

- (ii) In the event of the Long Range electric siren getting out of order, the emergency call shall be given by sounding the whistle of an engine as per the specific siren codes given in the table under para 602 above.
- (iii) Both the delayed action switches -- the tumbler switch marked 'accident warning' and the check switch marked 'test push' are provided with locking arrangements. The key of the delayed action switch and the duplicate key of the check switch should be kept in a sealed glass-fronted box. The original key of the check switch shall be kept by electrical staff. In case of emergency, the seal of the glass fronted box should be broken and the key taken out to give the emergency call. After the emergency call is over and the key restored to the box, arrangements should be made to replace the broken glass and/or to reseal the box.
- (iv) The check switch marked 'test push' shall be tested by the Electrical Department once a month.
- (v) If an emergency call has to be given due to an accident, the Dy.Chief Controller (punctuality) on duty in the divisional control will be responsible for giving the call.
- (vi) On hearing the emergency call, the staff nominated to turn out for such calls shall respond immediately and take up the positions and duties allotted to them.

### **603 Stations where Accident Relief Trains are Located:**

#### **Location, Classification and composition of Accident Relief Trains :**

S. No.	Location	Class	Composition
<b>SECUNDERABAD DIVISION</b>			
1.	Secunderabad  Secunderabad	'A'  'B'	<u>140TCrane Special</u> Match Truck Slings Wagon LUKAS Van Staff, Kitchen & Elec. Van. Officers & Staff Rest Van. <u>Self Propelled Accident Relief Train (SPART)</u> MFD Van Rest Van.
2.	Kazipet	'A'  'A'	140 T Crane Match Truck Ballast Wagon Kitchen, Elect. Van Tool & Packing Van. Officers & Staff Rest Van <u>Accident Relief Train (ART)</u> MFD Van Engg. C&W tool Van Staff Rest Van Kitchen & Staff Van Engg. Wagon OHE Wagon.
3.	Bellampally	'B'	<u>Accident Relief Train (ART)</u> MFD Van Staff Rest Van Kitchen & Engg. Tool Van Engg. Wagon OHE Wagon

<b>VIJAYAWADA DIVISION</b>			
1.	Vijayawada	'A'	140 T Crane Match Truck Ballast Wagon Officers Rest Van Kitchen & Staff Van Tool & Packing Van
		'B'	<u>Self Propelled Accident Relief Train (SPART)</u> LUKAS Van Staff Van
2.	Bitragunta	'B'	<u>Accident Relief Train (ART)</u> LUKAS Van Kitchen & Staff Van Elec. S&T. Engg. & OHE Tool Van Officers Rest Van Engg. Wagon OHE Wagon
3.	Rajamundry	'B'	<u>Accident Relief Train (ART)</u> LUKAS Van Kitchen & Staff Van Elec. S&T. Engg. & OHE Tool Van Engg. Wagon OHE Wagon
<b>GUNTAKAL DIVISION</b>			
1.	Guntakal	'B'	<u>Accident Relief Train (ART)</u> MFD Van Officers & Staff Van Kitchen, Elec. Engg. Tool Van
2.	Renigunta	'B'	<u>Accident Relief Train (ART)</u> LUKAS Van Officers & Staff Van Kitchen, Elec. Engg. Tool Van Engg. Wagon
3.	Gooty	'A'	<u>Accident Relief Train (ART)</u> 140 T Crane Match Truck Ballast Wagon Officers Rest Van Kitchen Cum Staff Van Elec. Van Packing Van Crew Rest & Emergency Store Van
4	Dharmavaram	'B'	<u>Accident Relief Train (ART)</u> LUKAS Van Officers & Staff Van Kitchen, Elec. Engg. Tool Van Engg. Wagon

<b>GUNTUR DIVISION</b>			
1.	Guntur	'B'	<u>Accident Relief Train (ART)</u> LUKAS Van Staff Van
<b>HYDERABAD DIVISION</b>			
1.	Nizamabad	'B'	<u>Accident Relief Train (ART)</u> LUKAS Van & Elect. Van Staff Van Engg. Tool Van
<b>NANDED DIVISION (BG)</b>			
1.	Purna	'A'	<u>Accident Relief Train (ART)</u> 140 T Crane Match Truck Water Tank for Crane MFD Van Staff Rest Van Kitchen & Staff Van Elec. & Engg. Tool Van Crane Crew Van
<b>NANDED DIVISION (MG)</b>			
<b>METRE GAUGE</b>			
1.	Akola	'A'	<u>Accident Relief Train (ART)</u> 35 T Steam Crane Match Truck Water Tank for Crane Equipment Van Staff Rest Van Engg. Tool Van Coal & Packing Van Rails Wagon

#### **603.1 Keys of Accident Relief Train:**

- i. The key of the mechanical equipment van / power and tool van / staff car shall be kept in TXR Office / loco shed. The key of Engineering Equipment van should be kept in the SE/P. Way's office for use when Accident Relief Trains are ordered. The duplicate keys of all the vehicles of the Accident Relief Train shall be kept in a separate sealed glass fronted box at a conspicuous place in the Station Master's office for emergency use. If the keys from the C&W/S&T/Engineering/Electrical offices cannot be obtained readily for any reason, the seal or the glass of the box in the Station Master's office shall be broken and the duplicate keys taken out for use. After use, the duplicate keys shall be put back in the box immediately on its return. The Station Master will ensure replacement of broken glass and / or to reseal the box forthwith.
- ii. Whenever the duplicate keys of the Accident Relief Train in the Station Master's office are taken out of the box, and put back, the Station Master shall enter the fact in the station diary noting the date, time and reasons for having done so.

#### **603.2 Starting of Accident Relief Train:**

- (a) The Accident Relief Train and Crane Special shall be readily available at all times on a stabling siding set apart exclusively for this purpose, preferably with double exit.
- (b) The DRM, DME, DOM, DSO and Assistant Officers of the Transportation (Traffic), Mechanical and Engineering Departments and the Control office may order an Accident Relief Train, if necessary.

(c) Whenever the Accident Relief Train is ordered, the Chief Crew Controller / Station Master / SSE (C&W), SSE/Telecom, SSE/P.WAY, Medical officials (As per the siren code) shall report for duty as soon as the Hooter/Siren is sounded. They shall take steps to turn out the Accident Relief Train with the least possible delay.

(d) The target time for starting an Accident Relief Train is as under, except as provided in sub-para (i) & (ii).

**(1) During day light hours (from 6 to 20 hours): 30 minutes**

**(2) During night hours (from 20 to 6 hours): 45 minutes**

(i) The target time for turning out Accident Relief Train, in respect of the following stations is as under:

stations is as under: Station	Target time	
	Day	Night
	Hrs. Mts	Hrs. Mts.
Vijayawada	01 – 00	01 – 00
Bitragunta	01 – 00	01 – 00
Guntakal– towards Hubli	01 – 00	01 – 15

(ii) Guntakal station, while turning out the Accident Relief Train, except for the direction indicated in para (i), shall adhere to the provision of 30" during day and 45" during night as mentioned in para (d).

(e) There shall be no delay whatsoever in dispatching the Accident Relief Train. The Chief Crew Controller shall ensure that the first available engine and crew are provided for the accident relief train.

(f) For dispatching ART in time, the points of the line on which ART/140T crane stabled are to be tested once in a week and the results to be noted in the station diary at the station. Any malfunctioning to be got rectified by concerned maintenance staff. The station is responsible for ensuring regular testing as above.

Chief Controller and Section Controller concerned will also ensure that engineering equipment guard are provided for despatching the Accident Relief Train within the target time.

acer  
2018-03-11 14:16:08

AS 2 Item No 1 Add 603.2(f)

### 603.3 Inspection of Accident Relief Train:

The Accident Relief Train shall be inspected monthly by the following officials jointly.

- i. SSE/P.way, SSE/C&W, Station Manager, SSE/S&T and SSE/Elec.
- ii. The SSE/C&W shall examine the Mechanical Equipment Van Power and Tool Van, Staff Car etc., including the Mechanical condition of the complete Rolling Stock and the Crane. The SSE/C&W will also ensure that periodical oiling and re-packing is done to the rolling stock and that there are no overdue POH vehicles in the composition.
- iii. The SSE/P.Way shall examine the engineering equipment van.
- iv. The SSE/S&T shall thoroughly test the communication equipment provided in the Accident Relief Train such as portable field telephone, public address system, megaphone etc., and ensure that they are in good working condition and ready for use in emergency.
- v. The SSE/Elec shall examine and test the electric generators and other electrical equipments.
- vi. Such periodical inspections carried out by the Supervisory officials shall be entered in a separate register meant for this purpose and a detailed report submitted to their Departmental Officers and Sr.DSO / DSO. The Inspection Registers for Officers will, however, continue to be separate in the Accident Relief Train. The copy of the Inspection Report of the Officers shall be sent to the Departmental Officers concerned and Sr.DSO / DSO. The Departmental Officers concerned and Sr.DSO / DSO shall be responsible for ensuring the compliance of the irregularities noted in the above Inspection Reports.
- vii. Proper housekeeping, proper stacking of equipment and tools and their location with name badges shall be ensured by the departments concerned in all the ART vans.

#### **603.4 Generating Plant:**

Both portable and stationary type oil engine driven generator sets are available in the Power & Tool Van and Auxiliary Van. Power & Tool Van is marshalled with the Accident Relief Train and Auxiliary Van with Medical Relief Van.

- a) The vehicles (Power & Tool Van and Auxiliary Van) which contain the generator sets shall be maintained in the same way as other coaching stock in regular use and shall be inspected monthly by the Electrical Official in charge and the Train Examiner. The Electrical Official in charge shall inspect the generator sets along with the other electrical equipment provided to ensure that all equipment is in good working condition to meet emergencies. Particulars of inspection and maintenance work carried out shall be recorded in the inspection book provided in the van.
- b) The Divisional / Assistant Electrical Engineer shall inspect the equipment once in a quarter along with the electrical supervisor and record his inspection notes in the inspection book provided in the Power & Tool Vans and Auxiliary Vans of all depots of his Division and ensure the satisfactory condition of the equipment. He shall also ensure that the staff who are earmarked for the operation of the equipment on these vans in emergencies are fully competent and conversant with their duties.
- c) For operating the generator sets provided in the Power & Tool Van and Auxiliary Van the following set of staff should be earmarked.
  - (i) For Power & Tool Van:  
Two sets of staff comprising one Fitter-cum-Driver and two Khalasis in each set for handling portable generator sets.  
One Fitter-cum-Driver to operate the stationary generating sets.
  - (ii) For Auxiliary Van:  
Two sets of staff comprising one Fitter-cum-Driver and two Khalasis in each set for handling the portable generator sets.
  - (iii) The staff should be made available by giving suitable training to those selected from the existing train lighting staff only. In addition, a second set of staff should also be selected and given training who will be available for emergencies when the staff earmarked for the work are absent or on leave. The staff earmarked should be provided with railway quarters near the station premises on overriding priority. Immediately on becoming aware of an accident, such earmarked staff shall report to the Station Master and proceed with the Accident Relief Train / Medical Relief Train.

#### **604 Accident Medical Relief Train & Medical Relief Equipment:**

There are two types of Medical Equipment namely, Scale I and Scale II. Scale I equipment is stored in Medical vans and Scale II equipment is stored in boxes in Special room at the station platform. This equipment is called Accident Relief Medical Equipment..

##### **604.1 The Policy regarding provision of different types of Accident Relief Medical Equipment as per IRPWM (Rule 703) is as follows:**

- i. Accident Relief Medical Equipment Scale I is a unit of the Accident Relief Train and is stationed at divisional headquarters and at other selected important stations preferably where there are hospitals or health units in charge of Railway Medical Officers. The function of the vehicle is to carry medical personnel & equipment to the site of the accident so that prompt medical aid can be rendered and injured persons transported expeditiously to the nearest hospitals.