may be run to facilitate relief from the nearest coaching terminal to the disaster site.
2. The railway disaster plan will provide support to the community and local administration during mass casualty emergencies. Assistance through Railways' infrastructure of Hospitals etc. has to be provided as and when it is asked for.

NDMAhaveissuedGuidelineson:-

1.	Management of Chemical Disaster (Industrial)	April2007
2.	Management of Earthquakes	April2007
3.	Formulation of State Disaster Management Plans	July2007
4.	Management of Floods	January2008
5.	Medical Preparedness & Mass Casualty Management	January2008
6.	Management of Cyclones	April2008
7.	Management of Biological Disasters	July2008
8.	Management of Nuclear & Radiological Emergencies	February2009
9.	Management of Chemical (Terrorism) Disasters	March2009
10.	Management of Landslides and Snow Avalanches	June2009
11.	National Policy on Disaster Management	October2009
12.	Psycho-Social Support & Mental Health Services in Disasters	December 2009
13.	Incident Response System Guidelines	July2010
14.	Management of Tsunamis	August2010
15.	Management of Urban Flooding	September2010
16.	Drought Management	September2010
17.	National Disaster Management Information & Communication System	February2012
18.	Scaling, type of Equipment and Training of Fire services	April2012
19.	Guidelines for Seismic Retro fitting of Deficient Building sand structures	June2014
20.	Guidelines on Management of Hospital Safety	February,2016
21.	Guidelines on Management of School Safety	February,2016
22.	Guidelines for Preparation of Action Plan-Prevention and Managementof Heat-wave.	2016

Reportsby NDMA:- NDMA has further issued following Reports (As Broad Guidelines)

1.	Revamping of Civil Defense
2.	NIDM's Functioning
3.	Pandemic Preparedness Beyond Health
4.	Disaster ResponseTraining at the Centre &States
5.	NDRF and SDRF
6.	Streng thening Safety/Securityin Transportation of POL Tankers
7.	Threats to Municipal Water Supply and Water Reservoirs
8.	Mechanism to Detect, Prevent and Respond to Radiological Emergencies
9.	Management of Dead in the Aftermath of Disaster
10.	Minimum Standards of Relief
11.	Role of NGO sin Disaster Management
12.	Pilot Project on Capacity Building for advanced Trauma Life Supportin India
13.	Capacity Building in Disaster Management for Government Officers and Representative of Panchayat Raj Institution and Urban District Level
14.	Training Regime for Disaster Response
15.	Hand Book for Training and Capacity Building of Civil Defense and sister Organizations (part-I)
16.	Hand Book for Training and Capacity Building of Civil Defense and sister Organizations (part-II)
17.	Managing Crowd at Events and Venues of Mass Gathering
18.	Cyclone Hudhud- Strategies and lessons for preparing Better & strengthen riskresilience in coastal regions of India.

Chapter-4

DISASTER PREPAREDNESS AVALABILITY OF RESOURCES

Railways are generally self-reliant in carrying out rescue and relief operations as a result of having a well organized set up including ARMVs and ARTs. However, major accidents, involving heavy casualties in remote areas or in difficult terrain or underadverse weather conditions are possible to be managed efficiently only by mobilizing non- railway resources.

Disaster Management mechanism in Railways can be maintained at a high level of preparedness and efficiency by keeping all resources readily available and in good fettle. Resources imply both railway and non-railway men and material including medical personnel, transport, volunteers, police and fire services. Details of these resources, their location, contact numbers and other details have been identified, complied and placedin a' Data Bank'. This Data Bank is available in the divisional DMP lans. These have also been put on ECR's Web Site (www.ecr.railnet.gov.in) for ready access.
Resources available in case of a major accident may be grouped into 4 different units, depending on the time framewithin which these can be made availableafter an accident.

These are as follows:

(1) Resource UnitI-
Railway and non-railway resources available on the train, and at nearby surroundings.

(2) Resource Unit II - Railway resources available at ARMV/ARTdepots and elsewhere within the division.

(3) Resource Unit III-Railway resources available at ARMV/ART depotsand elsewhere on adjoining Zones and Divisions.

(4) Resource Unit IV -Non-railway resources available within or outside the division.

1. Resource Unit–I

(a) Resources available on trains carrying Passengers

(i) First Aid Box available with the Guard.

(ii) First Aid Box available with Train Superintendent and in the Pantry Car.

(iii) Portable Telephones, Fire Extinguishers in Brake Van.

(iv) PortableTelephonesin Locomotives.

(v) Walkie-Talkie with Guard and Driver.

(vi) CellPhones/Mobile communications with Passengers.

(vii) Information collected by Train Superintendent/Travelling Ticket Examiner about Medical Practitioners traveling on the train.

(viii) Information collected by TS/TTE about Railway Officers travelling on the train.

(ix) Railway staff travelling on the train-either on duty or on leave as passengers.

(x) Passengers travelling on the train who volunteer their help for rescue and relief work.

(b) Non-railway resources available nearby:

(i) Volunteers from nearby villages and town.
(ii) Transport facilities available at site or passing through nearby LC Gates.
(iii) Tractors with trolleys from nearby villages both for transport purposesand for lighting up the accident site.
(iv) Station staff and local railway administration should requisition help from non-railway sources before railway own rescue team arrives.
(v) Such local networks are most effective inrushing assistance immediately, especially with regard to :
- medicalsuccor,
- additionalmanpower,
- rescueequipment,
- lightingarrangements,
- transportservices,
- firefighting toolsetc.

(c) Railway resources available near by:

(i) Engineering gangs.
(ii) OH Estaff and Signal staff available.
(iii) Other resources such as medical facilities, communication facilities

(d) At adjoining Stations:

(i) Staff available atadjoining or nearby stations.
(ii) Railway resources as given in respective Divisional DM Plans.
(iii) Non-railway resources as given in respective Divisional DM Plans.
(iv) Resources should be mobilized to send medical team at short noticeas given in the respective Divisional DM Plans.

2. Resource Unit-II

(i) AMRVs, ARTs with 140 T crane are stabled at nominatedstations. their locations are given in DM Plan.
(ii) Railway medical and departmental resources.

3. Resource Unit-III

(i) Location of AMRVs, ARTs with 140 T crane based on adjoining Zones/Divisions are given in DM Plan.
(ii) Section wise chart of which ARMVs/ARTS are to be requisitioned from adjoining Zones/Divisions is given in Divisional/zonal DM Plans.
(iii) Resources of men and material available on adjoining Zones/Divisions are given in their data bank and included in the Zonal/Divisional DM Plans of respective Zones/Divisions.

4. Resource Unit–IV:

(i) Non-railway resources available within the division-as given In the data bank and included in the Divisional DM Plan.
(ii) Non-railway resources available out side the division-asgiven in the data bank and included in Part-II.

Chapter-5

DISASTER PREPAREDNESS–SPART/ARMV/ARTs

1. **ACCIDENT RELIEF MEDICAL VAN (ARMV)**

SPART/ARME–Equipment stored in Spl. Medical Relief Vans stabled in separate sidings.

i. Location of SPART/ARM Eare given below:-

ii. One key of the Van is available with the Loco foreman or Station Master in a glass fronted case.

iii other key is with the doctor Incharge of the ARMV.

iv. Medicines and equipments are provided as per Rly. Board norms.

v. Keys of all locks in side the ARMV are also in duplicate. Oneset of keysis kept with the medical officer Incharge of ARMV and the other set of keys are kept in a glass fronted case inside the ARMV.

vi. The target time for turning out of ARMV is 15 minutes in day and 25 minutesin the night from the time of sounding of Hooter.

1.1 LOCATION OF SPART/ARME

PLACE	BRAKE	LOAD	ColdCutting Equipment	SpeedKmph
DDU(SPART)	AB	03=06	Yes	100
GYA(ARME)	AB	02=04	Yes	100

1.2 ACCIDENT RELIEF MEDICAL EQUIPMENT SCALE–II

(i) ARME ScaleII are Available at DOS, SEB

(ii) The medical equipment is kept sealed without any lock.

(iii) The Scale II room has duplicate keys.

(iv) One is with the Medical officer and the other is in Station Master's Office.

(v) These are to betaken outand rushed to the site of an accident by any train or available road vehicle.

Division	Section	First End	Other end	2ExtraARMV	Remarks
DDU	(I)DDU-GYA	DDU	GYA	DNR-DHN	******ECR
	(II)DDU-GHD	DDU	GHD	GYA******,BRWD*******	******ECR
	(III)DDU-ARA	DDU	ARA	DNR,ALD	ECR&NCR

2. **ACCIDENT RELIEF TRAIN:**

(i) ART Locations are given below:-

(ii) ART Special formation is stabled complete on a separate siding having double entry for faster exit in both directions.

(iii) Rescue/Restoration equipment is kept a sper Railway Board's instructions.

(iv) BD Special keys are with the following officials:

- Mechanical Tool Van SSE/SE/JE/Mechanical.
- Engineering Tool Van SSE/SE/JE/Permanent Way.

(V) Crane Supervisor will ensure availability of adequate fuel and water in the crane at all times.

(vi) On getting emergency call, the Crane Supervisor shall check and ensure:

- Correct marshalling of Crane according to site requirement.
- Alert the stand by Crane Operator of 140T Crane.

(vii) In case road approach is faster, re-railing equipment may be moved by road as required.

(viii) The target time for turning out of ART is3 0'by day and 45' by night from the time of sounding of siren.

LOCATION OF ARTs

DIVISION	DEPOT	ART			
		CLASS	Brake	Load	Speed Kmph
DDU	DDU	A	AB	6=12	100
	GYA	B	AB	7=14	100

2.2. LOCATION OF CRANE BASE

DIVN	DEPOT	CRANE		
		Speed (Kmph)	**Ton**	**Brake**
DDU	Pt. Deen Dayal Upadhayay	100	140T	AB

3. Location of ARTs/ARMVs/Cranes/Bulldozers of adjacent division/zone

Zone	Place	ART	ARME	Crane	Bulldozer	Cold Cutting equipment
E.C. Railway	DHN	Yes	Yes	Yes	Yes	Yes
	DNR	Yes	Yes	Yes	-	Yes
North Central Railway	Allahabad	Yes	Yes	Yes	-	yes
	Kanpur	Yes	Yes	Yes	Yes	Yes

4. **Authority to order movement of ARMV s & ART stosite**:

(i) On receipt of information about serious accident involving casualties, ARMVs and ARTs shall be ordered immediately.

(ii) This decision would be taken by the Dy. CHC (Chg.) on duty andnobody's authorization would be required for ordering the same.

(iii) After so unding of siren the ARMV and ART should be run out within The stipulated target time.

Chapter-6

DISASTER PREPAREDNESS: USE OF ON BOARD RESOURCES

(A) PORTABLE TELEPHONE:

1. Types of Portable Telephones:

(i) Portable Telephones are available in Brake van of Passenger carrying Trains.
(ii) Telephones presently in use are of the 4-wire/2-wire type of portable phone swhich canbe used in RE area as well as in overhead communication territory.
(iii) There are two types of Portable Telephones
-Land line type (Overhead Telephone line transmission)
-Socket Type (Underground cable transmission)
(iv) In overhead territory additional poles are to be carried by Guards for connecting phones to the overhead lines.

2. How to use Portable Telephones:

(a) Overhead type:

(i) Fix"Y" bracket on the poles.
(ii) Use required number of poles available.
(iii) Connect the two wires to phone terminals.
(iv) Circuit on Red color bracket side connects the section controller telephone line.
(v) Circuit on the Green color bracket side connect sthe Deputy Chief Controller telephone line.
(vi) Link"Y"bracket on the circuit and rub it for clear communication.

(b) Underground cable type:

(i) Look at Receiver Arrow sign for socket location on Over Head Equipment mast /location post and move towards the Arrow pointing direction.
(ii) On reaching EMC Socket location, open the socket by using the key keptin the phone box where required.
(iii) Plug in the phone terminal properly for communication.
(iv) In electrified section this phone connects the Traction power controller and then link to section controller.

(B) WALKIE– TALKIE SETS:

(i) Ensure that the set is charged.
(ii) Check that the proper channel is selected for communication.
(iii) Do not intervene when the channel is engaged.
(iv) Never press "SOS" button provided in walkie-talkie unless it is a real emergency. Incase of emergency if "SOS" button is provided on the mobile, it should be used to override an ongoing conversation.

(C) Use of BSNL/Cell phone/Mobile phones:

(i) BSNL phone numbers with STD code for Railway Stationina Divisionare given in (Working Time Table).
(ii) WTT is available with Guard, Driver, and Assistant Guard.
(iii) Refer WTT for nearest Station contactnumber.
(iv) BSNL phone numbers of important Stations are also available in Public Time Table.

(D) EMERGENCY TRAIN LIGHTING BOX:

1. How touse ETL BOX:

(i) This box is available in the Brake Vanof Passenger carrying trains.
(ii) Open the box by removing the seal.
(iii) Fix the crocodile clip of hand Torch to the coach power supply terminal and use it for searching/surveying.
(iv) Fix the flood light to the Tripod Stand and connect its crocodile clip to the power supply terminal.

Chapter-7

DISASTER RESPONSE– OVERVIEW

1. <u>GOLDEN HOUR</u>:

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 <u>The Golden Hour</u>.

During Golden Hour periode very 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.

2. <u>Disaster Syndrome</u>:

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

(i) <u>Shock stage</u> : In which victims are stunned, dazed and apathetic.

(ii) <u>Suggestible stage</u>: In which victims tend to be passive but open tosuggestions and willing to take directions from rescue workers and others.

(iii) <u>Recovery stage</u>: In which individuals may be tense and apprehensive andmay show generalized anxiety.

3. <u>3 Different phases of Disaster Response</u>:

Disaster Response in case of a railway accident, constitutes 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. There after 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 anhour. It is an amateurish, poorly equipped effort; but is nevertheless themost 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 with the departure of most relatives and next of kin from the accident site and disposal of all bodies. Few of the grievously injured who continue to be hospitalized 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 whom function as a team. The three 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)

4. <u>First Aid in Emergency</u>:

(a) Order of priority for dealing with and helping injured passengers should be as follows :

- unconscious,
- bleedingexcessively,
- having breathing problems,
- grievously injured,
- inastate of shock,
- havingfra ctures,
- simple injured.

(b) For assessing and handling injuries, acronym **DRABC** 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, 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 or blocked making breathing impossible. Thisoccurs 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 for ward 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.

(iv) **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).

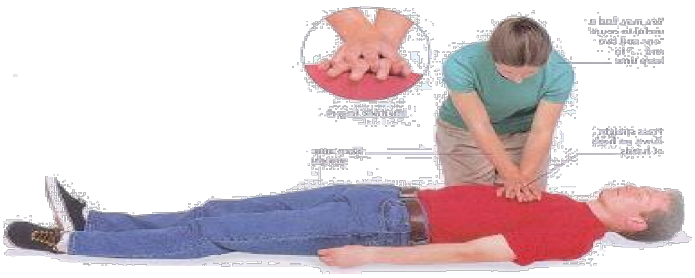
After checking **DR ABC,** there may be **two possibilities**.

(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 techniquein First Aid.

To revive the lungs you have to give artificial respiration by mouth to mouth (Kissof Life) method. Lift 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.

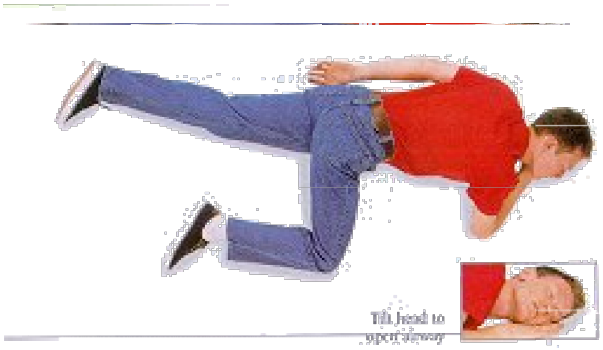
To revive the heart you have to give external chest compression. The casualty should be made to lie down on a hard surface. Keep heel of the palm on the chest (Pit of stomach) of the casualty and keep the other palm over that hand and compress.



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 avery 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-8
DISASTER RESPONSE–INSTANT ACTION TEAM

INSTANT ACTION TEAM (IAT):

1. **Instant Action Team comprises:**
   - (i) The Guard,Crew,TS, TTEs, AC coach attendant, Asst. Guard, RPFand other railway staff on duty on the accident involved train.
   - (ii) GRP staff traveling on the train on duty.
   - (iii) Railway staff traveling by the accident involved train either on duty or on leave as passengers.
   - (iv) Doctors traveling by the train.
   - (v) Passengers traveling on the train who volunteer for rescue and relief work.
   - (vi) Railway staff working at site or available nears the site of the accident.
   - (vii) Non-Railway personnel available at or near the accident site.
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. This15' time is of vital importance since it constitutes 25% of the 'Golden Hour'.
   - (ii) In casethey havea Mobile,
   - (iii) 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.
   - ((xi) Render all possible assistance to the guard.
   - (xii) Preserve all clues and evidences regarding probable cause oftheaccident and ensure that these do not get disturbed.
   - (xiii) Log your activities. Do not leave the spot unless you are relieved bya competent authority.
   - (xiv) If necessary detach Loco and take it to inform SM.

(a) Train Superintendent/Traveling Ticket Examiner:

- (i) Preserve reservation chart so feach coach containing names of passengers who actually traveled and in which berth no.
- (ii) Avail services of Doctors traveling by the train and render Medical Aid.
- (iii) Render First Aidtoinjured.
- (iv) Collect particulars of injured passengers and prepare a list showing exact position of injured in coaches, from Train Engine to Brake Van. This shouldbe handed over to railway doctors when ARMV arrives.
- (v) Prepare a separate list of dead passengers with address and ticket particulars, if available.
- (vi) Take assistance of local people and othe rvolunteers at site.
- (vii) Transport injured passengers by road vehicles, if available, to the nearest hospital.
- (viii) Inform stranded passengers about alternative transport arrangement.
- (ix) Arrange for refreshments and drinking water free of cost to the affected passengers.
- (x) Record Evidences or statement given by passengers/others at site.

(b) AC Mechanic/Attendant:

- (i) If required, Switch off the power supply to avoid short-circuiting.
- (ii) They will ensure that all precautions are taken to prevent any problem arising of short circuit consequent to accident.
- (iii) To switch OFF the AC machine and work on Exhaust to minimize the comfort of AC passengers and run down of the battery.
- (iv) They will ensure that all precautions/steps are taken to avoid short circuits and the problem arising out of the short circuit.

(v) In case of fire advise passenger to move to the adjacent Coach, stop train by ACP and extinguish fire using correct fire extinguisher.

(vi) They will open emergencies windows and vestibules and break-open AC windows wherever required for providing escape routes to passengers when the doors are jammed.

(vii) They will use the bed sheets and others linens item in their custody for covering dead bodies.

(viii) Assist the TS/TTS in their duties at the accident site.

(c) RPF andG RP staff:

(i) Try and rescue as many passengers as possible from the accident involved coaches.

(ii) Render First Aidtoinjure.

(iii) Arranget os hift 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.

(d) Pantry Car's Staff:

(i) They will work as perguidance of team leader and will help in saving asmany lives as possible by rescuing injured that are entrapped.

(ii) They will provide food and water to the injured and other passengers to the extent possible.

(iii) They will provide hot water and other things available with them forother use of injured and other passengers.

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 traveling on the train either on duty or on leave are deemed to be ON DUTY with immediate effect.

(ii) Under no circumstance 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 the mselves to render assistance and report to TS/TTE/Guard of the Train.

(iv) The senior most officer traveling on the train will assume charge as Officer-in-Charge Site (OC Site).

(v) Normally the senior most officer will be traveling in either the 1 AC or in 2 AC coach; and most probably in the HOR quota section of the coach. In any case the TS/TTE would know who the railway officers are, travelingin 1AC or 2AC.

(vi) Similarly, other railways taff will be traveling in 3AC coach; andmost probably in the HOR quota section of the coach.

(vii) Similarly, some Group 'D' railway staffmay be traveling in Sleeper coach;and probably in the HOR quota section of the coach.

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

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) Ensurere porting 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 passengersand formdifferent groups.Each ofthesegroups should beassigned work as detailedat 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 & hand overcharge 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.

(x) From here onwards, the DRM of the accident involved division takes over charge as OC Site.

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 traveling by the same train who volunteer for rescue and relief work should also be drafted into these groups.
(iii) Passengers from non accident involved coache should be directed towards their own coach.
(iv) Passengers from coaches which are affected can be distributed amongst other non accident involved coaches.
(v) In the absence of OC site,TS/TT Eshall 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) I deally, 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) Other wise, Sr. Supervisors traveling by the accident involved train should be nominated as in-charge of each group to co-ordinate its working.
(xi) In case sufficient numbers of Sr. Supervisors are also not present, oneTTE should be nominated as in-charge of each group to co-ordinate its working.
(xii) Each group should rescue injured, entrapped passengers.

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 whetherthere 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 intothe 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) Doctor swho are traveling in the coach should be asked to announce their presenceso that they can attendto and help injured passengers.
(xi) Call out aloud and find out whether there are any railway staffs present.

(xii) Railway staff, who are traveling 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, doctor sand 3 or 4 uninjured passengers from the same coach. This core team should take the lead in helping remaining passengers both injured and uninjured.

8. Duties of members of Instant Action Team–Till arrival of Divisional Officers

(i) If a person is bleeding and losing blood, or if he is unconscious, then in thatcaseyouhavetoactquickly.'GoldenHour'shouldbekeptinmind. 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' CardioPulmonary Resuscitation'. This may save several lives.

(iv) If the door is open and is accessible, the nuninjured passengers should be helped to come out from the door.

(v) In AC coaches the windows panes should be broken open in order to letin fresh air for the occupants, and thereafter to evacuate them.

(vi) Non – AC coaches have one emergency exit window on each side. The position of this emergency window is 5thfrom the left when facing theline of windows from inside the coach. They are opposite berth nos. 23 and 57. 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, infant and children in order to ensure that they are not separated from their family members.

(viii) Extrication of critically injured should be done under medicalsupervision 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 there after 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 withstrips of cloth so as to reduce if not stop the bleeding altogether.

(xi) It is better not to takeout the luggage frominside 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 lef tinside where there are less chances of their being stolen or pilfered.

(xii) After passengers have been evacuated from your coach, cross checkwith 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 ofgreat importance.

(xv) After helping evacuate all passengers from your coach go over to the unreserved coache sand provide similar help to those passengers also.

(xvi) Railway officials from divisional Hd.Qrts. Generally arrive at the site ofthe accident within 2 to 3 hours, depending on the distance of theaccidentsitefrom thedivisionalhd.Qrts.Wait forthem tocomeand make further arrangements.

(xvii) Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalization. In case some local people have arrived by that time, their help should be taken in shiftingthe grievously injured to the nearest hospital.

(xviii) In case your train has bee ninvolved in an accident but neitherhas your coach derailed nor are any passengers of your coach injured, then you should go to the unreserved coaches and carry out the duties aslisted above

9. Duties of the Instant Action Team–Incase of a fire:

(i) Incase 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, Fire Extinguisher 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 rlies downon the floor.

(viii) After train has stopped, passengers should come down from the coach immediately.

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

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) Inmost cases, villagers turnup on their own having heard the sound of the disaster.

(iii) Otherwise, try and see if any light ora ny other signs from the village are visible.

(iv) In case none of the above is possible, then speak to either the control office orthe nearest station and find out the location of nearby villages as also their general direction.
(v) Location of nearby villagesas also their general direction will be availablein 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) <u>Locating the nearest manned level crossing gate</u>:

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. Inmost cases, the gate man will be able to give location of nearby villages.
iv. The messenger should then try and stop a passing vehicle and go to the nearby village, inform villagers and seek their assistance.

(c) <u>Organizing assistance from local people available in nearby villages</u>

(i.)Villagers should be asked to make a nannouncement from their loud speaker (generally available in the local temple, mosque, gurudwara, churchetc.)
informing others regarding the accident.

(ii) Every body should be asked to rush to the accident site with following:
- Tractor trolleys (both for transportation and for general lighting),
- As many cutting equipment's, hammers, chiselsetc. As areavailable,
- ropes,
- ladders,

(iii) If doctors or para-medical staff 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.

Chapter-9
DISASTER RESPONSE
FIRST RESPONDERS

(A) <u>Duties of First Responders– Local people</u>:

1. <u>At Accident site</u>:

(i) Tractors which arrive should be lined up in a row facing the track with their headlights switched ON for illuminating the accident site.

(ii) Tractors should be so spaced out that they illuminate the entire length of the accident site. Such spacing would also depend on number of tractors that have arrived.

(iii) Rescueandreliefworkshouldnowbemountedundertheavailablelight.

(iv) Villagers arriving for rescue and relief work should be formed into separate groups for handling individual coaches.

(v) GroupleadersofIATwhowereearlierconductingrescueandreliefwork should co-ordinate with the local people and guide them.

(vi) Grievously injured passengers extricated from coaches should be sent to the nearest hospitals in tractor trolleys.

(vii) Passengers who have suffered Trivial injuries and uninjured passengers should stay back at accident site and wait for arrival of railways DM team who would take charge of them.

(viii) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.

(ix) The following priority should be adhered to while sending such grievously injured passengers :
- unconscious,
- bleeding excessively,
- having breathing problems,
- grievously injured,
- inastate of shock,
- having fractures,
- Simple injured.

(x) Dead bodies, if extricated should be kept alongside the coach but away from the track for proper tagging etc. before being dispatched for preservation.

(xi) Bodies should be kept in separate lots, coach-wise, s othat they do not get mixed up.

(xii) Tagging of dead bodies should indicate the coach number and also the cabin number, if possible. (For example ECR 98127, cabin number containing berths 9-16)

2. In villages/towns:

(i) A big building, preferably a school building should be got vacatedand made
Ready for keeping of dead bodies and unclaimed luggage of passengers.

(ii) They should be asked to bring the following to the accident site for train passengers :
- Tea and refreshments,
- Warm clothing, if required.

(iii) Look after injured passengers who have been taken to the village.

(iv) Take injured passengers to the nearest hospital by means of any transport available. For this purpose, apart from tractor trolleys, even trucks passing
On the highway can be utilized.

(B) <u>Duties of First Responders– Railway Staff</u>:

1. <u>Gang Staff</u>:

(i) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
(ii) Ensure that track alignments or lines are not disturbed.
(iii) Report to OC Site and assist in rescue and relief work.
(iv) Assist in extricating injured passengers from coaches.
(v) Assist in transporting them to nearest hospitals.

2. <u>Gate men</u>:

(i) Keep gate closed if the train has not cleared the gate.
(ii) On double/multipleline section stopany other train approaching theaccident area by showing hand danger signal.
(iii) Arrange to inform SM immediately.
(iv) Don't meddle with Interlocking.
(v) Avail services of road vehicles waiting or passing through LC Gate.
(vi) Send message to nearby village, informing them regarding the accident.
(vii) Collect men and material available nearby and direct them to site.

3. <u>Station Master at adjoining station</u>:

(a) **<u>Conveying of information</u>:**

(i) Arrange protection of traffic by keeping all signals at ON position.
(ii) Report the accident to Station Master at the other end. He should be asked to call all off duty staff a this station and send them to the accident site.
(iii) Repor the accident to Section Controller.
(iv) Control to be advised regarding–
- Time and nature of accident.
- Brief description of accident.
- Adjacent lines clear or not.
- Damage to rolling stock.
- Damage to track in terms of telegraph posts.
- OHE masts damaged or not, and extent of damage.
- Approximate number of dead and injured (grievous, simple) to beobtained from the TS/TTEs.

(v) Following functionaries should be advised regarding the accident:
- All of fduty railway staff posted at that station.
- S S of Junction stations at either end.
- TI,CMI.
- P Way Supervisors–SSE/JEetc.
- TRD Supervisors–SSE/JEetc.
- C&W Supervisors–SSE/JEetc.
- S&T Supervisors–SSE/JEetc.

- SI/RPF, SHO/GRP.
- Nearest Fire Station.

(vi) Inform civil authorities, village/town/city representatives and volunteers for possible relief assistance.

(vii) Supervisory Station Manager of the nearest Jn. Station shall proceed to accident site.

(a) **Medical assistance:**

(i) Call for assistance from local Doctors, SJAB, Civil and Army Hospitals.
(ii) Arrange adequate number of First Aid boxes and stretchers.
(iii) Mobilize localmedical team and send it to site to render First Aid to the injured.
(iv) Quickly transport ARMES cale–II equipment to the site of the accident.

(b) **Passengeras sistance:**

(i) Arrange drinking water, beverages and refreshments, either from Refreshment Room or local sources.
(ii) Supply beverages and refreshments free of cost to stranded passengers.
(iii) Open anemergency counter and display necessary in formation.
(iv) Obtain reservation charts and displayit.
(v) Collectin formation on dead/injured and convey it whenever asked for.
(vi) Make frequent announcements about diversion, cancellation, regulation of train services.
(vii) Arrange for refund of fares as per extant rules.

(c) **Transport assistance:**

(i) Arrange for transport from local resources, if available, for transporting injured passengers to nearest hospitals by fastest possible means.
(ii) For this purpose,apart from tractor trolleys, even trucks passing on the highway can be utilized.
(iii) Strandedpassengers to be transported from the accident spot by arranging transshipment either by train or by hiring road vehicles.

(e) **Security assistance:**

(i) AdviseRPF/GRP/StatePolice to provide security to passengers, their be longings and railway property.
(ii) They should also be asked to assist in rescue and relief work.

(f)**Communication Assistance :**

(i) Direct passengers to PCO booths available nearby.
(ii) Make available STD phone to relatives of dead/injured.

(g)**Sending manpower for site** :

(i) Proceed to site of the accident by quickest means with trolleys, coolies, lamps, vendors and any other equipment that is considered necessary.
(ii) Till relieved by a Traffic Inspectoror Divisional Officers bein charge of site and carryout rescue/relief operations.\

(h) **Preservation of clues and evidences:**

(i) TI/SM first reaching the site shall take action to preserve clues and evidences.
(ii) Secure records related to accident in the Station/Cabin.
(iii) Seal slides, levers, knobs and Relay room, if accident take splace with in the Station limit.

4. Duties of TI/PWI/SI/CWI/LI:

(a) Rushing to accident site with men and material:

(i) Before leaving for the site of accident organize maximum number of men to go to the accident site along with their equipment.
(ii) Reach the site of accident by quickest available means.

(b) <u>Rescue and relief</u>:

(i) Ensure that the obstructed line is protected.

(ii) Direct all staff working under them to assist in rescue and relief work.

(iii) All of them should worka sper directions of OC Site.

(iv) Assess casualties and arrange to render First Aid.

(v) Shift injured to nearest hospital.

(c) <u>Joint measurements and preservation of clues and evidences</u>:

(i) Collect and record all evidences relating to the accident such as:

- Condition of track, with special reference to alignment, gauge, cros slevels, super elevation, points of mount and dropandany sign of sabotage etc.
- Condition of Rolling stock with reference to Brake Power and braking gear.
- All marks on sleepers, rails, locomotives and vehicles etc. especially for preservation of clues.
- Position of derailed vehicles.
- Prima faciecause of accident.

(ii) Seize and seal the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.

(iii) Note down the position of panel switches, indication, block instrument, condition of relayroom, status of datalogger, etc.

(iv) Condition of switches, ground connections, point locking, occupancyof track circuit, details of damage to out door signal/point gearsshould be noted down.

(v) Seize and seal the Speed Recording Graph and all other registers and repair log book of the locomotive.

(vi) Record details of Brake Power and other aspects of Rolling stock asper Performa.

(vii) Joint measurements of rolling stock should be taken.

Note down observations, measurements of Loco etc. at site. If it is not possible arrange for taking the reading at shed.

(viii) These can also be recorded on a video or digital camera subject to availability.

(ix) Details of all readings taken and position of all equipment noted should be jointly signedby supervisors of all 5 departments at accident site.

(x) Obtain statement of staff involvedintheaccident.

(xi) CWI shall prepare a sketch showing position of Rolling stock.

(xii) PWI shall prepare a final sketch indicating the position of track, with respect to alignment, point of mount, point of drop, OHE mast, point number etc.

(xiii) Survey the situation, assess assistance required and issue message to Divisional Control Office.

(xiv) Take charge of the situation pertaining to your own department and remain till Divisional officers arrive at the site.

Chapter-10
DISASTER RESPONSE OFFICERS AT DIVISION

(A) GENERAL:

1. Intimation of Accident-Divisional Control Office:

(i) In the Divisional Control Office, information regarding an accident is generally received either by the Sectional Controller or the TPC.

(ii) In most cases, the First Information Report also intimates the approximate number of coaches involved and a rough estimate ofthe likely number of casualties (such as 'heavy casualties expected').

(iii) Accidents involving a passenger carrying train where the first information says that heavy casualties are expected, should prima- facie be treated as a Disaster.

(iv) The moment information regarding an accident involving a passenger carrying train is received in the divisional control office; the accidentbell in the control room should be sounded for alerting all on-duty functionaries.

(v) After all on-duty functionaries gather around the section controlboard they will be briefly informed about the accident.

(vi) Each functionary will there after resume hisposition and take steps to set in motion activities required of him.

(vii) TPC will switch off OHE in case it has not tripped. OHE will not be restored even on adjacent line unless confirmation has been received from site that adjacent line is not obstructed and OHE is alright.

(viii) PRC will under take the following action in the given order of priority:

(a) Give orders to Loco Foreman for sounding the siren for ARMVs and ARTs.

(b) PRC will also order movement of ARMV and ART (With 140 T crane) from adjoining divisions for approaching the accident site from the other end; details given in Chapter-3

(c) Thereafter he will inform his departmental officers and supervisors.

(ix) Dy. CHC (Chg.) will first inform Hospital Casualty. There after he will inform officers and supervisors as given below.

(x) Each departmental functionary will inform divisional officers and supervisors of his department about the accident as detailed below:

Functionary	OfficersandSupervisors
Dy. CHC (Op)	Operating &Safety
Dy.CHC(Chg.)	Hospital Casualty, DRM, ADRM, Medical
TPC	Electrical/TRD
TLC	Electric/OP
C&W CNL	Mechanical
Engg.Control	Engineering, Personnel, Accounts
ElectricCNL	Electrical(G)
TestRoom	S&T,Stores
CommercialControl	Commercial, Public Relations
SecurityControl	RPF

(xi) For this purpose, all functionaries working in the divisional control office will have a ready list of telephone numbers (Railway, BSNL and Mobile) of all officers and supervisors of their departments.

(xii) AfterDy.CHC(Chg.) has informed Hospital Casualty, DRM, ADRM Medical Doctors, he will then inform Dy. CHC (Chg.) or Dy. CHC (Op)in Hdqrts. Emergency Control regarding the accident.

2. Intimation of Accident-Railway Doctors:

Dy. CHC (Chg.) will inform the Hospital Emergency of Railway Hospital regarding details of the accident. Railway doctor on emergency duty shall undertake the following:

(i) Note down time of receiving message.
(ii) Inform CMS,MS, other Doctors & para medical staff and instruct them to reach the ARMV immediately.
(iii) Collect necessary Medical team in the hospital.
(iv) Inform CMD about movement of ARMV.
(v) Alert blood donors,SJAB.
(vi) Bare minimum medical team should remain in the hospital; rest of the doctors should be rushed to the accident site.
(vii) Arrange to move Emergency boxes from ARMES cale-II locations to the accident site.

3. Informing Non-Railway Officials:

(i) DM, SP and CMS of the district with in which the accident site falls should be informed regarding the accident by the CHC.
(ii) ADRM will inform the following regarding the accident:
- IG/GRP,
- ADG/GRP,
- Divisional Commissioner,
- Home Secretary

(iii) In case POL rake is involved, then IOC/BPC/HPC officials should also bein formed.
(iv) Incase Mail bags of RMS are involved, then Post alofficials should al so be informed.
(v) Telephone numbers of all DMs, SPs, CMSs and Divisional Commissioners are available in Divisional DM Plans.
(vi) Telephone numbersof IOC, BPC and HPCofficialsare also available in the Divisional DM Plans.
(vii) Telephone numbersof ADG/GRP, IG/GRP, HomeSecretary etc. of Bihar Jharkhand UP, MP, are given in Chapter-**21.**

4. Divisional Officers required going to site:

(i) All divisional of ficers required to go to the accident site should proceed by the ARMV.
(ii) Road vehicles should be sent to accident site separately. Maximum numberof road vehicles should be sent to accident site from Divisional Hdqrts.
(iii) ARMV shall be dispatched within 15" by day and within 25" by night after sounding of siren.
(iv) DRM will proceed to the accident site. ADRM shall stay back at divisional hdqrts. For co-ordination work.
(v) All Branch Officers should proceed to the accident site. FOR this purpose, officers heading different branches within the same department are referred to as Branch Officers. For example, inElectrical department, TRD and 'General' will be considered to be separate branches and both will be required to go to site.
(vi) The second senior most officer of each branch should stay back at divisional head quarter.
(vii) Out Of the remaining officers from each branch, a majority of both Senior and junior scale officers should also proceed to the accident site.
(viii) Once it has become clear that the accident is a Disaster, then the 80/20 rule should be followed:

(a) 80% of all officers should go to the accident site ,and only 20% should stay back at hdqrts.

(b) Similarly, 80% of all supervisory staff should go to the accident site, and only 20% should stay back at hdqrts.

(ix) The complement of officers available in each department varies from division to division. Hence, Divisional DM Plans should specifically spell out, department wise, designations of officers who will be required to go to site, and those who will be required to stay back in hdqurts.

(x) Divisional DM plans should also spell out the same thing for Supervisors of each department.

(xi) Arrangements of Road Vehicles to proceed to accident site, indicating alternative vehicles as well, shall bein dicated in Divisional DM Plans.

(xii) Arrangements of vehicle drivers including spare drivers shall also be notified.

5. Supervisors required going to Accident Site:

(i) At the divisional level 80% of all supervisors available in divisional hdqrts. should proceed to the accident site.

(ii) All other supervisors available in the field at other stations should also proceed to the accident site.

(iii) Divisional Control Office should issue a recorded control messagefrom DRM to all Supervisors for proceeding to the accident site immediately by fastest possible means.

6. Officers Required to go to site

A. MEDICAL DEPARTMENT:

1. Formation of two team:

(i) On receipt of information regarding the accident where casualties are expected, the doctor on emergency duty inthe hospital casualty would inform all other doctors and para medical staff concerned.

(ii) Two teams of Doctors and Para medical staff would be formed, Team 'A' and Team 'B'.

(iii) Team 'A'- headed by CMS/MS in-charge will rush to the accident siteimmediately by ARMV along with 10 doctors and 15-20 paramedics.

(iv) Team'B'-headed by the senior most doctor amongst them willstay back at the divisional hospital and perform duties as given below.

(v) In case the accident site is far away from divisional hdqrts., then injured passengers are unlikely to be brought back to the divisional hospital for treatment.

(vi) Inthat case, only bare minimum number doctors of should be left behind for manning Team 'B' and mostof the available Doctors should b rushed to accident site as part of Team'A'.

2. Duties of Team' A':

These are listed in detail in Chapter12, under the heading 'Site Management Plan-II'.

3. Duties of Team 'B':

(i) Team' B' will establish an Emergency Cellin the Casualty Unit of Railway Hospital.

(ii) Contact adjoining divisions and organize movement of 2 more ARMVs to accident site, onefrom each end, as detailed in Chapter 3, (1.4)

(iii) Contact local hospital (Railway/Govt./Private) near the accidentsiteand ask them to rush their road ambulances along withnecessary medicalteam to the accident site immediately.

(iv) Contact local hospital (Railway/Govt./Private) near the accident site to keep them in readiness to receive and provide medical treatment to injured passengers.

(v) Data Bank of medical facilities along the track is available section wise for each division in Divisional DM Plans. Copy of Divisional DM Plans should be available in the Hospital Emergency of Railway Hospital.

(vi) The above Data Bank is also available in the ECR Web Site on Railnet at www.ecr.indianrail.gov.in. Details of name, address, telephone no., facilities available etc. can be collected from this.

(v) Arrange to send the following in the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from eachend: as many more medical teams as possible,

a. Adequate number of Safaiwalas & other health workers,
b. Members of SJAB, Scouts and Civil Defense personnel.

(vi) Co-ordinate with MS/CMD of adjoining Divisions/Zones and ask them to send their medical team to the accident site.

(vii) These medical team should be sent to the accident site by train/road or combination of train-cum-road, as feasible. In case suitable Railway vehicles are not available, taxis should be hired for this purpose.

(viii) Adequate number of following items should be arranged and sent to accident site for the purpose of handling dead bodies:

a. Shrouds.
b. Poly the necovers for dead bodies.
c. Wooden Coffins.
d. Dry ice.

(ix) One doctor will be available in Divisional Emergency Cell for maintaining liaison with UCC and the medical team at the accident site. Requirement of medicines required either at the accident site, or in various hospitals where patients have been admitted should be noted, procured and sent as required.

(x) Prepare Railway Hospital to receive and provide treatment to injured passengers, asand when are brought back fromaccident site.

(xi) Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

(B) COMMERCIAL DEPARTMENT:

(i) Sr. DCM should proceed to site of accident along with all other Commercial Officers except DCM. DCM will be available in Divisional Control Office for providing backup support.

(ii) Anominated supervisor should be authorized for with drawing sufficient money from station earnings before proceeding to site.

1. Transportation of men and material to accident site:

(i) On duty commercial supervisor should ensure to dispatched the maximum No.of TTE's/TCs and licensed porter in uniform to the accident side in case of Disaster.

(ii) More TTEs/TCs can be sent by the 2nd and 3rd Special trains carrying backup logistic support to accident site ,from each end.TTEs from the Divisional squad should also be utilized for this purpose.

(iii) After the first batch of staff has proceeded to the accident site in the ART, the entire manpower of the commercial department should be mopped up in order to send them on the 2nd and 3rd special trains which would carry backup logistic support to the accident site, from each end. For this purpose 80% TCs/TTEs from the entire division should be sent.

(iv) 2nd and 3rd Special trains hould carry the following:

- 2 gas stoves, 4 gas cylinders, 1000 mineral water bottles, provisions for making Poories, vegetables, tea, etc., would be rushed to the site. This will be augmented later if necessary. These will be arranged by the affected division and provided by catering personnel/IRCTC.
- Sufficient cooks and catering staff from departmental catering or catering contractor (including IRCTC) would be ensured at the site for arranging tea, biscuits, packed meals like poories and vegetables to the stranded passengers, railways working force and other officials at site.

(v) Sr. DCMs should prepare section-wise nominations of catering agencies both departmental and private for rushing to site. Thisshould be available in Divisional DM Plans.

2. Helpline Enquiry Booths at stations:

(a) General:

(i) Helpline Enquiry Booths with in ECR would be opened as below:

- Originating and destination stations of the accident involved train.
- All junction stations within the jurisdiction of ECR falling on the route of the train.
- Divisional hdqrts.
- Any other stations as may be decided.

(ii) Helpline Enquiry Booth so no ther Zonal Railways would als obe opened as follows:

- Originating and destination stations of the accident involved train.
- All junction stationfalling on the route of the train.
- Divisional hdqrts of originating and terminating Zonal Railways.
- Anyotherstationasmaybedecided.

(iii) Helpline Enquiry Booths shall have DOT telephones with STD, Railway telephones with STD, fax machine, photocopier and a PC with internet connection.

(iv) Helpline Enquiry Booths would be manned by computer literate Sr. supervisors on round the clock basis.

(v) Helpline Enquiry Booths within the accident affected division, should keep in touch with the Divisional Emergency Cell.

(vi) Divisional Emergency Cell will collect updated information regarding all aspects of theaccident from the UCC and pass on the same to:

- All Helpline Enquiry Booths within the division .
- Emergency Cells of other division s of ECR.
- Hdqrts. Emergency Cell.

(vii) Such information should be received from UCC by E-Mail and transmitted by E-Mail to all concerned. For this purpose allHelpline Enquiry Booths should be provided with PCs withinternet connection.

(viii) Similarly, Helpline Enquiry Booths outside the accident affected division, but within ECR jurisdiction should keep in touch with Divisional Emergency Cell of their respective divisions.

(ix) Helpline Enquiry Booths should not contact the accident site or the UCC directly.

(b) Accident details to be available

(i) Accident details would include number of deadand injured.

(ii) Breakup of type of injuries, such as grievous, simple etc.

(iii) Disposal of injured passengers in various hospitals.
(iv) Names of njured passengers.

(v) Officials incharge of Helpline Enquiry Booths would display the list of injured passengers onthe notice board.
(vi) For this purpose Computer printout of E-Mail received should betaken outand displayedat numberof placesatthestation.
(vii) Normally, list of injured passengers is available quickly since most injured passengers are conscious and are in a position to give detailsof their names, addresses etc.
(viii) Identification of dead bodies takes much longer since ither
- They were traveling alone, or
- their companions are injured and are not in a position to identify them, or
- their companions have also perished.

(ix) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.
(x) This aspect of identification of dead bodies and reasons for delay should be explained to the public.
(xi) Number of dead bodies identified, and their names should be available.
(xii) This information would continue to be updated once every 3 hrs.

(b) Information regarding running of trains:

(i) Departureofunaffectedfrontportion ofthe Accident involved train, and its expected time of arrival at destination.
(ii) Departure of unaffected rear portion of the accident involved train, its diverted route, and expected time of arrival at destination.
(iii) Expected date and time of starting of relatives special from originating and destination stations of the accident involved train, its stoppages enroute and its expected time of arrival at intermediate stations.
(iv) Free passes to be give to relatives of dead and injured for going to the accident site.These passes will be issued by WLI who should be drafted into Helpline Enquiry Booths.
(v) Details of other trains that were scheduled to run on the accident affected section, but have been:
- Delayed,
- Regulated,
- Diverted,
- Rescheduled,
- Short terminated,
- Cancelled.

(c) Refunds:

(i) Booking counters at stations be augmented for granting of refund to large number of passengers who have been unable to either complete orcommence their journey as a result of the accident.
(ii) Refund of money should be granted for trains:
- Delayed,
- Regulated,
- Diverted,
- Rescheduled,
- Shortterminated,
- Cancelled.

(iii) Staff manning Refund counters should be thoroughly familiar with rules for granting of refunds under such circumstances.

(iv) Sufficient amount of cash should be available at these Refund counters for this purpose.

(d) MECHANICAL DEPARTMENT

(i) Sr. DME as well as AME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.

1. Rushing of men and material to site:

(i) 2 ARTs with 140 T crane should be moved to the accident site, one from each end as detailed in Chapter 3.

(ii) In addition to above, Brake Down Special shouldbe sent from other base stations within ECR, so that additional rescue equipment such as cutters, spreaders, hydraulic jacks etc. are available.

(iii) BD Special without Crane should be requisitioned from adjoining divisions also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks, generators, lighting equipment etc. are available as detailed in Chapter 3.

(iv) The aim should be to ensure one ART with 140 T crane along with one BD special at each end of the accident site.

(v) Provision should be made for availability of standbycrane driver on each ART working at site, so that ARTs work round the clock.

(vi) Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140T cranes can continue working from either end.

(vii) Trucks should be arranged for carrying BD equipment near toaccident involved coaches, so that the site of accident can be approached from the middle and more work centers canbe opened up simultaneously.

(e) SECURITY DEPARTMENT:

(i) Sr. DSC will proceed to the site by ARMV along with maximum number of RPF personnel. Only one officer will stay back at divisional hdqrts.

1. Rushing of men and material:

(i) On receipt of first information the nearest RPF Post should muster maximum available manpower within the shortest possible time and dispatch them to the site of accident, by fastest available means.

(ii) Simul taneously, the Post/Outpost in charge would requisition additional manpower from adjoining RPF Posts.

(iii) He should also pass on the information to Local Police and Police Control Room, local Fire Brigade, Hospitals, local voluntary organizations and the like at the earliest.

(iv) Divisional Security Control shall get reinforcement from neighboring posts/outposts, reserve line, divisional hdqrts. Or zonal reserve and send them by the ART. Ifthey could not be sent by the ART then they should definitely be sent by the 2nd and 3rd Special trains carry in gbackup logistic support to the accident site, from each end.

(v) Incase any RPSF battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situations till additional force is available from other sources.

(vi) Additional RPF personnel from Zonal hdqrts. should be shouldered and sent to accident site.

(vii) Additional RPF personnel available throughout the division should be alerted and sent to the accident site by the 2nd and 3rd special trains carrying backup logistic support of menand material, from each end.

(viii) While sending reinforcement, the Divisional Security Control shall ensure that the necessary equipment required for rescue, recovery and protection of the scene of incident are provided as follows:

- Torches (1per person) and other lighting arrangements.
- Nylon ropes (1kms) and poles for segregating the affected area.
- 4 loud speakers for making announcements.
- 10 stretchers and first aid equipment.
- Digital Camera for photographing the scene (both onnegative and slide films)
- Video recording of rescueand salvage Operations and connected administrative arrangements.

2. Co-ordinate with Local Police:

Maintain constant liaison with IG/GRP and ADG/GRP for following:-

(i) Rushing of all available GRP personnel to the accident site.

(ii) Obtaining additional manpower from the local police for purpose of crowd control.

(iii) Issue of necessary instructions to local police for giving expeditious clearance for starting restoration work.

(iv) Issue of necessary instructions to SP of the district for waiving off for malities of Post Mortem on dead bodies

(I) ELECTRICAL DEPARTMENT:

(i) Sr. DEE (G) as well as AEE(G) should proceed to site of accident. DEE(G) will be available in Divisional Control Officefor providing backup support.

(ii) Sr. DEE/TRD as well as AEE/TRD should proceed to site of accident. DEE/TRD will be available in Divisional Control Office for providing backup support.

(iii) Main responsibility of Electrical Department will be regarding site illumination and OHE.

(iv) Maximum number of electrical staff should be sent by 2nd and 3rd Special trains for installation and operation of electrical equipment.

(v) Officers staying backin divisional hdqrts. Shall maintain constant liaison with site and find out quantum of assistance required by way of men and material.

(vi) These should be rushed to accident site either from:

- Railway sources with in the division, or
- Railway sources from adjoining division sand zones, or
- Non-Railway sources with in the division

(J) SIGNAL & TELECOMMUNICATION DEPARTMENT:

(i) Sr.DSTE as well as AST Esshould proceed to site of accident .DSTE will be available in Divisional Control Office for providing backup support.

(ii) Mainres ponsibility of S&T Department will be for providing effective and adequate means of communication.

1. Rushing of menand material to site:

(i) Sr.DST Ealong with ASTE will carry the following to the accident site:

- Satellite phone.
- FAX cum printer,
- Two 25 WVHF sets along with antenna and battery
- 10 numbers 5W walkie-talkie sets.

(ii) He will be accompanied with at least two TC Iand two TCM.

(iii) As per requirement TCI/TCM, SIs of the section and maximum number of telecom staff should be sent for installation and operation of telecom equipment. They should go to the site of accident either by ART or latest by 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.

(iv) Satellite phonesof HQ and one FAX machin ewill be carried in GM special by at least two TCI and two TCM.

(v) All mobile phones available with the Division should also berushed to site for emergency use.

(vi) Sufficient number of spare batteries and battery chargers for these mobiles should also be taken to accident site.

Arranging communicationat site:

(i) DSTE in the division will immediately come to divisional control office and ensure setting up of all communication arrangements as required.

(ii) DSTE will keep a record of the numbers of Railway telephones, BSNL telephones, IMMERSAT phones provided at site and telephones provided at Helpline Enquiry Booths. This information shall be passed on to the Divisional Emergency Cell.

(iii) He should liaison with BSNL officials in the area for immediate provision of additional BSNL telephone/hot lines at the accident spot ,nearest station and at Helpline Enquiry Booths duly utilizing assets under his disposal where required.

(iv) Should hire sufficient number of cell phones and send them to accident site.

(v) Obtain E-Mail addresses of Emergency Cells set up on other Divisional and Zonal Hdqrts.

3. Communication at Hdqrts. And Divisional Emergency Cells:

(i) Communication arrangements are required to be provided at SEE Hdqrts. Emergency Cell immediately.

(ii) 2BSNLTelephones, one having STD facility are already available in the Hdqrts. Central Control. Dynamic locking code of the telephone is available with CHC/Emergency. FAX machine is also provided on one BSNL telephone in the Emergency control.

(iii) Apart from this telephone, 4 other BSNL telephone numbers (2 with STD facilities) should be made available in Hdqrts. Emergency Cell for use by Chief Emergency Officer. These shouldbe temporarily transferred from officer's chambers.

(iv) One FAX machine shall be provided on one BSNL telephone.

(v) 2 Railway telephone numbers with STD facilities should also be made available.

(vi) 2 Mobile telephones should also be made available in Hdqrts. Emergency Cell.

4. **Communication at Helpline Enquiry Booths:**

(i) Helpline Enquiry Booths are to be opened at all important stations en-route of the affected train as mentioned at Section (F2a) above.

(ii) Location of these Helpline Enquiry Booths will be on Platform No.1 of their respective stations.

(iii) 2 BSNL phones should be identified and kept pre-wired to theHelpline Enquiry Booths so that these can be energized at shortnotice.

(iv) Similarly, 2 Railway phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energizedat short notice.

(v) One FAX machine, Photocopier and PC with internet connection and printer should also be provided at Helpline Enquiry Booths. These should also be kept pre-wired so that these can be energized at short notice.

(vi) Stations at which such arrangements are to be made and telephones which are to be utilized should be identified by Sr. DSTE withapproval of DRM.

(K) **ENGINEERING DEPARTMENT:**

1. Rushing men and material to accident site:
   SrDEN/Cand DEN concerned will proceed to the site of accident by ARMV. In the absence of SrDEN/C, the next senior most DEN of the Division will proceed along with the concerned DEN. In the absence of DEN of the Section, DEN of the adjoining Section will proceed by ARMV.It is expected that AEN and PWI of the Section would have already reached the accident site before arrival of ARMV. In cases, where the PWI and AEN are based at divisional hdqrts. they should move along with staff by ART. At least, 2 SSE/Works and 1 SSE/Bridge should move along with their staff by the ART.
2. **Mobilization of work force:**
   (i) Sufficient nos. of workmen along with PWI & Black smith are required to reach the site of the accident. For this purpose, labor specials will be run from the specified destination as decided by the Divisional Engineering Control.
   (ii) ½ Km of rails, sleepers and fittings and one set of 1 in 12 and 1 in 8 ½ turnouts are available in the ART. The Mechanical and Operating Departments will ensure that part 'C' of ART (consisting of additional Engineering Material Wagons) shall follow the ART. The additional half Km.of matching materials and one set of 1 in 8 ½ and 1 in 12 turnouts shall be kept in the Track Depot of the Division. For loading of this material, 2 BFRs and 2 BCX wagons should be immediately placed for the dispatched to thesite of accident. This will be ensured by the SSE (P.Way) Track Depot and Divisional Engineering Control.
   (iii) At least two nos. of JCBs available with the ballast depot contractor
   (iv) shall be immediately moved.
   (v) SrDEN/DEN in Divisional Emergency Control will request concerned authority (Army/State Govt. Deptt.) for bulldozer/earth moving machinery in the area.

(L) IT Department:

(i) Two PCs should also be provided in the Emergency Cell of Div. Control office
(ii) connected to Railnet and the E-Mail addresses.
(iii) PCs in various Helpline Enquiry Booths at different stations should all be made functional, connected to rail net and made ready for receiving and sending E-Mails
(iv) Following information should be uploaded on to ECR's Website as quickly as possible:
   (a) List of injured and deceased passengers:
      - Names of stations where Helpline Enquiry Booths have been opened along with their telephone numbers.
      - Accident details would include, number of injured passengers rescued.
      - Breakup of type of injuries, such as grievous, simple etc.
      - Disposal of injured passengers in various hospitals.
      - Names of injured passengers- coach wise.
      - Number of dead bodies recovered.
      - Number of dead bodies identified.
      - Names of deceased passengers.
   (b) Details of trains which have been diverted, regulated, short terminated, cancelled or rescheduled.

(c) Details of special trains which are to berun:

- Passenger special carrying passengers of front portion of accident involved train.
- Passenger special carrying passengers ofrearportion of accident involved train.
- Relatives special from originating and terminating stations of the accident involved train.

Chapter-11

DISASTER RESPONSE- COORDINATION

1. Rushing of ARMVs & ARTs to accident site:

(i) After ARMVs and ARTs have been ordered, PNL should locate diesel powers for these ARMVs and ARTs.

(ii) First available diesel powers should be nominated, even By temporarily detaching from a Mail/Express train on run, If necessary.

(iii) If diesel power is not readily available and OHE is functional up to the next junction station, then ARMVs and ARTs should be moved out by Electrical loco and diesel powers can be changed en-route.

(iv) In case a diesel power is not available on the division, then it should be requisitioned from adjoining divisions.

(v) Movement of ARMV and ART should never be clubbed to gether. ARMV should be started first and moved separately for faster movement.

(vi) ARMVs and ARTs should be dispatched from the base station, within the target time stipulated. Departure of ARMVs and ARTs should not be delayed on any account including arrival of doctors or officers. Any body who is left behind can proceed later on either by GM special or by next special train or ever by road.

(vii) ARMVs must be runout with in the target time, even without full complement of doctors, if necessary.This will ensure that other doctors who are available at accident site can utilize facilities of ARMV after itsarrival at site.

(viii) ARMVs and ARTs should be moved on top priority taking precedence over all other trains. They should not be stopped any where en-route for picking up any one.

(ix) Running lines at 7 stations on either side of the accident affected block section should be kept clear of all trains. Incase there are any stabled loads, the same should be lifted.

(x) Freight trains on run to wards accident site should be reversed and returned.

(xi) Fresh stabling, if any, should be done beyond 7 stations on either side.

(xii) Even for stabling beyond 7 stations, both Up and Dn loop lines should not be blocked at the same station.

(xiii) For stabling beyond 7 stations, Up loop and Dn loop should be blocked, at alternate stations.

2. **Diversion, Regulation, Short termination, Cancellation and Rescheduling of Mail/Express/Passenger trains**:

(i) The moment information is received about the accident, all Mail/Express trains on run to wards the accident involved section should be stopped. They should not be advanced beyondthe lastJn.from where they can be diverted.

(ii) They should be regulated at convenient stations before A decision is taken regarding their further movement. This decision should normally be taken with in the next one hour.

(iii) Trains should preferably be regulated at stations where food can be arranged.

(iv) How ever, too many trains should not be simultaneously brought to a Jn. station for regulation, since it may create law and order problems.

(v) It is better to keep them moving slowly so that passengers do not agitate. In such cases, a caution order may be served to the driver to proceed at 30 kmph.

(vi) Passenger trains can be run out to the next convenient location and thereafter terminated so that their rakes are available for use.

(vii) Hd qrts. Emergency Cell shall decide on the following in consiltation with adjoining Railways and Coaching Directorate of Railway Board:

- Diversion,
- Regulation,
- Short termination,
- Cancellation,
- Rescheduling.

(viii) The above decision regarding diversion etc. should be taken in about an hour's time after ARMVs, ARTs, GM special have been run out and there is a slight lull in the information flow.

(ix) As far as possible, trains which are already on run should be diverted. They should not be short terminated, since this will create problem of dispersal of passengers.

(x) Trains should be diverted from the last possible Jn. station onwards so that maximum number of passengers can detrain at their proper destination stations.

(xi) Sr.DEE/OP would be in-charge of co-ordination with operating department regarding requirement and availability of crews etc.

(xii) Sr.DEE/OP will take in to consideration changing traffic requirement because of diversions etc. and accordingly plan crew deployment.

(xiii) Adjoining divisions should be informed about these diverted trains so that spare crews can be sent to interchange points.

(xiv) For diverted trains, drivers and guards having necessary road learningshould be arranged.

(xv) Drivers nominated for working these diverted trains should be empanelled for working Mail/Expresses as per Railway Board's instructions.

(xvi) Crews should also be planned for diesel engines sent to the accident site working ARMVs, ARTs, other special trains and likely to be held up there till restoration.

(xvii) The Diesel power should be deployed in Accident affected section as per requirement of Accident site incharge.

(xviii) 3 sets of diesel crews should be planned for each diesel loco deployed at the accident site.

(xix) If necessary ,diesel crews should be arranged from adjoining divisions also.

(xx) In the absence of Sr.DEE/OP,DEE/OP/AEE/OPwill perform this function.

3. Running of Special trains:

Following special trains will be required to be run in the given order of priority:

(i) ARMVs.

(ii) ARMV from the other end.

(iii) 2 additional ARMVs from adjoining divisions, one from each end.

(iv) ART.

(v) ART from the other end.

(vi) 2 additional BD Special one from each end.

(vii) 1st special train carrying GM and other officers from hdqrts. And some left over officers from division (in case it passes through the divisional hdqrts.).

(viii) Unaffected front portion of the accident involved train in case the same can be moved.

(ix) Unaffected rear portion of the accident involved train in case the same can be moved.

(x) In case the front and rearportions can not be moved, then they should be left as they are.

(xi) 2 empty coaching rakes, one from either end for clearing unaffected passengers of the accident involved train.

(xii) 2nd and 3rd special trains for accident site, one from each end, carrying logistic backup support, material and additional man power from junction stations. These should normally be runout 2-3 hrs. After arrival of ARMV, carrying DRM and other divisional officers at the accident site.

(xiii) Before these 2nd and 3rd special trains are run from each end, railway staff at all stations en-route should be informed regarding running of these trains so that supervisory staff of all departments, from Jn. stations can go to the accident site on these trains.

(xiv) 2 light engines should be stationed, one at each station on either side of the accident involved block section.

(xv) 2 Engineering specials, one from each end, carrying engineering material and gangmen from the section.

(xvi) Running of 2 passenger special for carrying relatives to the site of accident. These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives' enroute. This is to be co-ordinated by Hd qrts. Emergency Cell in consultation with Railway Board.

(xvii) ArrangementforthevisitofMR/MOSR, CRBandotherBoardMembers to the accident site should be made in coordination with the Safety Directorate and Secretary, Railway Board.

(xviii) 2 empty coaching rakes, one from either end for being stabled at convenientlocationswherewateringandchargingfacilitiesare available. These stabled rakes will be used for housing the staff workingat accident site.

4. Sequence of movement of ARMVs and ARTs into the accident effected block section:

(i) The sequence of sending and taking out various trains into and out of the accident affected block section should be planned carefully.

(ii) Except for 140T cranes and Engineering specials, all other trains should be sent in to the block section with engine leading so that they can reach faster.

(iii) If the unaffected front and rear portions of the accident involved train can be pulled out, then these should be withdrawn before sending in ARMVs in to the block section.

(iv) After the unaffected front and rear portions have been pulled out, both portions should be augmented by being patched up with extra coache sat the first Jn. station enroute.

(v) Incase the front and rear portions can not be pulled out then they should be left as they are.

(vi) After the 1st pair of ARMVs reaches adjacent stations from either side, they should besentintothe block section, one from each end.

(vii) BD specials without cranes that have arrived should be pushed into the block section after the ARMV so that use of additional cutters, spreaders, hydraulic jacks etc. can be made.

(viii) After all equipment from BD specials have been unloaded at accident site and staffs have detrained, both BD specials should be withdrawn. These should then be kept 4 stations beyond.

(ix) The 2nd pair of ARMVs that have been requisitioned should also be moved on top priority. After BD specials have been withdrawn, these ARMVs should be sent into the block section while the first ones are still there.

(x) In case 2nd pair of ARMVs arrive before BD special, then item no (ix) should be carried out before item No. (vii) and (viii).

(xi) Both ARTs with 140 T cranes should be regulated at least 1 station before so as not to clutter up the adjacent station.

(xii) Empty coaching rakes that have been sent for clearing uninjured passengers should be sent into the block section thereafter, while both ARMVs are still there.

(xiii) After transshipment of passengers, both empty coaching rakes should be pulled out and run out as passenger special to the original destination of the accident involved train.

(xiv) After the work of ARMVs is over, all of them should be withdrawn and returned back.

(xv) The front and rear portion of the accident involved train should now be withdrawn by sending diesel light engines into the block section.

(xvi) Last of all both ARTs with 140 T crane should be marshaled as per site requirement and sent in to the block section with crane leading, one from each end.

(xvii) Tower wagons should be sent in Block Section from each end following the ART.

5. Setting up Emergency Cells in Divisions:

(i) Divisional Emergency Cell shall be opened immediately After receipt of information of the accident at Divisional ControlOffice.

(ii) This unit will exercise control, co-ordinate and Arrange supplementary assistance to the accident site.

(iii) It shall function in a separate cubicle at Divisional Control Office provided with centralized communication networks, hot line to the site and hdqrts.

(iv) Sr. DOM will be over all in charge of the Divisional Emergency Cell and will function as the Divisional Emergency Officer for the purpose of managing relief and restoration operations from divisional level.

(v) In case Sr. DOM is not available, DOM (Movement) will be the Divisional Emergency Officer.

(vi) In case both officers are not available, any other officer nominated byDRM will take over charge.

(vii) Requirements of all departments for movement of men and materials to the accident site shall be conveyed to the Divisional Emergency Officer, whoshall arrange their movement.

(viii) Timings of 2nd and 3rd special trains to be moved from each end to the accident site, carrying backup logistic support will be conveyed to all concerned beforehand.

(ix) Divisional Emergency Cell will maintain:

- Telephone and FAX numbers of the accident site. These should be maintained functionary wisefor each functionary available in the UCC.
- Similarly telephone and FAX numbers of

Functionaries available in CAC should also be available with the Divisional Emergency Cell.

- E-Mail addresses of UCC, CAC, Helpline Enquiry Booth sand Hdqrts. Emergency Cell.
- Names and phone numbers of hospitals where injured have been admitted/shifted, along with number of patients.

(x) Divisional Emergency Cell will collect updated information regarding all aspects of the accidentand pass on the same either telephonically or by E-Mail to:

- All Helpline Enquiry Booths with in the division.

- Hdqrts. Emergency Cell.

(xi) Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.

(xii) For Dhanbad division, similar Emergency Cell will also be opened at BRKA/CPU Control Office. DTM/BRKA/CPU will function as Emergency Officer and discharge all duties listed above.

(xiii) In addition to the Division where accident has taken place similar Emergency Cells will be opened in other Divisional Control Offices of ECR that are involved in restoration and relief operations. Chief Emergency Officer will decide division where Emergency Cells are to be opened.

(xiv) Helpline Enquiry Booths out side the accident affected division, but within ECR jurisdiction should keep in touch with Divisional Emergency Cell of their respective division.

(xv) If necessary, similar emergency cells will be opened at other major terminals as decided by Chief Emergency Officer.

(xvi) After relief, rescue and restoration work is completed, winding up of Divisional Emergency Cells shall be decided by DRM.

6. **Duties of Additional Divisional Railway Manager:**

(i) Undertake making of announcements over local TV channel and cable network for all supervisory staff to rush to the accident site.

(ii) Ensure that functionaries of different departments in Divisional Emergency Cell carry out duties assigned to them as per Zonal DM Plan.

(iii) Monitor movement of assistance from other divisions/zones

(iv) Co-ordinate with State Govt.

(v) Co-ordinate with defense and Para Military authorities.

(vi) Monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.

Chapter-12
DISASTER RESPONSE – ASSISTANCE FROM ADJOINING DIVISIONS/ZONES

1. Necessity of assistance from adjoining Division/Zones:

(i) No division can be equipped to handle adisaster of such a large magnitude elike Ferozabad or Gaisal.

(ii) Assistance has to be sought from adjoining Divisions/Zones.

(iii) A division is normally expected to handle an accident of the magnitude involving up to100 injuries (Grievous+Simple). Thre shold levels have been given in terms of injuries, because initially it is difficult to estimate number of casualties.

(iv) Whenever number of injuries is estimated to go beyond 50, assistance should be sought for from adjoining Divisions/Zones.

(v) This is to be co-ordinate by the Chief Emergency Officer in Hdqrts. Emergency Cell.

2. Assessment of assistance from adjoining Division/Zones:

(i) DRM after reaching the accident site should make an immediate assessment of likely injuries.

(ii) Quick assessment is an absolute in order to ensure that assistance from adjoining divisions can be rushed at the shortest possible time.

(iii) Assessment made by DRM should be based on number of coaches involved.

(iv) As a thumb rule, for each coach that has capsized, 30 injuries should be estimated.

(v) Total injuries estimated would be equal to no. of coaches x30.

(vi) This should be conveyed to Sr.DOM in Divisional Emergency Cell and Chief Emergency Officer in Hdqrts. Emergency Cell.

(vii) Based on the above figures, decision should be taken and assistance rushed from adjoining divisions and zones.

3. Scale of assistance from adjoining Division/Zones:

(i) As a thumb rule, assistance should be sought from adjoining division in case of any disaster.

(ii) In case of every disaster, following should be used as an approximate guideline for deciding level of assistance required:

- Thre shold level	injury>50	injury>100	injury>150
- No. ofteams	1 team	2 team	3 team
- ARMVs	2	3	2+2
- 140TCrane	2	3	2+2BDs

(iii) Complement of staff in each team sent by adjoining divisions/zones will be as per norms given below:

- Officer incharge	Senior Scale
- Doctors	5
- Para-medical staff	10
- Commercial officers	2
- Commercial supervisors	10
- Commercial Staff	20
- Personnel Supervisors	5
- Group'D' staff	20
- RPF	1 platoon

4. Assistance from Defense & Para Military forces:

(i) Assistance should be sought from nearest army & Para-military establishments.

(ii) Railway staff no matter how de dicated and loyal, are not experts in extricating dead bodies, handling injured passengers, their evacuation etc.

[iii] Army has the necessary expertise and are trained and equipped to handle suchwar like situation.

(iv) Therefore ,divisional/zonal hdqrts. Should getin touch with the nearest army command and request for necessary assistance.

(v) Selected telephone numbers of Army and Para-militarye stablishments are given.

(vi) Additional telephone numbers of Army aregiven in Divisiona DM Plans.

5. Departmental assistance from adjoining divisions/zones:

(a) S&T Department:

(i) Satellite telephones from ART sofad joining divisions.

(ii) MobileTelephones from each ART of adjoining divisions

(b) Electrical Department:

(i) Generators from ARTs o fadjoining divisions.

(ii) Lighting equipment from ARTs of adjoining divisions.

(iii) Portals and OHE masts.

(c) Civil Engineering:

(i) Additional workmen rerequired who are to be moved from adjoining divisions/zones.

(ii) Each such division sending assistance should move workers along with artisans and PWIs.

(iii) One DEN and one AENeach should also move to the site of accident from each such division.

Chapter-13

NATIONAL DISASTER RESPONSE FORCE

13.0 General–First and Key Responders:

The role and importance of community, under the leadership of the local authorities, Panchayati Raj Institutions (PRIs) and Urban Local Bodies (ULBs), being the bedrock of the process of disaster response, is well recognized. For their immediate support ,there are other important first responders like the police, State Disaster Response Force (SDRFs), Fire and Medical Services. The NDRF will provide specialist response training whenever required. In serious situations, the resources of all NDRF battalions, on an as required basis, will be concentrated in the shortest possible timein the disaster affected areas. Other important responders will be the Civil Defence, Home Guards and youth organizations such as NCC, NSS and NYKS. The deployment of the armed forces will also be organized on as required basis. Establishment/raising of NDRF should progressively reduce deployment of the Armed Forces. However, Armed Forces would be deployed only when the situation is beyond the coping capacity of State Government and NDRF.

13.1 Location, Constitution and Functions

These have been formed under the Disaster Management Act at 12 selected locations in the country for dealing with relief and rescue operations related to all types of disasters. The NDRF consists of battalions of Central paramilitary forces drawn from the Border Security Force(BSF), Indo- Tibetan Border Police(ITBP), Central Industrial Security Force (CISF) and Central Reserve Police Force (CRPF) for the purpose of specialist response in disaster situations. Each Battalion has 6 Companies comprising of 3 teams each. Team comprises of 45 men out of which 24 are for Search& Rescue and balance 21 for support functions. Short-listed& trained staff are on deputation in NDRF. Further details are as under:

Details of NDRF organization and 12 battalions are as under:

S.No.	Name of Officers/Designation and Location of Deployment	STD Code	Tele (O)	Mobile No.	Fax Nos.
Hd. Qrs.	DG/NDRF CGO Complex, Lodhi Road, New Delhi-110003	011	24369278 24369280	_	24363261
1.	Commandant, Ist Bn NDRF Patgoan PO Azara Guwahati	0361	2840027	09401048790	2849080
2.	Commandant,2nd Bn NDRF, Digberia Camp, PO- Badu Road, Madhyamgram , Barasat, Kolkata	033	25875062	09434742836	25875032

3.	Commandant 3rd Bn NDRF PO-Mundali, Cuttack, Odisha	0671	2879710	09439103170 09437964571	2879711
4.	Commandant 4th Bn NDRF PO-Suraksha Campus Arrakonam Distt. Vellore Tamilnadu	04177	246269	09442105169	246594
5.	Commandant 5th Bn NDRF PO-Vishnupuri Telegaon, Pune (Maharashtra)	02114	247010	09423506765	247008
6.	Commandant, 6thBn NDRF Chilora Road, Gandhinagar	079	23202540	09428826445	23201551
7.	Commandant 7th Bn NDRFRoadBibiwala Bhatinda (Punjab)	0164	2246193	09417802032	2246570
8.	Commandant 8th Bn NDRF KamalaNehruNagar, Ghaziabad,UP	0120	2766013	09968610014	2766618
9.	Commandant 9thBn NDRF Bihata Patna, Bihar	06115	253942	0776288444	253939
10.	Commandant 10thBn NDRF Mangalagiri, Vijaywada (AP)	0863	2293050	09419217790	2293050
11.	Commandant & Dy COMDT 11thBn NDRF VARANASI (U.P.)	0542	2501201	09455511003 08004931403	2501101
12	Commandant 12thBn NDRF Itanagar, Arunachal Pradesh	03621	242940	09435483204	242940

As per the Disaster Management Act, various ministries and departments under Government of India should join hands for mutual assistance in case of a disaster. Assistance from local government and non-government agencies is invariably required by the railway administration for prompt relief and rescue operation in case of disasters affecting railways and, therefore, assistance of NDRF could be of great helpto the railways. The rail infrastructure is not in an island away from the civil areas (of the Districts/States). In most cases of a disaster, other than a train accident, the State Governments as well as the Zonal Railways would, therefore, requisition the NDRF simultaneously (for the samedisaster). Coordination amongst the affected agencies (many departments of the Central Government and the States) is very important beforethe help of NDRF is required.

13.2 Coordination with NDRF

Zonal Railways should get in touch with NDRF offices at the nearby locations to have the first- hand knowledge of there sources available with them and also to familiarize them with railway related disaster situations and expose them to the issues relevant to the rescue and relief of passengers during railway accident. It has also been advised to associate NDRF in full scale exercise that is held once every year. There are no charges for availing the services of NDRF except the rail transportation which railways may provide at their cost for attending to rail disasters. Railways may also have to provide rail transportation logistics for transporting NDRF even in case of non-railway exigencies.

The Railway Board has empowered DRMs/CSOs to directly requisition the relevant NDRF battalion for relief and rescue operations depending on the gravity of situation so that their services could be made available expeditiously without any loss of time. During the meeting between NDMA/NDRF and Railway Board officials held on 19thFebruary, 2013, it was decided that NDRF HQr will draw an annual calendar for zone/division-wise meeting between NDRF Battalion Commandants and Railway Safety officials for better coordination and management during disasters/major train accidents and each NDRF battalion should carry out at least one or twomock exercises/coordination meeting with each zonal Railway each year.

During meeting held on 26thJuly, 2010 between NDMA/NDRF and Railway Authorities, it was decided that the Railways would be associated in all future mock exercises being conducted by the NDMA and for which a copy of annual calendar of mock exercises will be provided by the
NDMA and CSOs will coordinate Zonal Railways' participation in such mock exercises.
Similarly Railways will carry out mock exercises on train accidents in presence of NDRF Battalion Commandants.

Chapter-14

MANAGEMENT OF LAND SLIDES, CYCLONES AND CHEMICAL DISASTERS

14.1 Landslide Risk

Landslides are one of the natural hazards that affectat least 15 percent of the land area of our country–an area which exceeds 0.49 million km. Landslides of different types are frequent in geo-dynamically active domains in the Himalaya nand Arakan- Yome belt of the North- Eastern parts of the country as well as in the relatively stable domains of the Meghalaya Plateau, Western Ghats and Nilgiri Hills. In all, 22 states and parts of the Union Territory of Puducherry and Andaman and NicobarIslandsare affected by this hazard. The phenomenon of landslides is more pronounced during the monsoon period.

14.1.1 Nodal agency of Government of India:-

The Geological Survey of India was declared the nodal agency for landslides by the Government in January 2004. The responsibilities of the Ministry of Mines/Geological Survey of India as the nodal ministry/agency include coordinating all the activities related to landslide hazard mitigation, and monitoring the occurrence of landslide in the country.

As per the Disaster management Act, the responsibility to cope with natural disaster esisessentially that of state governments and the role of the central government is a supportive onein terms of supplementing physicaland financial resources.

14.1.2 Monitoring and Forecasting of Landslides

The monitoring and forecasting of landslides, which are two of the least developed fields of landslide management practice will be given special attention as a part of mitigating the risk arising from landslide hazard. Monitoring of landslides includes:

i) Surface measurements of landslide activity.
ii) Sub-surface measurements of landslide activity

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14.1.3 Action Plan:-

Although management of landslides requires coordinated and multi-faceted activities among many stakeholders in the total disaster management cycle, one important recommendation for follow up by Civil Engineering Directorate of RailwayBoard is the landslide hazard zonation mapping in macro and micro scales after identification and prioritization of the areas in consultation with the Border Roads Organization, State Governments and local communities.

14.2 Cyclone Disasters

14.2.1 Cyclone vulnerability in India

A long coastline of about 7,516 km of flat coastal terrain, shallow continental shelf, high population density, geographical location ,and landphysiological features of it scoastal areas makes India, in the North Indian Ocean (NIO) Basin, extremely vulnerable to cyclones and its associated hazards like storm tide (the combined effects of storm surge and astronomical tide), high velocity wind and heavy rains.

Though the frequency of Tropical Cyclones (TCs) in the NIO covering the Bay of Bengal and the Arabian Sea is the least in the world (7% of the global total), their impacton the east coast of India as well as the Bangladesh coast is relatively more devastating. This is evident from the fact that in the last 270 years, 21 of the 23 major cyclone s(with a loss of about 10,000 lives or more) worldwide occurred over the area surrounding the Indian subcontinent (Indiaand Bangladesh). This is primarily dueto theserious storm tide effect in the area.

Thirteen coastal states and Union Territories (UTs) in the country, encompassing 84 coastal districts, are affected by tropical cyclones. Four states (Tamil Nadu, Andhra Pradesh, Orissaand West Bengal) and one UT (Puducherry) on the east coast andone state (Gujarat) on the west coast are more vulnerable to hazard sassociated with cyclones.

About 8% of the area in the country is prone to cyclone- related disasters. Recurring cyclones account for large number of deaths, loss of livelihood opportunities, loss of public and private property and severe damage to rail infrastructure.

14.2.2 National Cyclone Risk Mitigation Project

The National Cyclone Risk Mitigation Project (NCRMP), to be implemented with financial assistance fromthe World Bank, is envisagedto have four major components:

- Component- A: Improvement of early warning dissemination system by strengthening the Last Mile Connectivity (LMC) of cyclone warnings and advisories. Railways need to obtain advance warnings from the systems developed.

- Component -B: Cyclone risk mitigation investments. On the Railways, along the high risk coastal rail infrastructure leng ths, a similar protection needs to be planned where required.

- Component- C: Technical assistance for hazard risk management and capacity-building, where required on the railway infrastructure.

- Component- D: Project management and institutional support by advance coordination by the Sr. DEN/PCEs of the Divisions and Zonal Railways is essential to be able to obtain it at short notice.

Early warning to station masters and passengers is the key to informing concerned stake-holders in the DM Plan. Coastal afforestation, construction of protection walls, cyclone shelters near railway stations where required and strengthening of bridges and rail tracks are some of the mitigation measureswhich Indian Railways can play to undertake, in a phased manner, as per the mitigation plan. Zonal Railways should identify the affected places and put up mitigation projects for consideration and fund allocation. Not only floods, but management of all types of disasters is the basic responsibility of the States and CentralGovt. roleisrestrictedtothat of supportinterms of coordination, resource allocation and making available requisite funds.

14.2.3 Coordination by Railways regarding Cyclones Risk Management, Advance Warnings and Mitigation :-

The Zonal Railways in the high risk zone of cyclones (fourstates–Tamil Nadu, Andhra Pradesh, Orissa and West Bengal), one UT (Puducherry) on the east coast; and one state on the west coast (Gujarat) have to bein close coordination with the respective Government departments for handling all phases of the cyclones. These include :-

- Cyclone risk mitigation investmentson rail track, colonies inthe vicinity of high risk area.
- Capacity building on rail tracks/bridges and important rail installations both for reducing devastation from a cyclone, and for relief, restoration etc.
- Advance warning of a cyclone. Action for regulation mainly of Passenger trains follows thereafter.

The Railway infrastructure is located in the vulnerable States in part either in a densely populated area or alternately where no significant population exists. While in the former case the resources of the District/State Government would also be concentrated for rescue/relief/mitigation, in the latter case the Railways would have to depend mostly on their own resources for restoration of Railway track.

14.3 CHEMICAL DISASTERS

14.3.1 Guidelines by NDMA:

National Disaster Management Authority (NDMA) has issued guidelines on the management of chemical disasters. These guidelines are directed more towards their prevention and mitigation of their effects, if these happen than on rescue and relief operations afterwards.

The main stakeholders in the management of chemical disasters are Ministry of Environment and Forests (MoEF; the nodal ministry); Ministry of Home Affairs (MHA); Ministry of Labour and Employment (MoLE); Ministry of Agriculture (MoA);Ministry of Shipping, Road Transport and High ways (MoSRT&H); Ministry of Defence (MoD); Ministry of Chemicals and Fertilizers (MoC&F); Ministry of Petroleum and Natural Gas (MoP&NG).Department of Atomic Energy (DAE);

14.3.2 Salient featuresof NDMA Guidelines:

The growth of chemical industries has led to an increase in the risk of occurrence of incidents associated with hazardous chemicals (HAZCHEM).With their proliferation, the demands on its transportation by rail has gone up significantly. Common causes for chemical accidents are deficiencies in safety management systems and human errors, or they may occur as a consequence of natural calamities or sabotage activities. Chemical accidents result in fire, explosion and/or toxicrelease. The nature of chemical agents and their concentration during exposure ultimately decides the toxicity and damaging effects on living organism in the form of symptoms and signs like irreversible pain, suffering, and death. Meteorological conditions such as wind speed, wind direction, height of inversion layer, stability class etc. also play an important role by affecting the dispersion pattern on toxic gas clouds. The Bhopal Gas tragedy of1984–the worst chemical disaster in history, where over 2000 people died due to the accident alrelease of the toxicgas Methyl Isocyanate, is still fresh in our memories.

14.3.3 Genesis of NDMA's Guidelines on Chemical Disasters:-

Effective Chemical Disaster Management (CDM) is possible by the adoption of preventive and mitigation strategies as most chemical disasters are preventable in comparison to natural disasters that are difficult to predict and prevent.

In the NDMA's Guidelines comprehensive instructions for installations and storages (including isolated storages of HAZCHEM) that contain good engineering practices for safety, accident reporting, investigation and analysis checklists and safety promotional activities as important tools for effective CDM, are provided.

In the guidelines are in structions related to chemical accidents during transportation of HAZCHEM. The areas covered include:

- Preparation of a highway DM plan.
- Modification of rules pertaining to transport emergencies.
- Specific roles and responsibilities of MAH units, transporters, drivers, authorities and aspects related to emergency communication systems and training of various stake holders.
- The need for the development of an efficient pipeline management system.

14.3.4Guidelines on Chemical Disasters:-

Railway's guidelines/instructions relevant to the zonal railways have been issued separately in detail for taking necessary action and incorporating suitable provisions in their respective DM Plans. These guidelines will add to the existing safeguards listed in the Red Tariff on handling, storage and transportation of hazardous material.

14.3.5Railways Red Tariff– Transport of Hazardous chemical:-

Indian Railways have also been transporting chemicals and hazardous materials e.g. petroleum products (petrol, Naphtha, HSD, etc.), Caustic soda, Alcohol, compressed gases (LPG gas etc.) Chemical manures, Acids, Matches etc. These goods are carried either in the SLRs or in the Parcel Vans or in the goods wagons. Quantum and type of transportation of such hazardous material varies

from railway to railway and different zonal railways need to prepare them selves based on the type and extent of hazardous material being handled and transported by them.

Indian Railway's Rules for carrying dangerous (hazardous goods)by rail have been legislated in the Railway Red Tariff Rule 2000 as per which dangerous goods have been classified into following 8 classes:

I Explosives
II Gases, Compressed, liquefied or dissolved under pressure
III Petroleum & other in flammable liquids
IV Inflammable solids
V Oxidizing substance
VI Poisonous(Toxic Substances)
VII Radio-active substances
VIII Acids & other Corrosives.

Chapter I to VIII deal with the above classes of dangerous goods which include General rules governing acceptance, handling, Carriage, storage, delivery and thelist of commoditiesin cludedin that class. Carriage of Good sofa hazardous nature other than those specified in these chapters shall not beaccepted for transport by rail unless specially authorized by the railway administration as provided under these Rules.

Out of the above 8 classes of dangerous goods, classes II (Gases, Compressed, Liquefied or dissolved under pressure), III (Petroleum and other inflammable liquids) and VIII (Acids and other corrosives) are dealt in bulk on the railways whereas other classes of dangerous goods are dealt in piecemeal/small quantities in parcel vans/SLRs. Railways may refer to the specific paras pertaining to all these classes of dangerous goods.

14.3.6 Monitoring Movement of Hazardous chemical:

Dedicated communication system is to be established for Rail Transportation to monitor movement of Toxic Chemical Agents. A mechanismis to be developed like a Geographic Information system (GIS) for continuous monitoring of such Transport Vehicles along their route .This may require to be dove-tailed with the FOIS network of the Railways, once the TMS/FOIS is extended for booking (preparation of RRs) and movement of chemical items in wagons to be included in FOIS.

14.3.7Rescue Relief and Restoration Operations:

Railway's expertise in dealing with the mis-happenings like spillage, catching fire etc. of these dangerous goods is very limited. It is therefore imperative that the respectivezonal railways will develop and nurture coordination with those agencies and Organizations on their system that have expertise in dealing with the hazardous material being handled and transported on the respectivezonal railways. Contact detailse.g. Name, Designation, Telephone Nos., Mobile Nos. etc. of such agencies should be available in the Divisional and Zonal Railway Disaster Management Plan so that these agencies can be called for without any delay during any untoward incident. Nominated staff of ARMVs, ARTs and few of the staff maintaining the rolling stock which is used for transportation of hazardous material may be trained and equipped with the equipment used for dealing with such material.

14.3.8 Preventive Action the Rail Route of Movement of Haz. chem

Divisions located on the" Haz. Chem. Rail Transportation Highways" have to bein close touch with specialized services available with IOC/GAIL and Pvt. Chemical Factories and NGOs to be able to call upon their men and fire fighting fire extinguishers etc at short notices.

Vulnerability on this Highway needs to be reduced by there moval of Jhuggies from close to the track (say till at least 50 m away).This is essential as in the case of derailment of a Naptha loaded (or even POL Tank Wagon etc) train, there is a high possibility of spillage of the dangerous products and its spread over a wide area. These products ar ehighly prone to catch fire and evenexplode, resultingin fire in the Jhuggies etc.

DISASTER INFORMATION

(a) LAND SLIDES (Geological Survey of India)

Category	Description	Stage
IV	Landslides of small dimensions that occur away from habitations and do not affect either humans of their possessions. These may occur near infrastructuralinstallations, agricultural and forestlands and may notaffect them in a significant manner. These slides may include small incidents that block communication routes for short periods or do notaffect the society in a significant manner.	Yellow
III	Landslides which are fairly large and affect infrastructural installationslike strategic and import highways and roads rail route and other civil installations like various appurtenant structures of hydroelectric and irrigation projects. The landslides that enter large water bodies like reservoirs of hydroelectric project and could damage some of Components of these projects.	Orange
II	The landslides that may occur on the fringes of inhabited areas and resultin limited loss of lifeand property. Landslides, whichresult in blockadeof courses of relatively smaller natural drainages. If the blockade is of relatively smaller dimensions its impact would be of a lower order. Although a threat potential is there, it may not be immediate.	Orange
I	Landslides of large dimensions that are located over or in close vicinity of inhabited areas areaslike urban settlements or fairlylarge rural settlements. Activityof theseslides can result in loss ofhuman lives, dwellings on large scale. These slides may also inflict heavy losses on urban infrastructure. The slides that block buy pilgrimage route during peak times resulting in hardships to thousands of pilgrimage and some times resulting in loss of human life. Landslides which result in blockade of courses of relatively large naturaldrainages. Iftheblockadeis fairlylargeit could leadtoformationof a verylarge reservoir ofwater behindit. Formationofa largelandslidedam couldresultinsuddenfloodingofareaslocatedupstream.Abruptbreaching of landslide dam would suddenly release enormous quantities of water in the downstream areas leading to flash floods that could result in loss of life And damages to property on large scale.	Red

(b) CYCLONE (India Meteorological Department)

Category	Description	Stage
Cyclone Alert	Issued 48 hrs before the commencement of bad weather when a system is located about 500 km or more away from the coast. The forecast may not contin information about landfall and hence it is still of informatory type but at the same time meant to trigger preparatory actions. During thisstage, Disaster management plans on the course of action required to be initiated once the system moves closer to the coast.	Yellow
Cyclone Warning	These messages are issued 24 hours before commencement ofbas weather and re of a "serious nature". During this stage the system is monitored closelyand the expected place & time of landfall and the district along the coastal areas likely to be affected are clearly indicated in the warning messages. The location of the system at this stage may still be 300 km – 500 km away from the coast. Disaster management Machinery is expected to be geared up fully during this phase.	Orange
Post land fall out look	During this phase warning messages are issued about 12 hours before actual landfall and are of a "very serious nature". At this stage, it is expected that the Disaster management machinery is in full operational mode to face the impending disaster. All prepared ness action should have been completed by this time. MHA would be closely monitoring steps taken bythe concerned stage Governments regarding evacuation and relief activities like food, sanitation etc. This phase is fit to be classified as "Great danger" and all warning messages issued to MHA Control Room are required to be forwarded to senior officials of the MPO.	Red

(c) EARTHQUAKE (India Meteorological Department)

Category	Description	Stage
Slight	M≤5.0	Yellow
Moderate	5.0≤M≤6.9	Orange
Great	M≥7.0	Red

(d) FLOOD (Central Water Commission)

Category	Description	Stage
IV	Low Flood (Water level between Warning Level and Danger Level)	Yellow
III	Moderate Flood (Water level below 0.50m, less than HFL and above Danger Level)	Yellow
II	High Flood (Water level less than Highest Flood Level but still Within 0.50 m of the HFL)	Orange
I	Unprecedented Flood (Water level equal and above Highest Flood Level (HFL)	Red

(c) RAILWAYS (Ministry of Railways)

Category	Description	Stage
Minor	50 or less casualties(inclusive of death and injuries)	Yellow
Medium	51-99 casualties (inclusive of death and injuries)	Orange
Major	100 or more casualty (inclusive of death and injuries)where additional assistance is sought by the Ministry of Railways.	Red

(d) FOREST FIRE(Ministry of Environment &Forests)

Category	Description	Stage
Ordinary Fire	Localized fires which can be controlled by the concerned territorial Conservator of Forests.	Yellow
Medium Fire	Where large forest area is under fire, which can be controlled by the State Government and no Central intervention Is sought by the State Government.	Orange
Major Fire	Large fire, which may result in sub stanti al loss of hum an lives, massive environmental degradation or loss of wildlife.	Red

(e) AVALANCHES (Defense Research & Development Organisation)

Category	Description	Stage
Low	Generally favorable condition. Triggering is generally possible only with high additional loads and on very few extreme slopes. Only sluffs possible and reach valley in small sizes. Valley movement is safe. Movement on slops with care.	Yellow
Medium	Partlyun- favorable condition Triggering is possible on most avalanche prone slopes with low additional loads and may reach the valley inmedium size. Movement on slops with extremes care. Valley movements with caution. Avoid slops. Route should be selected with care.	Yellow
Low	Unfavourable condition. Triggering possible from all avalanche prone slopes even with low additional loads and reachthe valley in large size. Suspend all movements. Airborne avalanches likely. Very unfavorable condition.Numerous large avalanches are likely from all possible avalanche slopes even on moderately steep terrain. Suspend all movements. Airborne avalanches likely	Orange

Chapter-15

Management of Crowds

15.1. Guidelines by NDMA.

National Disaster Management Authority (NDMA) has issued a guide for administrators and organizers of events and venues for managing crowds in 2014. The scope of the guidelines involves study of past crowd disasters, framework for administrators to plan and manage events better, to provide practical guidelines to venue managers and event organizers etc.

15.2. Salient features of NDMA guidelines.

Important aspects of planning for events/places of mass gathering includes understanding the visitors, various stake holders and their needs, crowd management strategies, risk analysis and preparedness, information management and dissemination, safety and security measures, facilities and emergency planning, transportation and traffic management. One of the important points tobe kept in mind is the demand and supply gaps. Depending on the type of event, venue and type of crowd expected proper signage have to be planned. Specific focus should be on fire, electrical and structural safety. NDMA has suggested the following guidelines on Incidence Response System.

(i) Systematic and complete planning process.
(ii) Clear cut chain of command.
(iii) System of accountability for the incident response team members.
(iv) Well thought out pre-designed roles for each member of the response team.
(v) Effective resource management.
(vi) System for effectively integrating agencies into the planning and command structure without infringing on thein dependence of the concerned agencies;
(vii) Integration of community resources in the response effect and
(viii) Properand coordinated communications setup.

15.3. Crowd control and management.

For effectiveness in this, RPF, GRP and District Police have to act in a synchronized manner in consultation with magisterial authorities. Chapter 10 (Maintenance of Public Order and Tranquility) of the Criminal Procedure Code (Cr.P.C.) Part-A deals with 'Unlawful Assemblies". Legal procedures are outlined in Sections 129 to 132 of the Cr.P.C. for dealing with Unlawful Assemblies. These provisions empower Members and Officers of Armed Forces (RPF is an Armed Force of the Union) to deal with Unlawful Assemblies.

One of the intelligent video analytics to be incorporated in the Integrated Security System is related to signal for crowd density within station premises when it exceeds the prescribed limit. This will enable RPF personnel and railway authorities to get timely information when heavy crowd builds up within station premises and plan follow-up action. Pictures stored on CCTV system will be of immense help in identify in gmiscreants and inensuring effective legal action.

We should prescribe preventive protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Melas or otherexceptionalsituations.Itmaynotbeoutofplacetobanallcommercial vending and parcel handling on such occasions, supplement exists if possible, and bring more area under illumination.

It is important to press up on the District Magistrate (Dy.Commissioner)or the Civil Police (Senior Superintendent of Police)to give an approximate indication of the number of persons likely to reach Railway stations in the days when rush is expected. Even more important is the number of such persons reaching each Railway station within a one to two hour times lots. Unless this information is given, it would not be possible for Railways to plan special trains. The OD flows of the passenger is very important to plan destination wise running of special trains. It may be kept in mind that often the Inward and outward passenger traffic is not equal; there are wide variations. Further the inward rush comes in a staggered and spaced interval; the outward rush goes back at one go. It would be essential for the Zonal Railway or Division to impress upon the State Government (or the District Magistrate) in writing of their peak capacity to clear rush, as also they can do so only direction wise. The District Administration has to regulate and control the entry of more than this number beyond which (in 1-2 hourly slots) the Railway would be unable to evacuate.

15.4 Role of responsibility of Divisions

Depending upon the past experience divisions should identify events of mass gathering over their system. The events can be of periodic in nature or one time events where mass gathering of passengers is expected in the station which is beyond the normal capacity that can be handled at that station.

Concerned division should have a close coordination with the organizersand law enforcement agencies to understand crowd arrival and departure, their numbers for each such event. Railway administration should identify the threats, assess the risk and plan accordingly. Based on the past experience a coordinating officer should be nominated for better planning and execution crowd management at the station. He should be designated as incident commander and shall be over all incharge of that particular station. He shall be assisted by staff drawn from the respective departments to discharge his/her functioning.

15.5 Crowd control and Management of rush at Railway Stations:

Specific defined areas of jurisdiction for crowd control and duties assigned to GRP/RPF and the city Police needs to be placed on record much before the expected days of rush. Close coordination has to be maintained between the 3 wings of security personnel Railway Protection Force, Civil Police and GRP with well defined areas of responsibilities.

The carandothervehicleparkingfacilityatastationmaybediscontinued, 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 windows, station platforms and mainlyon the Fo Bs. Special teams of commercial staff will liaise 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.

15.6. Explosion in trains and railway premises:-

One of the key components of the Integrated Security System is explosive detection and disposal. It provides for effective detection and disposal capability with RPF. Explosive detection and disposal, being a highly skilled and challenging job, requires Bomb Detection and Disposal Squad comprising of personnel. Such RPF personnel have been identified on each zonal railway and they are being trained in phased manner by the National Security Guard (NSG). Preventive measures to be taken in such situation have been separately circulated vide Security Directorate Secret letter No.2003/Sec(Spl.)200/14 dated 16.01.2008.

15.7. Terrorist acts & Hijacking of trains:-

Procedures have been outlined in the Crisis Management Plans of the Government of India, of the Ministry of Home Affairs and of the Ministry of Railways to tackle such situations. Above mentioned secret documents are availablewithconcernedAuthoritiesandactionhastobeensuredinaccordance with the provisions mentioned in the above mentioned plans.

Ministry of Home Affairs is the Central Nodal Ministry to tackle hostage or terrorist situations requiring specialized handling. National Security Guard (NSG) has to be requisitioned in such situations. Crisis Management Plan of the Ministry ofRailwaysenvisagesmanagementofsuchcrisisbytheNationalCrisis Management Committee (NCMC) and Crisis Management Group (CMG) at the Railway Board level and by the zonal management group at the zonal level.

Coordinated efforts have to be ensured by all security agencies present at the spot. Senior most officials available at the spot shall handle situations in accordance with conditions of the crisis at local level and instructions received from concerned Crisis Management Groups at Zonal and National levels. Quick Reaction Teams (QRTs) of RPF personnel should be available round the clock at bigger stations which will be of immense help to tackle such situations during initial phases specially in cases of terrorist attacks.

Chapter-16
SITE MANAGEMENT PLAN-I

There are 2 aspects of Disaster Management work at an accident site.Firstly, rescue relief and restoration operation which is carried out by one set of functionaries. Second aspect pertains to rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managingthese 2 distinct aspects of DM work that are required to be discharged by railways, two separate establishments should be set up at an accident site.

1. Unified Command Center (UCC):

(i) Unified Command Centre (UCC) should be setup at the accident site.

(ii) This will be some kind of acontrol office tobe located near thecentre of the accident site.

(iii) This is basically meant for catering to operational needs of railway in rescue, relief and restoration work.

(iv) UCC is to be manned by staff of relevant departments such as:
- Medical,
- Commercial,
- Operating,
- Safety,
- Security,
- PublicRelations,
- Mechanical,
- Electrical,
- S&T,
- Civil

(v) UCC will be provided with all facilities similar to a control office.

(vi) Adequate lighting with generator backup should be provided in the UCC.

(vii) Adequate number of telephonic links to Divisional Emergency Cell and Hdqrts. Emergency Cell should be provided. Preferably each department in the UCC should be given an in dependent telephone.

(viii) Satellite telephone should be installed in the UCC.

(ix) UCC should be provided with FAX, Photocopier, PCs and Loudspeakers.

(x) PC/Laptop should be connected to internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, Hdqrts. Emergency Cell and Helpline Enquiry Booths.

(xi) A big banner displaying‘ UNIFIED COMMAND CENTER’ should be put up at a prominent place at the entry to the shamiana.

(xii) Similarly there should be sufficient number of signages indicating the way to UCC on approach roads etc.

(xiii) UCC at the site will be manned by sr. Supervisors on round the clock.

(xiv) Officers will not be permanently stationed in UCC. They will move about the entire accident site supervising and monitoring working of their department at different activity centers. However, they will keep coming to the UCC off and on and will kept in tough with their departmental functionaries in UCC.

(xv) Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required by them, ifany.

(xvi) Each functionary at the UCC will maintain a log book. Flow of in formation both incoming and out going would berecorde dalong with the time and names of officers/staff who were given the message.

(xvii) UCC will basically supervise the working of 2 LCCs and co-ordinate with Divisional and Hdqrts. Emergency Cells.

(xviii) Functionaries of different departments in LCCs should provide updated information regarding progress of work to their counter parts in UCC.

(xix) This updated information should be provided once in every 3 hrs. as per the following timings:

- 1/- hrs.
- 4/- hrs.
- 7/- hrs.
- 10/- hrs.&likewise

2. Local Command Centers (LCC)

(i) Depending on thes pread of thea ccident site, Local Command Centers (LCC) on the same pattern as the UCC should be set up.

(ii) If the site Is spread out over 300-400 mts. 2 LCCs should beset up.

(iii) Representatives of same departments as in UCC should be present in LCCs also. However, they should be either one or at most 2 men per department.

(iv) LCCs will serve as co-ordination centers for various teams that are working spread out over different geographical locations.

(v) Each LCC will oversee the working of DM teams at one end of the accident site.

(vi) Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMVs, BD special and 1 ART at that end of the accident site.

(vii) One SAG officer of Mechanical department will be overall in charge of each LCC.

(viii) LCCs should be provided with loudspeakers for making announcements.

(ix) LCCs should be provided withdirect telephonic links to UCC.

(x) However, LCCs should not be provided with telephonic links to either Divisional Emergency Cell or Hdqrts. Emergency Cell. This willensure that there is minimum telephonic disturbance from outside to teams which are actually working at the accident site. It will also ensure that outflow of information from accident site goes from UCC only.

(xi) Members of different teams of each department working at the accident site in rescue, relief and restoration work should provide updated information regarding progress of work to their respective functionaries at the LCC.

(xii) This updated information should be provided once every 3 hrs. As detailed at 1 (xix) above.

3. Need for setting up of Central Assistance Center:

(i) Relatives of passengers who arriveatan accident site are already traumatized by the tragedy.

(ii) They arrive at an unkn own location with no place to stay, no friend or acquaintances and not knowing whom to turn to.

(iii) The problem is madeeven more challenging since many relatives and next of kin come from far flung areas in some other state.

(iv) Being semi-literate and from different parts of the country some of them are not even familiar with the local language. For them even communicating becomes a problem.

(v) In addition to above, complex legal formalities and multiplicity of paper work is required to be completed before dead bodies are handed over to their next of kin.

(vi) For taking care of relatives of passengers, providing them with succor in their hour of agony and for guiding them sympathetically, some kind of an assistance center is required.

4. Formalities required to becompleted by relative sof passengers:

(a) Sequence offor malities that are required to becompleted by relatives of injured passengers includes:\

(i) Locating the name of the passenger onreservation charts, in case passenger was traveling in reserved accommodation.

(ii) Going through the list of injured and dead passengers to find out whether the name appears.

(iii) In case the name is not available in the list, then taking a roundof different hospitals to find out whether their relatives has been Admitted in one of the minanun conscio us state.

(iv) Hospitals are generally at separate locations, sometimes even in different towns; and commuting becomes a problem.

(v) In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries, likely period of hospitalization etc.

(vi) Collecttheex-gratiapaidbyrailways.

(vii) Try and locate missing luggage of the injured passenger. For this they have to take a round of the building where all unclaimed luggage have been kept.

(viii) Next they have to arrange for aplace for them to stay.

(ix) Arrange for medicines/dietetc. And paymen to fhospital bills, if required.

(x) There after, they haveto keep in touch with the hospital and gettheir relative released.

(b) Additional formalities that are required to be completed by nex to fkin of dead passengers in clude:

(i) In case the passenger could not be locate dinany of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.

(ii) Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dearone.

(iii) Identify the deadbody, if the same has been extracted by then.

(iv) Other wise wait for all bodies to bee xtracted and try and identify their relatives.

(v) In case they fail to identify the same then they have to go through photo graphs of unidentified bodies takenat site.

(vi) After the body is finally identified, they have to produce proof of relationship for railways to entertain their claim.

(vii) Obtain medical death certificate from ther ailway doctor.

(viii) Obtain postmortem report, from the Govt. doctor who has performed post mortem on the body.

(ix) Obtain official death certificate from the localmunicipality.

(x) Accept of ex-gratia payment from railways.

(xi) Collect forms for lodging claim for com pensation in RCTs.

(xii) Take over custody of dead body from the local police.

(xiii) Per form last rite satthe same place or take back the body to their native place, depending on circumstances.

(xiv) Make arrangements for their return journey back to their native place.

5. Problem sen countered by relatives:

(i) Each of these formalities are under the jurisdiction of a different agency, either railway, or police, or civil administration, or local administration.

(ii) In such a situation the level of co-ordination between these various agencies leaves much to be desired.

(iii) Sometimes it even takes up to 48 hours before all these documentary formalities can be completed.

(iv) In most cases, relative shave to run from pillar to post for completing all these formalities and the bitter experience leaves them permanently antagonized towards railways.

(v) For this purpose a single window clearance system should be available for relatives and next to kin.

6. Combined Assistance Center (CAC):

(i) The UCC should have a Combined Assistance Centre (CAC) located towards the rear site, away from the track, for rendering help to passengers and their relatives.

(ii) This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.

(iii) CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.

(iv) CAC will be manned by staff of relevant departments suchas:

- Operating,
- Medical,
- Commercial,
- Security,
- Personnel

(v) There should be only one such CAC, and all railway resources should be pooled into it.

(vi) LCCsshouldnothaveanysmallCAClocatedintherear.Itislikely to create logistic problems.

(vii) A big banner displaying' COMBINED ASSISTANCE CENTER' should be put up at a prominent place at the entry to the saminana.

(viii) Similarly there should be sufficient number of signages indicating the way to CAC on approach roads etc.

(ix) Railway staff fluent in the language of relatives should be posted for doing work of interpreters.

(x) Post mortem formalities should be waived off so that number of formalities gets reduced by one.

(xi) Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.

(xii) Functionary concerned from the local Municipality who issuesOfficial Death Certificates should be made to come and sit in the CAC so that these certificates can be issued immediately without anydelay.

(xiii) CAC should have different counters for various purposes in following sequence:

(a) Reservation chart, for locating the name.

(b) List of dead and injured along with name of hospital. Thename of passenger involved should be checked up from the list of dead or injured, if available, and their current status informed.

(c) Counter for providing commercial supervisor or WLI as escort along with a vehicle, for accompanying the relatives and going to hospitals or mortuary.

(d) Railway doctor for issue of Medical Death Certificate.

(e) Govt. doctor for issue of Post Mortem Certificate, incasethe same is necessary.

(f) Municipality official for issue of Official Death Certificate.

(g) Local Police for issue of authority or handingover of dead body.

(h) Claimscounter-Payment of ex-gratia and issue of Claims Compensation form.

(i) Counter for helping performance of last rite sin case relatives decide to cremate the body there itself.

(j) Pass counter for issue of return journey pass.

(k) Return journey facilitation counters for making arrangements for return journey.

7. First Aid Posts:

(i) Medical Posts should be provided in both UCC and CAC.

(ii) Medical Post in UCC will provide first aid to injured passengers after extrication, assess their injuries and make arrangements for sending them to nearby hospitals.

(iii) Medical Post in CAC will keep all records of injured and dead passengers, names of hospitals where they have been admitted etc.

(iv) FA posts should beprovided inL CCs.

(v) This will be meant for treating passengers and class ifying their injuries before they are sent for admission to various hospitals.

8. Setting up of UCC, LCC and CAC:

(i) One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall under take the following:

- move along with sufficient staff for setting up of thesefacilities.
- immediately start setting up of the tentage accommodation after taking out tents and shamianas provided in ARTs.
- In addition, he should also requisition agencies which provide tentage accommodation on contract. Details of such agencies have been given in Divisional DM Plans.

(ii) Bridge Line staff will assist in setting up tentage and abovementioned facilities. Dy. CE/Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.

(iii) Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and otherequipment. Nylon ropes should be sufficientin length toensure barricading at sites and camping areas.

(iv) Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.

(v) Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places.

(vi) Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.

(vii) Temporary kitchen in tents/shamianas is to be set up so thatcatering unit or IRCTC can provide cooked food to staff working at accident site.

(viii) About 100 folding chairs should also be arranged.

(ix) Bridge Line staff will have list of divers who in case of emergency an be hired for rescue or restoration operations wherever site is surrounded by deep water.

(X) Signages for both UCC and CAC should be provided at prominent locations.

9. Collection and Dissemination of Information-Channel of Communication:

The following would be the responsibility and channel both for collection as also dissemination of information. Before each shift goes off duty, details of Work done should be up dated in the LCC. The LCC should in turnup date the UCC regarding the latest progress. This updated information would be conveyed to Divisional Emergency Cell every 3 hrs.

(a) <u>Number of dead and injured- Medical department</u>:

(i) Medical department at site should confirm the number of dead.

(ii) Doctors in charge of various teams working on different coaches should give 3 hrs reports to Medical counter in LCC who in turn will inform UCC.

(iii) Number of injured passengers.

(iv) Type of injuries, whether grievous, minor or trivial.

(v) Names of injured, and names of various hospitals where injured have been sent.

(b) **<u>Identification of dead bodies- Commercial department</u>**:

(i) Ex-gratia paid to injured.

(ii) Number of dead bodies identified.

(iii) Ex-gratia paid to dead.

(iv) No. of bodies handed over to relatives.

(c) <u>Number of coaches dealt with- Mechanical department:</u>

(i) No.of coaches thoroughly searched.

(ii) No.of coaches made off track.

(iii) No.of coaches yet to be deal twith.

Chapter-17
SITE MANAGEMENT PLAN-II

Nominated officials from various departments arriving at site by ARMVs and ARTs form part of the Disaster Management Team. Officials representing each department are responsible to ensure that assigned duties of their respective departments are efficiently carried out. Seniorofficers of each department will also ensure that their work is synchronized with that of functionaries of other departments for quick rescue, relief and restoration operation.

(A) Members of the Disaster Management Team:

1. Disaster Management Team normally comprises members of following departments:

(i) Trained railway men from Medical, Commercial, Safety, Electrical, S&T, and Mechanical, Engineering, Security, Personnel and other departments.

(ii) In case of fire accidents, trained fire service personnelshall form partof this unit.

(iii) In case of an accident on water body, diversand naval cadets will also be part of the team.

(iv) In case of sabotage or bomb explosion, bomb disposal squads and GRP/Local Police will also be involved.

(v) Various rescue units shall accompany ARMVs, ARTs or move by road as quickly as possible.

2. Officers- in- charge of Site (OC Site):

On arrival of ARMV at accident site DRM shall take over as OC Site from the senior most officer of the accident involved train. On arrival of 1st Special train carrying GM and other hdqrts. officers, GM shall be OC Site. In the absence GM, the seniormost officer shall be OC site. He will be responsible for forming Core Groups as required and direct them to carry out efficient rescue, relief and restoration operations.

3. Rescue, Relief and Restoration Operation:

DM Team on arrival by ARMV sand ART shall under take following actions:

(i) Crowd Control and Law and Order.
(ii) Rescue operation.
(iii) Relief operation.
(iv) Video coverage of accident site.
(v) Installation of Communication Network.
(vi) Clearance from State Police for restoration.
(vii) Preservation of Clues and Evidence.
(viii) Media Management at site.
(ix) Salvage operation.
(x) Restoration operation.

4. Photography:

Prior to starting restoration work at an accident site, divisions should undertake suitable video film coverage to the extent

feasible. Still photography by digital camera should also be undertaken extensively for its obvious advantages. The photograph should be taken from a vantage point and from as many angles as possible so as to give a bird's eye view as alsoclose up photographs.

(i) Such photographs should clearly indicate:

- Severity of the accident.
- illustrate the damage to P-Way, Rolling Stock, Signal, OHE and other structures and equipment.

(ii) Separate set of photographs to be taken to preserve clues and evidence of sabotage if suspected.

(iii) Victims and unidentified bodies should also be extensively photographed as detailed in (II) (Xvi) below.

(B) General:

For efficient Disaster Management, responsibilities of various departments are to be executed by deputing responsible officers and supervisors. Important duties of such officers/supervisors areen listed as follows:

1. OCSite:

(i) Ensure setting up of UCC, CAC and LCC sattheearliest.

(ii) Collect information from OC Site of IAT.

(iii) Take stock ofthe situationandplanfor efficientrescue operation.

(iv) Estimate quantum of assistance required for each department from:

- Within the division,
- Adjoining divisions of ECR,
- adjoiningzones,
- non-railway agencies.

(v) Channelize local resources to supplementa vailable railway resources.

(vi) Ensure that duties of various functionaries of different departments as laid down in ECR's Zonal DM Plan are carried out.

(vii) Ensure co-ordination among all departments for efficient rescue, relief and restoration operation.

(viii) Ensure in formation to SP Police and District Magistrate.

(ix) In case of sabotage, direct RPF to obtain quick clearance from State Police.

(x) In case of serious explosions or fire, clearance from Controller of Explosives is to be obtained.

(xi) Give prima facie cause of the accident along with fore cast of expected date and time of restoration.

(xii) Ensure timely information on the progress of rescue, relief and restoration work every 3 hrs. With following details:

- Number of coaches searched.
- Number of injured passengers recovered.
- Nature of injuries to passengers.
- Number of bodies recovered.
- Number of bodies identified.

- Number of coaches dealt with.
- Supplementary assistance equired, if any.

(xiii) Fore cast for completion of each activity mentioned below should also be firmed up. These target dates and times should be communicated to all officers and supervisors at accident site:
- Re-railment,
- Track fitness,
- OHE fitness,
- Points and inter-locking,
- Clearance of section,
- Movement of first train.

(C) Duties of Operating Department:

Immediately after getting the information.

(i) All sectional TIS and Supervisory SSs should be directed to reach the accident site by first available means.

(ii) Similarly additional RG/LR staff from the section should be sent to 3 stations on either side so that SMs can be free for going to accident site.

(iii) Since considerable amount of shunting is required to be performe datad joining stations,2 traffic supervisors in 2 shifts should be poste datad joining stationson each side.

(iv) Ensure that's pecial train sare sent into the accident affected block section according to these quence detailed in Chapter-9, Section 4.

(v) Ensure proper marshalling of crane while proceed ing to the accident spot in the block section.

(vi) Ensure that Engineering vansof the ART are placed nearest to the accident site. For this purpose, Engineering van/wagon should be placed close tto site of accident by sending it in pushing condition.

(vii) Ensure prompt clearance of stranded passenger satthesitein coordinationwiththeDivisionalEmergencyCell.

(viii) Regarding running of special trains, keepin touch with Divisional Emergency Cell and given requirement from site.

(D) Duties of Safety Department:

(i) Preserve all clues and evidences regarding prob able cause of the accident and ensure that these do not get disturbed till police clearance is received.

(ii) Ensure that video/still photographs by digital cameras are taken as required.

(iii) Ensure that joint measurements, observation sare recorded in the prescribed Proforma before restoration work begins.

(iv) Ensure thatunaffected rolling stock ismoved awayfrom the site and thereafter stabled at convenient location for further examination during accident inquiry.

(iv) Ensure that evidence of train staff, station staff and publicare recorded on the spot.

(vi) Addresses of passengers willing to give statements later should also be obtained.

(vi) Ensure that special trains are sent in to the accident affected block section according to the sequence detailed in Chapter 9, Section 4.

(E) Duties of Medical Department:

1. Mainfunctions:

Main functions of the Medical department can be broadly classified as:

(a) Taking an initial round of hospitals and assessment of situation.

(b) Taking out injured passengers from accident involved coaches. Attending to injured passengers and giving them First Aid.

(c) Preparing list of injured passengers.

(d) Classification of the irinjuries.

(e) Transporting them to hospitals and getting them admitted.

(f) Post admittance hospital care of the injured.

(g) Dealing with dead bodies.

(h) Preservation of dead bodies.

2. General:

(i) Ensure collecting blood and urine samples of train crewin case the same is necessary.

(ii) Organize as many road ambulances as possible at the accident site.

(iii) Data Bank of Divisional DM Plans have names, telephone numbers and contacted on phone for sending road ambulances along with team of doctors.

(iv) Set up Medical Counter in UCC and CAC for passenger assistance.

(v) Setup First Aid Postsin LCC s.

3. Site management:

(i) Leader of Team'A'(Normally CMS/MS In-charge of the Division) would take control of the site, co-ordinate relief measures and distribute duties amongst doctors available as detailed below:

(ii) Different teams and groups will be formed for discharging variousduties of the Medical department as detailed in Section (E1) above. Each team should consist of 4-6 members andeach group should consist of 3-5 teams, depending upon requirement.

(iii) One group of doctors will take a round of various hospitals where injured passengers have already been admitted. (Para 4 below)

(iv) One group consisting of 4-5 teams of doctors and para-medics will take out injured passengers and dead bodies from accident involved coaches. (Para 5 below)

(v) One team will attend to injured passengers and given them First Aid and other medical treatment. (Para 6 below)

(vi) One team will prepare list of injured passengers, note down details of their injuries and classify them. (Para 7 & 8 below)

(vii) One team would be in-charge of transporting injured passengers to hospitals and getting them admitted. (Para 9below)

(vii) One team would be in-charge of post admittance hospital care of the injured. (Para 10 below)

(ix)One team will deal with dead bodies after these have been extracted from coaches. They will prepare a list and arrangefor their preservation. (Paras 11 & 12 below)

(xi) In case sufficient doctors are available then more groups should be formed for rescue operations. (Para 5 below)

4. Taking an initial round of hospitals:

(i) Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.

(ii) One commercial officer will also accompany doctors and make a general assessment.

(iii) At the hospital, they should collect information about dead/injured persons, their name, age, sex, address telephone No., name and telephone no. of relatives/friends, nature of the injury, etc.

(iv) These information should be immediately communicated to CMS/MS at accident site by using local PCO/Cell phone etc.

(v) Prepare a list of persons dead/injured already in hospitals in three copies by using carbon paper.

(vi) The list thus prepared is to be signed by railway doctor on duty in the hospital. One copy is to be handed over to the Commercial Department.

(Vii) 2nd copy to be kept with the doctor in charge as office copy and the 3rd copy to be given to paramedical staff to get multiple photo copies for further distribution.

(viii) One copy should also be sent to CAC for being fed into the PC provided in the CAC.

(ix) The initial list prepared should be updated at regular intervals, as and when any change occurs.

5. Taking out injured passengers:

(i) Maximum number of doctors should be deputed for this activity.

(ii) This group should consist of at least 4-5 teams. If numbers permit, more such teams should be formed.

(iii) Teams involved in rescue operation should ensure rapid access to all injured passengers.

(iv) They should take assistance of mechanical/Engineering/RPF staff to extricate injured passengers.

(v) Each team will joinup with teams of Mechanical staff who would also be involved in extracting dead and injured from coaches.

(vi) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.

(vii) Coaches should be thoroughly searched including lavatory and vestibule portions before abandoning and moving on to the next coach.

6. Attending to injured passengers:

(i) One team will be asked to provide medical treatment to injured passengers immediately after their evacuation from coaches.

(ii) Ensure stabilization of condition of injured passengers already taken out from coaches, before they are dispatched to hospitals by road.

(iii) In case of patients in critical condition where stabilization of condition at site is not possible, they should be moved immediately by road ambulance or shifted to ARMV.

7. Preparing list of passengers:

(i) Collect list of injured passengers prepared by TS/TTEs and assess the situation.

(ii) Separate lists to be prepared coach wise.

(iii) The list should contain following details:

- If found Conscious: Name, Sex, Age, Identification marks, address, ticket number, originating and destination station.
- If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.

(iv) Once the preliminary list of injured passenger has been prepared, the list should be signed by the CMS/MS In charge and a copy handed over to commercial department.

(iv)The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues.

8. Classification of Injuries:

(i) Injuries are classified as under:

(a) 'Grievous' injuries as defined below.

(b) 'Simple' but excluding 'trivial' injuries such as abrasions or bruises.

(ii) Following are considered to be grievous injuries (as per section 320 of the Indian Penal Code):

(a) Emasculation

(b) Permanent privation of sight ofeither eye.

(c) Permanent privation of hearing of either ear.

(d) Privation of any member or joint.

(e) Destruction or permanent impairment of powers of any member or joint.

(f) Permanent disfigurement of head or face.

(g) Fracture or dislocation of a bone or tooth.

(h) Any hurt which endangers life, or which cause the sufferer to be during the space of twenty days, insevere bodily pain or unable to follow his ordinary pursuits.

(iii) Injuries other than those defined above are considered to be simple injuries.

(iv) Apart from injuries defined above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as injuries.

(v) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalizations at all is trivial.

(vi) Classify injured passengers into separate categories as grievous or simple.

(vii) Inform Commercial department for arranging ex-gratia payment.

9. Transporting injured passengers to hospitals:

(i) One team will be asked to arrange transport of injured passengers to nearby hospitals.

(ii) Ensure expeditious transportation of injured either to AMRVs or to nearby hospitals.

(iii) Critically injured passengers should be transported bymeans of road ambulances and other by means ofordinary road vehicles.

(iv) Commercial staff should also be associated with transfer of injured passengers to hospitals.

(v) Before doctors and supervisors leave the accident site for hospital duty, they should note down the DOT and Mobile Telephone No. of the accident site, CMS, MS and other doctors at the site for quick communication.

(vi) Doctors going to different hospitals should have separate vehicles.

(vii) In case sufficient number of railway vehicles is not available, they should hire taxis for their movement by with drawing from stations earnings.

10. Post admittance Hospital care:

(i) One railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.

(ii) Normally one doctor should look after one hospital, along with a commercial supervisor and WLI.

(iii) If large no. of hospitals are involved 2/3 hospitals may begiven to one doctor. In that case, the doctor, in consultation with CMS/MS, should station himself at the hospital where maximum no. of patients are admitted.

(iv) Make an assessment about capabilities of the hospitals to handle injured persons especially with reference to types of injuries they have suffered. Decide whether the patient needs to be shifted to other hospital with better facilities and then arrange to shift the patient.

(v) In case any injured passenger succumbs to his injuriesin the hospital, then the doctor in-charge of that hospital should update this fact to the medical counter at CAC.

11. Dealing with dead bodies:

(i) Problem faced by rescue teams is regarding dealing of dead bodies.

(ii) On IR it is not clearly spelt out as to who will deal with them.

(iii) Accident Manual is silent as to who will extricate dead bodies from coaches, and then take them to either hospital or the mortuary.

(iv) It can only be inferred that Medical Department will do this work.

(v) In case of a major disaster, the usual complement of medical staff in any ARMV is grossly inadequate for undertaking work of this magnitude.

(vi) Adequate number of Safai walas and other health workers who have come to the accident site should be mobilized for this purpose.

(vii) Often rescue and relief operations continues for more than 48 hours.

(viii) Dismembered bodies begin emitting foul odors after two days. Carrying out this task under such circumstances became a real problem.

(VIII) Target should be to extricate all dead bodies with in 24 hrs.

(ix) Dead bodies should be dealt with coach wise, otherwise bodies taken out from different coaches get mixed up.

(x) Bodies taken out from coaches should be stacked at quite some distance from the track in front of respective coaches, in

Separate lots, coach wise. While this may slow down the work initially, in the long run it is more systematic since bodies don't get mixed up.

(xi) Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defense, personnel, other railway staff and non-railway volunteers available at site.

(xii) Ensure covering of dead bodies with shrouds.

(xiii) Put cloth label (white cloth of 12"x9" written by Marker pen) on each dead body on the chest just below the neck as below:

- Date_____
- Dead body Serial No._____
- Name_____
- Age_____Sex_____
- CoachNo._____

(xiv) In case of unidentified dead bodies, against the item 'name', it should be written as unidentified-1/unidentified-2, etc. Approximate age should be estimated from the appearance, such as between 35-45 years.

(xv) 5 photographs preferably by digital camera should be taken of each dead body. Two should be close up of face from infront and sideways, third should be with the label visible as per item (xiii) above and fourth and fifth should be of full length of the body.

(xvi) If possible each body should also be video photographed.

(xvii) After photographs have been taken, each body should be place dinside a body/plastic bag with zip having proper labeling system Where same information is also to be provided.

(xviii) After this, bodies will be handed over to GRP or Local Police for safe custody.

(xix) Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

12. Preservation of dead bodies:

(i) Numbering and photography of bodies should be done evenwhenrelativesareonhandtoclaimthebody.

(ii) Arrangements have to be made for a more permanent locationfor them till such time as the next of kin arrive to claim these bodies.

(iii) In all such accidents passengers are invariably separated from their belongings. As such in many cases, there are no tickets or other identification papers on their persons.

(iv) This problem is further compounded in unreserved coaches where no reservation charts are available.

(v) Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.

(vi) Arrange hiring of a couple of big halls, for keeping bodies.

(vii) Rooms should preferably be at asingle locations so that relatives do no thave to go around from mortuary to mortuary.

(viii) A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building temporarily.

(ix) Arrange to move dead bodies to nominated buildings being used as temporary mortuaries.

(x) Bodies should be neatly lined up with their numbers prominently displayed and kept in different rooms coach-wise.

(xi) Notice Board outside the building should display the roomnos. where bodies extracted from aparticular coach have been kept.

(xii) These details should also be pasted on a notice board outside each room.

(xiii) This will prevent unnecessary handling of bodies which in any case would be in an advanced state of decomposition.

(xiv) For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.

(xv) Procure following items from local market for dealing with dead bodies:

- Shrouds,
- Polythene bags,
- Coffins,
- Dryice

(xvi) 4 Commercial Supervisors should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives as and when they come.

(F) Duties of Commercial Department:

1. Main Functions:

Main functions of the Commercial department can be broadly classified as:

(a) Withdrawal of cash from stationearnings.

(b) Hiringofroadvehicles.

(c) Providingbeveragesandcateringtoinjured and uninjured passengers.

(d) Initial round of hospitals and assessment of situation.

(e) Preparing list of injured passengers.

(f) Transporting them to hospitals and getting them admitted.

(g) Payment of ex-gratia to injured and next of kin of dead.

(h) Dealing with refund and claims compensation formalities.

(i) Takingcharge ofluggage andconsignments.

(j) Post admittance hospital care of the injured.

(k) Taking care of relatives.

2. General:

(i) Before Sr. DCM proceeds to accident site he should withdraw sufficiently large amount of cash from station earnings.(Para3 below)

(ii) At the accident site, handpicked commercial supervisors should be deputed for manning commercial counters in UCC and CAC.

(iii) Each commercial counterin CAC is to be manned by one groupas detaile din Chapter 11,Section 6(xiii)

(iv) Different teams and groups will be formed for discharging various duties of the Commercial department as detailed in Section (F1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

(v) Separate teams and groups should be formed as detailed below, headed by a commercial officer.

(vi) One team will hire road vehicles for use and other related activities. (Para 4 below)

(vii) One group will arrange beverages and food both for injured as also for uninjured passengers. (Para 5 below)

(viii) One team will take an initial round of hospitals along with doctors and assess the situation. (Para E4 above)

(ix) One group should take care of uninjured passengers who have to be cleared from the accident site. (Para 6 below)

(x) One group will assist Medical department in preparing a list of injured passengers, input the same into the PC in CAC.(Para E7 above and Para 7 below)

(xi) One group will assist Medical department in shifting injured passengers to hospitals (Para E9 above)

(xii) One group will assist the Medical department in preparinga list of dead bodies and looking after them. (Paras E11 and E12 above).

(xiii) One team will make ex- gratia payment to injured passenger and next of kin of dead. (Para 8 below)

(xiv) One teams will deal with refund cases and claims compensation for malities. (Para 9 below)

(xv) One group wills in-charge of unclaimed luggage and other consignments. (Para 10 below)

(xvi) One group will be in-charge of postad mittance hospital care of injured and taking care of relatives as detailed in Chapter 14 under 'Passenger care'.

3. With drawal of cash from station earnings:

(i) In order to meet accident related expenditure, officers can with draw money from station earnings duly following the procedure incorporated in Commercial Manual Vol.II Rule No. 2425.

- Departmental expenditure necessitated by floods, accidents or earthquakes, etc. (8)
- Ex-gratia payments to persons involved in train accidents. (22)

(ii) Before Sr. DCM leaves for accident site, he should with draw sufficiently large amount of cash from station earnings to meet with immediate requirements at the site.

(iii) More should be withdrawn subsequently as and when required.

(iv) Procedure and accountal as detailed below should be followed. (Para 11 & 12 below)

(v) A commercial supervisor should be nominated for this purpose and he should with draw Rs. 5 lakhs and carry it with him, duly escorted by RPF personnel.

4. Hiring of Vehicles:

(i) A large number of road vehicles are required at an accident site for following purposes:

- Taking injured passenger to hospitals.
- Taking doctors and other railway officials to hospitals.
- Clearance of un injured passengers.
- Taking dead bodies to mortuaries.
- Bringing men and materials, etc. to accident site.
- Taking unclaimed luggage for being kept in safe custody.
- Taking relatives to hospitals and mortuary.
- Other miscall aneous work.

(ii) For this purpose apart from whatever number of railway vehicles may be available, extraroad vehicles should be hired.

(iii) Allroad vehicles should be hired along with stand by drivers for round the clock duty.

(iv) At least 10 road vehicles should be attached to CAC for taking relatives to hospitals mortuaries etc.

(v) Nominated railway staff to be attached to each hired vehicle round the clock (evengroup'D'would suffice), so that optimum use can be made of the vehicle.

(vi) Buses from State transport authorities should also be requisitioned along with extra drivers for round the clock duty.

(vii) One railway staff should be put in charge of each bus on round the clock duty, who will accompany the bus wherever it goes and bring it back in time (even group 'D' would suffice)

(viii) In case hospitals are in different towns, then road transport buses should be put on fixed time round trip schedule for shuttling relatives from CAC to various locations and back to CAC.

(ix) All hired vehicles and requisitioned buses should have stickers pasted on their front and rear windscreens indicating 'RAILWAY ACCIDENT DUTY'.

5. Catering arrangements:

(i) Arrangements for supply of food and beverages to not only injured but also to other passengers of the accident involvedtrain should be swiftly organized.

(ii) Food and beverages should be supplied free of charge.

(iii) These may be arranged from railway sources or outside sources as necessary, including IRCTC or their contractors.

(iv) To supplement Railway catering arrangements nearby dhabas and hotels should be contacted and arrangements made for opening up stalls at the site.

6. Clearance of uninjured passengers:

(i) First of all, arrangements for water and food for stranded passengers should be made.

(ii) Announcement should be made for registering names of safe passengers.

(iii) Clearance of accident affected passengers from accident site should be planned along with Operating branch who will provide the empty coaching rake.

(iv) Make announcement through PA system in for ming passengers regarding their clearance from site ei therby:

- Front portion of the accident involved train.
- Rear portion of the accident involved train,
- empty coaching rakes that have been brought to the accident site,
- road bridging that has been arranged.

(v) Arrange adequate coolies for carrying passengers luggage while they transfer to the new train.

(vi) In case of road bridging, arrange road transport to clear stranded passengers, record details of passengers dispatched and relay particulars to Divisional Emergency Cell.

(vii) Senior-most official at site shall have powers to arrange conveyance for affected passengers free of charges by any available mode of transport and also incurexpenditure for carriage of passenger's luggage etc.

7. Preparing list of injured passengers:

(i) Collect list of injured passengers prepared by TS/TTEs and assess the situation along with Medical department.

(ii) Separate lists to be prepared coach wise by Medical department.

(iii) The list should contain following details:

- If found Conscious:Name,Sex,age,identification marks address, ticket number, originating and destination station.
- If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.

(iv) Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS Incharge and a copy handed over to commercial department.

(v) This list should be input into the PC available in theCAC.

(vi) The list should be E-Mailed to the Divisional Emergency Cell and Hdqrts. Emergency Cell.

(vii) The list of dead and injured that is initially fed into the PCwill thereafter be updated periodically, as rescue and relief work continues.

8. Ex-Gratia

(i) The amount of ex-gratia relief payable to injured passengers or to dependents of dead are as under:

(a) In case of death - Rs.50,000/-
(b) Grievous injury - Rs.25,000/-
(c) Simple injury - Rs.5,000/-

(ii) The amount of ex-gratia relief admissible to road users who meet with an accident due to Railway's prima facie liability at manned level crossing gate accidents will be as under:

(a) Incaseofdeath - Rs.50,000/-
(b) Grievous injury - Rs.25,000/-
(c) Simpleinjury - Rs. 5,000/-

(iii) Payment of ex-gratia will be made on the basis of categorization of their injuries made out by doctors at site.

(iv) No ex-gratia payment would be admissible to trespassers, persons electrocuted by OHE and road users at unmanned level crossings.

(v) Ex-gratia payment should also be made to railway staff killed or injured by a moving train while performing their duty, for example, gangman working on track run-over accidentally by a moving train.

(vi) Ex-gratia amount is to be paid in cash.

(vii) In case of injured passengers, ex-gratia should be paid to the injured passenger himself or in case he is too ill, to his relative in his presence.

(viii) In case of death cases where relatives' identity and claim the body, following precautions are to be taken:

(a) Photograph the face of the body from front and from the side.
(b) Photograph the person taking the ex-gratia payment.
(c) Record the relationship of the person claiming the body along with details of proof, if any.
(d) In case enhanced ex-gratia is announced by the Hon'ble MR, then the enhanced amount should be paid by cheque by Accounts department.
(e) Ex-gratia paid is not to be adjusted against claims compensation payable as decreed by RCT subsequently.

(ix) Payment should be arranged preferably on the spot by a senior scale officer nominated by GM after making such enquiries as can be reasonably made on the spot after immediate needs by way of medical attendance etc. to injured persons have been attended.

(x) For payment of ex-gratia, and to meet other expenses at site, one commercial inspector, authorized by Sr.DCM shall withdraw Rs.5 lakh from station earnings of a nearby station,and shall be available at site duly escorted by RPF personnel.

(xi) Sr. DCM/DCM will ensure availability of sufficient cash for paymentof ex-gratia/refund.

9. Refund and Claims Compensation:

(i) Refund of fares must be granted in the CAC for unfinished journey as per rules.

(ii) Injured passengers and next of kin of deceased passengers must be supplied with blank claims compensation forms along with Claims Booklet explaining complete procedure.

(iii) Photo copy of afilled up Claims Compensation for mmay also be given along with the blank form so as to help them in filling it up.

10. Luggage and consignments:

(i) As and when unclaimed luggage and personal belongings are taken out from coaches, a list should be made coach wise, and each item should be tagged with coach no.

(ii) Alis to feach item with distingue is hing marks should be made.

(iii) If possible, the cabin number in side the coach should also be indicated.

(iv) Luggage claimed should be handed over on satisfactory proof of ownership.

(v) Unclaimed luggage and personal belongings of injured/dead passengers should be taken possession of for safe custody.

(vi) Unclaimed luggage should be stored in a safe place, preferably, partof the same school building which is being used for preserving dead bodies.

(vii) These should be stored in separate rooms coach wise so that it iseasy for relatives to identify.

(viii) A list should be displayed outside each room indicated the coach no. whose luggage is stored there.

(ix) It is the responsibility of Commercial department to take charge of all unclaimed luggage etc. These should be taken over from the charge of RPF.

(x) Booked luggage, parcels and consignments available in SLRs, VPUs etc. should be taken out and sent by road to nearestJn.station for safe custody.

(xi) Booked perishables available in SLRs, VPUs should be taken out and either auctioned at site or sent by road to nearestJn.station forbeing auctioned.

(xi)RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities came and take over custody.

11. Withdrawal from station earnings-procedure:

(i) In order to meet accident related expenditure, officers can withdraw money from station earnings duly following the procedure incorporated in Commercial Manual Vo lII Rule No.2425.

- Departmental expenditure necessitated by floods, accidents or earthquakes, etc (8)
- Ex-gratia payments topersons involved in train accidents. (22)

(ii) The nominated supervisor incharge of the department concerned may alone withdraw from station earnings through a requisition in respectt of the above items specifiedin rule 2425 of the IRCM.

(iii) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From To
Name of Supervisory Official Station Master
Designation/Station Station

Please arrange to pay from Station Earning sana mount of Rs. _____(Rupees_____)
towards_____(Purpose to be indicated). This is one of the authorized items of withdrawal from Station Earnings. The expenditure is chargeable to the head_
Accounting Authority_____
_____Contro
lling Officer_____
_____Design
ation_____
_____Station

Payment made from station Received an amount of Rs.
_____earnings amount:_____from
station earnings_____Signature of
Signature:
SM/SS Designation:

(iv) Requisition is required to be prepared in triplicate. 1st to be kept as record, 2nd to be presented to SM for arranging payment against proper acknowledgement and 3rd should be sent to Sr.DAO concerned duly counter signed personally by the Divisional Officer of the department.

(v) Any failure by the supervisory official withdrawing cash to follow above instruction sorany othe rirregularity will rende rhim personally responsible and liable for action under Discipline & Appeal Rules.

12. Withdrawal froms tation earnings-accountal:

(i) Branch Officer concerned shall forward requisitions received from stations to the Divisional Accounts Office indicating circumstances under which the withdrawal was necessitated.

(ii) The counter signed requisition shall be accompanied by relevant Branch Officerso that they reach Account Office within 15 days from the date of withdrawal.

(iii) Executive Officer concerned shall furnish full particulars of the amount withdrawn, details of payments made, reasons for the payment, the rate and period for which payment is made and thetotal amount paid with the acquaintance of the payee with necessary revenue stamp wherever due to Sr. DAO.

(iv) Sr.DCM will compile a monthly statement of all with drawals pertaining to his division obtaining as tatement from various executives in his division and send it to CCM.

(v) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by Executive Officers.

Chapter-18
SITE MANAGEMENT PLAN-III

(A) Duties of Mechanical Department:

For discharging the dual responsibility of extricating injured passengers & dead bodies from coaches and to ppling those coaches whose search has been completed, 2 separate groups will be formed at each end for purposes of'search and rescue' and' off tracking of coaches'.

Once 4 ARMVs, 2 ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more mechanical equipment will be requiredfrom anywhereelse. The mainwork will then consistof using of these resources effectively and efficiently.

Different teams and groups will be formed for discharging the dual responsibilitie sof the Mechanical department. Each team should consist of 4-6 members and each group should consist 3-5 teams depending upon requirement.

One Sr. Supervisor should be in-charge of each team conducting 'search and rescue' at the site. All such 'search and rescue' groups at each end of the accident site, would function under directions of an AME.

Similarly, one Sr. Supervisor should be in-charge of eachteam working on' off tracking of coaches'at the site. All such' off tracking of coaches' groupsat each end of the accident site, would function under direction of another AME who will also be in charge of the crane at that end.

(i) Take precaution sinel ectrified section that power supply is switched off before commencing rescue/relief work.
(ii) Use necessary safety equipment like hand gloves, helmet etc.
(iii) If spillage of inflammable substances issu spected, then only cold cutting equipment should be used.
(iv) In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.
(v) Be cautious in using rescue tools like gas cutters, cold cutters, spreaders, hydraulic jacks etc. so that passengers trapped inside or buried under the debris do not get hurt.
(vi) Ensure marshalling of ART according to site requirement before it issent intotheaccident involved block section.
(vii) For efficient extrication of entrapped passengers take assistance of Medical/Engineering departments.
(viii) Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.
(ix) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
(x) Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140 T cranes can continue working from either end.
(xi) Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that number of coaches can be simultaneously approached and more work centers can be openedup.
(xii) Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

(B) **Duties of Security Department:**

Main functions of the Security Department can be broadly classified as:

(a) Co-ordination with GRP and Local Police.
(b) Crowd management.
(c) Protection of luggage.
(d) Protection of railway property.

1. Liaison with Civil Police:

(i) In case of sabotage, liaison with Local Police & officials of district administration and get early clearance.
(ii) Clearance should be obtained as expeditiouslyas possible,for starting restoration work.
(iii) Additional man power should be requisitioned from local police officials and district administration for purpose of crowd control.
(iv) Exemption should be obtained from SP of the district for waiving off formalities of Post Mortem of dead bodies.
(v) Obtain assistance from GRP and Local Police as and when required.

2. Crowd Management:

The first problem at an accident site is that of surging crowds. Carrying out any kind of rescue and relief operation becomes next to impossible. Railway men who try to undertake any kind of rescue and relief work become victims of mob fury.

(i) Cordon off the site and prevent unauthorized entry of outsiders.
(ii) Segregate the area of accident by putting up temporary barriers using nylon ropes or any other make shift device available at the scene so that outsiders do not disturb the site or hamper rescue operations.
(iii) These barriers should be at quite some distance away from the track, sothat UCC,CACandLCCs are inside the cordoned off area.
(iv) Provide barricade and ask for additional force to control crowd during VIP visit.

3. Protection of luggage:

(i) Protect unclaimed luggage of passengers till the se are duly take over by commercial department for safe custody.
(ii) Unclaimed luggage of passengers should be isolated and stacked coach wise, with proper labeling indicating coach no. from which recovered.
(iii) If possible, the cabin number inside the coach should also be indicated.
(iv) All such unclaimed luggage should be protected till they are handed over to claimants or taken over by commercial department.
(v) Unclaimed luggage should be stored in a safe place, preferably, partof the same school building which is being used for preserving dead bodies.
(vi) These should be stored in separate rooms coach wise so that it iseasy for relatives to identify.

4. Protection of railway property:

(i) Protect Railway consignments/goods/parcel still these are duly taken overby commercial department and dispatched to nearest station for proper disposal.
(ii) Guard perishables till they are auctioned off at site or till they are dispatched to nearest station for being auctioned.
(iii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.
(iv) Provide security for the cash withdrawn for payment of ex-gratiaby the commercial department.

(v) Preser veal clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

(vi) Ensure that no railway staff tampers with any track fittings, or rolling stock parts.

(vii) Any body found moving under suspicious circumstances should be questioned.

(viii) No railway staff should be allowed to move about near the accident site with loose or piece meal equipment.

5. General:

(i) RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.

(ii) 3-hourly strips will be updated by field personnel at the scene of incident to the RPF functionary in the UCC, giving the latest situation.

(iii) RPF Assistance Post will be established within the CAC so that people needing help can approach RPF.

(C) Duties of Electrical Department:

For discharging the dual responsibility of providing illumination at site and managing the OHE ,2 separate units will be formed at each end of the accident site consisting of'General branch'officers&staff and TRD officers & staff.

Once 4 ARMVs, 2ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more electrical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

Different teams and groups will be formed for discharging various duties of the Electrical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

1. Site illumination:

One Sr. Supervisor should be in-charge of each group working at the site.All'General Branch'teams at each end of the accident site, would function under directions of an AEE(G).

(i) Senior most electrical officer at site would make a quick assessment of the electrical requirement of the site.

(ii) This would be done keeping in mind the geographical spread of the site ,the size of UCC,LCCs,CAC and only other requirement as necessary.

(iii) Thereafter, he would assess the quantity of electrical fittings and generating sets available in ARMVs and ARTs.

(iv) In order to set up adequate illumination facilities, all generating sets and lighting fixtures available in ARMVs and ARTs would be used.

(v) First priority for lighting would be the accident site along the track where rescue,relief and restoration work is going on.

(vi) Next priority would be given to lighting up of UCC, CAC and LCCs.

(vii) Additional requirements of generators and lighting fixtures, if any,should be called for immediately from other railway sources within the division, well in time.

(viii) In case divisional sources are inadequate, then sources from other divisions should be tapped.

(ix) Officer at site should hire additional generating sets, lighting fixtures etc., as required, from non-railway sources available nearby. List of such sources are given in Divisional DM Plans.

(x) Once generators and lighting fixtures have been set up, efforts should be made to tap direct power supply from some nearby sources, if available.

(xi) (xi) In case power supply is not available near by and illumination has to continue on generator supply, then sufficient quantity of petrol and diesel should be procured and kept in stock.

OHE at site:

One Sr. Supervisor should be in charge of each group working at the site. All TRD teams at each end of the accident site, would function under directions of an AEE/TRD.

(i) In case OHE is to be brought down, then the same should be done immediately so that working of crane does not get held up on account of OHE.

(ii) In case slewing of OHE suffices for some sections, then the same shouldbe done quickly so that working of crane does not get held up on account of OHE.

(iii) Sr. DEE/TRD shall arrange movement of 6 Tower Wagons along with men and material from adjacent depots from both sides of accident site.

(iv) In case more tower wagons are required these should also be requisitioned from other depot salong with menand material.

(v) An assessment should also be made of the extent of damage to OHE masts, and other equipment.

(vi) Additional requirement of materials, if any should be called for immediately from other railway sources within the division.

(vii) In case divisional sources are inadequate, then sources from other divisions should be tapped.

(viii) In case other divisional sources are also inadequate, then sources from other zones should be tapped.

(ix) Availability of OHE masts is a long lead item. Requirement of masts should be quickly worked out so that the se can be moved immediately,.

(x) Ensure temporary portal saree rected without delay.

(xi) In case damage to OHE is extensive and a wiring train is considered to be more efficient, then the same should arrange for from other zone after discussion with RE organization.

(xii) Ensure that the section is earthed before staff starts working near OHE.

(xiii) OHE should not be charged until all staff, tower wagons, cranes etc. have cleared the block section.

(D) **Duties of Signal & Telecommunication Department**:

Duties of S&T department consist of providing sufficient and reliable means of communication at the accident site and other work centers.

1. Types of communication facilities:

For this purpose following types of communication facilities should be provided:

(i) Satellite telephones.

(ii) BSNL telephones.

(iii) Mobiles, in case the area is under mobile coverage.

(iv) Walkie-Talkie sets.

(v) Railway telephones.

(vi) PA system.

2. Locations:

These should be provided at following locations:

(i) UCC

(ii) CAC
(iii) LCCs
(iv) Hospitals
(v) Mortuary
(vi) Any other location as decided.

3. Numbers to beprovided:

(i) Satellite telephones-5 to be provided.2inUCC, 1 in CAC, 2 for passengers.
(ii) BSNL telephones-2 in UCC,3 in CAC and1in each hospital.
(iii) Mobiles-as many as can be arranged in UCC and CAC. In additionto above at least 2 in each hospital.
(iv) Walkie-Talkie sets-each functionary should be covered.
(v) One 25 W VHF sets shall also be provided in UCC.
(vi) One 25 W VHF set shall be installed in a road vehicle so that mobile communication can be set up, upto a range of about 15-20 Kms.
(vii) Railway telephones-each functionary in UCC, CAC and LCCs should be covered.
(viii) In RE area emergency sockets will be utilized for extending communication to the accident site and in non-RE area where 6 Quad cable is available the same will be utilized for providing communication.
(ix) PA system at UCC, CAC and LCCs.

4. Public Address System:

(i) Provide adequate number of PA system,Hand sets.
(ii) PA system should be provided in UCC,CAC and LCCs.These are to be used for communicating with passengers and for giving directions to railway staff.
(iii) For this purpose ,additional PA systems may become necessary depending upon the requirements at accident site.
(iv) Mega mikes available in ARTshould also be utilized.
(v) Volume of PA system in UCC,CAC and LCCs should be so adjusted that announcements made over one of them reaches only those areas which are under its jurisdiction. It should not interfere with announcements being made by other PA systems.

5. General:

(i) Ensure availability of adequate copies of Disaster Management telephone directory containing important telephone numbers.
(ii) Adequate number of Mobile Battery Chargers should be provided in UCC, CAC and LCCs along with number of spare batteries.

(E) Duties of Engineering Department:

(i) AEN/SSE(P.Way/Works)shall collect men, rescue tool sand arrive at site by fastest means possible.
(ii) Setup UCC, CAC and LCC satthe accident site.
(iii) Assist Medical/Mechanical Department in rescue work.
(iv) If necessary contact Army/Navy/AirBase and collect required personnel like Divers for rescue operation.
(v) If necessary hire Private Road Cranes, Bulldozers, Earthmovers etc.
(vi) 2 Engineering specials, one from each end, carrying engineering materials and gangmen from the section.
(vii) Additional requirement softrackmaterials, if any, should be called for immediately from other railway sources with in the division, well in time.

(viii) In case divisional sources are inadequate, then sources from other divisions should be tapped.

(ix) Additional workmenare required who are to be moved from adjoining divisions/zones.

(x) Each such division sending assistance should move mena long with artisans and PWIs.

(xi) One DEN and one AEN each should also move to the site of accident from each such division.

(xii) Plan for coordinated working and movement of track machine for quick rest orationincon sultation with TRD an do perating officials.

(F) Duties of Personal Department:

(i) Sr.DPO shall proceed to accident site along with all WLIs.

(ii) Assist Doctors in collecting details of injured/dead and shifting them to hospitals.

(iii) WLIs shall be available round the clock in shift duty to look after the welfare of injured persons in each hospital.

(iv) Issue complimentary return journey passes to relatives for escorting injured and taking them back home.

(v) Man personnel branch counter sin CAC and discharging duties listed out for those counters.

(G) Duties of Accounts Departments:

(i) Making available sufficient amount of cash for meeting emergent expenses.

(ii) Opening of current account in a local bank and getting permission for overdraft facilities so that largea mount of cash is not required to be carried from far off stations.

(iii) Issue of cheques for making of enhanced ex-gratia payments, if so announced at accident site by Hon'ble MR.

(H) Staff matters:

(i) First problem is of identify in grail way personnel.

(ii) They should be supplied with orange coloure darm bands to be kept in ARMVs/ARTs.

(iii) Adequate number of arm bands, gloves and face masks should also be provided in the ARMVs/ARTs.

(iv) Communicating with railway personnel in the crowd.

(v) Microphones/loud speakers provided in ARMVs/ARTs should be used both for crowd control as also for giving instructions to railway personnel working at accident site.

(vi) Oneinitial rescue operations have got under way, arrangements have to be made for water and food for railway staff working at site. Contract arrangement should be made for supply of food.

(vii) Spare coaches should be stable datnear by stations where watering and charging facilities are available for stay of staff.

Chapter-19
PASSENGER CARE

1. General:

(i) Assistance to passengers and their relatives is of utmost importance in relieving them of some of their misery.

(ii) Injured passengers and their relatives are to be treated with utmost courtesy, concern and sympathy to alleviate their trauma and discomfort.

(iii) For dealing with relatives arriving from far flung corners of the country, staff fluent in the local language of the place from where the train originated should be used as interpreters.

(iv) Commercial supervisors& WLIs should be assigned to talk to injured passengers to as certa infrom them whether they wish to call relatives.

(v) Injured passengers should thereafter be provided with either mobile or BSNL STD phones in order to enable them to speak to their relatives.

2. Hospitalization of the injured:

(i) General policy in case of railway accident sin which casualties occur is that of rapid transportation to railway hospital after rendering immediate and necessary first-aid treatment.

(ii) In case there are no railway hospitals nearby, then they are to be admitted in the nearest Govt. hospitals.

(iii) Infollowing cases, injured maybe taken to a Private Hospital.

- When there is no railway or Govt. hospital available within a radius of 8 kms. of the site of accidentor,
- When theat tending doctor certifies in writing that the treatment in private hospital is necessary in the interest of the patient.
- Except where railway doctor certifies, such injured passenger should normally be eligible to the lowest class of accommodation in private hospitals where different scales are available.
- Where the family of the injured person desires to be provided with a higher class accommodation, the family should give in writing to pay the extra cost involved directly to hospital authorities.

(iv) For this purpose, each division should make out a working arrangement with such private hospitals as may be necessary in areas served by them so that in an emergency injury cases can be referred to hospitals concerned without loss of time.

(v) To facilitate matters and to avoid misunderstandings, CMS should draw up a list of such private hospitals bearing in mind Railway and non-Railway hospitals in the vicinity.

(vi) CMS should also settle charges to be paid for such cases for eachclass of accommodation.

(vii) Bills by such private hospitals should be submitted through CMD who will certify the correctness of charges payable, before passing for payment by FA&CAO.

(viii) Payments to private hospitals under thispara can be arranged locally by the Railways and Ministry of Railways approval is not necessary. (Extract of Para 701 (1)& Para 712 of Chapter VII of IRMM and Para 1421 of Indian Railway Establishment Manual and M.O.R's letter No. MH 59/MES/96/Medical dt. 18/12/1959)

(ix) When injured are admitted in non railway hospitals, railway doctors should be deputed to these hospitals to render necessary assistance, including supply of medicinesas required which may not be available in these hospitals.

(x) They should also carefully monitor the condition of injured and maintainan up dated list with all details.

(xi) If more than one hospital is involved, apart from deputing doctors to individual hospitals, a railway doctor should also be deputed to coordinate and maintain centralized up dated position.

3. Facilities to be made available in hospital:

(i) The re should be as eparate reception counter manned by commercial supervisor or WLI at the entry to the hospital for dealing with relatives of patients who arrive.

(ii) A chart should be displayed at this reception counter indicating ward nos. where accident patients are admitted along with their names, coach no. wise.

(iii) At the entry to each ward, a second list should display the name of the patient, coach no. and the bed no. inside the ward.

(iv) Commercial staff and WLI on duty at that hospital should carry a list indicating the name, address and telephone no. of relatives as given by the patient, and whether they have been informed or not.

(v) Arrangementsshouldbemadetoinformthenextofkinorarelative or friend of the deceased, in case identity of the person involved in accident becomes known.

(vi) As each relative arrives his name should be marked in the listagainst the passenger's name.

(vii) Reception counter should be provided with BSNL telephone with STD facility.

(viii) There should be 2 mobile telephone for being taking to patients inside wards for making outgoing calls.

(ix) Complete medical care of all passengers including payment of medical bills till their final discharge should be provided.

4. Communication:

(i) STD telephone should be made available to passengers to communicate with their relatives.

(ii) BSNL/Railway Telephones available at adjoining Stations/Cabins/Gates shall be extended to the accident site.

(iii) PCO telephones and other BSNL phones in nearby localities/villages/towns shall also be extended to the accident site by persuading owners of these phones.

(iv) Payments for such telephone connections will be made from station earnings.

(v) Sr. DSTE should hire few mobile phones to meet the need of stranded passengers, wherever cellular phone connectivity is available. Stranded passengers should be permitted to use these phones free of charge.

(vi) These cell phones should be used to convey in formation regarding thes afety of passengers to their friends and relatives.

5. Arrival of relatives:

(i) Aftera few hours, next of kin of deceased and relatives of injured passengers start arriving at the accident site.

(ii) Adequate number of display boards should be available on ARMVs/ARTs for being put up at accident site.

(iii) By and large these display boards should indicate the direction towards the CAC.

(iv) These indication boards should be displayed near those areas where incoming relatives arrive and congregate.

(v) Periodic announcements on loud speakers should also be made for guiding them to the CAC.

(vi) CAC should have different counters for various purposes as detailed below in section 8.

6. Taking care of relatives:

(i) At CAC, number of commercial supervisors & WLIs should be available for the purpose of taking arriving relatives to different hospitals etc.

(ii) After relatives arrive they should first of all go through the reservation charts and locate the name of the passenger.

(iii) Thereafter if details are available as to which hospital passenger has been admitted then commercial supervisor or WLI should accompany him to that hospital.

(iv) A hired vehicle should be provided for carrying them to various hospitals and mortuary.

(v) The commercial supervisor or WLI should stay with there lativeuntil hehas been able to either findthe injured passenger or identify thedead body.

(vi) Thereafter, they should help him in completing all formalities in the CAC.

7. Single window clearance:

CAC should have provision of single window clearance for all legal formalities & multiplicity of paper work.

(i) Counters provided in CAC should have facilities for following items

(a) Reservation chart, for locating the name.

(b) List of dead and injured along with name of hospital. Thename of passengers involved should be checked up from the list of dead or injured, if available, and their current status informed.

(c) Counter for providing commercial supervisor or WLI as escort along with a vehicle, for accompanying the relative and going around to various hospitals or mortuary.

(d) Railway doctor for issue of Medical Death Certificate.

(e) Govt. doctor for issue of Post Mortem Clearance, in case the same is necessary.

(f) Municipality official for issue of Official Death Certificate.

(g) Local police for issue of authority for handing over of dead body.

(h) Claims counter-Payment of ex-gratia and issue of Claims Compensation Form.

(i) Counter for helping performance of last rituals in case relatives decide to cremate the body there itself.

(j) Pass counter for issue of return journey pass.

(k) Return journey facilitation counter will make arrangements for return journey.

8. Stay of relatives of dead and injured:

(i) Commercial supervisor or WLI deputed with relatives should also arrange for their stay and accommodation.

(ii) Depending upon the need, accommodation in hotels/dharamshalas would be hired for accommodating passengers.

(ii) Arrangements should be made for their meals etc.Contract should be given for providing cooked food to relatives.

9. Performance of lastrites:

(i) In many cases relatives decide to perform last ritesat the place of accident it self in stead of taking the body back to their native place.

(ii) This is mostly on account of:

- bodies being mutilated,
- bodies beingin astate of decom position,
- native place being far off,
- for over coming logistic problems of taking the body back.

(iii) In such cases railways should render appropriate assistance to relatives for performing last rites.

(iv) Railways should locate:
- The nearrest cremation or burial ground as the case may be.
- Shopkeepers who supply necessary material for funeralrites.
- Priestforperformingtheceremony.

(v) The above in formation would be conveyed to relatives and transport provided for carrying the body.

(vi) Above duties are to be performed by Personnel department.

(vii) Commercial supervisor or WLI who has been deputed for relatives of a particular passenger should help them out in this endeavor.

10. Departure of relatives of dead and injured:

(i) CAC should have counters for helping relatives regarding their return journey.

(ii) Personnel branch staff at the CAC should be available for issuing complementary passes for their return journey.

(iii) Reservation of berths should be provided on trains. Such reservation should be provided only from the accident site on wards.

(iv) Extra coaches should be attached to trains going to these destinations as per requirements. These extra coaches should be brought in locked condition from the originating station.

(v) Reserved space in luggage portion of SLRs for some of them to carry back bodies in coffins etc,in case they so desire.

Chapter-20
MEDIA MANAGEMENT PLAN

1. **Objective:**

(i) To post the public with factual information pertaining to the accident.
(ii) To convey certain information which is of use to passengers?
(iii) To convey specific information which is of use to relatives of dead andinjured passengers?
(iv) To create a positive public opinion.
(v) To create a healthy relationship with the press and electronic media.

2. Information to be relayed to Press and Electronic Media:

Information to be given to media can be broadly segregated in to following categories:

(a) Accident:

(i) Nature of the accident-date, time, place, exact location, train no., number of coaches involved etc.
(ii) Details of how the accident most probably occurred.
(iii) Prima-facie cause of the accident will be relayed to Mediaonly with the approval of GM.
(iv) Sabotage, even if suspected, will not berelayed to Media, without approval of Railway Board.
(v) Periodic reports regarding progress of rescue and relief work.
(vi) Expected date and time of restoration.

(b) Un injured Passengers:

(i) Steps being taken to provide beverages, refreshments and first aid treatment for unaffected passengers.
(ii) Steps being takenby railways for clearance of unaffected passengers.
(iii) Expected time of departure of front portion of accident involved train.
(iv) Its likely time of arrival at the destination.
(v) Expected time of departure of rear portion of accident involvedtrain.
(vi) Its diverted route and likely time of arrival at the destination.
(vii) In case empty coaching rakes have been arranged, then details of the same.
(viii) Road bridging being done, laborers provided for transshipment of luggage.

(c) **Dead and Injured passengers**:

(i) Steps taken by Railways to render immediate medical attention.
(ii) No.of injured passengers rescued.
(iii) Breakup of their injuries:
- Grievous,
- Simple,
- Trivial.

(iv) Names of hospitals where injured are being treated.
(v) Approximately how many patients have been admitted in each of these hospitals.
(vi) Names of injured passengers.
(vii) Communication facilities like cell phones, STD phones provided at these hospitals.
(viii) Paymentofex-gratia.

(ix) Facilities offeredto relatives ofvictims, including free pass for journeys.

(x) Special trains being run for bringing elatives of dead and injured.

(xi) Number of dead bodies recovered and number of bodies identified.

(xii) Identification of dead bodies takes much longer since either
- They were traveling alone, or
- their companions are injured and are not in a position to identify them, or
- their companions have also perished.

(xiii) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.

(xiv) This aspect of identification of dead bodies and reasons for delay should be explained to the media.

(d) Helpline Enquiry Booths:

(i) Setting up of Helpline Enquiry Booths.

(ii) Details of Helpline Enquiry Booths as follows:
- Stations where these have been opened.
- Telephone Nos.
- FAX Nos.

(e) Train Services:

(i) Details of train operation with regard to:
- Diversion,
- Regulation,
- Rescheduling,
- Shorttermination,
- Cancellation.

(ii) Running of passenger specials for carrying relatives to the site of accident.

(iii) These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives enroute.

(iv) Expected departure time of relatives special from theiroriginating stations.

(v) Refunds being granted in Helpline Enquiry Booths for passengers whose journey have been interrupted.

3. Causality figures:

(i) In all accidents, as long as rescue and relief work continues, there is always a difference between casualty figures given by railways and casualty figures quoted by the Media.

(ii) The reason for this difference is that railways give casualty figures based on actual number of dead bodies recovered; whereas Media estimates casualty figures based on the damage visible and likelyfinal tally.

(iii) During Press Briefings, this point should be clarified at that point of time so many bodies have been recovered.

(iv) However, it should also be made clear that casualty figures are likely to go up since rescue work is still continuing.

(v) Assessment regarding likely number of deaths and injuries may also be made if considered necessary. Such an assessment should bebased on:
- Total number of coaches involved.
- Number of coaches searched.
- Number of coaches yet to be dealtwith.

(vi) Particular reference should also be made to coaches that are crushed or that have climbed on top, and have not yet been searched.

(vii) For example, the media can be informed that as of 13/-hrs., 2 coaches have been dealt with and----no. of bodies have been recovered. more coaches are still to be searched and casualties are likely to go up.

Chapter-21
FIRE AND OTHER ACCIDENTS

Fire on a running train is more catastrophic than on a stationary one, since fanning by winds helps spread the fire to other coaches. Moreover, passenger's sometime jump out of a running train on fire resulting in increased casualties.

In case of fire in running train, every railway staff available on the train or at the site shall immediately try and stop the train and plunge in to action to save lives and property.

(A) FOLLOWING SOURCES ARE MAIN CAUSES OF FIRE IN TRAINS:

(i) Carrying stoves, sigris, gas cylinders, kerosene oil, petrol, fireworks etc. in passenger compartments.
(ii) Making fire/using fire near paper, wood, petrol or such other inflammable articles.
(iii) Lighted matchsticks, cigarette and scarelessly thrown.
(iv) Short circuit in electrical wirings.
(v) Using naked light during authority to ken delivery to the driver, shunting of inflammable loads, sealing of inflammable wagons.
(vi) Use of open fire, smoking near gas/petrol tank.

All railway staff and passengers should take all possible precautions toavoid any of the above mistakes so that possibility of fire breaking out can be minimized. In general fire originates in a small level. When it is surrounded by burning materials with adequate supply of air, fire spreads.

(B) ACTION TO BE TAKEN IN CASE OF FIRE IN TRAIN:

(i) First and foremost immediately summon fire brigade.
(ii) Secondly, if you smell gas or vapor, in case of excessive smoke, hold wet cloth loosely over your nose & mouth and breath through it in as normal manner as possible.

1. In case of fire in a passenger train:

(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) Makesurethatno passengerliesdownonthefloor.
(viii) After train has stopped, passengers should come down from thecoach immediately.
(ix) Building up confidence of injured passengers by suitable advice is of great importance.

2. In the even to vehicle on a train being on fire:

(i) Stop the train immediately.
(ii) Don't panic.
(iii) Evacuate passengers from burning coaches.
(iv) Protect property, valuables &mails.
(v) Locate fire extinguisher substances viz, water bucket with water/sand, fire extinguishers etc.,
(vi) Use fire extinguisher if any and put out the fire.
(vii) Use water from the coaches and extinguish the fire.

(viii) Throw sand, if available, on the fire.
(ix) As certain the type of fire viz, dry, oilgaseous, electric and use the right type of extinguishers.
(x) Isolate the burning vehicle from other vehicle by un coupling.
(xi) Train to be protected by Driver and Guard at both ends according to the provision of G&SR 6.03.
(xii) Report it to the neares tstation/control/firestation.
(xiii) Every efforts shall be made to extinguish the fire and to save the wagon labels, seals and contents of the vehicle.
(xiv) In case fire is discovered when the train is near a tank or watering station, the Guard and Driver shall use their discretion to proceed there, buttnos such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.
(xv) Inform all concerned to assist in extinguishing the fire.
(xvi) In case of fire from electrical short circuit switch off the source.

3. In the event of fire on an Electric engine/EMU

(i) Driver shall immediately switch off the circuit and lower the pantograph. The train shall then be brought to stop at once.
(ii) After disconnecting the electric supply to affected circuits, Driver shall take necessary action to put out the fire.
(iii) If fire cannot be extinguished by the above means Driver shall advice TPC through emergency telephone to arrange for OHE of the affected section to be switched off.
(iv) The Guard and any other staff available shall render all possible assistance to the Driver in putting out the fire.
(v) Ordinary fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment.
(vi) If services of fire brigade are required, fire brigade shall not be allowed to commence operation until all electrical equipment in the vicinity of the fire have been made dead.

4. In the event of a fire on a Diese Engine/DMU stock:

(i) The Driver/Motorman shall immediately switch off the circuit breaker and shut down the engine. The train shall be brought to stop at once.
(ii) The Guard shall give all possible assistance to the Driver in putting out the fire.
(iii) Fire extinguishers of approved type shall be provided on each diesel locomotive and motor coach of DMU when these are turned out from the home shed. The Foreman/CWS incharge of the shed shall inspect the fire extinguishers and ensure that these are in good working condition.

5. When a person is on fire:

(i) Approach him holding the nearest available wrap in front of you.
(ii) Wrap it round him.
(iii) Lay him flat and smother the flames.
(iv) He may roll on the floor, smothering the flames.
(v) On no account should he rush out in the open air.
(vi) Call for assistance.

6. Fire caused by Petrol or other in flammable liquids, acids or gases:

(i) Segregate the affected wagon, coach or area involved.
(ii) On opening a wagon do not enter itimmediately. You should thus, avoid fumes, which may be dangerous.
(iii) Use foam type fire extinguishers and sand and not water or soda acid type fire extinguishers.
(iv) Do not bring naked lights near the site of fire.
(v) Warn the people living in the surrounding are as within one Km. radius.

(vi) Stay away from end so tanks, as tanks normally burst from the ends.
(vii) Cool tanks that are exposed to flames with water from the sides only after the fire is put out.
(viii) Withdraw immediately in case of rising sound from venting safety deviceor any discoloration of tank dueto fire.
(ix) Inform the nearest Fires stations intimating that the fire has been caused by Petrol or any other in flammable liquids, acids or gases.

7. In case of fire due to Explosives/Inflammables/Dangerous Goods:

(i) Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
(ii) Following steps may be taken if no unduiskis invol ved:
  (a) Move unheated cylinders to a safe place after ensuring closing of valves.
  (b) Cool the hot cylinders by spraying water from a safe position. The person directing the spray should takeup a position wherehe would be protected from possible explosion.
(iii) If cylinder containing inflammable/toxic gas develops leak during transportation, remove it to an isolated open place away from any source of ignition and advise the filler or consigner as required.
(iv) Inform the Chief Controller of Explosives by fax/telephone.
(v) Inform officer incharge of nearest police station.
(vi) Inform departmental officer sconcerned.
(vii) Pending the visit of the Chief Controller of Explosives/his representative, the wreckage and debris shall be left undisturbed except to save lives.
(viii) After getting information from the Chief Controller of Explosives that he does not wish any further investigation, the restoration work may be commenced.

8- RECOMMENDED ROLE OF ON BOARD STAFF IN CASE OFFIREON TRAIN Introduction

In case fire on train, typical time available for rescue in 2-3 minutes before smoke fill up and passengers start getting disoriented. Smoke (toxic/non-toxic) can cause suffocation and loss of consciousness in two minutes. Five in personal clothing cause suffocation and loss of consciousness in 10-15 minutes and Deaths of incapacitation (followed by death) can happen in five minutes.A fire in train destroys the train carriage (s) completely in a few minutes.

In most of cases, relief reaches are burning train when the carriages are completely burnt and passengers dead or badly burnt. Under such situation, role of on Board Railway servants becomes vital and they should plunge into action to save the precious lives on priority. In this context, the Railway servants are expected tohave a basicknowledge on fire and fire fighting.

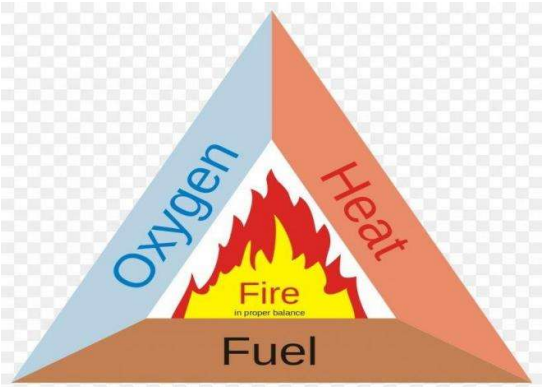
The fire incidences in trains are among the most serious disasters to human lives and the property of Indian Railways. Indian railway has already taken up various steps for fire Prevention & train fire has become a serious concern for Railways.

A train fire is different from a fire in other places in the mannerin which it breaks out, grows and spreads, and in the method of fightingit. Fire in a coach on running trainis very dangerous because it spreads very quickly in closed space. People died due to Smoking or choked with other coaches.

CHARACTERISTICS OF FIRE

The fire triangle illustrates the three elements a fire needs to ignite: heat, fuel, and an oxidizing agent (usuallyoxygen). By eliminating any one of the element, fire can be extinguished.

FUEL (Any Hydrocarbon)+ AIR (OXYGEN) Heat FIRE



PROBABLE CAUSES OF FIRE IN RAILWAY COACHES

- Carrying inflammable goods like stove, gas cylinder, keroseneoil, petrol, fire works etc. in passenger coaches.
- Making/using fire near paper, wood, petrol or such other inflammable articles.
- Throwing waste material out side the dust bin, near

door, removal of garbage from pantry car/coaches.

- Malpractices like carelessly thrown lighted match sticks, cigarette butts and Bidi buttsetc.
- Leakages/Blasts of pantry gas cylinders.
- Careless, storage of inflammable materials like newspapers, edible oil etc. in pantry cars.
- Insertion of cigarette butts, Bidi buts, Gutkha wrapper etc. in fan base, fuse distribution board, roof openings and ventilators etc.
- Sabotage.
- Mishandling/Careless use of pantry equipment by pantry car staff.
- Gas regulator, flame arrester and pressure gauge in pantry car are not in working order
- Poor maintenance of electrical equipments and short circuits.
- Loose or temporary connection, hanging wires/exposed joints etc.
- Defects in locomotive causing fire.

NECESSITY FOR IMMEDIATE ACTION

In most of the cases, relief reaches a burning train after the carriages are completely burnt and passengers dead or badly burnt. Under such situation, role of on-board Railway servants becomes vital and they should plunge into action to save the precious lives on priority.

The role of on-board staff who accompanying trainsshall react immediately to put-off / extinguish fire and rescue passengers / safe the railway property

IN THE EVENT OF A VEHICLE ON A TRAIN CAUGHT FIRE, ON RUN.

a) The train shall be stopped, immediately.

b) Efforts shall be made to save the live sand RMS first.

c) Inform ation should be given to the nearest SM/control quickly.

d) The burning vehicle shall be isolated adistance of not less than 45 meter being left between it and the other vehicle of the train.

e) The train shall be protected in accordance with GR. 6.03, if not protected by fixed signals.

f) Every effort shall be made to extinguish the fire and to save the wagon labels, seals and the contents of the vehicle.

g) Earth or sand, if available shall also be used to extinguish fire in addition to fire Extinguisher and water bucket as pertraining imparted to the staff.

h) Ordinary Fire extinguisher or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment. If the services of the Fire Brigades are required, the brigade shall not be allowed to commence operation until all electrical equipment in the vicinity of the fire has been made dead and earthed.

i) If the fire is suspected to be due to electrical short circuit, the electric couplers at both the ends shall be disconnected& fusesfrom the battery from boxes shall be removed.

j) In case the fire is near a tank, the Guard and Driver shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of the vehicle has been detached.

k) Allavailable help should be mobilized to extinguish the fire.

Inthiscon text, the Railway servants the on board staff need to have basic knowledge on fire and fire fighting methods.They have to be imparted the methods of rescue through various training programs.

INSTANT ACTION TEAM AGAINST FIRE.

Any instant action team comprising the following available on the train may be formed:

- Locopilot, Asst. locopilot, Guard.
- All TTEs, AC Coach Attendants, AC Mechanics.
- Pantry car staff (railwayand/orcontractor)
- OBHS On board Housing keeping Staff railway and/or contractor.
- TXR staff (as provided on some trains)
- RPF/GRP staffs.
- Railway employees either on duty or on leave as passengers travelling in the fire affected train.
- Doctors travelling by train.
- Passengers travelling on the train who volunteer for rescue and relief work.

- Railway staff working at site or available nears the site of the fire incident.

Further, Role of following official is also important in case of fire.

- Station Master at station or near by station of Fire Incident
- Section Controllers
- Traction Power Controllers
- BDS taff

ROLE OF INSTANT ACTION TEAM.

i. Don'tpanic.
ii. Pull the Alarm chain and stop the train immediately.
iii. Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules, if the fire is notextinguished. After complete evacuation the rolling shutters of coaches on fire to be closed to contain the spread of fire.
iv. More people expire due to suffocation from smoke rather than due to actual burning. Advice passengers to take a cloth wet it in their drinking water and cover their nostrils. This reduces the smoke inhalation & subsequently its bad effects.
v. Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
vi. Isolate the affected coaches from other coaches by decoupling both Mechanical & Electrical couplers.
vii. Located the fire extinguishing substances viz, fire extinguisher, water bucket with water/sand, etc. Use water from the coaches.
viii. Try and put out the sources of the fire before it becomes a big blaze.
ix. Turn off Electrical Appliances. Incase of fire from electricity switch off the sources.
x. Report it to the nearest station/control/fire station. (Fire services: 101, it can be dialed by mobile also).

When a person is on fire:

- Approach him holding the nearest available wrap in front of you
- Wrap it round him.
- Lay him flat and smother the flames.
- He may roll on the floor, smothering the flames.
- On no account should be rush into the open air.
- Call for assistance.

Handling of injured passengers:

i. Building up confidence of injured passengers by suitable advices of great importance.
ii. First aid should be rendered to the injured passengers.
iii. Ordinarily given nothing ORALLY to injured one, but if medical treatment is delayed more than 4 hours give ORS drinks preferably bio-carbonated soda.
iv. In serious case remove the patient quickly to hospital as the injured may require an anesthetize, medical soothing.

ROLE OF AC COACH MAINTENANCE STAFF:

- Immediately isolate the affected coach/coaches electrically.
- Use fire extinguisher to extinguish fire to the extent possible.
- Immediate check lights in the coaches and provide light in dark coaches.
- Provide light at accident site.
- Take necessary action as a man of common prudence will take not only to help stranded passenger but also to arrange such helps as would be demanded by circumstances.
- Help in extricating the trapped passenger/bodies.

ROLE OF CREW (LOCOPILOT/CO-PILOT,GUARD)

i. Stop the train immediately.
ii. Arrange the stretcher and first-aid box for the injured passengers.
iii. Arrange for isolating the affected coaches from other coaches by decoupling both Mechanical & Electrical couplers.
iv. Report it to the nearest station/control/firestation.
v. Provide antirolling arrangement on the isolated coaches and train as well.
vi. Render first aid to injured passengers, obtaining assistance of the railway staff, doctors and/or volunteers on the help of Ambulance service, means available.

ROLE OF TRAIN SUPERINTENDENT/TTEs

i. Don't panic.
ii. Pull the Alarm chain and stop the train immediately.
iii. Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules, if the fire is not extinguished.

After complete evacuation the rolling shutters of coaches on fire to be closed to contain the spread of fire.

iv. Advice passengers to take a cloth wet it in their drinking water and cover their nostrils. This reduces the smoke inhalation & subsequently its bad effects.
v. Arrange the stretcher and first-aid box for the injured passengers
vi. Insist that passengers should save themselves first and not to bother about their valuables luggage which can be retrieved later on.
vii. Locate the fire extinguishing substances viz, fire extinguisher, water bucket with water/sand, etc. Use water from the coaches.
viii. Report it to the neares tstation/control/firestation.(fire services;101 it can be dialed by mobile also).
ix. Take assistance of volunteers from passengers, Railway employees travelling, Doctors on trains, on board contractor staff etc.to rescue operation.

ROLE OF PANTRY CAR STAFF

i. Protect the inflammable available to pantry car.
ii. Extinguish the fire by using fire extinguisher available at pantry.
iii. Provide necessary assistance to TTE as directed.

ROLE OF BOARD HOUSE KEEPING STAFF & TXR:

i. Open the door of both side coaches.
ii. Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules, if the fire is not extinguished. After complete evacuation the rolling shutters of coaches on fire to be closed to contain the spread of fire.
iii. Open Emergency window for Evacuation of the passengers.
iv. Provide necessary assistance to TTE as directed.

ROLEOFRPF/GRP:

i. Separate the area of incident by establishing temporary barriers and ensure that the on lookers and spectators do not enter the affected area todisturb the scene or hamper the rescue operations.
ii. Baggage of passengers should be isolated and should be takencare of till they are handed over to claimants or taken over by Railway authorities.
iii. RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.
iv. Check, save and record the evidences/clues/of the fire.

STATION MASTER AT STATION OR NEAR BY STATION OF FIRE INCIDENT

- Station Master shall advice the section controller / TPC on thefire incident of trains in the section duly exchanging private numbers with the section controller indicating the affected section for OHE isolation.
- Station master shall not allow to any train to enter even in the healthy line of the affected section
- Station master shall issue caution order to GDR of train on the healthy line of unaffected section to proceed at 60 kmph in day when a clear view ahead and 30 kmph in night to observe any other obstructions
- After clearance of affected train from the section advice section controller
- On receipt of advice from section controller allow the train service on the section on releasing the emergency power block and OHE power is switched on in the section.

SECTION CONTROLLERS

- Section controller, on receipt of fire incident, shall advice adjacent stations /station masters to regulate the trainservices in the affected section.
- Advice traction power controller to switch off OHE power supply in the affected section duly exchanging private number with the traction Controller.
- On receipt of advice in writing from TPC, advice the station masters of all stations in the affected section to treat the DEAD SECTION as if the same is under emergency power block and to ensure that not rain is allowed to enter in the affected section.
- Shall ensure not rain is allowed to enter even in the healthy line of the affected section.

- Shall advice station master to issue caution order to GDR of train on the healthy line of unaffected section to proceed at 60 kmph in day when a clear view ahead and 30 kmph in night to observe any other obstructions.
- On release of affected train/coach/goods train from the section advice traction power controller to switch-on OHE power supply and cancel the emergency power block.
- Train services shall be re-stored accordingly.

TRACTION POWER CONTROLLERS

- The Traction power controller shall switch off the OHE power supply of both the line so frelevant affected section.
- Advice section controller in writing that OHE power supply has been switched-off in the affected section.
- Shall advice the section controller to have emergency power block in the section to treat as DEAD section.
- After release of affected train/coach/goods train in the affected section shall advice section controller to cancel emergency power block.
- On acknowledge from section controller TPC shall switch-on the OHE power supply in the affected section.

BD STAFF

- Before entering the coach ART staff shall wear proper fire suite with equipment's.
- Cold cutters are only to be used to rescue the entrapped passengers.
- Arc welding / Gas welding, ARC cutting / GAS cutting shall not beused
- ART staff shall ensure no passenger is entrapped in side the coach before lifting coach for restoration work.
- ART supervisor shall ensure reaching of ARME/SPART before golden hours.
- Staff shall be familiar with location of emergency widows/exit for different type of coaches.

- Fire blankets shall be kept ready before reaching spot.

DO's AND DONT's

DO's	DONT's
• Keep the fire extinguishers in clean condition. • Ensure availability offire extinguishers at easily visible and accessible places. • Emergency window shouldbe free in operation • Emergency window position should be displayed properly. On-Board staff should be conversant. • Do not throw waste material outside dustbin. • Pantry staff should keep the Pantry stove platform clean and no foreign material shall be left on it. • Ensure the isolating cock of LPG line is in OFF condition when not in use inpantry car. • Vestibules area shall befree. • Use proper connectors with rated capacity for charging in mobile phone/lap top socket. • Ensure availability of hammerin hammer box provided with window glass that could slideup for easy removal.	• There should be no sharp bend in rubber pipe ofFire Extinguisher. • Fire extinguishers should not be **Locked in cupboards.** • Emergency window should not be rusted or deformed preventing openingof window • Emergency window position should not be displayed in random places forevery coach. • Insertion of cigarette butts, Bidi butts, Gutakha wrapper etc. in fan base, fuse distribution board, roof openings etc. • Do not keep in flammable materials like edible oil tin/can etc., near gas burner/stove. • Do not used effective isolation cock or by-pass isolation cock or handle obstruction to handle preventing closing of the isolation cock. • Do not keep bed rolls, etc. in

	Theve stibule area. • Do not plug extra load/loose wire on mobile phone/ lap top socket. Do not allow over charging of mobile phones especially during nights which may cause fire explosion inside coach. • Do not fix hammer ina container that will take time and require screw driver to remove in case of emergency. • Do not allow smoking in the train. • Do not allow any un-authorized vendors in train.

(C) FIRE FIGHTING:

1. <u>Dry Chemical powder type fire extinguisher (DCP):</u>

These types are suitable for tacking petroleum, gas, electrical fire and controlling fires of textile fibers, Sodium based chemical powderis used on a fire which under go chemical reaction.

2. How to Use:

(i) Carry to the place of fire and keep it up right.
(ii) Remove the safety clip.
(iii) Strike the knob located in the cap.
(iv) Sealing disk of the cartridge gets broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out.
(v) Direct the steam of the powder at the base of the flame.
(vi) For effective result stand at about 1.5 to 2.5m. near these at of the fire.
(vii) Move for ward with moving the nozzle rapidly from side to side in sweeping motion.
(viii) When usingon outdoor fires operate from the up wind side for effective spray.

3. Building Evacuation:

When the building fire alarm sounds:
(i) Immediately evacuate using building emergency plan procedures.
(ii) Walk to neares texit/stairwell(close doors behind you)
(iii) Do not use elevators.
(iv) Proceed to the designated gathering area out side the building.
(v) Do not re-enter building until cleared by authorized personnel.
(vi) Assist with evacuation of individuals with special needs.

4. Suspicious substance in Railway premises:

(i) Clear and isolate the contaminated area. Do not touch or disturb anything.
(ii) Call police/fire service/bomb squad.
(iii) Wash your hands with soap and water.
(iv) Identify individuals who may have been exposed to the material.
(v) Do not leave premises until disposed by authorities.

5. Bomb threat/Blast:

Person receiving call regarding bomb threat should:

(i) Attempt to gain as much information as possible from the caller like type of device, time set, location, reason/purpose of the act, dialect mannerism and identity of the caller.
(ii) Inform and alert the disaster management team (Bomb detection squad).
(iii) Alert police, firebrigade and explosive department.
(iv) Pass on the information to all departments concerned.
(v) Take in itiative for evacuation of all persons from premises.
(vi) Person noticing a bomb like object, should bring it to the notice of the nearest available officer.
(vii) InformGRP,RPF, Bomb detection squad.
(viii) Ensure all persons are away from the spot and avoid unnecessary crowding near the area.
(ix) Inform control to take further steps for regulating train services.
(x) Wait for clearance from the Police department to restore normal working.
(xi) Utilize" CallerID " facility if provided to trace the caller.

6. Radiation Emergency:

(a) Personal injury involving radioactive material contamination:

(i) Render first aid immediately for serious injuries by trained.
(ii) Call bomb squad, fire station.
iii)If possible, without causing harm to the victim, monitor the injured; remove contaminated clothing and gross personal contamination.

(b) Radioactive contamination of personnel:

(i) Remove and bag all contaminated clothing.
(ii) Call fire station, bomb squad, and police
(iii) Skin contamination should be cleaned using mild soap and tepid water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-wash and re-survey.

7. What to doupon receipt of suspicious letter/package:

(i) Handle with care.
(ii) Don't shake or bump.
(iii) Isolate and look for in dicators.
(iv) Don'topen, smell, ortaste.
(v) Treat it as suspect.
(vi) Call Police/Fire service/Bomb squad.

8. If parcel is Open and/or Threat is identified:

(a) For a Bomb:

(i) Evacuate immediately.
(ii) Call police/fire service/Bomb squad.

(b) For Radiological:

(i) Limit exposure-don't handle.
(ii) Evacuate area.
(iii) Shield yourself from the object.

(iv) Cal lpolice/fire service/bomb squad.

(c) For Biological or Chemical:

(i) Isolate-don't handle

(ii) Call police/fire service/bomb squad.

(iii) Wash your hands with soap and water.

(D) Other Accidents:

1. Tampering of Railway fittings causing accidents & placing of foreign pa rticles on track to cause disruption to traffic.

(i) A staunch vigil should be kept by introduction of special patrolling over the area as and when warranted.

(ii) Some persons to be trainedspecially and to be drafted for dutyover the area if required.

2. Earthquake:

(i) When first tremors are sensed during an Earthquake, all personnel should evacuate buildings and assemble at safe places away from structures, walls and falling objects.

(ii) Emergency shut down should be declared.

(iii) Emergency response plan to be activated.

(iv) After status is restored, personnel should inspect all facilities for damage assessment, cleanup, restoration and recovery.

3. Landslide:

(i) Whenever landslide is expected/experienced due to heavy down pour all train services should be regulated.

(ii) Rescue team to be rushed for restoration work.

4. Floods: Based on the weather forecast warnings regarding impending flood condition, following steps should be taken.

(i) Bridge watch man to be provided at vulnerable points to inform flow of water.

(ii) Shifting all personnel and movable equipment around the bank.

(iii) If time permits sandbag dykes can be constructed to ensure safe passage of trains.

(iv) Regulate train service till flood recedes.

(v) Evacuate people on train/at station and move them to a safer place.

(vi) Contact Fire brigade, Naval, Army, Air force, Local boat man and arrange divers and boats.

(vii) With the co-ordination of local authorities the Engineering officer/supervisor or other supervisors at that station shall arrange temporary shelter in nearby schools, marriage hall, community center etc.

(viii) If necessary, arrange coaches to accommodate the affected temporarily.

(ix) Seek assistance from voluntary organization and arrange drinking water, food, medicines etc.

(x) RPF andGR Pinco-ordination with local police shall arrange protection.

(xi) Keep communication with Divisional Control office.

(xii) When people are marooned by flood, arrange air dropping of food packets, cloths etc., with the assistance of civil administration.

(xiii) Contact SJAB, local doctors and provide medical care to the affected.

(xiv) Take all necessary action to provide sheiter and other assistance to those affected by floods.

Chapter-22

TRAINING AND MOCK DRILL

Trained manpower is an essential ingredient of any DM system. Mere provision of sophisticated equipment without trained manpower is futile. For handling an unforeseen situation like managing a Disaster, training of all railway personnel concerned is an inevitable input. To acquire necessary knowledge and skill, all relevant officials should be given periodic training regarding their duties and that of their department.

1. Training:

Training should be conducted at the following three levels:

* Individual Training:
  - (i) For enhancing the skill of staff attached to ARMVs, ARTs, etc., supervisors and staff shall be given general training inDisaster Management.
  - (ii) Special training may be arranged in Extrication, Rescue, Medical relief, Rolling stock restoration technique and Civil Defence by departments concerned.
* **Seminars/Workshops**: Seminars should be periodically conducted on Disaster preparedness, and the DM Plan.
* **Joint Exercises**: Full scale Disaster Management Mock Drill to be conducted as detailed below.

2. Full Scale Mock Drill:

Disaster Management essentially necessitates astate ofpreparedness under all circumstances and the efficacy of arrangements there in can be assessed onlyby conducting periodical full scale mock drills.

(i) Objective of the full scale mock drill would be to:
- Gauge the preparedness of DM system including detailed planning and keeping of all equipment in good fettle.
- Integrate the operational response to measure overall performance of the exercise.
- Measure performance with regard to accident rest or ation.

(ii) On a division, the first mock drill should be conducted within 3 months of issue of the Zonal DM Plan.

(iii) On a division, the second mock drill should be conducted 3 months after the first one, in order to correct all shortcomings noticed during the first mock drill.

(iv) Thereafter, mock drills shall be conducted once every 2 years after the new DRM takes over.

(v) It should be conducted during the day and in a branch line section.

(vi) 6 hrs.Traffic block shall be taken and the ARMV/ART run sout to the accident site.

(vii) UCC and CAC should be setup and each department will post their functionaries in the Control Officeas also in UCCand CAC.

(viii) All facilities should be provided in UCC and CAC by departments concerned.

(ix) During these full scale mock drill, following aspects shall be closely watched:

- Turning out of ARMV/ART with in the prescribed time.
- Speed of the specials.
- Assembly of staff.
- Handling of ART, HRDs, HREs and other rescue equipment.
- Logging of events.

- Functioning of field telephones and communication network.

- Functioning of generator sets, lighting equipment.
- Preparedness of first-aiders and availability of medical equipment.
- Preparedness of commercial department to mobilize adequate manpower.

(x) On completion of the drill, a detailed report shall be prepared detailing deficiencies noticed, corrective measures initiated and improvements required.

Chapter-23

NDMA'S Guidelines on different types of Disasters.

1. Guidelines for Preparation of Action Plan – Prevention and Management of Heat Wave – Oct 2019.
2. Landslide Risk Management Strategy–Sept 2019
3. Guidelines on Disability Inclusive Disaster Risk Reduction–Sept2019.
4. Guidelines onTemporary Shelters for Disaster–Affected Families–Sept 2019.
5. Guidelines on Prevention& Management of Thunderstorm & Lightning/Squall/Dust/Hailstorm & Strong Winds – March 2019.
6. Post Disaster Needs Assessment – Hand book, SOP, Manual (issued by NIDM)

(A) Prevention and Management of Thunder Storm & Lighting/ Squall/ Dust/Hail Storm and Storm wild

: 1.Preventive Measures:

Disaster prevention covers measures aimed at impeding the occurrence of a Disaster incident and/or preventing such an occurrence from affecting communities. The occurrence ofthunder storm and squall can't be impeded. However, their harmful effects can be minimized through a number of measures.

(a) **Hazard and Vulnerability Assessment:** Micro-level hazard zoning should be done and vulnerable areas must be clearly marked on a map. The extent of vulnerability (mild, moderate or intensive) and the probable cost of damages to crops due to incidents of varying intensities must be included in the assessment report. With respect to adisaster, risk is specifically described using relative terms such as High Risk, Average Risk and Low Risk to indicate the degree of probability of the occurrence of the incident. The risk assessment includes an evaluation of all elements that are relevant to the understanding of the existing hazards and their effects on a specific environment. There are several steps in risk assessment based on the related processes of hazard mapping vulnerability analysis. They establish the nature, location and scale of risks to society and its assets. This informationcanassistdecisionmakersindecidingwhatcanandshouldbeprotectedand up to which level.

(b) **Sensitization of Disaster Managers, Planners and Decision Makers:** Sensitization of planners and decision makers can immensely help in minimizing the harmful effects of these incidents on communities. The first and foremost need is awareness generation among policymakers, administrators, engineers, architects, the general public as well as the farming community.

(c) **Awareness generation among masses:** Public awareness and education help in improving the disaster resilience of masses. Information, Education and Communications strategy for mass awareness generation has been discussed in detail in section 3.3.

Mitigation and Preparedness Measures

The lessons learnt from previous incidents, particularly regarding gaps in rescue and relief works and the shortcomings experienced in the process, should be dealt withcarefully. Disruption of communication and transportation services and undue delays in clearing the fallen trees, electricity poles and hoardings on the roads and/or streets that further delay the immediate ransportation of the injured to nearby hospitals remains a major challenge. The hierarchical structure forexecution needs to be formalized so that all efforts are properly coordinated. Coordination for relief distribution is equally important to ensure qualitative and timely delivery; the lack of which may lead to duplication of efforts at some locations while leaving some others completely starved.

a. **Enhanced understanding of preparedness and mitigation measures:** This will help us minimize the losses due to thunderstorms/ squall, etc.

b. **Hazard Resistant Construction:**United Nations Development Programme (UNDP) and NDMA, Ministry of Home Affairs, Government of India, released a "Manual on Hazard Resistant Construction in India" for the non-engineered buildings in July 2008. The popular load-bearing masonry building systems, prevalent in different parts of the country, are covered in the manual. Relevant building codes and guidelines of the Bureau of Indian Standards form the basis for this manual. In addition, the two decades of work carried out by the authors focusing on the promotion of suitable building technologies in different parts of the country and the on-site training of building artisans and engineers, as well as the post-disaster assessments of damages in various disasters 14 provide the backbone of this manual. It is hoped that this manual will contribute towards

Ensuring better structural performance in the face of potentially destructive natural hazards and thus bring safety to the people, rich and poor alike, in India.

c. **Laying underground electricity cables and telephone lines:** These are best suited, particularly for congested townships where thunderstorms/squall may cause falling of electricity and telephone poles, and snapping of cables.

d. **Emergency Communication Systems:** Planning, updating and mobilization of existing radio communication resources in emergency situations and acquisition of satellite phones to make them available at the *tehsil*level to ensure prompt response in the event of occurrence of any disaster.

e. **IntegratingDevelopmentschemeswithDisasterManagementSchemes:**This would enable the creation of disaster-resilient localities by way of recommendations by*patwari/ gram pradhan*that quality raw material and technology be used in all infrastructure/construction projects.

f. **Technical, Social, Organizational and Administrative preparedness:** The most urgent need of the hour is to develop a DSS (Decision Support System) for thunderstorm now cast, which is currently being done using the existing network of observations, radars, satellites and lightning data. To accomplish this, the DWR and lightning network could be expanded over all thunderstorm prone areas across the country and information thus obtained could be merged with satellite observation to generate meaningful insights for different regions with a lead time of 1-2 hours. The now cast alerts/warnings should be accompanied with actionable information (Do's and Don'ts) and potential impact (expected damage).Besides SDMAs and DDMAs,*tehsil*-level Disaster Management Group (TMG) atsubdivision/*tehsil*level should be formed with representatives of various line departments, including Agriculture, Forest, BSNL and other telecom service providers, Electricity Board, Revenue, P.W.D,Health, Police and Fire Brigade.Village Disaster Management Committees (VDMCs) should also be formed at the village level comprising local villagers. This would certainly strengthen the local response mechanisms to disasters.

g. **Emergency Plan for Hospitals and Health Centres:** Emergency expansion plan for civil hospitals, community health centres, Primary Health Centres (PHCs) and additional PHCs, including schemes for mobile medical teams for a post-disaster situation, should bein place. A list of Army hospitals, Govt. Hospitals (both Centre and State), private hospitals and nursing homes in each district should be prepared. Phone numbers of all these medical facilities should be available in the District Control Room as well as in the SEOC. Based on the hazard assessment, emergency medicines, Operation Theatres and life-saving drugsshould be kept ready. Vacant post of doctors and paramedical staff should be filled in all the government hospitals in order to make available the required number of medical workers at the time of an emergency. An Action Plan must be considered for training of doctors and paramedical staff on handling patient inflow and treating them in case of a disaster.

h. **Focusing on Research and Establishing a Forecasting Centre for Thunderstorm and Squall:** to carry out the hazard zonation and vulnerability ana lysis for thunderstorm and squall with State-level knowledge institutions.

i. Making Disaster Risk Reduction (DRR) a part of school and college curriculum: Youth and children can be taught about extreme weather incidents and the Do's and Don'ts to be followed before, during and after adisaster. Theyact as agents of change and bring about greater awareness in the neighbourhood and society.

Structural Mitigation Measures

The most effective structural measures against thunderstorms, lightning, squall and strong winds are meant to protect against the strong, high-speed winds and against the electric discharge due to a lightning strike.

(a) Protection Against Strong Winds

During cyclonic conditions, strong winds area ble to reach velocities of more than 200km/hr. The cyclonic winds are also associated with pressure differentials that can cause a huge pressure difference between the out side and the inside of a building resulting in a higher net effect of the wind storm.These high-velocity winds can cause severe damage to light structural and non- structural
systems such as claddings. Since the arrival of cyclonic storms is accompanied by suitable warnings, it is expected that people will not be found outdoor during a cyclonic storm. People are, therefore, safe against the most harmful effects of the high wind velocity provided they are inside cyclone shelters or other well-constructed buildings. During strong winds associated with thunderstorms or squalls, the wind velocity is high but it rarely reaches cyclonic levels. Typical wind speeds during thunderstorms are in the range of 50- 80 km/hr. During severe thunderstorms, the wind speeds may reach around 100 km/hr. The wind velocity is highest in storms that are associated with extensive lightning activities. Structures do not require any special protection against storms with wind speeds up to 100 km/hr if they are designed and constructed as per approved standards. Buildings that are constructed informally or those which are made using non-engineered materials may not be able to resist the wind forces. These may get damaged even in low wind speed unless special protection mechanisms are adopted. In general, components that provide large areas for the application of wind forces are the first to be damaged. They can become loose and pose a threat to humans as flying debris. In buildings that use lightweight sheets for roofing, the panels may collapse on occupants. Protection against the lightweight panels under such wind speeds can be provided by properly securing them with their supporting frames. The connection has to ensure that shearing or punching isavoided. Also, it has to be ensured that the panels themselves have the requisite strength to withstand the wind force. The supporting frames also need to have adequate strength to safely transfer the forces imposed on them.

(b) Protection Against Lightning—Lightning Shields

Installation of lightning arrestors and sound earthing for each building is essential. Lightning shields are the mostcommonly employed structural protection measure for buildings and other structures. A lightning shield consists of the installation of a lightning conductor at a suitably high location at the top of the structure. The conductor is grounded using a metal strip of suitable conductance. The grounding of the conductor is also specially designed to ensure rapid dissipation of the electrical charge of a lightning strike into the ground.Lightning shields are not fool proof in their effectiveness. The ability of lightning shields to complete the cloud-to-ground circuit depends on several variables such as the height of the conductor, the shape and size of adjoining structures or natural conductors. The cone of protection is also highly variable and the angle of protective cone decreases with the increase in height of the shield's conductor. Very tall buildings may require lightning conductors at intermediate levels of the building in addition to the ones at its roof. Internationally, lightning shields are not used for the protection of open areas such as agricultural fields due to their very high cost and reliability issues. However, they are found to be very effective for the protection of individual structures or groups of structures in an area.

Action–Before, During and After

(a) Before Thunderstorm and Lightning

To prepare for athunderstorm, you should do the following:

i) Do remember that vivid and frequent lightning indicates the probability of a strong thunderstorm.

ii) Build an emergency kit and make a family communication plan.

iii) Remove dead or rotting trees and branches that could fall and cause injury or damage during a severe thunderstorm.

iv) Postpone outdoor activities.

v) Remember the 30/30 Lightning Safety Rule: Go indoors if, after seeing lightning, you cannot count to 30 before hearing thunder. Stay indoors for 30 minutes after hearing the last clap of thunder.
vi) Secure outdoor objects that could blow away or cause damage.
vii) Get inside a home, building, or hard top automobile (not a convertible). Although you may be injured if lightning strikes your car, you are much safer inside a vehicle than outside.
viii) Remember, rubber-soled shoes and rubber tyres provide NO protection from lightning. However, the steel frame of a hard-topped vehicle provides increased protection if you are not touching metal.
ix) Unplug appliances and other electrical items such as computers and turn off air conditioners. Power surges from lightning can cause serious damage.
x) Shutter windows and secure outside doors. If shutters are not available, close window blinds, shades or curtains.
xi) Unplug any electronic equipment well before the storm arrives.

(b) Before/During a Hailstorm

i) Farmers are advised touse hail net for orchard crops to protect from mechanical damage.
ii) Provide support to banana crops, young fruit plants and cropping up in sugarcane crop/staking of vegetables to prevent the crops from lodging.
iii) Keep harvested produces at a safe place.
iv) Keepcattle/goats indoor during a hailstorm.

(c) During Thunderstorms and Lightning

If thunderstorm and lightning are occurringin yourarea, you should:
i. Use your battery-operated radio/TV for updates from local officials.
ii. Avoid contact with corded phones and devices including those plugged for recharging. Cordless and wireless phones not connected to wall outlets are OK to use.
iii. Avoid contact with lectrical equipmentor cords.
iv. Avoid contact with plumbing or pipes. Do not wash your hands, do not take a shower, do not wash dishes, and do not do laundry. Plumbing and bathroom fixtures can conduct electricity.
v. Stay away from windows and doors, and stay off porches.
vi. Do not lie on concrete floors and do not lean against concrete walls.
vii. Avoid natural lightning rods such as a tall, isolated tree in an open area.
viii. Avoid hilltops, open fields, the beach or a boat on the water.
ix. Take shelter in asturdy building. Avoid isolated sheds or other small structures in open areas.
x. Avoid contact with anything metal - tractors, farm equipment, motorcycles, golf carts, golf clubs, and bicycles.
xi. If you are driving, try to safely exit the roadway and park. Stay in the vehicle and turn on the emergency flashers until the strong rain ends. Avoid touching metal or other surfaces that conduct electricity in and out side the vehicle.

(d) After lightning strikes a human being

If lightning strikes you or someone you know, call for medical assistance as soonas possible. You should check the following when you attempt to give aid to a victim of lightning:
(i) **Breathing**–If breathing has stopped, begin mouth-to-mouth resuscitation.
(ii) **Heartbeat**– If the heart has stopped, administer Cardiopulmonary Resuscitation (CPR).
(iii) **Pulse**–If the victim has a pulse and is breathing, look for other possible injuries. Check for burns where the lightning entered and left the body. Also be alert for nervous system damage, broken bones and loss of hearing and eyesight.

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(B) TEMPORARY SHELTERS IN EARLY RECOVERY PHASE

The term**'temporary shelters'**is commonly used in a broad sense to denote shelters built immediately after a disaster to meet needs of shelter before permanent houses are rebuilt. As the concept of durability is associated with 'permanent shelters', temporary shelters are assumed tobe the opposite i.e. which need not last long.**'Transitional shelters'**is another terminology that is very common and again indicates the provisional nature of the shelters. This notion of being non-durable and provisional tends to beinterpreted as shelters of lower specifications and poor quality. As are these temporary shelters end up deteriorating to inhabitable conditions in a very short time, much before permanent shelters can be built. Therefore, it is absolutely necessary to tackle this perception upfront in these guidelines and ensure 'temporary shelters' are of adequate quality to provide for the needs of families till their permanent housing is restored or reconstructed. Drawing upon past international and national experiences and lessons learnt, we can identify two incremental shelter types as an effective practice for temporary shelter response during early recovery phase prior to permanent shelter reconstruction. It starts with an immediate shelter response termed as**'emergency shelters'**to address short-term urgent need of protection after a disaster. The next increment comes in the form of**'intermediate shelters'**, which involves addressing and fulfilling needs for the mid-term duration until permanent houses are rebuilt. We classify both these types of shelters as **'Temporary Shelters'**, explained further in this document. Qualifying with the above perspective, the term 'Temporary Shelters' is continued to be used in this document for reasons of consistency with the National Disaster Response Fund& State Disaster Response Fund (NDRF/SDRF) guidelines and the National Disaster Management Plan (NDMP).

Different shelter options that people adopt in the process of rebuilding their homes

NATIONAL GUIDELINES FOR TEMPORARY SHELTERS

After adisaster, people pass through different routes and stages towards rebuilding of their homes from the time disaster strikes depending on their situation, needs, capacities and support available. These may include moving to homes of friends and family, relief camps, building emergency makeshift shelters and intermediate shelters, or finding some accommodation on rent before permanent houses are reconstructed. The graphic on previous page presents all these myriad ways through which people may traverse during process of housing reconstruction and recovery. The above understanding indicates that housing recovery and reconstruction is essentially as ocialeconomic process. Choices on the path of recovery made by the house owners depend upon their socio-economic conditions and it is these that determine how effective the recovery would be. In other words, there is also arisk that many vulnerable house holds may get stuck in any of these intermediary stages and may not reach the stage of permanent housing. This risk needs to be mitigated through effective facilitation of temporary shelters.

Emergency Shelters–

Short-term Temporary Shelters

Emergency shelters are made with an objective of immediate protection of life from the elements like sun, wind, rain or snow and to ensure a necessary degree of privacy. Manya times, the process of emergency shelters starts spontaneously as a self-protection measure by the affected house holds before any sort of help may arrive and are only a makeshift arrangement for dire need of shelter immediately after the disaster. This is usually done on their own or with support from within the community and their own social networks.The Government normally setsup

relief camps during such emergency situations using existing community and public buildings and infrastructure and may also undertake distribution of cash or shelter materials like plastic sheeting, tarpaulins, etc. to support immediate sheltering .

Intermediate Shelters–Mid-term Temporary Shelters

Once immediate exigencies of the hazard event are over, basic conditions of safety are somewhat restored and families, to an extent, have regained some control of their disturbed lives, emergency makeshift shelters are not found to be adequate. The affected community needs to move to durable intermediate shelters where a reasonable duration of time can be spent before permanent houses can be constructed. This indicates need of shelters which though not permanent but have greater extent of stability, robustness and comfort. Permanent housing reconstruction often takes 2-3 years so as to effectively address aspects of eligibility, habitat planning, land rights, resources and technical norms. While housing reconstruction policy and programme are being implemented, intermediate sheltersplay asignificantrolefor affectedpeoplebyoffering space to reorganise their lives and revive livelihoods. As intermediate shelters are for medium term duration till the affected community can settle in their permanent residences, they require significant supportfrom governmentto facilitate essential services so that theaffected community can return to normalcy at the earliest.Past disasters stand to show that this phase lasts normally from two to threeyears. Thus, it is important to recognise this distinction between the requirements and duration of use of short-term temporary emergency and mid-term temporary intermediate shelters and thus needing appropriate type of shelters.

NATIONAL DISASTER MANAGEMENT AUTHORITY

GUIDING PRINCIPLES FOR TEMPORARY SHELTERS

Following principles are the foundation for these guidelines on 'temporary shelters – emergency and intermediate':

1. Support for recovery from a disaster is an entitlement of the affected people. Affected people are entitled to non-discriminatory, equitable, inclusiveand respectful access to support from the state and other public agencies for housing including temporary shelters. An entitlement perspective of recovery support automatically implies accountability and transparency by all the stakeholders including homeowners, communities, other agencies including NGOs and donors, and the Government.

Affected people should not be treated as hapless passive recipients of relief but as resourceful agency. Housing, particularly, is a people-led process. Butafter a disaster when people are in shock, they are generally seen as victims and control over the process of shelter construction is taken away by external agencies in name of quick delivery. Instead, we need process to reassure, enable and strengthen peoples' own capacities and initiatives. They are extremely resourceful with a lot of experience, knowledge, wisdom, skills and resources. Furthermore, engagement of the affected community in construction of their own shelters is therapeutic, with a timely facilitation helping in overcoming the trauma due toloss.

2. The most vulnerable community members tend to be invisible or at the margins andunable to access support. Therefore, targeted attention should ensure their inclusion. No one should be left behind.

In the immediate aftermath of the disaster, the affected families may suffer many hardships and therefore, face issues of distress conditions, mental trauma,

gender-based violence, caste conflicts, social discrimination, increased debt, etc. while trying to reconstruct their houses. Vulnerable people such as single women, old aged, physically challenged, terminally ill, illiterate, extremely poor, minorities and SC/STs, etc. may require additional support and facilitation to recover like others. The facilitation process must ensure shelter reconstruction to be inclusive with fairness, sensitivity and respect for social and cultural diversity, and be non-discriminatory in provision of assistance and support.

3. Temporary shelters should be disaster resistant and not cause any further injury or loss of life.

During humanitarian and early recovery phase, it is likely that risk from natural hazards may not have fully subsided. It is, therefore, important that affected community is safe not only from the elements of nature but from any further impacts of subsequent or future hazards.

Use of materials and technologies that involve self-help should be encouraged. This also includes building materials and components that can be retrieved, salvaged, recycled and reused from rubble or damaged houses. Enabling and strengthening people centred process of recovery essentially requires including their own local materials and skills. This makes shelter construction not only quicker and cost- effective but also that can be supported by local artisans and possible to be maintained by the owners themselves.

One design doesn't fit all. A bouquet of design and technology options is necessary toensure that people can have a shelter that' sappropriate for their needs: People have different needs, preferences, constraints and conditions. If there is a particular design or technology imposed without any choices, not everyone may be able to build shelters with desired quality and safety features. Itis important that many options of design materials and technology are available to people to choose from and they make their informed choice.

NATIONALGUIDELINESFORTEMPORARYSHELTERS

Temporary shelters should be durable at least until permanent house is reconstructed.

Depending on the scale of disaster, reconstruction of disaster resistant permanent housing may take time. Immediate needs are of short-term emergency shelters for safety and protection from the elements. In small scale disasters, itmay be possible to repair and retrofit the damaged house. However, in case of large scale disasters, the shelter needs soon change from short- term emergency shelters to more durable mid-term intermediate shelters that can provide greater level ofprivacy, safety and setting for livelihood recovery until permanent houses are built. **Socio technical facilitation of shelter process is not just a matter of certain tools and techniques but requires a mind-set and perspective of enabling the community:** Facilitators–social or technical–should work with attitude of serving entitlement of people and enabling them to make their own decisions on sound and rational basis, establish mechanisms to support their access to materials, skills, land, finance and knowledge. If process is facilitated well, it makes community totakeup the responsibility and ownership of their disaster resistant intermediate shelters, making it stepping stone for permanent housing reconstruction.

4. **If collective community efforts are facilitated well and in a timely manner, early recovery shelter process can become an active precursor to effective owner-driven housing reconstruction program later:** In the immediate aftermath of a disaster, collective synergy amongst the affected communities is high which, if not used positively for recovery, dissipates quickly. Therefore, it is necessary that the shelter process promotes and involves self-help and community support.

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Awareness Programs

Introduction

The role of concerned State/UT's authorities and local communities are essential not only in the preparedness and mitigation phases of disaster management, but, also in the emergency situations during the event. Awareness and capacity development programs will be successful, if involvement of local communities and authorities such as District Administration, Panchayati Raj Institutions and local communities are maximized. There is an immense need of effective cooperation and coordination amongst various stakeholders for the implementation of activities in the landslide affected areas. Not only trickledown but also bottom to top approach will be beneficial to achieve the success in making landslide Disaster Risk Reduction (DRR) system in India. This approach would be helpful in the proper implementation and functioning of structural and non- structural mitigation measures at grass root level. Awareness generation programs by identified Department / Institute, Agencies such as Geological Survey ofIndia, ATI's, NGOetc. will be conducted on the basis of landslide awareness modules, packages and other Information Education and Communication (IEC) material will be developed by Expert Department / Institute, Agency, NGO's etc. on different themes. Mass awareness generation programs through the electronic and print media, multimedia, interactive meets, mock drills, distribution of handbills and posters in local languages inter linked with Digital India campaign are in dispensable for disaster preparedness and mitigation. State Disaster Management Authority (SDMA) / State Government may take pro-active measures and initiatives in collaboration with others take holders for minimizing losses.

ReviewofWork

In India, the main cause of the heavy losses during landslides is the lack of awareness among the people including local residents and tourists about the first aid, safety routes, warning signs and first response to landslide emergency situation. To study the level of awareness and preparedness level of communities and government is of utmost importance. After the successful implementation of the Gol-UNDP Disaster Risk Management Programs (2002-2009), the Government of India, with the support from UNDP is implemented the Gol-UNDP Disaster Risk Reduction Program (DRR) from2009-2012 with $12 Million support. The program was focused on strengthening the institutional structure to undertake disaster risks reduction and to develop preparedness for recovery .A road map had been prepared by Natural Resource Data Management System (NRDMS),Department of Science and Technology for Landslide for Landslide Risk Management in India in the year2010, covering the mechanisms of Landslide Risk Assessment byLandslide Hazard Zonation Mapping and by building capacity of indigenous communities living in the area of susceptible to landslide hazard. In the road map, efforts have also been made for landslide risk mitigation by learning from their previous events and shared experiences in the same regions or other. Early warning against landslides based on robust prediction, and Retrofitting of problematic slopes and unsafe buildings is essential. Landslide education and training, and Landslide Response, Rescue and Reconstruction are also some of the other important steps included for risk mitigation in the road map of Natural Resource Data Management System (NRDMS),department

Of Science and Technology. National Disaster Management Authority Themodule on "Comprehensive Land slides Risk Management" which has been developed by National Institute of Disaster Management (NIDM), Ministry of Home Affairs coversfive days rigorous training course focusing on transmitting basic and requisite knowledge/skills needed by stakeholders of the society at various levels in the field

of landslide management. Asian Disaster Preparedness Centre (ADPC)in the Program for Hydro-meteorological Disaster Mitigation in Secondary Cities in Asia has taken help of three different case studies of Baguio City in Philippines, Patong City in Thailand and aluthara District, Sri Lanka by using risk assessments to reduce landslide risk. These three different case studies demonstrate how to reduce the impact in landslide hazard prone areas. Identifying the mappingprocess is the first step for landslide risk analysis, to establish zones in terms of degree of risk, and locate the landslide hotspots within the area. Further steps includemonitoringthelandmovementsandtherainfallpatterns isthen crucial; in each study area, scientific agencies have focused on the local communities and schools participation and using their traditional practices as part of their involvement in the landslide risk mitigation

process. The good governance system is one of the substantial foundations for fostering an efficient policy framework for different stakeholders to adopt and implementtogetheracoherentstrategyoflandslideriskadaptation.

IdentifiedGaps

The existing work provides a comprehensive work on the issues of landslide risk reduction. But it is also significant to identify the gaps at national and international level due to which things have not been getting implemented at grass root level.

3.3.1. National Level In all the susceptible regions, local authorities have started to engage themselves, following up and implementing policies to build a comprehensive Landslide risk mitigation framework, to reduce the exposure and the related vulnerabilities of the population. But still it provides the need to engage local communities also, because at the end of the day they are particularly susceptible and policies are formed for their betterment first. Bringing all the stakeholders of society together helps to ensure the durability and the expansion of landslide risk reduction in the society and also other geographical areas by involving the local people considered as catalysts of change. Major gaps identified are as follows: (i).Classification of the States which are prone to landslides according to severity.

The states will be classified into the following three categories based on the Land slide Hazard Zonation Map.

- StateI-Very High& High Hazard Zone
- StatesII- Moderate & Moderately High Hazard Zone
- StatesIII- Low & Very Low Hazard Zone

(ii) Need to study the socio- economic profile of the communities residing in these areas:

There is a need to gauge the level of awareness among the people inhabiting these areas about disasters in general and landslides in particular and to determine the information requirements of the people inhabiting these areas.

(iii) Awareness programs and campaigns are to be conducted on regular basis. A major drawback of the system is that awareness programs does not reach the community vulnerable to the disaster. A comprehensive awareness outreach is to be established, so that it can benefit the society (especially the communities atrisk) in understanding and implementing the prevention and mitigation measures.

International Level

The active engagement at the global level, linking and integrating their best practices by supporting technical experts tend to strengthen the knowledge dissemination channels on landslide risk mitigation and encourages further awareness among all the different stakeholders on the landslide risk situation. Subsequently, the disaster risk adaptation mechanisms can be expanded swiftly and more easily to other type of risks. Today there is a crucial need of improved recommendations for improved recognition and National Landslide Risk Management Strategy smart management of landslides within rural urban

corridors of susceptible zones. It can be recognized that many of the recommendations at national and international level are both idealized

And generalized for particular locations and there will be valid reasons in specificcases where they cannot be applied. The implementation of some of the recommendations will require a significant degree of institutional effort in collaboration with support at local level. For outweighing financial hurdles, it would be necessary to convince the authorities involved that the benefits outweighthe overall costs and logistical difficulties.

3.4. Recommendations

One of the main tasks before us is to focus on prevention in disaster management at all levels. The culture of awareness generation and preparedness must be disseminated; so that all people in the society can become alert and aware in case of an emergency or before the disasters strikes to take some preventive measures. In India, a paradigm shift from post disaster response to pre disaster prevention, preparedness and mitigation strategy should be focused on. There is an immediate need to make local people aware about landslides to reduce losses. The development and enhancement of awareness generation and preparedness requires following necessary steps to be taken as under:-

Involvementoflocalmasses

• The response time is poor due to difficult terrain and accessibility in mountainous regions of India. Therefore, involvement of local community, inhabited individuals, youth clubs, NGOs in awareness programs will improve knowledge associated through capacity building to fight / self-help during and after any event.

[**Action**: Ministry of Mines (MoM)/GSI,SDMA's/DDMA's and other expert institutions

And stakeholders]

3.4.2 Enhancement of education focusing upon youth especially• Asimplistic course (with informatics) at school level may be introduced which must elaborate do's and don'ts to prevent/mitigate any type of landslide situation. A compulsory courseon disaster risk reduction(as Environmental Sciences at Graduation Level) may follow at University level. [**Action**: MHRD, UGC, IIT's, Universities, other academic institutions, States and its concerned Departments such as Education Department etc. in collaboration with NDMA/NIDM]

• Landslide management and awareness including geo-climatic region, landslide characteristics, landslide vulnerable zone, their participation in the times of landslide

etc. of their own particular area should betaken as an academic compulsorysubject forthe local children from primary school level education.[**Action**: State governments in collaboration with SDMA's and other stakeholders]

• Community Education Programme of 10 to15 days may be initiated by the governmental agencies. The specialists like the staff of NDMA/SDMA and NIDM may arrange training cum education programme for inhabitants particularly the elderly, woman, youth, physically challenged etc.[**Action**: NDMA, NIDM, SDMA's (ATI's)

/DDMA's and other stakeholders in consultation withTAC and LHZMC]

3.43 Involvement of educated mass for creating awareness amongst local people and school children

• The land use planner, urban planner should make the local people understand about the importance of land use planning. But deforestation, urbanization, industrialization, maximum use of resource, heavy building construction and engineering structural work etc. increases the landslide vulnerability. Thus, proper scientific land use planning and ban on biodegradable materials is necessary. The scientist and engineer should arrange awareness camp to increase geological,

geo-hydrological investigation practice for contractor. National Disaster Management Authority [**Action**:Ministry of Mines (MoM)/GSI, SDMA's (ATI's)/DDMA's and other expert institutions and stakeholders]

• Organize village wisetraining cum workshopsforyouth /elderlypeople on topic such as "Procedure to rescue oneself, family and neighborhood in the time of landslide".[**Action**: Ministry of Mines (MoM)/GSI,NDMA and SDMA's / DDMA's]

3.4.3 Promotion of latest technology and techniques.

- Geologist, engineers and other disciplines related to the field of landslides must be

exposed to the latest development in the domain of landslides investigations and management that are globally followed on aregular basis.[**Action**:Ministryof Mines (MoM)/GSI,NDMA, NIDM and SDMA's (ATI's) / DDMA's]

3.4.3.1 The early warning system can reduce the maximum losses due to landslide hazard. Monitoring and analysis of natural parameters such as rainfall patternsand water absorption, land movements and slope evolution is critical to landslide risk mitigation.[**Action**: Ministry of Mines (MoM)/GSI in collaboration with IMD and other expert institutions in coordination with SDMA's /DDMA's]

3.5 Implementation Strategy The strategies which can be adopted across the country are as follows:-

A. ShortTerm

1. Automated SMS and e-mail service: In view of this, NDMA can collaborate with the various government and private teravel agencies including Indian Airlines, Indian Railways and mobile network operators to send automated SMS and e-mail messages on precautionto betaken whiletravelling in the landslide proneareas at the time of booking of tickets to these areas.
2. Toll free number for landslide reporting:

Each state in thevery highandhigh riskzonation can initiatea toll free number for landslide reporting. Upon receiving reports of landslide / early signs of landslide from people.

3. Creation of common signage for landslides prone area across the country: A common signage for landslide prone area can be designed. This signage can be put in landslide prone areas across the country.
4. Computergamefordisaster:NDMAincollaborationwithexpertagencies

/Institutes for computer application can design computer and mobile games on disaster management.

5. Use of local mass media: A well designed mass media campaign (both print& electronic) can be undertaken in these states. The campaign must be designed in the local languages.
6. Use of posters and hoardings: Posters and hoardings on the various aspects of awareness regarding landslide can be designed and displayed at all important public places. The campaign material should be translated into local languages.
7. Use of Global Disaster Preparedness Disaster Response Apps: There are number ofglobally recognized disaster preparedness disaster response appsserving the needs of people affected by disasters. These top mobile apps could prove fruitful in providing assistance to aid workers and volunteers in better preparedness and respond to landslide and other disasters such as American Red Cross Apps, DisasterAlert(Pacific Disaster Center's World Disaster Alerts)App,Global Emergency

Overview (ACAPS)App, Humanitarian Kiosk (United Nations), Federal Emergency Management Agency (FEMA) App, etc.

B. Medium Term

1. Awareness through community radio:

The local community radio can broad cast programmes on awareness. It can also transmit early warning messages regarding the occurrence of landslides in the area.

National Landslide Risk Management Strategy

2. Design of animated character for spreading awareness on disaster management

(including landslides):An animated character‘ Sabu’(a baby rhinoceros)canbe designed in partnership with computer animators.

3. Publication of awareness campaign on landslides using the print andelectronic media across the country: Awareness campaigns on landslides can be conducted using the print and electronic media. The campaign should be in the national and regional newspapers, radio and TV channels.

4. Creation of a disaster management application: NDMA in coll aboration with Indian Institute of Technology (IIT) can design a computer application for disaster management.The application can be used to know about the latest informationon disasters (including landslides)a cross the country.

5. Awareness through documentary:The National Disaster Management Authority (NDMA)should in itiatea programmeon powerpoint documentary/presentation For Government organization, School and Hospital organisation, Soldiers, NGOs, Local Nodal agencies, Local club, and local people focusing on therole and responsibility before, during and after the landslide disaster.

6. Creation of village task force: The not- for profit organizations should constitute a Village task force in each village of these states. Them embers of the task force should be made aware of the various aspects of landslide mitigation and post-landslide activities.

C. LongTerm

1. Awareness programme on landslide hazard: Government (National/State)has also emphasized on a robust awareness programme for landslide hazard. Public awareness is being enhanced about signs and events that manifests that a landslide is imminent so that personal safety measures may be taken. Some of these signs include:

i) Springs, seeps, or saturated ground in areas that have not typically been wet before.

ii) New cracks or unusual bulges in the ground, street pavements or sidewalks.

iii) Soil moving away from foundations, and ancillary structures such as decks and patios tilting and/or moving relative to the house.

iv) Broken water line sand other undergro undutilities.

v) Leaningte lephone poles, trees, retaining walls or fences.

vi) Sunken or dropped- down road beds.

vii) Rapid increase in a stream or creek water levels, possibly accompanied by increased turbidity (soil content).

viii) Sudden decrease in creek water levels even though it is still raining or rainfall has recently stopped.

2. Use of traditional art forms/traditional knowledge: Due to modernization and tech savvy nature of 21st century generation, old traditions disaster management practices are dying up. Therefore, it is necessary to document and disseminate old traditional best practices available in mountain regions of India through community participation in trainings. Traditional art forms are important mediums of awareness generation. Traditional knowledge and modern technologies are also useful in designing landslide Early Warning System (EWS).

3. Awareness through Participatory Approach:

The planning and implementation process is recommended in order to maintain sustainability of the programs launched by the administration for disaster management. It is necessary that the government and the communities together evolve ajoint action plan aimed at enhancing community education and development of community leadership.The elements of participatory learning can be applied at different levels such as organizational level (headquarters, branches, schools, businesses, work places),community level(village, town, cities) and National Disaster Management Authority population level (marginalized, vulnerable sections).

4. Landslide education plan: An illustrated booklet with information on landslide

Awareness can be prepared in local languages.This can be circulated among the PRI members, Front Line Health Workers (FLHW), School Teachers,Youth Leaders, members and other important stake holder groups in these areas.

5. Involvement of Not-for-Profit Organizations:

NDMA should identify not-for-profit organizations to undertake the awareness building activities in these States.The organization should be asked to submita targeted awareness generation plan.

6. Awareness among school children, their parents and teachers: The not-for-profit organizations can organize sessions for school children, their parents and teachers from Class IX onwards on various aspects of land slide occurrence and their mitigation. A one day training module can be designed for the participants.

7. Awareness among local youth: The not for-profit organization can hold a day long awareness generation camp with the members of National Cadet Corps (NCC), Scouts and Guides, and National Service Scheme (NSS) volunteers. These camps should be conducted in coordination with the state and district teams of these organizations.

8. National Data Centre on Landslide: It would integrate various data sources, a geo-portal to address the data needs and thus, enable an effective response.

9. Awareness among members of Panchayati Raj institutions: On similar lines; the not for- profit organizations can also hold a one day awareness generation workshop for the PRI members of the various panchayats in the district in the district headquarter. The Community Based Family Disaster Preparedness and mitigation (CBFDP) is a process to capacitate communities to prevent, mitigate and cope with disasters effectively

10. Awareness among policy makers and government officials:The policy makers are Key stakeholders in disaster management.State Disaster Management Authority (SDMA) can hold workshops with policymakers and government officials of alldepartments to reinforce their role in ensuring that peoplecon form to the variousl and use policies.

11. Climate Change related landslide risk management:The past incidences clearly indicate the high frequency as well as intensity of the hydro-meteorological hazards inthe mountain region suchas heavy rainfall, landslides, riverine floods, cloudburst, Glacial Lake Out burst Floods (GLOFs), droughts etc.Therefore, local communities require awareness, specialized training and right information to cope up with disasters in the mountains.

3.6 Financial Implications Disaster prevention is indeed, more cost-effective than disaster response and rehabilitation. The focus should thus, be on disaster preparedness and mitigation. The allocation of fund is depending upon the availability of capital for landslide and other associated risk management in the concerned State/UT andit willvaryfromone State toother.

3.7 Monitoring Mechanism Monitoring is an essential part of any project /programme, therefore following steps are required for proper implementation of strategy at ground level:-

1. Utilization certificate as per GFR
2. Progress Report (time to time)
3. Minutes of meeting to be provided.
4. Audit &Inspection
5. Feedback from target groups The landslide awareness programmes must be monitored regularly so as to implement the strategy based on feedback, challenges and technological and other development solutions.

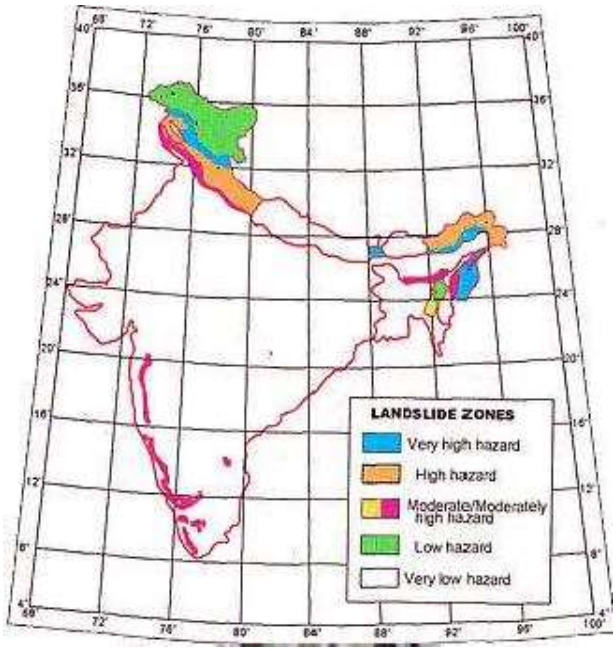
Landslide

India has the highest mountain chain on earth, the Himalayas, which are formed due to collision of Indian and Eurasian plate, the north ward movement of the Indian plate towards China causes continuous stress on the rocks rendering them friable, weak and prone to landslides and earthquakes. The slow motion of the Indian crust, about 5 cm/year accumulates stress to which natural disasters are attributed. Some landslides make unique, and unparalleled catastrophes. Landslides and avalanches are among the major hydro-geological hazards that affect large parts of India besides the Himalayas, the Northeastern hill ranges, the Western Ghats, the Nilgiris, the Eastern Ghats and the Vindhyans, in that order, covering about 15% of the landmass. The Himalayas alone count for landslides of every fame, name and description- big and small, quick and creeping, ancient and new. The Northeastern region is badly affected by landslide problems of a bewildering variety. Landslides in the Darjeeling district of West Bengal as also those in Sikkim, Mizoram, Tripura, Meghalaya, Assam, Nagaland and Arunachal Pradesh pose chronic problems, causing recurring economic losses worth billions of rupees. A different variety of landslides, characterized by alateritic cap, pose constant threat to the Western Ghats in the South, along the steep slopes overlooking the Konkan coast besides Nilgiris, which is highly landslide prone.

Some spectacular events of tragedies are reported as Varnavat landslide, Uttarkashi District, Malpha landslide Pithoragarh district, Okhimath landslide in Chamoli district, UK and Paglajhora in Darjeeling district as well as Sikkim, Aizawl sports complex, Mizoram. These are some of the more recent examples of landslides. The problem therefore needs to be tackled for mitigation and management for which hazard zones have to be identified and specific slides to be stabilized and managed in addition to monitoring and early warning systems to be placed at selected sites.

The Photograph of Okhimath landslide which formed a lakein Madhyamaheshwerganga, Rudraprayag district.

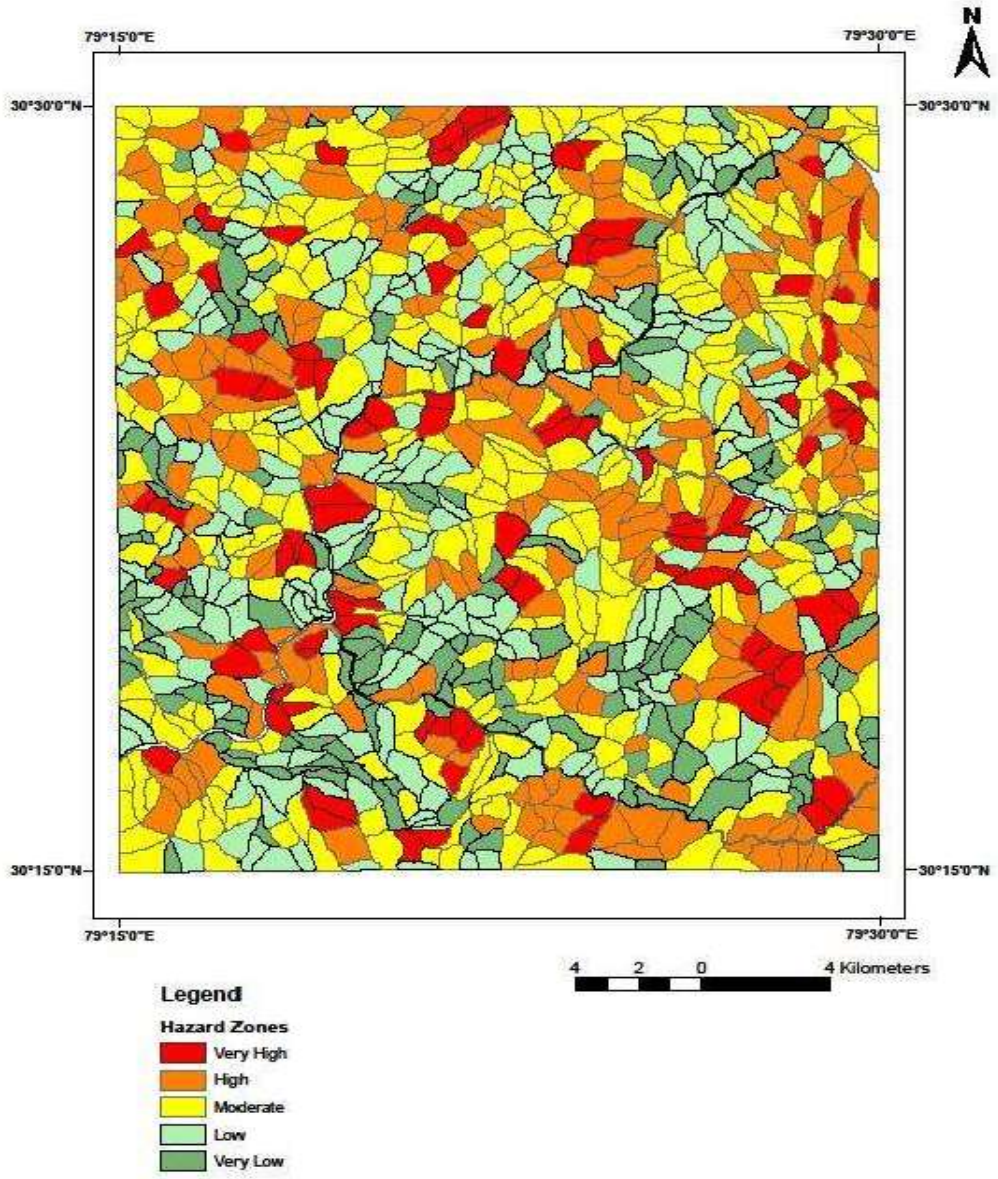
A general landslide hazard map of India shown here marks the areas of different hazard zones in various states of India; one may note that Himalayas of Northwest and Northeast India and the Western Ghatsare two regions of high vulnerability and are landslide prone.



NDMA guidelines are being followed for Landslide Hazard Zonation (LHZ)mapsat 1:50,000 scale and progressively largers cales for specific areas. National Remote Sensing Center (NRSC), Department of Science and Technology (DST), Council of

Scientific and Industrial Research (CSIR), Indian Institute of India (IITs), Universities have done tremendous work in this regard. The NRSCA tlason selected corridors of Uttarakhand and Himachal Pradesh has beena very useful Atlas (Please see NRS Cworkon Land slides). DST has funded more than 30 projects spread over India by various academic in stitutions the reports of which can be requested from DST (NRDMA).

An example of LHZ map at 1: 50,000 scale from a part of Himalayas in Chamoli district (Pachauri,1992) shown here is based upon several geological, geotechnical parameters. Such maps are being refined and relooked for higher level of verification and acceptability for public use. Approximately 15 % of the Indian landmass has to be covered by such maps at 1: 50,000 scale or higher to classify slopes in various levels of hazards. Geographical Information System (GIS) and Remote Sensing applications are being used through NRSC under a special group of GIS for LHZ at NDMA through database collection from all concerned departments and being stored through good offices of GIS and other agencies,CSIR labs, DST etc as a parallel theme on landslide mitigation.



Emergency Kit

- Battery operated torch
- Extra batteries
- Battery operated radio
- Firstaidkit and manual
- Emergency food(dryitems) and water (packed and sealed)
- Candles and matches in a water pro of container
- Knife
- Chlorine tabletsor powdered water purifiers
- Can opener.
- Essential medicines
- Cash, Aadhar Card and Ration Card
- Thickropes and cords
- Sturdy shoes
-

Recover and build

Remaincal mand be alert and a wake, listen to warnings of heavy and prolonged period of rainfall from weather station, if your home is located below a debris covered area move away to safer place, listen to sound sof rock fall, moving debris and cracking of trees, or cracksing round or any movement. Keepa battery operated ready for the night.

Call and help rescue teams, keep drinking water containers, first aid kit and essential medicines and avoid entering damaged houses.

Watch for flooding if close to river, help others who need help especially elderly people, children and women, seek advice from local authorities for rebuilding damaged houses, roads etc.

Report any damage of roads, power and telephone lines to concerned authorities.

Floods

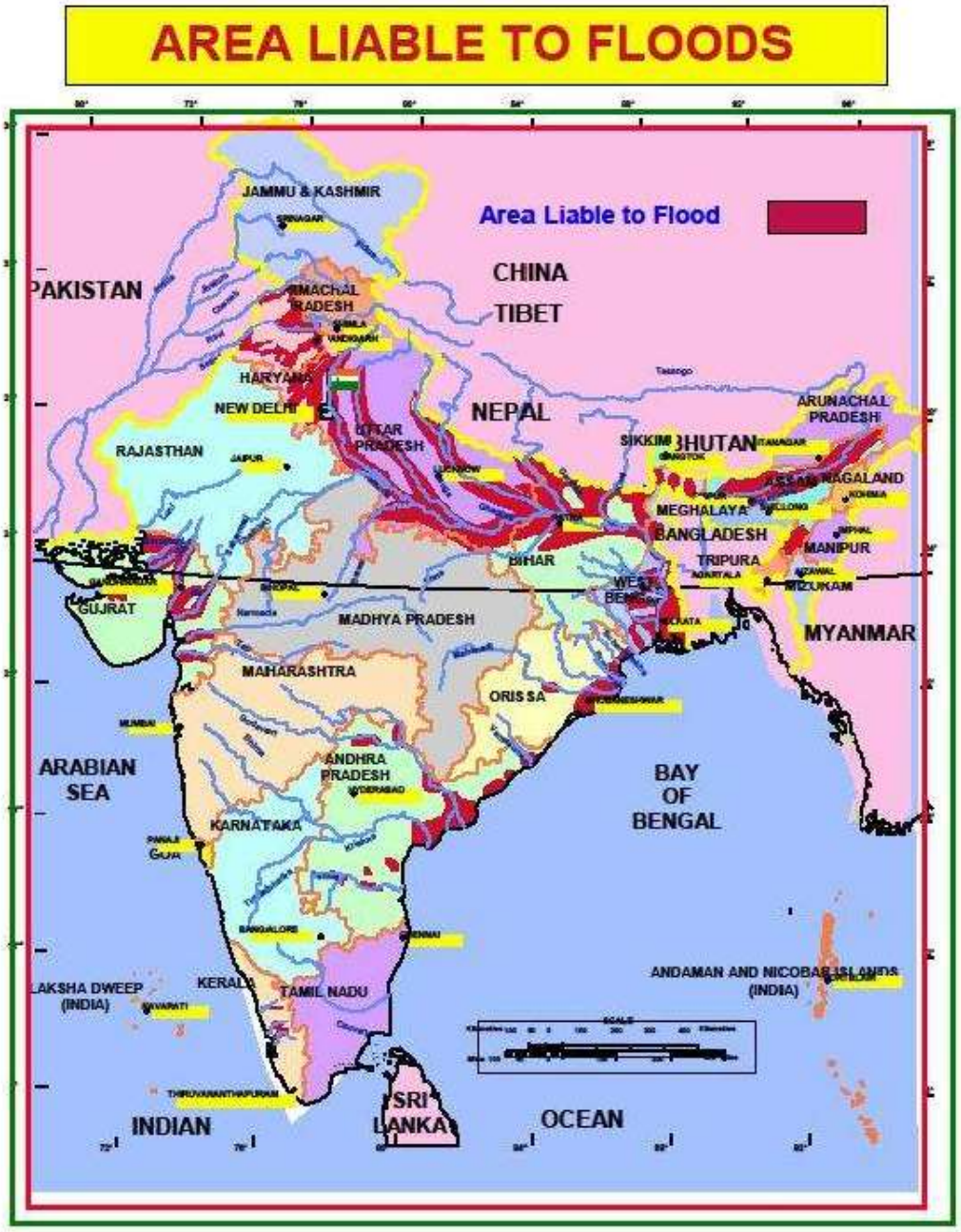
India is highly vulnerable of loods. Out of the to talgeogra phical area of 329 million hectares(mha), more than 40 mha is flood prone.Floods are a recurrent phenome non, which cause huge loss of lives and damage to lively hood systems, property, infrastructure and public utilities. It is a cause for concern that flood related damages showan increasing trend. The average annual flood damage in the last 10 years period from 1996 to 2005 was Rs.4745 crore as compared to Rs.1805 crore, the corresponding average for the previous 53 years. This can be attributed to many reasons includingas teep increase in population, rapid urbanization growing developmental and economic activities in flood plains coupled with global warming.

Anaverage every year, 75 lakhhe ctares of land is affected, 1600 lives are lost and the damage caused to crops, houses and public utilitiesis Rs.1805 crores due to floods. The maximum number of lives (11,316) was lost in the year 1977. The frequency of major floods is more than once in five years.

Floods have also occurred in areas, which were earlier not considered flood prone. An effort has been made in these Guidelines to cover the entire gamut of Flood Management. Eighty percent of the precipitation takes place in the monsoon months from June to September. The river sabring heavy sediment load from catch ments. These, coupled with in adequate carrying capacity of rivers are responsible for causing floods, drainage congestion and erosionofriver-banks. Cyclones, cyclonic circulations and cloud bursts cause flash floods and lead to huge losses. It is afact that some of the river scausing damage in India originatein neighboring countries; adding another complex dimension to the problem.

Continuing and large-scale loss of lives and damage to public and private property due to floods in dicate that we are still to develop an effective response to floods. NDMA's Executive Summary Guideline shave been prepared to enable the various implementing and stake holder agencies to effectively address the critical are as for minimizing flood damage.

INDIA



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- Knife
- Chlorine tablets or powdered water
- Important documents (Ration card, Voter IDcard, Aadhar Card etc.)
- Cash, Aadhar Card and Ration Card
- Thick ropes and cords
- Shoes

Earthquakes

Earthquake

An earthquake is aphenomenon that occurs without warning and involves violent shaking of the ground and everything over it. It results from the release of accumulated stress of the moving lithospheric or crustal plates. The earth's crust is divided into seven major plates, that areabout 50 miles thick, whichmove slowly andcontinuously over the earth's interior and several minor plates. Earthquakes are tectonic in origin; that is the moving plates are responsible for the occurrence of violent shakes. The occurrence of an earthquake in a populated area may cause numerous casualties and injuries as well as extensive damage to property.

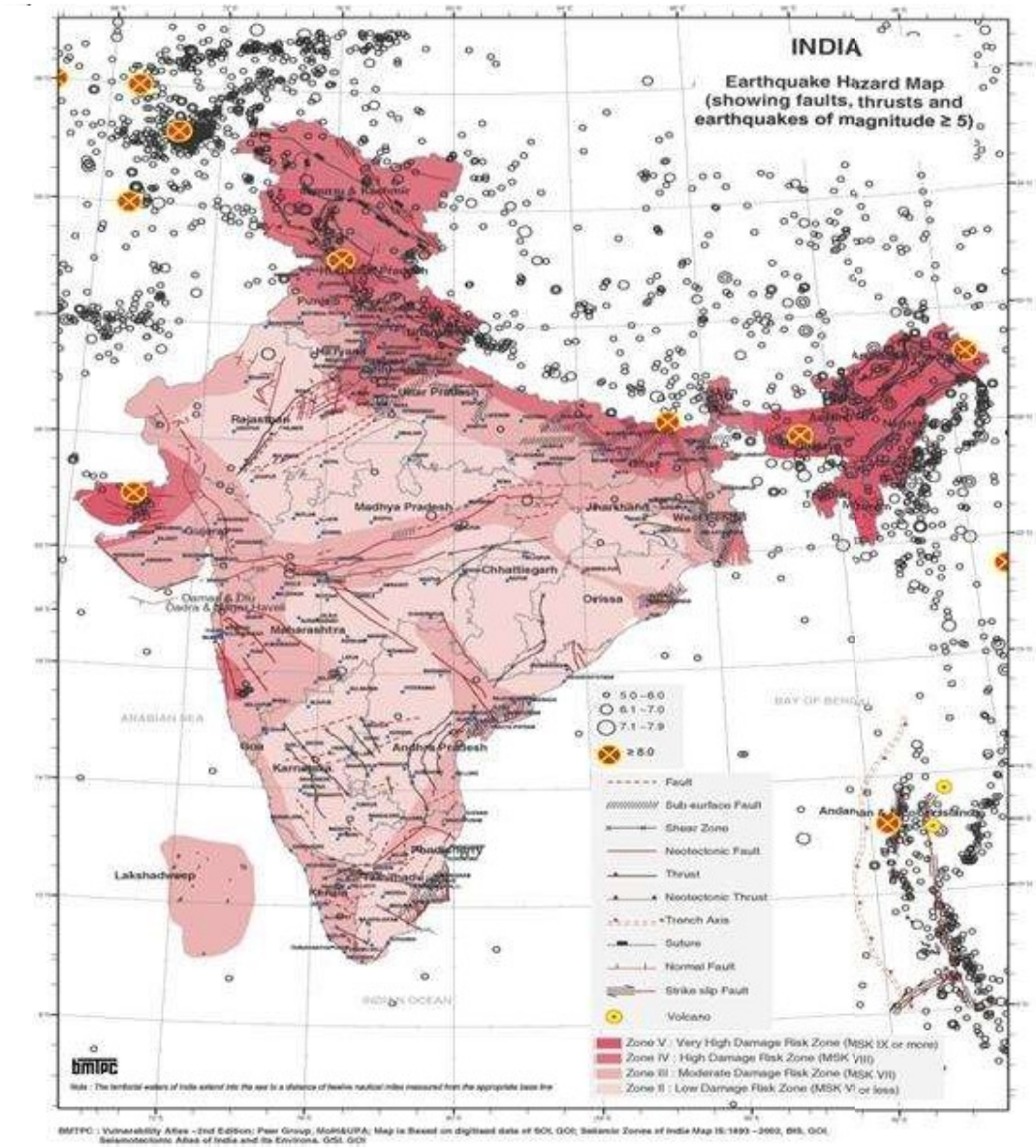
The Earthquake Risk in India

India's increasing population and extensive unscientific constructions mushrooming all over, including multistoried luxury apartments, huge factory buildings, gigantic malls, supermarkets as well as warehouses and masonry buildings keep - India at high risk. During the last 15 years, the country has experienced 10 major earthquakes that have resulted in over 20,000 deaths. As per the current seismic zone map of the country (IS 1893: 2002), over 59 per cent of India's land area is under threat of moderate to severe seismic hazard-; that means it is prone to shaking of MSK Intensity VII and above (BMTPC, 2006). In fact, the entire Himalayan belt is considered prone to great earthquakes of magnitude exceeding 8.0-; and in a relatively short span of about 50 years, four such earthquakes have occurred: 1897 Shillong (M8.7); 1905 Kangra (M8.0); 1934 Bihar-Nepal (M8.3);and1950Assam-Tibet(M8.6).Scientificpublicationshavewarnedofthelikelihood of the occurrence of very severe earthquakes in the Himalayan region, which could adversely affect the lives of several million people in India.

At one time regions of the country away from the Himalayas and other inter-plate boundaries were considered to be relatively safe from damaging earthquakes. However, in therecentpast,eventheseareashaveexperienceddevastatingearthquakes,albeitoflower magnitude than the Himalayan earthquakes. The Koyna earthquake in 1967 led torevision of the seismic zoning map, resulting in deletion of the non-seismic zone from the map. The areas surrounding Koyna were also re-designated to Seismic Zone IV, indicating high hazard. The occurrence of the Killari earthquake in 1993 resulted in further revision of the seismic zoning map in which the low hazard zone or Seismic Zone I was merged with Seismic Zone II, and some parts of Deccan and Peninsular India were brought under Seismic Zone III consisting of areas designated as moderate hazard zone areas. Recent research suggests that as understanding of the seismic hazard of these regions increases, more areas assigned as low hazard may be re-designated to higher level of seismic hazard, or vice-versa.

The North-Eastern part of the country continues to experience moderate to large earthquakes at frequent intervals including the two great earthquakes mentioned above. Since 1950, the region has experienced several moderate earthquakes. On an average, the region experiences an earthquake with a magnitude greater than 6.0 every year. The Andaman and Nicobar Islands are also situated on an inter-plate boundary and frequently experience damaging earthquakes.

The increase in earthquake risk is due to a spurt in developmental activities driven by urbanization,economicdevelopmentandtheglobalizationofIndia'seconomy.Theincrease in use of high-technology equipment and tools in manufacturing and service industries has also made them susceptible to disruption due to relatively moderate ground shaking. As a result, loss of human life is not the only determinant of earthquake risk any more. Severe economic losses leading to the collapse of the local or regional economy after an earthquake may have long-term adverse consequences for the entire country. This effect would be further magnified if an earthquake affects a mega-city, such as Delhi or Mumbai.



Earthquake Zone Map

What to Do After an Earthquake

- Keep calm, switch on the radio/TV and obey anyinstructions you he aronit.
- Keep away from beaches and low banks of rivers. Huge waves may sweep in.
- Be prepared to expect aftrshocks.
- Turn off the water, gas and electricity.
- Do not smoke and do not light matches or use a cigarette lighter. Do not turn on switches. There may be gas leaks or short- circuits. Use a torch.
- If there is afire, try to put it out. If you can not, call the fire brigade.
- If people are seriously injured, do not move them unless they are in danger.
- Immediately clean up any inflammable products that may have spilled (alcohol, paint, etc).
- If you know that people have been buried, tell the rescue teams. Do not rush and do not worsen the situation of injured persons or your own situation.
- Avoid places where there are loose electric wires and do not touch ancontact with them. Metal objectin
- Do not drink water from open containers without having examined it and filtered it through a sieve, afilter or an ordinary clean cloth.
- If your home is badly damaged, you willhave to leave it. Collect water containers, food, and ordinary and special medicines (for persons with heart complaints, diabetes, etc.)
- Do not re-enter badly da Aged buildings and donot go near damage structures.

Emergency Kit

- Battery operated torch
- Extra batteries
- Battery operated radio
- Firstaidkit and manual
- Emergency food(dryitems) and water(packed and sealed)
- Candlesand matchesin awater proof container
- Knife
- Chlorine tabletsor powdered water purifiers
- Canopener.
- Essential medicines
- Cash, Aadhar Card and Ration Card
- Thickropes and cords
- Sturdy shoes

Cyclone

Cyclones are caused by atmosphere icdisturbances arounda low-pressure area distinguished by swift and of ten destructive aircirculation. Cyclone sareusually accompanied by violent storms and bad weather.The air circulates inward in an anticlockwise direction in the Northern hemisphere and clock wise in the Southern hemisphere. Cyclones are classified as: (i)extra tropical cyclones (also called temperate cyclones); and (ii) tropical cyclones. The word Cyclone is derived from the Greek word Cyclos meaning the coils of a snake. It was coined by Henry Peddington because the tropical storms in the Bay of Bengal and the Arabian Sea appear like coiled serpent sof the sea.

Classifications

Cyclones are classified as extra tropical cyclones (also called temperate cyclones); and tropical cyclones.

The World Meteorological Organisation (WMO, 1976) uses the term 'Tropical Cyclone' to cover weather systems in which winds exceed' Gale Force'(minimum of 34 k not sor 63 kph).Tropical cyclones are the progeny of ocean and at mosphere, powered by the heat from these a ; and driven by easterly trades and temperate westerlies, high planetary winds and their own fierce energy.
InIndia, cyclones are classified by:

- Strength of associated winds,
- Storm surges
- Exceptional rainfall occurrences.

Extra tropical cyclones occur in temperate zones and high latitude regions, though they are known to originate in the Polar Regions.
Cyclones that developin the regions between the Tropics of Capricorn and Cancer are called tropical cyclones. Tropical cyclones are large-scale weather systems developing over tropical or subtropical waters, where they get organized in to surface wind circulation.

Worldwide terminology

Cyclones are given many names in different regions of the world – They are known as typhoons in the China Sea and Pacific Ocean; hurricanes in the West Indian islands in the Caribbean Sea and Atlantic Ocean; tornados in the Guinea lands of West Africa and southern USA.; willy-willies in north-western Australia and tropical cyclones in the Indian Ocean.

Indian Meteorological Department

The criteria below has been formulated by the Indian Meteorological Department (IMD), which classifies the low pressure systems in the Bay of Bengal and the Arabian Sea on the basis of capacity to damage, which is adopted by the WMO.

Typeof Disturbances	Wind Speedin Km/h	Wind Speed in Knots
Low Pressure	Less than31	Less than17
Depression	31-49	17-27
Deep Depression	49-61	27-33
Cyclonic Storm	61-88	33-47
Severe Cyclonic Storm	88-117	47-63
Super Cyclone	More than 221	More than120

1knot-1.85 km per hour

Cyclones are classified into five different levels on the basis of windspeed. They are further divided into the following categories according to their capacity to cause damage:-

Cyclone Category	Wind Speedin Km/h	Damage Capacity
01	120-150	Minimal
02	150-180	Moderate
03	180-210	Extensive
04	210-250	Extreme
05	250 and above	Catastrophic

Storm surges (tidal waves) are defined as the rise in sea level above the normally predicted astronomical tide. Major factors include:

- A fall in the atmospheric pressure over the sea surface
- Effect of the wind
- Influence of the sea bed
- A funneling effect
- The angle and speed at which the storm approaches the coast
- Thetides

The very high specific humidity condenses in to exceptionally largera in drops and giant cumul us clouds, resulting in high precipitation rates. When a cyclone makes land fall, rain rapidly saturates the catch mentare as and the rapid run off may extensively flood the usual water sources or create new ones.

How Cyclone sare formed

The development cycle of tropical cyclones may be divided in to three stages:

Formation and Initial Development Stage

The formation and initial development of a cyclonic storm depends upon various conditions. These are:

- Awarmsea (a temperature in excess of 26 degrees Celsius to a depth of 60 m) with abundant and turbulent transfer of water vapour to the overlying atmosphere by evaporation.
- Atmosphericinst abilityen couraging for mation of massive vertical cumul us clouds due to convection with condensationofrisingairaboveoceansurface.

Mature Tropical Cyclones

When a tropical storm intensifies, the air rises in vigorous thunderstorms and tends to spread out horizontally at the tropopause level. Once air spreads out, a positive perturbation pressure at high levels is produced, which accelerates the downward motion ofair due to convection. With the inducement of subsidence, air warms up by compression and a warm 'Eye' is generated. Generally, the 'Eye' of the storms has three basic shapes: *(i)*circular; *(ii)* concentric; and *(iii)* elliptical.Themain physical feature of a mature tropical cyclone in the Indian Ocean is aconcentric pattern of highly turbulent giant cumulus thundercloudbands.

Modification and Decay

A tropical cyclone begins to weaken in terms of its central low pressure, internal warmth and extremely high speeds, as soon as its source of warm moist air begins to ebb, oris abruptly cut off. This happens after its landfall or when it passes over cold waters. The weakening of a cyclone does not mean that the danger to life and property is over.

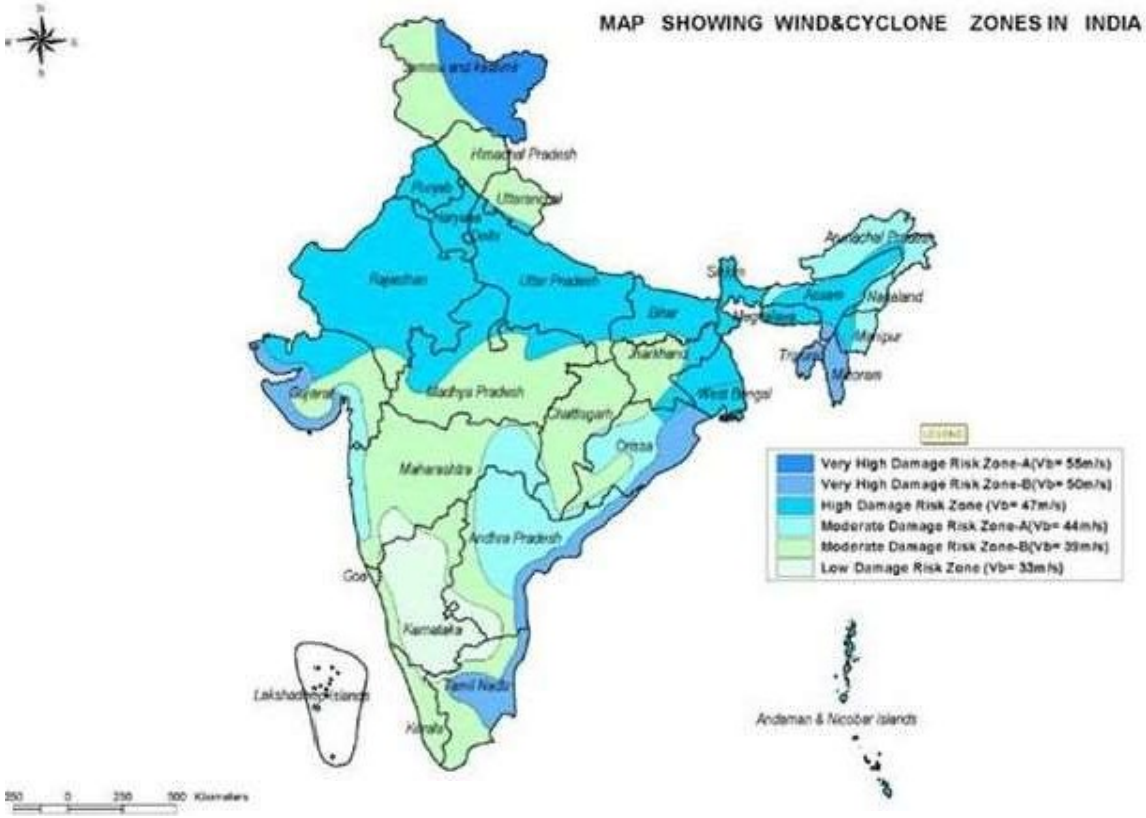
Indian Context

The Indian subcontinent is one of the worst affected regions in the world. The subcontinent witha long coastline of 8041 kilometres is exposed to nearly 10 per cent of the world's tropical cyclones. Of these, the majority of them have their initial genesis over the Bay of Bengal and strike the East coast of India. On an average, five to six tropical cyclones form every year, of which two or three could be severe. More cyclones occur in the Bay of Bengal than the Arabian Sea and the ratio is approximately 4:1. Cyclone soccur frequently on both the coasts (the West coast- Arabian Sea; and the East coast-Bay of Bengal).Ananalysis

of the frequency of cyclones on the East and West coasts of India bet v een 1891 and 1990 shows that nearly 262 cyclones occurred (92 of these severe) in a l- m wides trip above 50theEastcoast.Lessseverecyclonicactivityhasbeennoticedonthe est coast, where 33 cyclones occurred the same period, out of which 19 of were severe.

Tropical cyclones occuri n the months of May-June and October-November. Cyclones of severe in tensity and frequency in the North Indian Oceanarebi-modl in character, with their primary peak in November and secondary peak in May. The disaster potential is particularly high during land fall in the North Indian Ocean (Bay of Bengal and the Arabian Sea) due to the accompanying destructive wind, storm surges and torrential rain fall. Of these, stormsurgescaus ϵ the most damage as sea water in undatesl wlying are as of coastal regions and causes heavy floods, erodes beaches and embankments, destroys vegetation and reducessil fertility.

Cyclones vary india meter from 50 to 320 km but theire ffects dominate thousands of square kilometers of ocean surface and the lower at mosphere.The perimeter may measure 1,000 km but the power house is located within the 100-km radius. Near erthe Eye,winds May hit at a speed of 320 km.Thus, tropical cyclones, characterizedy destructive winds, torrential rain fall and storm surges disrupt normal life with the a ccompany ingphenomena off loods due to the exceptional level of rainfall and storm surge in unation into in land areas. Cyclone sare characterized by their devastateing potential to damage structures, viz. houses; lifeline infrastructure-power and communication towers; hospitals; food storage facilities; roads, bridges and culverts;cropssetc.The most fatalities come from storm surgesandthetorrentialrainfloodingthelowlandareasofcoastalteritories. ı



Recover and build

After‘ All Clear’ is issued for back movement by ‘State’give attention to the following:

- Whether‘ roads’ for reaching home is recommended by authorities
- Whether power lines are safe
- Whether transport arrangement is approved by authorities
- Pure drinking water is available
- Sewage lines are working
- Any epidemic spread in the area

- Safety of neighbor(s) assured

Emergency Kit

- Battery operated torch
- Extra batteries
- Battery operated radio
- First aid kit and essential medicines
- Important papers (Ration card, Voter ID card, Aadhar card etc)
- Emergency food (dry items)and water (packed and sealed)
- Candles and matches in a waterproof container
- Knife
- Chlorine tablets or powdered water purifiers
- Cash, Aadhar Card and Ration Card
- Thick ropes and cords
- Shoes

Chemical

Chemical Disaster

Chemical, being at the core of modern industrial systems, has attained a very serious concern for disaster management within government, private sector and community at large. Chemical disasters may be traumatic in their impacts on human beings and have resulted in the casualties and also damages nature and property. The elements which are at highest risks due to chemical disaster primarily include the industrial plant, its employees & workers, hazardous chemicals vehicles, the residents of nearby settlements, adjacent buildings, occupants and surrounding community.
Chemical disasters may arise in number of ways, such as:-

- Process and safety systems failures
- Human errors
- Technical errors
- Management errors
- Induced effect of natural calamities
- Accidents during the transportation
- Hazardous waste processing/disposal
- Terrorist attack/unrest leading to sabotage

Status of Chemical Disaster Risk in India

India has witnessed the world's worst chemical (industrial)disaster" Bhopal Gas Tragedy" in the year 1984.The Bhopal Gas tragedy was most devastating chemical accident in history, where over thousands of people died due to accidental release of toxic gas Methyl Iso Cyanate (MIC).

Such accidents are significant in terms of injuries, pain, suffering, loss of lives, damage to property and environment. India continued to witness a series of chemical accidents even after Bhopal had demonstrated the vulnerability of the country. Only in lasted cade, 130 significant chemical accidents reported in India, which resulted into 259 deaths and 563 number of major injured.</p>

There are about 1861 Major Accident Hazard (MAH)units, spread across 301districts and 25 states & 3 UnionTerritories, in all zones of country. Besides, there are thousands of registered and hazardous factories (below MAH criteria) and un-organized sectors dealing with numerous range of hazardous material posing serious and complex levels of disaster risks.

Safety initiatives takenin India to address chemical risk</p>

The comprehensive legal/institutional framework exists in ourcountry. A number of regulations covering the safety in transportation, liability, insurance and compensations have been enacted.< /p>

Following are the relevant provisions on chemical disaster management, prevailing in country:-

- Explosives Act 1884 -Petroleum Act 1934
- Factories Act 1948 -Insecticides Act 1968
- Environment Protection Act 1986 -Motor Vehicles Act 1988
- Public Liability Insurance Act 1991 -Disaster Management Act 2005

Government of India has further reinforced the legal framework on chemical safety and management of chemical accidents by enacting new rules such as MSIHC Rules, EPPR Rules, SMPV Rules, CMV

Rules, Gas Cylinder Rules, Hazardous Waste Rules, Dock Workers Rules and by way of amendments to them.

The National Disaster Management Authority (NDMA) of India had come out with very specific guidelines on Chemical Disaster Management. The guidelines have been prepared to provide the directions to ministries, departments and state authorities for the preparation of their detailed disaster management plans. These guidelines call for a proactive, participatory, multi-disciplinary and multi-sectoral approach at various levels for chemical disaster preparedness and response.
Further, NDMA has provided specific inputs to the GOM for avoidance of future chemical disasters in the country, along with suggested amendments on the existing framework. NDMA is also working on revamping of CIFs (Chief Inspectorate of Factories) to strengthen chemical safety in India. In addition, the National Action Planon Chemical Industrial Disaster Management (NAP-CIDM), has been finalized which will act as the roadmap for chemical disaster management in India.

Bihar Hazard Profile

The multi-disaster prone state of Bihar requires amulti-disciplinary approach to deal withthese disasters requiring participation of various stakeholders. It requires a continuous and integrated process of planning, organising, coordinating and implementing measures that are necessary for risk prevention, mitigation of risk impacts, preparing to face the disaster event, response, rehabilitation and reconstruction. Some of the prominent disasters and their impacts are–

Flood:-

Bihar's topography is marked by a number of perennial and non-perennial rivers of which, those originating from Nepal are known to carry high sediment loads that are then deposited on the plains of Bihar. Amajority of the rainfall in this region is concentrated in the 3 months of monsoon during which the flow of riversincreases up to 50 times causing floods in Bihar. 68800 sq km out of a total area of 94160 sq km, an estimated 73% per cent of the total land area in Bihar is vulnerable to flood
.Annual flooding in Bihar accounts for about 30-40 % of the flood damages in India; 22.1% of the total flood affected population in India is reported to be located within the state of Bihar. 28 districts of Bihar fall under most flood prone and flood prone districts.

Earthquake :-

Bihar is located in the high seismic zone that falls on the boundary of the tectonic plate joining the Himalayan tectonic plate near the Bihar-Nepal Border and has six sub-surface fault lines moving towards the Gangetic planes in four directions. Major parts of the state are classified under in seismic zone IV and V by the Vulnerability Atlas of India, i.e. as having high earthquake vulnerability with the potential to cause very high degree of devastation. In all, 15.2% of the total area of Bihar is classified under Zone Vand 63.7% of the total are a of Bihar falls in Zone IV. Of the 38 districts, 8 districts fall in seismic zone V while 24 districts fall in seismic zone IV and 6 districts in seismic zone III with most districts falling under multiple seismic zones (i.e. either seismic zone V&IV or seismic zone IV& III). The state has in the past experienced major earthquakes; the worst was the 1934 earthquake in which more than 10,000 people lost their lives, followed by 1988 earthquake.

Drought :-

Though the climate of Bihar is favourable for production of various crops, the agriculture of the state is dependent on behavior of monsoon and distribution of rainfall. Although the average rainfall in the state is 1120 mm, considerable variations occur between the different parts of the State. Large part of the state is now increasingly vulnerable to drought due to climate change. In the absence of adequate rainfall, most part of Bihar including North Bihar which is prone to floods faces drought situations. South and South West Bihar are more vulnerable and often experiences severe drought situations.

OtherHazards :-

Apart from the above hazards, the state is also prone to cold and heat waves, Cyclonic storms (high speed winds) and other human-induced hazards like fire, epidemics, road / boat accidents,stampedes etc. Incidences of fire are mainly local innature but have a severe impact on villages.Since a majority of Kucha houses have thatch roofs and wooden structures, in the summer months when winds are high, fires from the traditional stoves spread to damage entire villages.

Initiatives of BSDMA towards making disaster resilient Bihar :-

Though the state is a multi-hazard prone state, it has also been moving towards greater disasterresilience. Bihar State Disaster Management Authority (BSDMA), together with Disaster Management Department of Government of Bihar, has been taking various initiatives towards awareness generation and capacity building of various stakeholders and also the affected population. Emphasis of BSDMA has been towards structural and non-structural strengthening of the system to reduce disaster risks and mitigate their impacts. Safety Weeks (Road Safety, Earthquake Safety, Fire Safety & Flood Safety), training of stakeholders, safe school programmes, safe construction guidelines, Free Earthquake Safety Clinic & Centre, wide circulation of IEC materials etc. are some of the important initiatives of the Authority.

	must imbibe the principles of disaster risk management	NDMA and roles and responsibilities assigned to them in NDMP 2019 towards disaster risk reduction and management.
2	**Agenda – 2:**Risk coverage must include all, starting from poor households to SMEs to multi-national corporations to nation states	Disaster Management Plans of Ministries / Departments and States to focus on all sectors of people and institutions and act as per roles and responsibilities assigned in NDMP for different disasters. Involvement of SMEs, Private sector, Public Private Partnership, involvement of Corporate sector in capacity building and resource development, knowledge management etc. should be focused on.
3	**Agenda – 3:**Women's leadership and greater involvement should be central to disaster risk management	In order to promote greater involvement and leadership of women in disaster risk management, special emphasis to be laid by Ministries / Departments and States to make an inclusive Plan with special emphasis on issues concerning women.
		There is a need to promote women's leadership and active participation in disaster risk reduction as indicated in objectives of NDMP 2019.
		The Plan also emphasises that as the disaster impacts are not gender neutral, hence adequate attention must be paid to promote gender justice and equity in post disaster recovery programs.
		Role of women during reconstruction and recovery programmes after disasters are to be given due consideration. Owner Driven Reconstruction (ODR) is one way where women can take leadership role in monitoring implementation of safe housing technology.
		Women can also be empowered by creating their Self Help Groups for livelihood opportunities. It needs to go beyond traditional income generating activities and aim at enhancing skills as masons, carpenters, trading of local products, developing local shops for housing, sanitation and other materials, etc.
		In the NDMP, States have been given responsibilities for empowering women, especially regarding their leadership in DRR.

4.	**Agenda – 4:**Invest in risk mapping globally to improve global understanding of Nature and disaster risks	Understanding Risk is one of the six thematic areas in NDMP for all disasters, which includes risk mapping / zonation etc.
5.	**Agenda – 5:**Leverage technology to enhance the efficiency of disaster risk management efforts	Effective use of science, technology and traditional knowledge in all aspects of DRR.
		Institutional arrangements and capacity development (institutional, human, community, technology, etc.) for DRR in mainstreaming DRR and creating the enabling environment for it emerging from the global practices.
		Deploying advanced technology and equipment to be included in the Capacity Building Themes for DRR.
		Use of ICT and advance technologies for EWS
6.	**Agenda – 6:**Develop a network of universities to work on disaster-related issues	Academic and technical institutions / Universities to be given the responsibilities of documentation, training, research etc. in the field of DRR concerning various disasters.
7.	**Agenda – 7:**Utilise the opportunities provided by social media and mobile technologies for disaster risk reduction	Extensive IEC campaigns to create awareness through print, electronic and social media
8.	**Agenda – 8:**Build on local capacity and initiative to enhance disaster risk reduction	NDMP Vision to be followed for this – Make India disaster resilient across all sectors, achieve substantial and inclusive disaster risk reduction by building local capacities starting with the poor and decreasing significantly the loss of lives, livelihoods, and assets in different forms including economic, physical, social, cultural, and environmental while enhancing the ability to cope with disasters at all levels.
		'Strengthen disaster risk governance at all levels from local to centre' and 'Empower both local authorities and communities as partners to reduce and manage disaster risks'.

Hon'ble Prime Minister's 10 Point Agenda

1- All development sectors must imbibe the principals of disaster risk management.

NDMA various Guideline as stated in NDMP 2019 towards mitigation of disaster risk and proper management is being followed in DDU Div of EC.RLY.

2- Risk coverage must include all, starting from poor households to SMEs to multi-national corporations to nation states.

Necessary coverage as per Guideline of NDMP for different type of disasters like Derailment, Fire, Chemical hazard, earthquake, landslides etc has been incorporated in preparing of DMP-2021of DDU Division.

3- Women's leadership and greater involvement should be central to disaster risk management.

In DDU Division the participation of women's has been ensured to handle different type of the rail accidents.They are specifically assigned management of Medical and Security.

4- Invest in risk mapping globally to improve global understanding of nature and disaster risks.

The mapping of risk particularly natural calamities like flood, landslide, earth quake, Cold and hot weather,Thunder storm etc has been done and action has been taken accordingly e.g preparation of hand bookfor monsoon patrolling, arrangement of Ash loaded wagons, availability of lightning arrester, Fogsafe device etc.

5- Leverage technology to enhance the efficiency of disaster risk management efforts.

InRailwayvarioustechnologicalinputhasbeenmadetoreducetheriskofdisasterlike provision ofvigilancecontrol device, Firealarmsystem,Fogsafedevice, Anti-collisiondevice,useofLHBcoaches,RRISystemetc.

6- Develop a network of universities to work on disaster related issues.

In Railway RDSO/LKO,NAIR/VADODARA, IRISET/SECUNDRABAD, ZRTI/BHULI, IRITEM/LKO, IRIMEE/JMP etc are institutions for safe design of Rolling stock, Track, Signal etc and technical training to the officers and staff.

7- Utilise the opportunities provided by social media and mobile technologies for disaster risk reduction.

Utilization of social media and mobile technology is being done for mitigation of disaster risk. Safety awareness campaign through Group messages and videos

Depicting lesson learnt from previous incidences are also shown to the concerned staff for further prevention of accidents in future.

8- Build on local capacity and initiative to enhance disaster risk reduction.

Involvement of people surrounding the railway premises including Railway tracks buildings and other installations is being ensured through public awareness campaign, Pamphlet distribution, Nukkad Natak, counseling and awarding such personwhoplayedroleindetectingabnormality,informingintimetotherailway authority thus reducing the risk of disaster and saving accident.

9- Make use of every opportunity to learn from disaster and to achieve that, there must be studies on the lesson after every disaster.

Detailed analysis and lesson learnt from previous incidences are being regularly discussed in departmental seminars and counseling to the field staff stating them about incidences happened in past, its causes and recommendations for preventing repetition of such faults.

10- Bring about greater cohesion in international response to disaster.

Efforts are made to get cohesion with other agencies like NDRFetc for getting better exposure about different types of disasters and way to handle. In this regard annual joint mock drills are also organized involving all stake holders**.**

VULNERABILITY ATLAS

The vulnerability Atlas created by building materials and technology promotion council (BMTPC) and updated in 2019 depicts details about different types of hazard like earthquake, Flood, Landslide, Thunder storm, Windetc.

DDU Division of E.C Rly has been covered in three states

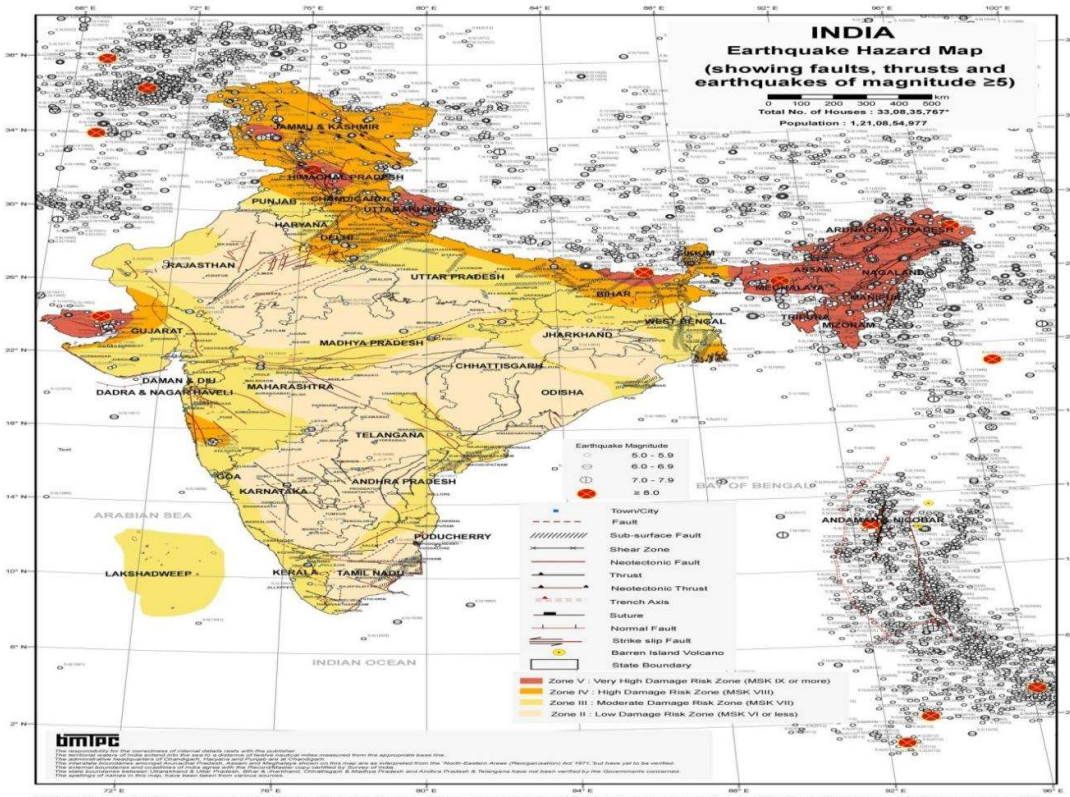
A) UTTAR PRADESH with Chandauli District.

B) BIHAR with Kaimur, Rohtas, Bhojpur, Aurngabad and Gaya Districts.

C) JHARKHAND with Palamu District.

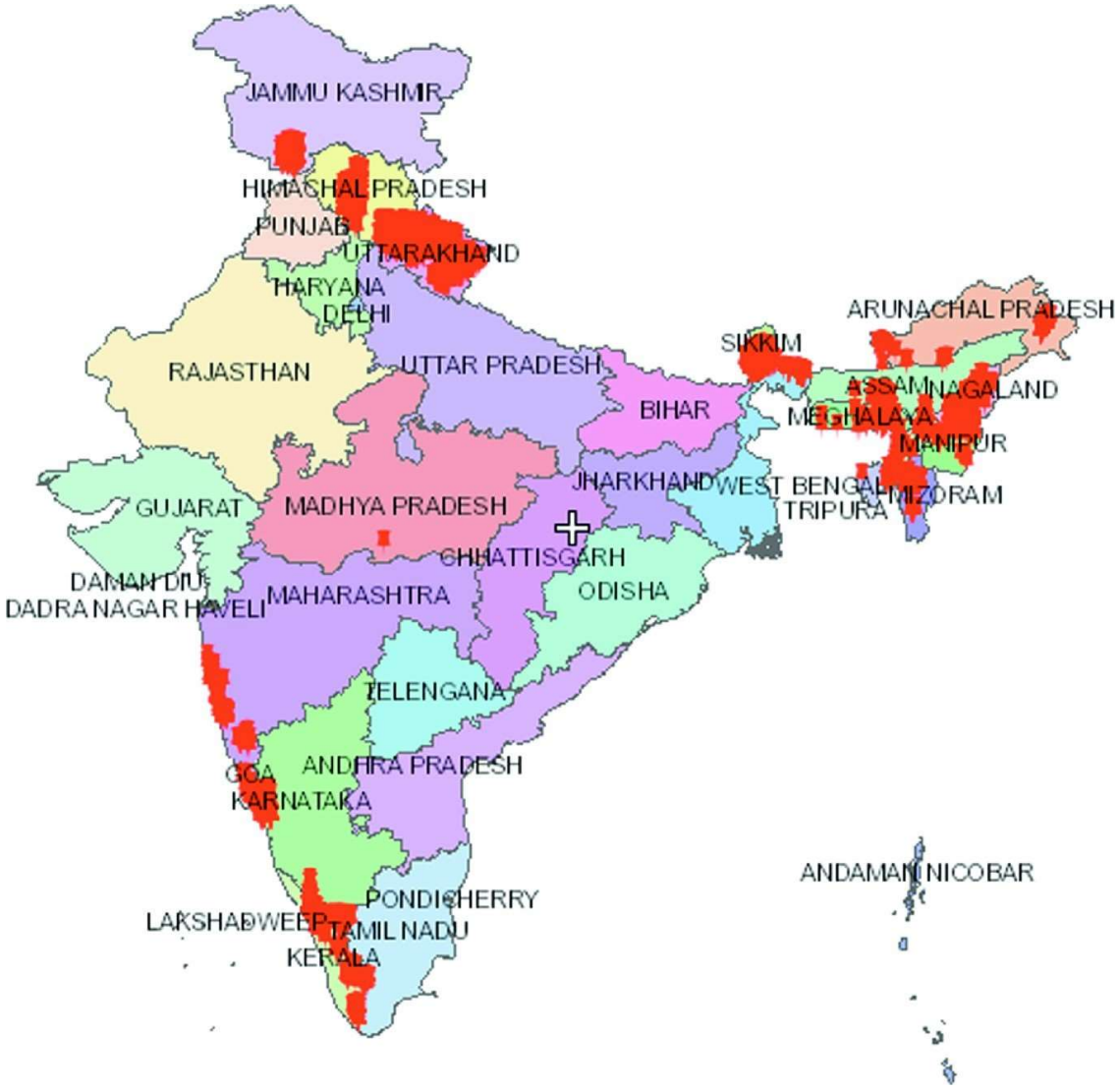
Inreference of BMTPC the risk of different types of hazards is given as below:-

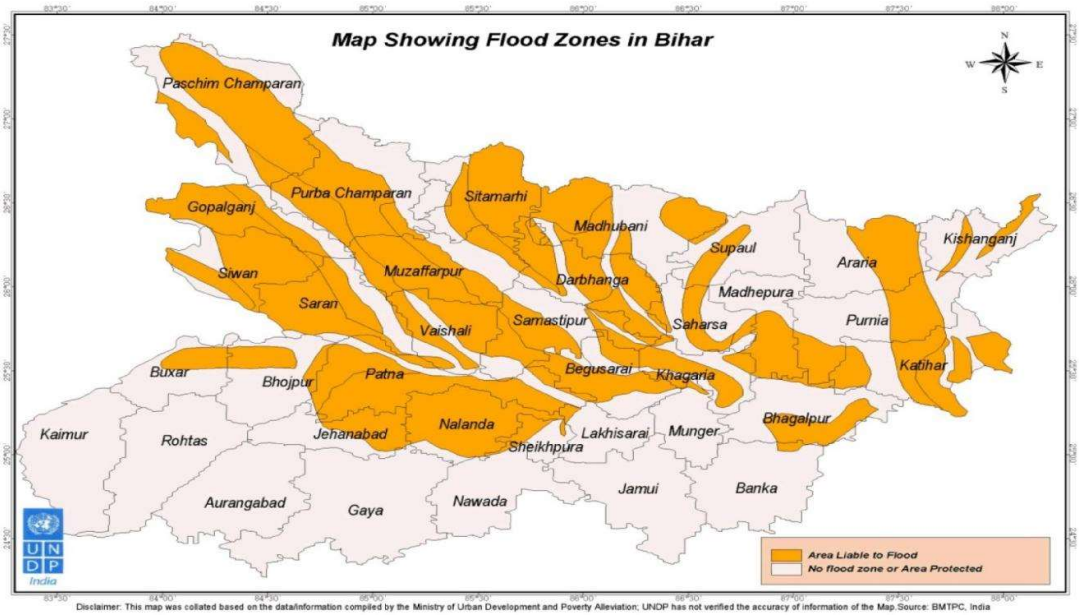
SL	STATE	DISTRICT	HAZARDRISK			REMARKS
			Flood	Earth Quake	Landslide	
1	Uttar Pradesh	Chandauli	Yes	Moderate	--	
	Bihar	Kaimur	-	Moderate	--	
		Rohtas	Yes	Moderate	--	
		Bhojpur	-	Moderate	---	
		Aurangabad	-	Moderate	---	
		Gaya	-	Moderate	---	
	Jharkhand	Palamu	--	Moderate	---	



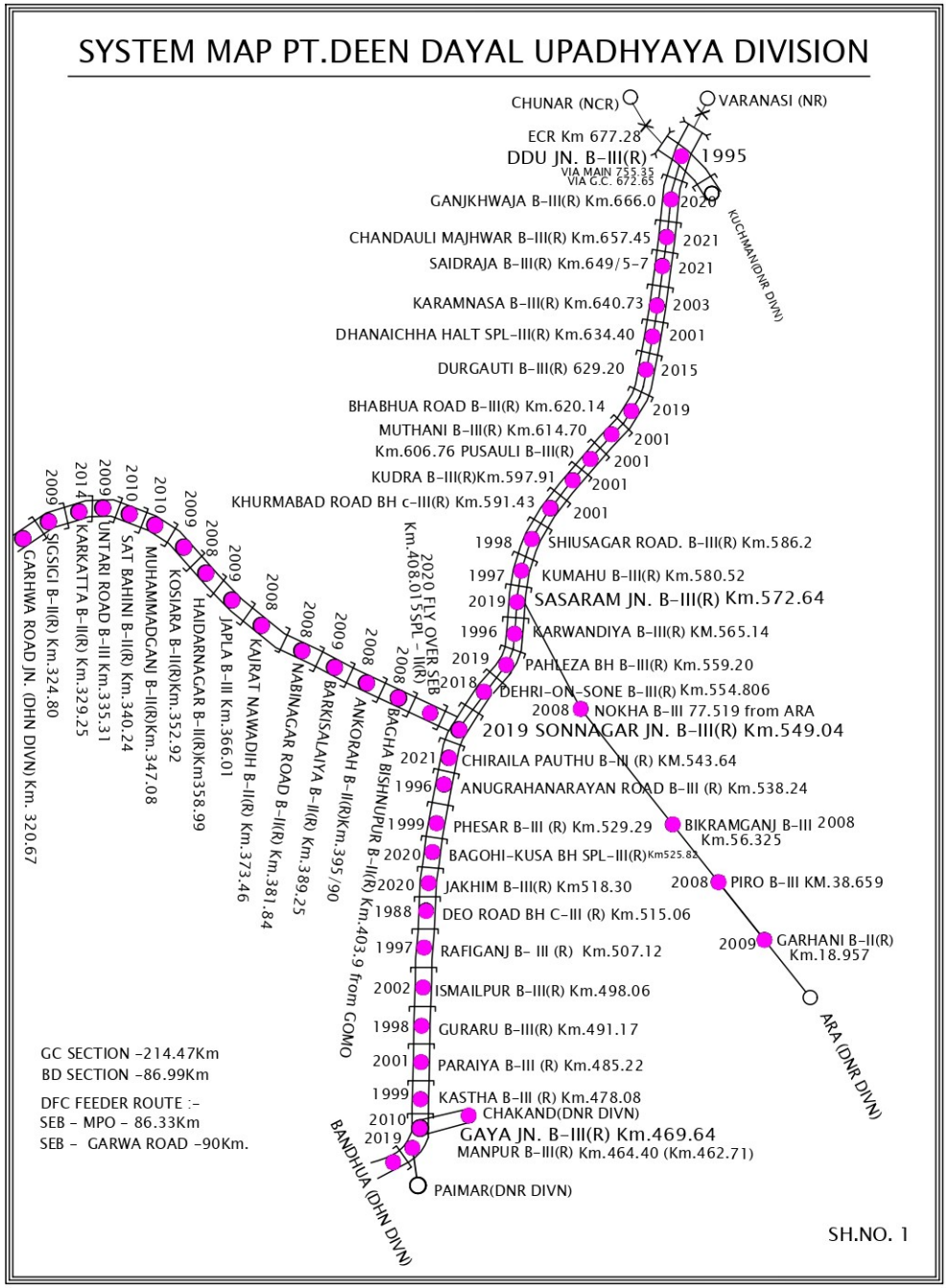
BMTPC : Vulnerability Atlas - 3rd Edition : Peer Group, MoHUA, GOI; Map is Based on digitised data of SOI; Seismic Zones of India Map IS 1893 (Part I): 2002, BIS; Earthquake Epicentre from IMD; Seismotectonic Atlas of India and its Environs, GSI; Houses/Population as per Census 2011; *Houses including vacant & locked houses. Disclaimer: The maps are solely for thematic presentation.

India Climatic Disasters Risk Map
Disaster risk zones
Cyclone-prone
Flood-prone
Drought-prone
Hot desert
Frigid desert
JAMMU & KASHMIR
HIMACHAL PRADESH
PUNJAB
Chandigarh
HARYANA
UTTARANCHAL
Delhi
RAJASTHAN
UTTAR PRADESH
SIKKIM
ARUNACHAL PRADESH
ASSAM
NAGALAND
BIHAR
MEGHALAYA
MANIPUR
MADHYA PRADESH
JHARKHAND
WEST BENGAL
TRIPURA
MIZORAM
GUJARAT
CHHATTISGARH
ORISSA
Daman & Diu
Dadra & Nagar Haveli
MAHARASHTRA
ANDHRA PRADESH
Pondicherry (Yanam)
Bay Of Bengal
Arabian Sea
GOA
KARNATAKA
Pondicherry (Mahe)
Lakshadweep Islands
TAMIL NADU
Pondicherry (Karaikal)
KERALA
Andaman & Nicobar Islands
Andaman Sea



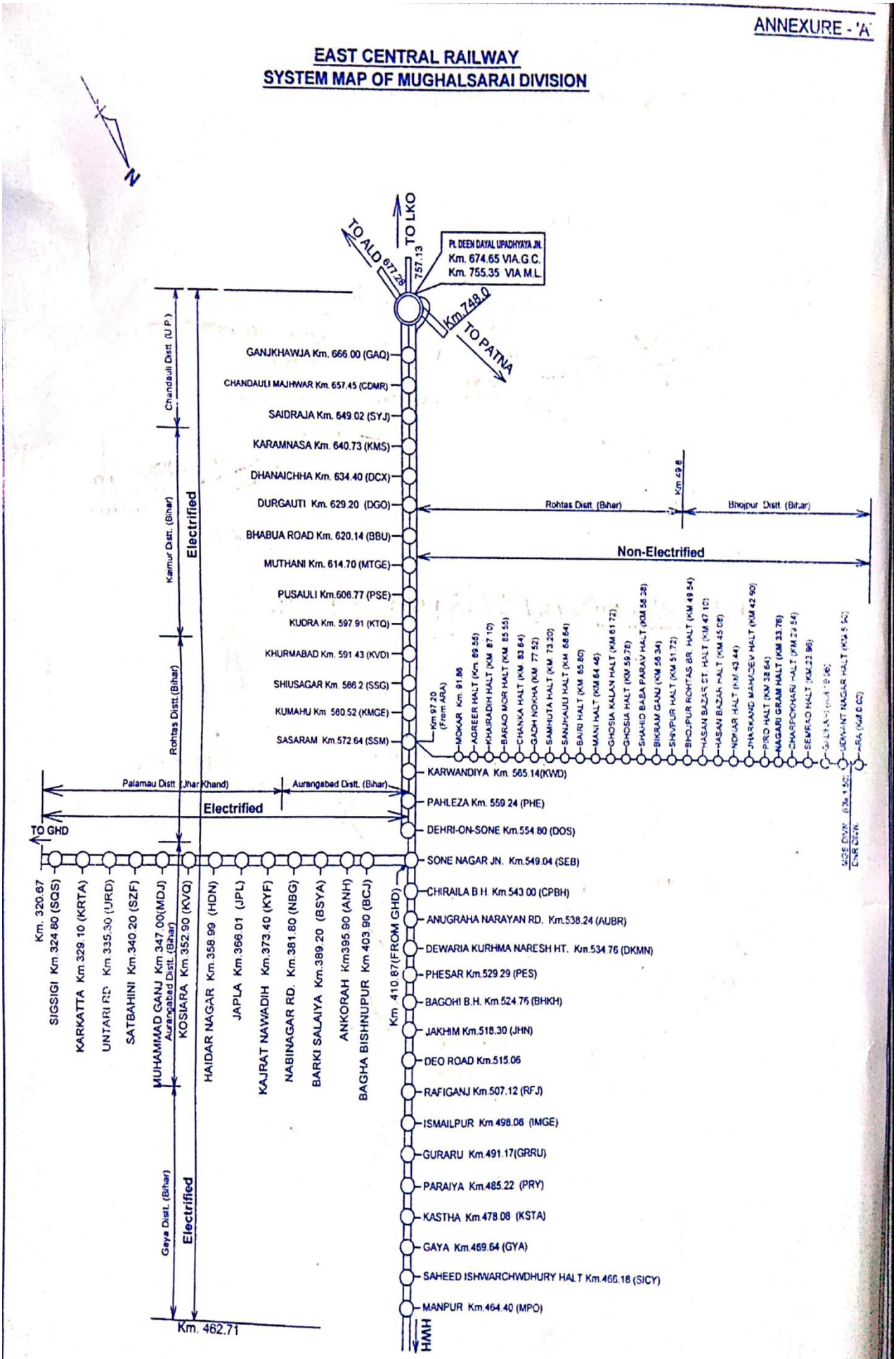


Disclaimer: This map was collated based on the data/information compiled by the Ministry of Urban Development and Poverty Alleviation; UNDP has not verified the accuracy of information of the Map.Source: BMTPC, India


SYSTEM MAP PT.DEEN DAYAL UPADHYAYA DIVISION
CHUNAR (NCR)
VARANASI (NR)
ECR Km 677.28
DDU JN. B-III(R)
1995
VIA MAIN 755.35
VIA G.C. 672.65
GANJKHWAJA B-III(R) Km.666.0
2020
KUCHMAN(DNR DIVN)
CHANDAULI MAJHWAR B-III(R) Km.657.45
2021
SAIDRAJA B-III(R) Km.649/5-7
2021
KARAMNASA B-III(R) Km.640.73
2003
DHANAICHHA HALT SPL-III(R) Km.634.40
2001
DURGAUTI B-III(R) 629.20
2015
BHABHUA ROAD B-III(R) Km.620.14
2019
MUTHANI B-III(R) Km.614.70
2001
Km.606.76 PUSAULI B-III(R)
2001
KUDRA B-III(R)Km.597.91
2001
KHURMABAD ROAD BH c-III(R) Km.591.43
2001
1998 SHIUSAGAR ROAD. B-III(R) Km.586.2
1997 KUMAHU B-III(R) Km.580.52
2019 SASARAM JN. B-III(R) Km.572.64
1996 KARWANDIYA B-III(R) KM.565.14
2019 PAHLEZA BH B-III(R) Km.559.20
2018 DEHRI-ON-SONE B-III(R) Km.554.806
2008 NOKHA B-III 77.519 from ARA
2019 SONNAGAR JN. B-III(R) Km.549.04
2021 CHIRAILA PAUTHU B-II (R) KM.543.64
1996 ANUGRAHANARAYAN ROAD B-III (R) Km.538.24
1999 PHESAR B-III (R) Km.529.29
BIKRAMGANJ B-III 2008
Km.56.325
2020 BAGOHI-KUSA BH SPL-III(R) Km525.82
2020 JAKHIM B-III(R) Km518.30
2008 PIRO B-III KM.38.659
1988 DEO ROAD BH C-III (R) Km.515.06
1997 RAFIGANJ B- III (R) Km.507.12
2009 GARHANI B-II(R)
Km.18.957
2002 ISMAILPUR B-III(R) Km.498.06
1998 GURARU B-III(R) Km.491.17
2001 PARAIYA B-III (R) Km.485.22
1999 KASTHA B-III (R) Km.478.08
2010 CHAKAND(DNR DIVN)
2019 GAYA JN. B-III(R) Km.469.64
MANPUR B-III(R) Km.464.40 (Km.462.71)
PAIMAR(DNR DIVN)
ARA (DNR DIVN)
BANDHUA (DHN DIVN)
2020 FLY OVER SEB
Km.408.015 SPL - II(R)
2008 BAGHA BISHNUPUR B-II(R) Km.403.9 from GOMO
2008 ANKORAH B-II(R)Km.395/90
2009 BARKISALAIYA B-II(R) Km.389.25
2008 NABINAGAR ROAD B-II(R) Km.381.84
2008 KAJRAT NAWADIH B-II(R) Km.373.46
2009 JAPLA B-III Km.366.01
2008 HAIDARNAGAR B-II(R)Km358.99
2009 KOSIARA B-II(R)Km.352.92
2010 MUHAMMADGANJ B-II(R)Km.347.08
2010 SAT BAHINI B-II(R) Km.340.24
2009 UNTARI ROAD B-III Km.335.31
2014 KARKATTA B-II(R) Km.329.25
2009 SIGSIGI B-II(R) Km.324.80
GARHWA ROAD JN. (DHN DIVN) Km. 320.67
GC SECTION -214.47Km
BD SECTION -86.99Km
DFC FEEDER ROUTE :-
SEB - MPO - 86.33Km
SEB - GARWA ROAD -90Km.
SH.NO. 1

ANNEXURE - 'A'

EAST CENTRAL RAILWAY
SYSTEM MAP OF MUGHALSARAI DIVISION



PART-II

SECTION – B

How to Start: Primary Step

The disaster management plan of DDU Division is a basic guideline to start any rescue and restoration programme. It has been compiled in a specific format nevertheless, each Branch is supposed to act even more precisely during the time of accident. Therefore, each branch officer will issue specific guideline pertaining to their branch.

The plan contains :

(i) Guideline to the Branches.
(ii) Basic information.

I. Pre-Accident preparation :

- **All Alertness**

  Disaster has no fix time or date, all the times every branch should be in state of alertness to overcome any eventuality.

- **Rescue on top Priority:**

  At the outset this is re-emphasized that Rescue operations has to be of top most priority and for this assistance is to be provided by all railway men irrespective of their department as needed.

- **Preventive Measures:**

  Sr.DSO will continue to co-ordinate in the presence of DRM a safety meeting on every Monday.

- Preventive action as follow up of any accident and as per guidelines has to be monitored by Sr.DSO.

- Mock-drills need to be organized by Sr.DSO to check the state of preparedness. This has to be done six - monthly.

- Safety Seminar/workshop/ counseling at major Activity centers of division are organized by Sr.DSO on Technical topics as well as for general preparedness from time - to time.

- Public awareness campaign has to be a continuous affair. Wide coverage by glossy pamphlets on topics of concern for public with Railway should be at least once in six months. This is to be organized by Sr.DSO.

- This Disaster Management Plan has to be reviewed and published on January every year by Sr.DSO.

II. Brief about the document: The Disaster Management Plan (DMP)

1.1 In case of passenger train accidents, DM, SP and other authorities need to be contacted. List of BSNL Telephones Office and residence of authorities of State/DM/SP/RPF is enclosed. It is to be updated regularly by Sr.DSC. For guidance, Divisional map showing District boundaries has been enclosed in Section 'A'.

1.2 At time of accident much time is lost in approaching station by road due to lack of knowledge of; local roads .To overcome the problem, necessary road map has been prepared and road up to station shown. This is to be updated regularly by Sr.DEN. A copy is available at control.

1.3 Location and BSNL No. of Bigger Hospitals/Nursing Homes with Ambulance (other than Railway) is enclosed section 'E' Dy. Controller as well as SS/SM of nearby station shall inform for immediate assistance in case of passenger train accidents. This is to be updated Six Monthly by CMS.

1.4 Station wise location and BSNL No. of doctors (other than Railway) is enclosed in Section 'D' for immediate assistance in case of passenger train accidents. To be updated six monthly by CMS.

1.5 List of location of ART/ARME/Crane/Bulldozer of the division as well as adjacent divisions and railway is shown in Section 'C'.

1.6 Bridges have been identified and briefed and location of Rivers and Bridges shown. Availability of boats in nearly villages have also been collected for using these at a very short notice and brief of divers (Police) is also given. Brief of Village divers/Swimmers/fishermen in nearby areas close to River shown. May be contacted through SMs / PWIs.

1.7 First Railway man including Engineering Staff/ Supervisor/Sectional APWI/PWI shall immediately arrange for above assistance. Sectional PWI has already a list of such village swimmers and divers (mostly fisherman of the locality) and country boat owners. PWI shall immediately arrange for calling them for such assistance.

1.8 For serious accidents Deep divers from Navy may be called Sr.DSC/DSC on behalf of DRM shall contact Director (Operational Logistics) HQ Integrated Defence Staff at New Delhi who is the official for Emergency calling.

1.9 Compiled SOP for expenditure related with accident is given. Format for Drawl of cash from Station Earnings for expenditure related with accident is enclosed.

1.10 Security control will notify the appropriate Fire department of concerned district & adjoining districts. Sr.DSC & ASC will monitor. Station wise location and BSNL No. of Fire Brigade for immediate assistance in case of Fire is given. A copy is kept at Control.

1.11 Communication on reaching Control :

Sl. No.	Who will talk ?	Talk to whom ?
1	**All BOs**	**Principal HOD**
2	Sr.DSC	• SP, SRP • DIG / Rly., IG / Rly. • PCSC
3	ASC	Dy. SRP, Dy.CSC
4	Sr.DOM	DM, SDM/SDO
5	Sr.DCM	Commissioner, IG concerned Assistance from other than Railway Army, Naval Divers and their arrangements.

1.14 Before proceeding for site each BO shall brief DRM/ADRM at Control on his planning consisting of the following :

A. Mobilization of staff, equipment/Material of Division.

B. Assistance from other divisions, other railways.

C. Movement/Mode of travel of Officers to site.

D. Manning at Control: Manning by one officer round the clock amongst following: DOM, AOM (G) and one Senior Branch Officer for overall control.

1.15 Plan for team of officers for site :

A. For single accident site:

i) DRM/ADRM - Site Manager

ii) Sr.DME, Sr.DEN of Section, Sr.DSTE, Sr.DSO, Sr.DSC, Sr.DCM, Sr.DEE/TRD & SrDEE/G.

B. For Multi accidents at a time: Team of officers and Site Manager will be decided depending upon the need of the hour. Each branch officer shall have a contingency plan for nomination of Officers/Sr. Supervisors to be at the site in case of multi accidents.

C. Assistance of Officers from H/Qrs. : In case of multi accidents of the level more than THREE it will be decided depending upon number of accidents and seriousness.

Duties of Chief Controller/DY Chief controller :

The first & foremost Duty of the Dy.CHC(C&O) would be to inform the Senior Officers, DRM, ADRM, Sr.DOM, Sr.DSO, DOM, AOM. Safety Controller would also assist him in **disseminating** the information to other branch controllers, who in turn will inform their respective branch Officers. The Chief Controller or Dy. Chief Controller in absence of Chief Controller (Coaching) or Dy. Controller(Movement) on duty on receipt of information of a serious accident shall perform following functions:

Chronological logbook should be maintained by Dy. Controller (Coaching) and in his absence by Dy. Controller (Movement). Chief Controller should ensure it. In the log book left side of the pages should be earmarked for incoming message/information, the right side for outgoing messages.

2.1.1 Order Medical Van & Accident Relief Train. In case the site of accident is close to the jurisdiction of adjoining Division, Medical Van and ART of the particular Division should be requisitioned immediately.

2.1.2 Inform immediately the Emergency ward of the hospital and then Medical Supdt. Arrange for dispatch of the Medical Van & Relief Train within scheduled time prescribed. Ensure that the Accident Medical Van and Relief Train are given precedence over all other trains.

2.2.6 Take assistance from other Controller/Dy. Controllers for relaying the information quickly and simultaneously to the following officers in order of priority:

(a)DRM (b)ADRM I&II (c)Sr.DSO (d) Sr.DOM (e)SrDOM(G) (f) ADSO (g) AOM (h)Carriage Control, (i)S&T Control. (j)Security Control (k) GRP (l)Local Administration (Civil and Police), (Inform Sr. DPO and Sr.DFM for accidents involving Passenger trains).

On getting information from Sr.DME, Dy. Controller shall order for additional equipments i.e. 140 Ton Cranes, Bulldozer etc. from adjacent division or railways.

2.2.7 The Control of the concerned department will in turn inform their officers immediately.

2.2.8

2.2.9 Advise the Transportation Inspector and the Controlling Station Master to proceed to the site of accident by first available means. TI should inform his presence to site manager or senior officers at the site.

2.2.10 Arrange one loco and two coaches immediately. Move towards site, if situation demands to reach the higher level officers.

2.2.11 Regulate the traffic correctly in either side of the site of accident. Goods trains are to be stabled as far as possible and passenger Trains are to be detained at stations having facilities for supply of food and drinking water. The regularisation of Traffic should be such that ART/ARMEs do not gate choked, they should get clear passage.

2.2.12 Inform the passenger at the starting station through public Address system time to time regarding all changes in train timings and diversion or cancellation of trains, if any.

2.2.13 Intimate timely to the adjacent Divisions and concerned Railways regarding the accident and the change in traffic pattern.

2.2.14 Assist the Sr. DOM/DOM/AOM or the officer who takes charge of the Control Office.

2.3: <u>Duties of Guard:</u>Immediate an accident to a train takes place. The guard of the train shall:

2.3.1 Note the time of accident with location & coaches/wagons involved in accident with its position.

2.3.2 Arrange to protect adjacent line/lines, if necessary and then the line on which the accident has taken place.

2.3.3 Send information through quickest means to Control/SMs on either side.

2.3.4 Take action to save lives, render first aid.

2.3.5 Call for doctors on the train and from nearby localities to seek their assistance.

2.3.6 Seek assistance of Railway men on the train for attending to the injured and other relief operations.

2.3.7 Posted Railway employee to man the field telephone to relay uninterrupted information to control.

2.3.8 Make quick assessment of the assistance required and advice control or nearest Station Master.

2.3.9 Preserve and safe- guard all clues relating to the cause of accident, & will also obtained information about disposal of dead body, if any, by non railway agency i.e. Police, NGOs or Villagers.

2.3.10 Arrange protection of property of Passenger and Railway property with the assistance of RPF, GRP, Civil Police and other Railway staff.

2.3.11 Take action as detailed in paragraph 7.01 of Accident manual in case of suspected sabotage.

2.3.12 Assist the Officer Incharge at site in every possible way. He shall not leave the site of accident without the permission of the Officer Incharge at site.

2.3.13 Statement regarding accident at site also to be furnished and will ensure the participation in the enquiry as and when required.

2.4 <u>Duty of the SM of the adjacent station</u>:

2.4.1 To ensure immediate protection of the affected section, within Station limit and inform Stations on the both side of track for taking adequate precaution.

2.4.2 To ensure immediate protection and safe guard of the property. He will collect Railway men, materials, volunteers, doctors and first aid and organize what relief he can with the assistance. He will also inform the Local Police Station.

2.4.3 The station master of the nearest station must proceed to the site by the quickest possible means of transportation. The former SM must remain there to regulate traffic and take general charge until relieved by TI or Officer.

2.4.4 To advice immediately the control office regarding the accident with nature of medical and other assistance required and record the time of accident in the station master diary.

2.4.5 To arrange for the immediate dispatch of nearest medical assistance and equipment. He will collect assistance locally from the nearest hospitals, dispensaries and doctors.

2.4.6 To arrange for assistance in connection with clearing arrangements, transportation etc. and provide light refreshments and any other requirements which can be procured within his resources.

2.4.7 To report the accident to all concerned by the issue of accident messages.

2.4.8 To arrange for the section to be cleared of unaffected vehicles as early as possible with the permission of control and keep loop lines clear for relief/restoration work.

2.4.9 Also keep all train passing records and take it into his custody.

2.4.10 To remain on duty for taking orders from the control and officer in charge of breakdowns operation till the accident is cleared or a competent authority replaces him.

2.4.11 To inform immediately the Engg. Staff/Supervisor available at the station or in his quarter.

2.5: <u>Duties of Sr.DOM/DDU</u>. : The Sr. DOM, DOM, and AOM will rush to the control office immediately on being informed of the accident, Sr. DOM or in his absence the DOM/AOM will become the in charge of the control office, who shall:-

2.5.1 To ensure maintenance of logbook by CHC/DY.CHC(C).

2.5.2 Making all arrangements on top priority for movement of medical relief train to the accident site.

2.5.3 Making all arrangements on top priority for movement of accident relief train to the accident site.

2.5.4 Making all arrangements for movement of train carrying the injured and clearance of passengers of affected train.

2.5.5 Arrangements for sending higher Rly. Officials to accident site if necessary.

2.5.6 To depute Traffic Inspector/Station Master for accident site.

2.5.7 Controlling of trains at the suitable stations where drinking water, refreshments and light facility are available. He should in consultation with H.Qrs. should regulate trains on neighbouring divisions if the need arises.

2.5.8 Regulation of traffic by diverting or cancelling trains, running of duplicate train or restricting booking as circumstances may arise.

2.5.9 Rendering any other assistance required by Site Manager to deal with the situations and maintain close contact to the Site Manager and communicates the concerned departments.

2.5.10 To collect information from Site Manager for approximate time for the restoration of traffic.

2.5.11 Coordination with other division/Rly. For imposing restriction/diversion for booking of passenger traffic

2.5.12 Set up immediately the emergency control manned by assistant in each shift immediately.

2.5.13 Keep in touch with HQ officials especially with COM & CPTM.

2.5.14 Ensuring that proper accident message has been issued by the Station Master.

3.0 Duties of Sr. DSO:-

3.1 Sr.DSO to co-ordinate the Management of rescue operations which is primarily the responsibility of engineering, Mechanical and Medical departments. However, it is mandatory that assistance must be provided by all railway men (irrespective of their department) as needed. It is again emphasized that after rescue operations are completed, then only other work should commence.

3.2 Police clearance : After police clearance restoration work will be started under the instruction of Site-incharge. It noted that "in case of railway accidents, permission of the State Government or clearance of the police is not required for launching rescue operations for the purpose of saving human lives which inter alia may also involve handling/shifting the rolling stock (locomotives, wagons and coaches) for extricating the trapped passengers. However, police clearance is required for restoration works at the site of accident, if sabotage is suspected" (Board's letter No.2002/Sec.(Cr.)/45/47 dated March, 27, 2003 enclosed). Sr.DSC shall co-ordinate in getting the police clearance required for restoration works at the site of accident.

3.3 Sr.DSO to call for team of civil defense to proceed to site with approval from DRM/ADRM. The team should bring along with them long telescopic ladders, safety belts, fire fighting equipments and other material depending on site requirement for rescue operations.

3.4 Sr.DSO to collect and preserve accident clues including measurements of track and rolling stock and all records related with train passing. Accident is inquired into either by a departmental committee of railway office or by the Commissioner of Railway Safety as per extent instructions.

3.5 All Serious accidents are inquired by Commissioner of Railway Safety as per Section 113 of the Railways' Act 1989. 'Serious Accident' is defined as "Accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to railway property of the value exceeding Rs.2 crore and any other accident which in the opinion of the Chief Commissioner of Railway Safety or commissioner of Railway Safety requires the holding of an inquiry by the Commissioner of Railway Safety shall also be deemed to be a serious accident".

3.6 Sr.DSO has to collect and compile cost of damage to railway property due to accident and convey to Site Manager. It is clarified that this cost does not include loss, consequential loss or damage due to intentional off loading of rolling stock for faster restoration of traffic. As a guide line, the damage cost will consist of cost of broken parts, less depreciation, less salvage plus cost of fitment.

3.7 Sr.DSO has to assess prima-facie cause, inform Site Manager and control. Sr.DSO has to check all aspects before clearance of site for normal restoration of traffic.

4.0 Responsibility of Site Manager:-

4.1 The senior-most Railway Officer at site shall be the designated Site Manager.

4.2 Site Manager to brief the progress of work at site, any constraint in work progress, work done particularly for passengers, prima-facie cause, assessment of value of damage and forecast of resumption of traffic.

4.3 Media Management at site : Site Manager shall be the chief spokesman at site and he is to be assisted by the concerned branch officers, if needed. DCM shall assist him in this.

4.4 Liason with civil authorities for rescue and restoration work.

4.5 Liason with control room and senior HQRS. Officials for any assistance.

5.0 Medical Care:-

5.1 **General Instructions** :

5.1.1 Location and BSNL No. of major Hospitals/Nursing Homes with Ambulance (other than Railway) is enclosed . Dy. Controller as well as SS/SM of nearby station shall inform for immediate assistance in case of passenger train accidents. This is to be updated Six monthly by CMS.

5.1.2 The first responsibility in case of accidents is to reach and extricate accident victims and organize effective trauma care. It is mandatory that assistance must be provided by all railway men (irrespective of their department) as needed. The basic principle of trauma management is speed & expediency, as most trauma patients can be saved within the first hour called "**The Golden Hour**".

5.1.3 The medical team shall attend to the injured passengers and arrange transportation of seriously wounded to nearby hospitals. The cost of such treatment is to be borne by the Railways. Death is declared by Railway Doctors. Dead bodies are to be handed over to GRP/State Police by RPF for further action such as autopsy etc. for medico-legal purposes.

5.1.4 Railway doctors have to be deputed to the hospital where injured are admitted to render necessary assistance including supply of required medicines, etc.

5.1.5 Location of Ice factories, BSNL No. and authority for procuring ice is enclosed . It should be updated six monthly by CMS. A copy is placed at Control. Sr.DPO/APO should arrange for immediate reaching of ICE at site as advised by railway doctor at site. DCM/ACM can also be advised for this assistance.

5.1.6 CMS should call for St. John Ambulance team. For this, railway telephone should be provided with head of the team. He should have his own arrangement for calling and assembling the team and report to ARME. In case of delay team has to report to control for their movement to the site. At site they have to work as per directions of Railway doctors.

Pharmacist on Emergency duty shall note down :

- Time of message and identify of person giving message
- Number of injured / dead
- Train No., date and time of Accident
- Actual site of Accident
- Whether nearest Rly. / Private doctor informed

5.3 **Strategy At Railway Hospital:**

Immediately following will take effect:

5.3.1 On duty Pharmacist shall arrange to ring the "accident bell" in Hospital campus and inform paramedical staff available in the campus and on duty in the Hospital and ensure assembly of all staff at Emergency.

5.3.2 Pharmacist and Duty doctor shall inform all doctors using phone 72811. Phone No.72833 will be reserved for incoming call only. Emergency Doctor thereafter shall take SPART/ARME key and rush with paramedical staff to board SPART/ARME and inform ASM on duty.

5.3.3 Teams shall be ready to move as per instruction of CMS (by ARME, Road or Both).

5.3.4 Remaining Doctors at Hospital shall take charge of the Hospital and along with chief Matron shall ensure - making beds available in wards, opening and readying Operation Theatre, organizing existing system of emergency, informing Civil Medical facility near to the site for help, informing NGO Marwari Yuva Manch for assistance, informing St. John ambulance brigade (they will report to the control for getting Vehicle for movement to the site), informing nearby Division and or Heath Unit for assistance, informing HQ medical deptt. Officials.

5.3.5 CMS shall move to the Control and do following - liaison with other deptt., assess the actual magnitude of the accident. Decide transportation means (ARME / Road / Both), Draw cash from the station for meeting expenses at the site if the cash is not immediately available he will depute a person to collect cash and move to site afterwards).

5.3.6 Requirement of sending medical team and air lifting the Injured through Helicopter to be assessed in consultation with DRM.

5.4 <u>Strategy on Way To Site</u>:

5.4.1 In ARME - all items of Treatment (drugs, disposables, instruments, Oxygen Suction etc.) comforts (water, tea, biscuits etc.) Accessories (tents, stretchers, Petromax, blankets, torch, shrouds etc.), and others shall be handled to keep them in full readiness.

5.4.2 All medical team shall tie arm badge.

5.4.3 Reporting materials with nominated ministerial staff shall be assigned and kept in readiness; standard Performa of recording information shall be kept ready. Mode of report generation, collection, compilation and transmission of final date regarding minor injury/grievous injury / dead along with name and other ID parameter shall be pre decided.

5.4.4 Team working at the site shall be briefed by CMS.

5.5 **<u>Strategy At Site</u> :** Upon reaching the site the team shall execute following:

5.5.1 A suitable shelter shall be looked forward for setting up of temporary field dressing station, failing which it will be established in open field under tent. The team members shall first set the Medical post for which placard shall be fixed on the ground indicating location as below:

- Reception Post
- First Aid Post
- Fuel, lighting. Water and refreshment
- Resuscitation Post
- Surgical Post
- Comfort and dispatch Post
- Mortuary
- Latrines (Sr. DEN to arrange)

5.5.2 Reception Post - All the causalities and dead shall be brought to the Medical post by Available Gang men (to be provided by Sr.DEN), station staff (to be briefed by Sr.DOM) and partly by paramedical staff, security staff (to be briefed by Sr.DSC) and with assistance of locals/volunteers etc. whosoever may be present at site.

5.6 **<u>Sorting and dispatching</u>** :

5.7 Minor Injured shall be sent to First Aid, then to comfort and dispatch by doctors.

5.8 Grievous/serious cases shall be sent to resuscitation/surgical post for treatment and further referral as decided by Doctor. Vehicle for transportation to be arranged by Sr.DPO and in his absence by Sr.DCM.

5.9 Dead after certification shall be sent to mortuary and after noting ID parameters shall be handed to GRP/Civil Police. The bodies shall require to be kept in Ice for preservation. Sr.DPO and in his absence Sr. DCM shall arrange to procure Ice in the Quantity as may be assessed by CMS. The Medical team shall assist in the act of preservation.

5.10 Treatment: all the injured shall be dealt with systematic manner. Elaborate surgical procedures shall not be undertaken on the spot. Only First aid and life saving treatment shall be undertaken as shall be decided by the Doctor.

5.11 Referral:- Referral of necessary cases shall be done to nearest Railway or Civil Hospital. Available Railway staff and paramedical shall be utilized in referral. Sr.DCM shall make transportation available from site to Hospital. Necessary Medical utility items shall be provided by Medical department.

5.12 Reporting: This will be done by Medical deptt. With assistance of available ministerial staff of Medical and other department (BO available to provide ministerial staff). Reporting shall include following:

- Name, Age, Sex
- Father / Husband's name
- Address with telephone No., if any
- Ticket / Pass Number
- Type of Injury (simple / Grievous / Dead)
- Identification Marks
- Information regarding Name and Telephone No. of Hospital where injured have been referred.

The required Reports shall be communicated by MS to Site I/C and or Control:

- Follow up –

1) After clearance of the injured at the site one Doctor will go to near by Hospital / Nursing Homes and execute following functions:

2) Full information on all injured in those Hospitals.

3) Liaison with respective Institutions regarding treatment and any other medical aid.
4) Complete daily progress reports.

- One Medical team shall be left at the site to look after staff during rescue and restoration work. Rest of the team shall return to HQ.

Commercial Activities:-

6.0 Reporting to Control :

6.1.1 After information of an accident the Commercial control will inform Sr.DCM, DCM, ACMs, Sectional CTIs, HQ CTI's of adjacent section CIT, Catering Inspector/Manager/Catering/Vending contractor and Commercial Supdts. Immediately on phone or by other means. Priority of informing will be as instructed by Sr.DCM.

6.1.2 After hearing the hooters or information from CNL Sr.DCM ,DCM and all ACMs will attend the control room immediately. Sr.DCM will assess the situation and appraise DRM/ADRM about the decision for deputation of Commercial officer (DCM/ACM). Officer at Control should also be informed. One officer with CTI HQ to move for the accident site keeping in view the gravity of accident.

6.1.3 After hearing the hooters or information from Control all Sr. supervisors will reach their station immediately and make contact with Sr.DCM/ACM or CNL and will work as per officer's instruction.

6.1.4 The CIT along with 10 to 15 TTE's will proceed towards the accident site and work as per instruction of Commercial Officer/Sectional DCI/Senior most Commercial Supervisor at the site.

6.1.5 The Catering Inspector/Manager/Catering and vending Contractor will accompany the commercial officer/ sectional CTI most commercial supervisor.

6.2 <u>Duties of Commercial Officer at Control Room</u> :

6.2.1 **<u>Installation of Information Centre at important Stations</u>:**

In case of passenger train accident, information centre will have to be set up at important stations of the division including originating and terminating stations within the division. The four important stations of division i.e. Pt.Din Dayal Upadhaya Jn., Sasaram, Dehri-On-Sone, Gaya invariably should be kept prepared for serving as Information Centres. Each of this information centers has to be manned by a Commercial Supervisor of which record will be kept by Commercial Control. Responsibility of displaying information will be of station superintendent of the station. He will collect information from Emergency Control of the division for this purpose. Brief of working is given as under:

S.N.	What is to be done ?	By whom ? How ?	From where ?
1	Display brief of accident : Train No., Originating and Destination Station, place of accident.	• SS/SM/ASM. • Any Officer in the Station. • Display on board. • Announce on PA system. • Any other local means.	• Collect from Emergency Control. • Collect from site phone of accident site.
2	Brief of Passengers injured/dead if any.		
3	Telephone No. on which information can be collected.		

6.2.2 **<u>Arrangement of refund of tickets</u> :**

Refund of tickets has to be organized and monitored for waiting passengers due to accident. Commercial control at DDU should be having detailed instructions so that, they will collect information regarding short terminating and cancellation of passenger trains and advise all stations for refund through Section Controller or other means.

6.2.3 **<u>Information Centre at DDU</u>**

- Information Centre at DDU Control should have current information of the site. This centre will also function as Railway help line at DDU Control with numbers available to public for collecting information. This Railway help line will be manned by one officer as decided by DRM.

- Information Centre at Control shall record hourly position of information collected from site.

- It will upload information in Railway web site on passengers rescued, injured, Hospitalized and Dead in. This will be arranged by Commercial Officer at DDU.

- Timely information to be given to the press to avoid misreporting and speculation about the casualties and case of accident. For this purpose periodic bulletins id to be released for News papers at 11 hrs. and 18 hrs. from Information Centre at DDU Control.

- Media Briefing at DDU: To be done by DRM/ADRM at DDU. Brief of site progress, any constraints in work progress, work done particularly for passengers, prima-facie cause, assessment of value of damage and resumption of traffic.

6.2.4 He will monitor the overall working of commercial activities at accident site provide required assistance.

6.3 Duties of Sectional CTIs.

6.3.1 Oversee and supervise the working of CIT, and Catering inspector doing their jobs.

6.3.2 To take care of perishable, live stock and parcels of the accident train as per extant rules.

6.3.3 CTIs of adjacent sections will rush to the accident site with available resources and report to the Commercial Officer at site.

6.4 Duties of Commercial Officer at site :

He will be the over all in-charge of all commercial activities at site, seek assistance through control, regularly provide feedback to control and monitor, other Commercial activities in the division related with accident. A few of the work at site follows.

6.5 **Evacuation :**

Sr.DCM/ACM at site in consultation with Control shall determine whether to evacuate the passengers of the affected train by road. This decision depends upon whether there is arrangement for special train from the site or otherwise. Upon a decision to evacuate, passengers should be evacuated along with their luggage. Special care should be exercised to collect and provide security of the belongings of all passengers. CIT/TTE's will help the officer at site who will be entrusted the duties of transportation of passengers either by road or by trains.

The CIT of nearest Station of the Accident site will send adequate TC's along with sufficient number of coolies, licensed porters and other labors with CITs who will arrange for transshipment of luggage of passengers of the accident train. Further, available Gangmen are also to be used. Engineering Officers to assist. If required, local labor may be hired.

CITs/TTE's will also help stacking and labeling of unidentified luggage and other belongings and handing over to RPF for looking after.

Commercial officer at site shall depute DCI to contact affected passengers and assist them in their onward travel.

6.6 **Arrangements for supply of drinking water, beverages for Passengers**:

Arrangements for supply of drinking water, beverages (tea) etc. and meals have to be arranged for the injured and also for the other passengers of the affected trains. This has also to be organized at the next station where special train (may also be part of affected train at either ends) carrying passengers reaches or is terminated.

The Catering Inspector/Manager/Catering and vending Contractor who accompanies the commercial Officer/Sectional DCI/Sr. most commercial supervisor to site will move along with sufficient Venders and helpers along with adequate arrangement of Breakfast/food packets, tea, milk and drinking water arrangement by the relief train. The Catering Inspector/Manager at the site will be in-charge of arranging catering and food supply to the passenger at the site.

6.7 **Information Centre at site**:

CITs, will be responsible for setting up on information centers at the accident site manned by adequate number of TC's/TTE's. CIT responsible for the Information Centre at site will collect information of list of passengers rescued from site. He will also collect from the Railway Doctor at site about number of dead, grievous, simple injury and also number of grievously injured sent to hospital. Hospital wise list of injured is to be collected from Railway Doctor.

Hourly position of this information shall be given to Site Manager with details of name, age, ticked particulars etc. and also has to be relayed to Information Centre at DDU.

CIT will also be responsible for taking Photographs of unidentified victims to be arranged by Commercial Officer and sent to DDU Control every day by messenger.

6.8 **Media Management at site :** Site Manager shall be the chief spokesman at site and he is to be assisted by the concerned branch officers, if needed. Commercial officer to look into the media needs at site and brief Site Manager promptly.

6.9 **Ex-Gratia Payment :**

6.9.1 DCI will assist the official towards payment of Ex-gratia as per extant rules and keep record of all such payments made.

6.9.2 For guidance, Form is enclosed. Adequate copy of this form should be available in commercial control and also in ART. It will be the responsibility of commercial officer/other officer nominate by Site Manager at site to disburse ex-gratia as per extent rules as above.

6.9.3 Relevant instructions on payment of ex-gratia, extracted from Board's letter No.2002/TC-III28/3 dated 12.06.02 is given as under :

Subject: **Relief to persons involved in train accidents, untoward incidents or Manned level crossing gate accidents - Ex-gratia payment to victims.**

Liability of the Railways for grant of ex-gratia relief to the persons involved in train Accidents or untoward incidents as defined under Sections 124 and 124-A of the Railways Act, 1989 or in the case of level crossing gate accidents.

I(a). Amount of ex-gratia for Train Accidents:

The amount paid as ex-gratia relief payable to the dependants of dead or injured passengers involved in train accidents as defined under Sections 124 and 124-A should be as under :

(i) In case of death: Rs.50,000/-
(ii) In case of grievous injury (Irrespective of the period of Hospitalisation): Rs.25,000/-
(iii) In case of simple injuries: Rs.5000/-

The amount paid as ex-gratia for train accidents/untoward incidents is not to be taken in account at the time of formal clams for compensation.

I(b).Amount of ex-gratia for death/injury in untoward accidents :

The amount paid as ex-gratia relief payable to the dependants of dead or injured passengers involved in untoward accident as defined under Sections 124 and 124-A should be as under:

(i) In case of death – 15,000/-
(ii) In case grievous injury – 5,000/-
(iii) In case of simple injury – 500/-

II. Amount of ex-gratia for manned level crossing gate accident :

The amount of ex-gratia relief admissible to road-users who meet with an accident due to **Railway's Prima facie liability** at manned level crossing gate accidents will be as under :

(i) In case of death : Rs.50,000/-
(ii) In case of grievous injury : Rs.25,000/-
(iii) In case of simple injury : Rs. 5,000/-.

Such payments will be counted towards the amount of compensation payable, if action is tenable against the Railways under the Law of Torts and an award in actuality granted by a Court of Law.

III. Ex-gratia for trespassers, persons electrocuted by OHE and road users at unmanned level crossing :

No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossing.

IV. Ex-gratia payment for railway servants killed or injured by a moving train while performing their duty :

Ex-gratia payment should also be made to railway servants killed or injured by a moving train while performing their duty for example, gang man working on track run-over accidentally by a moving train.

V. **Manner of arranging ex-gratia to the victims** : - Payment should be sanctioned/arranged/preferably on the spot by a senior scale or higher officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.

LIGHTING ARRANGEMENT:-

7.0 Proper lighting arrangement is the basis of good resume and restriction work at the site of an accident, therefore following steps are needed by the Electrical/ General branch to be taken.

7.1 Activities and responsibilities:

Planning	Executions
(a) Information about accident.	**The electrical control shall immediately collect the information on** a) Location/Site details b) Type/Nature of accident c) Nature/Extent of causalities. d) Extend/Damaged to the infrastructure. e) Length of affected track and Topography of site.
b) Organizing electrical activities : Man and Material for accident site	The electric controller shall inform to the depot supervisors on Major & Other Electrical Departs : a) Mobilizing readily available electrical staff, portable Gen-set, search light, lighting fixtures and necessary stores ready to proceed/dispatch to the accident site on orders. b) The aforementioned depot supervisors shall: i) Advise the status of the ability/ readiness / movement of men & equipments and to the officer/Sr. sub-ordinate/Electric Controller in the central control office. ii) Co-ordinate with the local station-Officer/other supervisor to keep inform on movement of relief/rescue team and/or ARTE/ARME etc. accordingly. iii) Move to the site along with staff/equipments/necessary stores by first available mode of transport. iv) Advice central control immediately for assistance.
c) Liaison with neighbouring Zone/Divn. for assistance for ART/ARME	**In case of accident in BG section the electric controller shall :** a) Contact SSE/Elec./DDU/GYA/DOS to collect details of the lighting equipments/No, Name & Design. Of electrical staff accompanying the ART sent to the site from the above place. b) Keep track of movement of ARTE/ARME/Team of rescue and restoration of personnel in the division and shall apprise the electrical officers/Supervisors present in the control at site.
d) Movement of breakdown trains/ Equipments	a) Nominated staff for the ART/ARME respectively section supervisor along with available additional staff (TI & Power) and equipment shall move to the site with the ART/ARME.

7.2 Calling of assistance from neighboring Division:

- Assistance from following nearby ART/Elect. Power depot shall be called through the coordinating officer present in the Central – Control/ accident site per requirement of the respective departments based on their observations at site/red.
- As per requirement the Officers will contact to the neighboring division for assistance in the restoration work.

7.3 Lessoning with local power supply unit for arrangement if any at the site and Planning and mobilizing local resource in the event of Passenger train accident in night at roadside stations.

7.3.1 The Electric controller inform the staff present at either site of the road side stations to rush to the accident site immediately with what so ever lightning equipments and material available for arranging lighting/hire from nearby market if available lighting equipments and D.G. set required. They shall have the authority to draw/Cash from the nearest station earning.

7.3.2 The senior most electrical staff at site shall advice to the Electric control about the action taken/being taken by him and/or details of assistance required.

7.4 Activities en-route and on reaching accident site.

7.4.1 D.G. Sets installed in ART shall be started well in advance and sufficient No. of luminaries kept connected and lighted with long connecting cords so that just after reaching to the site the area can be illuminated.

7.4.2 Just after reaching to the site the portable Generator set should be carried to the actual accident site immediately started and affected area illuminated.

7.4.3 Adequate illumination as per site requirement for rescue/recreation any other functional requirement shall be ensured based on mobilization of the available equipments/requirement through other possible moments/mode.

7.4.4 Sufficient Power Points Sockets provided for the charging of the Satellite Phone, VHF sets and Mobile phones also in daytime.

7.4.5 All preparatory works such as lying of cable, erection of stands/storage/refilling of fuel and additional lighting equipments etc. erection of temporary tents etc. shall normally be done during day time for providing lighting in the subsequent night working.

Communication Network in Restoration

8.0 Telecommunication is the back bone of any rescue of the restoration operations. It may be divided largely into two categories.

(a) Internal Communication on the site.
(b) External from the site to control room & other local agencies.

As soon as any train accident happens in the division whether known through Section Controller, Dy. Controller or other means, signal control and control test room will immediately come into action.

8.1 Reporting the accident:

Both signal control and test room will brief about the accident to Sr. DSTE, DSTE & ASTE as soon as they get the information from controller. After informing about the accident to officers, they will inform their respective supervisors. Signal control shall inform to all signal inspectors & test room shall inform to all telecom supervisors within 5 minutes.

After getting the message, informed persons should assemble into the control test room immediately. Everybody should be prepared to move instantly to the site. In no case, trivial excuses will be entertained. If by chance any member of the site team misses the ART, he should immediately inform it to the chief controller so that he can proceed by the alternative transport arrangement.

8.2 Site Teams :

The site teams as already prepared and informed to the team members will go to the site with all available equipment on the list by first available means. For that the team should be ready to collect all the essential equipment on the list (as already briefed) within 10 minutes.

The site teams have been prepared by realistically estimating the multiple major eventualities the division may have to face at a time. In case of major accidents, additional help from other divisions will be required. For this officer at control shall request HQs.

8.3 <u>Control office team</u>:

They will collect all the relevant information of S&T from site and convey to HQ and higher officials. They will ask for the necessary assistances from the HQs and other neighboring divisions as per requirement of sites and will arrange to send the material and manpower as required by site team.

8.4 <u>Functioning of site team</u>:

As soon as site team will arrive at site they will provide the following communication facilities.

- 30 numbers of VHF sets (5 watt Walky-talky) to be distributed all around the affected area within 5 minutes for ease in communication for relief and restoration.
- Installation of PA system for addressing of affected passenger within 25 minutes.
- Providing 4 Nos. of Mega-mike for addressing small, crowd within 5 minutes.
- Installation of satellite phone within 15 minutes for aggrieved passenger to talk to their relatives.
- Installation of 25 watt VHF set within 30 minutes.
- ECP connection with Control circuit within 15 minutes (in SEB - GHD Section)
- I5 watt duplex VHF connection with control exchange through 18 GHz microwave within 20 minutes (in DDU - GYA Section).
- Installation of DDU Railway Exchange phone through 18 GHz microwave within 20 minutes (in DDU - GYA Section)
- Installation of BSNL phone through 18 GHz microwave within 15 minutes (in DDU - GYA Section).
- Installation of Magneto telephone from point to point within 20 minutes.
- Tent erection for S&T control room at site within 10 minutes.
- Arrangement of Mobile Phone charger for the official mobile phone with officers.
- Liasioning with Electrical (General) branch to provide adequate and quick power supply with adequate power plugs and points.

8.5 <u>Restoration team</u>:

The restoration team will concentrate on speedy restoration of damaged signaling & telecommunication system.

8.6 <u>Provision of BSNL Phone at site</u>:

BSNL will be approached as soon as any major train accident happens for provision of BSNL phone with STD facility at site. The phone will be extended to the site through railway cable/drop wire.

8.7 Making use of Mobile Phone given to Branch Officers:

The Mobile phone given to branch officers can be also utilized at disaster site for aggrieved passengers to talk to their relatives within the state apart from restoration work. Additional chargers and power plugs to be arranged at the site.

8.8 Functioning of Control Office Team:

Control test room TCM will check the status of control in the affected section and inform to higher official immediately. He will try to make available the control in the affected section.

Provision of BSNL telephone and Railway Telephone with DID facility in the Chief Controller Cabin immediately. The help line numbers will be.

BSNL Telephone	Railway with DID	
05412 - 254144	05412 - 254144	• 272544
05412 - 253255	05412 - 254145	• 272545
05412 – 254149	05412 – 254149	• 272244 • 272245 • 272222 • 272223

Any changes in the above numbers should be immediately informed to DRM, ADRM and all BO's.

The telephone directories of all relevant important exchanges should be provided in the control office within 10 minutes by the Test Room.

9.0 RESTORATION OF ROLLING STOCK

9 .0 (A) <u>SOUNDING OF HOOTER :</u>

Sounding of hooters will be made by Power Controller(under control of Electric OP) immediately after getting information for requirement of ART/ARME/Crane. Sounding of hooters shall be made according to severity of the accident. Sound coding for this division has been given.

9.1 <u>GATHERING OF SUPERVISORS & STAFF :</u>

Mostly Mechanical Supervisors/Staff attached with disaster management/accident rescue and restoration work have been provided with telephone facility and after hearing the hooters sound/telephonic information C&W Supervisor with their nominated ART/ARME staff will gather near ART/ARME/SPART within stipulated time for further action.

9.2 <u>REPORTING TO CONTROL :</u>

As soon as information regarding accident/derailment is received, Mechanical Officer & Supervisors (all CWIs) will rush to control.

9.3 (a) <u>COLLECTION OF INFORMATION :</u>

Control (Power/C&W) will collect the following information regarding accident as per Performa given below:
Date and Time
Place of Accident
Train No. & Name
Originating details of the train

Distance from adjacent station
Time of accident
Nature of accident
Causality
Bio-data of Guard & Driver
Particulars of rolling stock involved in accident
Damage of track and rolling stock
Any apparent cause of accident
Topography of site

9.3 (b) MANNING OF CONTROL :

One Mechanical Officer and One CWI will man the Control round the clock till the restoration work is completed.

9.3 (c) **ORDER FOR MOVEMENT : ART/BRAKE - DOWN CRANE :**

After assessing the gravity of accident, quick decision will be taken by Sr.DOM/ SrDME(C&W) consulting with ADRM/DRM regarding requirement of equipment (MFD/ARME/Crane) to be sent for site. Sr.DME(C&W) shall order Dy. Coaching/DDU for movement of equipment i.e. ART and / or movement of Brake down Crane from other division/other railways. Sr.DOM will follow it subsequently for faster reaching of the equipment at site.

9.3 (d) READINESS OF ART / ARME

ART/ARME (IC) at DDU will be informed by Power Controller for movement to the accident site. In case of ART/ARME based at GYA, information will be given to the concerned ART/ARME (IC) by Traffic Control through SS/Power Controller/C&W Controller.

9.3 (e)Adequate number of Mechanical Supervisors (C&W**)** will proceed with nominatedstaff (ART Gang withCrane Driver/Lucas Operator) in ART

9.3 (f) Assistance from adjoining Division/Railway:

If assistance required from adjoining Division/Railways the CME will be informed immediately for sending ART/ARME on priority basis to deal with aspects of disaster. Position regarding availability of ART/ARME in adjoining division is enclosed.

9.4 STRATEGY ON WAY :

Effective utilization of time on the way to site can be made by making prior preparation. With this, it will be possible to start the work forthwith on reaching the site. Following preparations may be done on way.

9.5 Staff of ART should be ready for work in proper uniform.

9.6 Each and every equipment of ART/ARME/Crane shouldbe checked for its workingsuch as Cold CuttingEquipment,Hydraulic Re-railing Equipment**,** Lighting arrangement(Oil/GasLamp) **.**

9.7 **Strategy at site.**

9.7.1 **RESCUE OPERATION :**

On first priority ART staff will work for evacuation of injured person under the guidance of Medical Officer/Officer In-charges at Site followed by necessary hospitality to the passengers specially for food, drinking water, milk to the children, fruits, Site communication facility and sending them by arranging special trains etc.

9.7.2 PRESERVATION OF BROKEN/DAMAGED PARTS :

Preservation of any clue like broken, damage part of rolling stock/rail or any other items will be done if available.

9.7.3 PRIMA-FACIE CAUSE OF ACCIDENT :

Immediate action will be taken by CWS & CLI jointly to record the prima-facie cause of accident if any, measurement of track and preparation of joint note with other Supervisors.

9.7.4 STATEMENT OF DRIVER AND GUARD :

Statement of Driver and Guard to be recorded by LI.

9.7.5 ARRANGEMENT FOR REST & RELIEF FOR DRIVER

Arrangement for rest and relief for Driver will be done by LI.

9.7.6 COLLECTION OF SPEEDOMETER AND OPRS BY LI :

9.8 RESTORATION WORK :

9.8.1 **ASSESSMENT FOR RESTORATION WORK :**

After study of the site and discussion with Supervisors (CWS & LI) strategy will be made to deal with the restoration work and accordingly planning will be laid down.

9.8.1 ASSISTANCE REQUIRED: If any assistance is felt necessary from other department or adjoining division to expedite the restoration work the same will be communicated to the Officer In-charge at site for their arrangement. Sr. Mechanical Officer should assess requirement of additional equipment like Cold Cutting, equipments, Gas-cutters with operating staff promptly and assistance from other divisions and Railway to be asked for and monitored.

9.8.2 **Forecasting :**

Regarding time to be taken for restoration work after assessing the magnitude of work and facility available at site to tackle with, forecasting will be given to the site In-charge.

9.8.3 **Work distribution :**

CWS (Brake down in-charge) & LI will jointly lead the restoration team. Supervisors will be nominated for specific assignment like restoration work, arrangement for making of tent, meal, drinking water for ART staff recording of statement of Driver & Guard in coordination with other Supervisors etc.

9.8.4 **Supervisor for ART (IC)**: have toensure that ART should have and rescue workersmust make use of Rain Coats,fluorescent jackets, helmets, gloves and masks**.**

98.4 **Police clearance :**

After Police clearance restoration works will be started under the instruction of Site-In-charge. It is noted that "In case of railway accidents, permission of the State Government or clearance of the Police is not required for launching rescue operations for the purpose of saving human lives which inter alia may also involve handling/shifting the rolling stock (Locomotives, wagons and coaches) for extricating the trapped passengers. However, Police clearance is required for restoration works at the site of accident, if sabotage is suspected" (Board's letter No.2002/Sec.(Cr.)/45/47 dated March, 27, 2003 enclosed .

98.4.1 **Monitoring of restoration works:**

One senior most Mechanical Officer will provide guidelines for safe working of equipment & staff during restoration works.

9.8.7**Progress of Work :**

Progress of works or any other difficulty will be communicated continuously to site in-charge for

further action.

9.8.8**Winding up the equipments :**

After completion of restoration works all equipments of ART will be kept aside of the track without infringing movement and that will be loaded in ART/ARME.

98.4.1**Certification for safe to run :**

C&W supervisor will certify for safe to run up to next TXR examining station for stock involved in accident and Chief Loco Inspector will certify for Locomotive involved in accident.

Engineering Activities

10.1 Intimation of accident : Role of Engineering Control :

When the staff working at Engg. Control knows about an accident, he will at once inform Sr. DEN, DENs, AENs and concerned PWIs & IOWs regarding accident on whatever means of communication. He will collect information regarding accident on whatever means of communication. He will collect details of accident and requirement of men and materials from site/concerned PWI/AEN. On receipt of the message of the accident, PWI/Control, PWI/Planning, PWI/SPL and IOW will man the Engg. Control in 8.00 hrs. shift (one PWI-one IOW). The activities of Engg. Control will be as under

S. N.	What is to be done ?	By whom ? When ?	How ?
1	Passing Primary information to all concerned.	The staff on duty in Engineering Control, immediately after an accident.	Telephone/Mobile nos. of all concerned available with control
2	Manning of Engg. Control during entire period of restoration	In 8 hrs. shift by one from each group : • PWI/Control, PWI/TD & PWI/Planning • IOW/North, South & Water Supply / SPL.	To communicate messages and keep close liaison with site/field units and arrange for compliance of instructions of Engg. Officer manning the Control.
3	Monitoring of Engg. Activities in Control.	Sr.DEN/DEN personally.	Control office is to be continuously manned by Sr.DEN/DENs in shift till restoration.
4	Arrangement manpower.	By sectional PWIs	• They will be prepared to arrange sufficient nos. of Gangmen at any time even during night. • Each PWI should keep address/ telephone nos. of staff working under them if Gangmen reside in nearby villages. • In case sectional PWI is sent to site immediately Engg. Control to arrange the gangmen through ASM, calling to their villages or by other means. For this control to have telephone nos. and address of gangmen.

5	Seeking extra divisional assistance of Man & material.	Sr.DEN/DEN.	Sr.DEN/DEN will talk personally to CTE and CE (if CTE is not present in HQ).

10.2 Action to be taken at Divisional HQ :

10.2.1 By Officers and staff nominated for Control duty :

As soon as information of accident is received, all the Sr.DENs AENs and nominated PWI /IOWs should come to divisional Control Office without any delay and after having adequate information and suitably have instructed staff under them, sectional Sr.DEN & AEN should proceed immediately to accident site either by ART or by road, as the case may be. Control should be manned in shifts by Sr.DEN & other DENs one by one till restoration completes. Sr.DEN and DENs will monitor, in general, the overall scenario and progress of restoration work and engineering items, in particular, involving arrangement of assistance, involvement of man and material, liaison with HQ and guidance to engineering site officer/officials. Sr. DEN/DEN in control will demand assistance from CTE and if he is not present then CE about extra divisional help of men & material.

10.2.2 **By local Supervisors :** Every Senior subordinate of P. Way and Works will contact in person the Engineering Control and sought instruction for them, if any. However sectional PWI(s) and IOW(s) may proceed for site without any delay after conversation with controlling officers.

10.3 **Action to be taken by Engineering Officers/Official at the site :**

10.3.1 General :

Generally Engg. Officials i.e. AENs & PWI is the first official to reach site, being located in all the corners of the division. They are expected to and they should reach the site of accident by quickest possible means without making any unnecessary delay. Until such time relief and assistance arrive and he is replaced by more senior official, the P.Way Official present must take charge of the entire situation as site in-charge. First Officer (it may Engg. Officer/Official also) to reach at site will assess damages to railway property and loss to human life and casualty, if any ; assistance required (Medical assistance, Material, Manpower and Machine), estimated time of the restoration and preserve clues in addition to rescue & save lives. First Engg. Official reaching at site will have the primary job of rescue and relief. In turn, he will erect at least five tents for providing accommodation for public medical staff, commercial staff, telecom staff and electrical staff. He will arrange to erect more tents, if the situation demands.

10.3.2 **Information to control Room & protect the train :** He will relay the basic information on PCP or any other means about the accident like exact location; time of accident; name/no. of train; details of affected coaches/wagons; casualty, if any; details of damages to track, bridge and signaling system; probable reason; expected time of restoration; assistance required; etc. to Divnl. Control Office at one. He will ensure that the train has been protected in front and in the rear of the affected train. In the case of double line, if the other line is also affected, immediate steps should be taken to stop any train coming on it .

10.3.3 First-aid and Rescue in accidents involving casualty/ injury :

He will arrange to collect Railway men, Doctors on-board the train or local, Volunteers and persons who can provide first-aid and arrange to provide first-aid to injured persons. Efforts should be taken to provide every type of assistance to the victims trapped inside the coaches. In accidents involving casualty and /or injury, first and foremost duty of every railway staff including Engg. Staff to save human lives and provide every possible relief to injured ones. In case, the accident involved any river or water flow assistance from local divers/boat owners should be obtained if some persons / victims have drowned in river. It may be noted that the rescue operations for saving lives should be started immediately without waiting for police clearance.

10.3.4 **Preservation of clues :** If the P. Way Inspector is the first official to reach at site, he should seize all train passing records of the station, cabins, LCs and train documents with the train crews. He will check the scale and locks of interlocking gears, relay room, position of lever / panel switches etc. and obtain the joint signature of officials present at the prevailing conditions of them. He will search for & seize any component of the rolling stock or permanent way that could have a clue about the cause of the accident. He will also take the statements of train crew and concerned station staff including gateman and important public witnesses who may throw light on the probable cause of the accident.

10.3.5 **Restoration Work :** Engineering Officers / Officials will manage the site in such a way that minimum time is taken to restore traffic after re-ailment of derailed coaches / wagons. The work will start after providing every assistance to victims of the accident and police clearance. In every case suspected of sabotage, under no circumstances, work may be started without police clearance. The restoration work will be managed as per guidelines given in subsequent para.

10.4 Works related to Engineering :

10.4.1 **Examine the site and advice for assistance :** The PWI will examine the entire site inclusive of the track over which the train has passed immediate before derailing, noting down any unusual features observed, specially any part of vehicles or other materials lying on or near the track. He will asses the extent of damage to track and advice Divnl. Control Office about the assistance (labour & materials) required for quick restoration.

10.4.2 **Arrangements for Victims of Accident and others :** In major accidents, he will arrange for camping arrangement of labours, their fooding arrangement and availability of drinking water. It will be the prime responsibility of Engg. Department to provide temporary shelters for passengers; Erection of tents for temporary medical substations to prove medical aid to injured and other shocked passengers; Arrangement of drinking water and temporary toilets in all the major accidents. Separate arrangements may also be done for opening of public information Booth, from where communication arrangements for relatives, officers, media persons and others may be done.

To meet this requirement sufficient nos. of tents / tarpoline may be kept reserve with every IOW / PWI unit, and if not available just now, procurement may be processed. Out approach in providing assistance to victims should be thought of considering ourselves into their place.

10.4.3 Preparation of sketch and joint measurements:

A neat sketch of the accident site should be drawn by Engineering officials by (IOW if present, otherwise by PWI) showing every aspect of track and rolling stock e.g. position of rail, sleepers, wheel etc. Length of dragging and important distances, which may have relation with the accident, must be indicated. The PWI will deploy one SE (W) to prepare a dimensioned sketch given the full particulars of the site of accident including the track leading up to the point of derailment, path followed by derailed vehicles, place of mounting and drop, which pair of wheels and of which vehicles were first derailed and the position at which the derailed vehicles came to stand.

- First of all, he shall make an accurate representative sketch of site showing even minutes details however insignificant.

- In sketch, exact location of damaged track, coaches etc. with reference to static reference point.

The PWI will participate in measurement rolling - stock, if decided to be taken /if required. The joint measurement may be recorded on prescribed format and must be signed by all concerning supervisors.

10.4.4 **Repair to track and Restoration of traffic :** He should plan for the repair work of damaged track and get it commenced immediately after obtaining police clearance, if required. All the supervisors and labour available at site should be divided in suitable groups and definite quantum of work should be allotted to them for completion in targeted time. In case of night hours, he will arrange

proper lighting in co-ordination with Electrical Department or Breakdown Officials. PWI in-charge will ensure :

- To inform OC/Engg. Officer about the availability of P. Way materials & Machines and to submit the plan for carting them to site. For example, he will inform Engg. Officer about nearest availability of rails, sleepers & fittings and also how to cart them at site. Location & availability of equipments like Cutting Machine, Hole drilling Machine, Augers, Rail doyleys etc.
- However, if this matter/equipment is available in ART, as it should be, PWI based on extent of damage receive them from Brake-down in-charge. Then he shall take preliminary arrangement of spreading rails/sleepers as preparatory work in the period when derailed wagons/coaches being on track by Crane.
- Planning regarding sequential procedure to be adopted for track repair to be done. Rails to be cut in required length, holes drilled and kept ready nearest to the required location. Sleepers to be inserted/replaced be kept ready at nearest point. If possible, they may be inserted during other restoration processes. These steps will reduce the restoration time.
- After completion of repair to track, track fit must be communicated to station(s) nearby clearly indicating date, time and speed restriction and its Kilometrage, if any. The message should be clear and without doubt -raising.

10.5 <u>Man power management at Site :</u>

10.5.1 The PWI will so arrange his unit that in accidents during night also there is no shortage of Gangmen. He should keep addresses and telephone nos. (if possible) of all his Gangmen residing in nearby villages, if they are local.

10.5.2 The sectional PWI, in consultation with the OC/Engg. Officer will endeavor his best to manage available manpower and assistants so that utmost utility of them may be obtained. This will definitely reduce the time of restoration.

10.5.3 PWI will divide his manpower into manageable small units of men as required under a PWS or JE. He will clearly instruct them to carry out the specified task and shall not make changes to this plan arbitrarily to avoid confusion.

10.5.4 After having done preliminary arrangements, wherever he is asked to do so, the PWI will start the restoration work by deploying in orderly manner.

10.5.5 He shall also plan to deploy his manpower in such a manner that fresh labours get to work after one batch of labour get exhausted after intensive work.

10.5.6 In bigger accidents, he will arrange for camping arrangement of labours, their fooding arrangement and availability of drinking water.

10.6 <u>Some remedial measures based on past experiences</u> :

10.6.1 The role of Engineering Department at an accident site is mainly concentrated to restoration operations for track, bridges and any other structure involved. However, it can't be overlooked that primary duty of all the Railway men (irrespective of their departments) is to provide assistance in management of rescue operation. Remedial measures based on problems faced in past are proposed as follows.

10.6.2 All the ARTs have been provided with about 100m restoration material i.e. rail, sleeper & fittings. P. Way materials location wise is given in the document and a copy is available at Engineering control.

10.6.3 It was found difficult to arrange Trackmen especially during night, most of the Trackmen being local. All the PWIs have been instructed suitably in this connection. The PWIs must know about full

address and telephone nos. of their Trackmen and other staff where they may be contacted during emergencies. It will the responsibility of the concerned PWI to remain in contact and collect Trackmen during abnormalities like accidents.

10.6.4 In case of damage to bridge, materials like joists, girder, jack, gas cutting machine, rope, C.C. Crib, Derrick & Welding Machine etc. to be kept always with BRI/SPL

10.6.5 At time of accident, much time is lost in approaching station by road due to lack of knowledge of local roads. To overcome this necessary roadmap has been prepared showing district boundaries and road up to station. This is to be updated regularly by Sr.DEN.

Action by Security:-

11.1 First Response :

11.1.1 On getting information, Security Control will immediately inform Sr.DSC, ASC, DI, IPF/MGS and vehicle drivers. In addition the information will be conveyed to all posts of the Division.

11.1.2 Sr.DSC/ASC and DI will proceed to control and further programme will be decided after discussion with DRM/ADRM. Meanwhile Sr.DSC/ASC Will gather maximum available manpower for accompanying the Officers/relief train to the site. IPF/MGS will also supplement the strength. Vehicle drivers to be in readiness to move by road.

11.1.3 Either of Sr.DSC/ASC will proceed to the site and other officer will Security CNL monitor the Sectional Controller at divisional H.Q. DI will supervise the working of under the guidance of Sr.DSC/ASC.

11.2. Re-information

11.2.1 Not only theConcerned IPF/RPF/Post but other posts also will muster maximum available strength within shortest possible time and dispatch them to the scene of accident by quickest means. They will carry with necessary equipments like wireless sets, dragon search light, torches, camera, loud hailer, ropes & poles, writing materials etc. Post/Outpost will contact with concerned GRP & Local Police station and ensure their movement and presence at the site.

11.2.2 If any RPSF Battalion or Company is located in the vicinity, manpower can be requisitioned from there for dealing with such emergent situation. Additional RPF staff should also requisition from neighboring Division.

11.3 Action at the Scene of Incident :

11.3.1 Sr.DSC/ASC will distribute and allot the work. IPF/Post will assist him in deploying the Force.

11.3.2

11.3.3 Area be cordoned off by RPF by the use of unwanted crowd should be kept Police and nylon ropes so that the out lookers and spectators do not enter the affected area and disturb the relief and rescue operation.

11.3.4 Temporary RPF Assistance post (shed/tent) be established at the conspicuous place near the site. A log book should be opened and minute to minute program of action by RPF be recorded. The site Officer should be a SI/Inspector.

11.3.5 Assess the requirement of RPF, armed forces, paramilitary force, police and sniffer dog in consultation with DRM/ADRM and accordingly relay the message to Sectional Controller for further arrangement.

11.3.6 Sr.DSC/ASC / IPF will co-ordinate with state police/ GRP for expeditious clearance in case of accident involving loss of human lives or injuries to the passengers. They will also Co-ordinate/

liase with state police & civil authorities to avoid any situation where precious time is lost in seeking the clearance of state police for carrying out rescue operation.

11.3.6 RPF Relief and Rescue team will assist Medical and paramedical staff in rescue operation Full assistance be provided to the medical staff. SR.DSC/ASC will ensure proper documentation about the number of persons injured or dead giving their documentation about the number of persons injured or dead giving their identity and addresses, If available. In case queries are made by the friends or relatives of the injured/deceased, they should be properly guided. RPF officers present will actively co-ordinate with police in the disposal of injured/deceased passengers. Hourly sitrep will be sent by the officer at the site to the Divisional/Zonal control room giving the latest situation.

11.3.7 The belongings of affected person should be watched & warded by a temporary cloak room should be opened. Baggage of the passengers should be isolated and kept protected in the cloak room. These should be handed over to the rightful claimants and their accountal to be kept.

11.3.8 RPF will also co-ordinate with local rued Force Station CRPF/BSF, State Paramilitary and seek their assistance, if any.

11.4 **Function of Security Control**:

11.4.1 Collect information from site and situation report be sent to zonal control room.

11.4.2 Additional strength of RPF will be mobilized on receipt of message from site SR.DSC/ASC will monitor.

11.4.3 On demand of sniffer dog from site, Sr.DSC/ASC will appraise DRM/ADRM for further requisition. For the purpose of calling for this assistance, Location and BSNL No. of In-charge of Sniffer dog squad with RPF, BSF and State Police should be maintained and updated. A copy should be available with security Control.

11.4.4 In case of VIP visit to the site, Sr.DSC/ASC will mobilize separate strength of Force and Co-ordinate with SP & SRP for maintenance of Law & order and their security.

11.5 **Accident Involving Fire**:

11.5.1 Guard, Drivers, SS/SM of the concerned station with the assistance of Railway men & public will immediately initiate action on evacuating Passengers from affected train & adjoining areas. Organize forthwith fight of incipient fire until arrival of the Fire Department. This should be done only to the level that people have been trained. Never risk injury and loss of life.

11.5.2 Sectional Controller will notify the inform Fire department as per concerned District & adjoining districts. Sr.DSC/ ASC will monitor. Station wise location and BSNL No. of Fire Brigade for immediate assistance in case of Fire is given along with every station list. It needs to be regularly updated by Sr.DSC.

11.5.3 Police & RPF will ensure that access roads are kept open for emergency vehicles. Sr.DSC/ASC/IPF will monitor at the site.

Role of Personnel Branch:-

As per directives contained in Accident Manual chapter-3 (8th amendment Dated 5.4.90 the duty of personnel officers has been defined the same are in practice in this division. The directives are as under:-

(a) On getting information of a serious passenger train accident the Sr.DPO/DPO with nominated Personnel Officers and Welfare Inspectors of the division will rush to the site. The DPO/nominated APO will go to the control office. Instructions by designation with alternative arrangements to cover the absence of any officer may be issued by the DRM.

(b) Personnel Officers at the site shall –

(i) Render all possible assistance to the Accident Manager in rescue and relief operation of the injured persons and look after the need of passengers, as directed by the Accident Manager.

(ii) Try to obtain written statement with names and address of independent witnesses, who may volunteer to give the same on their own regarding the accident and then pass on the information to the Accident Manager. This action, however, should not interfere with (i) above.

(iii) Keep liaison with the Commercial Officers at the site and assist them for collection of names, addresses, nature of injury of the causality and communication of the details to the control office. From the control office the relatives of the affected passengers, who are railway men, should be advised by the DPO/APO, if necessary, by deputing Welfare Inspector. As regards non-railway passengers affected in the accident, the Personnel Officers will give necessary assistance to the Commercial Officers in advising the relatives, etc.

(iv) Assist doctors in the hospitals for arranging medicine, etc, to the injured passengers as per request made by the doctor-in-charge till the injured persons are discharged from the hospital.

12.1 (v) Assist officers of the commercial department for payment of ex-gratia to the injured and relatives of the dead passengers and will also keep an account of all payments made, which has been laid out in para 6.9 of this plan.

(V) Made arrangements for issue of necessary passes as per rules mentioned in 5.34 to relatives of the dead / injured passengers.

SECTION – C

A N N E X U R E :- A

**** CODING OF HOOTER SOUND ****

i.	Loco Yard:	(1 Long 1 Short)	x	3
ii.	Traffic Yard:	(1 Long 2 Short)	x	3
iii.	Main Line : (non Block)	(1 Long 3 Sort)	x	3
iv.	Main Line (Block)	: (1 Long 4 Short)	x	3
v.	Main Line (Medical)	: (2 Long 4 Short)	x	3
vi.	140 Ton Crane:	(Long)	x	3

TIME FOR DESPATCH OF ART & ARME

		IN DAY	IN NIGHT
ART		**30 Minutes**	**45 Minutes**
ARME	**Single Exit**	**25 Minutes**	**25 Minutes**
	Double Exit	**15 Minutes**	**15 Minutes**

A N N E X U R E :- B

LOCATION OF ART/ARME/CRANE/BULLDOZER ON OTHER DIVISIONS

Sl.No.	Location	Equipment
i.	ALD	ART + ARMV
ii.	CNB	140 Ton Crane + ART + ARMV + Bulldozer
iii.	LKO	140 Ton Crane + ART + ARMV
iv.	DNR	140 Ton Crane + ART + ARMV
v.	DHN	140T Crane + ART + ARMV + Bulldozer
vi.	BRWD	140 Ton Crane + ART + ARMV
vii.	ASN	140 Ton Crane + ARMV
viii.	BRKA	ART

A N N E X U R E :- C

AVAILABLITY OF ART/ARMV/CRANE IN "DDU" DIVISION

(1) DDU – Class – "A"

(A)	**ART Composition**	**Number**	
	Staff (GS)	01	
	Officer Van (GS)	01	
	Mat. Van (VPU)	01	
	Lukas Van (AB/RT)	01	
	Engg. Mat. Van	02	(BRNAHS-1, BCNAHS-1)
(B)	**Medical Van (Self propelled)**		
	Self propelled	01	
	Medical Van	01	
	Self propelled	01	
	Auxiliary Van		
(C)	**CRANE/DDU – (AB)**		
	Material Van	01	
	Staff Van	01	

(A) ART/GYA	**(B Class)**	-		
		Staff Rest Van	01	
		Material Van	01	
		MFD	01	(BRN-1, BCNAHS-1)
		Engg. Material Van	02	
(B) MEDICAL VAN/GYA	**(AB)**	Medical Van	01	
		Medical Equipment Van	01	

A N N E X U R E "C"-1

District wise availability of infra-structure other than Railways

GAYA		
1	**Helipad/Air Port**	GAYA
2	**Crane/Bulldozer**	8709733778/9431453782
3	**Boat/Boatmen**	Civil Defence/GYA
Aurangabad		
1	**Helipad/Air Port**	Aurangabad Police Line/Air Port- Nil
2	**Crane/Bulldozer**	7903202721
3	**Boat/Boatmen**	Sri-Ganesh Choudhary Mob-7762016295 Sri-Umesh Choudhary Mob-9852673231 Add-Rauda Tola Munshi Bigha Post-SIRISH,BARUN AURNGABAD
ROHTAS		
1	**Helipad/Air Port**	Karwandia
2	**Crane/Bulldozer**	7903202721
3	**Boat/Boatmen/ Local**	Raju Kumar Choudhary- Mob-7070490673 Rajesh Choudhary-Mob-8002708855 Add-ShivGanj Dehri On Sone Bihar
Bhabua		
1	**Helipad/Air Port**	Small Air Port & Helicopter Bhabua
2	**Crane/Bulldozer**	9973152550
3	**Boat/Boatmen**	Baraura Ghat, Ram Garh

SECTION –D

Pt. DEEN DAYAL UPADHAYAY Jn:

List of NGO's and Misc.

Sl. No.	N a m e	Tele Phone No. Office	Residence	Place & Distance
1.	Lions Club	255344, 254092	-	-
2.	Ram Krishna Seva-Aashram	2451727		
3.	Sivam Crane services	9839906532	-	-
4.	Pt.Din Dayal Upadhaya Jn.	05412-255782	-	-

Pt. DEEN DAYAL UPADHAYA:Medical

List of the Doctor's and Hospitals :-

S.N	Name and place	Distance in Km.	Office Tele No./ Mobile	Rec. Rly.Tele/ Mobile	ICU\DDU	Ambulance
1.	Divisional Rly. Hospital/DDU	300 mtrs	Emergency 8081212703	72864 (Rly)	9794848511	102
2.	Sab Divisional Rly. Hospital/GAYA		9771427939			
3.	Health Unit/DOS		9771427491			
4.	Sheo Prasad Gupta Hospital, Kabir Chowra, Varanasi	16 K.M.	0542-2214723	0542-2212720		
5.	Sir Sunder Lal Hospital, BHU Trauma center BHU	16 K.M	0542-2369169 0542-2366187	0542-2309415		
6.	Heritage Hospital, Varanasi	16 K.M.	0542-2369995 0542-2366978 0542-2368888	9984948016		
7.	P.P.CENTER DDU	200M		9453290261		
8.	Dr. Rahul Tiwari (Phy.)/DDU	01 K.M.	9415866994			
9.	Dr. Pramila Yadav		8299705983			
10.	Dr. Rajeev		7234072957			
11.	Dr. R.C. Yadav		9452999703			
12.	Dr. Rahul Twari		9415866994			
13.	Dr. Vikash Trivdi		9453481653			
14.	Dr. Nishant Singh		9532111111			
15.	Dr. Manish Dayal		9793356923			
16.	Dr. Kamla Singh		7607478484			
17.	Dr. Rajendra Shrivatava		7905015915			
18.	Dr. M.N. Singh		05412256265			
19.	Dr. Suman Singh		9336061012			
20.	Dr. C. Som		8840825193			
21.	Dr. D.P. Singh		4583999350			
22.	Dr. Laxmi Shankar Yadav		9935374570			
23.	Dr. Vishnu Anand		8418865192			
24.	Dr. A.K. Singh		6392508141			
25.	Dr. K.N.Singh(Ortho)	01 K.M.	256301	9415221565, 05412-256256		
26.	Dr. Nirmala Singh (GYN)	01 K.M.	7800253232			
27.	Dr RAJEEV J.J.HOSPITAL	02KM	7234672957			
28.	Dr C.SOM (Phy)	01KM	8840825193			

Round Specialist Doctors

1. Dr. B. C. Katiyar (Neuro) 16 K.M. 9918743775
2. Dr.G. Chakraborty (Ortho) 16 K.M. 0542-2401777
3.. Dr. S. K. Podder (Neuro) 16 K.M. 7800022415

Sl.No.	Designation	Place	Telephone No.(O)	Telephone No.(R)	Mobile No.
1.	D.M.	CHANDAULI	05412-262557	05412-262555	9454417576
2.	S.D.M.	CHANDAULI	05412-260341	05412-262721	9454417058
3.	D. M.	VARANASI	0542-2508585	0542-2502626 0542-2502727	9454417579
	CMS	CHANDAULI			7565808400
4.	Police Commissioner	VARANASI	0542-2509400 0542-2509399	0542-2509400 0542-2509399	9554400442
5.	DCP	VARANASI	0542-2502644	0542-2501450 0542-2502655	9454400543
6.	Welfare Officer	CHANDAULI MAJHWAR	05412-262660		
7.	Dt. Information Officer	CHANDAULI MAJHWAR	05412-262811		
8.	Chairman (Nagarpalika)	DDU	05412-256296		
9.	NDRF 11th BN (Control)	VARANASI	0542-2501101		8004931410

Pt. DEEN DAYAL UPADHAYA – Civil Administration :

Sl.No.	Designation	Place	Office	Residence	Mobile
1.	I. G.	VARANASI ZONE	0542-2502600	0542-2501433 05412-509400	9454400199
2.	S. P.	CHANDAULI MAJHWAR	05412-262480	05412-262479	9454400262
3.	Police Control	CHANDAULI MAJHWAR	1033, 262466		
4.	Police Station	DDU	100, 255942	72904 (Rly.)	9454403187
5.	Police Station	Alinagar/DDU	255927	9454403178	
6.	Sr.DSC (Commandant/RPF)	DDU Div.	72140 (Rly..)	72141 (Rly.)	9794848700
7.	Paramilitary Force Commandant 36th bn (PAC)	DDU	2668228	2668227 Code - 0542	
8.	Fire Brigade	Chandauli	9454418610		9454418610
9.	Civil Hospital	CHANDAULI	9415446958	8005192647	7565808400
10.	Dixit Crane Services	DDU			9506271370

DEEN DAYAL UPADHAYA – Police Administration:

Sl. No.	Designation	Place	Office	Residence
1.	Deputy Controller of Civil defence	VARANASI	2354765 0542-2508320	
2.	Asstt. Dy. Controller of C/D DDU Office situated beside Telephone exchange/DDU	DDU	No Phone	2336861 (Varanasi)
3.	Dy commandant NDRF 11th BN	VARANASI	8004931451	
4.	Control Room 11th BN NDRF	VARANASI	0542--2501101	8004931410

Civil Defence/ PT.DEEN DAYAL UPADHAYAY

Sl.No.	Place	Office	Residence
1.	PT.DEEN DAYAL UPADHYAY NAGAR	255344/9454418609 254092/9454418610	-
2.	CHANDAULI MAJHWAR	9454418608	-

S.N.	Name & Address of Boatman/Divers	No. of Boats available	Concerned River	Remarks
1.	Boat & Boat Man Civil Defence Gaya	01	PUNPUN	Boatman
2.	Boat & Boat Man-Local Villagers on the Bank of the River Aurangabad	02	SONE	Boatman Sri-Ganesh Choudhary Mob-7762016295 Sri-Umesh Choudhary Mob-9852673231 Add-Rauda Tola Munshi Bigha
3.	Boat & Boat Man-Baraura Ghat Ram Ghar	01	GANGA	Boatman Raju Kumar Choudhary- Mob-7070490673 Rajesh Choudhary-Mob-8002708855 Add-ShivGanj Dehri On Sone Bihar Boatman Chotu, Mob. 9116217460
4.	Boat & Boat Man –To be collected thrugh DMs/SPs Rohtas	01	KARMNASA	Boatman

TELEPHONE NOS OF BLOOD BANKS AND NGOS

BLOOD BANK	(Kamlapati hospital) CHANDAULI		05412-260497	7800022415
BLOOD BANK	BHABUA	06189-223254		8877667831
BLOOD BANK	BHABUA	06189-223254		8877667831
Micro Blood Bank	SASARAM	06184-226371	9771022313	9771022515
BLOOD BANK	SADAR HOSPITAL /SASARAM			7903175747
BLOOD BANK	NMCH/Sasaram	8804018651	6206462650	9431082340
BLOOD BANK	AURANGABAD	9973562741		7004938251
BLOOD BANK	GAYA			9931624863
BLOOD BANK	ANMCH/GAYA	0631-2410339	9570557188	9931624863
BLOOD BANK	NMCH/ARA		06182-226690	8578003020
BLOOD BANK	Govt. Hospital/ARA	06182-226690	9334466166	9507840742
BLOOD BANK	DALTONGANJ		9431138779	9431787476
NGO's -				
Lions Club	VARANASI	0542-255084	0542-256095	
Red Cross Society	BHABUA			9386122155
Red Cross Society	KUDRA			9431837764
Rotary Club	SASARAM			9934937690
Lion's International	SASARAM	06184-221285		9431058785
Marwari Yuwa manch	DEHRI ON SONE			7004285578
AKASH	DEHRI ON SONE			9006296065
Suman,Urmila Devi	DEHRI ON SONE			9431429806
Chamber of Comm	DEHRI ON SONE			9199804567
Chandrika Samajik Utthan & Gramin Vikas Sansthan	JAMUHOR			9939016312 7903975852
Rly Child line	RAFIGANJ	7643005123		9431225404
Lion's Club GAYA	GAYA		06312221687	9835065078
Red Cross	GAYA		0631-2221687	9431225404
JAINTS GROUP	JAPLA			9431138785

IMPORTANT NUMBERS OF NEWS CHANNEL REPORTER

SL.No.	NEWS CHANNEL	NAME	MOBIL NUMBER
1.	AAJ TAK	UDAY GUPTA	9839240024
2.	ZEE NEWS	SANTOSH JAISHWAL	8052727272
3.	ABP NEWS	SHASHANK PANDEY	9454576649
4.	NEWS-18	NITIN GOSWAMI	9473929441

IMPORTANT NUMBERS OF NEWS PAPER REPORTER

SL. No.	NEWS PAPER	NAME	MOBIL NUMBER
1.	DAINIK JAGRAN	VIVEK DUBEY	9450367161
2.	AMAR UJALA	KRISHNA MURARI MISHRA	8115577231
3.	HINDUSTAN	GHANSHYAM PANDEY	9956523797
4.	AAJ	S.P.TIWARI	7309078797

GANJKHAWAJA

STATION: GAQ (GANJKHAWAJA)	STATION	SS/GAQ	TI(M)/DDU
	7525018418, 73481	9794848911	9794848921

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	CHANDAULI	05412-262557	05412-262555	9454417576
2.	S.D.M.	CHANDAULI			9454417058
3.	I. G.	VARANASI	0542-2501600	0542-2509400	9454400199
4.	D.I.G.	VARANASI	0542-2508163	0542-2508171	9454400217
5.	S. P.	CHANDAULI	05412-262480	05412-262479	9454400262
6.	D.S.P	CHANDAULI			9454401618
7.	GRP POST	DDU	05412-252218		9454404415
8.	RPF POST	DDU	72902/03		9794848703
9.	LOCAL THANA	ALINAGAR/MGS	05412-255927		9454403178
10.	POLICE STATION	CHANDAULI	05412-262270		9415904494
11.	FIRE BRIGADE	CHANDAULI		101	9454418608
		DDU	05412-255344	9454418609	9454418610
12.	NDRF 11th BN	VARANASI	0542--2501101		8004931410

(B).LIST OF HOSPITALS & DOCTORS-

1.	RAILWAY HOSPITAL/CMS	DDU	72833,72800, 72801(Rly)		9794848500
2.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
3.	Sab Divisional Rly. Hospital/GAYA		9771427939		
4.	Health Unit/DOS		9771427491		
5.	Sir Sunder Lal Hospital, BHU Trauma center BHU	VARANASI	0542-2369169 0542-2307589 0542-2366187		
6.	Heritage Hospital	VARANASI	0542-2368888	0542-2369995	9415226196
7.	Civil Hospital	CHANDAULI	9415446958	8005192647	7565808400
8.	Dr. Ajit Jaiswal	DDU	05412-255066		9336085566
9.	Dr.KNSingh(Ortho)	DDU	05412-256256	8418865192	
10.	Dr.NilimaSingh	DDU			9336055238
11.	Dr. B. C. Katiyar	VARANASI			9918743775
12.	Dr. S. K. Podder (Neuro)	VARANASI	0542-2401777		
13.	Kamlapati Rajkiya Hospital	CHANDAULI	9415446958	8005192647	7565808400
14.	AMBULANCE	MUGHALSARAI	102	108	
15.	BLOOD BANK	VARANASI	0542-2403194		
16.	BLOOD BANK (Kamlapati Hospital)	CHANDAULI	05412-260497		7800022415

(C).NGO's & OTHER PERSONALITIES-

1	Lions Club	GANJKHAWAJA	0542-255084	0542-256095	
2	Dixit Crane Services	DDU			9506271370

CHANDAULI MAJHWAR

STATION: CDMR (CHANDAULI MAJHWAR)	STATION	SS/CDMR	TI(M)/DDU
	7525018419	**9794848912**	**9794848921**

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	CHANDAULI	05412-262557	05412-262555	9454417576
2.	S.D.M.	CHANDAULI			9454417058
3.	I. G.	VARANASI	0542-2501600	0542-2509400	9454400199
4.	D.I.G.	VARANASI	0542-2508163	0542-2508171	9454400217
5.	S. P.	CHANDAULI	05412-262480	05412-262479	9454400262
6.	D.S.P	CHANDAULI			9454401618
7.	GRP POST	DDU	05412- 72902 05412-72903		9454404415
8.	RPF POST	DDU	05412-72148		9794848719
9.	LOCAL THANA	ALINAGAR/DDU	05412-255927		9454403183
10.	POLICE STATION	CHANDAULI	05412-262270		9415904494
11.	FIRE BRIGADE	CHANDAULI		101	9454418608
		DDU	05412-254092	9454418610	9454418609
12.	**NDRF 11th BN**	**VARANASI**	**0542--2501101**		**8004931410**

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	RAILWAY HOSPITAL/CMS	DDU	72833,72800, 72801(Rly)		9794848500
5.	Sir Sunder Lal Hospital, BHU Trauma center BHU	VARANASI	0542-2369169 0542-2307589 0542-2366187		
6.	Heritage Hospital	VARANASI	0542-2368888	0542-2369995	9415226196
7.	Civil Hospital	CHANDAULI	05412-262164	9415694360	8005192647 9415624510
8.	R.D.Memorial Hospital	CHANDAULI			9415452354
9.	Dr. K N Singh	DDU	8418865192	05412-256256	
10.	Dr. Nilima Singh	DDU			9336055238
11.	Dr G.C.Divedi	CHANDAULI			9450735559
12.	Dr. S. K. Podder (Neuro)	VARANASI	0542-2401777		7800022415
13.	Dr M.P.Choudhary			9451059905	9140689757
14.	AMBULANCE	DDU	102	108	
15.	BLOOD BANK	BLOOD BANK (Kamlapati hospital)	CHANDAULI	05412-260497	7800022415

(C).NGO's & OTHER PERSONALITIES-

1.	Lions Club	VARANASI	0542-255084	0542-256095	
2.	Dixit Crane Services	DDU			9506271370

SAYEDRAJA

STATION: SYJ (SAIDRAJA)			STATION	SS/SYJ	TI(M)/DDU
			7525018420	9794848913	9794848921
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	CHANDAULI	05412-262557	05412-262555	9454417576
2.	S.D.O.	CHANDAULI	05412252235		9454417058
3.	I. G.	VARANASI	0542-2501600	0542-2509400	9454400199
4.	D.I.G.	VARANASI	0542-2508163	0542-2508171	9454400217
5.	S. P.	CHANDAULI	05412-262480	05412-262479	9454400262
6.	D.S.P	CHANDAULI			9454401618
7.	CMS	CHANDAULI			6393821544
8.	GRP POST	DDU	05412- 72902/03	9415395064	9454404415
9.	RPF POST	DDU	05412-72160	9794848719	9794848703
10.	LOCAL THANA	SAIDRAJA	05412-265340		9454403190
11.	POLICE STATION	CHANDAULI	05412-262270		9415904494
12.	FIRE BRIGADE	CHANDAULI	101		9454418607
		DDU	05412-254092	9454418610	9454418609
13.	**NDRF 11th BN**	**VARANASI**	**0542--2501101**		**8004931410**
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Sir Sunder Lal Hospital, BHU Trauma center BHU	VARANASI	0542-2369169 0542-2307589 0542-2366187		
5.	Heritage Hospital	VARANASI	0542-2368888	0542-2369995	9415226196
6.	Civil Hospital	SAIDRAJA	05412-262164	9415694360	9454803111
7.	Civil Surgeon (CMO)	CHANDAULI	05412-262164	05412-262479	8005192647
8.	R.D.Memorial Hospital	CHANDAULI			9415452354
9.	Private Hospital	SAIDRAJA			9839648380
10.	Dr. Nilima Singh	DDU			9336055238
11.	Dr T.N.Pandey	SAIDRAJA			9335123182
12.	Dr. P.K.Chourasia	SAIDRAJA			9453363961
13.	Dr O.P.Sharma				9415866497
14.	Sadguru Narsing home	SAIDRAJA	9839648380		9839648380
15.	AMBULANCE	DDU	102	108	
16.	BLOOD BANK (Kamlapati Hospital)	CHANDAULI	05412-260497		7800022415
(C).NGO's & OTHER PERSONALITIES-					
1.	Bhim Baba Samiti	SAIDRAJA			7007574835
2.	RSS	SAIDRAJA			9415688880
3.	Kali Mandir	SAIDRAJA			9455332794

KARAMNASA

STATION: KMS (KARAMNASA)		STATION	SS/KMS	TI(M)/DDU
		70700096356	9771427901	9794848921
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(KAIMUR)	BHABHUA	06189-223250	06189-223241	9431031500
2.	S.D.O.	MOHANIA			9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P. (KAIMUR)	BHABHUA		06189-223241	9431822979
5.	D.S.P	MOHANIA			9431800096
6.	GRP POST	BHABHUA ROAD			9473197604
7.	RPF POST	BHABHUA ROAD			9771427463
8.	LOCAL THANA	DURGAUTI	100		9431822945
9.	POLICE STATION	SAIDRAJA	265340		9454403190
10.	FIRE BRIGADE	MOHANIA	9708457612	101	7485805910
11.	NDRF 9th BN	(BIHITA) PATNA	06115- 253939		
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Hospital	MOHANIA			9470003361
5.	Kamlapati Rajkiya Hospital	CHANDAULI	05412-260497		8005192647
6.	Pvt. Hospital	MOHANIA			9431430179
7.	Dr. V. K. Pathak	KARAMNASA			9838429272
8.	Dr. R.D.Sharma	KARAMNASA			9162219556
9.	Dr.S.M.Rai	KARAMNASA			9628009008
10.	AMBULANCE		102		
11.	BLOOD BANK	BHABUA	06189-223254		8877667831
(C).NGO's & OTHER PERSONALITIES-					
1.	Nearest Army/Para Military Forces				9431675651
2.	Red Cross Society	BHABUA	9431089524		9386122155
3.	Dixit Crane Services	DDU			9506271370

DHANAICHHA

STATION: DCX (DHANAICHHA)			STATION	SS/DCX	TI(M)/DDU
			70700096357	9771427902	9794848921
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(KAIMUR)	BHABHUA	06189-223250	06189-223241	9473191227
2.	S.D.O.	MOHANIA			9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P.(KAIMUR)	BHABHUA	06189-223672	06189-223211	9431822979
5.	D.S.P	MOHANIA	06189-223245		9431800096
6.	GRP POST	BHABHUA ROAD			9473197604
7.	RPF POST	BHABHUA ROAD			9771427463
8.	LOCAL THANA	DURGAUTI			9431822945
9.	FIRE BRIGADE	MOHANIA	9708457612	101	7485805910 7485805591
10.	**NDRF 9th BN**	(BIHITA) PATNA	06115- 253939		
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794 848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Hospital	MOHANIA			9470003361
5.	Block Hospital	DURGAUTI	9430932421		7762030416
6.	Prakash Hospital	DURGAUTI			9572011091
7.	Dr Akhilesh Yadav	DURGAUTI		9572011091	9771008117
8.	Dr.Santosh Tiwari	DURGAUTI		8789420261	9431485307
9.	Dr.Arvind Mishra	DURGAUTI	8877662831	9973879978	8825179644
10.	AMBULANCE	MOHANIA	102	7004147249	9470003361
11.	BLOOD BANK	BHABUA	06189-223254		8877667831
(C).NGO's & OTHER PERSONALITIES-					
1.	Red Cross Society	BHABUA			9386122155
2.	Pay Loader, Buldoger etc	MOHANIYA			9973152550

DURGAUTI

STATION: DGO (DURGAUTI)			STATION	SS/DGO	TI(M)/DDU
			70700096328	9771427903	9794848921
(A).LIST OF CIVIL AND POLICE ADMI77777NISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(KAIMUR)	BHABHUA	06189-223250	06189-223241	9431031500
2.	S.D.O.	MOHANIA			9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P. (KAIMUR)	BHABHUA	06189-223672	06189-223211	9431822979
5.	D.S.P	MOHANIA	06189-223245		9431800096
6.	GRP POST	BHABHUA ROAD			9473197604
7.	RPF POST	BHABHUA ROAD			9771427463
8.	LOCAL THANA	DURGAUTI			9431822945
9.	FIRE BRIGADE	MOHANIA	101	7485805911	7485805910
10.	**NDRF 9th BN**	(BIHITA) PATNA	06115- 253939		
11.	**District Transport Officer**	BHABUA			6202751070
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Hospital	MOHANIA			9470003361
5.	Civil Surgeon	MOHANIA			9470003354
6.	Block Hospital Dr. Sangita Sindhu	DURGAUTI	7762030416		9470003757
7.	Prakash Hospital	DURGAUTI			9771008117
8.	Dr Akhilesh Yadav	DURGAUTI			9572011091
9.	Dr.Santosh Tiwari	DURGAUTI			9431485307
10.	Dr.Arvind Mishra	DURGAUTI			9973879978
11.	AMBULANCE	MOHANIYA	102		9431430179
12.	BLOOD BANK	BHABUA	06189-223254		8877667831
(C).NGO's & OTHER PERSONALITIES-					
1.	Red Cross Society	BHABUA			9386122155
2.	Pay Loader, Buldoger etc	MOHANIYA			9973152550
3.	Nearest Army/Para Military Forces	DOS	06115-253939		9431675651

BHABUA ROAD

STATION: BBU (BHABUA ROAD)			STATION	SS/BBU	TI(M)/DDU
			70700096352	9771427904	9794848921
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(KAIMUR)	BHABHUA	06189-223250		9473191227
2.	S.D.O.	MOHANIA			9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P. (KAIMUR)	BHABHUA	06189-223672	06189-223211	9431822979
5.	D.S.P	BHABHUA ROAD	06189-223245		9431800096 8544428170
6.	GRP POST	BHABHUA ROAD			9473197604
7.	RPF POST	BHABHUA ROAD			9771427463
8.	LOCAL THANA	MOHANIA			9431822939
9.	FIRE BRIGADE	MOHANIA	7903545524	9541903410	7485805911
10.	**NDRF 9th BN**	(BIHITA) PATNA	06115-253939		
11.	**District Transport Officer**	BHABUA			6202751070
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Dr.Badruddin Ansari	Sub divisional Hospital MOHANIA	947003361	7004147249	9931622275
5.	Dr Avinash Singh	MOHANIA	9431430179		7779895046
6.	Dr.M.P.Singh	MOHANIA			7004050130
7.	Dr.D.K .Singh	MOHANIA			9430816555
8.	Reenadevi Memorial Hospital(Trama Centre)	MOHANIA	9205124091		9934011563
9.	AMBULANCE	MOHANIYA	102	7004147249	9470003361
10.	BLOOD BANK	BHABUA			8877667831
(C).NGO's & OTHER PERSONALITIES-					
1.	Red Cross Society	BHABUA	06189.223470		9386122155
2.	Pay Loader, Buldoger etc(Rishav Kr.	MOHANIYA			9973152550
3.	NAF/PMF	DOS	06184-250121	06184-257044	9473191756

MUTHANI

STATION: MTGE (MUTHANI)	STATION	SS/MTGE	TI(M)/MGS
	70700096338	9771427905	9794848921

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. C.(KAIMUR)	BHABHUA	06189-223250	06189-223241	9473191227
2.	S.D.O.	MOHANIA			9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P.(KAIMUR)	BHABHUA	06189-223672	06189-223211	9431822979
5.	D.S.P	MOHANIA	06189-223245		9431800096
6.	GRP POST	BHABHUA ROAD			9473197604
7.	RPF POST	BHABHUA ROAD			9771427463
8.	LOCAL THANA	MOHANIA			9431822939
9.	FIRE BRIGADE	MOHANIA	9708457612	101	6200885719
10.	**NDRF 9th BN**	(BIHITA) PATNA	06115-253939		
11.	**District Transport Officer**	BHABUA			6202751070

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Hospital (CMO)	MOHANIA	7004147294		9470003361
5.	Dr Avinash Singh	MOHANIA			9431430179
6.	Dr.M.P.Singh	MOHANIA			7004050130
7.	Dr. D.K. Singh				9430816555
8.	AMBULANCE	MOHANIYA	102		8092651550
9.	BLOOD BANK	BHABUA	06189-223254		8877667831
10.	Micro Blood Bank	SASARAM	06184-226371		9771022515

(C).NGO's & OTHER PERSONALITIES-

1.	Red Cross Society	BHABUA	06189-223470		9386122155
2.	Pay Loader, Buldoger etc	MOHANIYA			9973152550

PUSAULI

STATION: PSE (PUSAULI)			STATION 70700096360	SS/PSE 9771427906	TI(M)/MGS 9794848921
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(KAIMUR)	BHABHUA	06189-223250	06189-223241	9473191227
2.	S.D.O.	MOHANIA	-	-	9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P. (KAIMUR)	BHABHUA	06189-223672	06189-223211	9431822979
5.	D.S.P	MOHANIA	06189-223245		9431800096
6.	GRP POST	BHABHUA ROAD		620233218	9473197604
7.	RPF POST	SASARAM	06184-228677		9471426463
8.	LOCAL THANA	KUDRA	06187-255237		9431822940
9.	FIRE BRIGADE	MOHANIA	9708457612, 7541103410	101, 7482505911	7485805910
10.	NDRF 9th BN	(BIHITA) PATNA	06115- 253939		
11.	District Transport Officer	BHABUA			6202751070
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794 848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon	BHABHUA			9470003354
5.	Civil Hospital	MOHANIYA	06187-255087	-	9470003361
6.	AMBULANCE	SASARAM	06187-222039		
7.	AMBULANCE	MOHANIYA	102		9470003361
8.	BLOOD BANK	NMCH/SASARAM	06184-281899	06184-281033	8877667831
9.					
10.	P.H.C	Kudara			9470003352
11.	Dr. Avinash Singh	MOHANIYA			9431430179
12.	Dr. S.K. Singh	Kudara		8293678889	7250853234
13.	Dr. Upendra Singh				9431675398
(C). NGO's & OTHER PERSONALITIES-					
1.	Red Cross Society	BHABUA	06189-223470	9386122155	9431089524
2.	Earth Moving Equipment-	(I)Raghvendra Pratap singh/SSM (II) Lakshman Singh/KTQ			9955698111 9801741192
3.	Upendra Pratap Singh				9431837764
4.	Women help line				9770468015
5.	Ice factory	Sukrit ice factory BHABUA			9955457666
6.	ARMY/PMF	BMP/DOS			9473191756

KUDRA

STATION: PSE (PUSAULI)		STATION	SS/PSE	TI(M)/MGS
		70700096360	9771427906	9794848921
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(KAIMUR)	BHABHUA	06189-223250	06189-223241	9473191227
2.	S.D.O.	MOHANIA	-	-	9473191230
3.	A.D.M.	BHABHUA			9473191228
4.	S. P. (KAIMUR)	BHABHUA	06189-223672	9031826563	9431822979
5.	D.S.P	MOHANIA	06189-223245	9031826567	9431800096
6.	GRP POST	BHABHUA ROAD			9473197604
7.	RPF POST	SASARAM	06184-228677		9471426463
8.	LOCAL THANA	KUDRA	06187-255237		9031826575
9.	FIRE BRIGADE	MOHANIA	9708457612	101	7485805910
10.	**NDRF 9th BN**	(BIHITA) PATNA	06115- 253939		
11.	**District Transport Officer**	BHABUA			6202751070
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU	76 KM	Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	139 KM	9771427939		
3.	Health Unit/DOS		9771427491		
4..	Civil Surgeon	BHABHUA			9470003354
5.	Civil Hospital	MOHANIYA	06187-255087	-	9470003361
6.	Rly. Hospital	DEHRI ON SONE	9771427502		9794848500
7.	AMBULANCE	SASARAM	06187-222039		
8.	AMBULANCE	MOHANIYA	102		9470003361
9.	BLOOD BANK	NMCH/SASARAM	06184-281899	06184-281033	8877667831
10.	P.H.C	Kudara			9470003352
11.	Dr. Shahil Raj	Kudra			8709988349
12.	Dr. S.K. Singh	Kudara			7250853234
13.	Dr. Upendra Singh				9431675398
(C).NGO's & OTHER PERSONALITIES-					
1.	Red Cross Society	BHABUA	06189-223470	9386122155	9431089524
2.	Earth Moving Equipment-	(I)Raghvendra Pratap singh/SSM (II) Lakshman Singh/KTQ			9955698111 9801741192
3.	Upendra Pratap Singh				9431837764
4.	Women help line				9770468015
5.	Ice factory	Sukrit ice factory BHABUA			9955457666
6.	ARMY/PMF	BMP/DOS			9473191756

KHURMABAD

STATION: KVD (KHURMABAD)	STATION	SS/KVD	TI(M)/SSM
	707000963		9771427937

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9431632414
2.	S.D.O.	SASARAM	06184-222053	06184-222054	9473191223
3.	S. P.(ROHTAS).	DEHRI ON SONE	06184-253204	06184-253205	9431822978
4.	D.S.P	SASARAM	06184-222031	06184-222032	9431800099
5.	GRP POST	SASARAM			9431822702
6.	RPF POST	SASARAM	06184-228877		9771427705
7.	LOCAL THANA	SHIVSAGAR	06184-276133		9431822813
8.	FIRE BRIGADE	SASARAM	06184-223314	9546008033	7485805925
9.	**NDRF 9th BN**	(BIHITA) PATNA	06115 253939		
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794 848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
	Civil Surgeon	SASARAM	06184-222039		9470003640
2.	Civil Hospital	SASARAM	06184-227105		
3.	Rly. Hospital	DEHRI ON SONE	06181-70370		8299018655
4.	PHC	Shiv Sager			9470003661
4.	PHC	KUDRA			9470003352
5.	Dr. Sanjay Kr. Singh	KUDRA		9250253234	8293678889
6.	Dr.Prahalad Singh	KUDRA			06154255048
7.	NMCH Jamuhar	SASARAM			8578003036
8.	AMBULANCE	SASARAM	06187-222039	102	9934937240
9.	(I)BLOOD BANK (II) Blood bank	NMCH/ SASARAM SADAR Hospital SASARAM			7903175747 8405003052 7903175747
(C).NGO's & OTHER PERSONALITIES-					
1.	Rotary Club	SASARAM			9934937690
2.	Lion's International	SASARAM			9431058785
3.	Nearest Army/P M Force	DOS	06184-250121	06184-257044	9473191756
4.	Raghvendra Pratap singh	Earth moving equipment/SASARAM			9955698111
5.	Ahmad ji Hydra	DOS			7004683883
6.	ICE Factory	Himani Cold store SASARAM			9525592025

SHIVSAGAR ROAD

STATION:SSG (SHIUSAGAR ROAD)		STATION	SS/SSG	TI(M)/SSM
		70700096358	9771427908	9771427937
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9031071844
2.	S.D.O.	SASARAM	06184-222053	06184-222054	9473191223
3.	S. P. (ROHTAS)	DEHRI ON SONE	06184-253204	06184-253205	9031826488
4.	D.S.P	SASARAM	06184-222031	06184-222032	9431800099
5.	GRP POST	SASARAM			9431822702
6.	RPF POST	SASARAM	06184-228877		9771427705
7.	LOCAL THANA	SHIVSAGAR	06184-276133	9031826532	9431822813
8.	FIRE BRIGADE	SASARAM	06184-223314	9546008033	7485805925
9.	NDRF 9th BN	(BIHITA) PATNA	06115- 253939		
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon	SASARAM	06184-222039		9470003640
5.	Civil Hospital	SASARAM	06184-227105		
6.	Rly. Hospital	DOS	06184-222039		8299018655
7.	Dr. Anil Kr.Singh	SASARAM			9430805397
8.	Dr.Kumar Chitranjan Singh	KUDRA			9431845807
9.	PHC	Shiv Sager		8544421756	9470003661
10.	NMCH Jamuhar	SASARAM			8578003036
11.	AMBULANCE	SASARAM	06187-222039	102	9934937240
12.	BLOOD BANK Sadar Hospital	NMCH/ SASARAM SASARAM		 8544421756	8405003052 7903175747 9470003661
13.	Micro Blood Bank	SASARAM	06184-226371	9934937240	9771022515
14.	ICE Factory	Himani Cold store SASARAM			9525592025
(C).NGO's & OTHER PERSONALITIES-					
1.	Rotary Club	SASARAM			9934937690
2.	Lion's International	SASARAM			9431058785
3.	Nearest Army/P M Force	DOS	06184-250121	06184-257044	9473191756
4.	Pay Loader Services	DOS			7903202721 8228860074
5.	Raghvendra Pratap singh	Earth moving equipment/SASARAM			9955698111
6.	Ahmad ji Hydra	DOS			7004683883

KUMAHU

STATION:KMGE (KUMAHU)	STATION	SS/ KMGE	TI(M)/SSM
	70700096353	9771427909	9771427937

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226		9431632414
2.	S.D.O.	SASARAM	06184-222053		9473191223
3.	S. P. (ROHTAS)	DEHRI ON SONE	06184-253204		9431822978
4.	D.S.P	SASARAM	06184-222031	9031826525	9431800099
5.	GRP POST	SASARAM			9431822702
6.	RPF POST	SASARAM			9771427705
7.	LOCAL THANA				9031826532
8.	FIRE BRIGADE	SASARAM	06184-223314	9546008033	7485805925
9.	DTO	SASARAM			6202751168
10.	**NDRF 9th BN**	(BIHITA) PATNA	06115- 253939		

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794 848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		9771427491
4.	Civil Surgeon	SASARAM			9470003640
5.	Civil Hospital	SASARAM	06184-227105		
6.	Rly. Hospital	DEHRI ON SONE	06184-70370		8299018655
7.	Dr. Anil Kr.Singh	SASARAM			9430805397
8.	Dr.Kumar Chitranjan Singh	KUDRA			9431845807
9.	PHC	Shiv Sager			9470003661
10.	NMCH Jamuhar	SASARAM			8578003036
11.	AMBULANCE	SASARAM	06187-222039	102	9934937240
12.	BLOOD BANK	NMCH/SASARAM	06184-281899	06184-281033	7903175747
13.	Sadar Hospital	Sasaram			9934937240
14.	Micro Blood Bank	SASARAM	06184-226371	7903175747	9771022515

(C).NGO's & OTHER PERSONALITIES-

1.	Rotary Club	SASARAM			9934937690
2.	Lion's International	SASARAM			9431058785
3.	Nearest Army/P M Force	DOS	06184-250121	06184-257044	
4.	Pay Loader Services	DOS			7903202721
5.	Raghvendra Pratap singh	Earth moving equipment/SASARAM			9955698111
6.	Ahmad ji Hydra	DOS			7004683883
7.	ICE Factory	Himani Cold store SASARAM			952559202

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SASARAM

STATION:SSM (SASARAM)	STATION	SS/ SSM	TI(M)/SSM
	06184-227544	9771427910	9771427937

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9431632414
2.	S.D.O.	SASARAM	06184-222053	06184-222054	9473191223
3.	S. P. (ROHTAS)	DEHRI ON SONE	06184-253204	9031826488	9431822978
4.	D.S.P	SASARAM	06184-222031	9031826488	9431800099
5.	GRP POST	SASARAM		9031828352	9431822702
6.	RPF POST	SASARAM	06184-228877		9771427705
7.	LOCAL THANA	Model Town Thana SASARAM	06184-276133	9031826527	9431822810
8.	FIRE BRIGADE	SASARAM	06184-223314		7485805925
9.	**NDRF 9th BN**	(BIHITA) PATNA	06115- 253939		
10.	Army/Para M/Force	BMP /DOS	06184-250121	06184-257044	9473191756
11.	Distric transport officer	D.T, O. SASARAM			620751168
12.	Boat man	N/A			

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794 848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon	SASARAM	06184-222039		9470003640
5.	Civil Hospital	SASARAM	06184-281899	06184-281899	9470003640
6.					
7.	NMCH	Jamuhar/Sasaram		8578003020	8578003036
8.	Dr. Anil Kr. Singh	SASARAM	06184-222730		9430805397
9.	Dr. Kumar Chitranja Singh	SASARAM	06187-255270		9431845807
10.	AMBULANCE	Sadar Hospital SASARAM	06187-222039	102	9934937240
11.	BLOOD BANK	NMCH Sasaram			8405003052
12.	BLOOD BANK	Sadar Hospital SASARAM			7903175747

(C).NGO's & OTHER PERSONALITIES-

1.	Lion's International	SASARAM	06184-221285		9431058785
2.	Rotary Club	SASARAM	06184-221054		9934937690
3.	Earth moving equipment	Raghvendra Pratap Singh, SASARAM Ahmad Jee Hydra, DOS			9955698111 7004683883
4.	Ice factory	Himani cold store SASARAM			9525592025
5.	Pay Loader Buldozar				8228860074

KARWANDIYA

STATION:KWD (KARWANDIYA)	STATION	SS/ KWD	TI(M)/SSM
	7070098354	9771427911	9771427937

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9431632414
2.	S.D.O.	SASARAM	06184-222053	06184-222054	9473191223
3.	S. P. (ROHTAS)	DEHRI ON SONE	06184-253204	06184-253205	9431622978
4.	D.S.P	SASARAM	06184-222031	06184-222032	9431800099
5.	GRP POST	SASARAM			9431822702
6.	RPF POST	SASARAM	06184-254905		9771427705
7.	LOCAL THANA	Muffasil SASARAM	06184-222035		9431822811
8.	FIRE BRIGADE	SASARAM	06184-222514	101	7485805925
9.	NDRF 9th BN	(BIHITA) PATNA	06115-253939		
10.	Army/Para M/Force	BMP /DOS	06184-250121	06184-257044	9473191756

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon	SASARAM	06184-222039		9470003640
5.	Rly. Hospital	DEHRI ON SONE	06184-222039		8299018655
6.	NMCH	Jamuhar/Sasaram		8578003020	8578003036
7.	Dr. Ambekar Ranjan	SASARAM			7170526004
8.	Dr. Nitu Navneet	SASARAM			9234654637
9.	Distric transport officer	D.T.O, SASARAM			620751168
10.	Boat man	N/A			
11.	AMBULANCE	Sadar Hospital SASARAM	06187-222039	102	9934937240
12.	BLOOD BANK	NMCH Sasaram			8405003052
13.	BLOOD BANK	Sadar Hospital SASARAM			7903175747

(C).NGO's & OTHER PERSONALITIES-

1.	Maa sharda Club	KWD			9939606000
2.	Rotry club	SASARAM			9934937690
3.	Manoj Kr. Singh	KWD			9931241050
4.	Ice factory	Asutosh Kr. Himganga Store			9123497564
5.	Earth moving equipment	Raghvendra Pratap Singh, SASARAM Ahmad Jee Hydra, DOS		8228860074	9955698111 7004683883

PAHLEZA

STATION:PHE (PAHLEZA)	STATION	SS/ PHE	TI(M)/DOS
	7070098353	9771427912	9771427034

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9431632114
2.	S.D.O.	DEHRI ON SONE			9473191225
3.	S. P. (ROHTAS)	DEHRI ON SONE	06184-253204	9031826488	9031826488
4.	D.S.P	DEHRI ON SONE	9031826500	9031826489	9431800100
5.	GRP POST	DEHRI ON SONE			9473117603
6.	RPF POST	DEHRI ON SONE			9771427702
7.	LOCAL THANA	Muffasil DOS		06184223433	9031826492
8.	FIRE BRIGADE	DEHRI ON SONE	7485805928	101	7485805928 9304203820
9.	NDRF 9th BN	(BIHITA) PATNA	06115- 253939		
10.	Army/Para M/Force	B.M.P. Dehri-on-sone			9473191756

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU	112 KM	Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	90 KM	9771427939		
3.	Health Unit/DOS	07 KM	9771427491	9473191756	8228860074
4.	Civil Surgeon	SASARAM	06184-222039	9431434175	9470003640
5.	Sub Divisional Hospital	DEHRI ON SONE	06184-281899	06184-281899	9470003638 8544421743
6.	City hospital	DOS			9450234327
7.	Dr J. P. Singh	DEHRI ON SONE			9873496722
8.	Dr. R.D. Singh	DEHRI ON SONE			9431028891
9.	Dr. R.P. Singh	DEHRI ON SONE			9431028690
10.	Dr. S.B. Prasad		06184-253393		7739440000
11	AMBULANCE	DEHRI ON SONE	102	9578003038	8578003020
11.	BLOOD BANK	NMCH Jamuhar Ma Dignostic DOS			8405003052 9471990101
12.	Ice factory	Himani cold store SASARAM			9525592025
13.	Distric transport officer	D.T.O, SASARAM Adl.DTO			620751168 9852690806

(C).NGO's & OTHER PERSONALITIES-

1	Rotary club	SASARAM			9934937690
2	Mahila Kalyan Sansthan	DEHRI ON SONE			7001623415
3	Earth moving equipment	Ahmad Jee Hydra,DOS			7004683883
4	Boat man	Jayant choudhary Jayant choudhary	DOS		6202840534 7542008423
		Dilip choudhary	DOS		9693256565
		Jagnarayan choudhary	DOS		7079020142

DEHRI-ON-SONE

STATION:DOS (DEHRI-ON-SONE)	STATION	SS/ DOS	TI(M)/DOS
	06184-255963	9771427913	9771427034

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9431632414 8228860074
2.	S.D.O.	DEHRI ON SONE	06184-251778		9473191225
3.	S. P. (ROSTAS)	DEHRI ON SONE	06184-253204	06184-253205	9431822978
4.	D.S.P	DEHRI ON SONE			9431800099
5.	GRP POST	DEHRI ON SONE			9473197603
6.	RPF POST	DEHRI ON SONE	06184-254905		9771427702
7.	LOCAL THANA	DEHRI ON SONE	06184-223433		9431822822
8.	FIRE BRIGADE	DALMIYANAGAR	101	7485805928	7485805929
9.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
10.	**Army/Para M/Force**	Dehri-on-sone	06184-250121	06184-257044	

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon	SASARAM	06184-222039		9470003640
5.	Sub Divisional Hospital	DEHRI ON SONE	06184-281899	06184-281899	9470003638 8544421743
6.	City hospital	DOS			9450234327
7.	Dr Sanjeev Kr. Sinha	DEHRI ON SONE			9006379344
8.	Dr. J.S.Kashyap	Pali Rd DEHRI ON SONE			9771511057 7979093707
9.	Distric transport officer	D.T.O, SASARAM Adl.DTO			620751168 9852690806
10.	NMCH	Jamuhar			8578003036 8578003020
11.	Dr. Navin Natraj	DEHRI ON SONE			8521400137
12.	AMBULANCE	DEHRI ON SONE	102, 108		
13.	BLOOD BANK	NMCH Jamuhar Ma Dignostic DOS			8405003052 9471990101

(C).NGO's & OTHER PERSONALITIES-

1.	Marwari club	DEHRI ON SONE			9334865498
2.	Mahila Kalyan Sansthan	DEHRI ON SONE			7001623415
3.	Chamber of Comm	DEHRI ON SONE			9199804567
4.	Pay Loader, Buldoger etc	DEHRI ON SONE			8228860071 9334281236
5.	Earth moving equipment	Ahmad Jee Hydra,DOS			7004683883
6.	Boat man	Jayant choudhary Jayant choudhary	DOS		6202840534 7542008423
7.		Dilip choudhary	DOS		9693256565
8.		J. choudhary	DOS		7079020142

SONENAGAR

STATION:SEB (SONENAGAR)		STATION	SS/ SEB	TI(M)/SEB
		7525039570	9771427914	8400100220
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191264
3.	S. P.	AURANGABAD			9431822974
4.	D.S.P	AURANGABAD			9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	DEHRI ON SONE			9771427702
7.	LOCAL THANA	BARUN			9431822233
8	FIRE BRIGADE	AURANGABAD	06186-222795	101	7485805920
9.	**Army/Para M/Force**	BMP Dehri-on-sone	06184-250121	06184-257044	**9473191756**
10.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon/CMS	AURANGABAD		9470003054	9470003054
5.	Civil Hospital	BARUN			9470003061
6.	Narayan Medical Hospital	JAMUHAR		8578003036	8578003036
7.	Dr. Manoj Agarwal	DEHRI ON SONE			7004626189
8.	Dr. J.P.Singh	Shankar Hospital DOS			7739440000
9.	AMBULANCE	Aurangabad (Chunnu jee)	102		7761970865
10.	BLOOD BANK	NMCH JAMUHAR			8083465813 8405003052
11.	BLOOD BANK	Sadar Hospital Aurangabad			9973562741
(C).NGO's & OTHER PERSONALITIES-					
1.	Bihar Pradesh Marwari Sangh	DEHRI ON SONE			7004285578
2.	AKASH	DEHRI ON SONE			9006296065
3.	Suman, Sachiv	DEHRI ON SONE			9431429806
4.	Chamber of Comm	DEHRI ON SONE			9199804567
5.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			8930854050 8209468131 7667438196
6.	Distric transport officer	DTO, Aurangabad			6202751017
7.	Ice Factory	Himani cold store			9525592025
8.	Pay Loader, Buldoger etc	DEHRI ON SONE			8228560074

CHIRAILA PAUTHU

STATION:CPBH (CHIRAILA)			STATION	SS/ CPBH	TI(M)/SEB
			7070098334		8400100220
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191264
3.	S. P.	AURANGABAD	06186-222201	9031826305	9431822974
4.	D.S.P	AURANGABAD		9031826036	9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	DEHRI ON SONE	06184-254905		9771427702
7.	LOCAL THANA	BARUN			9431826311
8.	FIRE BRIGADE	AURANGABAD	06186-222795	101	7485805920
9.	Army/Para M/Force	BMP DEHRI ON SONE	06184-250121	06184-220224	**9473191756**
10.	NDRF 9th BN	(BIHITA) PATNA	: 06115- 253939.		
11	District transport Officer	DTO, AURANGABAD			**6202751017**
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon/CMS	AURANGABAD		9470003054	9470003054
5.	Civil Hospital	AURANGABAD		9470003061	9470003061
6.	Rly. Hospital	SONENAGAR			9771427491
7.	Dev Hospital	AURANGABAD	962222218	9931890450	9231069600
8.	Dr. B.K..Singh	AURANGABAD			9431256830
9.	Dr. Anil Kr. Singh	AURANGABAD			9431278953
10.	Dr.Shobha Rani	AURANGABAD			8271065140
11.	AMBULANCE	Aurangabad (Chunnu jee)	102	6207895953	7761970865 6207195953
12.	BLOOD BANK	NMCH JAMUHAR			8083465813 8405003052
13.	BLOOD BANK	Sadar Hospital Aurangabad			9973562741
(C).NGO's & OTHER PERSONALITIES-					
1.	Chandrika Samajik Utthan & Gramin Vikas Sansthan	JAMUHOR			9939016312 7903975852
2.	Ice Factory	Himani cold store			9525592025
3.	Pay Loader, Buldoger etc	DEHRI ON SONE			8228560074
4.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			8930854050 8209468131 7667438196
5	Distric transport officer	DTO, Aurangabad			6202751017

ANUGRAH NARAIN ROAD

STATION:AUBR (ANUGRAH NARAYAN ROAD)	STATION	SS/ AUBR	TI(M)/SEB
	7070098335	**9771427915**	**8400100220**

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.N	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191264
3.	S. P.	AURANGABAD	06186-222201		9431822974
4.	D.S.P	AURANGABAD			9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	DEHRI ON SONE	06184-254905		9771427702
7.	LOCAL THANA	JAMUHOR			9431822252
8.	FIRE BRIGADE	AURANGABAD	06186-222795	112	8292233335
9.	**Army/Para M/Force**	BMP, DEHRI ON SONE	06184-250121	06184-220224	**9473191756**
10.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
11.	**District transport Officer**	DTO, AURANGABAD			**8709967955**

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon	AURANGABAD			9470003054
5.	Civil Hospital	AURANGABAD		9470003061	9470003061
6.	Rly. Hospital	SONENAGAR			9771427491
7.	Deo private Hospital	AURANGABAD			9801875330
8.	Dr. B.K..Singh	AURANGABAD			9431256830
9.	Dr. Anil Kr. Singh	AURANGABAD			9431278953
10.	Dr.Shobha Rani	AURANGABAD			8271065140
11.	AMBULANCE	Aurangabad (Chunnu jee)	102, 108		7761970865
12.	BLOOD BANK	NMCH JAMUHAR			8083465813 8405003052
13.	BLOOD BANK	Red Cross Aurangabad		9304668293	9973562741 7004938251
14.	Ice Factory	Obra, Aurangabad			7739117510

(C).NGO's & OTHER PERSONALITIES-

1.	Chandrika Samajik Utthan & Gramin Vikas Sansthan	JAMUHOR			9939016312 7903975852
2.	Earth moving Equipment	JCB, Arunjay Kumar Aurangabad			9693101911
3.	Pay Loader, Buldoger etc	DEHRI ON SONE			8228860074

PHESAR

STATION:PES (PHESAR)			STATION	SS/ PES	TI(M)/SEB
			7070096361	9771427916	8400100220
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191264
3.	S. P.	AURANGABAD	06186-222201	9473191261	9031826305
4.	D.S.P	AURANGABAD			9431800106
5.	GRP POST	SONENAGAR		9031822350	9431822701
6.	RPF POST	DEHRI ON SONE			9771427702
7.	LOCAL THANA	PHESAR		90310330785	7979014191
8.	FIRE BRIGADE	AURANGABAD		112	7485805920
9.	Army/Para M/Force	BMP DEHRI ON SONE	06184-250121	06184-220224	9473191756
10.	NDRF 9th BN	(BIHITA) PATNA	: 06115- 253939.		
11.	District transport Officer	DTO, AURANGABAD			6202751017
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Hostital/CMS	AURANGABAD	9470003061		9470003054
5.	Rly. Hospital	SONENAGAR			9771427491
6.	NMCH	Jamuhar			8578003036
7.	Dr. B.K..Singh	AURANGABAD			9431256830
8.	Dr. Rmashish Singh	AURANGABAD			9431256220
9.	Dr.Shobha Rani	AURANGABAD			8271065140
10.	Dr. Bijay Kumar	PHESAR			9006272904
11.	NMCH	Jamuhar			8578003036
12.	AMBULANCE	Aurangabad (Chunnu jee)	102		7761970865
13.	BLOOD BANK	NMCH JAMUHAR			8083465813 8405003052
14.	BLOOD BANK	Sadar Hospital Aurangabad	7004938251	8877650010	9973562741
15.	Ice Factory	Himani cold store			9525592025
(C).NGO's & OTHER PERSONALITIES-					
1.	Rakesh Kumar (Mukhiya)	PHESAR			7033228170
2.	Amrita Kumari Sarpunch	PHESAR			9934748076
3.	Pay Loader, Buldoger etc	DEHRI ON SONE			8228860074
4.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			8930854050 8209468131 7667438196

BAGOHI KUSHA

STATION:BHKH (BAGOHI KUSHA)		STATION 7070096326	SS/ BHKH 9771427917		TI(M)/SEB 8400100220
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191264
3.	S. P.	AURANGABAD	06186-222201		9431822974
4.	D.S.P	AURANGABAD			9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	DEHRI ON SONE			9771427702
7.	LOCAL THANA	PHESAR			7979014191
8.	FIRE BRIGADE	AURANGABAD		101	7485805920
9.	**Army/Para M/Force**	BMP, DEHRI ON SONE	06184-250121	06184-220224	9473191756
10.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
11.	**District transport Officer**	DTO, AURANGABAD			6202751017
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon/CMS	AURANGABAD		9470003054	9470003054
5.	Rly. Hospital	SONENAGAR			9771427491
6.	NMCH	Jamuhar			8578003036
7.	Dr. B.K..Singh	AURANGABAD			9431256830
8.	Dr. Vijay Kumar	Phesar			9006272904
9.	Dr.Shobha Rani	AURANGABAD			8271065140
10.	AMBULANCE	Aurangabad (Chunnu jee)	102		7761970865
11.	BLOOD BANK	NMCH JAMUHAR			8083465813 8405003052
12.	BLOOD BANK	Sadar Hospital Aurangabad			9973562741
13.	Ice Factory	Himani cold store			9525592025
(C).NGO's & OTHER PERSONALITIES-					
1.	Smt.Usha Devi (Mukhiya)	BAGOHI KUSHA			9939432999
2.	Sri.Madan Kumar (Sarpanch)	BAGOHI KUSHA			9973538461
3.	Pay Loader, Buldoger etc	DEHRI ON SONE			8228860074
4.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			 8930854050 8209468131 7667438196

JAKHIM

STATION:JHN (JAKHIM)	STATION	SS/ JHN	TI(M)/SEB
	7070096346	9771427917	8400100220

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191264
3.	S. P.	AURANGABAD	06186-222201		9431822974
4.	D.S.P	AURANGABAD			9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	RAFIGANJ			9771427704
7.	LOCAL THANA	RAFIGANJ	06327-25078		9431822236
8.	FIRE BRIGADE	AURANGABAD			7485805920
9.	Army/Para M/Force	BMP, DEHRI ON SONE	06184-250121	06184-220224	9473191756
10.	NDRF 9th BN	(BIHITA) PATNA	: 06115- 253939.		
11.	District transport Officer	DTO, AURANGABAD			6202751017

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Civil Surgeon/CMS	AURANGABAD		9470003054	9470003054
5.	NMCH	Jamuhar			8578003036
6.					
7.	Dr. B.K..Singh	AURANGABAD			9431256830
8.	Dr. Anil Kr. Singh	AURANGABAD			9431278953
9.	Dr.Shobha Rani	AURANGABAD			8271065140
10.	AMBULANCE	Aurangabad (Chunnu jee)	102		7761970865
11.	BLOOD BANK	NMCH JAMUHAR			8083465813 8405003052
12.	BLOOD BANK	Sadar Hospital Aurangabad			9973562741
13.	Ice Factory	Himani cold store			9525592025

(C).NGO's & OTHER PERSONALITIES-

1.	Smt.Mamta Kumari (Mukhiya)	JHAKHIM			7004471072
2.	Sri Sandip Singh (Sarpanch)	JHAKHIM			6200573231
3.	Pay Loader ,Buldoger etc	DEHRI ON SONE			8228860074
4.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			8930854050 8209468131 7667438196

DEO ROAD

STATION:DORD (DEO ROAD)	STATION	SS/ DORD	TI(M)/SEB
	7070096345		8400100220

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD			9473191263
3.	S. P.	AURANGABAD	06186-224175		9431822974
4.	D.S.P	AURANGABAD	06186-222756	06186-223123	9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	RAFIGANJ			9771427704
7.	LOCAL THANA	RAFIGANJ	9431822236	6327350738	9431822236
8.	FIRE BRIGADE	AURANGABAD	06186-222795	101	7485805920
9.	**Army/Para M/Force**	BMP, DOS	06184-257044		9473191756
10.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
11.	**District transport Officer**	DTO, AURANGABAD			6202751017

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
	Civil Surgeon/CMS	AURANGABAD	06186-224543		9470003054
4.	Civil Hospital	RAFIGANJ			7250184764
5.	Rly. Hospital	SONENAGAR			9771427491
6.	NMCH	Jamuhar			8578003036
7.	Dr.Fakhrul islam	RAFIGANJ			9631707578
8.	Dr. Manjoor Alam	RAFIGANJ			9934783005
9.	Dr. Durga Prasad	RAFIGANJ			9931258955
10.	Dr. Harooln Rashid	RAFIGANJ			9934465148
11.	AMBULANCE	Aurangabad (Chunnu jee)	102 Rafiganj		9771491628 9934034989
12.	BLOOD BANK	NMCH JAMUHAR, GAYA			8083465813 8405003052
13.	BLOOD BANK	Sadar Hospital Aurangabad,GAYA			9931624863 9973562741
14.	Ice Factory	Himani cold store			9525592025

(C).NGO's OTHER PERSONALITIES-

1.	Traquee, Raja Bagicha	RAFIGANJ	9155748649		9931621828
2.	Pay Loader ,Buldoger etc	DEHRI ON SONE			8228860074
3.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			8930854050 8209468131 7667438196

RAFIGANJ

STATION:RFJ (RAFIGANJ)			STATION	SS/ RFJ	TI(M)/GYA
			7070096335	9771427218	9771427941
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	S.D.O.	AURANGABAD	06186-223127		9473191263
3.	S. P.	AURANGABAD	06186-222200	06186-223195	9431822974
4.	D.S.P	AURANGABAD	06186-223158	06186-223123	9431800106
5.	GRP POST	SONENAGAR			9431822701
6.	RPF POST	RAFIGANJ			9771427704
7.	LOCAL THANA	RAFIGANJ	9431822236		9431822236
8.	FIRE BRIGADE	RAFIGANJ	101	9608726899	9431822236
9.	NDRF 9th BN	(BIHITA) PATNA	: 06115- 253939		
10.	Army/Para M/Force	CRPF-47 Beri Madanpur			
11.	District transport Officer	DTO, AURANGABAD			6202751017
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Divisional Hospital	GAYA			9771427505
5.	Civil Surgeon/CMS	AURANGABAD	06186-224543		9470003054 9470003061
6.	CHC	RAFIGANJ	9162225022		8544421177
7.	Dr.Fakhrul islam	RAFIGANJ			9631707578
8.	Dr. Manjoor Alam	RAFIGANJ			9934783005
9.	Dr Amit Manohar	RAFIGANJ			9771022717
10.	Dr. Arvind Kr. Singh	RAFIGANJ			9470003055
11.	Dr. Durga Prasad	RAFIGANJ			9934034989
12.	Dr. Vinod Kr.	RAFIGANJ			9931622100
13.	AMBULANCE	CHC, RAFIGANJ			8544421177
14.	AMBULANCE	Matri seva Sadan	RAFIGANJ		9934034989
15.	BLOOD BANK	AURANGABAD	8083465813	8877650010	06186295052
16.	Civil SURGEON	AURANGABAD	06186-224543		9470003061
17.	Ice Factory	Bittu Ice Factory			9955496704
(C).NGO's & OTHER PERSONALITIES-					
1.	Tarraquee/Mohala Raja Bagicha	RAFIGANJ			7292835659 9431095531
2.	Baksh foundation	RAFIGANJ			9934034989
3.	Rly. Child Line	RAFIGANJ			1098
4..	Pay Loader, Buldoger etc	RAFIGANJ			9572916396
5.	Earth Moving Equipment	NS Crane Corp. AURANGABAD Crane & Towing Service			9916469446 9431453782

ISMAILPUR

STATION:IMGE (ISMAILPUR)		STATION 7070098329	SS/ IMGE 9771427219		TI(M)/GYA 9771427941
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	GAYA	0631-2222800	0631-2222900	9477191244
2.	S.D.O.	GAYA			9473191246
3.	S. P.	GAYA	0631-2225901	0631-2225902	9431822973
4.	Dy. S.P.	GAYA/ Tekari		9431800110	9431800108
5.	GRP POST	GAYA	031-2220267		9431822699 8340203614
6.	RPF POST	RAFIGANJ		0631-74628	9771427704
7.	LOCAL THANA	GURARU			9431822223
	LOCAL THANA	Konch			9431822211
8.	FIRE BRIGADE	GAYA	102 ,108	06312222258	7485805959
9.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
10.	**Army/Para M/Force**	GAYA	0631-22244560	0631-2224561	
11.	**District transport Officer**	DTO, GAYA			6202751055
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Medical College (ANMMCH)	GAYA	0631-2210144		9470003301
5.	Superintendent (ANMMCH)	GAYA			9470003301
6.	Civil Surgeon	GAYA			9470003268
7.	Rly. Hospital	GAYA	74418 Rly.	9771427500	9771427939
8.	Civil Hospital	GURARU		9162225022	9931722410
9.	Dr. Lal Jee Yadav	GURARU			9931435065
10.	Dr.Surendra Narayan	GURARU			9771669029
11.	AMBULANCE	Maitri Sadan GAYA	102 /108		9934034989
12.	BLOOD BANK	ANMCH/GAYA	0631-2410339		9570557188
(C).NGO's & OTHER PERSONALITIES-					
1.	Rly Child line	GYA	7643005123		9431225404
2.	Lion's Club GAYA	GAYA	9835065471	06312221687	9835065078
3.	Red Cross	GAYA		9939970568 9973088813	9771533025 9430054396
4.	Pay Loader, Buldoger etc	GAYA			9113319247
5.	Tarraquee/Mohala Raja Bagicha	RAFIGANJ			7292835659 9431095531

GURARU

STATION:GRRU (GURARU)		STATION	SS/ GRRU	TI(M)/GYA
		7070098324	9771427920	9771427941
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	GAYA	0631-2222800	0631-2222900	9473191244
2.	S.D.O.	GAYA			9473191246
3.	S. P.	GAYA	0631-2225901	0631-2225902	9431822973
4.	Dy. S.P.	GAYA/Tekari		9431800110	9431800108
5.	GRP POST	GAYA	031-2220267		9431822701
6.	RPF POST	RAFIGANJ			9771427704
7.	LOCAL THANA	GURARU			9431822223
8.	FIRE BRIGADE	GAYA	0631-2222258	9199130188	7485805959
9.	NDRF 9th BN	(BIHITA) PATNA	: 06115- 253939.		
10.	Army/Para M/Force	GAYA		0631-2224560	0631-2224561
11.	District transport Officer	DTO, GAYA			6202751055
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Medical College (ANMMCH)	GAYA	0631-2210144		9470003301
5.	Superintendent (ANMMCH)	GAYA			9470003301
6.	Civil Surgeon	GAYA			9470003168
7.	Civil Hospital	GRRU		9162225022	9931722410
8.	Dr. M.A. Haque	GURRU			9931722410
9.	Dr. Umesh Pd.	GURARU			7277674974
10.	Dr R. K. Palit	GRRU			9931256670
11.	Dr.Surendra Narayan	GURARU			9771669029
12.	Dr. Laljee Yadav	GURARU			9931435065
13.	AMBULANCE	GRRU/GAYA	102/108		9934034989
14.	BLOOD BANK	GAYA	06312410339	9570557188	9931624863
(C).NGO's & OTHER PERSONALITIES-					
1.	Lion's Club GAYA	GAYA		9931624883	9835065471
2.	Red Cross	GAYA		0631-2430192	9431225404
3.	Rly. Child Line	GAYA	7646005123		
4.	Pay Loader, Buldoger etc	GAYA			89797878780
5.	SSB CAMP	Konch		7017377801	9473191501
6.	Bhart sansthan	GAYA			9430995871
7.	Vikalp Foundation	GAYA			9934621911

PARAIYA

STATION:PRY (PARAIYA)	STATION	SS/ PRY	TI(M)/GYA
	7070098323	9771427921	9771427941

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	GAYA	0631-2222800	0631-2222900	9473191244
2.	S.D.O.	GAYA			9473191246
3.	S. P.	GAYA	0631-2225901	0631-2225902	9473191722
4.	Dy. S.P.	GAYA		9431800110	9431822973
5.	GRP POST	GAYA	031-2220267		9431822701
6.	RPF POST	RAFIGANJ			9771427704
7.	LOCAL THANA	PARAIYA			9431822212
8.	FIRE BRIGADE	GAYA	0631-2420101 0631-2222258	101	7485805959 9473199839
9.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
10	**Army/Para M/Force**	GAYA SSB Camp Koch		0631-2224560	0631-2224561 9473191501

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Medical College (ANMMCH)	GAYA	0631-2210144		9470003301
5.	Superintendent (ANMMCH)	GAYA			9470003301
6.	Civil Surgeon	GAYA			9470003268
7.	Civil Hospital	GAYA		9162225022	9931722410
8.	Community Health Center	PARAIYA			9470008273
9.	Dr. Yaddu Kr. Sharma	GRRU			83405110076
10.	PHC-	PARAIYA		9631161105	9470003273
11.	Dr. Jitender Kumar	PARAIYA			9931492158
12.	Dr. Surendra Narayan	GRRU			6204429157
13.	Dr. Laljee Yadav	GURARU			9931435065
14.	AMBULANCE	GAYA	102/108	9771491628	9934034989
15.	BLOOD BANK	GYA	0631-2410339	9570557188	9931624863

(C).NGO's & OTHER PERSONALITIES-

1.	Lion's Club GAYA	GAYA			9931624883 9835065471
2.	Red Cross	GAYA	06312221687	0631-2430192	9771533028
3.	Rly. Child Line	GAYA		7979965646	8521202596
4.	Pay Loader, Buldoger etc	GAYA		9431453782	6200591704
5.	SSB CAMP	Konch		7017377801	9473191501

KASTA

STATION:KSTA (KASTA)		STATION	SS/ KSTA	TI(M)/GYA
		7070098322	9771427922	9771427941
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	GAYA	0631-2222800	0631-2222900	9473191244
2.	S.D.O.	GAYA			9473191246
3.	S. P.	GAYA	0631-2225901	0631-2225902	9473191722
4.	Dy. S.P.	GAYA		9431800110	9431822973
5.	GRP POST	GAYA	74618	0631-2224100	9431822699
6.	RPF POST	RAFIGANJ			9771427704
7.	LOCAL THANA	PARAIYA			9431822212
8.	FIRE BRIGADE	GAYA	0631-2222258	101	7485805959
9.	**NDRF 9th BN**	(BIHITA) PATNA	: 06115- 253939.		
10	**Army/Para M/Force**	BMP-3/GAYA	0631-2224561	0631-2224560	06312200840
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Medical College (ANMMCH)	GAYA	0631-2210144		9097533278
5.	Superintendent (ANMMCH)	GAYA			9470003301
6.	Civil Surgeon	GAYA		9470003278	9470003268
7.	Civil Hospital	GAYA	0631-2250161	0631-2250432	
8.	AMBULANCE	GAYA	102	108	7091360310
9.	BLOOD BANK	ANMCH/ GAYA	0631-2410339		9470003290
10.	Dr.S.P.Singh	GAYA			9431223444
11.	Dr. A.N. Roy	GAYA			9914493193
12.	Dr.P.K.Gupta	GAYA			9431224411
13.	Distric Transport Officer	DTO, GAYA			6202751055
(C).NGO's & OTHER PERSONALITIES-					
1.	Lion's Club GAYA	GAYA	0631-2221687		9931624883
2.	Red Cross	GAYA	06312221687	0631-2430192	9771533028
3.	Rly. Child Line	GAYA			7646009183
4.	Pay Loader, Buldoger etc	GAYA		9431453782	6200591704
5.	ICE Factory	Shiv Ice Factory Gol Bagich			8102292629
6.	Earth Movinh Equipment	Magadh construction Gaya			8539855353

GAYA

STATION:GYA (GAYA)	STATION	SS/ GYA	TI(M)/GYA
	2420145	9771427923	9771427941

(A) LIST OF CIVIL AND POLICE ADMINISTRATION-

S. No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	COMMISSIONER	GAYA	0631-2225821	0631-2229002	9431201566
2.	DIG	GAYA	0631-2223085	0631-2222352	9473191226
3.	D. M.	GAYA	0631-2222800	0631-2222900	9473191244
4.	S.D.O.	GAYA	0631-2222375	0631-2420062	9473101246
5.	D.S. P.	GAYA	0631-2225901	0631-2225902	9473191722
6.	S.P.	GAYA			9431822973
7.	MUNICIPAL COMMISSIONER	GAYA			-
8.	GRP POST	GAYA			9431822699
9.	RPF POST	GAYA			9431822699
10.	Delha THANA	GAYA			9431822219
11.	Kotwali THANA	GAYA			9431822198
12.	Civil Line THANA	GAYA		0631-2222357	9431822199
13.	FIRE BRIGADE	GAYA	0631-22222258	101	7485805959
14.	NDRF 9th BN	(BIHITA) PATNA	06115- 253939	E-mail : ndrfpatnafr/ gmail.com	
15.	Army/Para M/Force	SSB/GAYA	0631-2223270		7388684116

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Medical College (ANMMCH)	GAYA	0631-2210144		9470003301
5.	Superintendent (ANMMCH)	GAYA			9470003301
6.	Civil Surgeon	GAYA			94700003268
7.	Verma Nursing Home	GAYA			9431226050
8.	Arsh Super Speciallity Hospital	GAYA			9661913710
9.	J.P.N. Hospital	GAYA			9431477102
10.	Prabhawati Hospital	GAYA	0631-2423458		9470003303
11.	AMBULANCE	GAYA		102, 108	
12.	Dr. N. Rai, Physician	GAYA			9934493193
13.	Dr. Pandey Rajeshwari, Surgeon	GAYA			9431223099
14.	Dr. R. K. Verma, Surgeon	GAYA			9431226050
15.	Dr. A. Barakat, Surgeon	GAYA			9470852749
16.	Dr. Bhadauli Narsing home	GAYA	06313335279		
17.	Dr. Banke Bihari Pd, Gynaecology	GAYA			9470274776
18.	Dr. Sriprakash Singh, Ortho	GAYA			9431223444
19.	Dr. R. Kumar, Ortho	GAYA			9431225404
20.	Dr. Pankaj kumar Gupta	GAYA	06312226302		9431224411
21.	Dr. S. K. Verma	GAYA			9431223258
22.	Dr. V. K. Jain, Paediatrics	GAYA			9431223130

23.	BLOOD BANK	ANMCH/ GAYA	0631-2410339		9931024843
24.	BLOOD BANK	Bhagvan Buddha/GAYA			9931624863
(C).NGO's & OTHER PERSONALITIES-					
1.	Lions Club	GAYA	0631-2221687		9835065471
2.	Red Cross	GAYA	0631-2430192		9431225404
3.	Rotary Club	GAYA	0631-2430192		9852073758
4.	Pay Loader, Buldoger etc	GAYA			9431453782 6200591704
5.	Karuna NGO				9934344884
6.	Nirbhaya Shakti				7991138524
7.	Child line	Gaya	06312221098		7646009183
8.	Boatman	SDRF/GAYA			9570278027
9.	Distric Transport Officer	DTO/GAYA			6202751055
10.	ICE Factory	Shiv Ice Factory Gol Bagich			8102292629
11.	Earth Movinh Equipment	Magadh construction Gaya			8539855353

RESOURCES AT GAYA

1.	Locations where a small plane or a Helicopter can land (during Day or Night)	Airport, Gaya, During Day	12 K.M.
2.	Defence Establishments including Army, Navy and Air force	A.S.C. Centre, Paharpur, Gaya	06 K.M.
3.	Name and Addresses of Boatmen & availability of Boats.	Civil Defence	
4.	Fire Brigade Station.	Fire Station, Gaya, Swarajpuri Road, Gaya	01 K.M.
5.	Social voluntary, Industrial and other non-government organisations.	Separate list enclosed.	
6.	Organisations having road cranes, bulldozers etc,	Exe. Eng. National Highway –2, Sherghatti, Gaya	32 K.M.
		Exe. Eng. PWD Road-1	02 K.M.
		Exe. Eng. PWD Road-2	02 K.M.
7.	Establishments having tents etc.	A.S.C. Centre, Paharpur, Gaya	06 K.M.
8.	Road Transport depots both State Government and Private.	State Depot :- Govt. State Bus Stand, South of Gandhi Maidan, Gaya	03 K.M.
		Private Bus stand :- Sikaria More, Near A.S.C, Centre,Gaya	05 K.M.

MANPUR

STATION:MPO (MANPUR)	STATION	SS/ MPO	TI(M)/GYA
		9771427924	9771427941

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	COMMISSIONER	GAYA	0631-2225821	0631-2229002	9431201566
2.	DIG	GAYA	0631-2223085	0631-2222352	9473191226
3.	D. M.	GAYA	0631-2222800	0631-2222900	9473191244
4.	S.D.O.	GAYA			9473191246
5.	S. P.	GAYA	0631-2225901	0631-2225902	9473191722
6.	D. S.P.	GAYA			9473182273
7.	MUNICIPAL COMMISSIONER	GAYA			9431416228
8.	GRP POST	GAYA	0631-2220267		9431822701
9.	RPF POST	MPO			9771427704
10.	Local Thana	MUFASIL Manapur	06422-222455		9431822201
11.	FIRE BRIGADE	GAYA	0631-222258	9473199839	9199130188
12.	Army/Para M/Force	BMP-3 GAYA	0631-2224560	0631-2224561	06312200840
13.	Distric Transport Officer	DTO/GAYA			6202751055
14.	NDRF 9th BN	(BIHITA) PATNA	: 06115- 253939.	E-mail : ndrfpatnafr@gmail.com	

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	Medical College (ANMMCH)	GAYA	0631-2210144	0631-2210196	9097533278
5.	Superintendent (ANMMCH)	GAYA			9470003301
6.	Civil Surgeon	GAYA			94700003278
7.	Primary Health Center	MPO	0631-2250432		
8.	Sainik Hospital	GAYA	80338866		9771630223
9.	Verma Nursing Home	GAYA			9431226050
10.	Ashirwad Nursing Home	GAYA			9959535654
11.	AMBULANCE	GAYA	102	108	7091360310
12.	Dr. S.P.SINGH	GAYA			9431223444
13.	Dr. A.N. Roy	GAYA			9934493193
14.	Dr. P.K. Gupta	GAYA	0631-2226306		9431224411
15.	BLOOD BANK ANMCH	GAYA	0612-2210196		0312410339
16.	BLOOD BANK Bhagvan Buddha	GAYA	0631-2410339		9570557188

(C).NGO's & OTHER PERSONALITIES-

1.	Lion's Club GAYA	GAYA	9835065471	9931624883	9931624883
2.	Red Cross	GAYA		0631-2430192	9771533025
3.	Rly. Child Line	GAYA	7646005123	1098	
4.	Pay Loader, Buldoger etc	GAYA			8235400134 8797878780
5.	ICE Factory	Shiv Ice Factory Gol Bagich			8102292629
6.	Earth Movinh Equipment	Magadh construction Gaya			8539855353
7.	Boatman	SDRF/GAYA			9570278027

LIST OF ICE FACTORIES

S No.	Place of factory	Address	Telephone	Distance
1.	Pt.Din Dayal Upadhaya	1. Sonia Ice Factory, Behind Dharamshala, Pt.Din Dayal Upadhaya	05412-253838	2 Km.
2.	Varanasi	1. Pratap Ice Factory, Near Varanasi Cant	0542-2345673	15 ½ Km.
3.	Varanasi	2. Agarwal Ice Factory Lahurabir	0542-2418303	14 Km.
4.	Dehri-On-Sone	1. Sweety Ice Factory, Dalmianagar	-	2 Km.
5.	Dehri-On-Sone	2. Sone Valley Ice Factory, Station Road DOS	9431028534 9431482967	¼ Km.
6.	Pusauli	Grihasth Cold Storage cum Ice Factory	06187-225812	2 Km.
7.	Bhabua	Madhumati Ice Factory, Mohania	06187-223260	1 Km.
8.	Sonenagar	Gupta Ice Factory	-	2 Km.
9	Japla	Munna Ice Factory	-	1 Km.
10.	Gaya	Swastic Ice Factory & Cold	-	1 Km.
11.	Gaya	Bharat Ice Factory & Cold	-	1 Km.
12.	Gaya	Rambay Ice Factory & Cold	-	1 Km.
13.	Gaya	Bhadani Ice Factory & Cold Storage	0631-2420102	1 Km.
14	Gaya	Jai Maa Kali Ice Factory	0631-2225922	

SASARAM – ARA SECTION
GARH NOKHA

STATION: GNK (GARHNOKHA)	STATION	SS/GNK	TI(M)/SSM
	7070096328	9771427938	9771427937

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9473191221
2.	Civil S.D.O	BIKRAMGANJ	0618422053	0618422054	9031826525
3.	S. P. (ROHTAS)	DOS	06184-253204	06184-253205	9031826488
4.	D.S.P.-I	BIKRAMGANJ		9031826529	9431800098
5.	GRP POST	SASARAM	06184-228877		9031828352
6.	RPF POST	BIKRAMGANJ			9771427705
7.	LOCAL THANA	BIKRAMGANJ	100		9031826540
8.	FIRE BRIGADE	BIKRAMGANJ	101	06184-22226	7485805924 9546008033
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL	GARHNOKHA	06184-288199		
5.	CIVIL SURGEON	SASARAM			9470003640
6.	Pvt. Hospital	SASARAM	06184-281899		9431028406
7.	NMCH	JAMUHAR	8534957040	8405005052	8578003036
8.	Shivam Medical	GARHNOKHA			9431844953
9.	Dr. Lalan Singh	GARHNOKHA			8002136980
10.	AMBULANCE	SASARAM	102, 108	8534957040	
11.	BLOOD BANK	NMCH/SASARAM	06184-281899	06184-281033	7903175747
12.	Micro Blood Bank	SASARAM	06184-226371		9771022515
(C).NGO's & OTHER PERSONALITIES-					
1.	Nearest Army/Para Military Force	DEHRI-ON-SONE	06184-250121	06184-220224	9473191756
2.	Pay Loader Services	DEHRI-ON-SONE			8541916137

BIKRAMGANJ

STATION: XBKJ (BIKRAMGANJ)	STATION	SS/XBKJ	TI(M)/SSM
	7070096331	9771427378	9771427937
	73942(Rly.)	9262398503	

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S.No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.(ROHTAS)	SASARAM	06184-222226	06184-222224	9431632414
2.	Civil S.D.O	BIKRAMGANJ			9473191224
3.	S. P.(ROHTAS)	DOS	06184-253204		9031826488
4.	D.S.P.-I	BIKRAMGANJ			9431800098
5.	GRP POST	SASARAM	06184-228877		9431822702
6.	RPF POST	BIKRAMGANJ			9771427469
7.	LOCAL THANA	BIKRAMGANJ	100	90318826511	9431822815
8.	FIRE BRIGADE	BIKRAMGANJ	101	9693936101	7485805926 7485805927

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL	BIKRAMGANJ	06184-273092		9470003648
5.	CIVIL SURGEON	SASARAM			9470003640
6.	Rly. Hospital	DOS			70370
7.	Dr. Brijesh Kr. Singh	BIKRAMGANJ		9162351821	9135400021
8.	SIRDI Hospital	BIKRAMGANJ		9155233636	8084557001
9.	Jiwandip Hospital	BIKRAMGANJ	9135400021		9162351821
10.	Karuna Hospital	BIKRAMGANJ			9572264182
11.	AMBULANCE	BIKRAMGANJ	102		
12.	BLOOD BANK	SASARAM	06184-281899	06184-281033	9955633546 9810478878
13.	Micro Blood Bank	SASARAM	06184-226371		9771022515

(C).NGO's & OTHER PERSONALITIES-

1.	Nearest Army/Para Military Force	DEHRI-ON-SONE	06184-25012	06184-220224	9473191756
2.	Pay Loader Services	SASARAM			9431028867

PIRO STATION

STATION: PIRO (PIRO)			STATION 7070096332	SS/PIRO 9771427380	TI(M)/SSM 9771427937
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	ARA			9471391232
2.	Civil S.D.O	PIRO			9473191237
3.	S. P.	ARA	06182-23302		9031826621
4.	Dy.S.P	PIRO			9031826624
5.	GRP POST	ARA			9473191756
6.	RPF POST	BIKRAMGANJ			9771427469
7.	LOCAL THANA	PIRO	100	06181-223226	9031826662
8.	FIRE BRIGADE	ARA	06182-222609	101	7765815261
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL	ARA	06184-273092		9470003146
5.	CIVIL SURGEON	ARA			9470003146
6.	Dr Akhilesh Kr	PIRO			9470805430
7.	Dr.Birendra Kumar	PIRO			8271681551
8.	Dr. Jai shankar Pd. Singh	PIRO			9431848107
10.	AMBULANCE	BKJ	102 ,108	9065529311	8271812394
11.	BLOOD BANK	NMCH/ ARA		06182-226690	8578003020
12.	PIRO Health Center	PIRO			9470003153
13.	Micro Blood Bank	SASARAM	06184-226371		9771022515
(C).NGO's & OTHER PERSONALITIES-					
1.	Nearest Army/Para Military Force	DEHRI-ON-SONE	06184-250121	06184-220224	9473191756
2.	Pay Loader Services	DEHRI-ON-SONE		8521807678	8541916137
3.	MUKHIYA	BACHARI			7979751512
4.	Nehru Yuva kendra			7525065114	8581813845

GARAHNI

STATION: GQN (GARAHANI)			STATION	SS/GQN	TI(M)/SSM
			7070096351	9771427379	9771427937
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	ARA			9031826622
2.	Civil S.D.O	ARA	06182-233325		9473191237
3.	S. P.	ARA	06182-23302	9031226677	9031826621
4.	Dy.S.P	ARA	06182-233344		9431800098
5.	GRP POST	ARA			9431822693
6.	RPF POST	BIKRAMGANJ			9771427469
7.	LOCAL THANA	GARAHNI		6207926732	9031826642
8.	FIRE BRIGADE	ARA	102		7985070721
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL	ARA	06182-273092		9470003146
5.	CIVIL SURGEON	ARA			9431822693
6.	Dr Akhilesh Kr	PIRO			9470805430
7.	Dr.Birendra Kumar	PIRO			8271681551
8.	PHC GARAHANI	GQN			7273834668
9.	Dr. Jai Kumar	GQN			9905048938
10.	AMBULANCE	BIKRAMGANJ	108		
11.	BLOOD BANK	Govt. Hospital/ ARA	06182-235166	9334466166	9304978962
(C).NGO's OTHER PERSONALITIES-					
1.	Nearest Army/Para Military Force	DEHRI-ON-SONE	06184-250121	06184-220224	9473191756
2.	Pay Loader Services	DEHRI-ON-SONE			6204225832

SEB-GHD SECTION
BAGHA BISHUNPUR

STATION: BCJ (BAGHA BISHUNPUR)		STATION 7070096364	SS/BCJ 9771427925		TI(M)/SEB 8400100220
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S.No	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	Civil S.D.O	AURANGABAD	06186-223127	06186-223122	9473191263
3.	S. P.	AURANGABAD	06186-222201		9431822974
4.	D.S.P.	AURANGABAD	06186-223156	06186-223115	9431800106
5.	B.D.O.	BARUN			9471006379
6.	GRP POST	SONENAGAR			9431822701
7.	RPF POST	NABINAGAR			9771427703
8.	LOCAL THANA	BARUN			9431822233
9.	FIRE BRIGADE	AURANGABAD			7485805920
10.	Distric transport Officer	DTO AURANGABAD			6202751017
11.	ARMY/Para Military Force	BMP DEHRI-ON-SONE			9473191756
(B). LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL	BARUN			9470003064
5.	Railway Hospital	DOS			9771427491
6.	CIVIL SURGEON	AURANGABAD		9470003061	9470003054
7.	Dr. Jay Prakash singh	Shankar Hospital DEHRI-ON-SONE			7739440000
8.	Dr. Manoj Agrwal	DEHRI-ON-SONE			7004626189
9.	NMCH	Jamuhar			8578003036
10.	ICE Factory	Himani Cold store			952559205
11.	AMBULANCE	AURANGABAD Chunnu Jee		102	7761970865
12.	BLOOD BANK	AURANGABAD NMCH Jamuhar			9973562741 8083465813 8405003052
(C).NGO's & OTHER PERSONALITIES-					
1.	Nearest Army/Para Military Forces	KATAR/ DEHRI-ON-SONE	06184-220224		9431239008
2.	Earth moving Equipment	Sunil Kr. & Com. Akhil Goyal Rajesh Kumar Ranjan/Dalmia Co.			 8930854050 8209468131 7667438196
3.	Pay loader/Buldz	DEHRI-ON-SONE			8228860074
4.	Bihar Pradesh Marvadi sangh	DEHRI-ON-SONE			7004285578
5.	AKAS				9006296065
6.	Suman Sachiv				9431429806
7	Urmila Devi	Chamber of Comm			9199804567

ANKORAH

STATION: ANH (ANKORAHA)	STATION	SS/ANH	TI(M)/JPL
	7070096325	8400100231	9771427940

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S. No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261
2.	Civil S.D.O	AURANGABAD	06186-223127	06186-223122	9473191263
3.	S. P.	AURANGABAD	06186-223175	06186-223195	9431822974
4.	D.S.P.-I	AURANGABAD	06186-223156	06186-223115	9431822106
5.	B.D.O.	NABINAGAR			9431818496
6.	GRP POST	SONENAGAR			9431822701
7.	RPF POST	NABINAGAR			9771427703
8.	LOCAL THANA	KHAIRA (NTPC)	8210224971		7561933104
9	FIRE BRIGADE	DEHRI-ON-SONE	06184-251480	8804676644	7485805928
		AURANGABAD	06186-222795		9204145620

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL/CMO	NABINAGAR			9470003052
5.	Railway Hospital	DEHRI-ON-SONE	70370		8299018655
6.	CIVIL SURGEON	AURANGABAD			9470003061
7.	Dr. J. S. Kasyap	DEHRI-ON-SONE			7947119640
8.	Dr.S. B. Prasad	DEHRI-ON-SONE	8544111111		7739440000 8544111111
9.	Dr. Ragani Sinha	DEHRI-ON-SONE			9431028385
10.	Dr. Birendra Kumar	DEHRI-ON-SONE			9661212102
11.	AMBULANCE	BARUN	102		9470003057
12.	BLOOD BANK	AURANGABAD		9934776833	9470003061

(C).NGO's & OTHER PERSONALITIES-

1.	Nearest Army/Para Military Forces	DEHRI-ON-SONE	06184-250121	06184-253224	9431239008
2.	Pay loader, Buldoger etc	DEHRI-ON-SONE		6200591704	7903202721
3.	Sri. Vijay Singh (MLA)	NABINAGAR			9431225300
4.	SMT. Munni Devi (MUKHIYA	ANKORHA			8249565833
5.	Sri. Arvind Singh	ANKORHA			6200711124
6.	Sri. Amrendra Singh				6203817257

BARKI SALAIYA

STATION: BSYA (BARKI SALAIYA)	STATION	SS/BSYA	TI(M)/JPL
	7070096342	9771427926	9771427940

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S. No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261
2.	Civil S.D.O	AURANGABAD	06186-223127	06186-223122	9473191263
3.	Civil Surgeon	AURANGABAD			9470003061
4.	S. P.	AURANGABAD	06186-223175	06186-223195	9431822974
5.	D.S.P.-I	AURANGABAD	06186-223156	06186-223115	9431800106
6.	B.D.O.	NABINAGAR			9431818496
7.	GRP POST	SONENAGAR			9431822701
8.	RPF POST	NABINAGAR			9771427703
9.	LOCAL THANA	KHAIRA			8987275278
10.	FIRE BRIGADE	DEHRI-ON-SONE	06184-251480	8804676644	7485805928
		NPGCL/NTPC, NABINAGAR	101		
11.	Distric transport Officer	DTO AURANGABAD			6202751017

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL/CMO	NABINAGAR			9470003052
5.	Railway Hospital	DEHRI-ON-SONE			8399018655
6.	CIVIL SURGEON	AURANGABAD			9470003061
7.	Dr. J. S. Kasyap	DEHRI-ON-SONE			7947119640
8.	Dr.S. B. Prasad	DEHRI-ON-SONE	8544111111		7739440000 8544111111
9.	Dr. Ragani Sinha	DEHRI-ON-SONE			9431028385
10.	NMCH	Jamuhar			8578003036
11.	AMBULANCE	NABINAGAR	102		9470003061
12.	BLOOD BANK	AURANGABAD		9934776833	9470003061

(C).NGO's & OTHER PERSONALITIES-

1.	Nearest Army/Para Military Forces	DEHRI-ON-SONE	06184-250121	06184-253224	9431239008
2.	Pay loader, Buldoger etc	DOS			8228860074
3.	Sri. Ahamd Jee	Hydra, DOS			7004683863
4.	BMP	DOS			9473191756
5.	Smt. Sarmila Gautam (Mukhiya)	SALAIYA			9934760841
6.	Sri.Lav Kumar (UP premukh)	BADEM			9934240014
7.	Sri. Arvind Kr. Singh (SW)	SALAIYA			7739121271

NABINAGAR ROAD

STATION: NBG (NABINAGAR ROAD)		STATION	SS/NBG	TI(M)/JPL	
		7070096340	9771427927	9771427940	
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. M.	AURANGABAD	06186-223167	06186-223168	9473191261 9470003050
2.	Civil S.D.O	AURANGABAD	06186-223127	06186-223122	9473191264
3.	S. P.	AURANGABAD	06186-223175	06186-223195	9431822974
4.	D.S.P.-I	AURANGABAD	06186-223156	06186-223115	9431800106
5.	B.D.O.	NABINAGAR			9431818496
6.	GRP POST	SONENAGAR			9431822701
7.	RPF POST	NABINAGAR			9771427703
8.	LOCAL THANA	KHAIRA	7070874511		8757990362
9.	FIRE BRIGADE	DEHRI-ON-SONE	06184-251480	8804676644	7485805928
		AURANGABAD	06186-222795		9204145620
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL/CMO	NABINAGAR			9470003052
5.	CIVIL SURGEON	AURANGABAD			9470003054
6.	Dr. M.K.Singh	NABINAGAR			8294295802
7.	Dr. Vinod Kumar	NABINAGAR	9934967763	7779857373	9934967763
8.	Dr. Mahendra Prasad	NABINAGAR			9473333052
9.	AMBULANCE	NABINAGAR	108		9470003052
10.	AMBULANCE	BARUN	108		9955885022
11.	BLOOD BANK	DEHRI-ON-SONE/ JAMUHAR	9431082240		
(C).NGO's & OTHER PERSONALITIES-					
1.	Nearest Army/Para Military Forces	DEHRI-ON-SONE	06184-250121	06184-257044	
2.	Pay loader, Buldoger etc	DEHRI-ON-SONE		6200591704	7903202721
3.	Sri. Vijay Singh (MLA)	NABINAGAR			9431225300
4.	SrI Anil Kumar Singh (Mukhiya)	Pipra			9661714168
5.	Sri. U.N. Singh (SW)	BALURA			8340478036

KAJRAT NAWADIH

STATION: KYF (KAJRAT NAWADIH)		STATION	SS/KYF	TI(M)/JPL
		7070096348	9771427928	9771427940
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612 7294980502
2.	Civil S.D.O	HUSSAINABAD	9473435905		7004117432
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	HUSSAINABAD	9431706242		8709116044
5.	B.D.O.	HUSSAINABAD			9135663561
6.	GRP /DTO	DALTONGANJ		6207630821	
7.	RPF POST	JAPLA			9771427706
8.	LOCAL THANA	HUSSAINABAD	9431706256		9806366552
9.	FIRE BRIGADE	JAPLA			9304953441
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU		Emergency 8081212703	72864 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA		9771427939		
3.	Health Unit/DOS		9771427491		
4.	CIVIL HOSPITAL/CMO	HUSSAINABAD		8004114622	7549084625
5.	CIVIL SURGEON	DALTONGANJ			9431138224
6.	Dr. Anil Kumar	HUSSAINABAD			9431390128
7.	Dr. S.K. Ravi	HUSSAINABAD			7549084625
8.	Madhuram Hospital	JAPLA			7549084625
9.	AMBULANCE	HUSSAINABAD	102,108		9708669339
10.	BLOOD BANK	DALTONGANJ		9431138779	9431787476
(C).NGO's OTHER PERSONALITIES-					
1.	JAINTS GROUP	JAPLA			9431138785
2.	Pay loader, Buldoger etc	HUSSAINABAD		6200591704	9931199814 7903202721
3.	Sri Sanjay Kr. Singh Yadav, MAL	HUSSAINABAD			9939114141

JAPLA

STATION: JPL (JAPLA))			STATION 7070096347	SS/JPL 9771427929	TI(M)/JPL 9771427940
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. C.	DALTONGANJ	06562-224033	06562-244033	7250826612
2.	S.D.O	HUSSAINABAD	9473435905		8235503866
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	HUSSAINABAD	9431706242		9431706242
5.	B.D.O.	HUSSAINABAD			9135663561
6.	GRP POST	DALTONGANJ	06566-280801	7739943111	9470582855
7.	RPF POST	JAPLA	218		9771427706
8.	LOCAL THANA	HUSSAINABAD	9431375731		9431706257 9431706246
9.	FIRE BRIGADE	DALTONGANJ HUSSAINABAD			9304953439 9304953411
10.	District transport offpcer	DTO DALTONGANJ			9431122888
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU	171 KM	Emergency 8081212703	72864 (Rly) 72864102	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	135 KM	9771427939		
3.	Health Unit/DOS	50 KM	9771427491		
4.	CIVIL HOSPITAL/CMO	HUSSAINABAD			9835175551
5.	Dr. P.N. Singh	HUSSAINABAD			8840411665
6.	Dr. Deepak Sinha	HUSSAINABAD			9708000609
7.	Dr Mukesh kuswaha	City Hospital HUSSAINABAD			8340711356
8.	Dr. Ravi Ramjan	K.K. Hospital/JPL			7979006396
9.	Dr. Binay Kr.	Vanachal Hospital/JPL			9631589191
10.	AMBULANCE	HUSSAINABAD	102,108	9523516817	9708669339
11..	BLOOD BANK	DALTONGANJ		9430035165	9835613948
(C).NGO's & OTHER PERSONALITIES-					
1	JAINTS GROUP	JAPLA			9431138785
2	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL		6207807626, 7903878029
3	Sriram educational & welfare trust	Haidar Nager Jay Prakash			9471120055
4	Binod Singh	HUSSAINABAD			9431138785

HAIDAR NAGAR

STATION: HDN (HAIDER NAGAR))		STATION 7070096345	SS/HDN 9771427930		TI(M)/JPL 9771427940
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	HUSSAINABAD	9473435905		8235503866
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	HUSSAINABAD	9431706242		9431706242
5.	B.D.O.	HUSSAINABAD			8789928599
6.	GRP POST	DALTONGANJ	06566-280801	7739943111	9470582855
7.	RPF POST	JAPLA	218		9771427706
8.	LOCAL THANA	HAIDAR NAGAR		06562242291	7004935273
9.	FIRE BRIGADE	DALTONGANJ		9304953411	9304953439
10.	District transport offpcer	DTO DALTONGANJ			9431122888
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU	179 KM	Emergency 8081212703	(Rly) 72864102	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	144 KM	9771427939		
3.	Health Unit/DOS	59 KM	9771427491		
4.	CIVIL HOSPITAL/CMO	HUSSAINABAD			9523516817
5.	CIVIL SURGEON	MEDNI NAGAR			9431138224
6.	Dr Jyotish kumar	HAIDARNAGAR			8252798058
7.	Dr. Mukesh Kushwaha	HUSSAINABAD			8340711356
8.	Sr. Anil Kr. Srivastava	HUSSAINABAD			8210173338
9.	AMBULANCE	HUSSAINABAD	102,108	9523516817	9708669339
10.	APHC	HAIDARNAGAR			9708669339
11.	BLOOD BANK	DALTONGANJ		9430035165	9835613948
(C).NGO's & OTHER PERSONALITIES-					
1.	JAINTS GROUP	JAPLA			9431138785
2.	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL		6207807626, 7903878029
3.	Sriram educational & welfare trust	Haidar Nager Jay Prakash			9471120055
4.	Binod Singh	HUSSAINABAD			9431138785

KOSIARA

STATION: KVQ (KOSIARA))	STATION	SS/KVQ	TI(M)/JPL
	7070096345	9771427931	9771427940

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S. No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	HUSSAINABAD	9473435905		8235503866
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	HUSSAINABAD	9431706242		9431706242
5.	B.D.O.	HUSSAINABAD			9135663561
6.	GRP POST	DALTONGANJ	06566-280801	7739943111	9470582855
7.	RPF POST	JAPLA	218		9771427706
8.	FIRE BRIGADE	DALTONGANJ HUSSAINABAD			9304953439 9304953411
9.	District transport offpcer	DTO DALTONGANJ			9431122888
10.	Local Thana	HAIDARNGAR			7004935273

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU	184 KM	Emergency 8081212703	72864102 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	149 KM	9771427939		
3.	Health Unit/DOS	64 KM	9771427491		
4.	CIVIL HOSPITAL/CMO	DALTONGANJ	8210844410		9431138224
5.	Rly Hospital	DOS	70370		9771427491
6.	CIVIL SURGEON	DALTONGANJ	8210844410		9431138224
7.	Dr. Jotish kumar	HAIDARNAGAR			8252798058
8.	Dr. P.N. Singh	HUSSAINABAD			8840411665
9.	Dr. Mukesh Kushwaha	HUSSAINABAD			8340700356
10.	Dr. Md. Azad Ansari	HAIDAR NAGAR			9304900917
11.	AMBULANCE	HUSSAINABAD HAIDARNAGAR	102,108	9523516817 9708669339	9708669339
12.	BLOOD BANK	DALTONGANJ		9430035165	9835613948

(C).NGO's & OTHER PERSONALITIES-

1.	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL Pansa/HDN	8210496526 9546825860	620780762 6, 7903878029 9931199825
2.	Sriram educational & welfare trust	Haidar Nager Jay Prakash			9471120055
3.	Binod Singh	HUSSAINABAD			9431138785

MOHAMMADGANJ

STATION: MDJ (MOHAMMAD GANJ))		STATION	SS/MDJ	TI(M)/JPL
		7070096337	9771427932	9771427940
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	HUSSAINABAD	9473435905		8235503866
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	HUSSAINABAD	9431706242		9431706242
5.	B.D.O.	MOHAMMAD GANJ			9855740744
6.	GRP POST	DALTONGANJ	7739943111	7739943111	9470582855
7.	RPF POST	JAPLA			9771427706
8.	LOCAL THANA	HAIDAR NAGAR			7004935273
9.	FIRE BRIGADE	DALTONGANJ HUSSAINABAD			93049534399 304953411
10.	District transport offpcer	DTO DALTONGANJ			9431122888
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU	190 KM	Emergency 8081212703	72864102 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	155 KM	9771427939		
3.	Health Unit/DOS	70 KM	9771427491		
4.	CIVIL SURGEON	DALTONGANJ	821084410		9431138224
5.	Dr. B. K. Singh	MOHAMMAD GANJ			9308438666
6.	Dr. Jotish Kumar	HAIDAR NAGAR			8252798058
7.	Dr. P.N. Singh	HUSSAINABAD			8840411665
8.	Dr. B. K. Singh	MOHAMMAD GANJ			9308438666
9.	Dr. Dipak Sinha	HUSSAINABAD			9708000609
10.	Dr. Mukesh Kuswaha	HUSSAINABAD			8340711356
11.	AMBULANCE	HUSSAINABAD	108	7352815432	9708669339
12.	BLOOD BANK	DALTONGANJ	9431787476		9835613948
(C).NGO's & OTHER PERSONALITIES-					
1.	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL Pansa/HDN	8210496526 9546825860	620780762 6, 7903878029 9931199825
2.	Sriram educational & welfare trust	Haidar Nager Jay Prakash			9471120055
3.	Binod Singh	HUSSAINABAD			9431138785

SAT BAHINI

STATION: SZF (SATBAHINI))	STATION	SS/MDJ	TI(M)/JPL
	7070096332	9771427933	9771427940

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S. No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	DALTONGANJ	9473435905		9431138170
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	DALTONGANJ	9431706240		9431706239
5.	B.D.O.	MOHAMMAD GANJ			9855740744
6.	GRP POST	DALTONGANJ	7739943111	7739943111	9470582855
7.	RPF POST	JAPLA			9771427706
8.	LOCAL THANA	UNTARI ROAD			8210355866
9.	FIRE BRIGADE	DALTONGANJ HUSSAINADAD			9304953439 9304953411
10.	District transport offpcer	DTO DALTONGANJ			9431122888

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU	197 KM	Emergency 8081212703	72864102 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	162 KM	9771427939		
3.	Health Unit/DOS	69 KM	9771427491		
4.	CIVIL SURGEON	DALTONGANJ			9431138224 9431706238
5.	Dr. Jotish Kumar	HAIDAR NAGAR			8252798058
6.	Dr. Md. Azad Ansari	HAIDAR NAGAR			9304900917
7.	Dr. P.N. Singh	HUSSAINABAD			8840411665
8.	Dr. B. K. Singh	MOHAMMAD GANJ			9308438666
9.	Dr. Dipak Sinha	HUSSAINABAD			9708000609
10.	Dr. Mukesh Kuswaha	HUSSAINABAD			8340711356
11.	AMBULANCE	DALTONGANJ	108	9708669339	9523516817
12.	BLOOD BANK	DALTONGANJ	9431787476		9835613948

(C).NGO's & OTHER PERSONALITIES-

1.	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL Pansa/HDN	8210496526 9546825860	6207807626, 7903878029 9931199825

UNTARI ROAD

STATION: SZF (UNTARI ROAD))	STATION	SS/URD	TI(M)/JPL
	7070096344	9771427934	9771427940

(A).LIST OF CIVIL AND POLICE ADMINISTRATION-

S. No.	ITEMS	STATION	OFFICE	RESIDENCE	MOBILE
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	DALTONGANJ			9431138170
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	DALTONGANJ	9431706240		9431706239
5.	B.D.O.	MOHAMMAD GANJ			9855740744
6.	GRP POST	DALTONGANJ	06566-280801	7739943111	9470582855
7.	RPF POST	JAPLA			9771427706
8.	LOCAL THANA	UNTARI Road			9264196933
9.	FIRE BRIGADE	DALTONGANJ			9304953439
10.	District transport officer	DTO DALTONGANJ			9431122888

(B).LIST OF HOSPITALS & DOCTORS-

1.	Divisional Rly. Hospital/DDU	202 KM	Emergency 8081212703	72864102 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	167 KM	9771427939		
3.	Health Unit/DOS	74 KM	9771427491		
4.	Civil Hospital	DALTONGANJ	06561-222385	9431390128	9955156802 9431138224
5.	CIVIL SURGEON	DALTONGANJ	9431706238		9431138224
6.	Dr. B. K. Singh	MOHAMMAD GANJ/ PHC			9308438666
7.	Dr. B.P. Shukla	REHLA			9955555474
8.	AMBULANCE	REHLA	108		9431339117
9.	BLOOD BANK	DALTONGANJ		9430035165	9835613948

(C).NGO's & OTHER PERSONALITIES-

1	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL Pansa/HDN	8210496526 9546825860	6207807626, 7903878029 9931199825

KARKATTA

STATION: KRTA (KARKATTA))		STATION	SS/KRTA	TI(M)/JPL
		7070096362	9771427935	9771427940
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-					
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	DALTONGANJ			9431138170
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	DALTONGANJ	9431706240		9431706239
5.	B.D.O.	UTARI ROAD			9973205019
6.	GRP POST	DALTONGANJ	06566-280801		9470582855
7.	RPF POST	JAPLA			9771427706
8.	LOCAL THANA	UNTARI. RD		8210355866	9264196933
9.	FIRE BRIGADE	DALTONGANJ			9304953439
10.	District transport officer	DTO DALTONGANJ			9431122888
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Divisional Rly. Hospital/DDU	208 KM	Emergency 8081212703	72864102 (Rly)	9794848511
2.	Sab Divisional Rly. Hospital/GAYA	173 KM	9771427939		
3.	Health Unit/DOS	80 KM	9771427491		
4.	Civil Hospital	DALTONGANJ	06561-222385	9431390128	9431138224
5.	CIVIL SURGEON	DALTONGANJ		9431706238	9431138224
6.	LCM Collage & Hospital	REHLA			9263737469
7.	Dr. B.K.Singh	MOHAMMAD GANJ		9931145961	9308438666
8.	Dr. B.P. Shukla	REHLA			9955555474
9.	AMBULANCE	REHLA	108		9431339117
10.	BLOOD BANK	DALTONGANJ	9431787476	9430035165	9835613948
(C).NGO's & OTHER PERSONALITIES-					
1.	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL Pansa/HDN	8210496526 9546825860	6207807626, 7903878029 9931199825

SIGSIGI

STATION: SQS (SIGSIGI))		STATION	SS/KRTA	TI(M)/JPL
		7070096343	9771427936	9771427940
(A).LIST OF CIVIL AND POLICE ADMINISTRATION-				
S. No.	**ITEMS**	**STATION**	**OFFICE**	**RESIDENCE**	**MOBILE**
1.	D. C.	DALTONGANJ	06562-224033	06562-244044	7250826612
2.	S.D.O	DALTONGANJ			9431138170
3.	S. P.	DALTONGANJ	06562-224023	06562-231111	9431706238
4.	D.S.P.	DALTONGANJ	9431706240		9431706239
5.	B.D.O.	BISHRAMPUR			9470360298
6.	GRP POST	DALTONGANJ	06566-280801	7739943111	8292406607
7.	RPF POST	JAPLA			9771427706
8.	LOCAL THANA	REHALA	06584-262233		9488735534
9.	FIRE BRIGADE	DALTONGANJ			9304953439
10.	District transport officer	DTO DALTONGANJ			9431122888
(B).LIST OF HOSPITALS & DOCTORS-					
1.	Civil Hospital	GARHWA ROAD DALTONGANJ	06561-222385	9430160033 9431138224	9955156802 9431390128
2.	Divisional Rly. Hospital/DDU	213 KM	Emergency 8081212703	72864102 (Rly)	9794848511
3.	Sab Divisional Rly. Hospital/GAYA	178 KM	9771427939		
4.	Health Unit/DOS	85 KM	9771427491		
5.	CIVIL SURGEON	DALTONGANJ			9431138224
6.	LCM College & Hospital	REHLA			9263737469
7.	Dr. B.K.Singh	MOHAMMAD GANJ			930843866
8.	Dr. B.P. Shukla	REHLA			9955555474
9.	AMBULANCE	REHLA	108		9431339117
10	BLOOD BANK	DALTONGANJ			9835613948
(C).NGO's & OTHER PERSONALITIES-					
1	Pay loader, Buldoger etc	Sri Mrinal Dey Arun Mehta	J.C.B. Owner/JPL Pansa/HDN	8210496526 9546825860	6207807626, 7903878029 9931199825

SECTION-E

Telephone Nos. of State Government Officials

Information related to the BSNL No. of State and District Administration is available in the Control Room and a copy of Disaster Management Plan is also available with the Chief Controller and other Department Controls.

Telephone Nos. of Chief Secretory/DG Police (UP, Bihar, Jharkhand) and Divisional Officers Mughalsarai Division.

Officials	State	Telephone		
		Office	Residence	Mobile
Chief Secretary	Bihar	0612-2215804	0612-2217076	09431023806 09835037383
Home Secretary	Bihar	0612-2234518 0612-2223955	0612-3209302 0612-2281795	09431821919 09473191457
D G P	Bihar	0612-2217833	0612-2291877	09431602302
D G P	Jharkhand	0651-2400737	0651-2281499	09431377777
Home Secretary	Jharkhand	0651-2400220	0651-2247733-	09431707711
Chief Secretary	UP	0522-2238212	0522-2239461	09415003319
D G P	UP	0522-2206104	0522-2208085	09454400101
D.M.	Varanasi	0542-2508585	0542-2502626	09415906247
D.I.G. Range	Varanasi	0542-2509400	0542-2509399	09454400199
SSP	Varanasi	0542-2502644	0542-2501450 0542-2502655	9454401124

Civil Administration/District Police jurisdiction on Railway (DDU Division)

Civil Authority	Telephone		Jurisdiction on Railway
	Office	Residence	
D.M./Chandauli	05412-262557	05412-262555	9454400262
S.P./Chandauli	05412-262480	05412-262478 05412-262479	From DDU to Km. No.642/24-30
D.M./Kaimur	06189-223241	06189-223250	09431031500
S.P./Kaimur	06189-223621	06189-223670	From Km. No.642/24-30 to 593/14
D.M./Rohtas	06184-222226	06184-222224	09431822978
S.P./Rohtas	06184-253204	06184-225205	From Km. No.593/14 to 551/19
D.M./Aurangabad	06186-223167	06186-223168	09473191261
S.P./Aurangabad	06186-223175	06186-223195	On GC Section Km. No. 551/19 to 502/6-8 and on BD Section Km. No. 410 to 373/13-14
D.M./Gaya	0631-2222900	0631-2222800	09771048787
S.P./Gaya	0631-2225901	0631-2225902	From Km. No.502/6-8 to 462/71
D.M./Palamu	06562-224033	06562-224044	9430345001
S.P./ Palamu	06562-224023 06562-224325	06562-224007	On BD Section Km. No. 373/13-14 to 320/6-7

Position of BSNL Telephone as well as Local Thana & Fire Station at way side Station in DDU Division

(A) On G. C. Section

S. N.	Stations	Mobile	Telephone No.	Nearest Thana with Telephone	Fire Station
1.	Pt.Din Dayal Upadhaya	9794848904	7525018417	Kotwali DDU-05412-255941 Alinagar 05412-255927	05412-255344 05412-254092
2.	Ganjkhwaja	9794848911	7525018418	Alinagar - 05412-255927	05412-255344
3.	Chanduali Majhwar	9794848912	7525018419	Chanduali - 05412-262270	05412-255344 05412-254092
4.	Saidraja	9794848913	7525018420	Saidraja - 05412-265340	05412-254092
5.	Karamnasa	9771427901	7070096356	Durgawati - 06187-221641	05412-254092
6.	Dhanexa	09771427902	7070096357	Durgawati - 06187-221641	06189-222346
7.	Durgauti	09771427903	7070096328	Durgawati - 06187-221641	06189-222346
8.	Bhabhua Road	09771427904	7070096352	Mohania - 06187-222216	06189-222346
9.	Muthani	09771427905	7070096338	Mohania - 06187-222216	06189-222346
10.	Pusauli	09771427906	7070096360	Kudra - 06187-255237	06189-222346
11.	Kudra	09771427907	7070096327	Kudra – 06187-255237	06184-251480
12.	Khurmabad	0977142790	7070096336	Shivsagar – 06184-276100	06184-251480
13.	Shivsagar	09771427908	7070096358	Shivsagar – 06184-276100	06184-251480
14.	Kumahu	09771427909	7070096353	Shivsagar – 06184-276100	06184-251480
15.	Sasaram	09771427910	7070096349	Sasaram Town – 06184-222133	06184-251480
16.	Karwandiya	09771427911	7070098354	Sasaram Mufassil – 06184-222035	06184-251480
17.	Pahleza	09771427912	7070098353	Dehri-on-sone - 06184-	06184-

				250020	251480
18.	Dehri-on-sone	09771427913	255963	Dehri-on-sone - 06184-250020	06184-251480
19.	Sonenagar	09771427914	7070098333	Barun – 06186-244199	06184-251480
20.	Chirailla	06186	7070098334	Barun – 06186-244199	
21.	Anugrah Narayan Road	09771427915	7070098335	Jamhour – 06186-285360	06186-222795
22.	Phesar	09771427916	7070096361	Jamhour – 06186-285360	06186-222795
23.	Baghoikusa	09771427917	7070096326	Aurangabad Mufassil 06186-223141	06186-222795
24.	Jakhim	09771427917	7070096346	Rafiganj – 06327-250738	06186-222795
25.	Deoroad		7070096345	Rafiganj – 06327-250738	
26.	Rafiganj	09771427918	7070096335	Rafiganj – 06327-250738	0631-2222258
27.	Ismailpur	09771427919	7070098329	Kongh – 0631-2753330	0631-2222258
28.	Guraru	09771427920	7070098324	Guraru – 0631-2474377	0631-2222258
29.	Paraiya	09771427921	7070098323	Paraiya – 0631-2463325	0631-2222258
30.	Kastha	09771427922	7070098322	Chandauti – 0631-2221072 Paraiya – 0631-2463325	0631-2222258
31.	GYA Station circulating area	09771427923	2420145	Kotwali Gaya – 0631-2420082	0631-2222258

(B) <u>On B. D. Section</u>

S. N.	Stations	Mobile	Telephone No.	Nearest Thana with Telephone	Fire Station
1.	Baghabishunpur	09771427925	7070096364	Barun 06186-244199	06186-222795
2.	Ankorah	----------	7070096325	Mali 06186-231832	06186-222795
3.	Barkisailiya	09771427926	7070096342	Mali 06186-231832	06186-222795
4.	Nabinagar	09771427927	7070096340	Nabinagar 06332-227155	06186-222795
5.	Kajratnawadih	09771427928	7070096348	Hussainabad 06566-222237	06522-222555
6.	Japla	09771427929	7070096347	Hussainabad 06566-222237	06522-222555
7.	Haidernagar	09771427930	7070096345	Haidernagar 06566-232459	06522-222555
8.	Kosiara	09771427931	7070096350	Haidernagar 06566-232459	06522-222555
9.	Mohammadganj	09771427932	7070096337	Mohammadganj 06566-42291	06522-222555
10.	Satbahini	09771427933	7070096332	Bishrampur 06584-222278	06522-222555
11.	Utari Road	09771427934	7070096344	Bishrampur 06584-222278	06522-222555
12.	Karkatta	09771427935	7070096362	Bishrampur 06584-222278	06522-222555
13.	Sigsigi	09771427936	7070096343	Rehala 06584-222233	06522-222555

(B) <u>On SSM-ARA. Section</u>

1.	GNK	09771427938	7070096328		
2.	BKJ	09771427378	7070096331		
3.	PIRO	09771427380	7070096332		
4.	GARAHANI	09771427379	7070098351		

Help line Telephone Nos.

Provision of BSNL telephone and Railway Telephone with DID facility in the Chief Controller Cabin immediately. The help line numbers will be.

BSNL Telephone	Railway with DID	
05412 - 255291	05412 - 254144	• 272544 • 272545 • 272244 • 272245 • 272222 • 272223
05412 - 253255	05412 - 254145	

Initial Communication in Deen Dayal Upadhaya Railway Hospital

Whenever there is an Accident Control shall communicate to the following in order of priority as shown:

	Railway	BSNL	Mobile
Hospital Emergency	72864 (O)	05412272864	
Emergency Doctor on duty	72811 (O)	05412272864	
CMS	72800 (O) 72801 (R)	05412272800	9794848500
Doctor ARME I/C	72828 (O) 72817 (O)		9794848513
Sr.DMO/Adm.	72802 (O) 72803 (R)		

Divisional Officers Pt.Deen Dayal Upadhaya Code 05412.

Officials	Mobile	Telephone	
		Office	Residence
D.R.M.	09794848000	255298	255239
A.D.R.M.	09794848001	255800	255830
Sr.DOM	09794848900	255263	254963
Sr.DSO	09794848907	255502	-
Sr.DOM/G	09794848916	-	-
Sr.DME(C&W)	09794848400	255508	255379
Sr.DEN(Cord)	09794848200	255517	255660
Sr.DSTE	09794848800	255112	253145
Sr.DEE(TRD)	09794848303	255205	255208
Sr.DEE(OP)	09794848302	257622	254533
Sr.DCM	09794848950	255018	255269
Sr.DPO	09794848600	255682	255516
Sr.DEE(TRS)	09794848301	256553	255238
Sr.DSC	09794848700	255309	255306
Sr DEN/I	09794848201		
Sr.DEE(G)	9794848300	257673	255679
Sr.DEN-II	09794848202	255060	
Sr D.F.M.	09794848100	255827	257833
DME(coaching)	09794848402	255506	-
SrDEN-III	09794848203	-	-
DEN-HQ	09794848212	-	-
C.M.S.	09794848500	255456	-
SrDMO/ARME	09794848513		

Assistance of Army Rescue Divers

DFM shall consolidated the cash drawn from Station earnings and monitor its regularization through Branch Officers.

Media Briefing at DDU to be done by DRM at DDU, DFM to organize twice daily on fixed timings. Brief of site progress any constraints in work progress, work done particularly for passengers, Prima-facie cause, assessment of value of damage and PDC of resumption of traffic.

For serious Army, deep drivers from Navy may need to be called. DFM on instructions from DRM shall contract Director (Operational Logistics) HQ integrated Defence staff at New Delhi who is the official for Emergency calling.

Sr.DSC shall update location BSNL No. and contacting authority for Army, Para Military Forces i.e. CRPF, BSF etc. for assistance. This should also be available in Control. DRM shall take decision on calling Armed forces. Instructions regarding seeking assistance from Armed Forces has been laid down in CSO/ECR's D.O.No. ECR/Safety/DMP/02 Dated 17.07.03 extracted as under.

Subject:- **Railway Disaster Management Plan**.
Reference:- **(i) Recommendation No.0 of high Level Committee's Report on Disaster Management.**
(ii) Exec.Director/Safety/No.2002/Safety-1/6/4 Dated 03.07.2003.

For seeking urgent assistance from any of the wings of armed forces (Air Force, Navy & Army). The nodal officer is Director (operational Logistics) HQ integrated Defense staff at New Delhi. Telephone numbers of Brigadier, Director (Operational Logistics). Ministry of defence are:-
011-23017897 (Office),011-25686071(Residence), Mobile-9810856633

He may be directly contacted at the above mentioned telephone number for seeking any kind of assistance including air support by GM/DRM/PCSO, in case of Railway Disaster. The nodal points for various H.Q. that can be contacted for seeking assistance in case Railway Disasters are as under:-

(a) Naval HQ (War Room, Dir. of Naval Operation)
New Delhi – 011-23017616
(b) Duty Officer (Maritime Operations Centre) HQ WNC
Mumbai – 022-22630550
(c) Duty Officer (Maritime Operations Centre) HQ ENC
Visakhapatnam – 0891-2577240
(d) Duty Officer (Maritime Operations Centre) HQ SNC
Kochi – 0484-2662793.

(Authority IDS/OPS/OPS Lgs/31004 dated 23 June,03) signed by Shri S.K. Khurana Wing Commander Joint Director (Operational Logistics).

Telephone Nos. of Armed Forces Officers

Officer	Mobile	Telephone (Office)
Brigadier, GYA Armed HQ Base	9931064321	(0631)2221535

Telephone Nos. of Head Quarter Officers in ECR

	Mobile	Office	Residence BSNL
GM	**09771425001**	0612-274728	0612-2300100
AGM	09771425002	0612-272137	0612-2592845
PCSO	09771425940	0612-272874	0612-2283332
PCOM	09771425900	0612-272691	0612-2551985
PCCM	09771425950	0612-277211	0612-2340160
PCEE	09771425300	0612-274749	0612-2029191
PCME	09771425400	0612-274755	0612-2592852
PCE	09771425200	274749	221633
PCSTE	09771425800	272708	2205459
PCSC	09771425700	273201	2557355
CPRO	09771425006	277010	2383897
PCMD	09771425500	272693	2592853
PFA	09771425100	272083	2530011

EAST CENTRAL RAILWAY
DDU DIVISION

QUICK RESPONSE TEAM (QRT) AT THE DIVISIONAL LEVEL
DIVISION OFFICE, EAST CENTRAL RAILWAY, DDU

Name/Designation/Office Address/Residential Address	**Phone with STD Code**
Team Leader Sri Rakesh Rousan , Mob- 09794848001	(O) 05412-255800
Additional Divisional Railway Manager-I	(R) 05412-255830
European Colony, DDU,	
East Central Railway DDU-232101	(Mobile)09794848001
Alternate Team Leader	
Member-1 Sri Eqbal ahmed	(Mobile) 09794848907
Sr Divisional Safety Officer.	(O) 05412-255263
East Central Railway DDU-232101	
DRM Office DDU, Uttar Pradesh-232101	
Member -2 Sri Sudhansu Ranjan Sr Divisional Operation manager European Colony DDU Utter Pradesh-232101	9794848900 (O)05412-272500 (R)05412-272501
Member-3 Sri Rupesh Kumar	(O) 05412-255018
Sr.Divisional Commercial Manager	(R) 05412-255269
East Central Railway DDU-232101	(Fax)05412-255018
European Colony DDU, Uttar Pradesh-232101	(Mobile) 09794848950
Member-4 Sri Gaurav Kumar	(O) 05412-255508
Sr.Divisional Mechanical Engineer/C&W	(R) 05412-255509
East Central Railway DDU-232101	
European Colony DDU, Uttar Pradesh-232101	(Mobile) 09794848400
Member-5 Sri Indu Prakash	(O) 05412-257672
Sr.Divisional Electrical Engineer(OP)	(R) 05412-254533
East Central Railway DDU-232101	
European Colony, DDU, Uttar Pradesh-232101	(Mobile) 09794848301
Member-6 Sri Wariz Nayan	(O) 05412-255517
Sr.Divisional Engineer(Cord.)	(R) 05412-255660
East Central Railway DDU-232101	(Fax)05412-255517
Res:106, European Colony, DDU Uttar Pradesh-232101	(Mobile) 09794848200
Member-7 Sri B.K.Yadav	(O) 05412-255112
Sr.Divisional Signal & Telecom Engineer	(R) 05412-253145
East Central Railway DDU-232101	(Fax)05412-25209
European Colony, DDU, Uttar Pradesh-232101	(Mobile) 09794848800
Member-8 Sri Ashish Mishra	(O) 05412-255309
Sr.Divisional Security Commissioner	(R) 05412-255360
East Central Railway DDU -232101	(Fax)05412-255309
European Colony, DDU, Uttar Pradesh-232101	(Mobile) 09794848700

East Central Railway & P&T Telephone No. of H.Q. and Division

East Central Railway, Hajipur		Railway (Office)	Railway (Residence)	P & T Office	P&T (Residence)
	G.M.	22000 M-09771425001	22001	274728	2300100
	PCSO	23302 M-09771425940	-	272874	2524614
DDU	**DRM**	72000 M-9794848000	72001	255298	255239
	ADRM	72002 M-9794848001	72003	255800	255830
Danapur	**DRM**	82000 M-09771449000	82001	232465	231355
	ADRM	82002 M-09771449001	82003	232523	230806
Dhanbad	**DRM**	42000 M-09771426000	42001	2220338	2220700
	ADRM	42002 M-09771426001	42003	2220500	2311015
Samastipur	**DRM**	32000 32008 M-09771428000	32001 32009	222217	222218
	ADRM	32002 M-09771428001	32003	222014	222159
Sonepupr	**DRM**	62000 M-09771429000	62001	221638	221628
	ADRM	62002 M-09771429001	62003	221651	221626

Eastern Railway P&T Telephone No. of H.Q. and Divisions

Eastern Railway, Kolkata		Railway (Office)	Railway (Residence)	P & T Office	P&T (Residence)
	G.M.	**24000** **M-9002020000**	**35720**	**033-22207596**	**033-24793219**
	CSO	**24501** **M-9002020900**	**35709** **44954**	**033-22203948**	**033-24490569**
Howrah	DRM	**22000** **M-902025200**	**35718**	**033-26602348**	**033-24791750**
	ADRM	**22004** **M-9433063102**	**-**	**-**	**-**
	CNL	**22525**		**033-26412323**	-
Sealdah	DRM	**32000** **M-9433061095**	**35108**	**033-23505090**	**033-24792446**
	ADRM	**32002** **M-9433061092**		**033-23503715**	**033-24390365**
	CNL	**32516, 32518**		**033-23501100**	**-**
MaldaTown	DRM	**72500, 72200** **M-9434066001** **M-9434066458**	**72501**	**03512-266458**	**03512-266425**
	ADRM	**72202** **M-9434066011**	72203	**03512-266888**	**03512-266576**
	CNL	**72255**		**03512-266387**	
Asansol	DRM	**82000** **M-9434011169**	**82001**	**0341-2202319**	**0341-2202321**
	ADRM	**82002** **M-9434013031**	**82003**	**0341-2202342**	**0341-2202691**
	CNL	**82520**	**-**	**0341-2202475**	**-**

North Central Railway & P&T Telephone No. of H.Q. and Divisions

North Central Railway		Railway (Office)	Railway (Residence)	P & T Office	P&T (Residence)
	G.M.	**23001** **M-9794835100**	**23002**	**2230200** **2561008**	**2616543** **2624532**
	PCSO	**M-9794835902**	**23408**	**2230442**	**2435157**
Lucknow	**DRM**	**23200** **M-9415025600**	**25200**		
	ADRM	**23202** M-9415010121	**25202**	0522-2234750	0522-2237090
	CNL	23533	-	-	-
PRAYAGRAJ	**DRM**	**2001** M-9415239960	**2002**	**0532-2600051**	**0532-26000185**
	ADRM	22003	22004	0532-2601106	0532-2604813
	CNL	M- 9415239969 22464	-	0532-260091	-

RAILWAY BOARD (MEDICAL DEPARTMENT)

S.N.	Name	Designation	Railway	D O T	F A X
1.	Dr. D. K. Das e-mail	DG (RHS) Ppsdrrhs@rb.railnet.gov.in	43799 (O) 43463 (O) 55027 (R)	23383638 (O) 26116330 (R)	23303985
2.	Mr. A. R. Gorka	Sr.P.P.S	44191(R)	23385179 (O) 25594056 (R)	
3.	Dr. Hanuman Singh	ED(H)	4317 (O) 53216 (R)	23386882 (O) 246774336 (R)	23386882
4.	Dr.Mrs. Girija Shankar	Dir H/FW	43439 (O) 326676 (R)	23389623 (O) 23371982 (R)	
5.	Dr.Gajendra Kumar	Dir H/FW	43395 (O)	23388373 (O) 25287546 (R)	
6.	Mr.R.K. Verma	DDHA	43761 (O)	23303761 (O) 55975508 (R)	
7.	Mr. A. K. Bansal	HEO	43553 (O)	23303553 (O) 26102624 (R)	
8.	Mr. L.C.Trivedi	GM/ECR	22000 (O) 22001 (R)	274728 (O) 2300100 (R)	
9.	Dr. Smt. Jahanara	CMD	23200 (O)	272693 (O) 2597835 (R)	
10.	Dr. Umesh Kumar	DYCMD/Admin	23208 (O) 82821 (R)	273734 (O) 274479 (O)	
11.	Dr. U. K. Sinha	DYCMD/MS	23210 (O)	2530063 (R)	

Reporting of Train Accidents Telephonically to Railway Board

Revised priority of Officers in Railway Board to whom accident message should be conveyed is given under:-

S. N.		Office Telephone		Residential Telephone	
		Railway	MTNL	Railway	MTNL
1.	**Safety Cell**	**43399, 43599**	**011-23382638** **M-9717645614**	**-**	**-**
2.	**Director Coaching-I** **Mobile - 9910487468**	**43578**	**011-23368702**	**43208**	**-**
3.	**Director Coaching-II** **Mobile - 9810695217**	**43576**	**011-23385147**	**53221**	**011-26889383**
4.	**E.D. Coaching** **Mobile - 9810197415**	**43892**	**011-23383624**	**52402**	**011-24678085**
5.	**Advisor Safety** **Mobile - 9818798390**	**43302,** **43922**	**011-23381344** **011-23386215** **(FAX)**	**030-52404 (FAX)**	**-**
6.	**Director Safety-I**	**43667**	**011-23387009** **M-9910487477**	**54054**	**011-26889456**
7.	**Director Safety-II**	**43446**	**011-23389987** **M-9810017905**	**22388**	**011-23345605**
8.	**Director Safety-III**	**43239**	**011-23385836** **M-9910487542**	**22447**	**011-23363789**

SECTION-F

LIST OF MAJOR AND IMPORTANT BRIDGES IN GC SECTION

S. No.	BR. NO.	LOCATION	SECTION	NO. OF SPAN	SPAN	TYPE OF BRIDGE
1.	357/A	471/21-23	GYA - KSTA	2	33.53	ROB
2.	372	476/19-21	GYA - KSTA	4	18.29	RIVT-PG
3.	383	483/25-484/11	KSTA - PRY	13	18.28	RIVT PG
4.	385/A	484/29-31	KSTA - PRY	40	2.44	ARCH
5.	389/A	485/23-486/0	PRY - GRRU	72	2.44	ARCH
6.	391	486/07-21	PRY - GRRU	13	18.28	RIVTPG
7.	444/A	508/11-13	RFJ - DRD B.H.	5	3.66	ARCH
8.	445	508/27-29	RFJ - DRD B.H.	4	18.28	REVTPG
9.	459	517/11-15	RFJ - JHN	27	3.66	ARCH
10.	460	517/15-17	RFJ - JHN	5	6.01	RSJ
11.	462	519/24-28	JHN - PES	4	18.3	RIVT PG
12.	469	521/28-30	JHN - PES	6	6.1	RSJ
13.	493	534/07-09	PES - AUBR	3	18.3	RIVT PG
14.	494/A	534/14-16	PES - AUBR	10	2.44	ARCH
15.	502/A	537/18-22	PES - AUBR	15	3.66	FC Slab
16.	504/A	538/27-31	PES - AUBR	10	3.66	FC Slab
17.	505	538/33-539/01	PES - AUBR	17	3.66	FC Slab
18.	509	540/07-13	PES - AUBR	8	18.29	RIVT PG
19.	510/A	540/26-30	PES - AUBR	12	6.1	RSJ
20.	524	546/27-29	AUBR - SEB	2	23.16	RIVT PG
21.	533	555/27-29	DOS - PHE	3	22.86	RIVT PG
22.	535/A	556/13-14	DOS - PHE	30	1.83	ARCH
23.	547	562/23-25	PHE - KWD	3	6.1	RIVT PG
24.	611	593/11-15	KTQ - KVD	6	18.29	RIVT PG
25.	675	630/29-631/1	DGO - DCX	1	8.53	RIVT PG
26.	676	631/13-15	DGO - DCX	4	18.29	RIVT PG
27.	677	631/27-632/1	DGO - DCX	1	6.09	RIVT PG
28.	678	632/13-19	DGO - DCX	15	8.68	RIVT PG
29.	693	641/19-21	KMS - SYJ	6	8.66	RIVT PG
30.	695	642/23-29	KMS - SYJ	1	11.98	RIVT PG
31.	697	643/11-13	KMS - SYJ	1	8.67	RIVT PG
32.	698	643/20-24	KMS - SYJ	7	8.7	RIVT PG
33.	711/A	655/19-23	SYJ - CDMR	16	3.66	PSC Slab
34.	713	656/13-15	SYJ - CDMR	12	3.66	PSC Slab
35.	717	660/01-03	CDMR - GAQ	8	3.66	PSC Slab
36	412/A ROB	672/83	CDMR - GAQ	2	33.52	T/Girder
37	EF/7	670/16-18	DDU - EFO	2	9.14	GIRDER
38	EF/8	670/18-20	DDU - EFO	2	9.14	GIRDER
39	1/AF	675/01	DDU - WF	1	15.95	GIRDER

LIST OF IMPORTANT BRIDGES OF GC SECTION

1.	345/A	466/21-467/15	MPO - GYA	20	30.48	RIVT-PG
2.	345	466/22-467/16	MPO - GYA	18	30.48	U SLUNG
3.	531	550/06-553/12	SEB - DOS	93	30.48	U-Slung

LIST OF MAJOR BRIDGES OF BD SECTION

Sl. No.	Bridge No.	Location	Bet. Stn.	Span	Type of Br.
1.	4A	409/23-25	SEB-BCJ	1x47.56+1x6.1	GIRDER
2.	4	409/24-26		2x23.17	GIRDER
3.	18/A	404/17-19	SEB-BCJ	1x30.48	GIRDER
4.	18	404/18-20		7x3.66	FC Slab
5.	64/A	379/19-23	NBG-KYF	3x6.1	PSC GIRDER
6.	64	379/20-24		3x6.1	GIRDER
7.	80/A	373/33-35	NBG-KYF	4x12.2	GIRDER
8.	80	373/34-36		4x12.2	GIRDER
9.	104/A	364/17-19	JPL-HDN	2x12.2	Composite
10.	104	364/18-20		2x12.2	GIRDER
11.	107/A	363/25-27	JPL-HDN	5x3.66	FC Slab
12.	107	363/26-28		5x3.66	FC Slab
13.	109/A	362/13-15	JPL-HDN	3x12.2	PSC GIRDER
14.	109	362/14-16		3x12.2	GIRDER
15.	142/A	347/15-17	MDJ-KVQ	3x12.2	GIRDER
16.	142	347/16-18		3x12.2	Composit
17.	143/A	346/07-09	SZF-MDJ	1x12.2	GIRDER
18.	143	346/08-10		1x12.2	PSC
19.	155/A	341/13-15	SZF-MDJ	1x18.3	PSC GIRDER
20.	155	341/14-16		1x18.3	GIRDER
21.	171/A	332/27-29	KRTA-URD	5x18.3+2x6.1	PSC/RCC
22.	171	332/28-30		5x18.3+2x4.27	GIRDER/ARCH
23.	174/A	330/23-25	KRTA-URD	1x12.2	GIRDER
24.	174	330/24-26		1x12.2	GIRDER
25.	192/A	323/19-21	GHD-SQS	2x18.3+1x12.2	GIRDER
26.	192	323/20-22		2x18.3+4x4.27	GIRDER/ARCH

DN. G.C. Main line (DDU – DOS) Location of signals :

	Distant	Inner	Home	Starter	Adv. Starter
F/O/C	-	-	668/14-12	-	667/34-32
Gate	669/20	655/1-3			
GAQ	-	-	666/24-22	665/16-14	665/2-664/25
Gate	665/2				
CDMR	660/10-8	659/8-6	658/8-6	657/2-656/12	656/16-14
N/section	658/18(DJ open)		658/14(DJ Closed)		
Gate	657/24				
SYJ	651/22 -20	650/24-22	649/24-22	648/ 12-10	647/30-28
Gate	645/9-11	644/5-7	642/5-7	-	-
KMS	643/26-24	642/22-20	641/24-22	640/16-14	639/28-26
N/Section	639/ 12 (DJ open)		639/ 8 (DJ Closed)		
Gate	638/7-9	637/5-7			
DCX	636/16-14	636/16-14	635/12-10		-
Gate	633/7-9	630/9-11			
DGO	632/ 4-2	631/4-2	630/4-2	628/28-26	628/12-10
Gate	628/3-5	627/10-12	624/12-16	619/3-5	
BBU	623/ 10-8	622/ 10-8	621/ 8-6	619/12-26	619 10-8
Gate	617/6-8	615/3-5			
MTGE	617/18-16	616/ 18-16	615/ 16-14	614/ 14-12	614/2-613/32
Gate	612/25-27	609/7-9			
PSE	610/2-609/28	609/ 2-608/28	607/ 26-24	606/22-608/20	606/8-4
Gate	605/26-28	603/17-19	601/8-10	600/6-8	
KTQ	601/4-2	600/4-2	598/ 26-24	597/10-8	596/25--26
N/section	599/26(DJ Open)		599/20(DJ closed)		
Gate	598/5-7	594/17-19			
KVD	593/22-20	592/22-20	591/22-20	-	-
Gate	590/24-26	588/25-27	586/21-23		
SSG	589/ 8-6	588/8-6	587/8-6	585/24-22	585/8-6
Gate	585/1-3	583/5-7	581/1-3		
KMGE	583/18-16	582/16-14	581/14-12	580/10-8	579/26-24
Gate	578/9-11	576/11-13	573/15-17		
SSM	575/26-24	574/26-24	573/24-22	572/12- 10	571/20-18
N/section	574/12(DJ open)		574/8(DJ closed)		
Gate	571/19-21	568/17-19 569/17-19	567/11-13	566/19-21	566/0-1
KWD	568/6-8	567/6-8	566/8-10	564/22-20	564/5- 4
Gate	564/19-21	562/11-13	559/15-17		
PHE	561/22-20	560/21	560/9	557/18-16	557/6-4
Gate	556/25-27				
DOS	557/22-20	556/22-20	555/28-26	554/16-4	553/4-2
Gate	553/27-29				

UP G.C. Main line (DOS – DDU):

	Distant	Inner	Home	Starter	Adv. Starter
DOS	551/17-19	552/21-19	553/21-23 R/H-554/11-13	555/9A-11A L-13 Str.- 554/1005A	555/31A-33A
Gate	556/25-27				
PHE	555/31A-33A	556/31	556/19A-21A	559/15A-13A	559/5A/7A
Gate	559/15-17				
KWD	562/7A-9A	562/25A-27A	564/7A-9A	565/7A-9A	565/27A-566/1A
Gate	566/0-1				
SSM	569/15A-17A	570/17A-17A	571/21A-23A	572/29A-31A	573/11A-11A
Gate	573/15-17				
N/ Section	574/5A (DJ open)		574/7A (DJ closed)		
KMGE	577/15A -17A	578/17A-19A	579/23A-25A	580/17A-27A	581/3A-5A
Gate	581/1-3				
SSG	583/1A	584/1A – 3A	585/5A – 7A	586/11A-13A	587/3A-5A
Gate	586/21-23				
KVD	589/7A -9A	590/7A-9A	591/13A – 15A		
Gate	594/17-19				
N/ Section	599/1A (DJ open)		599/1A (DJ closed)		
KTQ	594/15A – 17A	595/17A – 19A	596/25A – 27A	598/13A–17A	598/23A–25A
Gate	600/6-8				
PSE	603/23A – 25A	604/25A – 27A	606/3A – 5A	607/9A–11A	607/23A–25A
Gate	609/7-9	612/25 - 27			
MTGE	611/15A – 17A	612/15 – 17A	613/19A – 21A	614/31A– 615/1A	615/15A–17A
Gate	615/3-5	617/6-8			
BBU	616/21A – 23A	617/25A – 27A	618/25A – 27A	620/17A–19A	620/29A–31A
Gate	619/3-5				
DGO	625/23A – 25A	626//25A – 27A	627/25A – 27A	629/9A–11A	629/19A–21A
Gate	630/9-11	637/7 - 9			
DCX	631/25A – 27A	632/25A – 27A	637/23A–25A	635/1A–3A	635/5A–7A
Gate	637/5 - 7	638/7-9			
N/ Section	639/7A–(DJ open)		639/11A(DJ closed)		
KMS	637/15A – 17A	638/15A– 17A	639/17A–19A	641/3A–5A	641/15A–17A
Gate	642/5 - 7	644/5 - 7	645/9 -11		
SYJ	645/15A – 17A	646/17A – 19A	647/19A–21A	649/1A–5A	649/15A–17A
Gate	647/25-27	649/5 - 7	649/15 - 17	651/17-19	653/19 - 21
CDMR	654/11A – 13A	655/11A – 13A	656/13A – 15A	657/17A–19A	657/31A – 659/1A
Gate	656/9-11				
N/ Section	658/13A (DJ open)		658/15A(DJ closed)		
GAQ	662/19A – 21A	663/19 A – 21A	664/21A – 23A	665/1A–3A	666/19A – 21A
Gate	665/1-3	669/22-24			
F/O/C	-	-	667/25A – 27A	-	-

DN.G.G. Reversible Line:

	Distant	**Inner**	**Home**	**Starter**	**Adv. Starter**
F/O/C	-	-	668/14-12	-	667/34-32
Gate	669/22-24	655/1-3			
GAQ	-	-	666/31-29	665/9-7	664/28-26
Gate	662/7-9	661/19-21	659/21-23	657/21-23	556/9-11
CDMR	660/12-10	659/10	658/10	656/30-28	656/17
N/section	658/18 (DJ open)		658/14 (DJ Closed)		
Gate	653/19-21	651/17-19	649/15-17	649/5-7	647/25-27
SYJ	651/22	650/23-21	649/23	648/9	648/01
Gate	645/9-11	644/5-7	642/5-7	-	-
KMS	643/21	642/21-19	641/26-24	640/11	639/29
N/Section	639/8 (DJ open)		639/12 (DJ Closed)		
Gate	638/7-9	637/5-7			
DCX	637/15-13	636/16-14	635/15-13	634/09	634/03
Gate	633/7-9	630/9-11			
DGO	632/3-1	631/3-1	630/3-1	628/21-29	628/9-7
Gate	628/3-5	627/10-12	624/12-16	619/3-5	
BBU	623/9-7	622/9-7	621/7-5	619/19-17	619/9-7
Gate	617/6-8	615/3-5			
MTGE	617/19-17	616/17-19	615/20-18	614/13-11	613/27-25
Gate	612/25-27	609/7-9			
PSE	610/1- 609/27	609/1- 608/27	608/1-607/29	606/19-17	606/7-5
Gate	605/26-28	603/17-19	601/8-10	600/6-8	
KTQ	601/4-2	600/4-2	599/2-598/30	597/9-7	596/28-26
N/section	599/26 (DJ Open)		599/20 (DJ closed)		
Gate	598/5-7	594/17-19			
KVD	-	-	-	-	-
Gate	590/24-26	588/25-27	586/21-23		
SSG	589/14-12	588/14-12	587/14-12	585/18-16	585/9-7
Gate	585/1-3	583/5-7	581/1-3		
KMGE	583/17-15	582/16-14	581/16-14	580/10-8	579/25-23
Gate	578/9-1	576/11-13	573/15-17		
SSM	575/26-24	574/26-24	573/24-22	572/10-8	571/20-18
N/section	574/12 (DJ open)		574/8 (DJ closed)		
Gate	571/19-21	568/17-19 569/17-19	567/11-13	566/19-21	566/0-1
KWD	568/6-4	567/8-6	566/9-7	564/23-21	564/5-3
Gate	564/19-21	562/11-13	559/15-17		
PHE	562/13-11	560/21	560/11A	557/17-15	557/3-5
Gate	556/25-27				
DOS	558/5-3	557/5-3	556/5-3	554/16-4	
Gate	553/27-29				

UP B.D. Section:

	Distant	Home	Starter	Adv. starter
SQS	322/31-323/1	323/35-33	325/1-3	325/28-31
Gate	329/33-35			
KRTA	327/21-23	328/29-31	329/31-33	330/9-11
URD	333/12-15	334/1-13	335/19-21	335/31-33
Gate	335/35-37	338/8-9		
SZF	338/23-25	339/21-23	340/25-27	341/5-7
Gate	345/11-12			
N/section	341/13(DJ open)		341/19(DJ closed)	
MDJ	345/3-5	346/1-3	347/7-9	347/19-21
Gate	350/6-7			
KVQ	351/27-29	352/31-33	353/31-37	354/13-15
Gate	356/13-14	357/23-25		
HDN	356/27-29	357/29-31	357/5-7	357/21-23
N/section	364/23(DJ open)		364/27(DJ closed)	
Gate	361/17-19	364/3-5	365/11-13	
JPL	367/27-29	364/35-365/1	366/19-21	366/33-35
KYF	371/11-13	372/11-13	373/15-17	373/31-33
NBG	379/23-25	380/29-31	381/31-33	382/17-19
Gate	381/1-3			
BSYA	387/27-29	388/29-31	390/5-7	390/21-23
Gate	395/1-3			
N/section	393/23(DJ open)		393/29(DJ closed)	
ANH	393/23	Gate Home-394/25		Up Adv starter ANH/1037
BCJ	401/23-25	402/25-27	404/9-11	404/23-25
Gate	404/19-21	408/0-1		
F/O/C	406/11-13	407/13-15		
SEB	409/21-23	210/19-23	549/21-23-549/39-41	550/21-23

P. Way Materials at nominated Stations

The following additional P.Way materials have been kept reserved at DDU, Dehri-on-sone, Gaya and Japla.

Name of the Material and quantity	Pt.Dn Dayal Upadhaya	Dehri-on-sone	Gaya	Japla
Rail 52 Kg	100-M	100-M	100-M	100-M
Fishplate 52 Kg	40 Number	40 Number	40 Number	40 Number
Fishplate 52 Kg	80 Number	80 Number	80 Number	80 Number
Rail 60 Kg	100-M	100-M	100-M	100 Number
Fishplate 60 Kg	40 Number	40 Number	40 Number	40 Number
Fishplate 60 Kg	80 Number	80 Number	80 Number	80 Number
Dog spikes	100 Number	100 Number	100 Number	100 Number
Steel Sleepers	1300 Number	100 Number	100 Number	100 Number

List of Emergency Materials for bridge works

S.N.	Name of the Tools & Plants	Quantity		Location
1.	Service girder 45'0'	2		Km.589/15-17 Km.662/11-13
2.	C. C. Crib	576		BRI Store/DDU – 90 nos. BRI Store/DOS-486 nos.
3.	C. C. Crib clamp	50		
4.	Differential Pulley Block (5 Ton capacity)	2		
5.	Differential pulley Block (3 ton capacity)	2		
6.	Pulley Block for Manila Rope (S/S)	2		
7.	Pulley Block for Manila Rope (D/S)	2		
8.	Hydraulic & Mechanical jacks (Hyd-100 ton)	2		RRI Store at DDU
9.	Hydraulic & Mechanical jacks (Hyd- 50 ton)	2		
10.	Hydraulic & Mechanical jacks (Hyd- 30 ton)	3		
11.	Traverser Base 50T	2		
12.	Gas cutting Torch	1		
13.	Nylon Rope	30-M		

Location of Sand & boulders reserve

Sand & boulders are available at the following locations with approximate quantity as indicated against each:

Location	Sand	Boulders
GYA	1000 Cu.M	Nil
DOS	Nil	1039.32 Cu. M
SEB	Nil	173 Cu. M
KWD	Nil	1306.61 Cu. M
KTQ	Nil	475 Cu. M
DGO	Nil	1000 Cu. M
DDU	380 Cu.M	Nil

List of Major Bridges UP, DN & REV line GC DDU Division

1	2	3	4	5	6	7	8	9	10
Sl. No.	**Route**	**GAUGE**	**Section**	**STN. BETWEEN**	**Br. No.**	**Span (in M)**	**Location (KM)**	**Imp/Maj/ Min**	**Type of Bridge**
1.	Gr-A, GC, 2 LINES	BG	MPO-DDU	GYA - KSTA	357/A ROB	5x33.53	471/21-23	Major	Semi Through Plate Girder
2.	Gr-A, GC, 2 LINES	BG	MPO-DDU	GYA - KSTA	372	4x18.29	476/19-21	Major	RIVT PG
3.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KSTA - PRY	383	13x18.28	483/25-484/11	Major	RIVT PG
4.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KSTA - PRY	385/A	40x2.44	484/29-31	Major	ARCH
5.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PRY - GRRU	389/A	72x2.44	485/23-486/0	Major	ARCH
6.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PRY - GRRU	391	13x18.28	486/07-21	Major	RIVT PG
7.	Gr-A, GC, 2 LINES	BG	MPO-DDU	RFJ - DRD	444/A	5x3.66	508/11-13	Major	ARCH
8.	Gr-A, GC, 2 LINES	BG	MPO-DDU	RFJ - DRD .	445	3x18.28	508/27-29	Major	RIVT PG
9.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DRD -JHN	458	11x6.01	517/07-11	Major	RSJ (Girder)
10.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DRD -JHN	459	29x3.66	517/11-15	Major	ARCH
11.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DRD -JHN	460	5x6.01	517/15-17	Major	PSC Slab
12.	Gr-A, GC, 2 LINES	BG	MPO-DDU	JHN - PES	462	4x18.3	519/24-28	Major	RIVT PG
13.	Gr-A, GC, 2 LINES	BG	MPO-DDU	JHN - PES	469	6x6.1	521/28-30	Major	PSC Slab
14.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	493	3x18.3	534/07-09	Major	RIVT PG
15.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	494/A	10x2.44	534/14-16	Major	ARCH
16.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	502/A	15x3.66	537/18-22	Major	FC Slab
9	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	504/A	10x3.66	538/27-31	Major	FC Slab
17.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	505	17x3.66	538/33 - 539/01	Major	FC Slab
18.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	509	8x18.29	540/07-13	Major	RIVT PG
19.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PES - AUBR	510/A	12x6.1	540/26-30	Major	PSC Slab
20.	Gr-A, GC, 2 LINES	BG	MPO-DDU	AUBR - SEB	524	2x23.16	546/27-29	Major	RIVT PG

21.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DOS - PHE	533	3x22.86	555/27-29	Major	RIVT PG
22.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DOS - PHE	535/A	30x1.83	556/13-14	Major	ARCH
23.	Gr-A, GC, 2 LINES	BG	MPO-DDU	PHE - KWD	547	3x6.1	562/23-25	Major	PSC Slab
24.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KTQ - KVD	611	6x18.29	593/11-15	Major	RIVT PG
25.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DGO - DCX	675	4x8.53	630/29-631/1	Major	RIVT PG
26.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DGO - DCX	676	4x18.29	631/13-15	Major	RIVT PG
27.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DGO - DCX	677	1x6.09	631/27-632/1	Major	PSC Slab
28.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DGO - DCX	678	15x8.68	632/13-19	Major	RIVT PG
29.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KMS - SYJ	693	6x8.66	641/19-21	Major	RIVT PG
30.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KMS - SYJ	695	5x11.98	642/23-29	Major	RIVT PG
31.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KMS - SYJ	697	4x8.67	643/11-13	Major	RIVT PG
32.	Gr-A, GC, 2 LINES	BG	MPO-DDU	KMS - SYJ	698	7x8.7	643/20-24	Major	RIVT PG
33.	Gr-A, GC, 2 LINES	BG	MPO-DDU	SYJ - CDMR	711/A	16x3.66	655/19-23	Major	PSC Slab
34.	Gr-A, GC, 2 LINES	BG	MPO-DDU	SYJ - CDMR	713	12x3.66	656/13-15	Major	PSC Slab
35.	Gr-A, GC, 2 LINES	BG	MPO-DDU	CDMR - GAQ	717	8x3.66	660/01-03	Major	PSC Slab
36.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DDU Yard	412/A ROB	2x33.52	672/83	Major	OW Girder
37.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DDU – EFO	EF/7	2x9.14	670/16-18	Major	Plate Girder
38.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DDU - EFO	EF/8	1x9.14	670/18-20	Major	Plate Girder
39.	Gr-A, GC, 2 LINES	BG	MPO-DDU	DDU - WF	1/AF	1x15.95	675/01	Major	Plate Girder
40.	Gr-A, G.C IIIrd Line (SEB-MGS)	BG	MPO-DDU	DOS-DDU	533	1x25.416+2x24.166	555.77	Major	Plate Girder
41.	Gr-A, G.C IIIrd Line (SEB-MGS)	BG	MPO-DDU	DOS-DDU	535A	2x5.435+13x5.44	556.536	Major	RCC Slab
42.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	611	6x18.30	593.425	Major	Composite Girder

43.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	693	6x8.60	641.608	Major	PSC Girder
44.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	694	1x18.30	642.58	Major	PSC Girder
45.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	695	5x30.50	642.989	Major	PSC Box Girder
46.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	697	4x8.60	643.487	Major	PSC Girder
47.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	698	7x8.60	643.778	Major	PSC Girder
48.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	709A	2x4.936 +2x5.226	652.36	Major	RCC BOX+ RCC Slab
49.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	711A	14x4.385+2x4.02	655.3	Major	RCC Slab
50.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	713	2x3.50+ 10x4.26	656.44	Major	RCC Slab
51.	Gr-A, G.C IIIrd Line (SEB-DDU)	BG	MPO-DDU	DOS-DDU	717	2x3.645 +6x4.36	660.02	Major	RCC Slab

SECTION-G

General Clarifications

If there is need to obtain Police clearance for rescue operations?
Police clearance is not required for launching rescue operations for the purpose of saving human lives which inter alia may also involve handling/shifting the rolling stock (locomotives, wagons and coaches) for extricating the trapped passengers. However, police clearance is required for restoration works at the site of accident, if sabotage is suspected. Clarification is given in Annexure - 20.

What is the procedure to call for Army assistance?
Instructions regarding seeking assistance from Armed Forces has been laid down in CSO/ECR's D.O. No. ECR/Safety/DMP/02 dated 17.07.03

When officers are to reach control?
All Officers must report to Control within 15 minutes and well prepared to proceed to site from control itself. Cell phone, VHF where available should be brought along with. All vehicles should be in control ready to proceed to site as instructed.

How to purchase Petty items at site?
It may be done through cash imprest of BOs. At the same time the disaster management teams may have to hire personnel and equipment at short notice and so the normal procedures involving hiring of labour and purchase of petty items i.e. manila ropes, photo copying etc. be dispensed with. The teams are given adequate powers to take cash from station earnings of nearest station or bigger station with large cash as per provision of SOP enclosed as Annexure - 21.

Who has to assess the value of damage at site?
To be assessed by each BO, compiled by Sr.DSO. He will inform Site Manager and also convey to Control.

Who has to place temporary tents?
Each BO has to erect tent available with him at the site and fix the placard. However, Sr.DEN shall arrange adequate Tents to meet the requirement as explained in Para-10.

Who will advice prima-facie cause of accident and restoration time to control ?
DRM/ADRM present at site will decide with discussion with of other officer at site and to inform to control.

Who will give interview to Media and give detail of accident or action plan for restoration?
DRM/ADRM or PRO nominated by him at site can only interact media.

Who will ensure making of joint note at site?
Sr.DSO should ensure that joint Note is prepared by a group of Sr. Subordinates comprising of TI, PWI, LI/CWS, SI and Sr. Supervisors of concerned departments.

Tele: 23017897

HQ Integrated Defence Staff
Room No.3
Kashmir House, Rajaji Marg
New Delhi-110011

No.IDS/Ops./Op/Lgs/rly DM/31004 21 August'2003

Sri Arun Arora
Director (Min of Railways)
Railway Board, Rail Bhawan
Raisina Road
New Delhi-110001

RAILWAY DISASTER MANAGEMENT PLAN

1. Please refer to your Letter No.2002/Safety-1/6/4 Dated 04 January'03 and our Letter No.IDS/Ops/OP Lgs/31004 Dated 23 June'2003.
2. A list of Station HQs from where assistance can be solicited for relief operations corresponding to Railway Zones/divisions is forwarded to you as appendix.

Sd/-
(Ravi Sharma)
Brig DACIDS (Ops Lgs)

Encl: As Stated

Copy to:

ACAS (Ops)

Air HQ

Dir MO-6
Army HQ

DNO
Naval HQ

The list of Railway Zones/ Division along without Station HQs/Area HQ is forwarded herewith. On occurrence of Railway Disasters, Relief operations would be coordinated by the relevant Station HQ/Sub. Area/Area HQs.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAY
(RAILWAY BOARD)

No.2003/Safety-1/6/4 New Delhi, Dated 22.08.2003

General Manager, Central Railway, Mumbai
General Manager, Eastern Railway, Kolkata
General Manager, East Central Railway, Hajipur
General Manager, North Western Railway, Jaipur
General Manager, Northern Railway, New Delhi
General Manager, North Eastern Railway, Gorakhpur
General Manager, Northeast Frontier Railway, Guwahati
General Manager, Southern Railway, Chennai
General Manager, South Central Railway, Secunderabad
General Manager, South Eastern Railway, Kolkata
General Manager, Western Railway, Churegate, Mumbai
General Manager, South East Central Railway, Bilaspur
General Manager, East Central Railway, Bhubaneswar
General Manager, North Central Railway, Allahabad
General Manager, South Western Railway, Hubli
General Manager, West Central Railway, Jabalpur

Subject:- **Railway Disaster Management Plan.**

Reference:- **Recommendation No.6 of High Level Committee's report on Disaster Management.**

1. Further to the Letters of even number Dated 3/5.6.2003 and 3.7.2003, please find enclosed herewith a copy of the Letter No.IDS/Ops/Op Lgs/Rly.DM/31004 Dated 21.08.03 from Brig. Ravi Sharma, DACIDS (Ops Lgs) which includes a list of Station Headquarters corresponding to Railway Zones/Divisions, for where assistance can be solicited for rescue and relief operations.
2. The concerned Zonal Railways/divisional authorities should first contact the Station Headquarters in the vicinity of accident site. In case the concerned Zonal Railway/Division face and difficulty in seeking the required assistance from the corresponding Station Headquarters in the vicinity Brig. Ravi Sharma can be contacted. The telephone numbers of Brig, Ravi Sharma have already been circulated to the Zonal Railways vide Board's Letter of even number dated 3.7.2003.
3. These details may please be circulated among the CSOs and DRMs over your system and the points mentioned in Para-2 above may be made clear to all the CSOs/DRMs and other concerned Officers on your Railway.

Please acknowledge receipt.

Encls: As above.

(M.G.Arora)
Executive Director/Safety
Railway Board

Subject:- **Claims for ex-gratia relief under Sections 124 and 124A of the Railway Act 1989.**

I request for payment of Ex-gratia for which required particulars are given as under:

S.N.	Required information	Furnished information
1.	Name of the person Injured/Dead	
2.	Marks of identification	
3.	Father's Name of person Injured/Dead (Husband's name in case of marred woman of widow)	
4.	Full address of the Injured/Dead	
5.	Approx age of the person Injured/Dead.	
6.	Place of accident & date of accident.	
7.	Name of the train involved.	
8.	Class of Travel, Ticket submitted or not, Ticket No.	
9.	Name and permanent address of the applicant.	
10.	Local address of the applicant.	
11.	Relationship with Injured/Dead	
12.	Amount of compensation clamed.	

Above information is true to the best of my knowledge for any false information detected latest on I am liable to refund ex-gratia taken and also to he penalized.

Date_____ Signature/L.T.I of Injured_____
Signature/L.T.I of applicant_____

13.	Death/nature of injuries sustained certified by Railway Doctor.	
14.	Name and designation of Railway Doctor certifying Death/Grievous/simple injury..	
15.	Name and designation of Railway authority certifying genuinely of tickets presented by applicant (DCM/ACM/DCI).	
16.	Name and designation of Railway authority (Sr.DPO/APO) certifying gentility of claimant (collect photo/take phone of applicant)	
17.	Amount sanctioned and paid	Rs.

Received by Applicant Rs._____Sig./L.T.I of Injured/applicant _____

Sig.Rly. Doctor_____ Sig. DCM/ACM/DCI_____ Sig.Sr.DPO/APO _____
(Payment should be sanctioned/arranged preferably on the spot by a senior scale or higher Officer).

Section 320 of IPC

"Grievous hurt" has been defined in Section 320 of IPC as under:

320	**Grievous hurt**	-	This following kinds of hurt only are designated as grievous.
	First	-	Emasculation.
	Secondly	-	Permanent privation of the sight of either eye.
	Thirdly	-	Permanent privation of the hearing of either ear.
	Fourthly	-	Privation of any member of joint.
	Fifthly	-	Destruction or pennanect impairing of the powers of any member or joint.
	Sixthly	-	Permanent disfiguration of the head of face.
	Seventhly	-	Fracture or dislocation of a bone or tooth.
	Eighthly	-	Any hurt which endangers life or which causes the sufferer to be during the space of twenty days in severe bodily pain or unable to follow his ordinary pursuits.

The Railway Act 1989:

123(b) "Dependent" means any of the following relatives of a deceased passenger, namely.

(i) The Wife, Husband, son and Daughter and in case the deceased passenger is unmarried or is a minor his parent.

(ii) The parent, minor brother or unmarried sister, widowed Sister, widowed Daughter-in-last and a minor child of a predeceased Son, if dependent wholly of partly on the deceased passenger.

(iii) A minor child of a predeceased Daughter, if wholly dependent on the deceased passenger.

(iv) The paternal grandparent wholly dependent on the deceased passenger.

124A. Explanation: For the purposes of this Section "Passenger" included:

(i) A railway servant on duty and.

(ii) A person who has purchased a valid ticket for travelling by a train carrying passengers or any date or a valid platform ticket and becomes a victim of an untoward incident.

Note for Officers on site:

(i) For other than minor, check train ticket/platform ticket/pass (if Railway Employee) it ticket not furnished then make such enquiries as can be reasonably made on the spot for minor, claim valid if dependant person accompanying minor holds ticket. However in case of minor clam will be paid to the parent of the minor only.

(ii) Claim is valid if injured passenger himself claims or authorize an agent who for ex-gratia.

(iii) In case of death, check if claimant is dependant defined in 123(b) of Railway Act. Dependent's claim may be verified by documents which may include Mukhiya's certificate and Thana's confirmation or make such enquires as can responsibly made on the spot.

(iv) It is advisable to take photograph of injured passenger, injured passenger with claimant dead body with claimant.

INFORMATION BY MEDICAL ON INJURED/DEAD PERSONS

1.**Casualties:**

(a) No. killed.
(b) No. grievously hurt.
(c) No. with simple injury.
(d) No. with trivial injures.

2. Timings of the arrival of the first doctor, (Rly. Or other doctor subsequently).

3. Timings of:
   (a) the receipt of the accident message at the Station where Medical van is stabled.
   (b) Dispatch of the Medical Van from that Station.
   (c) Arrival of the Medical Van at site.
   (d) Departure of Medical Van with the injured from the site.
   (e) Arrival of the Medical Van with the injured at the Hospital/Station.
   (f) Admission of the patients into Hospital.

4. (a) Details of the Medical aid rendered and whether any Surgical treatment resorted tom at site.
   (b) Give reasons for delay in rendering Medical aid.

5. Whether any pain relieving drug administered such as morphia and if so to how many.
6. Disposal of the injured and the dead with timings.
7. List of casualties (Dead/injured) with details of, same their address and particulars of admission and discharge in various Hospitals till the date of injury.

8. (a) Did you receive full Cooperation from the Doctors of the Civil Hospital.
   (a) If not, where is the failure. What difficulties have been encountered while dealing with the injured.

9. What difficulties have been encountered while dealing with the injured.

10. Have you any suggest on to make to improve the methods of rendering Medical Aid to the injured.

Chief Medical Superintendent
East Central Railway
DDU

List of injured persons in Train Derailment:

Train No._____ Dated:_____

S. N.	Name	Age	Sex	Address	Ticket No.	Identi-fication Mark	Derails of injury	Nature of	Disposal	Name address Railway non-Railway instruction
1	2	3	4	5	6	7	8	9	10	11

SAMPLE FORMAT FOR WITHDRAWL OF CASH FROM STATION EARNING:

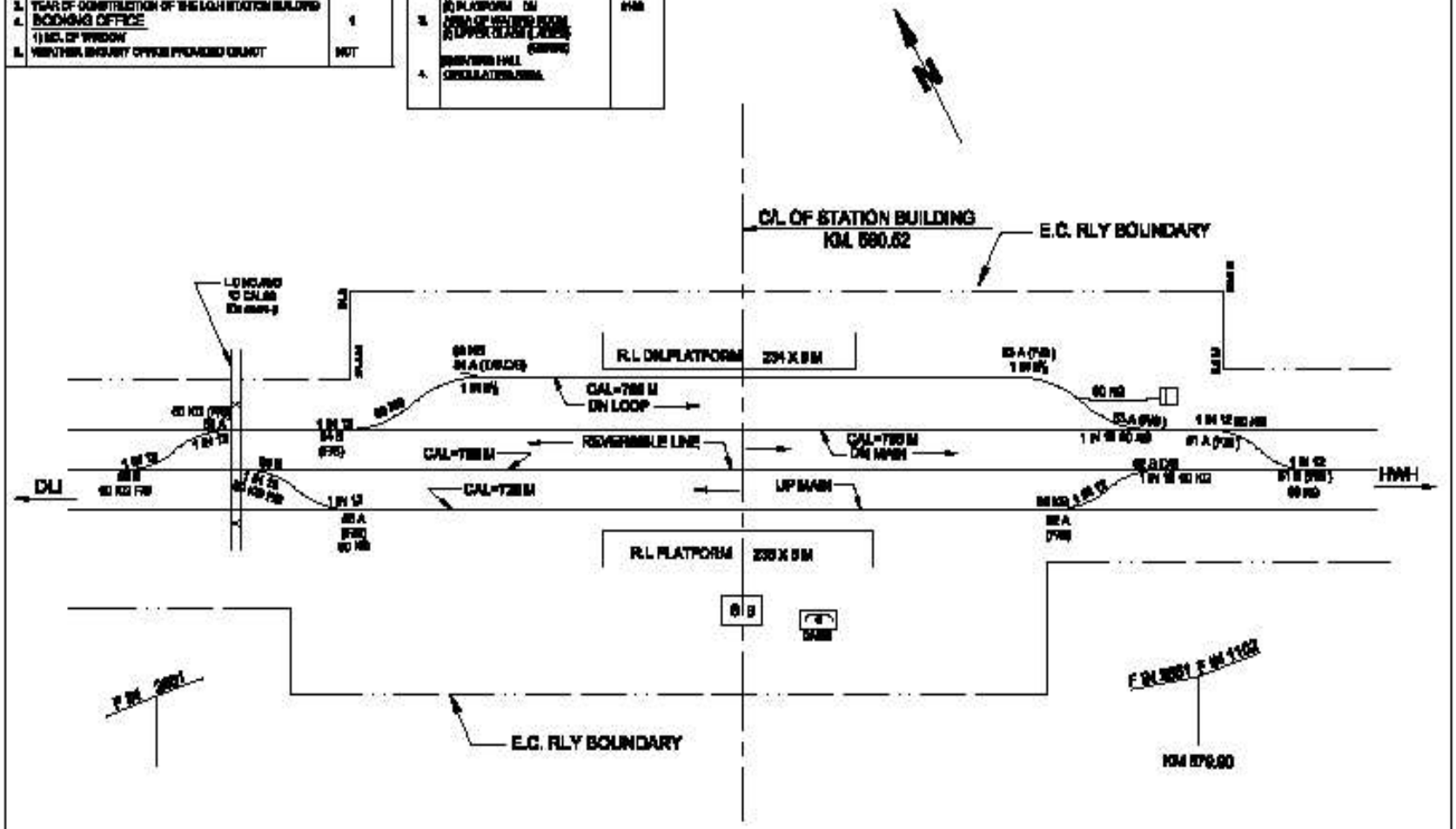
NE-G 17A	NF-G 17A
Book No._____ Station Pay Order No._____ Dated_____ To The Station Manager_____ Pay to_____ Rupees (in word) _____ _____ _____ On account of_____ _____ Rupees_____ Chargeable to_____ Case No._____ Accountal in in ward delivery (Local/Foreign) Book No._____Page No._____ Accountal in open delivery register (Local/foreign) Book No._____Page No._____ **Signature_____** **Designation_____** Amount to be shown in words.	Book No._____ Station Pay Order No. Dated_____ To The Station Manager_____ Pay to_____ Rupees (in word) _____ _____ _____ On account of_____ _____ Rupees_____ Chargeable to_____ Case No._____ Accountal in in ward delivery (Local/Foreign) Book No._____Page No._____ **Signature_____** **Designation_____** Accountal in open delivery register (Local/Foreign) Book No._____Page No.____ Received payment of the amount stated above. Signature of Payee_____ Signature of witness_____ (in case of payment to illiterate person only) Date_____ **Stamp** **Signature of the Station Manager** **(Sec. instruction)** Amount to be shown in word.

SECTION -H

1.	LAVATORIES	
	(i) NO. OF SEATS (LADIES & GENTS)	i) GENT
	(FLUSHED OR DRY)	2) LADI
2.	NO. OF TWIN TAPE HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY.	2 UP H.P
		1 DN H.P
3.	YEAR OF CONSTRUCTION OF THE MAIN STATION BUILDING	
4.	BOOKING OFFICE	
	1) NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M²
1.	AREA OF PLATFORM SHELTER	
	(i) ON PLATFORM	
	(ii) ON PLATFORM	
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM UP	1416
	(ii) PLATFORM DN	1440
3.	AREA OF WAITING ROOM	
	(i) WAITING HALL	
4.	CIRCULATING AREA	

REFERENCE
RAILWAY- ROAD-



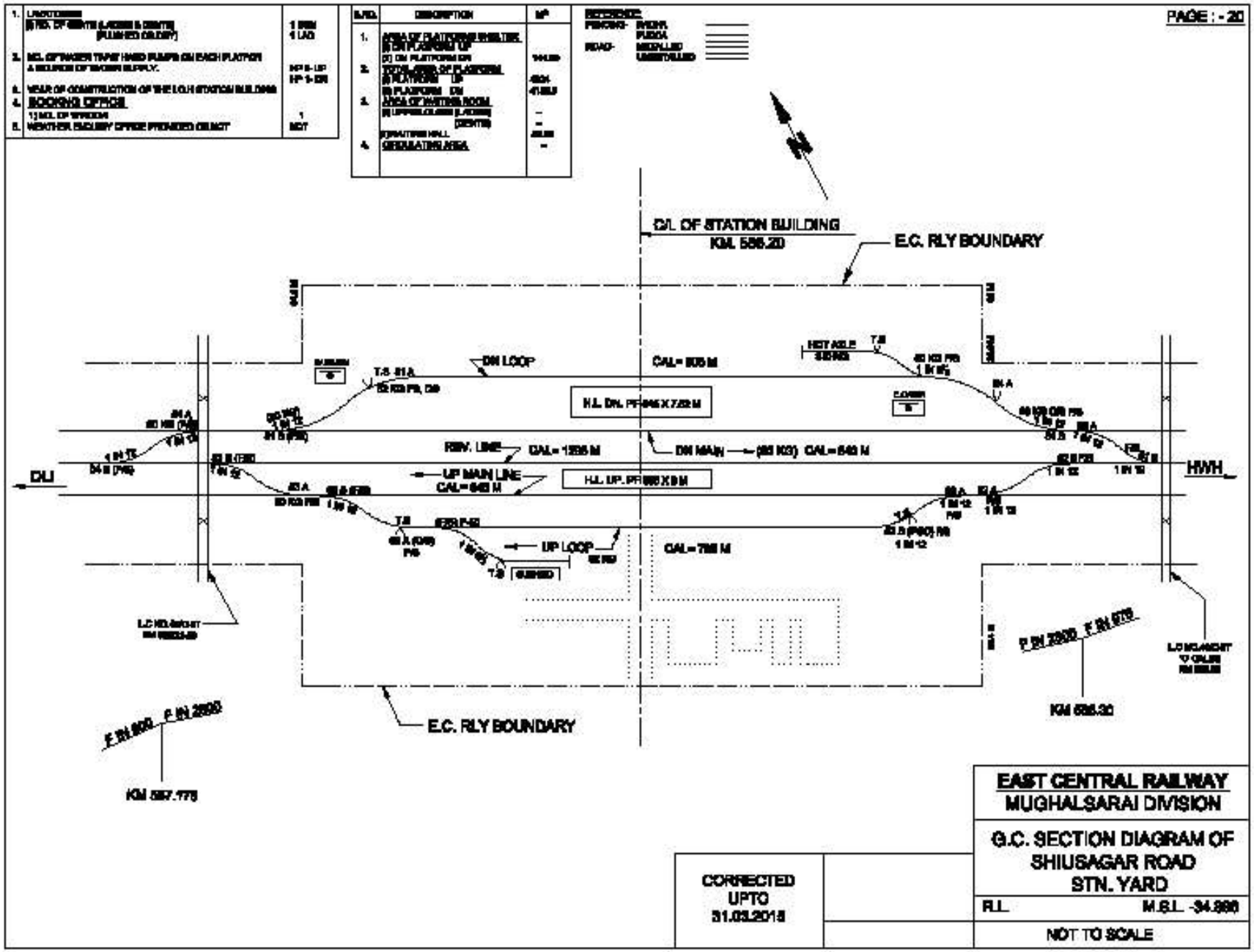
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF KUMHAU STN. YARD

R.L M.S.L. -323.535

NOT TO SCALE

CORRECTED UPTO 31.03.2015

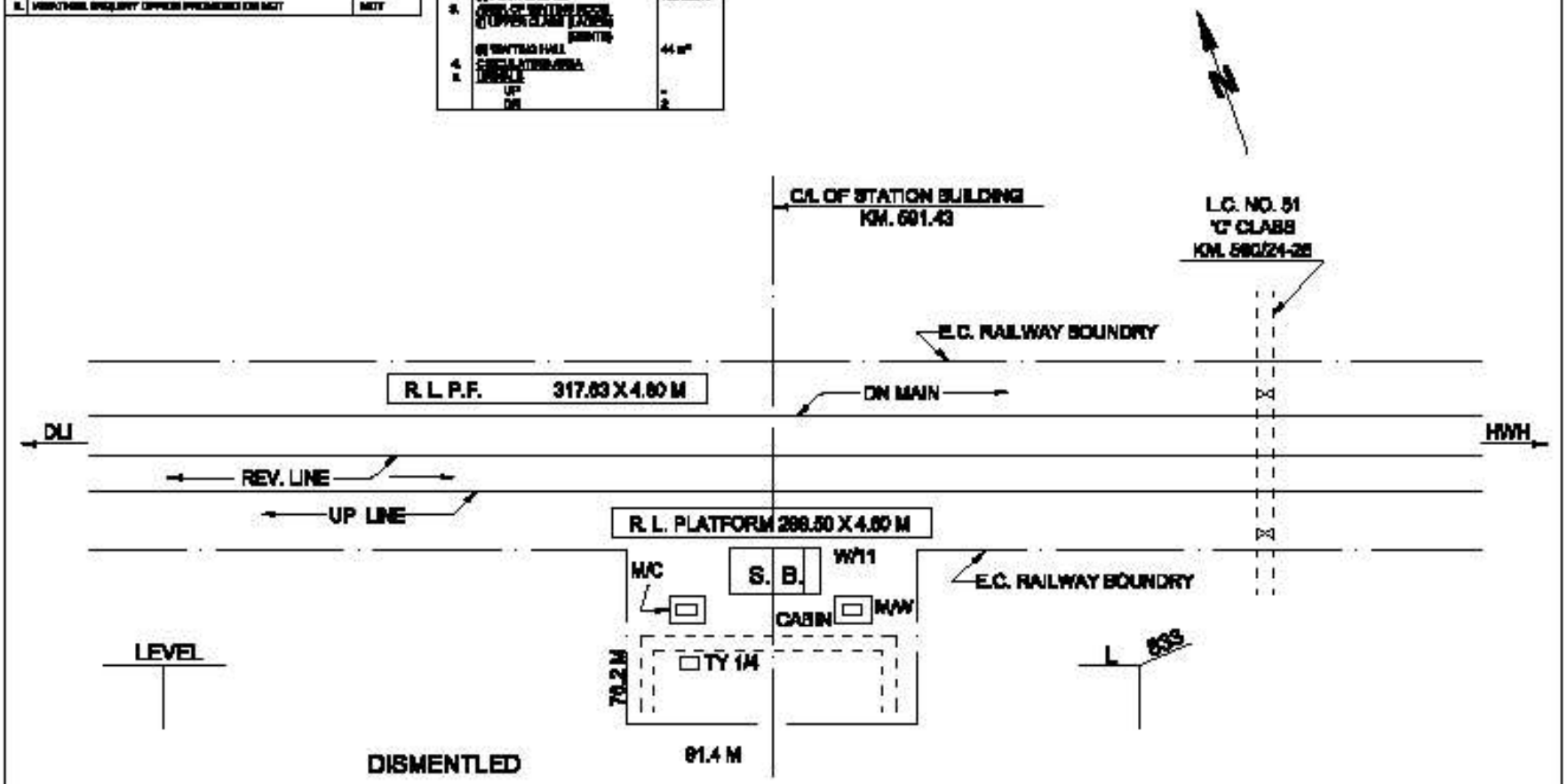


CORRECTED UPTO 31.03.2015		EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF SHIUSAGAR ROAD STN. YARD R.L. M.S.L. -34.999 NOT TO SCALE

1.	[illegible]	1 GEN
	[illegible]	1 LAD
2.	NOS. OF WATER TANK HAND PUMPS ON EACH PLATFORM.	2nd H.P.
	A SOURCE OF WATER SUPPLY	
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	[illegible]	
	NO. OF WINDOW	1
5.	WHETHER FREIGHT OFFICE PROVIDED OR NOT	NOT

SNO.	DESCRIPTION	SQ.
1.	[illegible]	[illegible]
	(i) ON PLATFORM UP	[illegible]
	(ii) ON PLATFORM DN	[illegible]
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM UP	[illegible]
	(ii) PLATFORM DN	[illegible]
3.	[illegible]	
	(i) WAITING HALL	44 m²
4.	CIRCULATING AREA	
5.	TOILET	
	UP	1
	DN	2

ROAD- PUCCA, METALLED, UNMETALLED



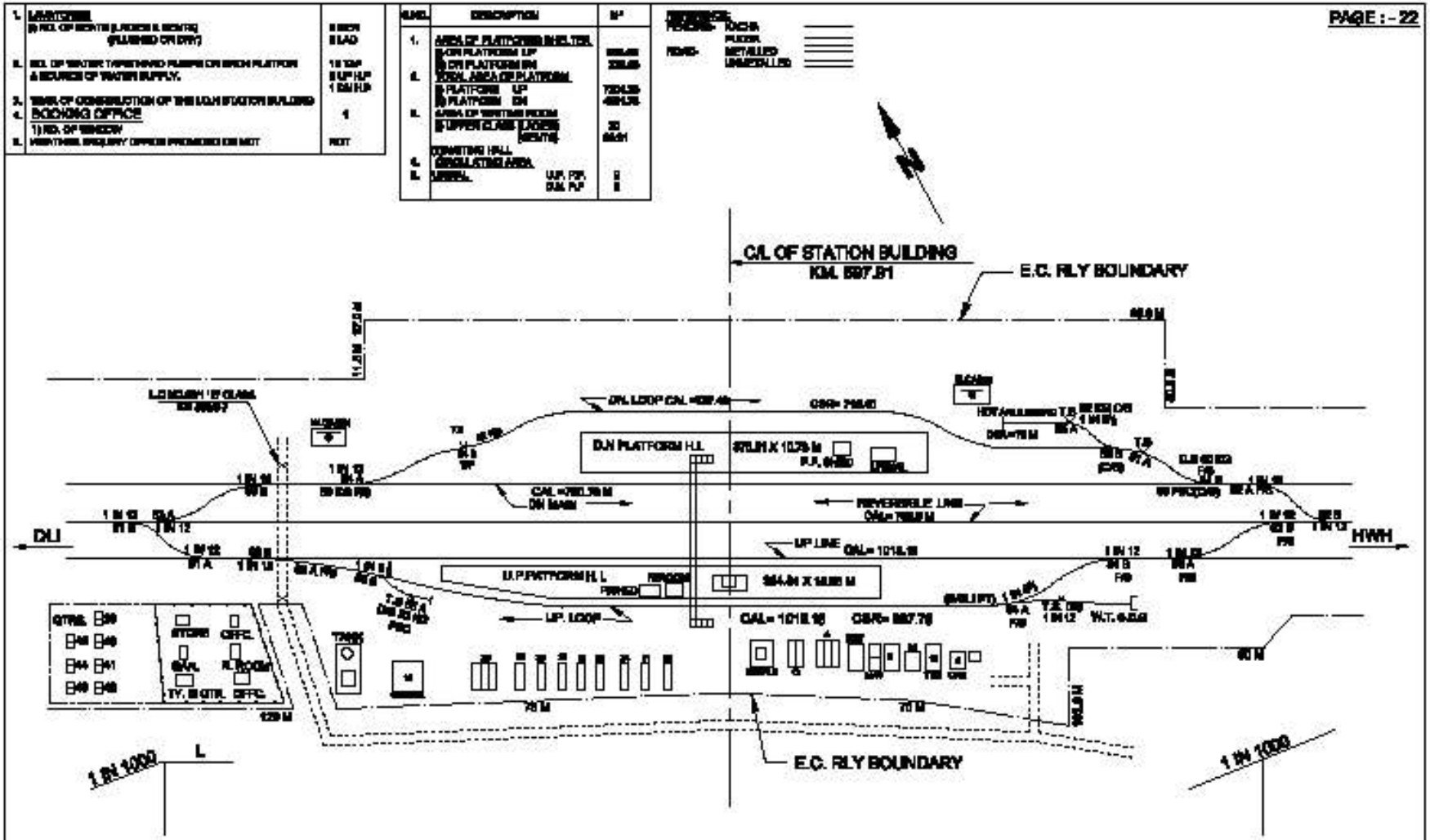
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF KHURMABAD ROAD STN. YARD

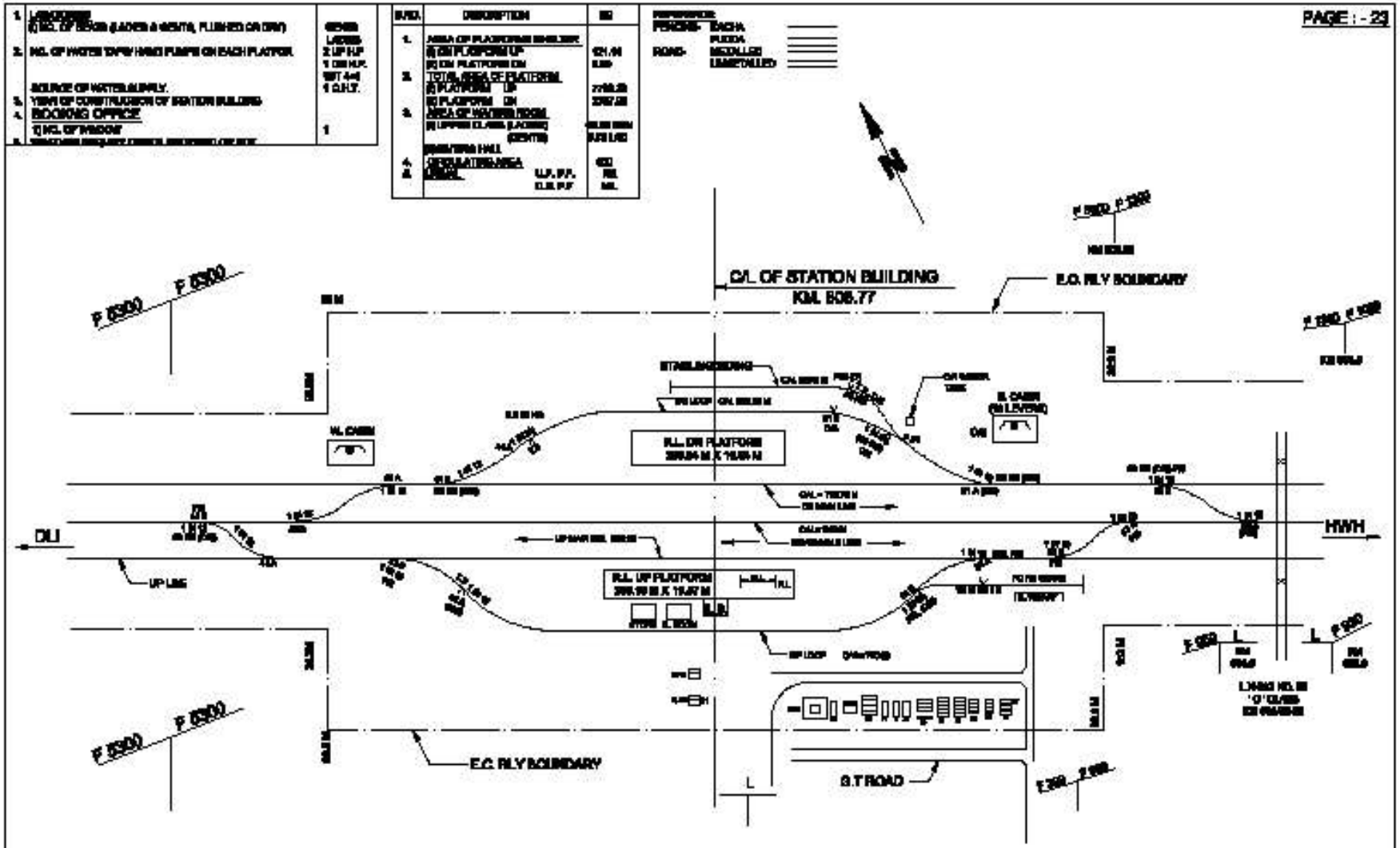
R.L. M.S.L. - 88.285 M

NOT TO SCALE

CORRECTED UPTO 31.08.2015



CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF KUDRA STN. YARD R.L. M.S.L. -80.466 M NOT TO SCALE

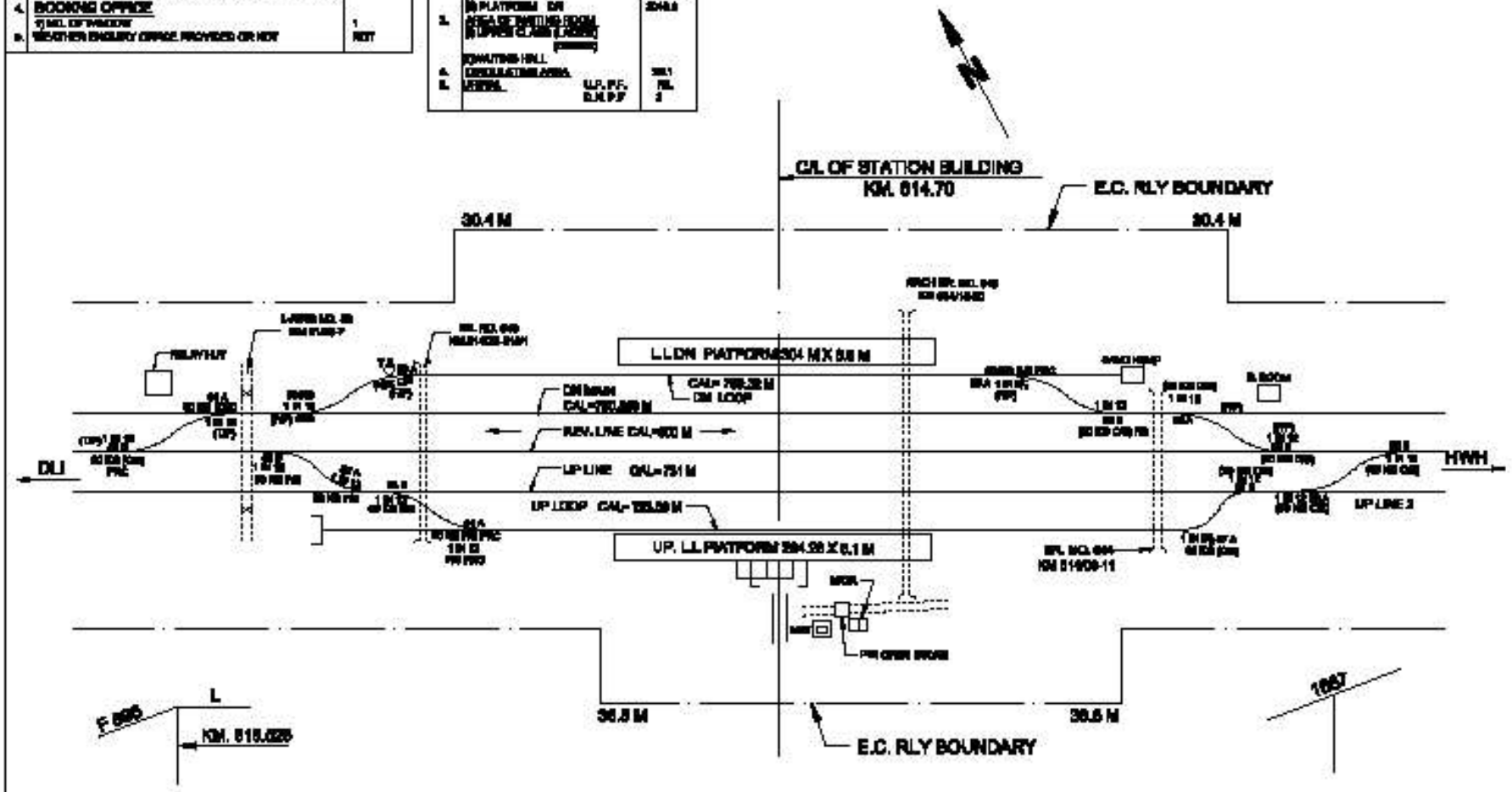


CORRECTED UPTO 31.05.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF PUSAULI STN. YARD R.L. M.S.L. - 80.575 NOT TO SCALE

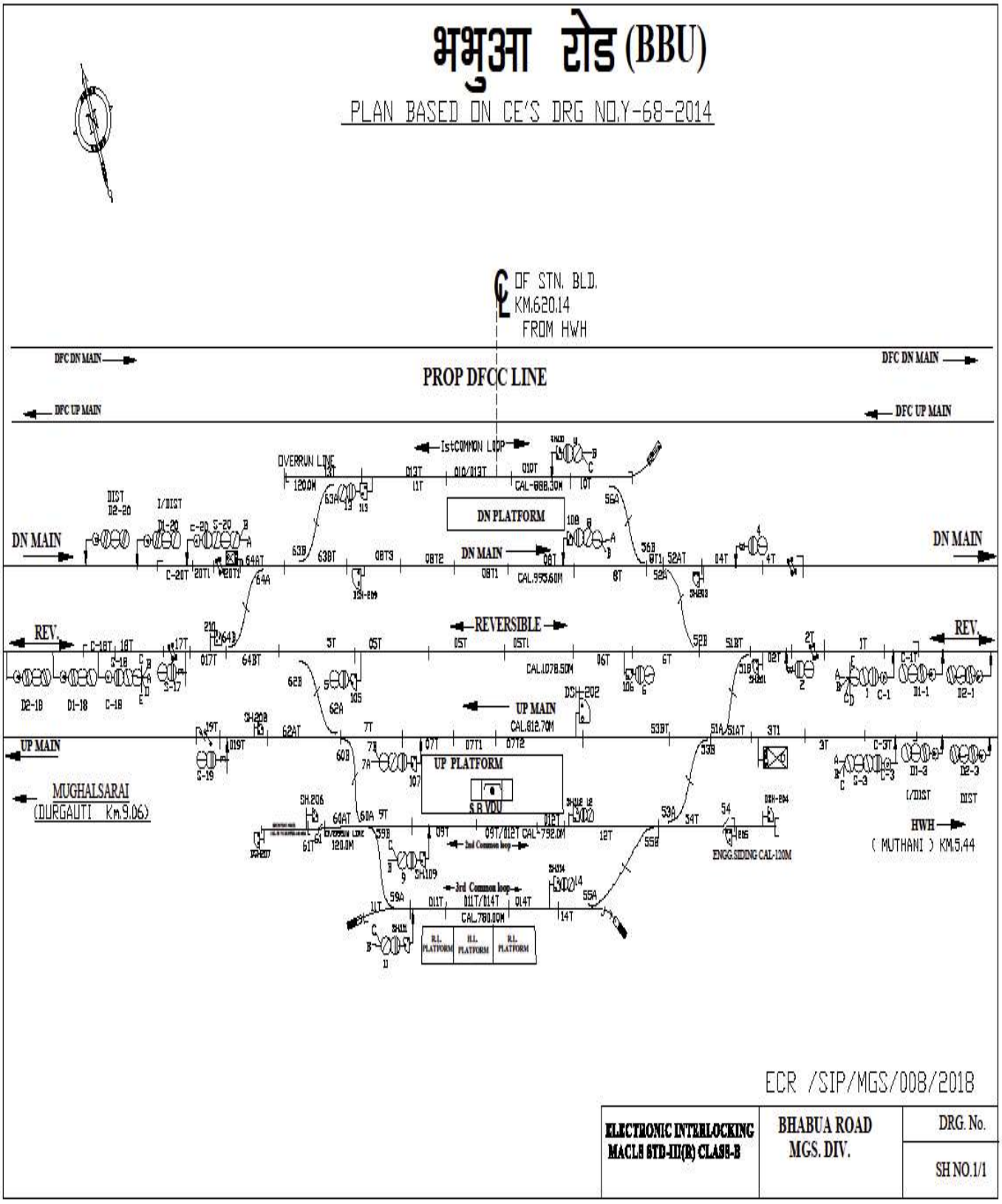
1.	[illegible]	1
2.	NO. OF WATER TANK SAND PUMPS ON EACH PLATFORM	2 UP H.P 1 DN H.P
3.	YEAR OF CONSTRUCTION OF THE LOW STATION BUILDING	
4.	BOOKING OFFICE i) NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	YES

S.NO.	DESCRIPTION	UP
1.	AREA OF PLATFORM SHELTER i) UP PLATFORM NO.1 ii) DN PLATFORM NO.2	18 6
2.	TOTAL AREA OF PLATFORM i) PLATFORM UP ii) PLATFORM DN	5256.10 2048.8
3.	AREA OF WAITING ROOM i) LOWER CLASS (LADIES)	
4.	COMMUTERS HALL	
5.	CONCESSIONS AREA STAFF U.P. P.F. D.N. P.F.	300.1 NIL 2

REFERENCE:
PERSONS- PUCCA
KUCCA
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.03.2018	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	G.C. SECTION DIAGRAM OF MUTHANI STN. YARD
	R.L. M.S.L. - 71.414 M
	NOT TO SCALE



ECR /SIP/MGS/008/2018

ELECTRONIC INTERLOCKING MACL8 STD-III(R) CLASS-B	BHABUA ROAD MGS. DIV.	DRG. No.
		SH NO.1/1

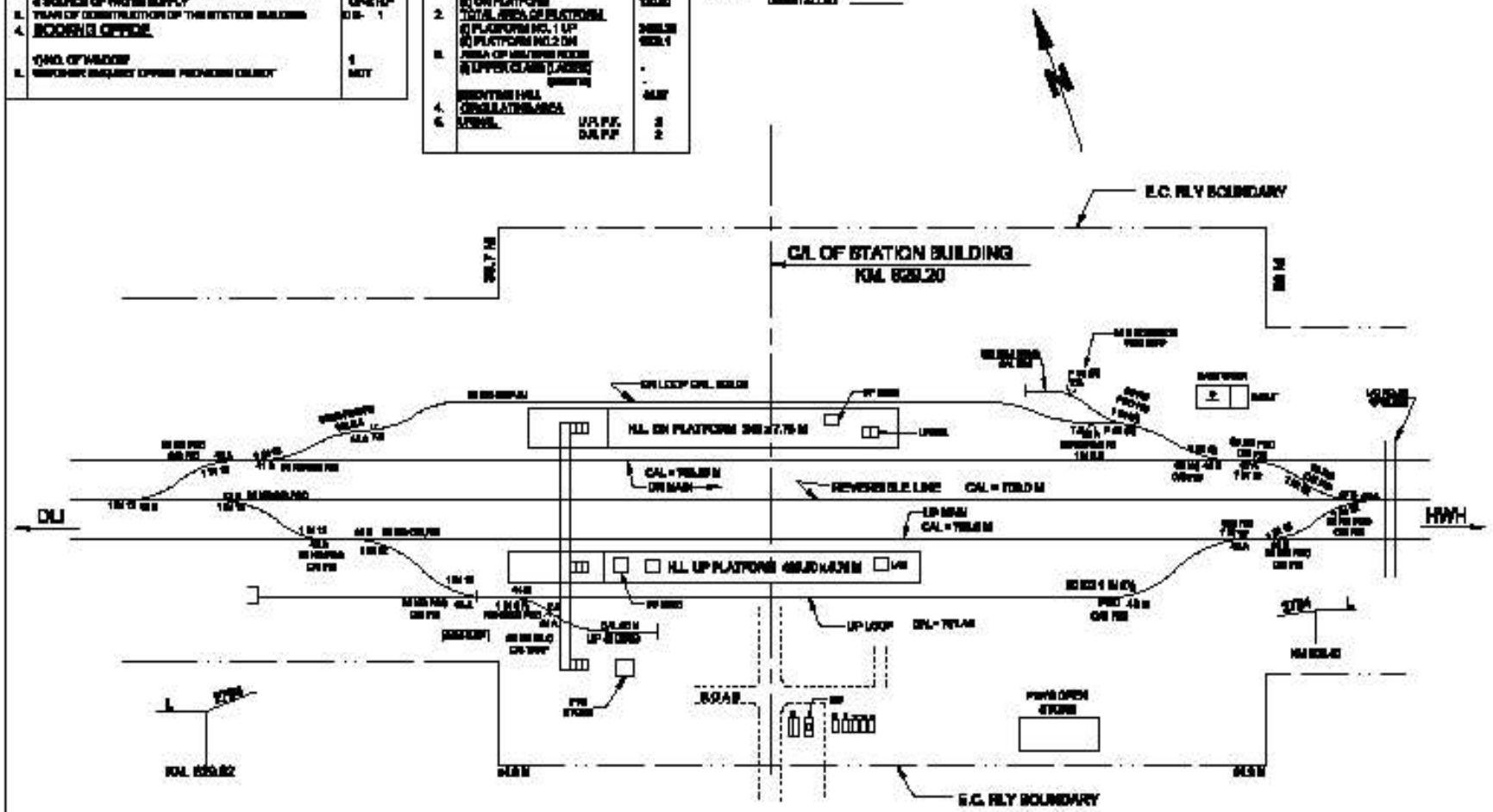
1.	LAVATORIES (i) NO. OF BLOCKS (LADIES & GENTS, FLUSHED OR DRY)	2 GENTS 2 LADIES
II.	NO. OF HYDRAM TYPE HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	UP& HP
III.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	0 R- 1
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
II.	WHETHER ENQUIRY OFFICE PREMISES CLOSET	NOT

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM SHELTER (i) ON PLATFORM UP (ii) ON PLATFORM	181.47 135.63
2.	TOTAL AREA OF PLATFORM (i) PLATFORM NO. 1 UP (ii) PLATFORM NO.2 DN	3485.38 1828.1
III.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES)	- -
4.	WAITING HALL CIRCULATING AREA	4L87
5.	URINAL U.R. P.F. D.R. P.F	2 2

REFERENCE

RAILWAY: RAILWAY BOUNDARY

ROAD: METALLED, UNMETALLED



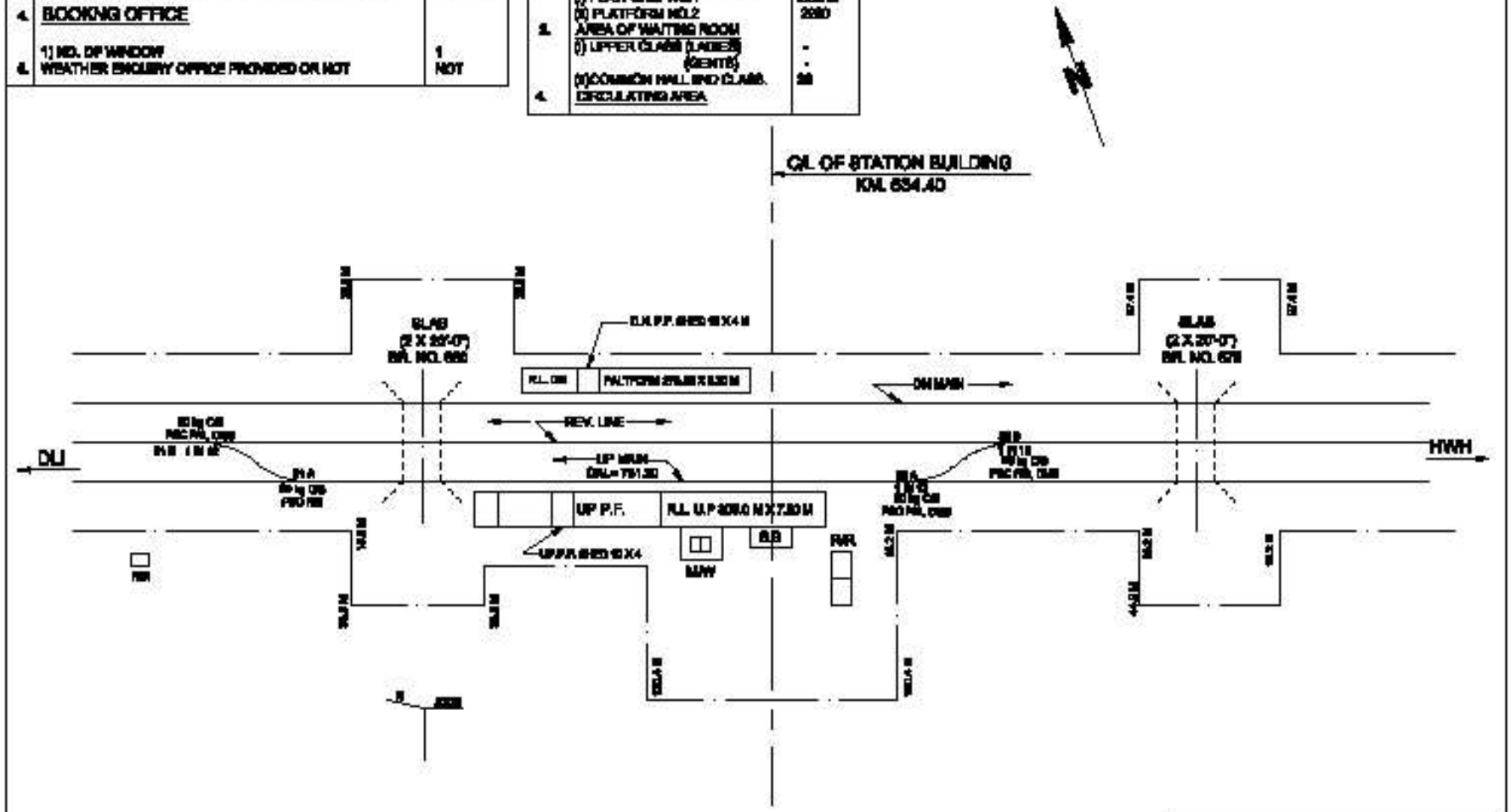
CORRECTED UPTO 31.05.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	G.C. SECTION DIAGRAM OF DURGAUTI STN. YARD
	R.L. M.S.L. -72.760 M
	NOT TO SCALE

1.	LAVATORIES (i) NO. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	0 GENTS 0 LADIES
2.	NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	3 H.P UP
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	1 HP,D N
4.	BOOKING OFFICE	
	1) NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM SHELTER	
	(i) ON PLATFORM NO.1	48
	(ii) ON PLATFORM NO.2	56
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM NO.1	2987.8
	(ii) PLATFORM NO.2	2980
3.	AREA OF WAITING ROOM	
	(i) UPPER CLASS (LADIES)	-
	(GENTS)	-
	(ii)COMMON HALL IND CLASS.	56
4.	CIRCULATING AREA	

REFERENCE:

FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.05.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF DHANAICHHA BH: STN. YARD

R.L. M.S.L. - 72.740 M

NOT TO SCALE

1.	[illegible] (LADIES & GENTS, RUNNERS COLONY)	4 SEATS 5 LADIES
2.	NO. OF WATER TAPS HAND PUMPS ON EACH PLATFOR & SOURCES OF WATER SUPPLY	4+4 TAPS 1 H.P. UP
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	1 H.P. DN
4.	BOOKING OFFICE	
	NO. OF WINDOW	1
5.	WHETHER RESERVATION OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	SQ
1.	AREA OF PLATFORM AVAILABLE: (i) ON PLATFORM UP (ii) ON PLATFORM	48 101
2.	TOTAL AREA OF PLATFORM: (i) PLATFORM UP (ii) PLATFORM DN AREA OF WAITING ROOM: (i) UPPER CLASS (LADIES) GENTS (ii) WAITING HALL:	7150 2800 - - [illegible]
4.	CIRCULATING AREA	[illegible]
5.	UNDER: D.R.M. P.F. U.P. P.F.	3 3

ROAD- PACCA, KACCHA, MEDIUM, UNMETALLED

C/L OF STATION BUILDING
KM. 840.79

E.C. RLY BOUNDARY

67.0 M

80 M

83.0 M

P.W.I. OFFICE

POINTS CROSSING
CAL 715 M

DN LOOP
CAL=717.00

H.L. DN PLATFORM 440.0 X 6.0 M

P.F. SHED

DN MAIN
CAL=662.0 M

CAL=660 M ← REV. LINE →

UP MAIN
CAL=662.0 M

H.L. UP PLATFORM 401.0 X 16.0 M

DU

HWH

STABLE LINE= 439 M
PCRS CAL = 305 M
TOWER WAGON CAL = 195 M

LEVEL

KM. 841.50

E.C. RLY BOUNDARY

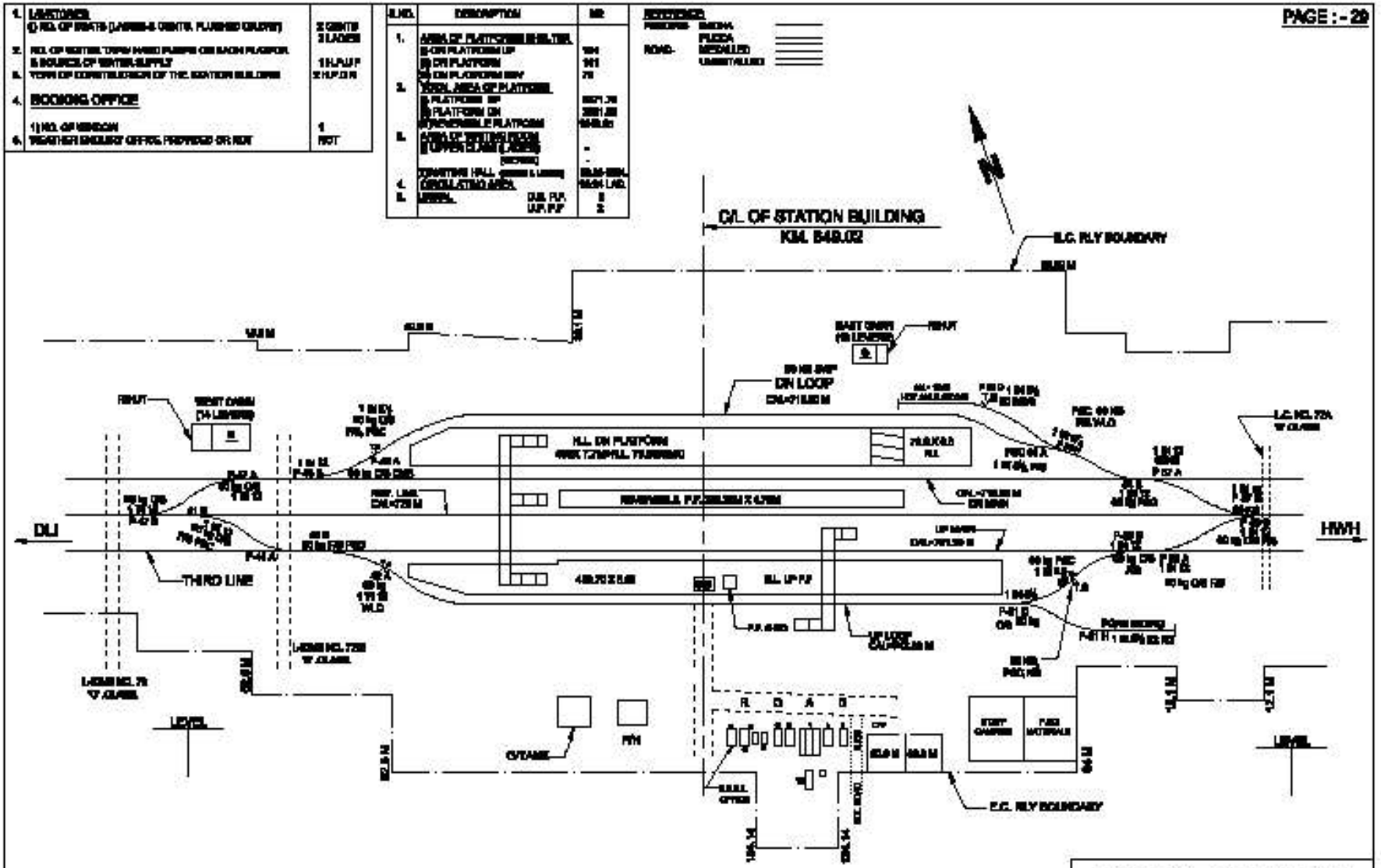
CORRECTED UPTO 31.08.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF KARAMNASA STN. YARD

R.L. M.S.L. - 73.360 M

NOT TO SCALE



S.NO.	DESCRIPTION	NO
1.	AREA OF PLATFORM & SHELTER	
	a) DN PLATFORM UP	194
	b) DN PLATFORM	161
	c) DN PLATFORM SHV	75
3.	TOTAL AREA OF PLATFORM	
	a) PLATFORM UP	3871.76
	b) PLATFORM DN	3881.88
	c) PROPOSED E PLATFORM	1648.00
5.	AREA OF WAITING ROOM & TOWN START (LADIES)	-
	(SECOND)	-
	TOWARDS HILL (GENTS & LADIES)	55.00+55.00 SQ.M.
7.	CIRCULATING AREA	1648.00 SQ.
8.	UNDER DUB. PLF. UP P/F	0 2

1.	LOCATION (i) NO. OF SEATS (LADIES & GENTS, PLUMBED CLOSED)	2 GENTS 2 LADIES
2.	NO. OF WATER TAPS HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	1 H.P.U.P 2 H.P.D.W
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
6.	WHETHER BOOKING OFFICE PROVIDED OR NOT	YES

REFERENCE
RAILWAYS: BADHNI, PUCCA, MEDDLED, UNMETALLED
ROAD:

CORRECTED UPTO 31.03.2016

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF SAID RAJA STN. YARD

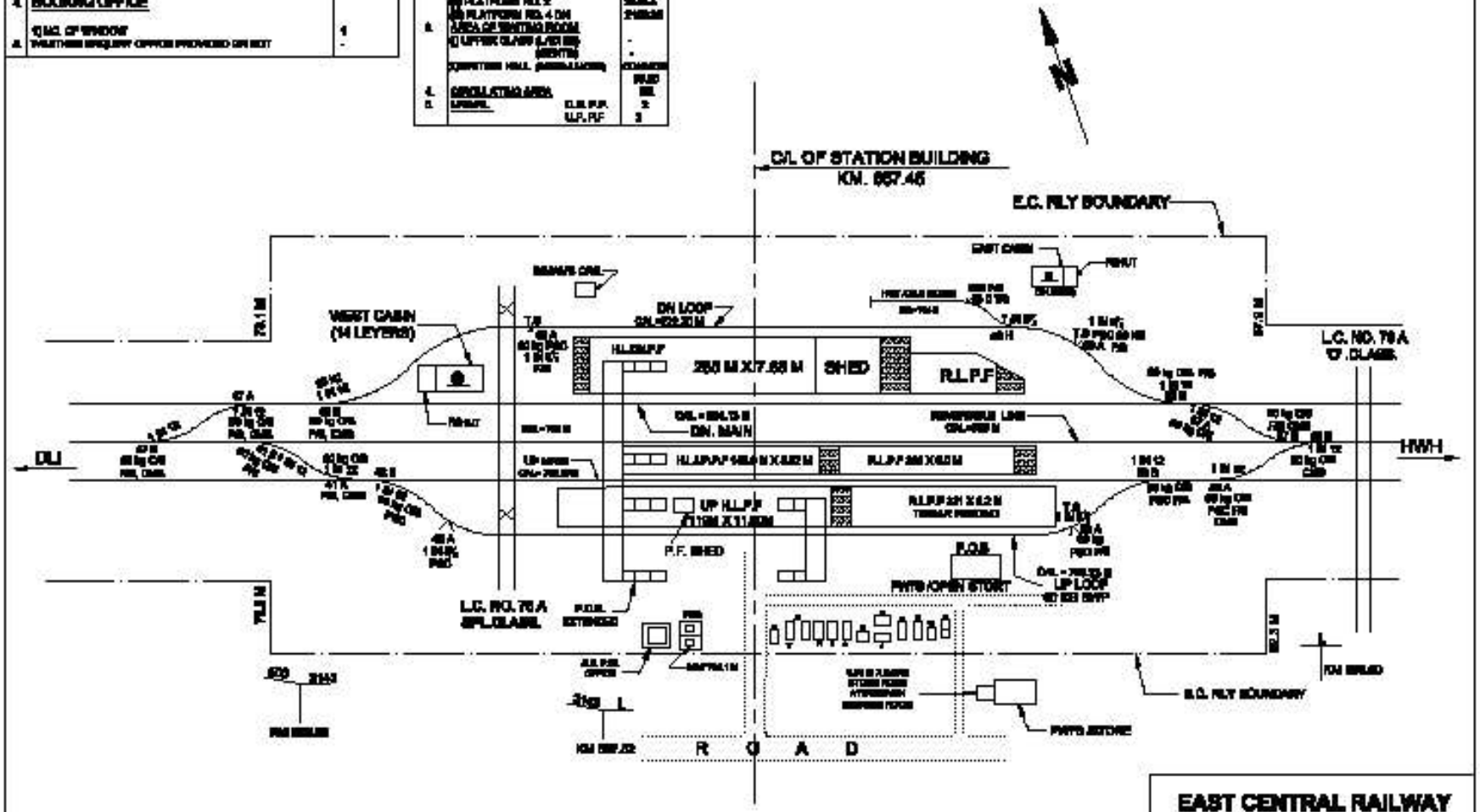
R.L. M.S.L. - 75.493 M

NOT TO SCALE

1.	LOCATION (i) NO. OF BERTH (LACKED & OTHER, PLUS-RED COLOUR)	3 BERTH 2 LACKED
2.	NO. OF WATER TAPS HAND PUMPS OR BRICK PLATFORM & SOURCE OF WATER SUPPLY	4 H/A
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE	
	(i) NO. OF WINDOW	1
A.	BOOKING OFFICE PROVIDED OR NOT	-

S.NO.	DESCRIPTION	MS
1.	AREA OF PLATFORMS IN SQ.M.	
	(i) ON PLATFORM	
	(ii) OFF PLATFORM	
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM NO. 1 UP	
	(ii) PLATFORM NO. 2	
	(iii) PLATFORM NO. 4 ON	
3.	AREA OF WAITING ROOM	
	(i) UPPER CLASS (LADIES)	-
	(ii)	-
	(CENTRE)	
	(COMPUTER HALL, JANSHRI KACHERI)	(COMMON)
4.	CIRCULATING AREA	
5.		
	C.I.S. P.F.	2
	U.P. P.F.	3

REFERENCE:
RAILWAY- BROAD GAUGE
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF CHANDAULI-MAJHWAR STN. YARD

R.L. M.S.L. -74.884 M

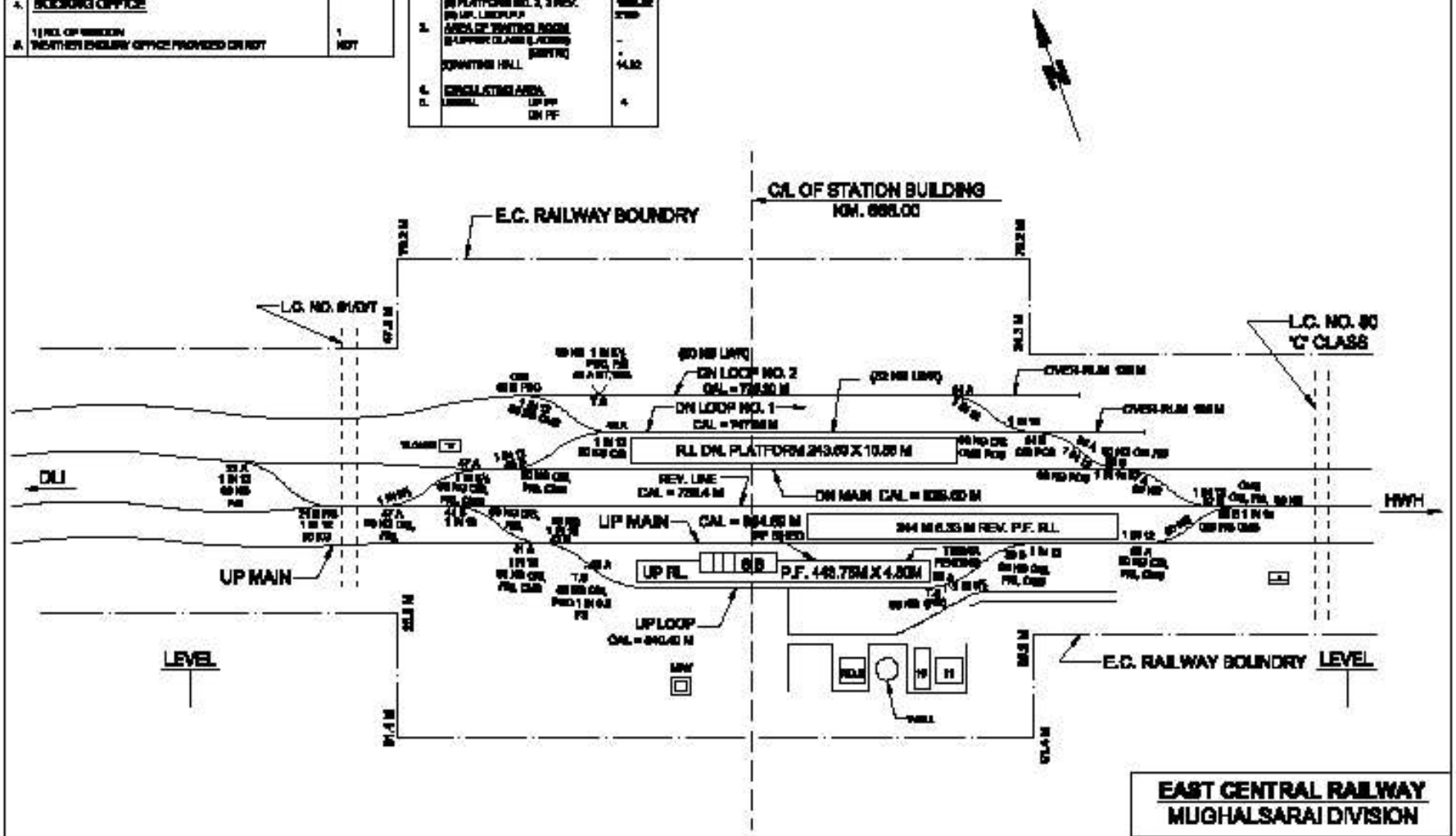
NOT TO SCALE

CORRECTED UPTO 31.03.2015

1.	LIGHTNESS (AREA OF PANTS (LADIES & GENTS. FLUSHED OR DRY)	1 PANTS 1 LADIES
2.	NO. OF WATER TAPES MADE PUBLIC ON MAIN PLATFORM & SOURCE OF DRINKING BUILDING	2 NOS.
3.	TYPE OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE	
	1] NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

SLNO.	DESCRIPTION	M2
1.	AREA OF PLATFORMS INCLUDING (a) ON PLATFORM NO.1 UP (b) ON PLATFORM 2,3,4,5	702 1048
2.	TOTAL AREA OF PLATFORM (a) PLATFORM NO.1 DN. (b) PLATFORM NO. 2, 3 REV. (c) UP LOOP P.F.	694.1,829 1666.32 2160
3.	AREA OF WAITING ROOM (a) UPPER CLASS (LADIES) (GENTS)	- -
	COMMON HALL	14.52
4.	CIRCULATING AREA (a) UNDER LIFT PF DN PF	4

ACCESSORIES
PERSONS- ENTRY
EXIT
ROADS- METALLED
UNMETALLED



CORRECTED UPTO 31.03.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF GANJKHWAJA STATION YARD

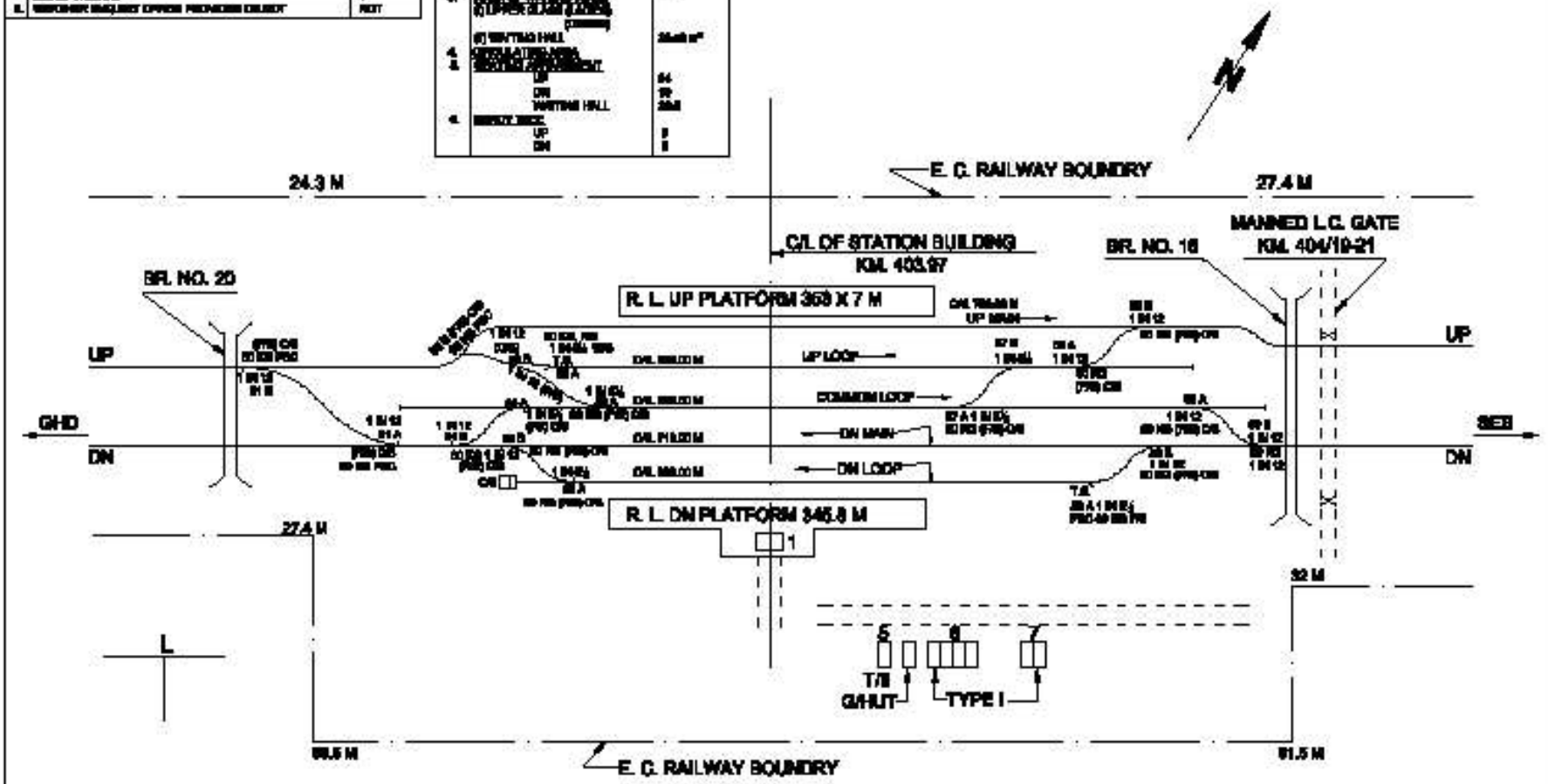
R.L. M.S.L. -77.820 M

NOT TO SCALE

1.	LAVATORIES (i) NOS. OF WATER (LADIES & GENTS) (FILLED OR DRY)	2 NOS. 2 NOS.
2.	NOS. OF WATER TAPS/ HAND PUMPS OR ANY OTHER SOURCE OF WATER SUPPLY	1 H.P. (DW) 1 H.P. (UP)
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WHETHER RAILWAY OFFICE PREMISES ENLIST	YES

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORMS IN NUMBER (i) ON PLATFORM UP (ii) ON PLATFORM DN	2 m² 25 m²
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	3571 3567
3.	AREA OF WAITING ROOM (i) WAITING HALL	25.65 m²
4.	RESERVATION AREA	
5.	SECOND CLASS WAITING SHED UP DN WAITING HALL	64 72 254
6.	BENCH SHED UP DN	5 5

REFERENCE
RAILWAY- BROAD GAUGE
METRE GAUGE
NARROW GAUGE
ROAD- PUCCA
METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B. D. SECTION
DIAGRAM OF BAGHA
BISHUNPUR STATION YARD

R.L. M.S.L. - 111.690

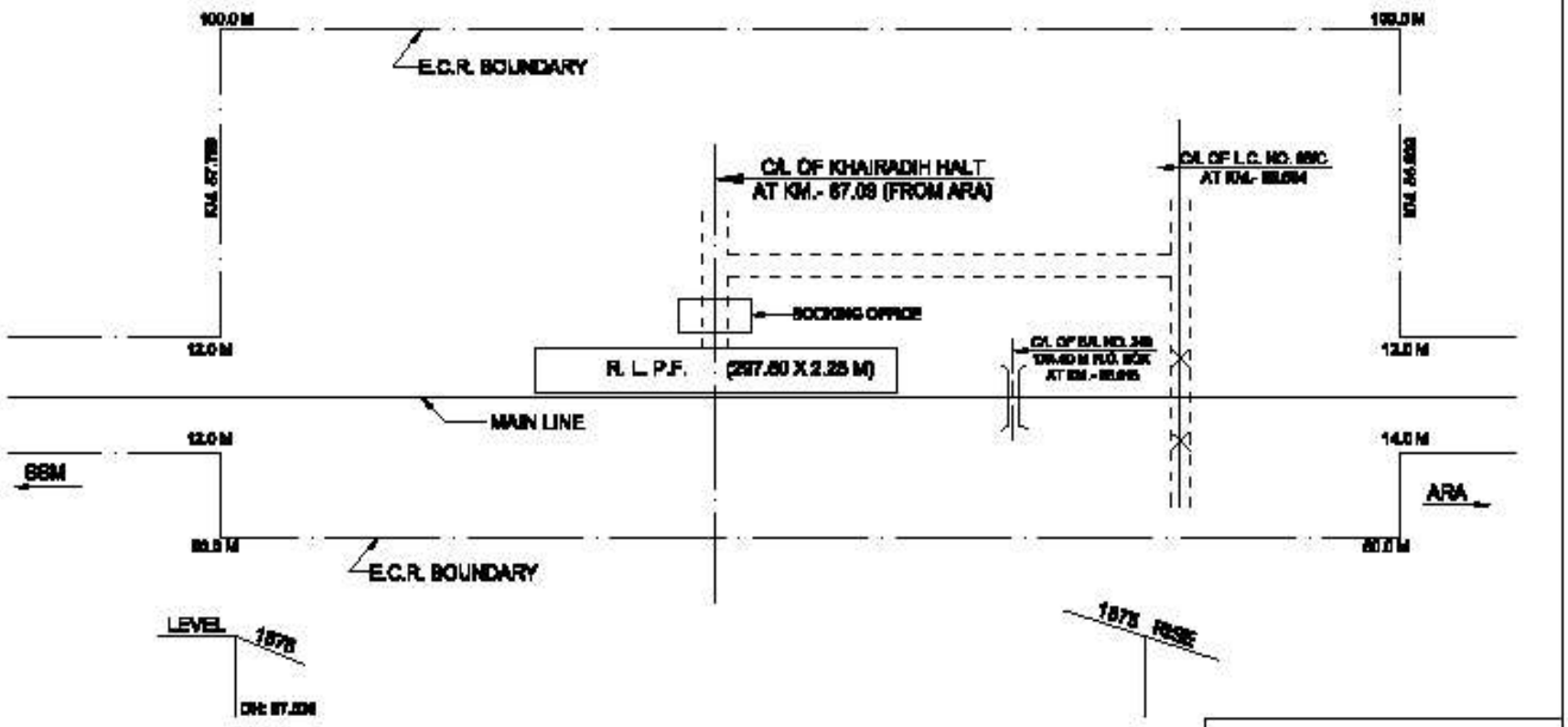
NOT TO SCALE

CORRECTED
UPTO
31.05.2015

1.	LAVATORIES @ NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	NIL
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	1
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2015
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM SHELTER	63.24
2.	TOTAL AREA OF PLATFORM	696.37
3.	AREA OF WAITING ROOM @ UPPER CLASS (LADIES/GENTS)	
4.	CIRCULATING AREA	

REFERENCE:
FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



31.03.2015	
CORRECTED UPTO	

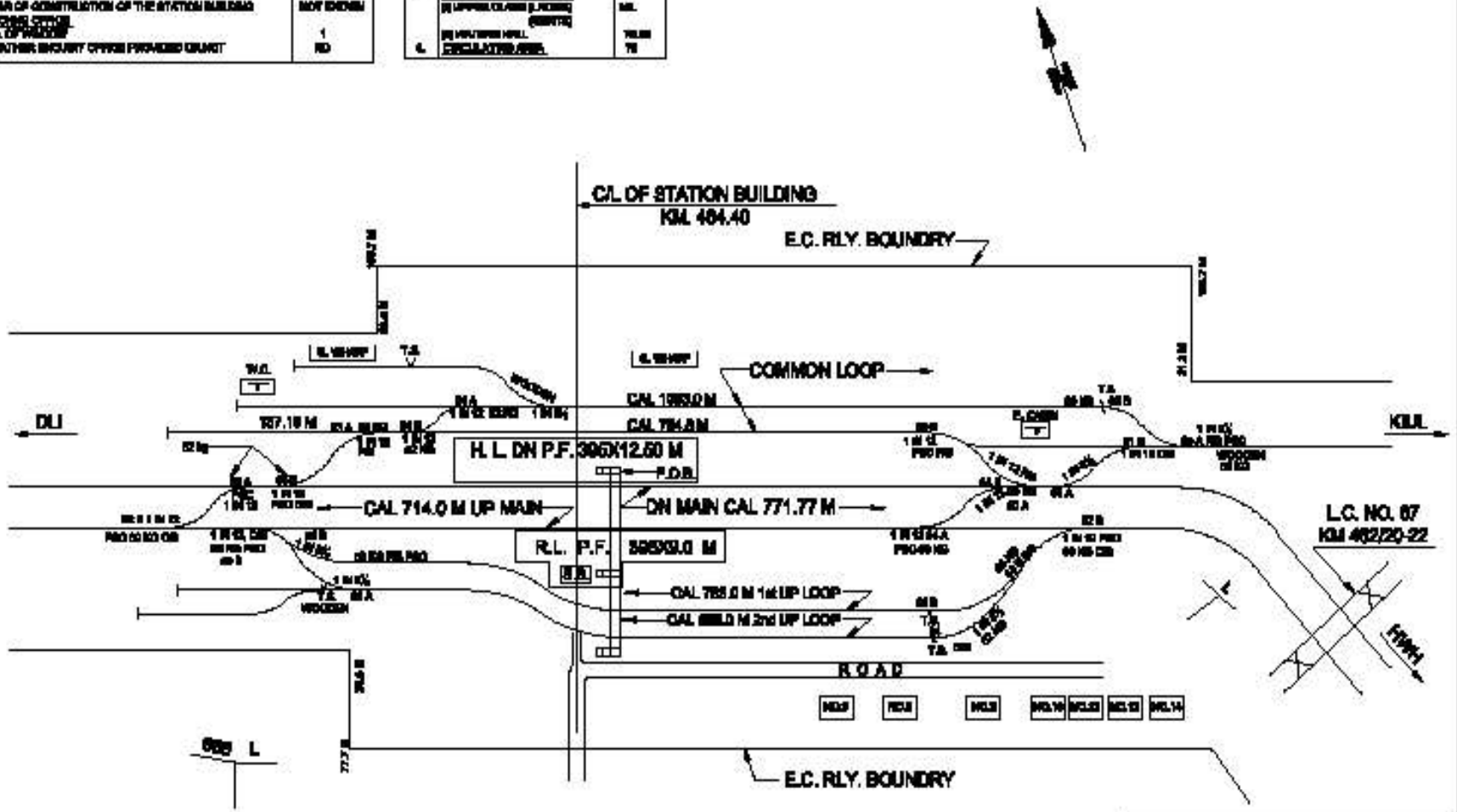
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION
DIAGRAM OF KHAIRADIH HALT
STATION YARD
(NOT TO SCALE)

1.	LANGUAGE (i) HDQ. OF ABOVE LANGS & ABOVE (FLUSHED OR DRY) UP	LOCO-1 BSNTH-1
2.	HDQ. OF WATER OPEN HAND PUMPS OR EACH PLATFOR. 2. SOURCE OF WATER SUPPLY	(i) HDQ. UP PF 1 HDQ. DN PF 2 HDQ. PVC TANK-1 L
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	NOT KNOWN
4.	RESERVE OFFICE NO. OF ROOMS	1
5.	WHETHER SECURITY OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION	HQ
1.	AREA OF PLATFORM INCLUDE. (i) DN PLATFORM NO. 1 (ii) DN PLATFORM NO. 2	YES NO
2.	TOTAL AREA OF PLATFORM (i) PLATFORM NO. 1 (ii) PLATFORM NO. 2	
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES) (GENTS) (ii) WAITING HALL	NIL YES
4.	CIRCULATING AREA	YES

REFERENCE
RAILWAY- FENCING
PUCCA
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF MANPUR STATION YARD

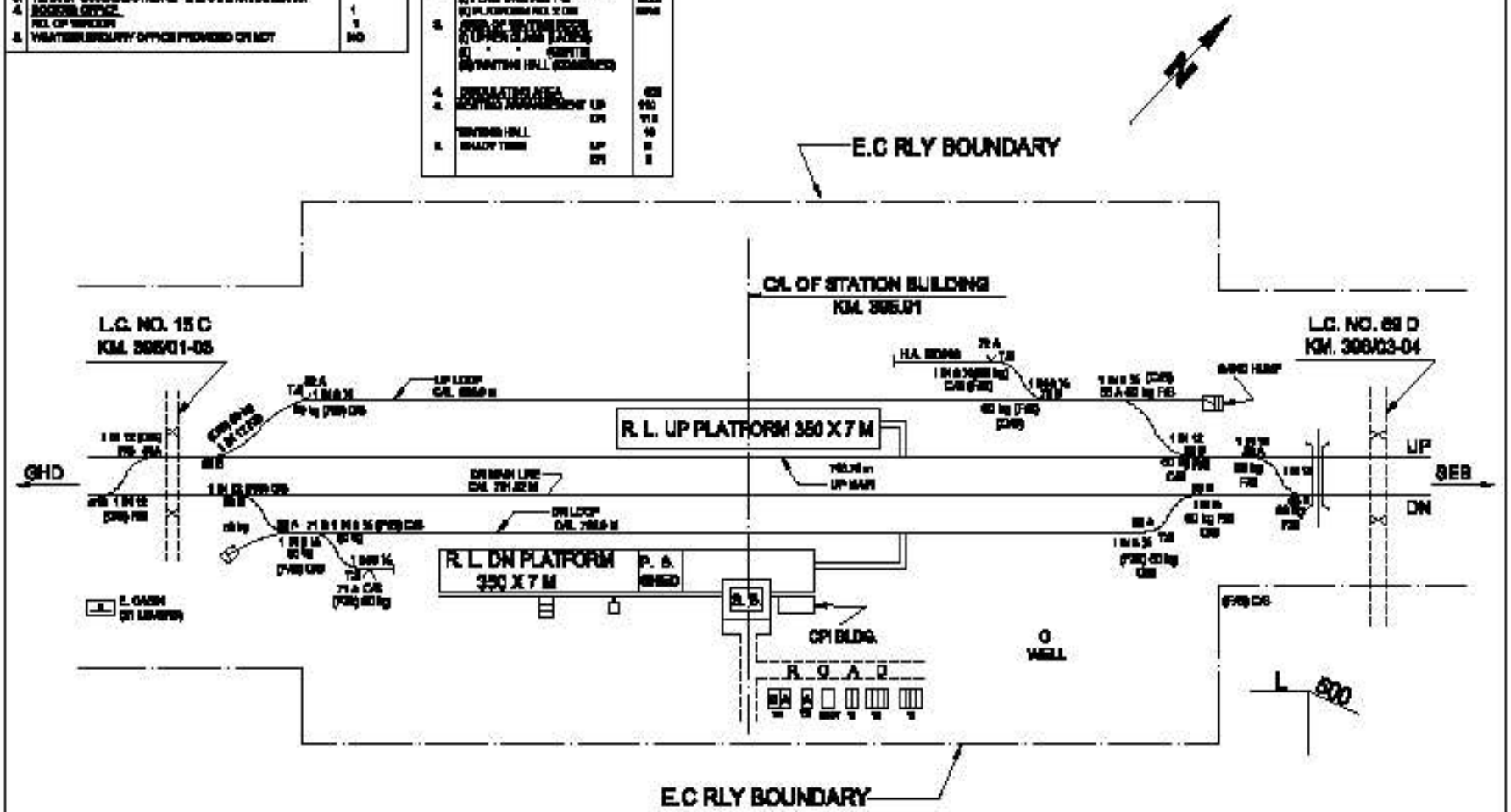
R.L. M.S.L. -

NOT TO SCALE

CORRECTED UPTO 31.03.2015

1.	LANDMARK (a) NOS. OF BRICK (LACHHI & KHAPTA, PUCCA/KUCHA)	1 BRICK
2.	NOS. OF WATER TANK/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	1 LHS 1 RHS-P 2 SH-P
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE NOS. OF WINDOW	1 1
5.	WHETHER RESURVEY OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORMS IN USE (a) ON PLATFORM UP (b) ON PLATFORM DN	490 m² 119
2.	TOTAL AREA OF PLATFORM (a) PLATFORM NO. 1 UP (b) PLATFORM NO. 2 DN	2520 6048
3.	AREA OF WAITING ROOM (a) UP MAIN (LADIES) (b) " " (GENTS) (c) BOOKING HALL (COMMON)	
4.	OPERATING AREA	420
5.	SHELTER ARRANGEMENT UP DN	110 715
6.	WAITING HALL SHADY TREES UP DN	10 8 8



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF ANKORAH STATION YARD

R.L. M.S.L. -119.669

NOT TO SCALE

CORRECTED UPTO 31.03.2015

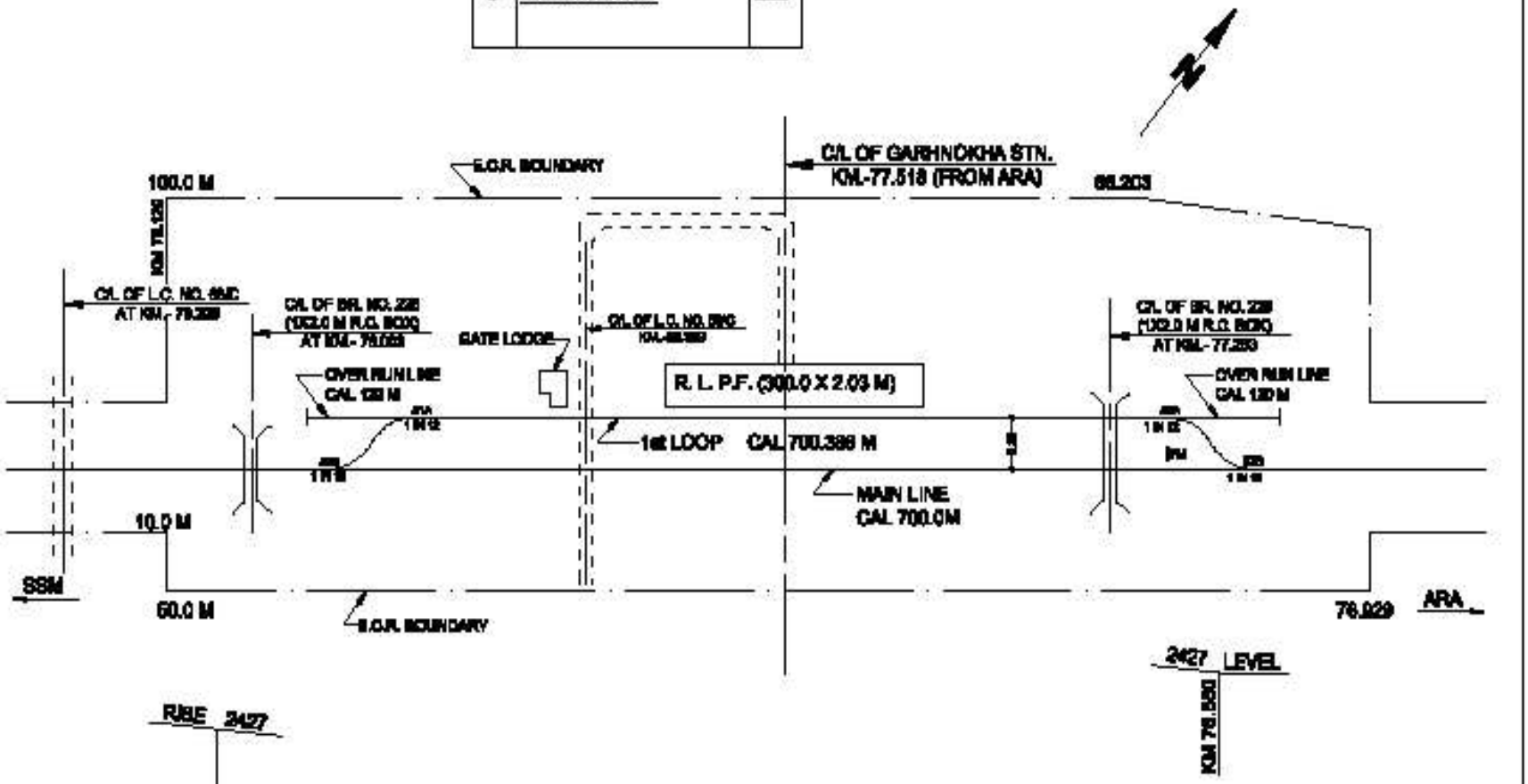
1.	LAVATORIES (i) NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	1 + 1
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	2
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2008
4.	BOOKING OFFICE NO. OF WINDOW	2
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM SHELTER	91.34
2.	TOTAL AREA OF PLATFORM	600.0
3.	AREA OF BOOKING ROOM @ UPPER CLASS (LADIES/GENTS)	111.67
4.	CIRCULATING AREA	600.0

REFERENCE:

FENCING- KACHA
PUCCA

ROAD- METALLED
UNMETALLED



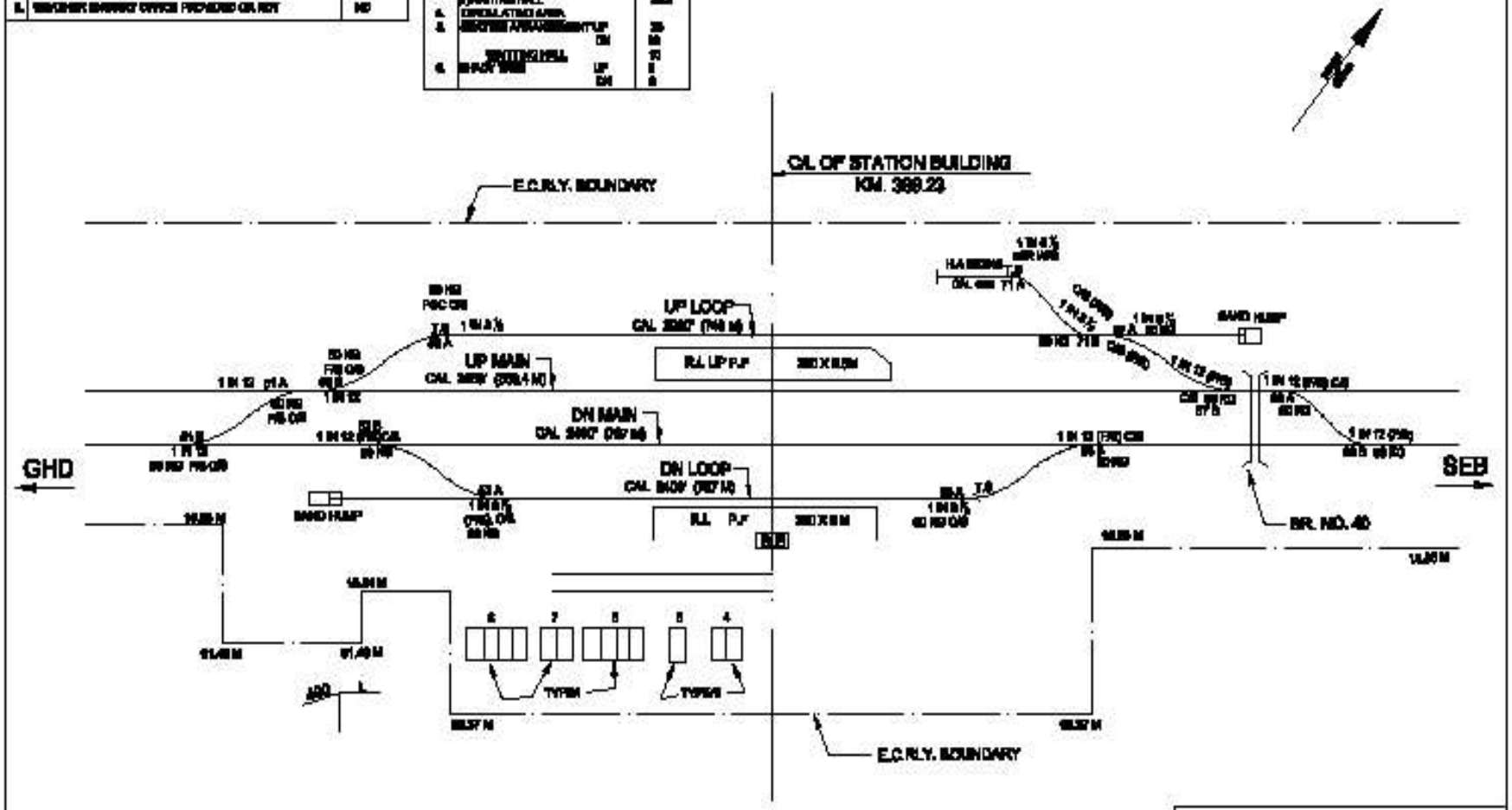
31.03.2015	
CORRECTED UPTO	

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION
DIAGRAM OF GARHNOKHA
STATION YARD
(NOT TO SCALE)

1.	LIGHTING (i) NO. OF BRASS (LADIES & GENTS) (FLUSHED-CR DRY)	2 NO. 2 NO.
2.	NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATF. & SOURCE OF WATER SUPPLY.	2 HULLP ON 2 HLP
3.	YEAR OF CONSTRUCTION OF THE LOAH STATION BUILDING	–
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
5.	WHETHER BANKET OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION	UP
1.	AREA OF PLATFORM SHELTER (i) PLATFORM UP (ii) PLATFORM DN	64+81+4=
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES) (GENTS) (ii) PARTITION WALL (iii) CIRCULATING AREA (iv) BOOKING AREA/ASSISTANT UP DN WAITING HALL (v) BACK SIDE UP DN	25.5 36 55 21 9



CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	B.D. SECTION DIAGRAM OF BARKISALAIYA STN. YARD
	R.L. M.S.L. -124.261 M
	NOT TO SCALE

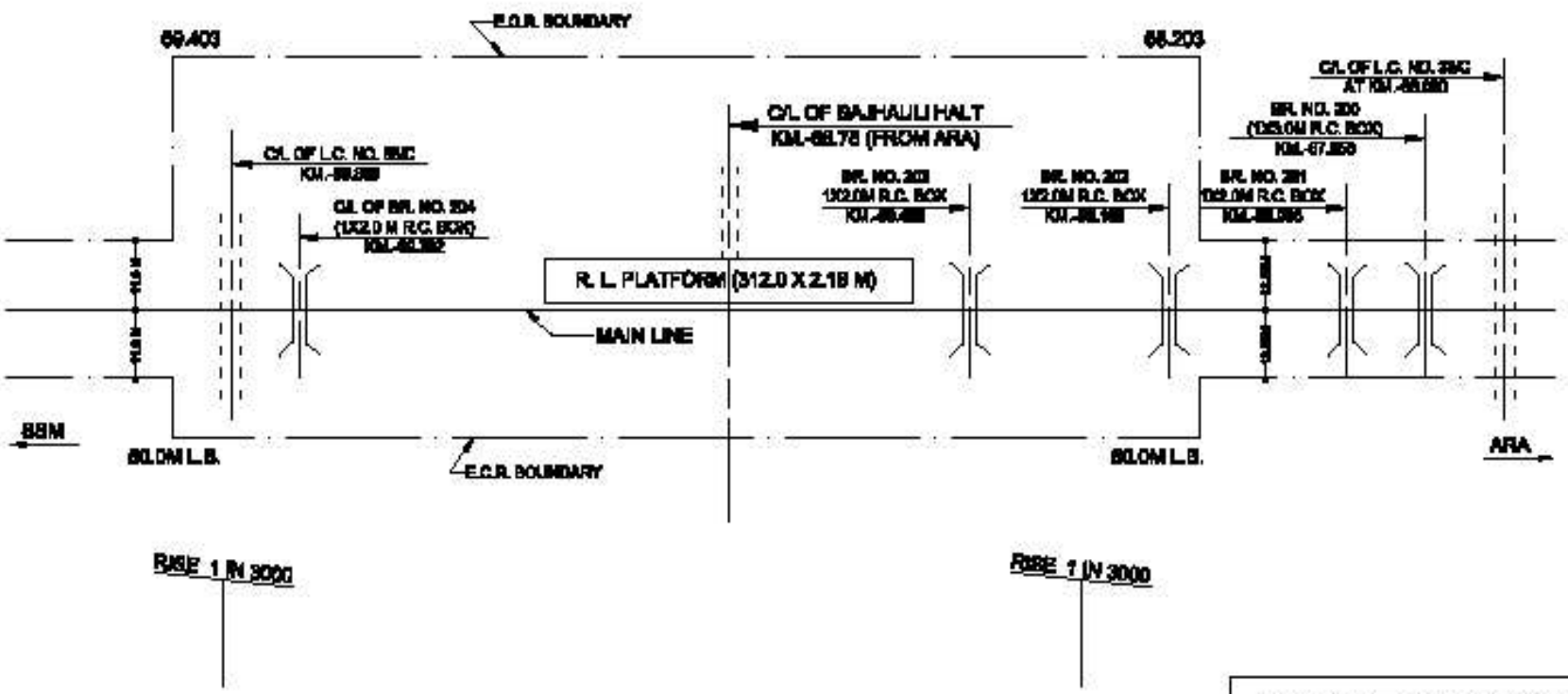
1.	LAVATORIES @ NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	0
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	1 H.P.
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2009
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WHETHER RAILWAY OFFICE PROVIDED OR NOT	

S.NO.	DESCRIPTION	MS
1.	AREA OF PLATFORM SHELTER	66.5M
2.	TOTAL AREA OF PLATFORM	940.2M
3.	AREA OF WAITING ROOM (I) UPPER CLASS (LADIES/GENTS)	50M.0
4.	CIRCULATING AREA	23M.0

REFERENCE:

FENCING- KACHA
PUCCA

ROAD- METALLED
UNMETALLED



31.03.2015	
CORRECTED UPTO	

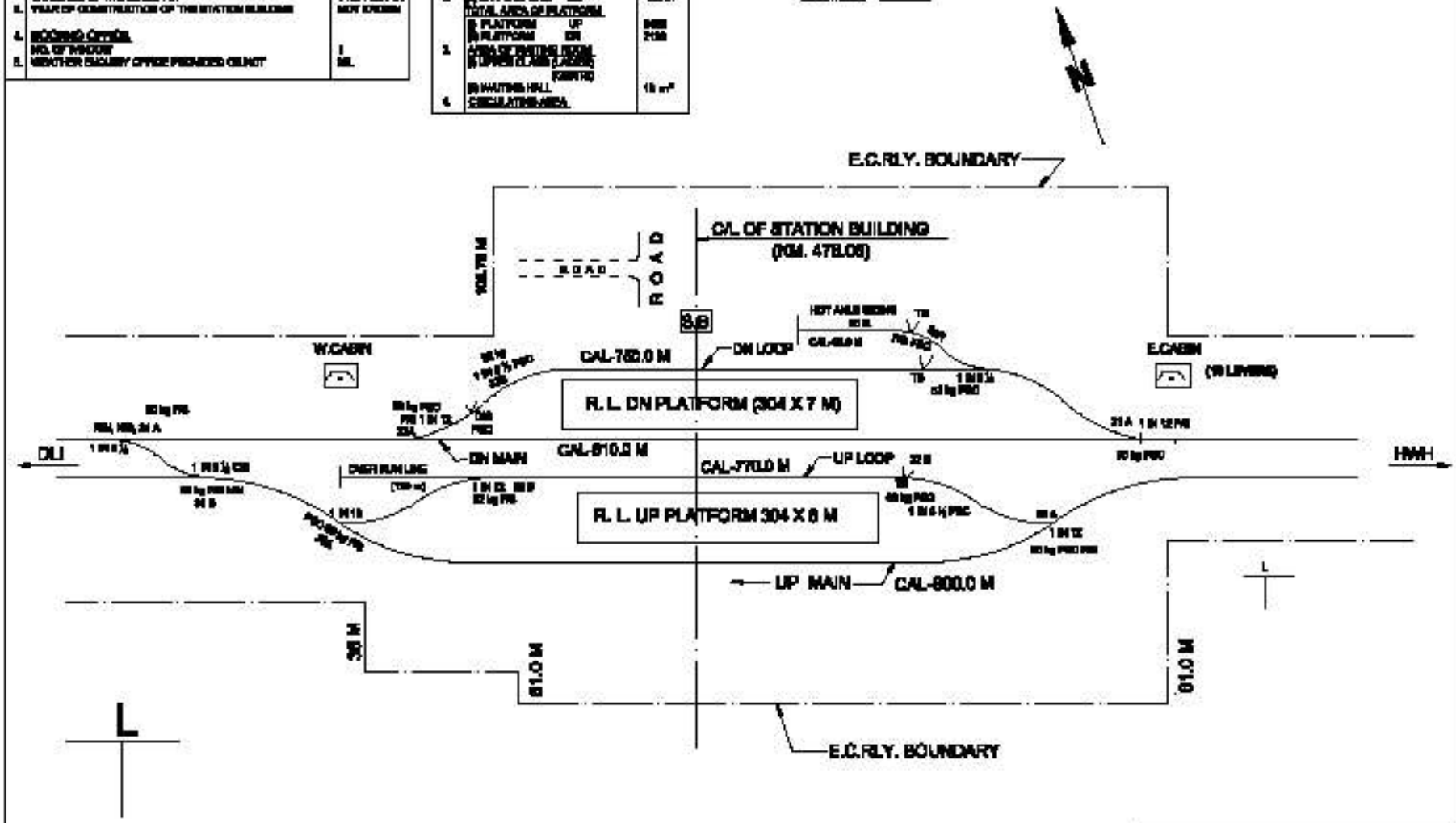
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION
DIAGRAM OF SANJHULI HALT
STATION YARD
(NOT TO SCALE)

1.	LANDMARK (i) NOR. OF YEARS (LADIES & GENTL. PLUMBED OR DIY)	1 GEN 1 LAD
3.	NOR. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	1 H.P. UP P.F. 1 H.P. DN P.F.
5.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	NOT KNOWN
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WEATHER SHELTER/ OFFICE PREMISES GENUT	NIL

SLNO.	DESCRIPTION	M2
1.	AREA OF PLATFORMS IN METER (i) DN PLATFORM UP (ii) DN PLATFORM DN TOTAL AREA OF PLATFORM	120 m² 120 m²
2.	(i) PLATFORM UP (ii) PLATFORM DN	2400 2160
3.	AREA OF BOOKING OFFICE (i) OFFICE (CABIN / LADIES/ GENTS) (CENTRE)	
	(ii) WAITING HALL	15 m²
4.	CIRCULATING AREA	

RECORDED
RIVERS- RADHA
PECCA
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF KASTHA STATION YARD

R.L. M.S.L. -

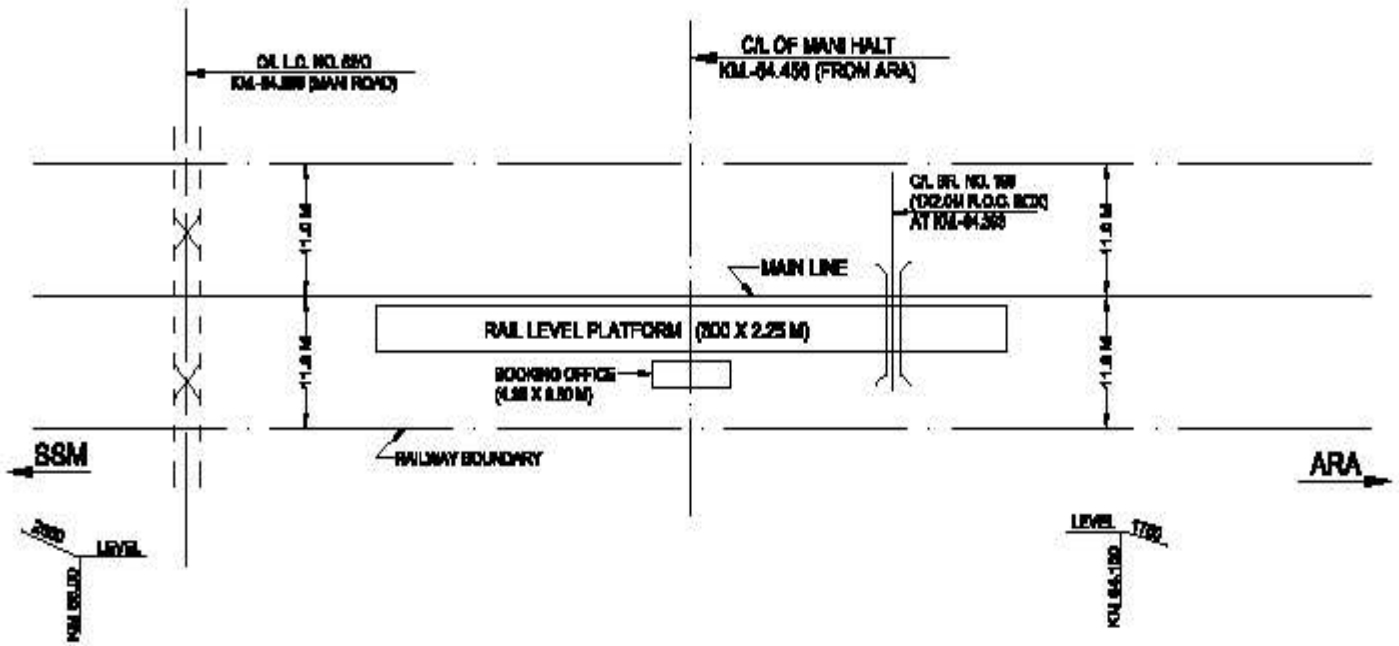
NOT TO SCALE

CORRECTED UPTO 31.03.2015

1.	LAVATORIES (i) NOS. OF SEATS (LADIES & GENTS, FLUSH/D OR DRY)	
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	1
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2008
4.	BOOKING OFFICE NO. OF WINDOW	
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORMS SHELTER	42.19
2.	TOTAL AREA OF PLATFORM	675.0
3.	AREA OF WAITING ROOM @ UPPER CLASS (LADIES/GENTS)	
4.	CIRCULATING AREA	

REFERENCE:
FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

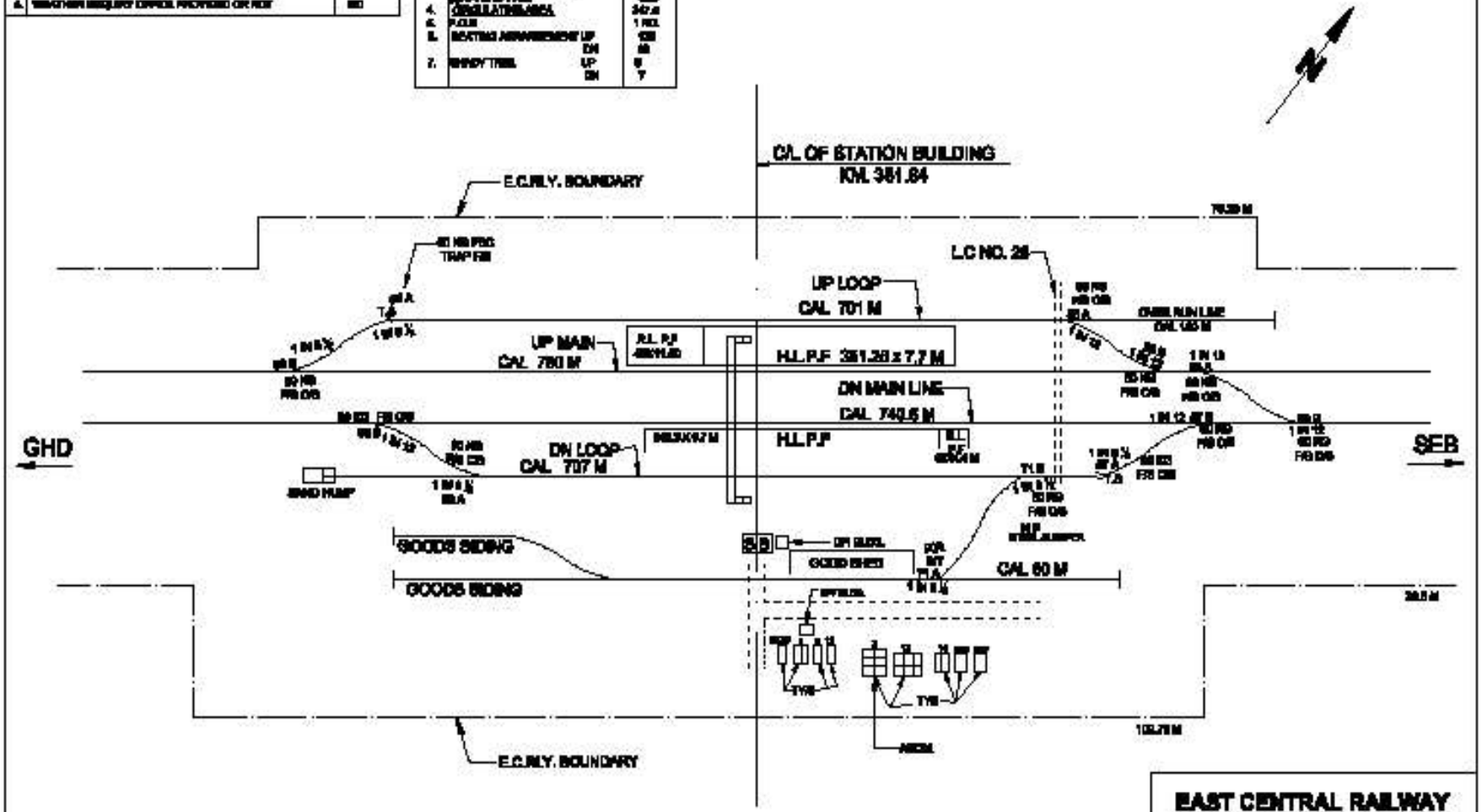
ARA-SSM SECTION
DIAGRAM OF MANI HALT
STATION YARD
(NOT TO SCALE)

31.03.2015	
CORRECTED UPTO	

1.	[illegible] (LADIES & GENTS) [PLANNED ONLY]	UP 2 DN 2
2.	NO. OF WATER TAPS AND RUNS ON EACH PLAT. & SOURCE OF WATER SUPPLY.	UP 1 H.P DN 2 H.P
3.	YEAR OF CONSTRUCTION OF THE L.G.S. STATION BUILDING	–
4.	BOOKING OFFICE 1) NO. OF WINDOW	1
5.	WHETHER REQUISITE SHADES PROVIDED OR NOT	NO

S.NO.	DESCRIPTION	
1.	AREA OF PLATFORMS INCLUDING (i) ON PLATFORM UP (ii) ON PLATFORM DN	SF SF
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (1+2+3) (ii) PLATFORM DN (1+2+4)	SQM.S 3642.8
3.	AREA OF WAITING ROOM (i) UPPER CLASS (UNDER) (ii) UPPER CLASS (UNDER)	SQ.M
4.	WAITING HALL CIRCULATING AREA	SQ.M 347.8
5.	FLOOR	1 NOS.
6.	SEATING ARRANGEMENT UP DN	NOS NOS
7.	WINDY TREE UP DN	6 7

RAILWAYS: MAIN LINE, LOOP LINE
ROAD: METALLED, UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B.D. SECTION DIAGRAM OF NABENAGAR RD. STN. YARD

R.L. M.S.L. -137.525 M

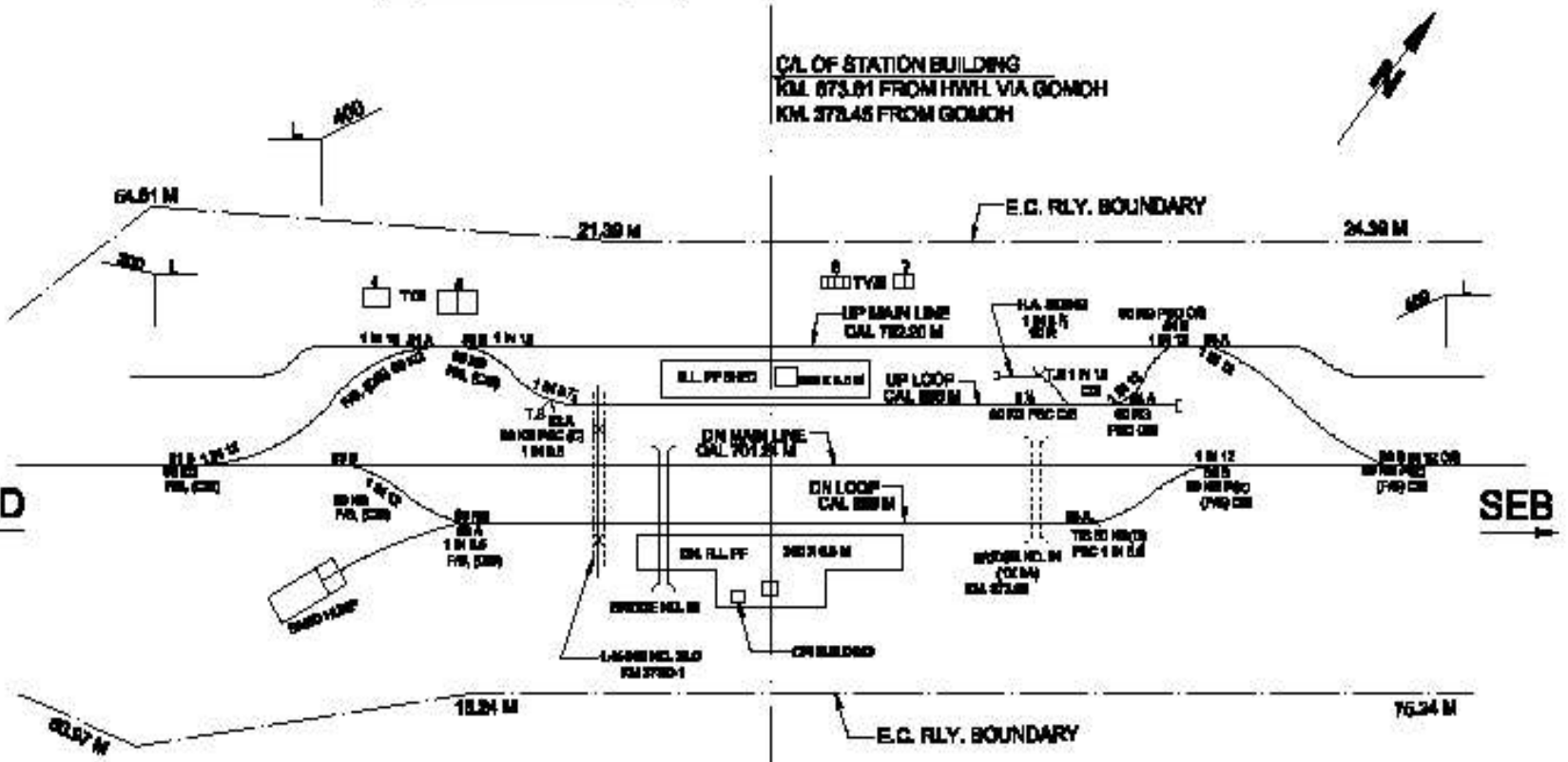
NOT TO SCALE

CORRECTED UPTO 31.03.2015

1.	LOCATION (i) NO. OF WATER & WC BLOCKS (MEN & WOMEN) (SEPARATED OR COMBINED)	2 NOS. 2 NOS.
2.	NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY.	4 NOS. ON P.F.1 UP P.F.2
3.	YEAR OF CONSTRUCTION OF THE HIGH STATION BUILDING	–
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
5.	WHETHER SECURITY OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION	SF
1.	AREA OF PLATFORM (IN SQ.M.) (i) ON PLATFORM UP	45
	(ii) ON PLATFORM DN	33
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	6885.0 3960.0
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES) (GENTS)	
4.	UNDER THE HALL	
5.	COVERED AREA (i) UP (ii) DN	45 33
6.	24 HOUR TAPS (i) UP (ii) DN	0 0

REFERENCE:
PROPOSED: FENCING ——
PUCCA ——
ROAD: METALLED ::::::
UNMETALLED ::::::

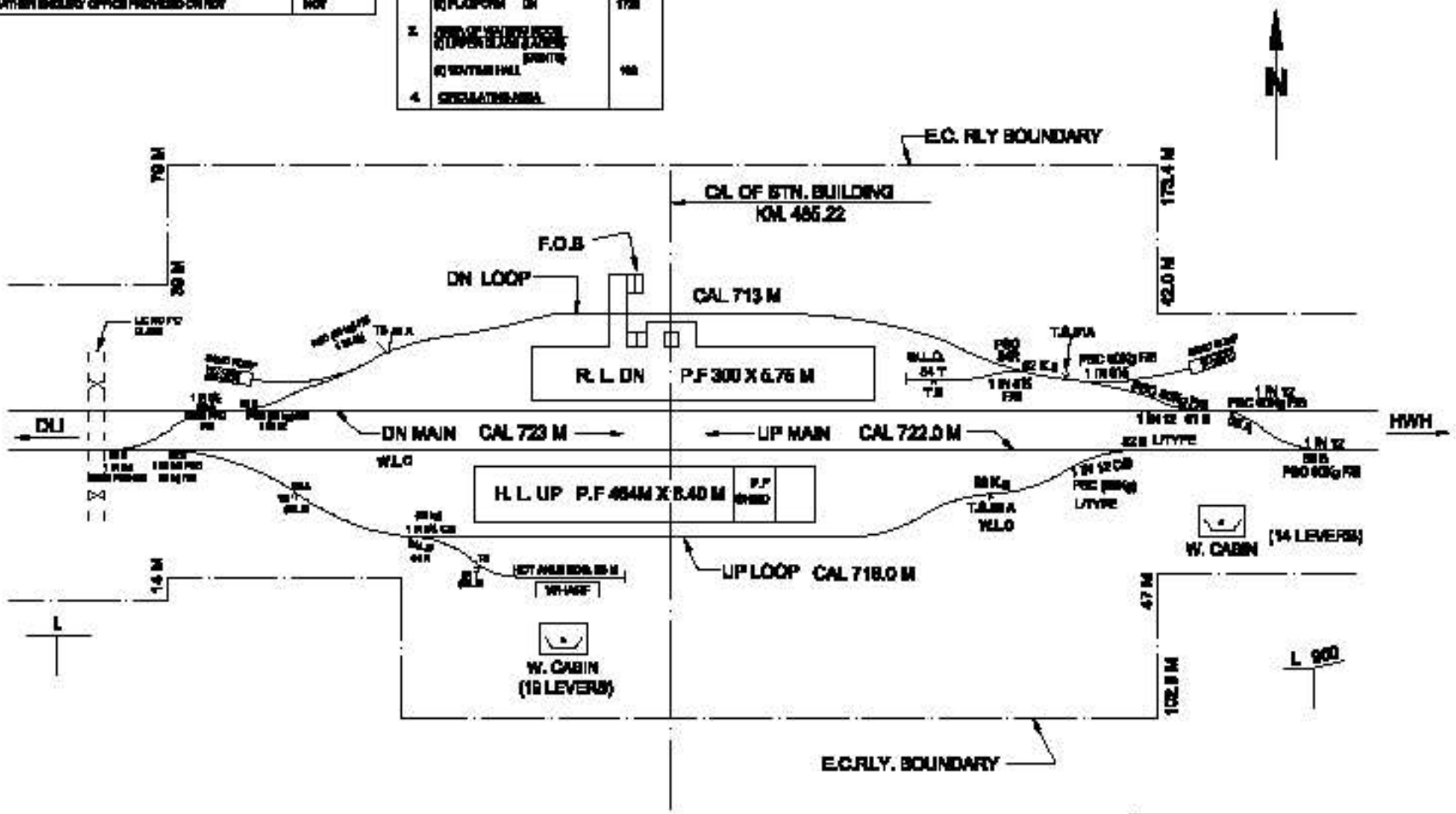


CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	B.D. SECTION DIAGRAM OF KAJRAT NAWADIH STN. YARD
	R.L. M.S.L. -143.079 M
	NOT TO SCALE

1.	LOCATION (i) NO. OF SEATS (LADIES & GENTS, PLANNED ONLY)	1 CENT 1 LADY
2.	NO. OF WATER TAPS MADE AVAILABLE ON MAIN PLATFORM & SOURCE OF WATER SUPPLY	6 NOS. P.F.
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M²
1.	AREA OF PLATFORM SHELTER (i) ON PLATFORM UP (ii) ON PLATFORM DN	100 100
	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	3867 1728
2.	AREA OF WAITING ROOM (i) WAITING HALL	100
4.	CREMATION/ABA	

ACCORDED
PUCCA ——
KACHA - - - - -
INSTALLED ------
UNDER LEG ——

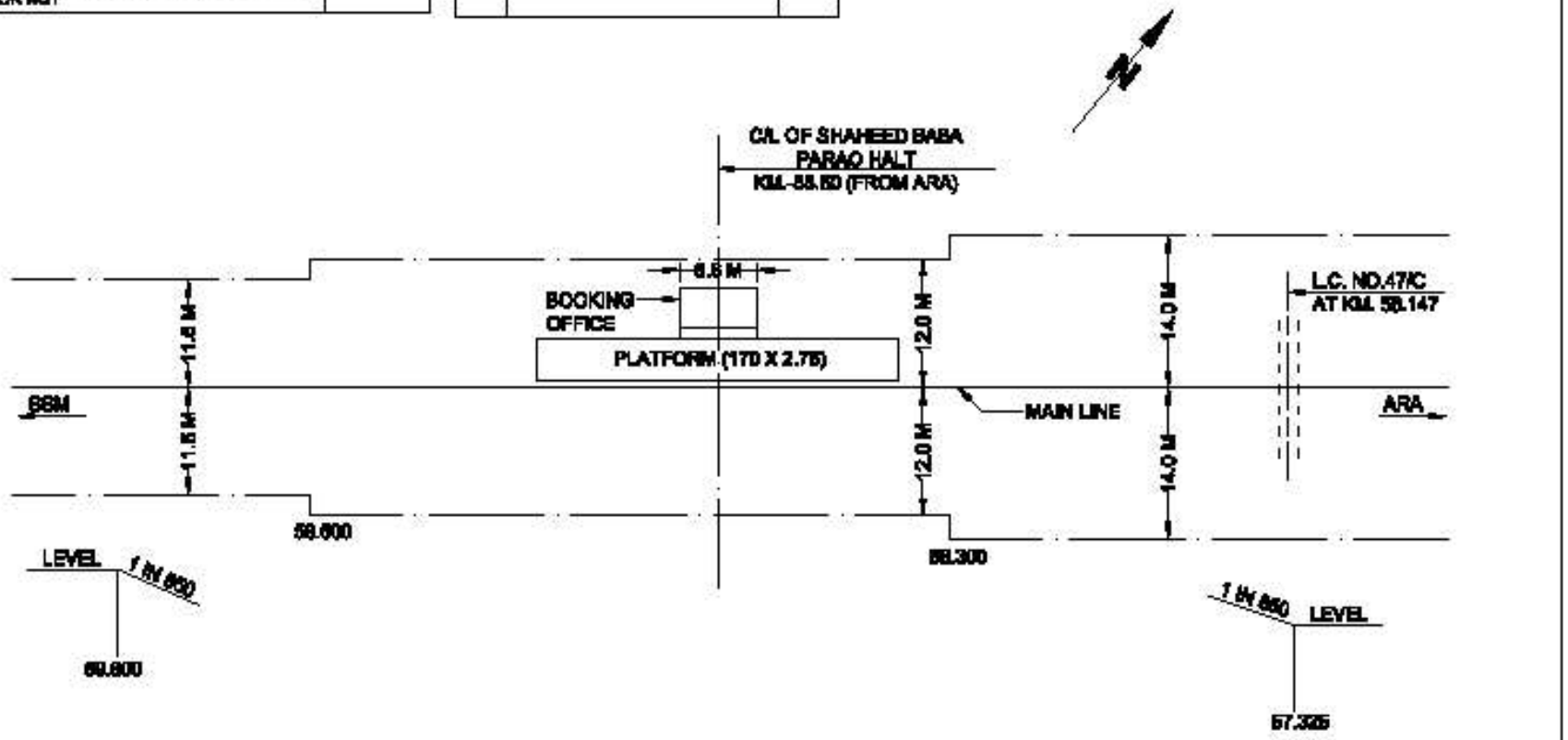


CORRECTED UPTO 31.03.2016	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF PARAIYA STATION YARD R.L. M.S.L. NOT TO SCALE

1.	LAVATORIES (i) NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	NIL
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	1 H.P.
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2010
4.	BOOKING OFFICE NO. OF WINDOW	2 NOS
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM(S) SHELTER	
2.	TOTAL AREA OF PLATFORM	467.50
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES&GENTS)	
4.	CIRCULATING AREA	

REFERENCE:
FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION
DIAGRAM OF SAHEED BABA PARAV YARD
(NOT TO SCALE)

31.03.2015	
CORRECTED UPTO	

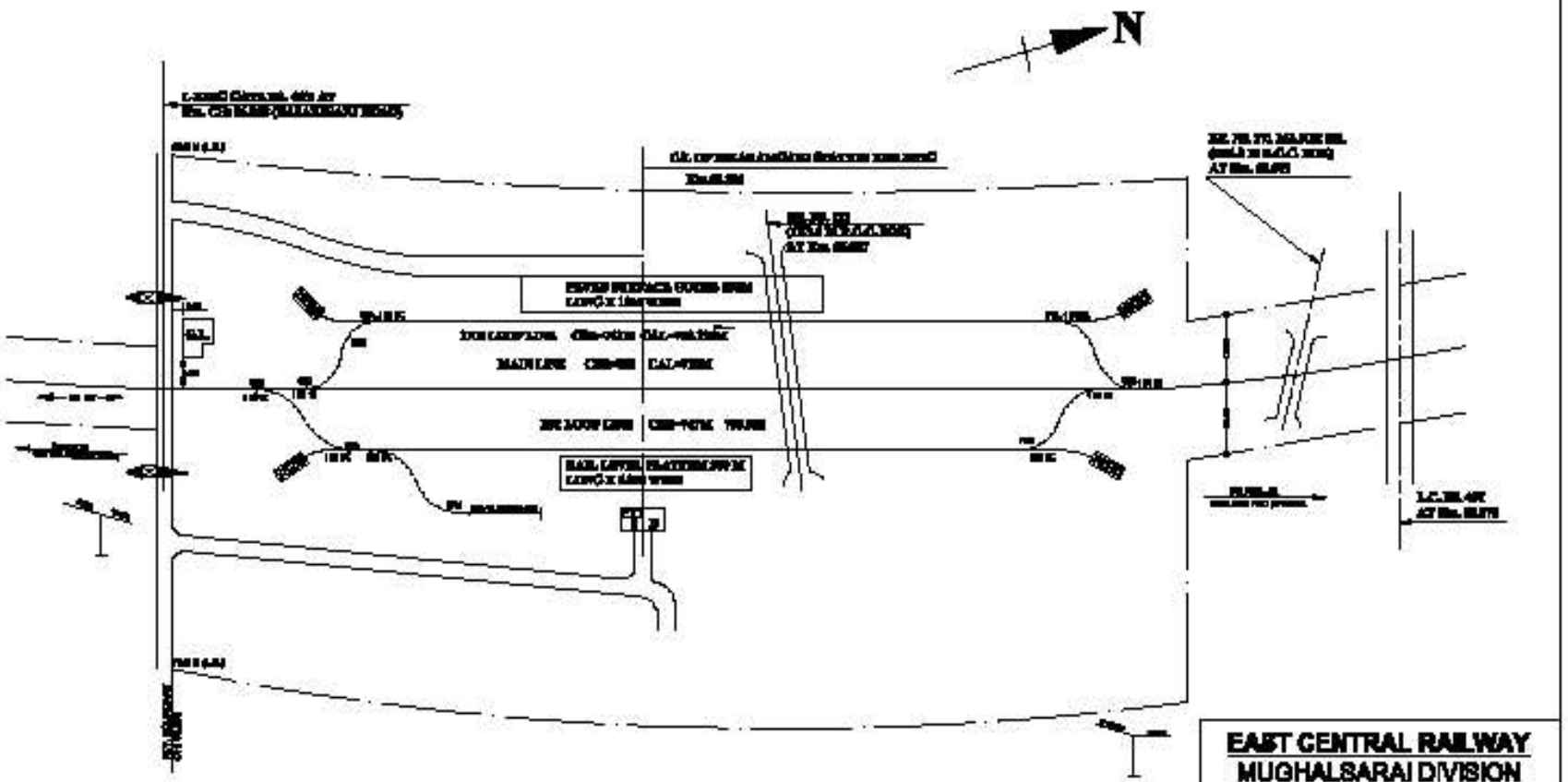
1.	LAVATORIES (i) NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	1+1 (DRY)
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	3 NOS. HP
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2008
4.	BOOKING OFFICE NO. OF WINDOW	2
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORMS SHELTER (i) ON PLATFORM UP	69.24
2.	TOTAL AREA OF PLATFORM	760
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES/GENTS) (ii) WAITING ROOM	111.87 1
4.	CIRCULATING AREA	660

REFERENCE:

FENCING- KACHA
PUCCA

ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION STN. YARD
DIAGRAM OF BIKRAMGANJ STATION YARD

CORRECTED UPTO 31.03.2015

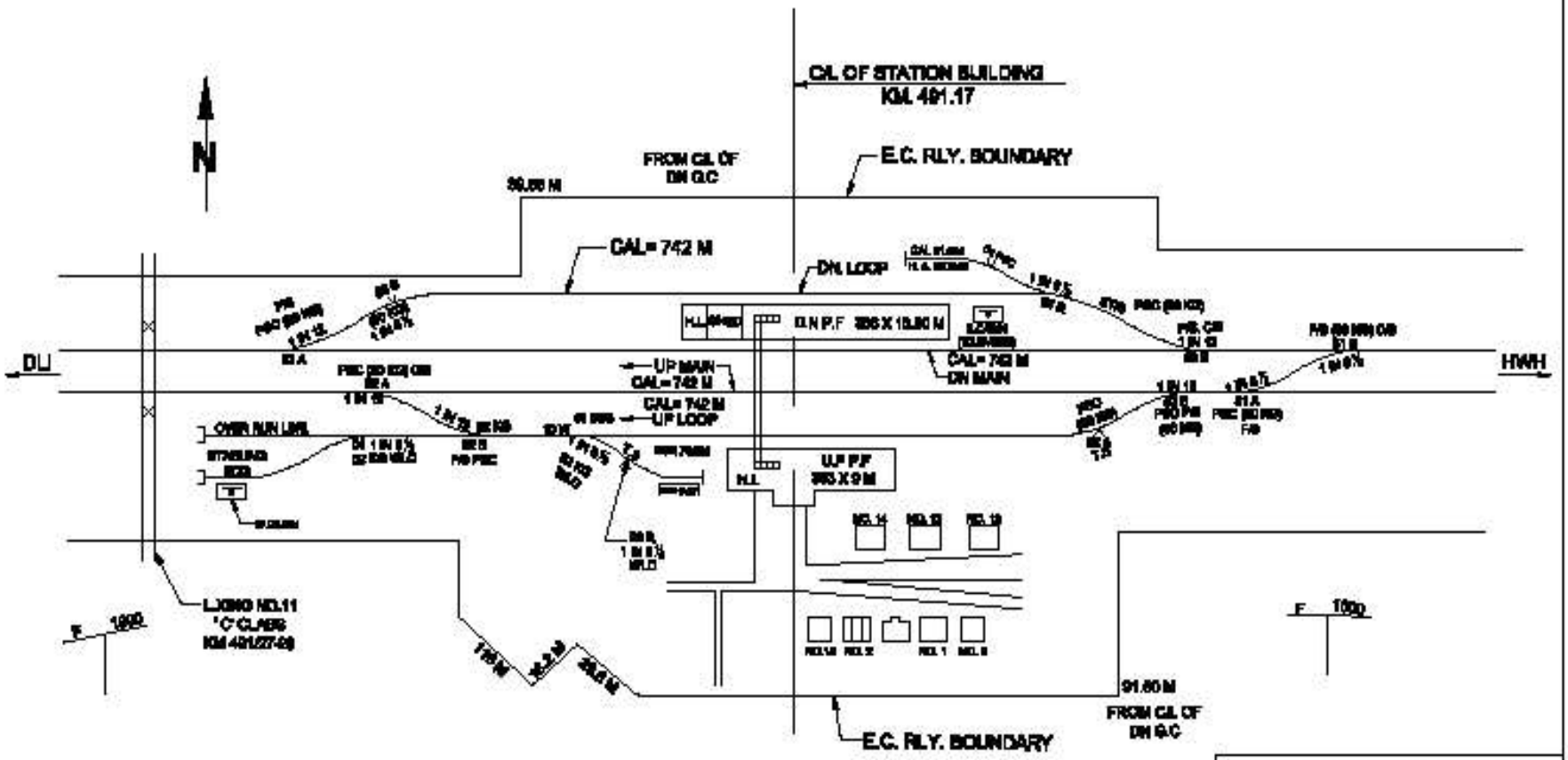
(NOT TO SCALE)

PAGE :-

1.	LOCATION (i) NO. OF SEATS (LADIES & GENTS) (PLEASE GIVE DIST)	1 SEAT 1 LADIES
2	NO. OF HORSE POWER MAN POWER ON EACH PIP & SOURCE OF WATER SUPPLY	HP-2 NOS-ON TAP IN UP TAP IN DN
3.	YEAR OF CONSTRUCTION OF THE LOWER/UPPER BUILDING	
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	YES

S.NO.	DESCRIPTION	M²
1.	AREA OF PLATFORM (BUILT) (i) ON PLATFORM UP (ii) ON PLATFORM DN	395 457
2.	TOTAL AREA OF PLATFORM (i) IN ROOFED UP (ii) PLATFORM DN	1087 1043
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES) (GENTS)	45 45
4.	WAITING HALL CIRCULATING AREA	95 344

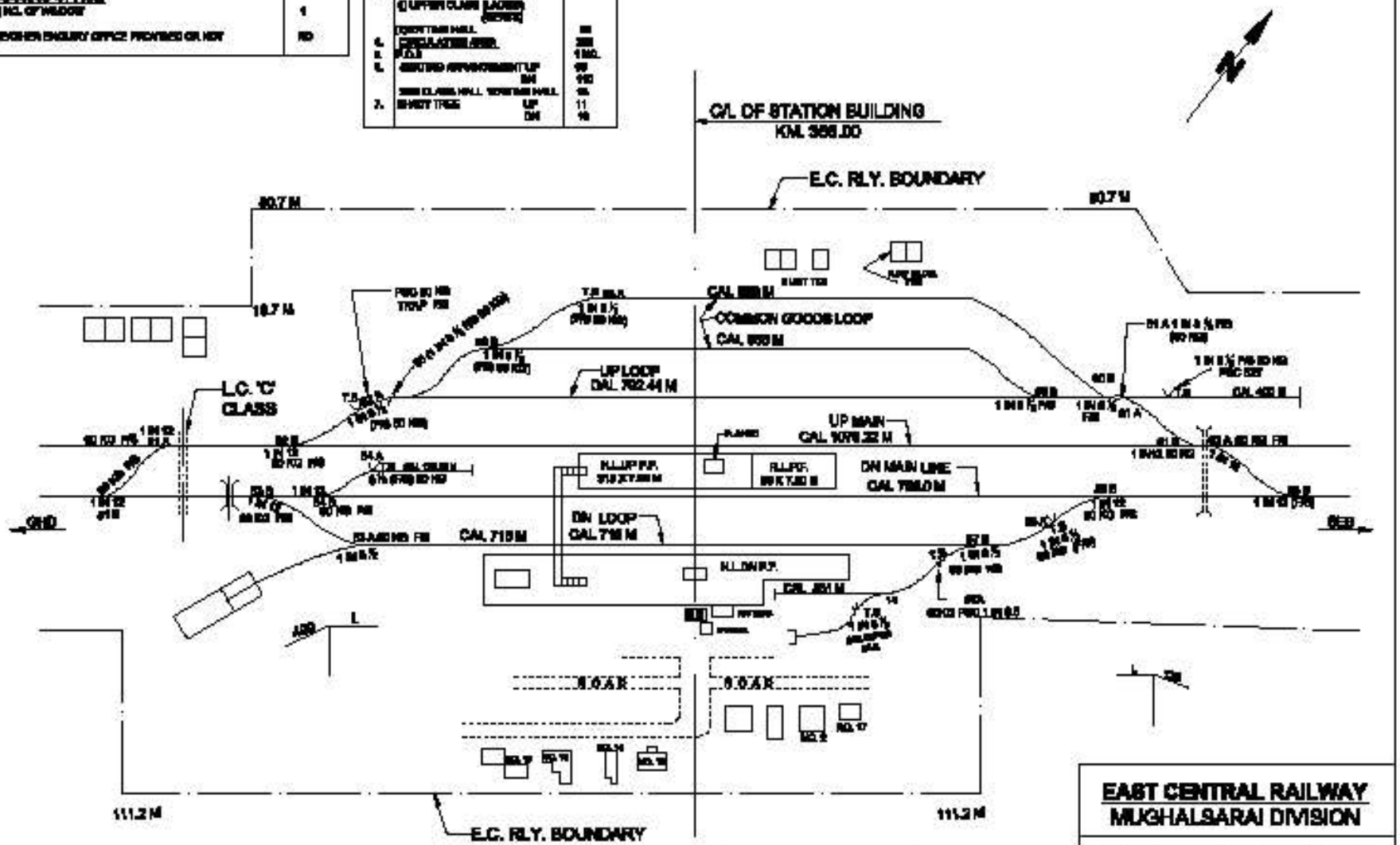
REFERENCE
RAILWAYS: RAICHA
FLOODS
ROAD: METALLED
UNMETALLED



CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	G.C. SECTION DIAGRAM OF GURARU STN. YARD
	R.L. M.S.L.-
	NOT TO SCALE

1.	LANGUAGES (i) NO. OF BOOKS (ACCESS & GENERAL) (PLURILINGUAL GUIDE)	UP 0 DN 2
2.	NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY.	19
3.	YEAR OF CONSTRUCTION OF THE MAIN STATION BUILDING	–
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION	UP
1.	AREA OF PLATFORM SHELTER (i) ON PLATFORM UP (ii) ON PLATFORM DN	110 110
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	80PLA 80PLA
3.	AREA OF WAITING ROOM (i) UPPER CLASS (ACRES) (SECOND) (iii) UNDER TIME HALL (iv) RESERVATION AREA	00 200
4.	P.O.H	1 NO.
5.	WAITING ARRANGEMENT UP DN 3 TIER CLASS HALL SECOND CLASS HALL	10 110 00 00
7.	SHADY TREE UP DN	11 10



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B.D. SECTION DIAGRAM OF JAPLA STN. YARD

R.L. M.S.L. -145.697 M

NOT TO SCALE

CORRECTED UPTO 31.08.2015

1.	LOCATION (i) NO. OF SEATS (LADIES & GENTS) (PLUMBED OR DRY)	UP/D DRY
2.	NO. OF WATER TAPS/ HAND PUMPS OR ANY OTHER SOURCE OF WATER SUPPLY.	2
3.	YEAR OF CONSTRUCTION OF THE M.S.H. STATION BUILDING	-
4.	BOOKING OFFICE (i) NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION		Nos
1.	(i) ON PLATFORM UP (ii) ON PLATFORM DN		25+05 00000
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN		2400 0970
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES) (GENTS) DOMESTIC HALL		35
4.	CIRCULATING AREA		200
5.	P.OFFICE		1 NO.
	WATER ARRANGEMENT UP	DN	140 130
	WAITING HALL		30
7.	SHADY TREE	UP DN	5 3

REFERENCE
PUCCHA
KUCCHA
ROAD- METALLED
UNMETALLED

C/L OF STATION BUILDING
KM. 368.00

E.C. RLY. BOUNDARY

UP LOOP
CAL. = 600 M

UP MAIN

DN MAIN LINE
CAL 791.00 M

DN LOOP
CAL 782.00 M

P.SHED

R.L. UP P.F
300 X 6.00

R.L. DN P.F
240 X 15.00

CAL 656.00 M

CAL 650.00 M

HOT AXLE
NOT STABLING

DP
BUILDING

L.C. NO. 666/T

GHD

SEB

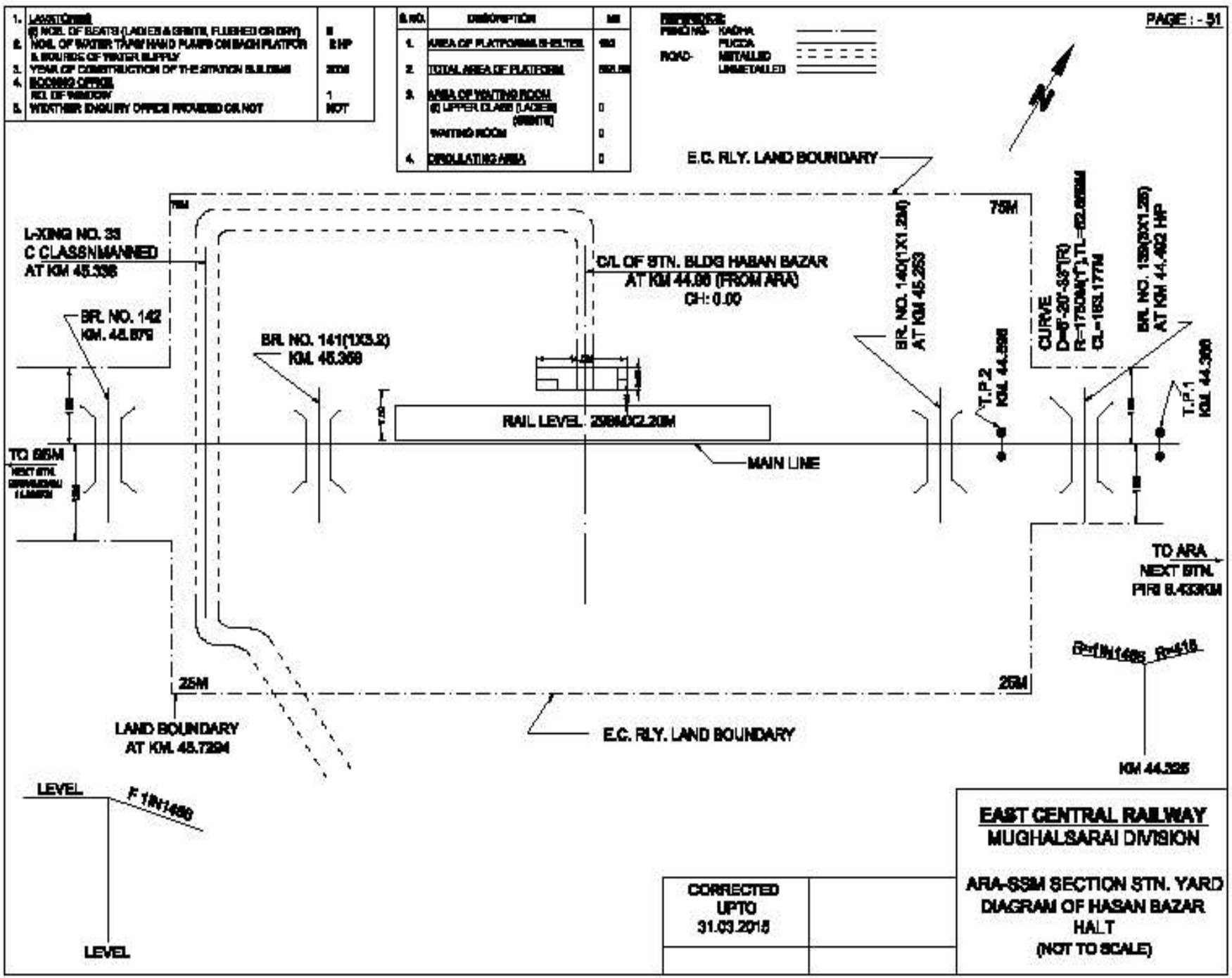
E.C. RLY. BOUNDARY

CORRECTED UPTO 31.05.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION B.D. SECTION DIAGRAM OF HAIDAR NAGAR STN. YARD R.L. M.S.L. -149.256 M NOT TO SCALE

1.	LAVATORIES (i) NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	0
2.	NOS. OF WATER TANK/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	0 HP
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2008
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	MS
1.	AREA OF PLATFORM & SHELTER	150
2.	TOTAL AREA OF PLATFORM	600.00
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES) (GENTS)	0
	WAITING ROOM	0
4.	CIRCULATING AREA	0

REFERENCE:
FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.03.2015

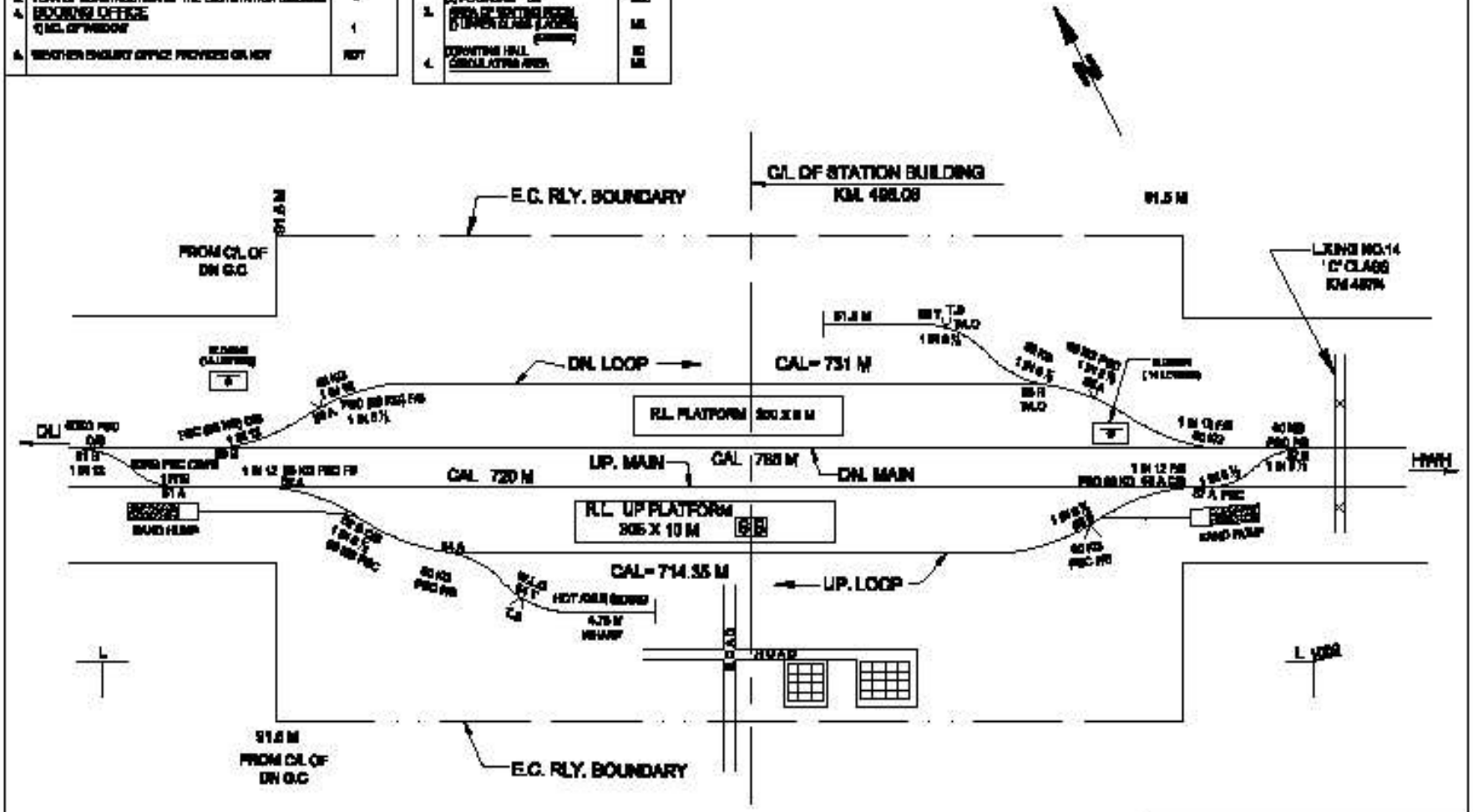
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION STN. YARD DIAGRAM OF HASAN BAZAR HALT
(NOT TO SCALE)

1.	[illegible]	Mt.
2.	NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR. & SOURCE OF WATER SUPPLY.	2 UP, PF 1 DN, PF
3.	YEAR OF CONSTRUCTION OF THE G.S.H STATION BUILDING	-
4.	BOOKING OFFICE 1) NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M²
1.	AREA OF PLATFORM SHELTER (i) ON PLATFORM UP. (ii) ON PLATFORM DN	NIL NIL
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	2640 1800
3.	AREA OF BOOKING ROOM (i) BOOKING CLERK CABIN (ii) [illegible]	NIL
4.	COMMUTING HALL CIRCULATING AREA	60 NIL

REFERENCE:
FENCING- KNOWN
PUCCA
ROAD- METALLED
UNMETALLED



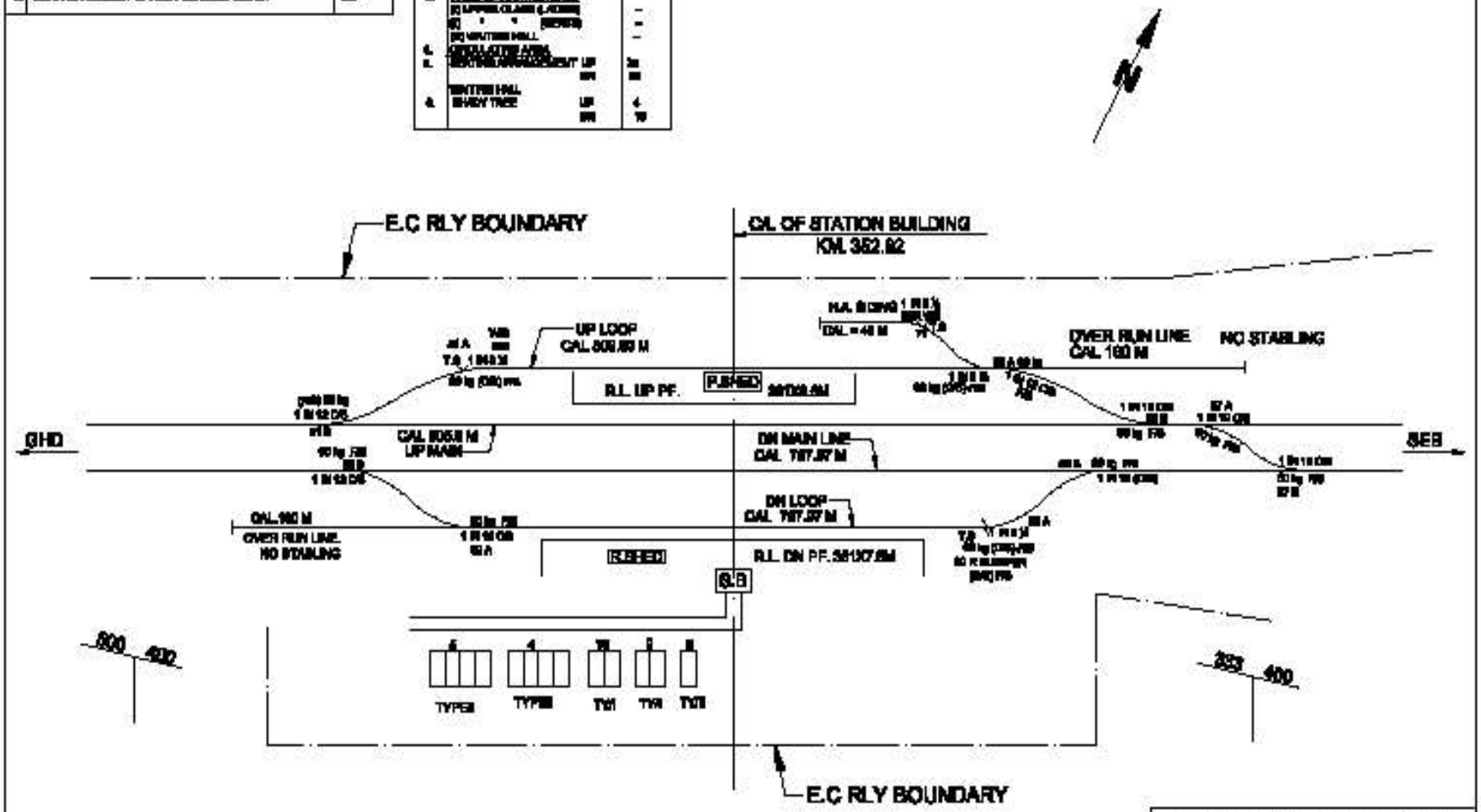
CORRECTED UPTO 31.03.2018	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	G.C. SECTION DIAGRAM OF ISMAILPUR STN. YARD
	R.L. 360.07 M.S.L. -
	NOT TO SCALE

1.	LANGUAGES	
	(i) MODE OF HEATING (CHARCOAL/STOVE)	
	(PLUMBED OR DRY LATRINE)	4
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM	2 NOS. ON
3.	SOURCE OF WATER SUPPLY	
4.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
5.	BOOKING OFFICE	
	NO. OF WINDOW	1
6.	WEATHER SHELTERY OFFICE PREMISES CLINIC	NO

S.NO.	DESCRIPTION	NO.
1.	AREA OF PLATFORM SHELTER	
	(i) UP PLATFORM	3643
	(ii) DN PLATFORM DR	1940
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM UP	5583.6
	(ii) PLATFORM DN	3889.6
3.	AREA OF WAITING ROOM	
	(i) UPPER CLASS (LADIES)	—
	(ii) " " (GENTS)	—
	(iii) WAITING HALL	—
4.	PARCEL STORE AREA	
5.	REFRESHMENT ROOM UP	24
	DN	24
	VENTRE HALL	
6.	SHADY TREE UP	4
	DN	10

REFERENCE

PLATFORM- EXISTING
PUCCA
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B.D. SECTION DIAGRAM OF KOSIARA STATION YARD

R.L. M.S.L. - 159.160 M

NOT TO SCALE

CORRECTED UPTO 31.03.2016

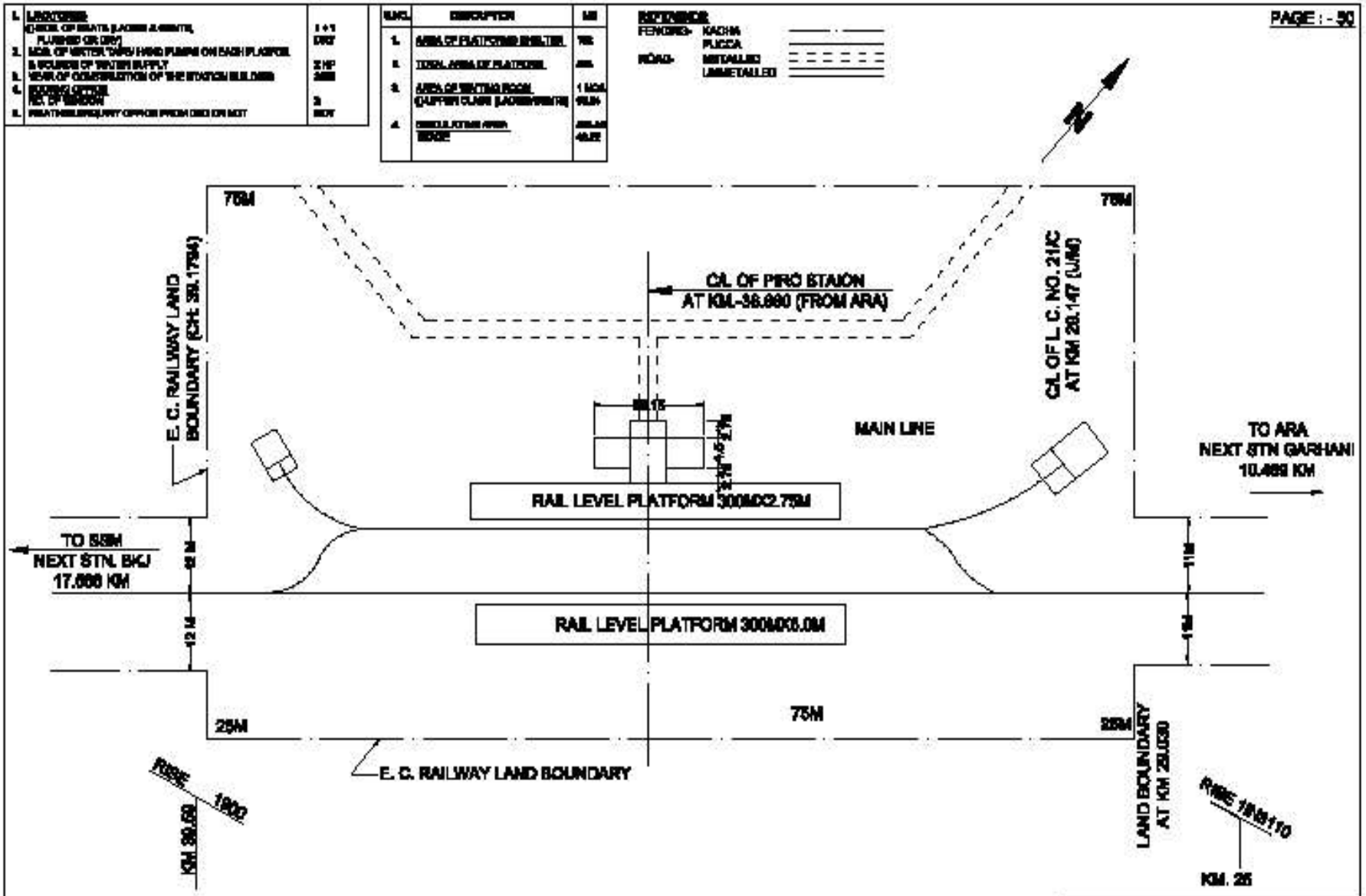
1.	LOCATION (CHECK OF SEATS, LOCKER & BENTS, PLUMBED OR DRY)	1+1 DRY
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY	2 HP
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2008
4.	BOOKING OFFICE NO. OF WINDOW	3
5.	PHAT/RESERVATION OFFICE PREMISES OR NOT	NOT

S.NO.	DESCRIPTION	MS
1.	AREA OF PLATFORM SHELTER	YES
2.	TOTAL AREA OF PLATFORM	2000
3.	AREA OF WAITING ROOM (LADIES/GENTS)	1 NOS 150
4.	CIRCULATING AREA BRIDGE	AVAILABLE 48.00

REFERENCE

FENCING- KACHA, PUCCA

ROAD- METALLED, UNMETALLED



CORRECTED UPTO 31.08.2015	

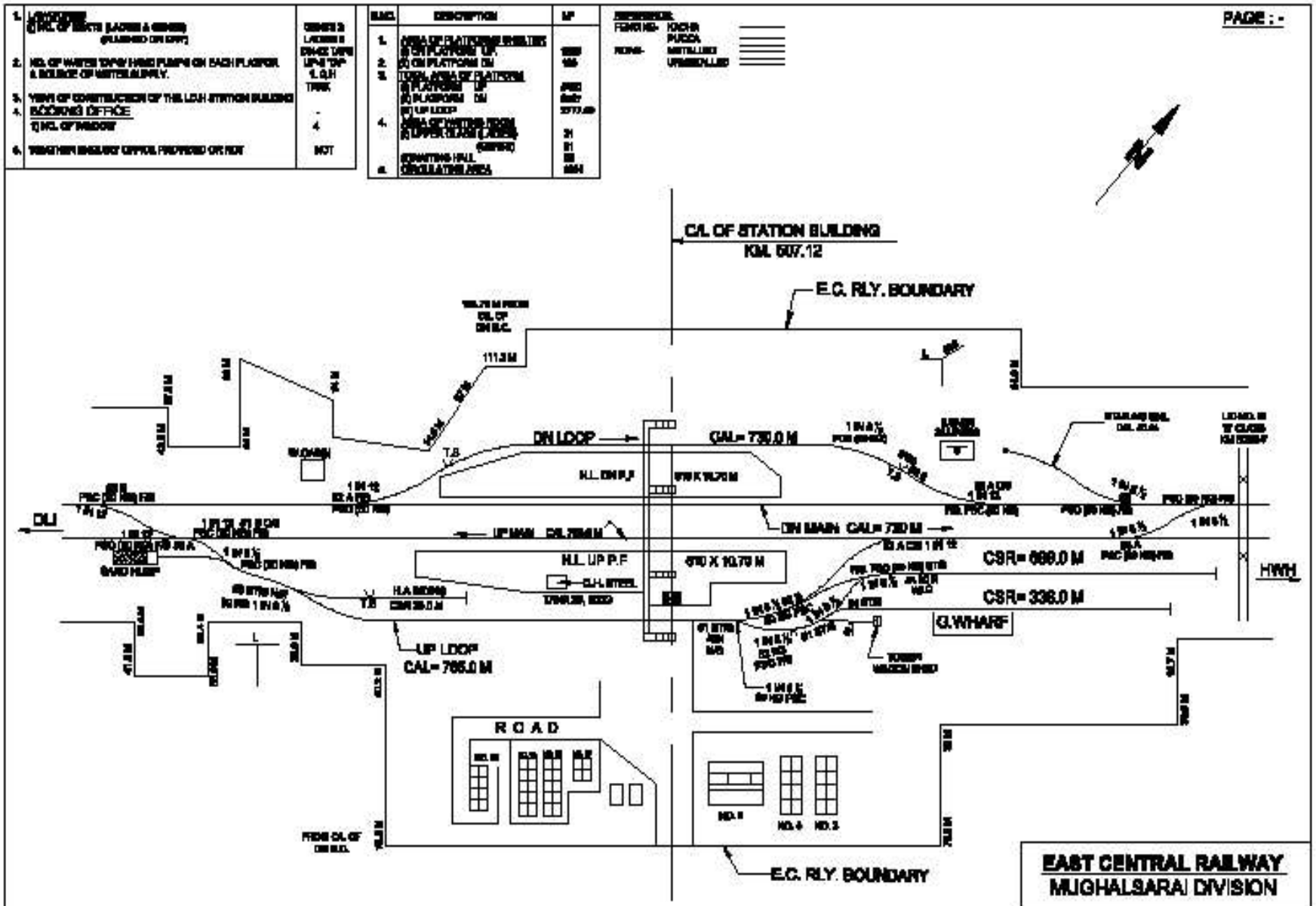
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION STN. YARD
DIAGRAM OF PIRO STAION
(NOT TO SCALE)

1. LOCATION (INCL. OF WHITE WASHING & COLOUR) (PLASTERED OR NOT)	-
2. NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY.	4
3. YEAR OF CONSTRUCTION OF THE LOH STATION BUILDING	-
4. BOOKING OFFICE (i) INCL. OF WINDOW	-
5. WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

SNO.	DESCRIPTION	SF
1.	AREA OF PLATFORM SHELTER (i) PLATFORM UP (ii) PLATFORM DN	
2.	(i) ON PLATFORM UP (ii) ON PLATFORM DN	
3.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN (iii) UP LOOP	
4.	AREA OF WAITING ROOM (i) UPPER CLASS LADIES (ii) GENTS	31 31
5.	BOOKING HALL	
6.	CIRCULATING AREA	

FENCING- PUCCA
WORK- METALLED UNMETALLED



CORRECTED UPTO 31.03.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF RAFIGANJ STN. YARD

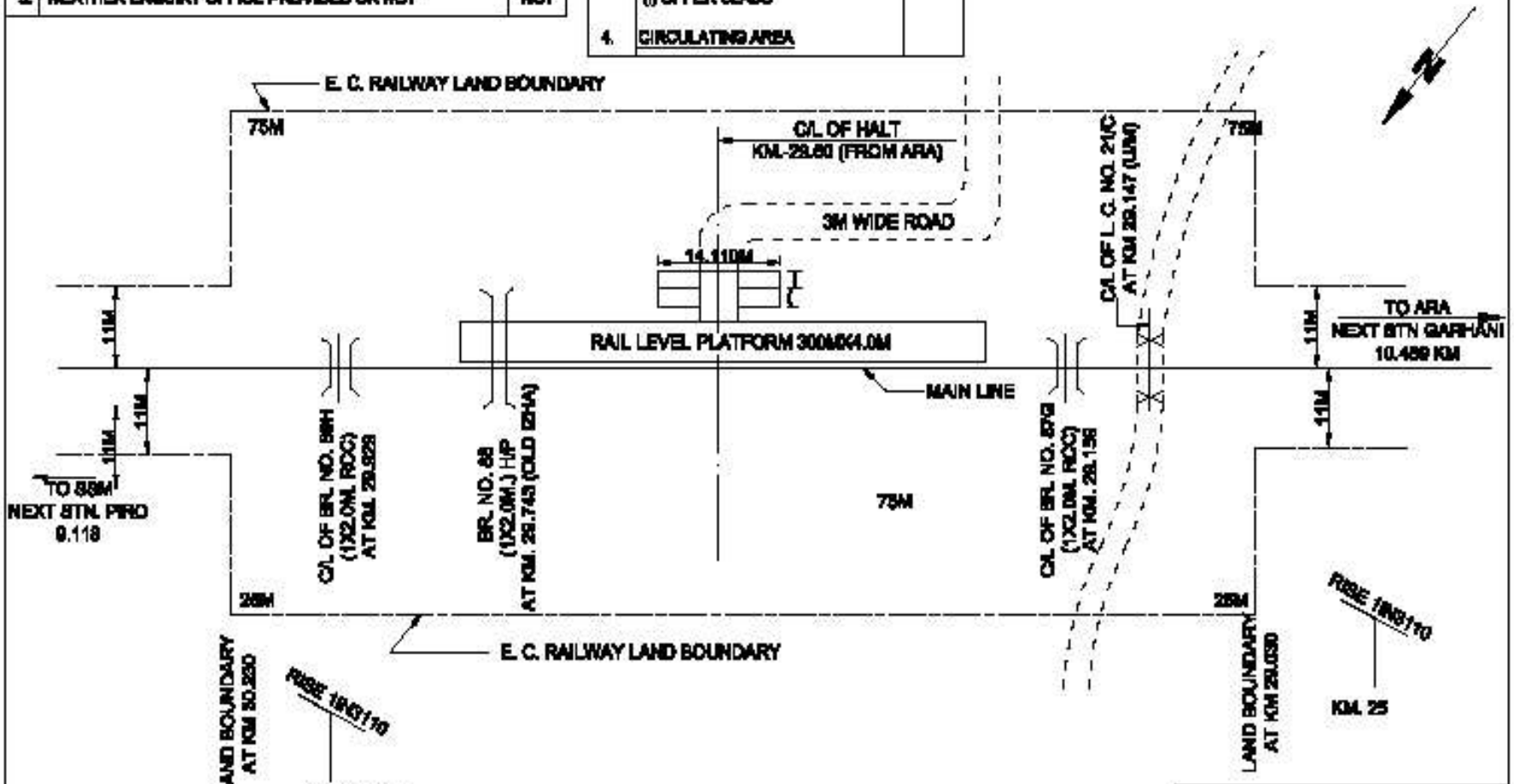
R.L. M.S.L. -

NOT TO SCALE

1.	LAVATORIES (I) NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	0
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	0
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	2009
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM& SHELTER	104.04
2.	TOTAL AREA OF PLATFORM	1200
3.	AREA OF WAITING ROOM (I) UPPER CLASS	0
4.	CIRCULATING AREA	

REFERENCE:
FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.05.2015	

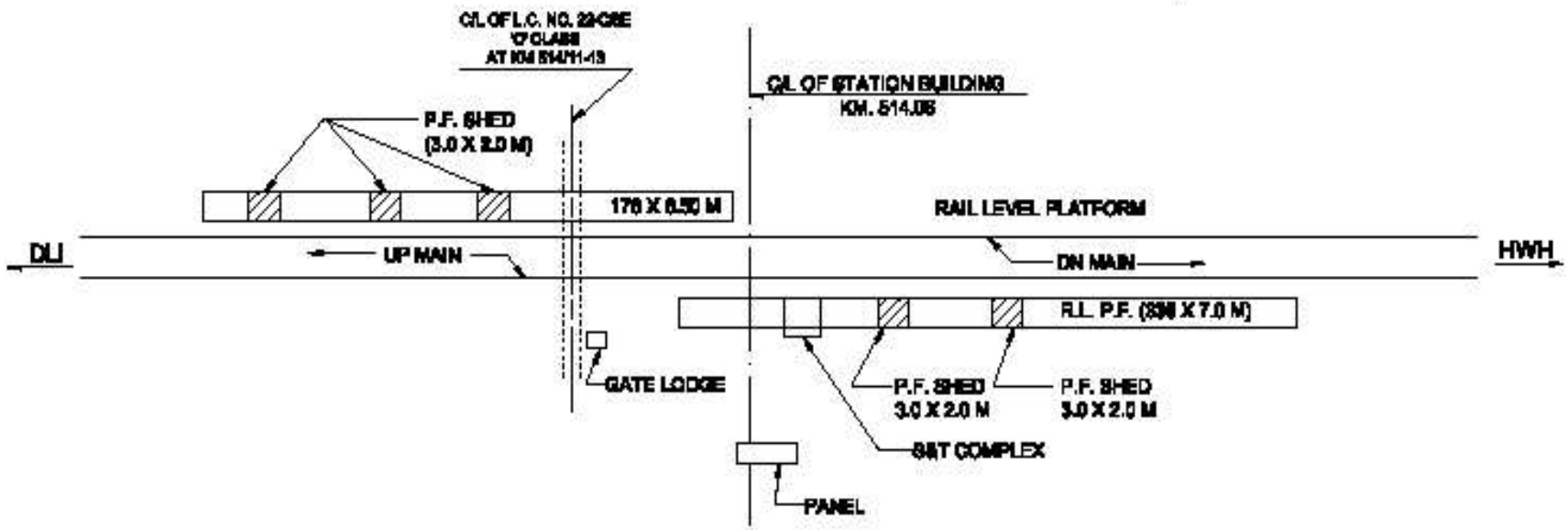
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION STN. YARD
DIAGRAM OF CHAR-POKHARI HALT
(NOT TO SCALE)

1.	LAVATORIES	
	(i) NOS. OF SEATS (LADIES & GENTS, FLUSHED QUETY)	NIL
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFORM	1 UP P.F.
	& SOURCE OF WATER SUPPLY	
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE	
	NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	X

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM SHELTER	
	(i) ON PLATFORM NO. 1	58
	(ii) ON PLATFORM NO. 2	58
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM NO. 1 UP	2898
	(ii) PLATFORM NO. 2 DN	1141
3.	AREA OF WAITING ROOM	
	(i) UPPER CLASS (LADIES) (CENTRAL)	
	(ii) UPPER CLASS (GENTS)	21
4.	CIRCULATING AREA	NIL

RECEIVED
PRESENT- CEMENT
PUCCA
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.03.2015

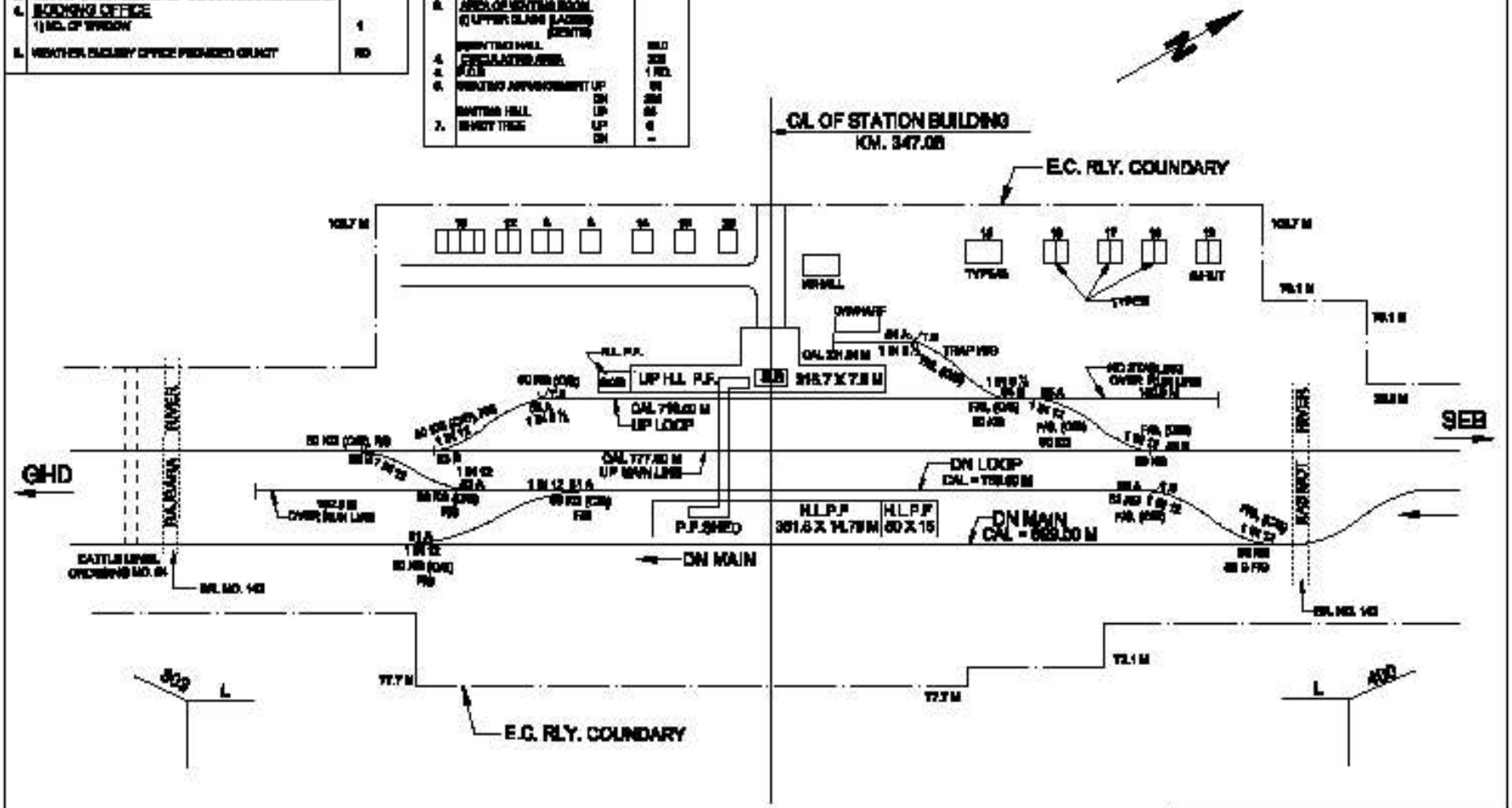
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION
DIAGRAM OF DEO ROAD B.H.
STATION YARD
(NOT TO SCALE)

1.	LAVATORIES (i) NO. OF SEATS (LADIES & GENTS) (PLANNED ON DAY)	UP 2 DN 2 3 H.P UP 1 H.P DN
2.	NO. OF HAND PUMPS ON EACH PLATFORM (SOURCE OF WATER SUPPLY)	
3.	YEAR OF CONSTRUCTION OF THE I.O.H STATION BUILDING	–
4.	BOOKING OFFICE 1) NO. OF WINDOW	1
5.	WEATHER SHELTER OFFICE PREMISES CHART	NO

SL.NO.	DESCRIPTION		M²
1.	AREA OF PLATFORMS (SHELTER)		
	(i) ON PLATFORM UP		88
	(ii) ON PLATFORM DN		238
2.	TOTAL AREA OF PLATFORM		2x88
	(i) PLATFORM UP H.L. P.F.L.		8888
	(ii) PLATFORM DN H.L. +AL		8880
6.	AREA OF VENTILA ROOM		
	(i) UPPER CLASS (LADIES CENTRE)		
	WAITING HALL		8880
4.	CIRCULATING AREA		2x88
4.	P.O.B		1 NO.
6.	HEATING ARRANGEMENT	UP	2x88
		DN	88
	WAITING HALL	UP	88
7.	BENCH TREE	UP	4
		DN	–

REFERENCE:
FOREIGN- RAIL WAY
ROAD- MEDALLED
UNMETALLED



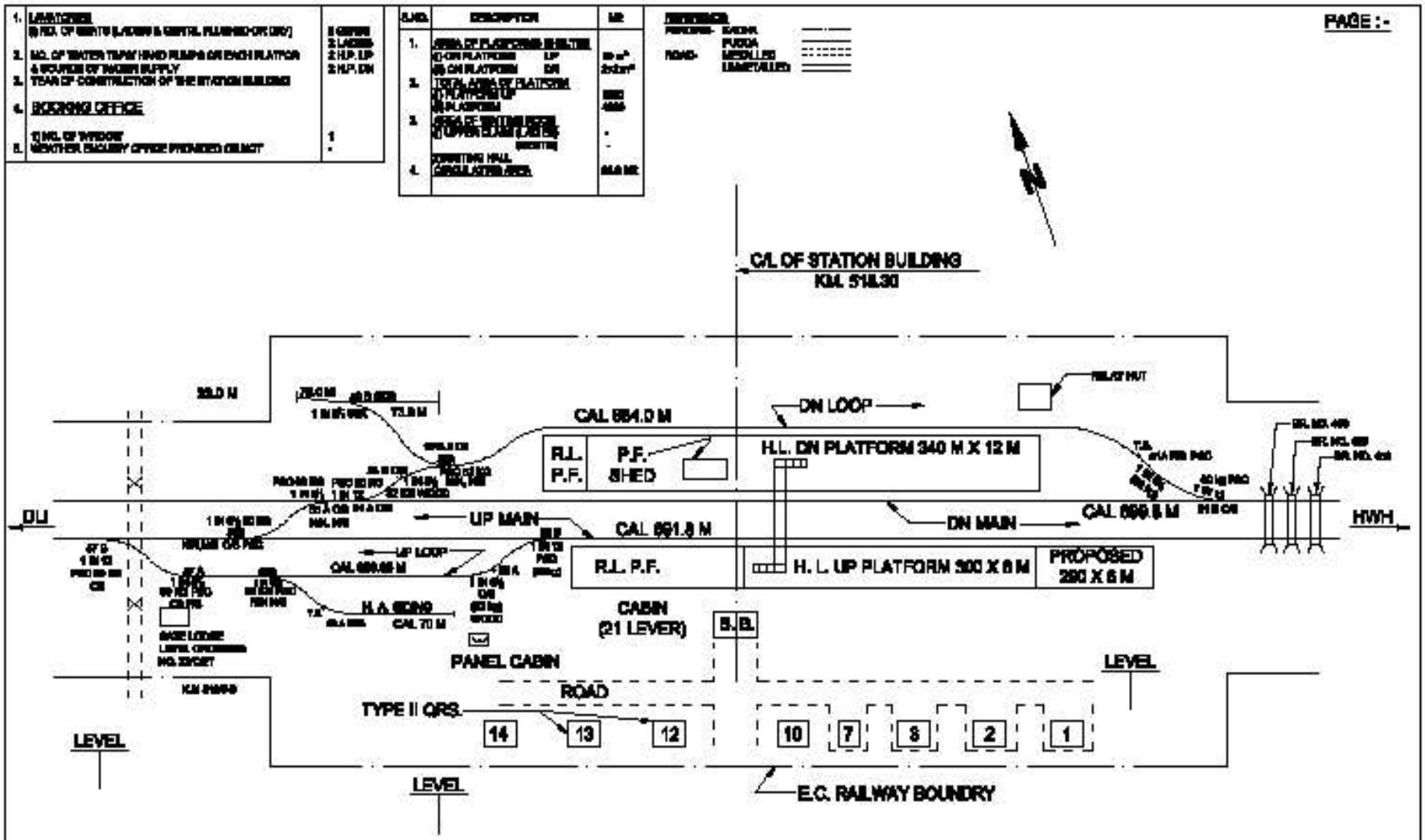
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B.D. SECTION DIAGRAM OF MUHAMMAD GANJ STN. YARD

R.L. M.S.L. -153.920 M

NOT TO SCALE

CORRECTED UPTO 31.08.2015



1.	LAVATORIES (i) NO. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	i) GENTS ii) LADIES iii) H.P. UP iv) H.P. DN
2.	NO. OF WATER TAPS/ HAND PUMPS OR EACH PLATFORM & SOURCE OF WATER SUPPLY	
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE	
5.	(i) NO. OF WINDOW WEATHER INQUIRY OFFICE PROVIDED (Y/N)/CT	1 -

S.NO.	DESCRIPTION	M2
1.	AREA OF PLATFORM SHELTER (i) ON PLATFORM UP (ii) ON PLATFORM DN	2x20m²
2.	TOTAL AREA OF PLATFORM (i) FOOTPATH (ii) PLATFORM	4800
3.	AREA OF WAITING HALL (i) UPPER CLASS (BOOKING) (ii) GENERAL	- -
4.	CONVEYING HALL CIRCULATING AREA	864 M2

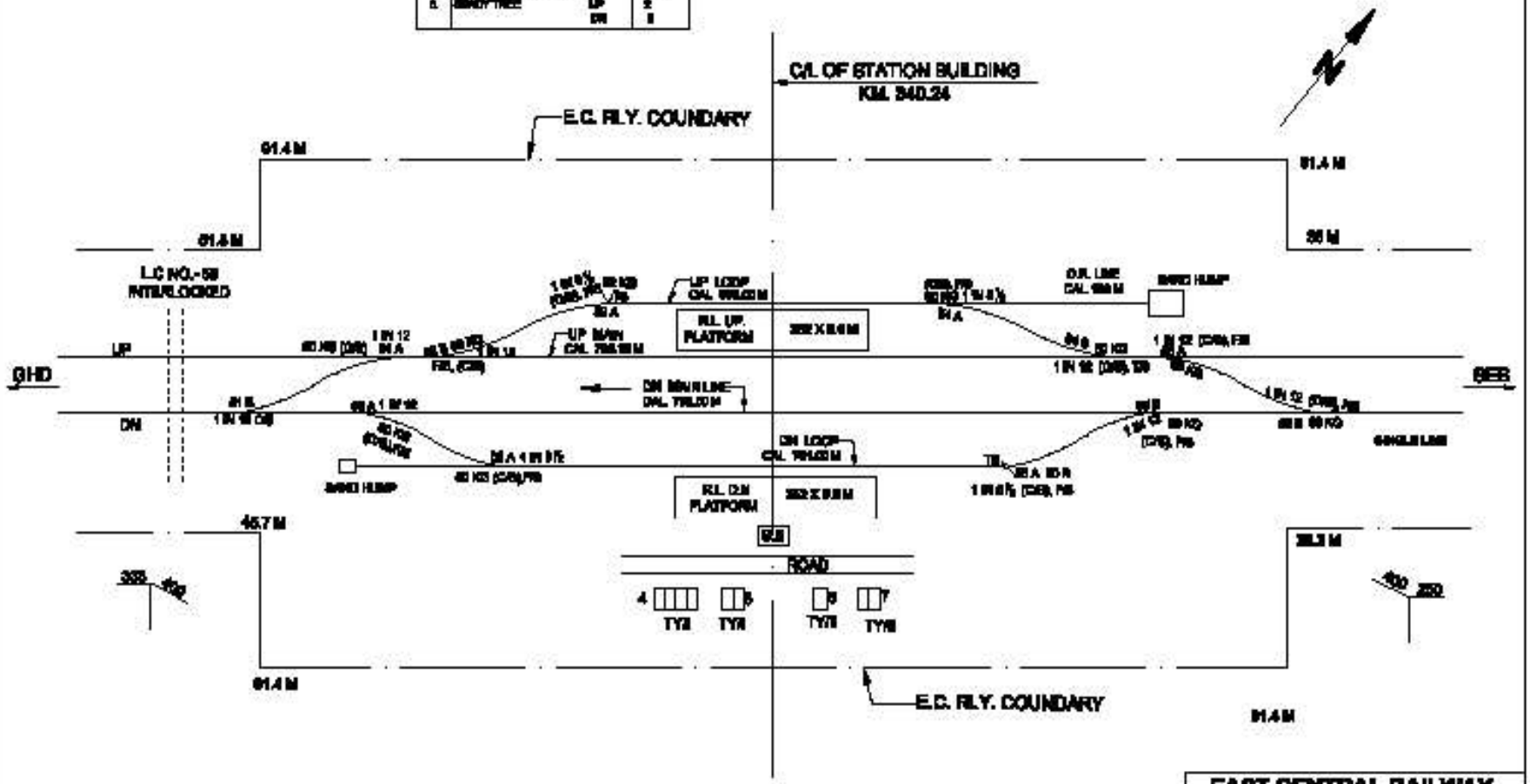
REFERENCE
RAILWAY- EARTH
PUCCA
ROAD- METALLED
UNMETALLED

CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF JAKHIM STATION YARD R.L. M.S.L. - NOT TO SCALE

1.	[illegible] (a) NO. OF SEATS (LADIES & GENERAL) (b) [illegible]	2 NO. 6 NO.
2.	NO. OF WATER TANK / HAND PUMP / WELL & SOURCE OF WATER	1 ELP UP 1 ELP UP
3.	BOOKING OFFICE (a) NO. OF WINDOW	1
4.	WHETHER RESERVATION OFFICE FROM DRD OR NOT	NO

S.NO.	DESCRIPTION	M²
1.	AREA OF PLATFORM SHELTER (a) ON PLATFORM UP (b) ON PLATFORM DN	32 M
2.	TOTAL AREA OF PLATFORM (a) PLATFORM UP (b) PLATFORM DN	336 M 336 M
3.	AREA OF WAITING ROOM (a) [illegible] (b) [illegible]	42 + -
4.	OPERATION ROOM (a) [illegible]	24 48
5.	SANDY TREE UP DN	2 2

REFERENCE:
PASSENGER- PUCCA ——
KUCCA ——
ROAD- METALLED ——
UNMETALLED ——

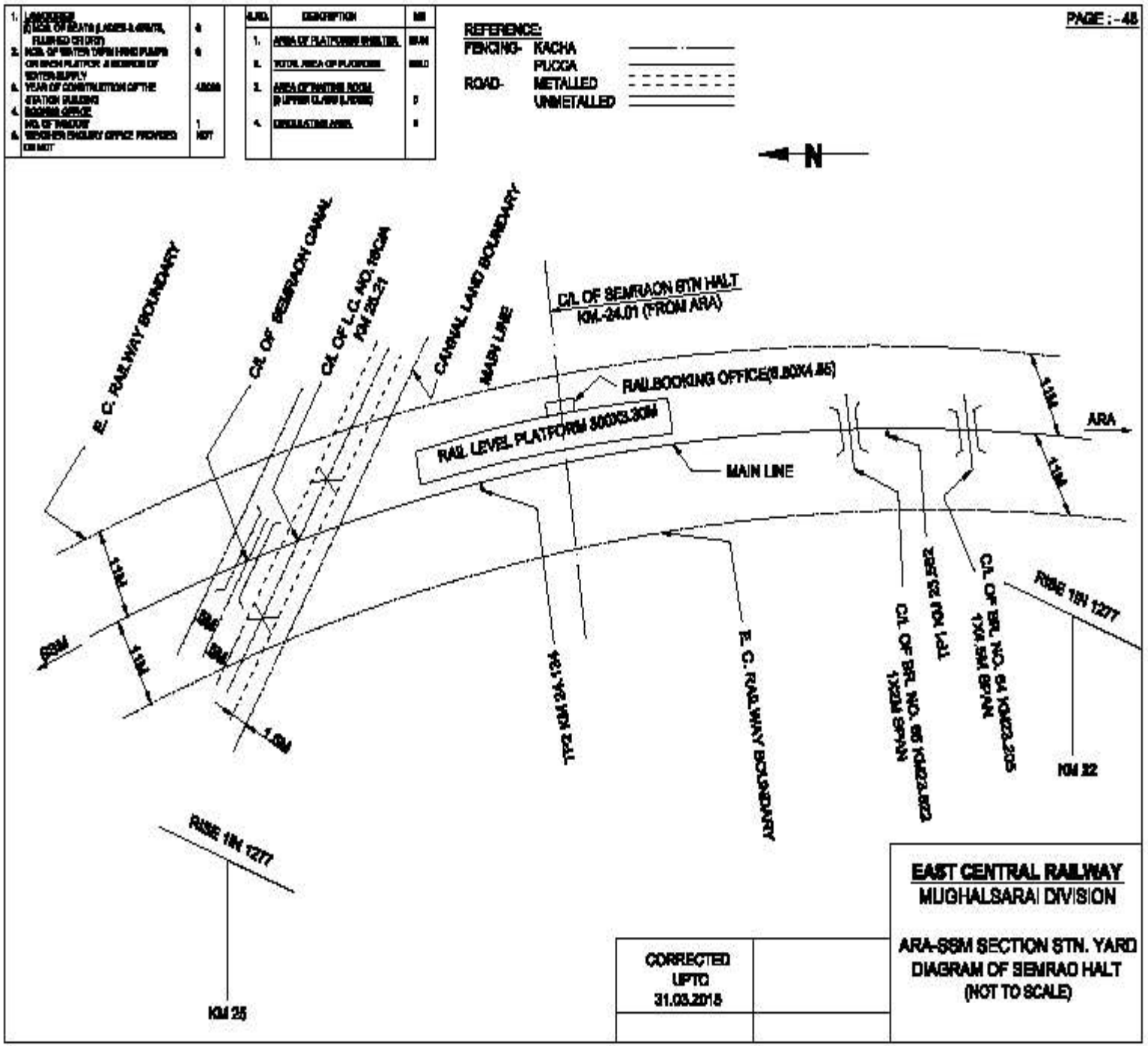


CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	B.D. SECTION DIAGRAM OF SAT BAHINI STN. YARD
	R.L. M.S.L. - 159.980 M
	NOT TO SCALE

1.	ACCOMMODATION (CLASS OF SEATS (LADIES & GENTS, FURNISHED OR NOT)	A
2.	NOS. OF WATER TAPS/ HAND PUMPS OR ANY OTHER PLATFORM AMENITIES OF WATER SUPPLY	A
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	ABSN
4.	BOOKING OFFICE	
	NOS. OF WINDOW	1
5.	TICKET/PCV ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	MS
1.	AREA OF PLATFORM (IN SQ.MTS.)	60X4
2.	TOTAL AREA OF PLATFORM	60X2
3.	AREA OF BOOKING ROOM (IN UPPER CLASS (LADIES))	0
4.	RESERVATION AREA	0

REFERENCE:
FENCING- KACHA
PUCCA
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.03.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION STN. YARD
DIAGRAM OF SEMRAO HALT
(NOT TO SCALE)

1.	LANGUAGES	
	(i) NOS. OF SEATS (LADIES & GENTRL FLUSHED OR DCD)	
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR	1 H.P. EACH PLATFORM
	& SOURCE OF WATER SUPPLY	
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	
4.	BOOKING OFFICE	
	NO. OF WINDOW	1
5.	WEATHER ENQUIRY OFFICE PROVIDED OR NOT	2

S.NO.	DESCRIPTION	SQ. M.
1.	AREA OF PLATFORMS/ SHELTER	
	(i) ON PLATFORM UP	NIL
	(ii) ON PLATFORM DN	
2.	TOTAL AREA OF PLATFORM	
	(i) PLATFORM UP	245
	(ii) PLATFORM DN	245
3.	AREA OF WAITING ROOM	
	(i) UPPER CLASS (LADIES) (BOOTH)	
	(ii) PARTITION HALL	NIL
4.	CIRCULATING AREA	

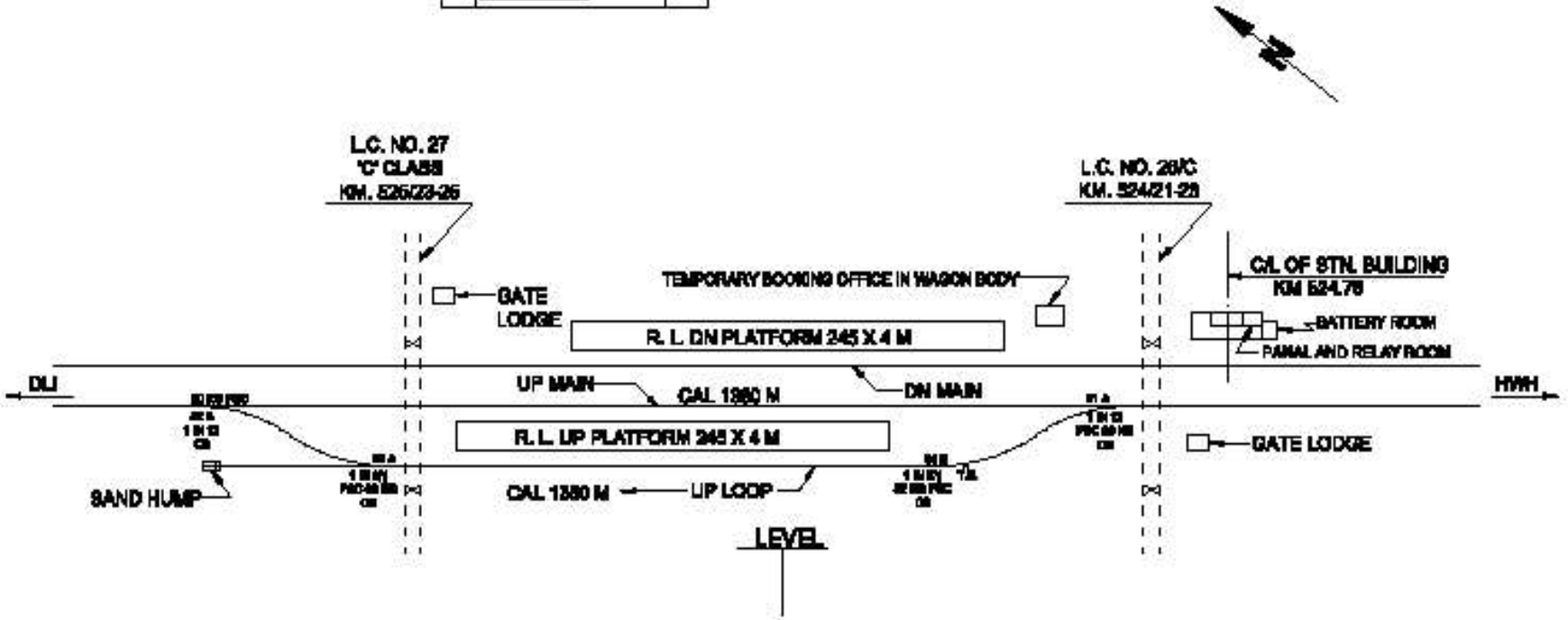
REFERENCE

FENCING- RADHA ——

PUCCA

ROAD- MIDDLING ::::::

UNMETALLED ——



CORRECTED UPTO 31.03.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF BAGHOI B.H. STATION YARD

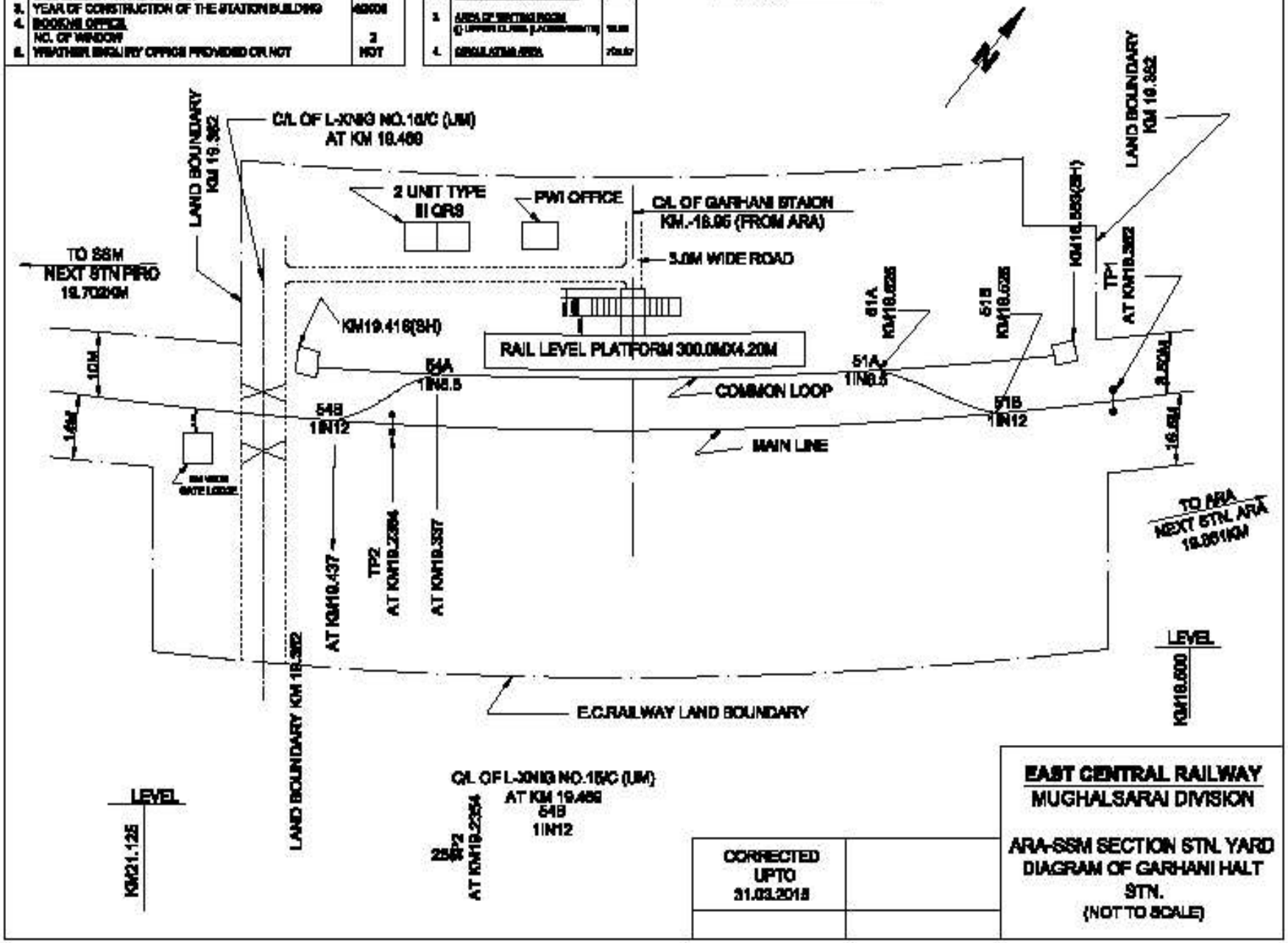
R.L. M.S.L. -

NOT TO SCALE

1.	LAVATORIES (i) NOS. OF SEATS (LADIES & GENTS, FLUSHED OR DRY)	TWENTY
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	1 HP
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	43008
4.	BOOKING OFFICE NO. OF WINDOW	3
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	SQ
1.	AREA OF PLATFORM (UNDER SHELTER)	[illegible]
2.	TOTAL AREA OF PLATFORM	[illegible]
3.	AREA OF BOOKING ROOM (i) UPPER CLASS (LADIES/GENTS)	[illegible]
4.	GOODS SHED AREA	[illegible]

REFERENCE
PERENNIAL RADHA
RIVER
ROAD METALLED
UNMETALLED



CORRECTED UPTO 31.03.2018	

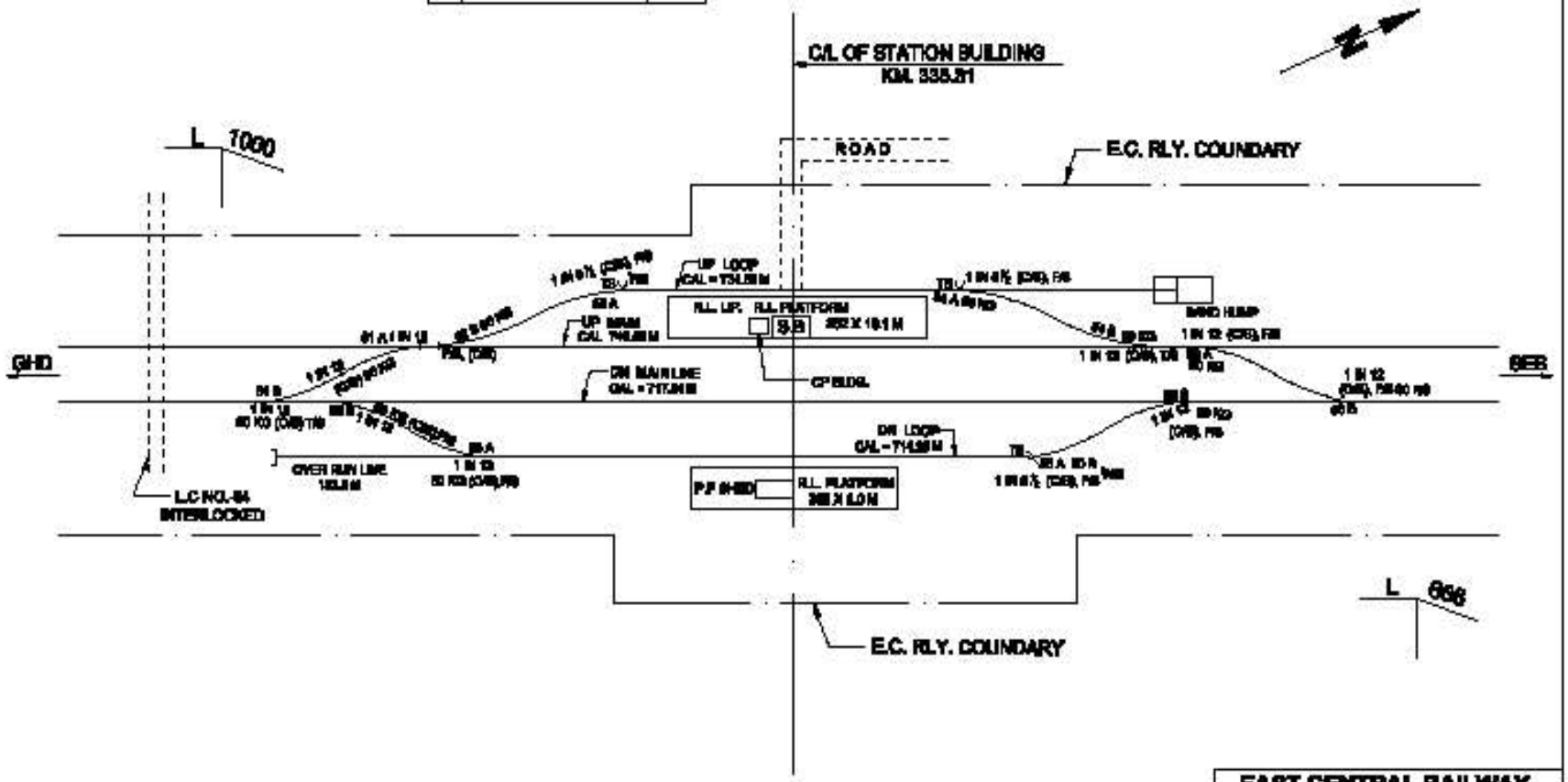
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

ARA-SSM SECTION STN. YARD DIAGRAM OF GARHANI HALT STN.
(NOT TO SCALE)

1.	LOCATION (i) NO. OF SEATS (LADIES & GENTS) (FLUSHED OR DRY)	2 NO 2 NO
2.	NO. OF WATER TAPS/ HAND PUMP TUBWELL & SOURCE OF WATER	2 NOS UP 1 NO UP
3.	BOOKING OFFICE (i) NO. OF WINDOW	1
4.	WEATHER/SECURITY OFFICE PROVIDED OR NOT	NO

SLNO.	DESCRIPTION	SQ. M
1.	AREA OF PLATFORM SHELTER (i) ON PLATFORM UP (ii) ON PLATFORM DN	42 DN
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	57854 3048
3.	AREA OF WAITING ROOM (i) UPPER CLASS LOUNGE [SEATS]	— —
4.	COMMITTEE HALL REGULATOR BLOCK	— —
5.	DRINKING ARRANGEMENT UP DN	72 60
6.	SHADY TREE UP DN	4 6

REFERENCE:
PERSONS- TOCHA
FLOOR
ROAD- METALLED
UNMETALLED



CORRECTED UPTO 31.03.2016

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B.D. SECTION DIAGRAM OF UNTARI ROAD STN. YARD

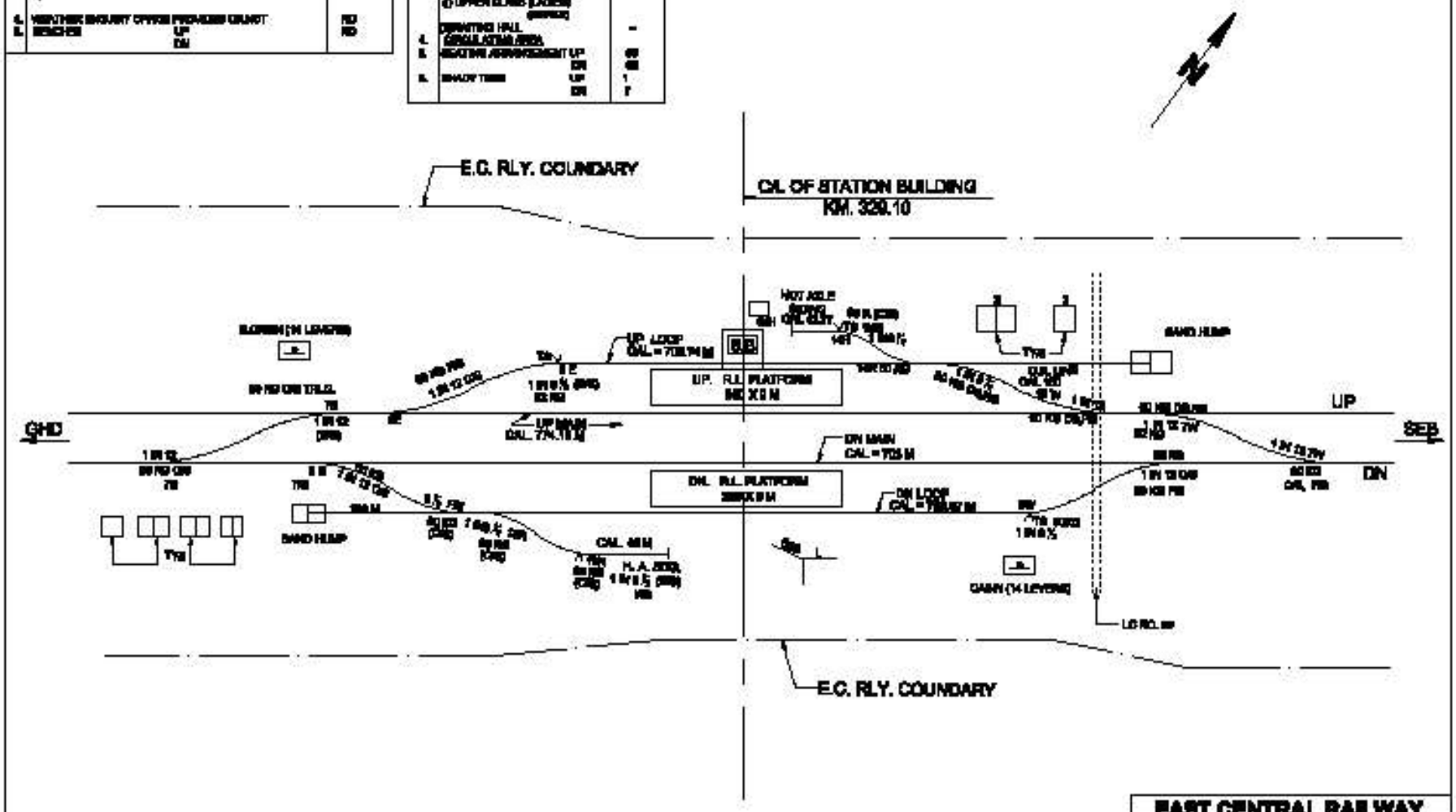
R.L. M.S.L. - 168.155 M

NOT TO SCALE

I.	LAVATORIES (i) NO. OF WATER CLOSETS & URINALS (FLUSHED OR DRY)	2 NO 2 NO
II.	NO. OF WATER TAPS HAND PUMP TUBELL & SOURCE OF WATER	1 H.P UP 3 H.P UP
III.	BOOKING OFFICE 1) NO. OF WINDOW	1
IV.	WEATHER SHOUNTY OFFICE PREMISES GRANT	NO
V.	BENCHES UP DN	NO

S.NO.	DESCRIPTION	SP
1.	AREA OF PLATFORMS SHELTER (i) ON PLATFORM UP (ii) ON PLATFORM DN	21 21
II.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	2400 2100
III.	AREA OF BOOKING ROOM (i) BOOKING CLERK LOCKER (SERVICE)	-
IV.	DRINKING HALL CIRCULATING AREA	-
V.	HEATING ARRANGEMENT UP DN	-
VI.	SHADY TREE UP DN	1 1

REFERENCE:
PREMISES- KACHA
PUCCA
ROAD- METALLED
UNMETALLED

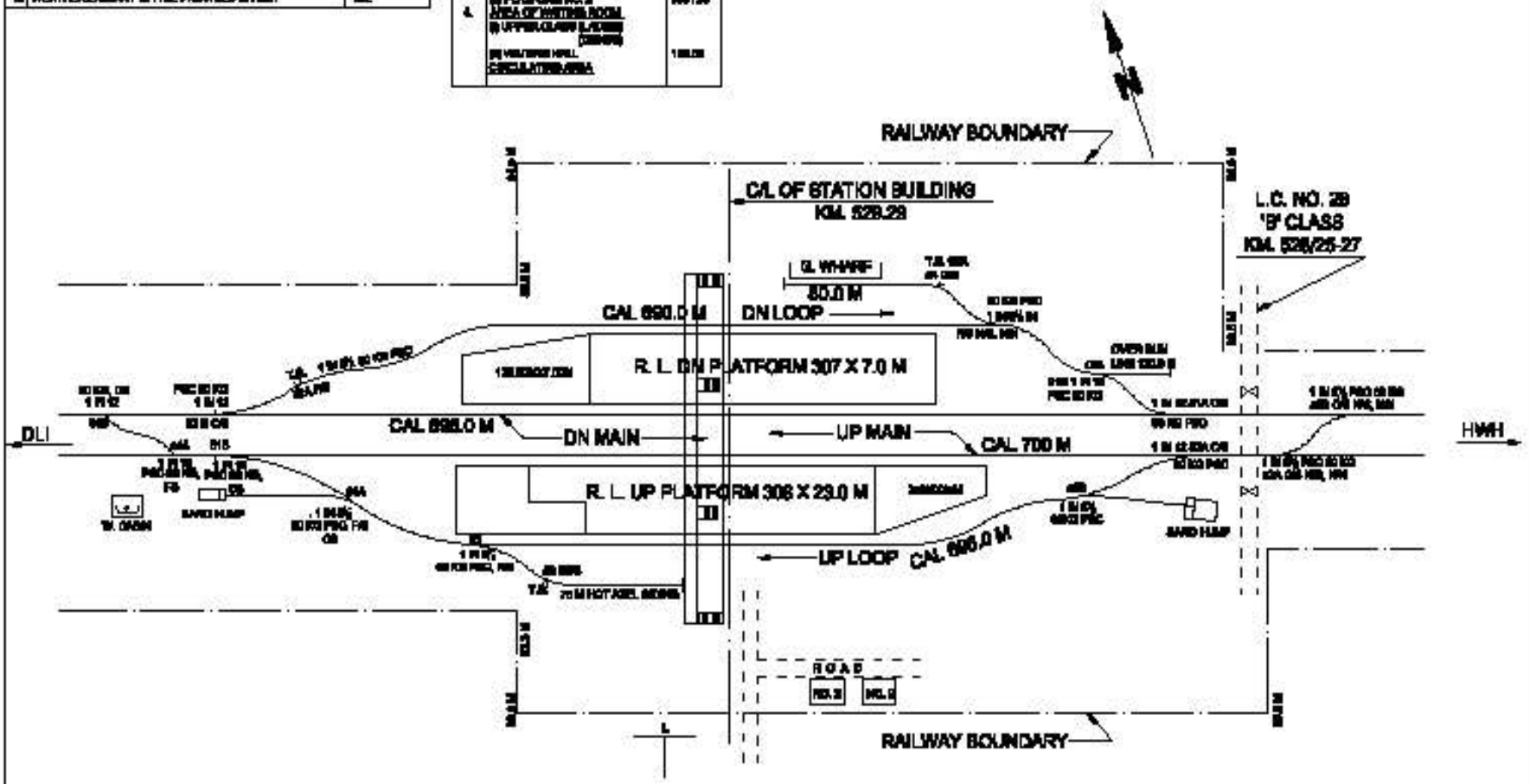


CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	B.D. SECTION DIAGRAM OF KARKATTA STN. YARD
	R.L. M.S.L. - 178.200M
	NOT TO SCALE

1.	LAVATORIES (i) NOS. OF DOOR (LADIES & GENTS, FLUSHED CISTERN)	1 SET 1 LAD
2.	NOS. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR & SOURCE OF WATER SUPPLY	3 H.P. UP P.F. 2 H.P. DN P.F.
3.	YEAR OF CONSTRUCTION OF THE STATION BUILDING	1947-48 new
4.	BOOKING OFFICE NO. OF WINDOW	1
5.	WEATHER/RELIABLY OFFICE FROM DED ON MGT	ML

S.NO.	DESCRIPTION	MS
1.	AREA OF PLATFORMS (ROOFED/SHED) (i) ON PLATFORM NO. 1	1 [illegible] m²
2.	(ii) ON PLATFORM NO. 3	30.0 m²
3.	TOTAL AREA OF PLATFORMS (i) PLATFORM NO. 1 (ii) PLATFORM NO. 3	4800m 5997.00
4.	AREA OF WAITING ROOM (i) UPPER CLASS LADIES (ii) WAITING HALL CIRCULATING AREA	1 [illegible]

RAILWAY : BADHA
PUCCA
ROAD- METALLED
UNMETALLED

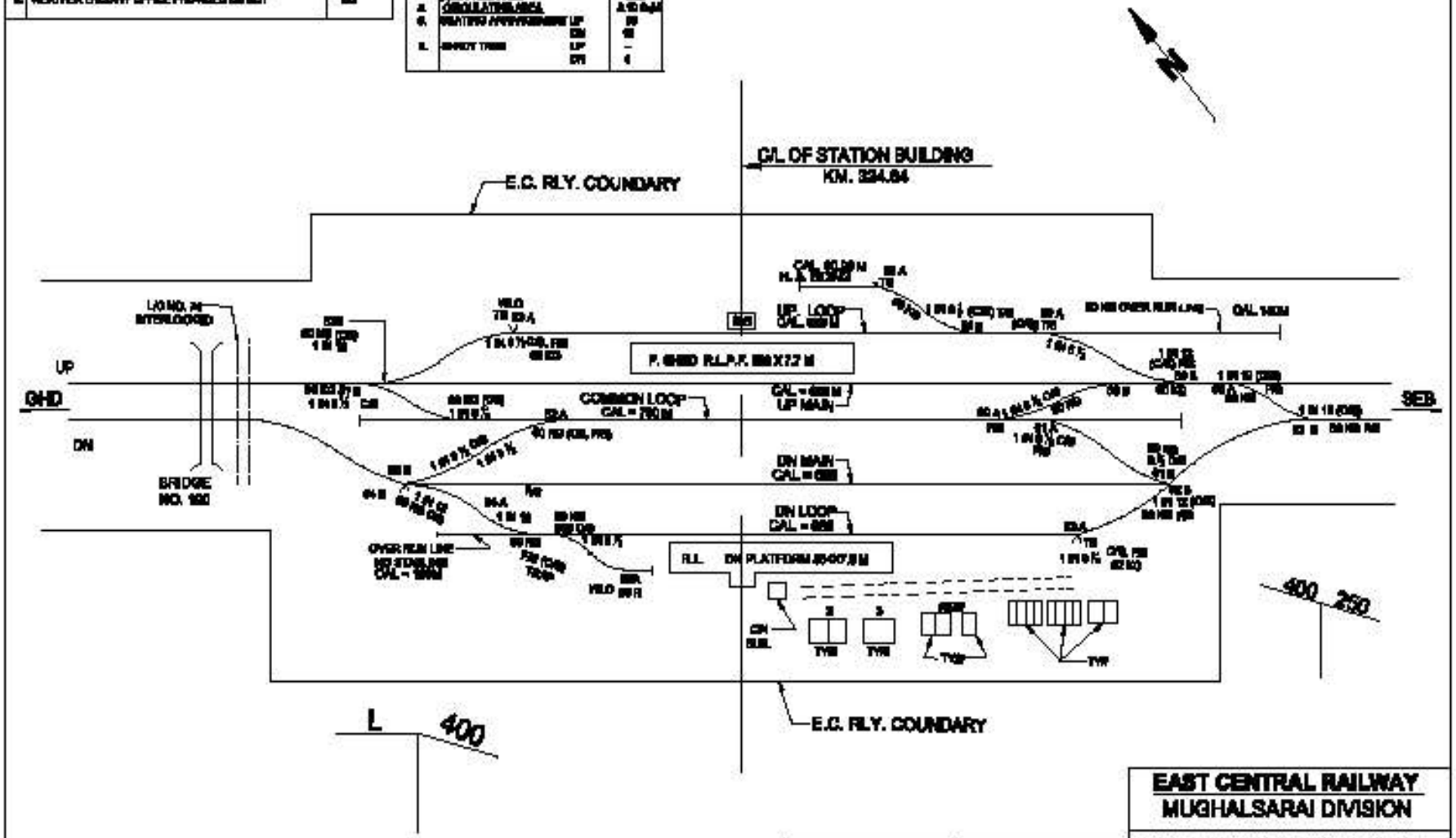


CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION
	G.C. SECTION DIAGRAM OF PHESAR STATION YARD
	R.L. M.S.L. - 339.22
	NOT TO SCALE

1.		2 NO 2 NO 1 H.P I/F 1 H.P O/H
2.	NO. OF WATER TANK/ HAND PUMPS ON EACH PLATFOR A SOURCE OF WORKS SUPPLY.	
3.	YEAR OF COMMENCTION OF THE L.C.H STATION BUILDING	–
4.	BOOKING OFFICE 1) NO. OF WINDOW	1
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	NO

S.NO.	DESCRIPTION		Nº
1.			
2.			
3.			
4.			
5.			
6.			
7.			

REFERENCE
RAILWAY
ROADS
ROAD- METALLED
UNMETALLED



EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

B.D. SECTION DIAGRAM OF SIGSIGI STN. YARD

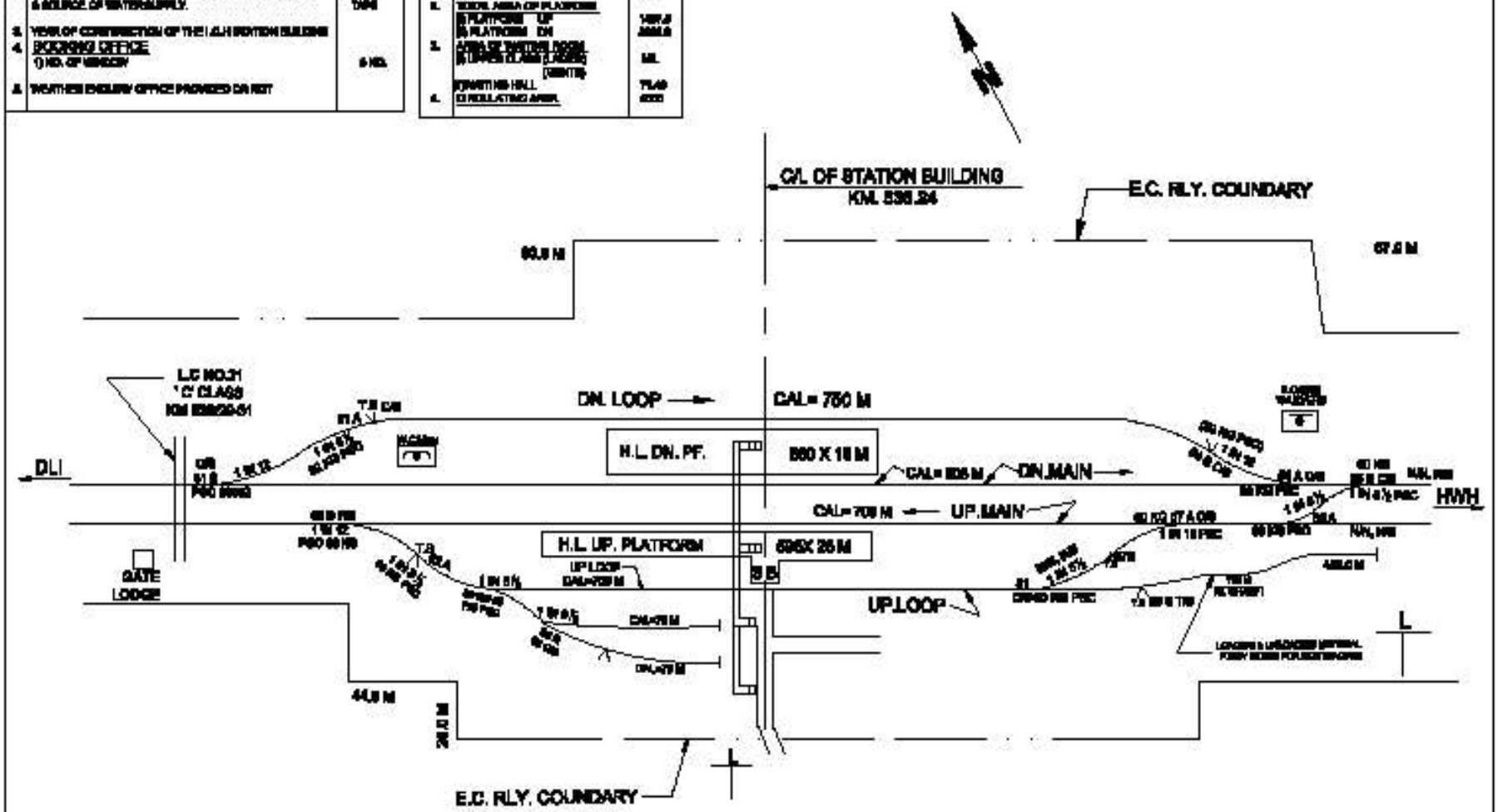
R.L. M.S.L. - 160.040M

NOT TO SCALE

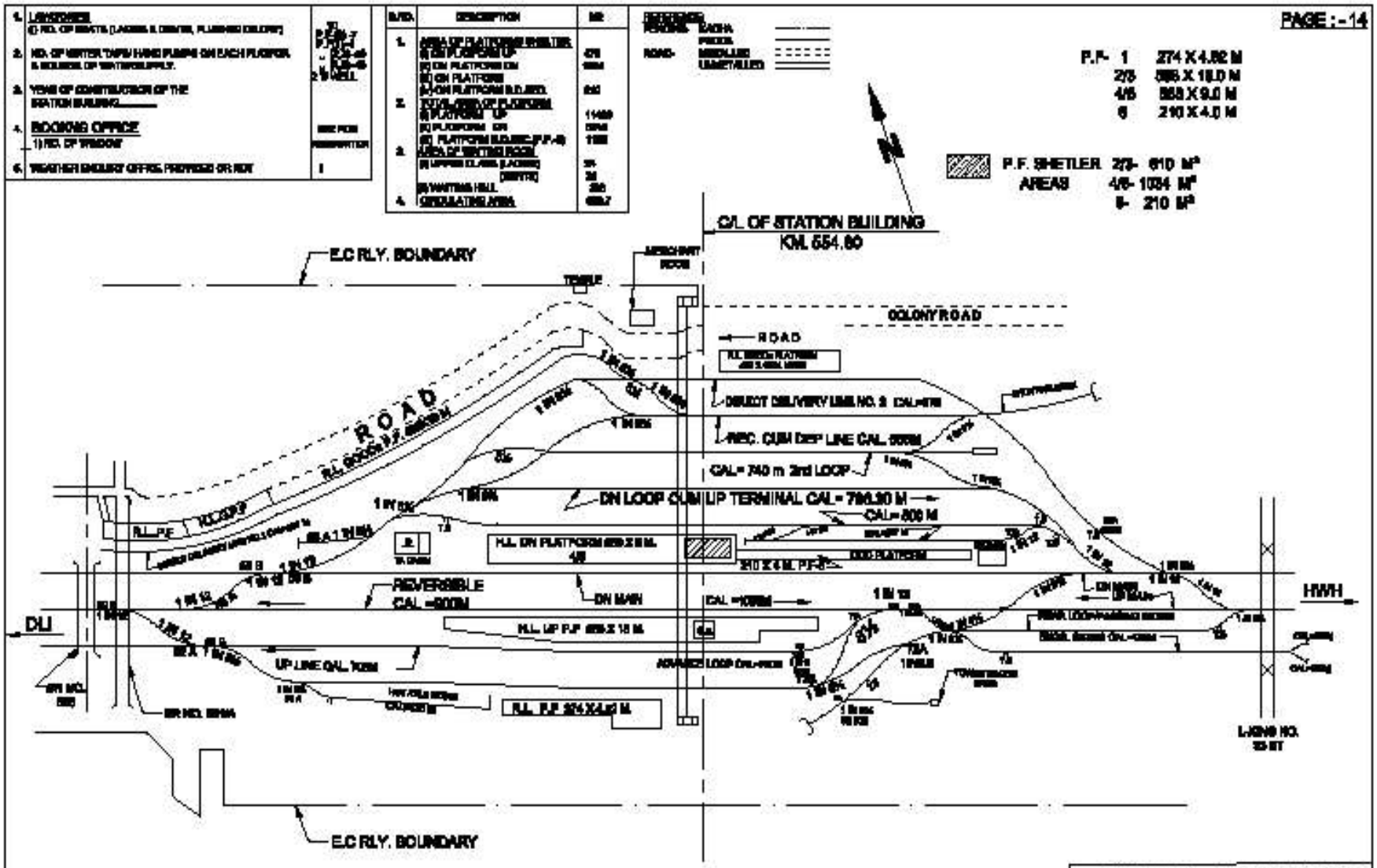
CORRECTED UPTO 31.03.2015

1.	LIGHTINGS (i) NO. OF MASTS (LANTERN & HOOD) (FLUSHED ON DIA)	7 NOS T LED 2 HP
2.	NO. OF WATER TAPS HAND PUMPS ON EACH PLATFORM & SOURCE OF WATER SUPPLY.	2NOS TAPS
3.	YEAR OF CONSTRUCTION OF THE MAIN STATION BUILDING	
4.	BOOKING OFFICE (i) NO. OF WINDOW	6 NO.
5.	WHETHER ENQUIRY OFFICE PROVIDED OR NOT	

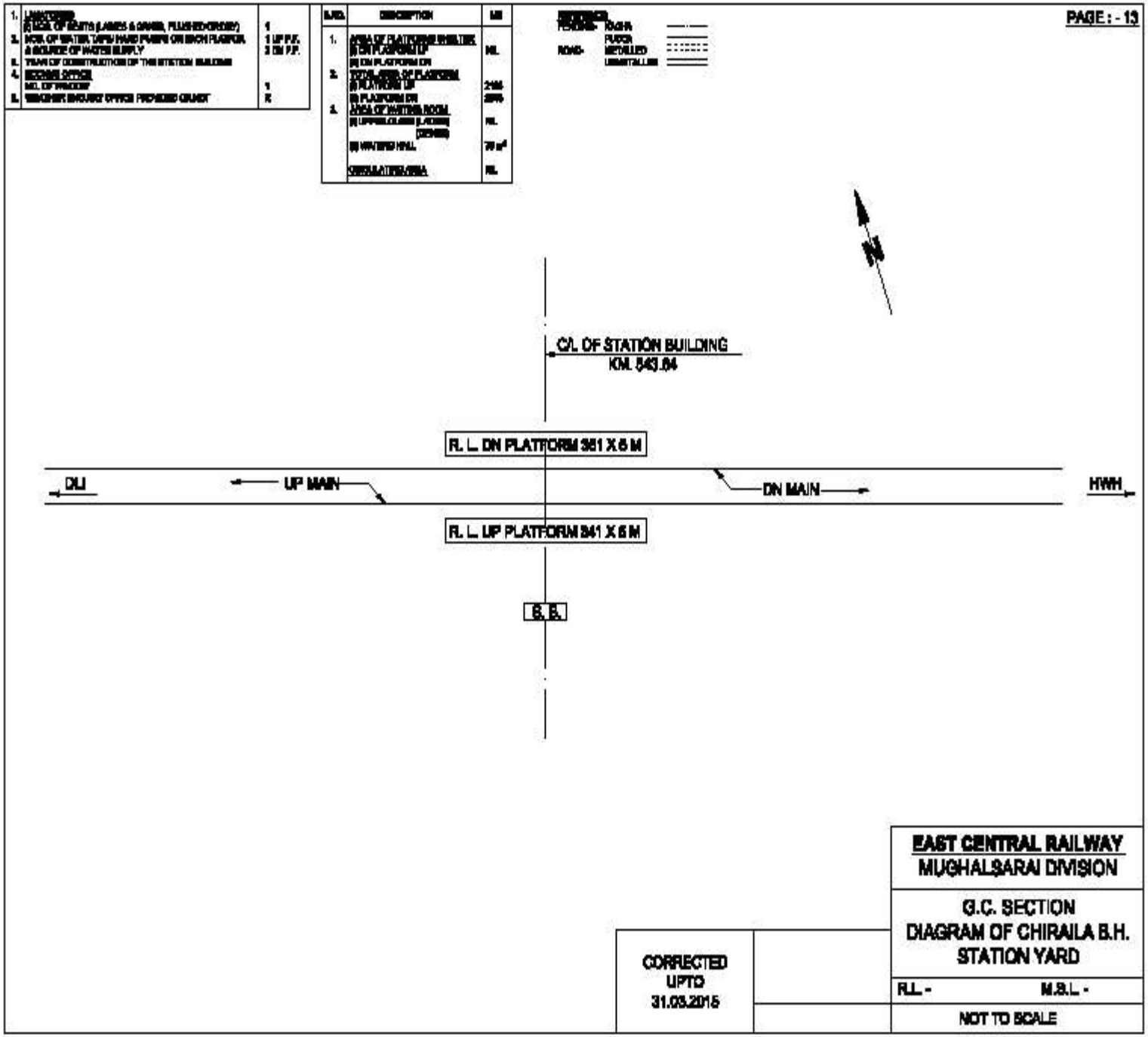
S.NO.	DESCRIPTION	UP
1.	AREA OF PLATFORMS & SHELTER (i) ON PLATFORM UP. (ii) ON PLATFORM DN	864 792
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	1656 1656
3.	AREA OF BOOKING ROOM (i) BOOKING CLERK (LADIES) (GENTS)	NIL
4.	CONCRETE HALL (i) RECLINING AREA	7140 2000



CORRECTED UPTO 31.03.2015	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF ANUGRAHANARAYAN ROAD STN. YARD R.L.328.017 M.S.L. - NOT TO SCALE



CORRECTED UPTO 31.03.2018	EAST CENTRAL RAILWAY MUGHALSARAI DIVISION G.C. SECTION DIAGRAM OF DEHRI-ON-SONE STN. YARD R.L. M.S.L. -368.42 NOT TO SCALE



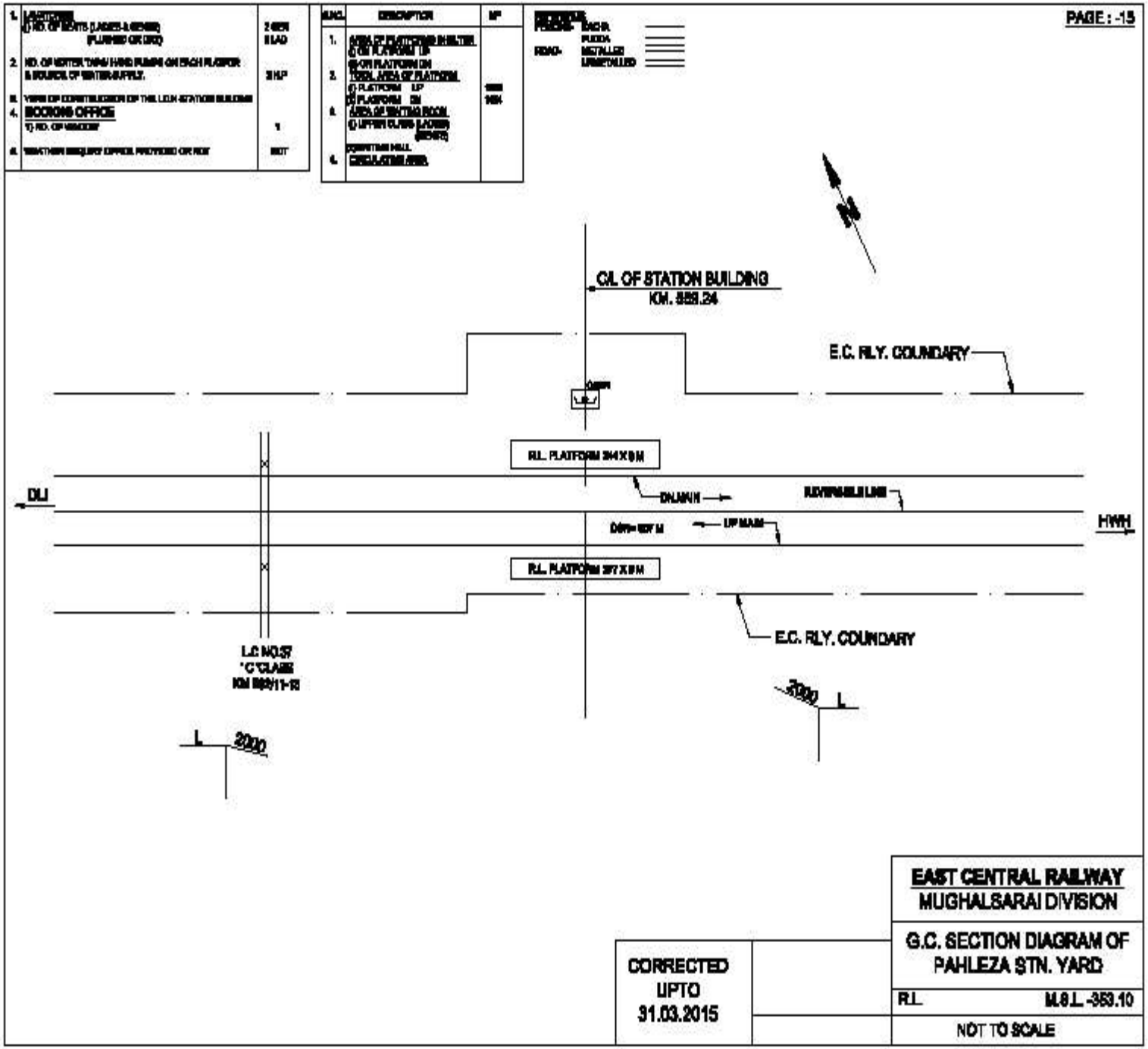
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION
DIAGRAM OF CHIRAILA B.H.
STATION YARD

R.L. - M.S.L. -

NOT TO SCALE

CORRECTED
UPTO
31.03.2015



CORRECTED UPTO 31.03.2015

EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

G.C. SECTION DIAGRAM OF PAHLEZA STN. YARD

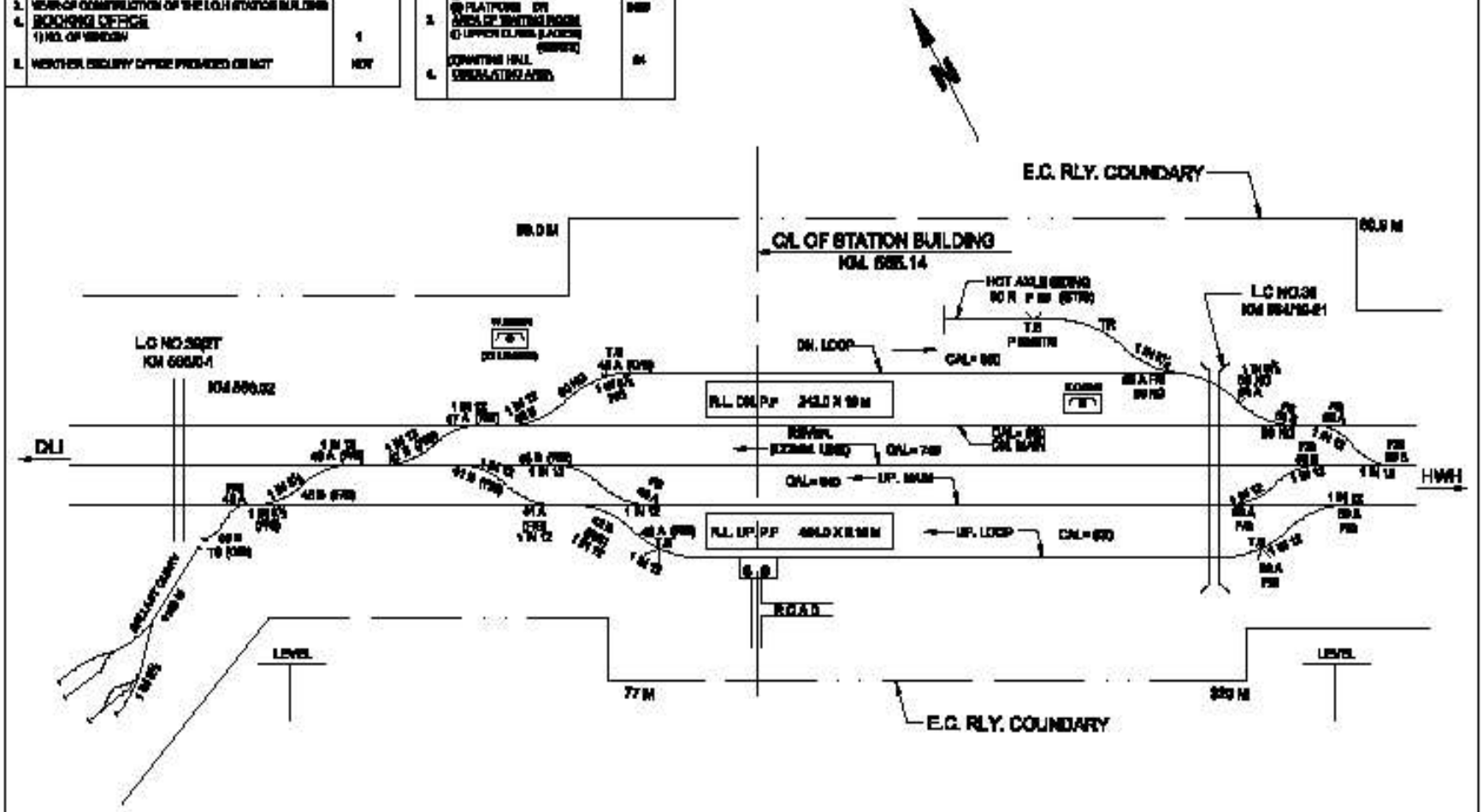
R.L. M.S.L. -353.10

NOT TO SCALE

1.	[illegible]	1 NOS 1 LAC
2.	NO. OF WATER TAPS/ HAND PUMPS ON EACH PLATFOR A SOURCE OF WATER SUPPLY.	2 H.P
3.	YEAR OF CONSTRUCTION OF THE G.O.H STATION BUILDING	
4.	BOOKING OFFICE 1) NO. OF WINDOW	1
5.	WHETHER DELIVERY OFFICE PROVIDED OR NOT	NOT

S.NO.	DESCRIPTION	M²
1.	AREA OF PLATFORM (ROOFED) (i) ON PLATFORM NO. 1 (ii) ON PLATFORM NO. 2	NIL NIL
2.	TOTAL AREA OF PLATFORM (i) PLATFORM UP (ii) PLATFORM DN	[illegible] [illegible]
3.	AREA OF WAITING ROOM (i) UPPER CLASS (LADIES)	84
4.	COMMON HALL VERANDA(COVERED)	

REFERENCE.
FENCING- BARBED WIRE
PUCCA
ROAD- METALLED
UNMETALLED



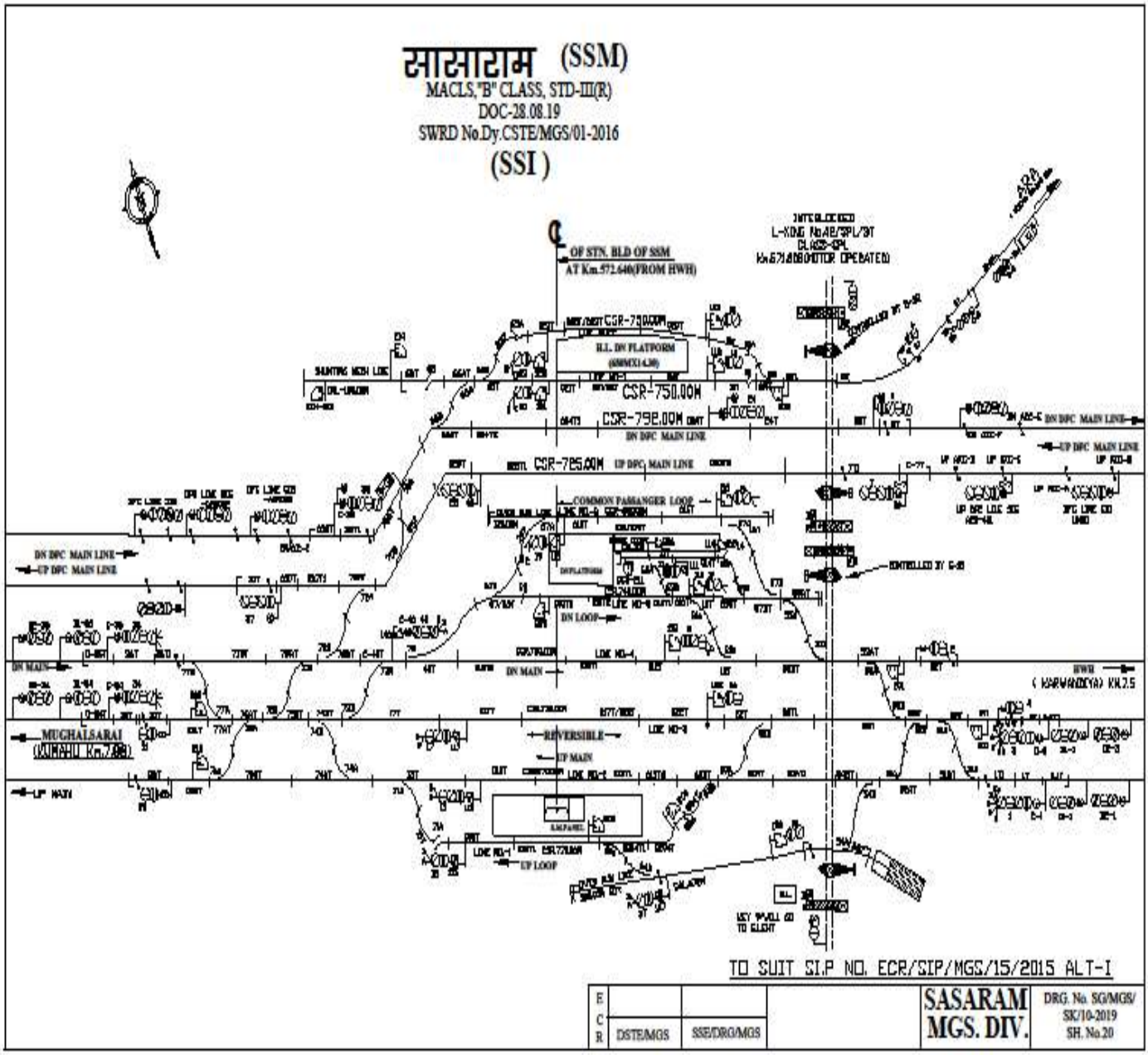
CORRECTED UPTO 31.03.2018

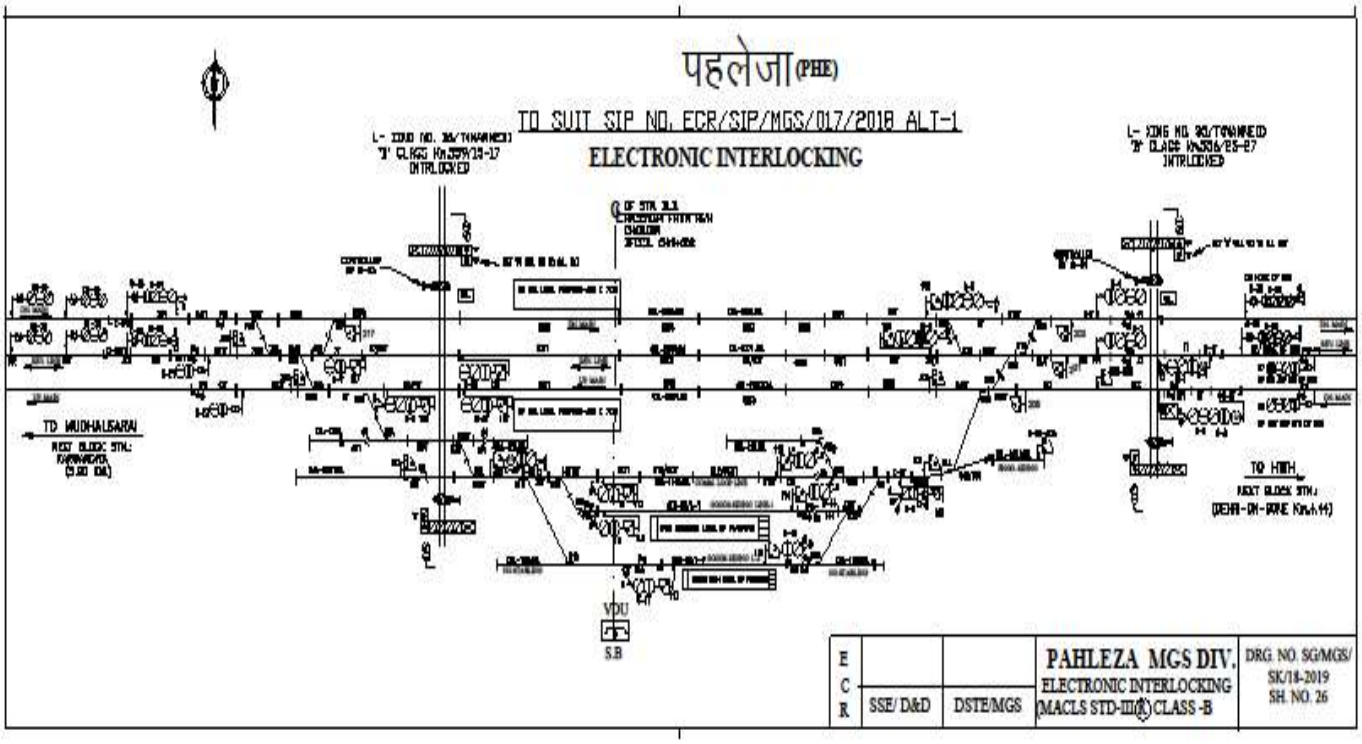
EAST CENTRAL RAILWAY
MUGHALSARAI DIVISION

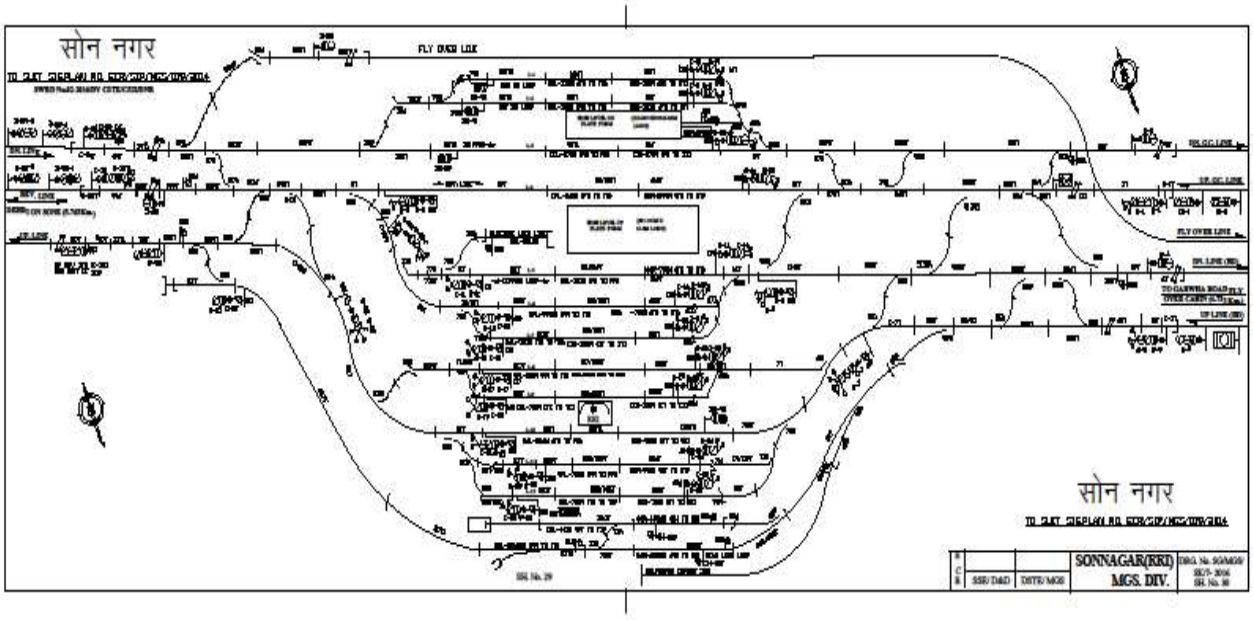
G.C. SECTION DIAGRAM OF KARWANDIA STN. YARD

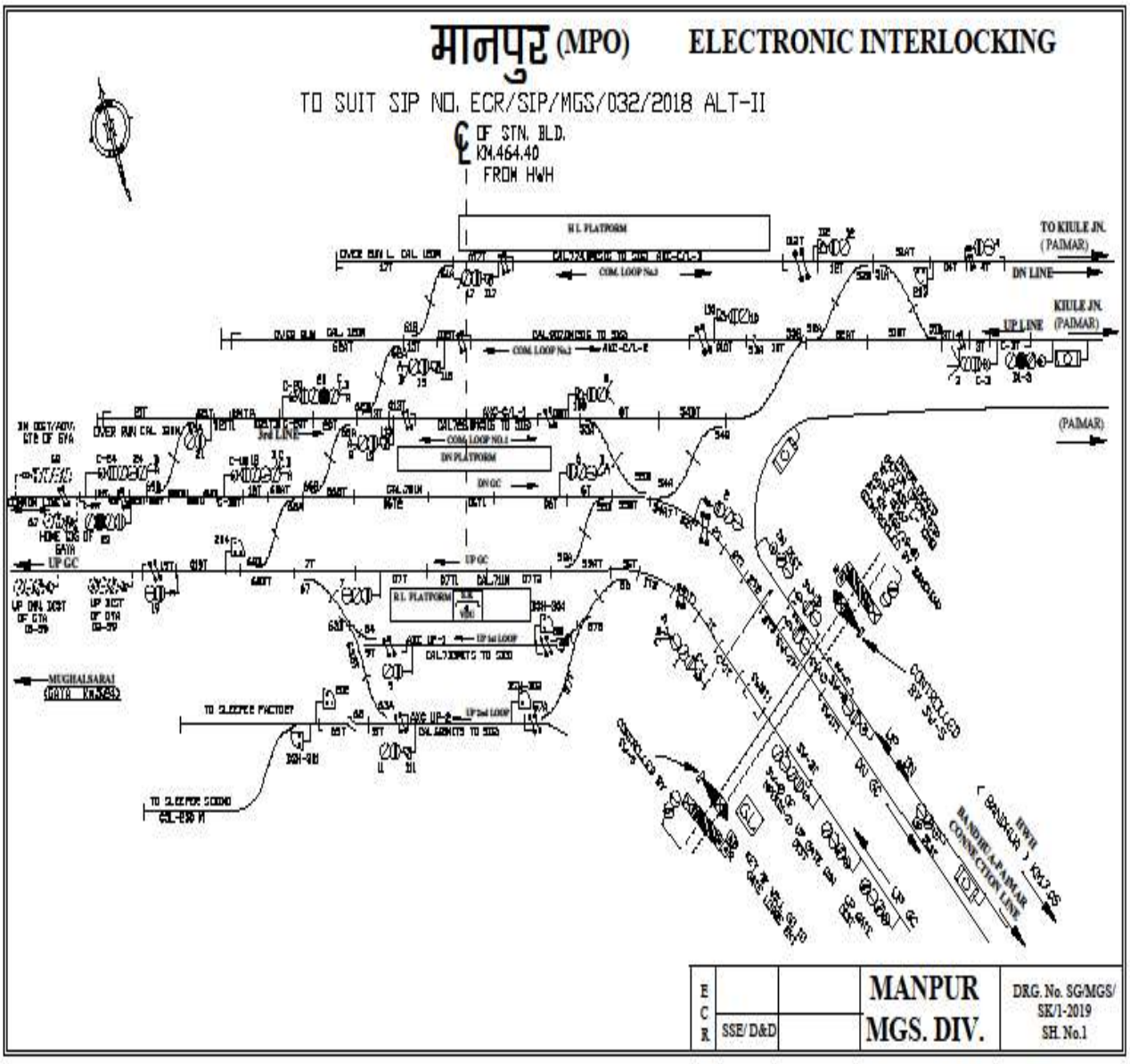
R.L. M.S.L. - 384.169

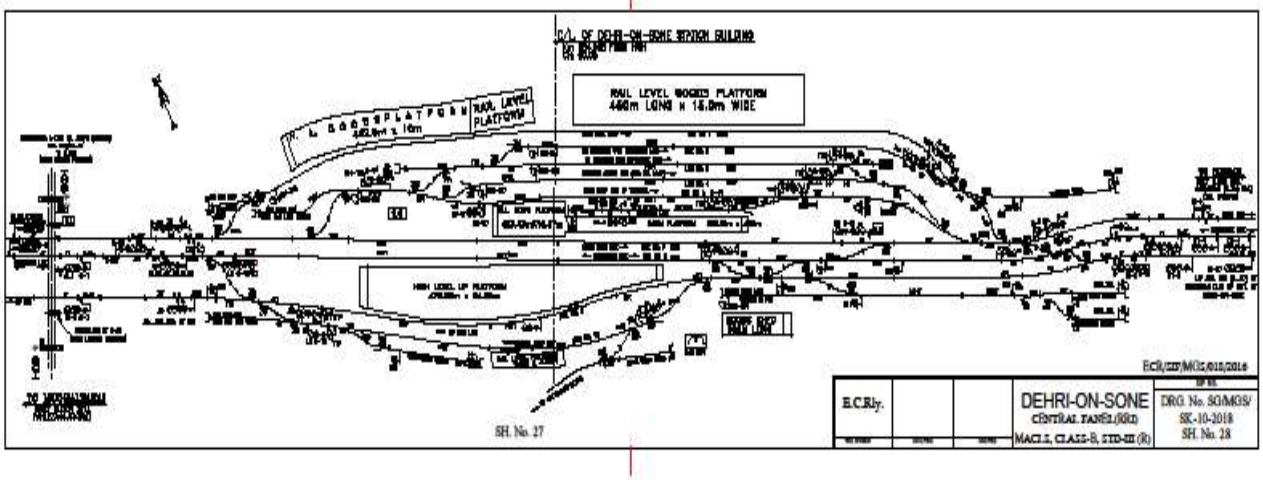
NOT TO SCALE


सासाराम (SSM)
MACLS,"B" CLASS, STD-III(R)
DOC-28.08.19
SWRD No.Dy.CSTE/MGS/01-2016
(SSI)
OF STN. BLD OF SSM
AT Km.572.640(FROM HWH)
CSR-750.00M
CSR-798.00M
CSR-785.00M
DN DFC MAIN LINE
UP DFC MAIN LINE
COMMON PASSANGER LOOP
DN LOOP
DN MAIN
UP MAIN
REVERSIBLE
UP LOOP
MUGHALSARAI
(MGS) Km.7.00
HWH
(KARMANDEYA) KM.7.5
TO SUIT SI.P NO. ECR/SIP/MGS/15/2015 ALT-I
E C R
DSTE/MGS
SSE/DRG/MGS
SASARAM
MGS. DIV.
DRG. No. SG/MGS/
SK/10-2019
SH. No.20


पहलेजा (PHE)
TO SUIT SIP NO. ECR/SIP/MGS/017/2018 ALT-1
ELECTRONIC INTERLOCKING
TO MUDHALSARAI
TO HWH
VDU
S.B
E C R
SSE/ D&D
DSTE/MGS
PAHLEZA MGS DIV.
ELECTRONIC INTERLOCKING
(MACLS STD-III(E) CLASS -B
DRG. NO. SG/MGS/ SK/18-2019 SH. NO. 26

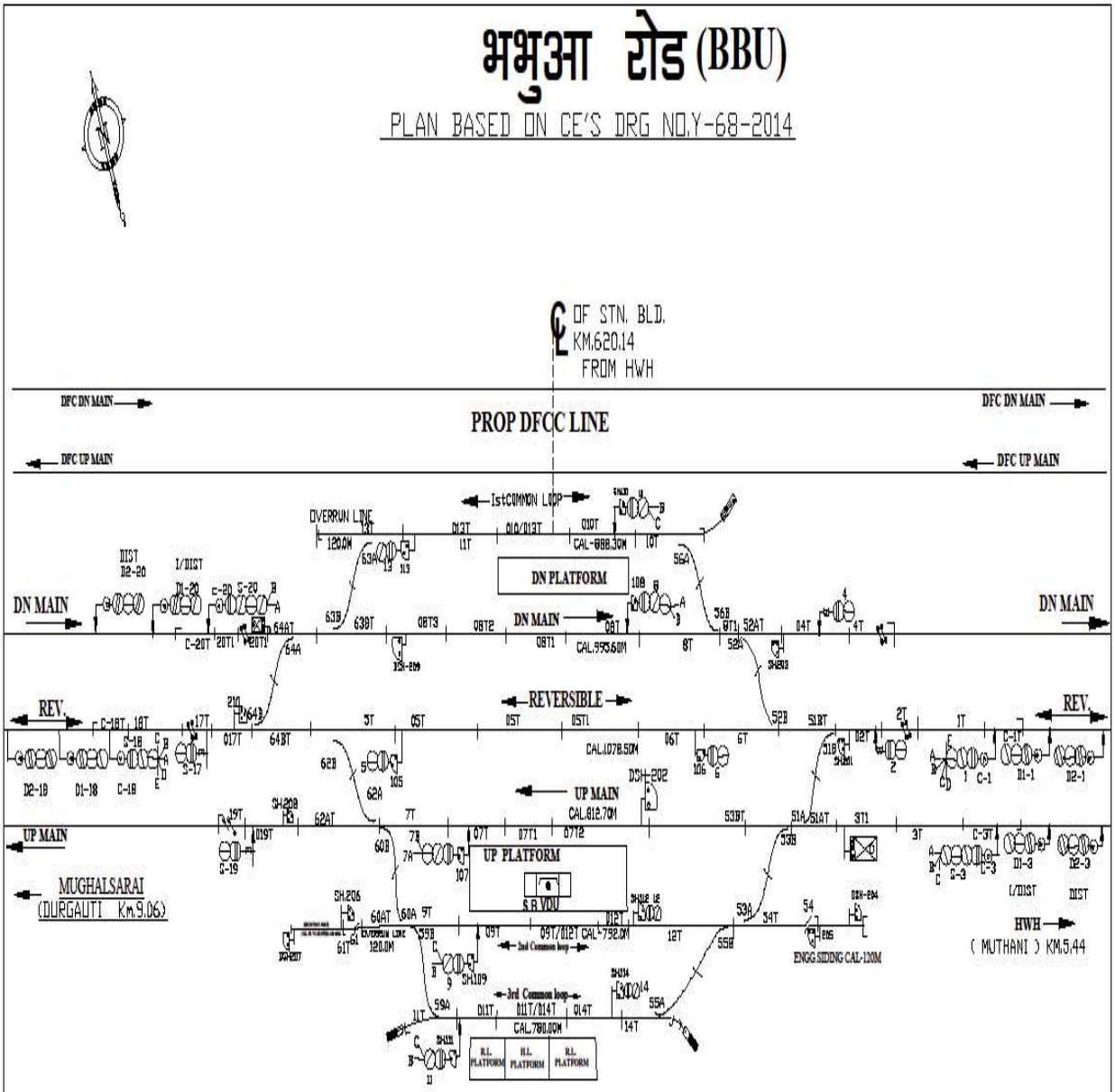

सोन नगर
FLY OVER LINE
सोन नगर
SONNAGAR(KRD)
MGS. DIV.


मानपुर (MPO) ELECTRONIC INTERLOCKING
TO SUIT SIP NO. ECR/SIP/MGS/032/2018 ALT-II
℄ OF STN. BLD.
KM.464.40
FROM HWH
TO KIULE JN.
(PAIMAR)
DN LINE
KIULE JN.
(PAIMAR)
UP LINE
(PAIMAR)
MUGHALSARAI
(DATA KM.459)
TO SLEEPER FACTORY
TO SLEEPER SIDING
CONTROLLED BY SM-S
HWH
(BANDEL)
BANDEL-PAIMAR
CONNECTION LINE
E
C
R
SSE/ D&D
MANPUR
MGS. DIV.
DRG. No. SG/MGS/
SK/1-2019
SH. No.1


RAIL LEVEL WORKER PLATFORM
440m LONG x 18.0m WIDE
RAIL LEVEL PLATFORM
HIGH LEVEL UP PLATFORM
SH. No. 27
E.C.Rly.
DEHRI-ON-SONE
CENTRAL PANEL (IBH)
MACL2, CLASS-B, STD-III (R)
DRG. No. SG/MGS/
SK-10-2018
SH. No. 28

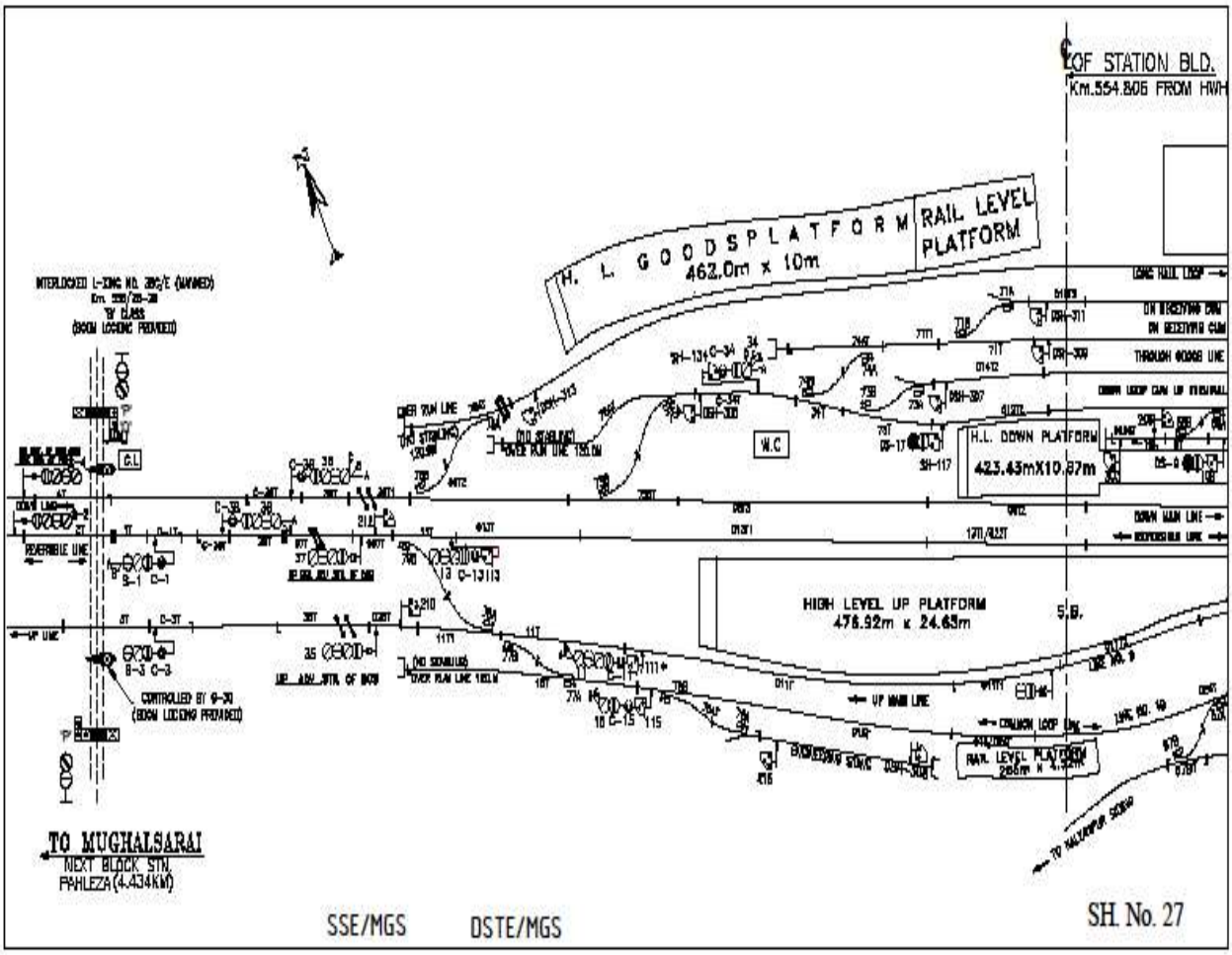
भभुआ रोड (BBU)

PLAN BASED ON CE'S DRG NO.Y-68-2014

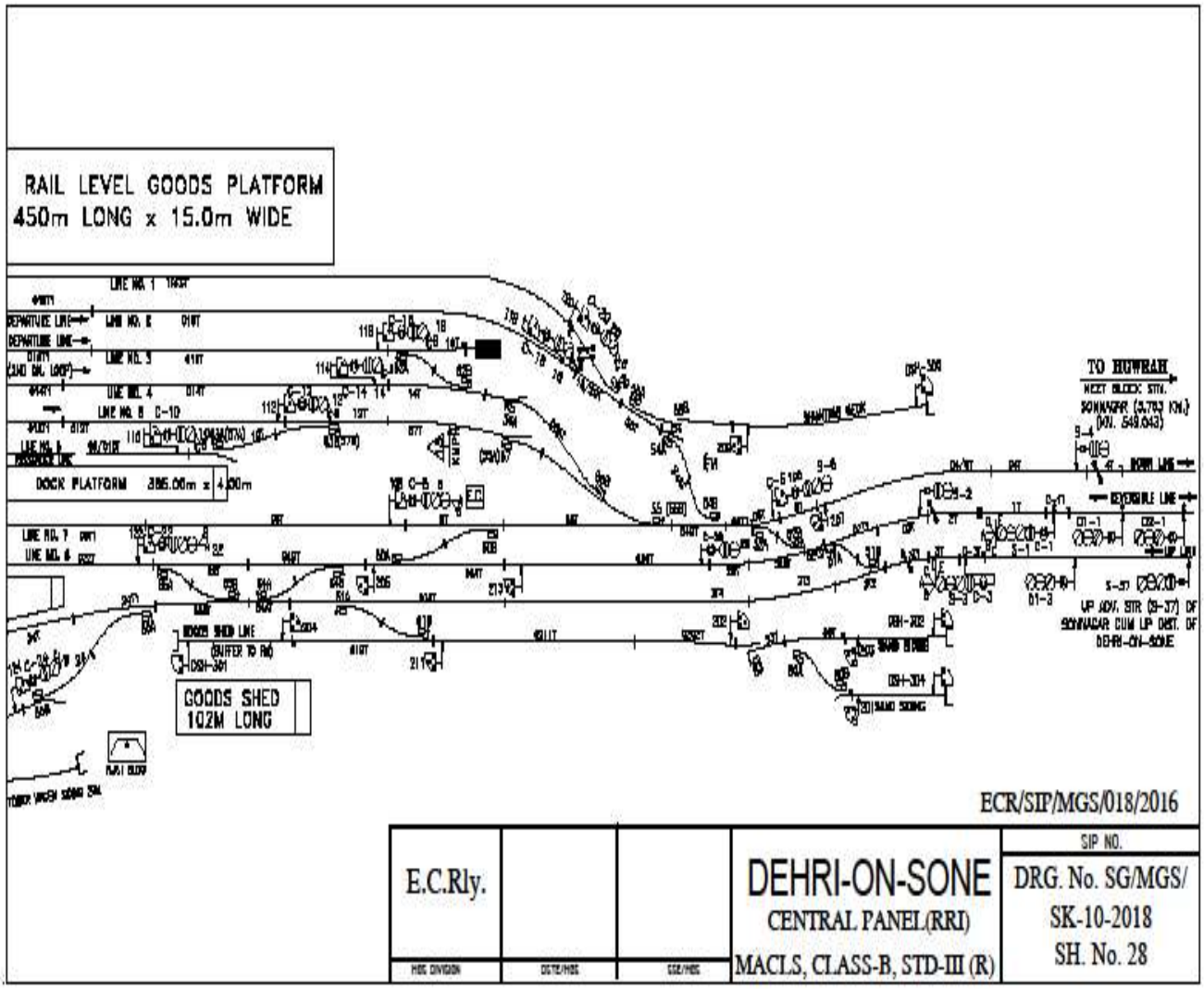


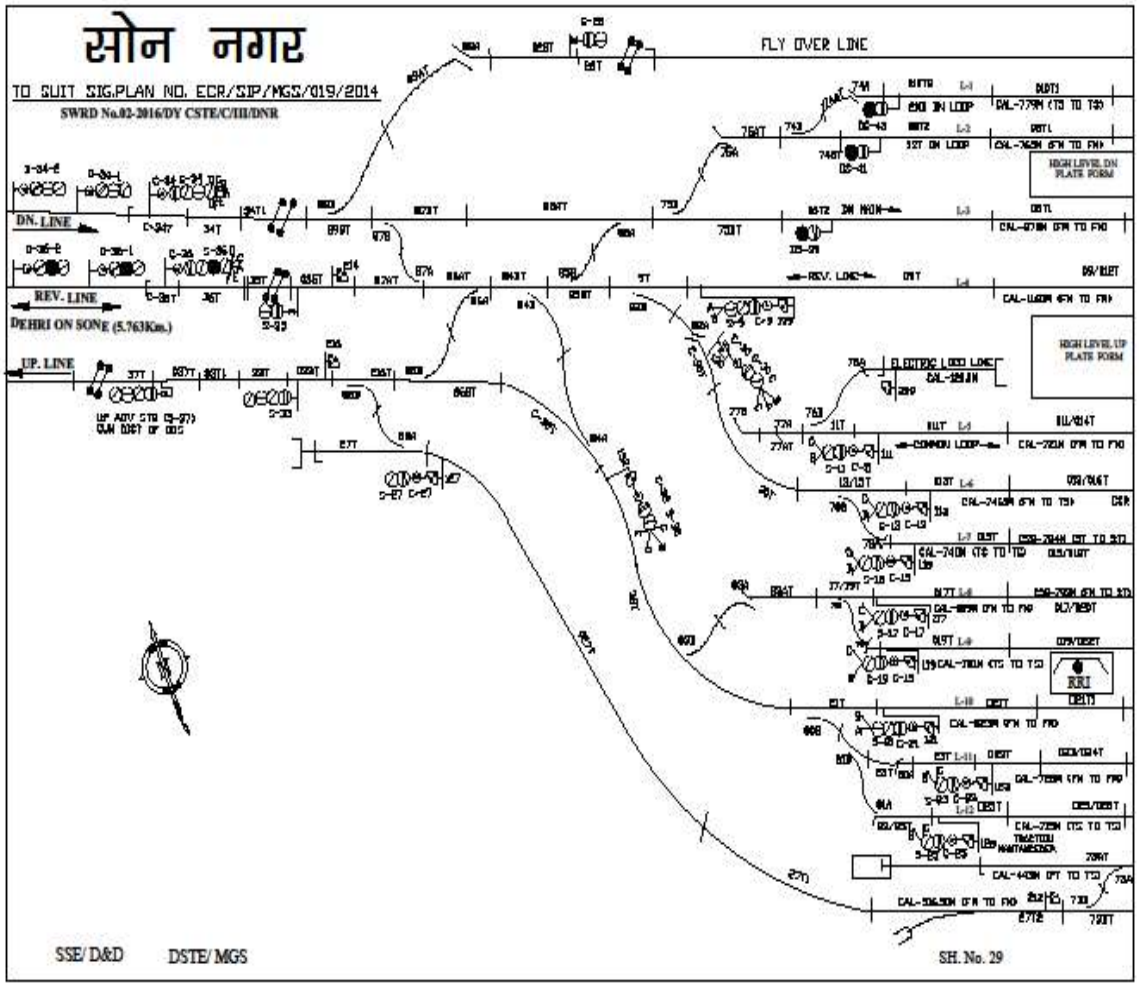
ECR /SIP/MGS/008/2018

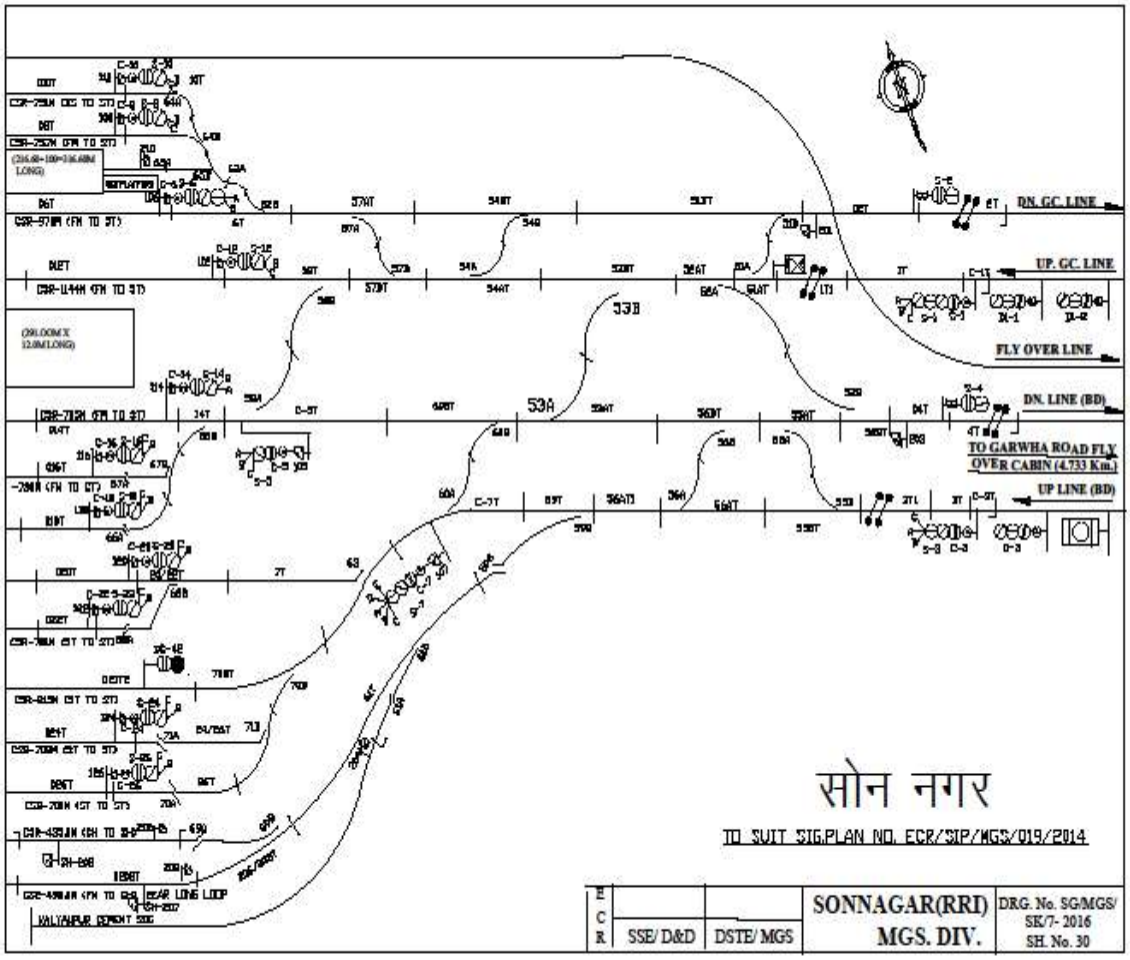
ELECTRONIC INTERLOCKING MACL8 STD-III(R) CLASS-B	BHABUA ROAD MGS. DIV.	DRG. No.
		SH NO.1/1


OF STATION BLD.
Km.554.806 FROM HWH
H. L. GOODS PLATFORM
462.0m x 10m
RAIL LEVEL PLATFORM
H.L. DOWN PLATFORM
423.43mX10.87m
W.C
HIGH LEVEL UP PLATFORM
476.92m x 24.65m
S.B.
UP MAIN LINE
DOWN MAIN LINE
REVERSIBLE LINE
TO MUGHALSARAI
NEXT BLOCK STN.
PAHLEZA (4.434KM)
SSE/MGS
DSTE/MGS
SH. No. 27

DOS


RAIL LEVEL GOODS PLATFORM
450m LONG x 15.0m WIDE
DOCK PLATFORM
GOODS SHED
102M LONG
TO HGWRAH
ECR/SIP/MGS/018/2016
E.C.Rly.
DEHRI-ON-SONE
CENTRAL PANEL(RRI)
MACLS, CLASS-B, STD-III (R)
SIP NO.
DRG. No. SG/MGS/
SK-10-2018
SH. No. 28


सोन नगर
TO SUIT SIG.PLAN NO. ECR/SIP/MGS/019/2014
SWRD No.02-2016/DY CSTE/C/III/DNR
FLY OVER LINE
DN. LINE
REV. LINE
DEHRI ON SONE (5.763Km.)
UP. LINE
HIGH LEVEL DN PLATE FORM
HIGH LEVEL UP PLATE FORM
SSE/ D&D
DSTE/ MGS
SH. No. 29


DN. GC. LINE
UP. GC. LINE
FLY OVER LINE
DN. LINE (BD)
TO GARWHA ROAD FLY OVER CABIN (4.733 Km.)
UP LINE (BD)
53A
53B
सोन नगर
TO SUIT SIG.PLAN NO. ECR/SIP/MGS/019/2014
E C R
SSE/ D&D
DSTE/ MGS
SONNAGAR(RRI) MGS. DIV.
DRG. No. SG/MGS/ SK/7- 2016 SH. No. 30

SECTION-J

Important telephone nos in DDU Division

Chief secretary				
SL	**State**	**Name**	**Telephone No.**	**Control Room nos**
1.	Uttar Pradesh	Sri D.S. Mishra, Chief secretary (UP)	0522-2238461	0522-2289212
2.	Bihar		9473191419	0612-2215804
3.	Jharkhand		9431104455	0651-2491669
District Magistrate				
1.	Chandauli	DM	9454417576	05412-262557(O) 05412-262555®
2.	Kaimur	DM	9473191227	06189-223250(O) 06189-223241®
3.	Rohatas	DM	9473191221	06184-222226(O) 06184-222224®
4.	Aurangabad	DM	9473191261	06186-295003(O) 06186-223168(R)
5.	Gaya	DM	9473191244	0631-2222900(O) 0631-2222800®
6.	Daltonganj	DM	7294980502	06562-224033(O) 06562-224044®
7.	Ara	DM	9473191232	06182-221312(O) 06182-233311®
Chief Medical officers/Surgeon				
1.	Chandauli		7565808400	8005192647
2.	Bhabhua	Meena Kumari	9430003356	9931622275
3.	Sasaram	K.N. Tiwary	9431054239	9470003640
4.	Aurangabad		9431252439	9470003065
5.	Gaya		9470003278	8544421368
6.	Daltonganj	Anil Kumar	9431390128	9431138224

AvailabilityofPOCLAIN/JCB/HYDRA/CRANEinPt.DeenDayalUpadhyayaDivision							
SN	**Name**	**Contact no.**	**Working Section**	**Poclain**	**JCB**	**Hydra**	**Crane**
1.	Dasharath Saw	8271517661	Hazaribagh	6	2	2	1
2.	Mahavir Yadav	9123195292	Hazaribagh	05	05		
3.	Arun Kumar	7979947265	Jakhim & Piro	03	2	2	0
4.	Munna Kumar	7903202721	Dehri-on-Sone & Pt. Deen Dayal Upadhyaya Nagar	2	2	2	2
5.	Dhananjay Singh	9934934754	Son Nagar	1	1	1	--
6.	Dixit crane service	9506271370	Ganjkhwaja-Durgawati			2	--
7.	Rishabh Pratap Singh	9973152550	Bhabua-Shivsagar Road	2	3	1	
8.	Sainath construction	7903202721	Kudra-shivsger rod	1	1		
9.	K.G.N construction	7484953786	BBU	02	04		
10.	Mahadev construction	8789960605	DGO	1	4		
11.	Vimal singh	7631913413	KUDRA	2	2	1	
12.	Naqvi buildcon	9919215153	Bhabua-Shivsagar Road	-	1	-	
13.	RBP infrastructure	8948180755	Ganjkhwaja-Durgawati		2	1	0
14.	Chandan	9651236445	Ganjkhwaja-Durgawati		2		
15.	Vikash kumar	9507588597	Bhabua-Khurmabad	02	02		
16.	Munna Singh	7903202721	Dehri-on-Sone	03	2	02	
17.	Nikesh	7979096804	Dehri-on-Sone		2		
18.	Binod Chhaya	9334781236	Dehri-on-Sone			18	
19.	Raghwendra Pratap Singh	9955698111	Sasaram	1	2		
20.	Ahmad	7004683883	Dehri-on-sone			2	
21.	Raj Kumar Construction	8825278965	Dehri-on-sone		1	1	
22.	Suresh Tripathi	8744809735	Gaya	1	05	1	02
23.	Saurav kumar	8406832072	Paraiya	0	1	1	
24.	vinod	7762913344	Gaya	1	2	2	
25.	Mukti Nath Tiwari	9628034949	Deo-Road		0	3	
26.	Manmohan Tiwari	6205380098	Dehri-on-Sone		2		
27.	Istiyak Ahmad	7004683883	Dehri-on-Sone			02	
28.	Umesh Singh (ABL)	9262990585	Nabinagar		02	2	
29.	Basant Kumar Singh	8809667069	Nabinagar		3	0	0
30.	Hulash Singh	7294096579	Nabinagar		2	1	0
31.	Sanjay Singh	9262994855	Muhammad ganj	01	02	03	
32.	Drup Tiwari	7903331032	Sivpur Halt	02	02		01
33.	Vinod Singh	9939948024	Charpokhari Halt		1		
34.	Antu Singh	8051353202	Dharupur		02		
35.	Babloo Singh	9955031729	Bikramganj		2	2	
36.	Pankaj Pandey	7903885318	Dehri-on-Sone	1			
37.	B.N Singh	8002885655	Ara	1			
38.	Jawahar Lal Yadav	9955006278	Ara	1	1		
39.	Banti Ojha	7004469736	Dehri-on-Sone	1			
40.	Yuvraj	9026070100	Pt. Deen Dayal Upadhyaya Nagar		04	02	
41.	Pappu Yadav	9454736074	Pt. Deen Dayal Upadhyaya Nagar		1		
42.	Gaurav Construction	9415225585	Pt. Deen Dayal Upadhyaya Nagar		1		
43.	Pramod Singh	8756749322	Pt. Deen Dayal Upadhyaya Nagar			1	
44.	Shailendra Yadav	9837071195	Pt. Deen Dayal Upadhyaya Nagar				2
45.	Manoj Kumar	9670208190	CHANDAULI		1		1
46.	Ram Prawesh	7388115398	Pt. Deen Dayal Upadhyaya Nagar		1	1	
		Total		**40**	**75**	**56**	9

THANK YOU