

CHAPTER XII

SABOTAGE

Procedure for dealing with cases of Sabotage or Train Wrecking

1201 General: The rules contained in this chapter are additional rules meant for cases where derailments and/or other serious consequences arise due to train wrecking or sabotage.

When an accident occurs due to certain action on the part of someone who intended to cause the accident or knew that their action would result in accident, it should be classified as train wrecking. The acts which constitute train wrecking have been detailed in sections 150 and 151 of The Railways Act 1989.

The words 'intent' and 'knowledge' mentioned therein should be taken as the key for the purpose of deciding whether an accident is due to an act of train wrecking or not.

1202 Explosion on Track or Train:

a) On hearing an explosion, the Loco Pilot shall stop his train as soon as possible and examine the track along with the Guard at the site of explosion to ascertain the extent of the damage. If the Loco Pilot does not bring the train to a stop within a reasonable time, the Guard shall draw the attention of the Loco Pilot by cautiously applying the vacuum / air pressure brake by operating the Guard's brake van valve.

(b) The Loco Pilot shall also examine the train along with the Guard and if little or no damage has been caused to the train and if it is safe for the train to proceed to the next block station, the train will be taken ahead to the next block station, where the Guard and Loco Pilot will jointly report the occurrence to the Station Master on duty.

(c) If the damage to the track is so serious as to render the track unsafe, a competent railway servant will be left at the site with detonators to protect the spot in accordance with General Rules.

(d) On receipt of a report from the Loco Pilot and the Guard, the Station Master shall immediately advise the Controller who will:

(i) Advise the SSE/P. Way to proceed to the spot immediately, inspect the track and take such precautions as are necessary to put the track right and impose speed restrictions, if necessary.

(ii) Inform the Head Train Examiner and the Chief Crew Controller for a thorough examination of the train and the engine at the next terminal station.

(iii) The duties prescribed above for the Controller will devolve on the Station Master on non-controlled sections.

The Station Master shall immediately issue a message to the Station Master at the other end and obtain his acknowledgement by exchange of PN.

(e) The Station Master at both ends of the reported section must stop all trains and issue Caution Orders to Loco Pilots, specifying the KM and the speed restriction.

(a) No train shall be allowed until such time SSE/P. way certified the track safe for the passage of train.

(b) In such cases the train shall be started only after Police clearance.