

अध्याय – 7
आपदा प्रतिक्रिया - प्रथम प्रतिक्रिया देने वाला

(Chapter – 7)
DISASTER RESPONSE – FIRST RESPONDERS

(A) Duties of First Responders – Local people :

1. At Accident site :

- (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) Rescue and relief work should now be mounted under the available light.
- (iv) Villagers arriving for rescue and relief work should be formed into separate groups for handling individual coaches.
- (v) Group leaders of IAT who were earlier conducting rescue and relief work 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,
 - in a state 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, so that 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 NCR 98127, cabin number containing berths 9-16)

2. In villages/towns :

- (i) A big building, preferably a school building should be got vacated and 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) Duties of First Responders – Railway Staff :

1. Gang Staff :

- 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. Gate men :

- (i) Keep gate closed if the train has not cleared the gate.
- (ii) On double/multiple line section stop any other train approaching the accident 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. Station Master at adjoining station :

(a) Conveying of information :

- (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 at his station and send them to the accident site.
- (iii) Report 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 be obtained from the TS/TTEs.
- (v) Following functionaries should be advised regarding the accident :
 - All off duty railway staff posted at that station.
 - SS of Junction stations at either end.
 - TI, CI.
 - P Way Supervisors – SSE/JE etc.
 - TRD Supervisors – SSE/JE etc.
 - C&W Supervisors – SSE/JE etc.
 - S&T Supervisors – SSE/JE etc.
 - 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.

(b) 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 local medical team and send it to site to render First Aid to the injured.

- (iv) Quickly transport ARME Scale – II equipment to the site of the accident.
 - (c) **Passenger assistance** :
 - (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 an emergency counter and display necessary information.
 - (iv) Obtain reservation charts and display it.
 - (v) Collect information 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.
 - (d) **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) Stranded passengers to be transported from the accident spot by arranging transshipment either by train or by hiring road vehicles.
 - (e) **Security assistance** :
 - (i) Advise RPF/GRP/State Police to provide security to passengers, their belongings 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) Issue free telegrams and 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 Inspector or Divisional Officers be in 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 takes place within the Station limit.
4. **Duties of TI/SSE(TD)/SSE(P.Way)/SSE(Works)/SSE(C&W)/SSE(S&T)/LI etc**
- (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) **Rescue and relief** :
 - (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 work as per directions of OC Site.
 - (iv) Assess casualties and arrange to render First Aid.
 - (v) Shift injured to nearest hospital.

(c) Joint measurements and preservation of clues and evidences :

- (i) Collect and record all evidences relating to the accident such as :
 - Condition of track, with special reference to alignment, gauge, cross levels, super elevation, points of mount and drop and any 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 facie cause 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 relay room, status of data logger, etc.
- (iv) Condition of switches, ground connections, point locking, occupancy of track circuit, details of damage to out door signal/point gears should 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 as per Proforma.
- (vii) Joint measurements of rolling stock should be taken.
- (i) 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 signed by supervisors of all 5 departments at accident site.
- (x) Obtain statement of staff involved in the accident.
- (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.