

**a) Conscious**

Name :  
Sex :  
Age :  
Identification marks:  
Address :  
Ticket No. :  
Originating Station :  
Destination :

**b) Unconscious**

Approximate age :

Sex :

Identification Marks:

Ticket No. :

Other particulars if relatives or friends are available.

- xvii) Move the patients to local hospitals by car, taxi, bus where admission is necessary.

**313.1 On Reaching The Accident Spot.**

- i) The senior most doctor will take charge.
- ii) One doctor shall proceed to collect blood and urine samples of the crew of the train / trains.
- iii) Erect the tent and establish receiving station – (First aid post).
- vi) Staff to split into groups depending upon the number of causalities.
- v) One team shall man the FA post.
- vi) Doctors must check the wreckage for injured and assist in extricating passengers.

**314 Chief Controller / Deputy Chief Controller:**

**314.1 Ordering of Medical Relief Vans and Relief Trains:**

- a) In case of an accident involving a passenger carrying train or an accident involving a road vehicle at a manned/unmanned level crossing, invariably order the Medical Relief Train, irrespective of the information received or otherwise about casualties. Subsequently, if found not required this may be cancelled with the permission of the Divisional Railway Manager. Order a second MRV also if needed to work from the other side site.
- b) Immediately order Accident Relief Train if required.
- c) Record the timings of ordering of the Accident Relief Train and MRV, the actual departure from the concerned stations and arrival at the spot.
- d) Ensure a clear path for rushing the Medical Van, Accident Relief Train etc.
- e) Arrange to despatch cranes with the Accident Relief Train , if required.

**314.2 Collection and Recording of Information.**

- a) Open a register in which all items are to be logged indicating time against each.
- b) Collect and record the following information in the register :
  - i) Time of accident and time information received about accident.
  - ii) Kilometerage, adjacent line/lines affected or not in case of double/ multiple lines, number of coaches derailed, capsized, canting etc.,
  - iii) Train / Trains involved whether Mail / Express / Passenger / Goods / Mixed / Pilot etc.
  - iv) Type of stock involved, ie, whether tank wagons, BOX, Box N.
  - v) Load of the train involved.
  - vi) Nature of accident namely collision, derailment, averted collision or Level crossing (manned / Unmanned) fire etc.
  - vii) Casualties / Injuries (grievous, simple, etc)
  - viii) Progress in regard to the restoration work and other movements for operational requirements with timing .

**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.