

अध्याय – 9
आपदा प्रतिक्रिया - समन्वय केंद्र

(Chapter – 9)
DISASTER RESPONSE – CO-ORDINATION CENTRES

1. Rushing of ARMVs & ARTs to accident site :

- (i) ARMVs and ARTs be ordered on top priority ensuring DSL/EL power, as the case be.
- (ii) First available diesel powers 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 be moved out by Electric 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) Requisitioning of diesel power should be done from following sections in the given order of priority :
 - Jhansi yard/ Dsl Shed / Main Line section.
 - Jhansi – Kanpur section.
 - Jhansi – Manikpur section.
 - Bhimsen – Khairar section.
 - Gwalior – Bhind section.
 - Other sections of Jhansi division.
 - Agra division.
 - Bhopal division (WCR).
 - Jabalpur division (WCR).
- (vi) Movement of ARMV and ART should never be clubbed together. ARMV should be started first and moved separately for faster movement.
- (vii) 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. Anybody who is left behind can proceed later on either by suitable mode of transport.
- (viii) ARMVs must be run out within 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 its arrival at site.
- (ix) ARMVs and ARTs should be moved on top priority taking precedence over all other trains. They should not be stopped anywhere en-route for picking up any one.
- (x) Running lines at 7 stations on either side of the accident effected block section should be kept clear of all trains. In case there are any stabled loads, the same should be lifted.
- (xi) Freight trains on run towards accident site should be reversed and returned.
- (xii) Fresh stabling, if any, should be done beyond 7 stations on either side.
- (xiii) Even for stabling beyond 7 stations, both Up and Dn loop lines should not be blocked at the same station.
- (xiv) For stabling beyond 7 stations, Up loop and Dn loop should be blocked, at alternate stations.

2. Running of Special trains :

- (i) Following special trains will be required to be run in the given order of priority :
- (ii) ARMV.
- (iii) ARMV from the other end.
- (iv) 2 additional ARMVs from adjoining divisions, one from each end.
- (v) ART.
- (vi) ART from the other end.
- (vii) 2 additional BD Specials one from each end.
- (viii) 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.).
- (ix) Unaffected front portion of the accident involved train in case the same can be moved.

- (x) Unaffected rear portion of the accident involved train in case the same can be moved.
- (xi) In case the front and rear portions cannot be moved, then they should be left as they are.
- (xii) 2 empty coaching rakes, one from either end for clearing unaffected passengers of the accident involved train.
- (xiii) 2nd and 3rd special trains for accident site, one from each end, carrying logistic backup support, material and additional manpower from junction stations. These should normally be run out 2 - 3 hrs. after arrival of ARMV carrying DRM and other divisional officers at the accident site.
- (xiv) 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.
- (xv) 2 light engines should be stationed, one at each station on either side of the accident involved block section.
- (xvi) 2 Engineering specials, one from each end, carrying engineering material and gangmen from the section.
- (xvii) Running of 2 passenger specials 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 en route. This is to be co-ordinated by Divisional Control in consultation with Hdqrs. Emergency Cell in consultation with Railway Board.
- (xviii) Arrangement for the visit of MR/MOSR, CRB and other Board Members to the accident site should be made in coordination with the Safety Directorate and Secretary, Railway Board.
- (xix) 2 empty coaching rakes, one from either end for being stabled at convenient locations where watering and charging facilities are available. These stabled rakes will be used for housing the staff working at accident site.

3. 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 effected block section should be planned carefully.
- (ii) Except for 140T cranes and Engineering specials, all other trains should be sent into 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 into 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 coaches at the first Jn. station en route.
- (v) In case the front and rear portions cannot be pulled out then they should be left as they are.
- (vi) After the 1st pair of ARMVs reach adjacent stations from either side, they should be sent into the 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 additional cutters, spreaders, hydraulic jacks etc. can be made use of.
- (viii) After all equipments from BD specials have been unloaded at accident site and staff 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 140T 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 140T crane should be marshalled as per site requirement and sent into the block section with crane leading, one from each end.
- (xvii) Tower wagons should be sent in from each end following the ART.

4. Setting up Emergency Cells in Jhansi Control Office :

- (i) Divisional Emergency Cell shall be opened immediately after receipt of information of the accident at Control Office Jhansi.
- (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 Jhansi Control Office provided with centralized communication networks, hot line to the site and hdqtrs.
- (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 will be the Divisional Emergency Officer in his absence.
- (vi) In case both officers are not available, any other officer nominated by DRM 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, who shall 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 wise for 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.
 - Telephone and FAX numbers of Helpline Enquiry Booths that would have been set up at various stations on the division.
 - E-Mail addresses of UCC, CAC, Helpline Enquiry Booths and Hdqtrs. Emergency Cell. E-Mail addresses of some of them are given in Annexure - XIX.
 - 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 accident and pass on the same either telephonically or by E-Mail to :
 - All Helpline Enquiry Booths within the division.
 - Hdqtrs. Emergency Cell.
- (xi) Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.
- (xii) After relief, rescue and restoration work is completed, winding up of Divisional Emergency Cells shall be decided by DRM.

5. Manning of Divisional Emergency Cell in shift duty :

- (i) Divisional Emergency Cell shall be manned round the clock by officers.
- (ii) In addition to officers of the Operating Department, there will be officers of Engineering, Mechanical, S&T, Electrical, Commercial, Medical, Security and Personnel departments in the Divisional Emergency Cell round the clock.
- (iii) Divisional Emergency Cell will be manned by Senior Scale/Junior Scale officers of all departments in 12 hrs. shift duties round the clock. (8 hrs. to 20 hrs. day shift and 20 hrs. to 8 hrs. night shift.)
- (iv) Senior most officer of each department who is available in the division shall be on duty in the Divisional Emergency Cell during the day shift (8 hrs. to 20 hrs.).
- (v) Senior most officer of each department shall issue a 12 hrs. roster for his own department for the night shift (20 hrs. to 8 hrs.)

- (vi) Round the clock roster of 12 hr. shift duty should cover both officers and supervisors.
- (vii) Same officers and supervisors should be repeated each day without any change or rotation, for the next 4 – 5 days. This will maintain continuity and will ensure that experience gained on the first day can be gainfully used on subsequent days.

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 Defence 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.