

### **314.3 Movement of Trains.**

- a) Stop movement of trains in to the affected section on double line and in both the directions on single line.
- b) Check from site / station if adjacent line / lines fouled or otherwise.

### **314.4 Communication.**

- a) Inform DRM/ADRM/Sr.DOM/Sr.DSO/DOM/AOM
- b) Inform all the other controls in the control office.
- c) Inform TI/SE(P.Way)/Stations on either side.
- d) Inform Central control.
- e) Call off duty Dy.Chief controllers for manning phones and for gathering and discriminating information.

### **314.5 Medical Relief:**

- a) Advise immediately Civil, Military and Private Hospitals and Medical Officers in the area and arrange for doctors, medical equipments and ambulances from nearby stations.
- b) Make arrangements for the transport of Railway doctors to the site immediately, if necessary, by engaging road vehicles as required.

### **314.6 Regulation and Diversion of Trains.**

- a) Arrange to regulate all passenger carrying trains which are nearer to the accident site at convenient stations, preferably junction stations where catering facilities, drinking water etc, are available.
- b) Arrange to draw out the unaffected portion of the train involved in the accident without undue delay to a nearby convenient station where catering / drinking water facilities are available in consultation with DRM or Sr. DOM.
- c) Arrange diversion of long distance trains, if found necessary keeping in view the time required for restoration of the line / lines in consultation with Headquarters.

**314.7** Advise civil authorities, Superintendent of Police GRP with in whose jurisdiction the accident has occurred.

**314.8** Advise RPF for arranging protection of Railway and public property.

### **315 Commercial Control:**

Commercial control plays a very important role in organizing rescue, and restoration in all types of accidents and, more so, in case of accidents involving casualties/injuries. Unlike other controls in control office commercial control is normally manned by a single employee. In case of an accident, this single person cannot handle all the myriad jobs of commercial control. Therefore, one of the first duties of Sr.DCM/DCM is to strengthen commercial control by posting one commercial officer and 3 or 4 commercial inspectors round the clock till restoration is completed.

Important tasks to be handled by commercial control in case of a serious accident are as follows:

1. Inform Sr.DCM, DCM, ACM
2. Like C&W staff, some commercial staff should be nominated to go along with the MRV, whenever the MRV is ordered. This nomination should be done in the normal course and Sr.DCM need not wait for an accident. Some catering staff should also be included in the nominations, who should load drinking water, tea/coffee, snacks and milk in the MRV for serving the affected passengers at site.
3. Commercial control should alert the commercial inspectors and commercial supervisors on either side of the accident site for proceeding to site either by rail or road. They should take with them sufficient number of off duty commercial staff, porters, catering items, cash, etc.,
4. Commercial control should also establish contact with the TTEs on the train and instruct them to first rescue the injured passengers and render first aid.

The TTEs should also collect and protect the luggage of dead and injured passengers.

5. Commercial control should keep the road maps of the concerned states of A.P, Karnataka, Maharashtra. By using these maps, they should be able to locate the nearest road links available to the accident. This is crucial for moving injured passengers to hospitals as well as to reach the relief materials to the site.
6. With the help of the TTEs and commercial staff who reached site, the details (Name, ticket no, phone no, designation, address, etc.,) of dead and injured passengers have to be collected. Simultaneously, the details of doctors classification of injuries as grievous or simple should be collected. All these details have to be relayed to the originating/destination/important junction stations so that the relatives of the dead/injured passengers can be informed.
7. Arrange for refunds as per rules.
8. Arrange for free passes for the relatives of injured/dead to reach the site/hospitals.
9. Organize for making ex-gratia payments as applicable on the basis of the injury classification given by doctors.
10. Co-ordinate with operating control for the transport of the passengers of the affected trains. Similarly, organize to regulate other passenger carrying trains at stations where catering facilities are available. Alert the catering staff/ catering contractors at those stations well in advance about the regulations.
11. Make arrangements so that drinking water is supplied to the Railway staff working at site. Catering arrangements should be planned well in advance for the Railway staff working at site, so that food reaches site in time.
12. Mobilize logistics like vans, staff, etc., for reaching and distributing food at site.
13. Nominate commercial staff to associate with GRP/RPF for drawing “ Panchanamas” of the dead passengers in the hospitals.

**316 Power Controller / Traction Loco Controller:**

- 1) Immediately Arrange power and crew for Medical Relief Van and Accident Relief Train.
- 2) Ensure Medical Relief van and Accident Relief Train are dispatched within the time prescribed.
- 3) Inform the Divisional Mechanical / Electrical Officers, headquarters PRC/TLC, CMPE(R&L)/CELE
- 4) Advise adjacent Division for MRV and ART if required.
- 5) Plan for additional powers and crews to assist in restoration.
- 6) Obtain bio-data of running staff involved in accident and arrange for breathlyser test and collection of blood samples at the earliest.
- 7) Co-ordinate with the Dy. Chief Controller so that the necessary locomotives, Loco Pilots, fitters and other technicians reach the site of accident promptly as required.

**317 Traction Power Controller:**

- 1) Ensure that the Electric Power Supply is cut off from the section if the overhead equipment is involved and / or where crane working has become necessary.
- 2) Ensure that all the necessary arrangements have been made for despatch of Tower-car, electrical staff and equipment required at the site of accident.
- 3) Co-ordinate with Divisional Electrical Engineer (Traction distribution), Dy.Chief Controller and Traction Supervisors concerned for restoration affected quick OHE.