SOUTH CENTRAL RAILWAY

VIGIL

QUARTERLY SAFETY BULLETIN NO.2

JUNE - 2021

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My dear Railway men

- In the first quarter of this financial year 2021-22, there was no consequential train accident, but there were 2 other than consequential train accidents (other train accidents) on this Railway when compared to one and 3 respectively in the previous financial year for the same period i.e. April to June.

- Number of indicative accidents has decreased to zero during 2021-22 when compared to 1 in the 2020-21 first quarter.

- The number of Yard Accidents has decreased from 12 during first quarter of 2020-21 to 0 during first quarter of 2020-21.

- For the month of April, there was no accident.

- For the month of May, there is one other train accident (derailment).

- For the month of June, there is one other train accident (derailment).

- In regard to the safety performance of Divisions, accidents / unusual incidences are, SC-1, BZA – 0, GTL – 0, HYB – 1, NED – 0, GNT – 0.

I hope that this booklet which contains important RB letters that are helpful in updating the knowledge of all field Officials, will contribute towards understanding the details of accidents and testing your knowledge with key statistics etc.,

(M.Ravindranath Reddy)
Principal Chief Safety Officer

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड (Railway Board)

No.2018/Safety(DM)/12/1/SOP

New Delhi, dated 17.05.2021

The General Managers
All Indian Railways and CMD/KRCL

Sub: Standard Operating Procedure (SOP) to deal with fire accidents in railway coaches / trains- regarding.

There have been various incidents of fire in trains in 2019-2020 and 2020-2021.Thus need was felt for a proper Standard Operating Procedure for better handling of fire incidents in coaches/ trains (freight / passenger). Suggestions were also sought from various Chief Safety Officers vide Board's letter No. 2020/Safety(DM)/6/14 dated 20.07.2020.

Keeping in view the suggestions received from various Zonal Railways, the Standard Operating Procedure (SOP) has been prepared to deal with various fire accidents in railway coaches / trains (freight / passenger) and enclosed herewith. The SOP has been approved by the Railway Board. However, if any Railway has any valuable suggestion to further improve the SOP, the same may be conveyed to this office and a soft copy also sent to email id sosafetydm@gmail.com and edsafetyrb@gmail.com.

DA: As above

17/05/2021

(K.P.Yadav)
Exec. Director/Safety-II
Railway Board

Copy to : PCSOs of all the Zonal Railways and KRCL ltd.

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Preface

The objective of the Standard Operating Procedure (SOP) on Fire Accidents in Trains is to provide consistency of approach across all the railways in handling Fire incidents. This will help to ensure prompt, effective and coordinated action by all concerned so that the fire is controlled quickly, with least loss to human life and property.

The purpose of these guidelines is to assist persons/staff on the spot to respond in a way, which is safe, risk assessed, efficient and proportionate to the extent of Fire, while attending and dealing with such incidents involving rail coaches/trains.

For preparing this SOP, inputs have been taken from Safety Department of Zonal Railways and also from Security Directorate, Health Directorate, Electrical Engineering Directorate, Mechanical Engineering Directorate, Tourism & Catering Directorate, Coaching Directorate and Passenger Marketing Directorate of Railway Board.

This is issued with the approval of Member (Infra), Member (O&BD), Member (T&RS) and Chairman & CEO, Railway Board.

Introduction - Purpose and Scope

1

The fire incidences in trains are among the most serious disasters impacting human lives as well as property of Indian Railways and other stake holders. Thus prevention of train fire has been a serious concern for the Indian Railways. A train fire is different from a fire in other places in the manner in which it breaks out, growsand spreads, and in the method of fighting it, as well as the damages it causes. Firein a running train is more dangerous than a static one, because the fanning effect may spread the fire very quickly to other coaches.

Fire especially in uncontrolled state, is a source of very rapid destruction and this gets compounded when loss of human life is involved. Hence all possible steps should be taken to prevent fire from breaking out in coaches, and if it breaks out, to prevent it from spreading and causing further damage.

The following points summarize the characteristics of a train fire, which need special consideration when deciding upon counter measures: -

1) A train consists of long narrow vehicles coupled with each other with limited exits.
2) High traveling speeds prevent quick escape and assist rapid spread of fire.
3) Wide range of track conditions, including confined sections such as bridges, tunnels, Ghats, etc., may make it difficult for passengers to get off the vehicle easily in times of emergency.
4) Restriction in movement of passengers and fast spread of fire aggravates the situation.
5) A large number of passengers traveling on trains have to be attended to bya small team of on-board staff.
6) Even a delay of **few initial seconds** due to inadequacy of direct communication with the crew can be devastating.
7) Smoke emission in a confined place may also lead to panic.

Sources, Main Causes of Fire Accidents and Fire Extinguishers

2

Characteristics of Fire

The fire requires three elements to ignite: heat, fuel, and an oxidizing agent (usually oxygen). By eliminating any one of the element, fire can be extinguished.

HEAT

FUEL + AIR (OXYGEN) ⟶ FIRE

Classification of Fire

Fires are classified according to the type of fuel that is burning. If wrong type of fire extinguisher is used for extinguishing the fire, it might make matters worse. The four different fire (fuel) classifications are as under:

1) **Class A**: Wood, paper, cloth, trash and plastics - solids that are not metals.
2) **Class B**: Flammable liquids - gasoline, oil, grease, acetone etc. Includes flammable gases.
3) **Class C**: Electrical - energized electrical equipment (as long as it's "plugged in" or supply ON), electrical panel, wiring etc.
4) **Class D**: Combustible Metals - potassium, sodium, aluminum, magnesium. Requires Metal foam, and other special extinguishing agents.
5) **Class K**: Class K fires involve vegetable oils, animal oils, or fats in cooking appliances. Extinguishers with a K rating are designed to extinguish fires involving vegetable oils, animal oils, or fats utilized in commercial cooking appliances.

A		Ordinary Combustibles	Wood, Paper, Cloth, Etc.
B		Flammable Liquids	Grease, Oil, Paint, Solvents
C		Live Electrical Equipment	Electrical Panel, Motor, Wiring, Etc.
D		Combustible Metal	Magnesium, Aluminum, Etc.
K		Commercial Cooking Equipment	Cooking Oils, Animal Fats, Vegetable Oils

Probable Causes of Fire in Railway Coaches

1) Carrying inflammable goods like stove, gas cylinder, kerosene oil, petrol, fireworks, poll posters etc. in passenger coaches.
2) Making/using fire near paper, wood, petrol or such other inflammable articles.
3) Throwing waste material outside dust bin, near door, non-removal ofgarbage from pantry cars/coaches.
4) Bad habits like carelessly throwing lighted match sticks, cigarette buttsand Bidi butts etc.
5) Leakages/Blasts of pantry gas cylinders.
6) Gas regulator, flame arrester and pressure gauge in pantry car are not inproper working order.
7) Improper storage of inflammable materials like newspapers, edible oil etc.in pantry cars.
8) Insertion of cigarette butts, Bidi buts, Gutkha wrapper etc. in fan base,fuse distribution board, roof openings and ventilators etc.
9) Sabotage.
10) Mishandling/Careless use of pantry equipment by pantry car staff.
11) Poor maintenance of electrical equipment and short circuits.
12) Loose or temporary connection, hanging wires/exposed joints etc.
13) Defects in locomotive/traction unit causing fire.
14) Use of open fire near trains carrying petrol/gas/other flammable material.

Type of Fire Extinguishers & its uses:

Portable fire extinguishers are classified by the type of fires they are designed to extinguish. There are five basic classifications of fire extinguishers. Extinguishers are labeled with either letter-shaped or pictorial symbols that indicate what types of fires they are intended for.

It is vital to know about type of extinguishers. Using the wrong type of extinguisher for extinguishing of fire can be life-threatening. Locos, EMU's and AC coaches are being provided with DCP types of fire extinguishers, considering it is themost suitable for electrical fires.

a) **Wet Chemical extinguisher** - The wet chemical extinguisher is a specialized type primarily focused on class K fires, those involving cooking media such as animal and vegetable fats or oils. These extinguishers contain a solution composed of potassium that effectively launches a two-pronged assault on fires. First, the liquid mist it sprays acts to cool the fire. Second, due to the chemical reaction of the solution with the cooking medium, a thick soap-like substance forms, sealing the surface of the

liquid to prevent re-ignition.

b) **DCP (Dry Chemical Powder) extinguishers** come in a variety of types and are suitable for a combination of Class A, B, C& D fires. These are filled with foam or powder and pressurized with nitrogen.

DCP (Dry Chemical Powder) extinguishers have an advantage over CO_2 extinguishers since that leave a non-flammable substance on the extinguished material, reducing the likelihood of re-ignition.

c) **Water extinguisher or APW extinguishers** (air pressurized water) are suitable for Class A fires only. Never use water extinguishers on grease fires, electrical fires, or Class D fires – the flames will spread and make the fire bigger. Water extinguishers are filled with water and are typically pressurized with air. Again water extinguishers can be very dangerous in the wrong type of situation. Only fight the fire if you're certain as it contains ordinary combustible materials only.

d) **Foam extinguisher** - Foam fire extinguishers are suitable for class A and the flammable liquids of class B, though not effective for gaseous fires. They spray a type of foam that expands when it hits the air and blankets the fire. This blanket prevents the vapours from rising off the liquid to feed the fire, thus starving it of fuel. Also, because the foam is mixed with water, it has a cooling effect as well. Foam extinguishers are some of the best for liquid fires, such as gasoline fires, but can also be used on Class A fires involving solid combustibles like wood.

e) **Carbon Dioxide (CO_2) extinguishers** are used for Class A, B and C fires. **(CO_2)** extinguishers contain dioxide, a non-flammable gas, and are highly pressurized. The pressure is so great that it is not uncommon for bits of dry ice to shoot out the nozzle. They don't work very well on class A fires because they may not be able to displace enough oxygen to put the fire out, causing it to re-ignite. CO_2 extinguishers have an advantage over DCP (Dry Chemical Powder) since they don't leave a harmful residue – a good choice for an electrical fire on a computer or other favourite electronic device such asa stereo or TV.



Fire Fighting System in Coaches

3

Fire Fighting Arrangement in Coaches/Trains

Guard-cum-Brake Van, AC coaches and Pantry Cars in all trains are provided with portable fire extinguishers to cater for emergencies due to fire accidents. Presently, in sleeper coaches, fire extinguishers are not provided. It may be provided in those coaches with TTE seats. Efforts may be made to provide portable fire extinguishers in other Non AC coaches also. Ball-type fire extinguishers may be proliferated in trains for ease of use.

All AC coaches are being provided with smoke and fire detection systems which give alarm in case of fire or smoke. The pantry and power cars are being provided with smoke and fire detection as well as suppression systems. The suppression systems provided may be manual or automatic.

Fire Extinguishers

The fire extinguishers provided in railway coaches are of **Dry Chemical powder (DCP)** type. Dry chemical fire extinguishers come in a variety of types and are suitable for a combination of Class A, B, C & D fires. These are filled with foam or powder and pressurized with nitrogen. It puts out fire by coating the fuel with a thin layer of dust. This separates the fuel from the oxygen in the air.

1. Using a DCP type Fire Extinguisher

i. Remove the safety clip of fire extinguisher.

ii. Tilt the extinguisher at 60 degrees to avoid injury to user.

iii. Break the cartridge by hitting the plunger duly holding the pipe.

iv. Direct the jet towards the near edge of the fire with a rapid sweeping motion.

2. Operation of Automatic/Manual Fire Suppression Systems

i. The Operating Instruction is pasted by the side of the Suppression System and members of Instant Action Team should be well aware of.

ii. In case of Manual Suppression System, whenever there is a fire / smoke inside the coach, sensor will activate smoke alarm which will give audio / visual signal at this stage, if required. Fire Suppression System can be activated by pressing

manual activation switch.

iii. In case of Automatic Suppression System, whenever there is a fire / smoke inside the coach, sensor will activate heat alarm which will give audio / visual signal and the Suppression System will automatically operate within 30 seconds.

iv. If in case the system is not functioning, the suppression system can still be activated manually by pressing the lever in the nitrogen cylinder as detailed in the operating instruction pasted near the suppression system. Staff travelling should be trained to operate the system.

The Dry Chemical Powder (DCP) Type Fire Extinguishers should beprovided at the following locations on trains–

S.No.	Locations	No. of Fire extinguishers
1.	Each Electric / Diesel Loco	**4**
2.	Each Brake Van (SLR) (Front & Rear)	**2**
3.	Each AC Coach	**2**
4.	Each Pantry Car	**4**
5.	Each Generator Van	**4**
6.	Each Motorman Cabin of EMU coaches	**2**

Action Taken Against Fire in Trains

4

Necessity of Immediate Action

In case of fire on train, typical time available for rescue is a few minutes before smoke fills up and passengers start getting disoriented. Smoke (toxic/non- toxic) can cause suffocation and loss of consciousness in two minutes. Fire in personal clothing causes loss of consciousness in 10-15 seconds and Death or incapacitation (followed by death) can happen in five minutes. A fire in train destroys the train carriage(s) completely in a few minutes.

In most of the cases, relief reaches a burning train after the carriages are completely burnt and passengers dead or badly burnt. Under such situation, role of on-board Railway officials becomes vital and they should get into action to save the precious lives on priority. On-board officials who accompany trains need to react immediately to put-off / extinguish fire and rescue passengers / save the railway property.

All on-board Railway officials need to have basic knowledge on fire, fire fighting methods, handling of Fire Extinguishers and operation of Fire Suppression system now being introduced in Coaches. They have to be imparted hand on practice in the methods of rescue through various training programs.

In case of LHB rakes, coupling unlocking key may be provided to Guard and LP for detachment of coaches if required.

A Railway servant noticing a fire, likely to result in loss of life or cause damage to property, shall take all possible steps to save life and property, to prevent it from spreading and to extinguish it.

Instant Action Team

An instant action team comprising of all or some of the following personnel as available on the train may be immediately formed:

1) Train crew (Assistant Loco Pilot, Loco pilots, Guard).
2) Train Superintendent, TTEs and other commercial on-board staff.
3) AC Coach attendants/mechanics, Power Car staff, other electrical on-board staff.
4) TXR staff, On-board Housekeeping Staff (railway and / or contractor).

5) S&T on-board staff.

6) RPF/ GRP staff.

7) Pantry car (railway and / or contractor) staff.

8) On board Railway employees either on duty or on leave travelling as passengers.

9) Doctors travelling by the train.

10) Passengers travelling on the train who volunteer for rescue and reliefwork.

11) Railway staff working at site or available near the site of the fire incident.

All on-board staff including RPF/GRP/AC and Mechanical Staff including Contract staff needs to share the details with mobile number with TTE Batch in Charge and Guard for better coordination in case of any contingency. Similarly, Batch in charge mobile numbers may be shared with passengers through SMS.

Role of members of Instant Action Team

The members of instant action team should carry out the following task by distributing the work among them:

1) Do not panic.

2) Pull the Alarm Chain and stop the train immediately. Inform the Loco Pilot and Guard of the train.

3) Inform all concerned about the fire and seek their assistance in extinguishing the fire.

4) Do not wait for others to arrive or help to arrive. Start with rescue and fire controlling immediately.

5) Inform the local administration, local hospital and take help of local people, if available.

6) Report it to the nearest station/control/fire station. (fire services: 101, it can be dialed by mobile also), Disaster Helpline no.138 & Security Controlno.139

7) Open emergency windows/break glasses for evacuation of the passengers.

8) Responsibility may be assigned to certain specific members of team for keeping the doorway and vestibules clear of obstructions.

9) Evacuate passengers to coaches which are away from fire through vestibules, if fire is not extinguished. After complete evacuation, rolling shutters of coaches on fire to be closed to contain spread of fire to other coaches.

10) More people expire due to suffocation from smoke rather than due to actual burning.

During Fire, the poisonous gases such as Carbon Monoxide (CO), Carbon Di-oxide (CO_2) etc. being lighter in weight circulates in the upper part of coach/space while oxygen is present in the lower part of the space. While running or walking, passengers may inhale poisonous gases quickly and thus resulting suffocation and asphyxiation. Passengers should be advised to crawl on the floor instead of running. They should also be advised to take a wet cloth and cover their nostrils. This reduces the smoke inhalation & subsequently its bad effects.

11) Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.

12) Advise passengers to remain calm and not panic.

13) Isolate the affected coaches/wagons from other coaches/wagons by decoupling both Mechanical & Electric couplers. Create and maintain adequate distance between the affected coach and other coaches so that fire does not spread to other coaches due to proximity.

14) Locate fire extinguishing equipment viz, fire extinguishers, water bucket with water/sand, etc. and use these to extinguish fire. Use water from coaches to extinguish fire.

15) Whenever alarm is triggered through Automatic Fire Detection system in coaches (Power car/ SLR, Pantry car & AC coaches) fitted with Fire Detection System (Manual/Automatic), extinguish fire as per the instructions pasted in coaches.

16) Try and put out the very source of the fire before it becomes a big blaze.

17) Turn off Electrical Appliances. In case of fire from electricity, switch off the source.

18) In case of the fire is discovered when the train is near the tank or a watering station, the Guard and Loco Pilot shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.

19) Provide wheel skids to prevent roll back of isolated coaches and train as well. Train shall be protected by Loco Pilot and Guard at both ends according to the provision of GR.

20) Loco Pilot to put flasher light of loco “ON” or make all possible efforts to attract attention of Loco Pilot of crossing train to stop his train and ask him for assistance.

When a Person is on Fire

1) Approach him holding the nearest available wrap in front of you.
2) Wrap it round him.
3) Lay him flat and smother the flames.
4) He may roll on the floor, smothering the flames.
5) On no account should he rush into the open air.
6) Call for assistance.

Handling of Injured Passengers

1) Building up confidence of injured passengers by suitable advice is of great importance.
2) First aid should be rendered to the injured passengers.
3) Ordinarily give nothing ORALLY to injured one, but if medical treatment is delayed more than 4 hours, give Oral Rehydration Solution (ORS) drinks preferably bio carbonated soda.
4) In serious case, remove the patient quickly to hospital as the injured may require an aesthetic, medical soothing.

General Safety Instructions and Roles of Various Stakeholders

5

Crew (Loco Pilot/Assistant Loco Pilot/ Co-Pilot/ Guard)

1) Stop the train immediately and switch on the flasher light after observing fire or on receiving intimation about fire. Arrange to stop the train coming from other direction so as to pool help to tackle fire.
2) In the event of fire in a tunnel or over a bridge, the LP/ALP will not stop the train in the tunnel or over the bridge as far as possible. The LP/ALP, however, should slow down the train while clearing the tunnel/bridge. The stopping distance in case of LHB rakes after Alarm Chain Pulling is less and the Loco Pilot has little scope of stopping beyond a tunnel or bridge in case of fire. In some cases, the railway bridges are not having any pathway. Thus the Loco Pilot should apply his best judgment in case of handling such an eventuality while passing through a tunnel or bridge.
3) Loco Pilot & Guard will immediately inform the control directly by mobile telephone or talking to nearest Station Master on walkie-talkie about the incident of fire and preliminary details about the fire.
4) Guard and Loco Pilot will protect their train, as per provisions of GR & SR, secure the train to prevent rolling down and protection of adjacent line, if any.
5) Arrange for isolating the affected coaches from other coaches by decoupling both Mechanical & Electric couplers.
    i. The vehicle behind the one on fire shall be detached and the front portion of the train moved forward so as to prevent the rear vehicles catching fire.
    ii. As soon as the front portion of the train has moved forward a sufficient distance, to secure the desired object, the burning vehicle shall be detached and the vehicles in front of it shall then be moved forward to a safe distance.
    iii. If required hand shunting may be carried out by taking help of passengers & railway staff travelling in the train.
6) Provide anti-rolling arrangements on isolated coaches and train as well bytaking help of railway staff travelling in train & passengers.
7) Report it to the nearest station/control/fire station, Civil police, RPF/GRPControl post through mobile telephone.
8) Use available fire extinguishers, sand, loose earth, water, blankets etc. to extinguish the fire and help passengers trapped in fire.
9) Guard of the train to arrange stretcher and first-aid box for providingassistance to the injured passengers.

10) Render first aid to injured passengers, by obtaining assistance of the railway staff, doctors and/or volunteers on the help of ambulance service, means available.

11) If the fire cannot be controlled, inform the traction power controller through the emergency telephone or any other mode of communication to arrange the affected section of the over-head equipment to be made dead after isolating the affected coaches.

12) In case of fire in Freight train, in addition to action to be taken on relevant points above, the crew shall carry out the following;

   i. The train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line in consultation with the nearest station & Section Controller.

   ii. The affected wagon or wagons shall be separated from the rest of the train.

   iii. Provide anti-rolling arrangement on the isolated wagons and train.

   iv. Guard and Loco Pilot shall try to extinguish the fire from nearby tank or water columns at stations.

   v. Guard of the train should lodge a FIR, if required.

13) In the event of fire on electric engine

   i. Loco Pilot shall immediately switch off the circuit breaker and lower the pantograph as provided in GR&SR.

   ii. The locomotive should be separated from the rest of the train after securing the train to avoid rolling down of the train. Anti-Rolling Arrangement should be provided in locomotive after moving adequate distance from rest of the train.

14) In the event of fire on EMU/MEMU, in addition to above mentioned action, following is also to be carried out;

   i. The train shall then be brought to a stop at once.

   ii. The Loco Pilot/Motorman shall immediately switch off the circuit and lower the pantograph.

   iii. The Guard shall give all possible assistance to the Loco Pilot in putting out the fire, isolate the other coaches from the affected coach and help the passengers.

Trains Superintendent/TTEs and other commercial staff

1) Pull the Alarm Chain and stop the train immediately. Inform the crew of the fire incident.

2) Observe any alarm or buzzer from smoke detectors provided in AC coaches. In case of any buzzer from smoke detectors, find out where smoke or fire is from.

3) Report to the Commercial Control immediately & also dial 101 to call fire service people by giving the location as Km No. & Train No. Also call 138 Helpline to arrange rescue & relief on war footing.

4) Use fire extinguishers available in coaches to extinguish fire or use water available in coaches.

5) Evacuate passengers to the adjacent coaches which are away from the fire through vestibules, if fire is not extinguished. After complete evacuation, rolling shutters of coaches on fire to be closed with the help of available railway men and passengers to contain spread of fire.

6) Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils. This reduces smoke inhalation and subsequently its bad effects.

7) Insist that passengers should save themselves first and not to bother about their valuables/luggage which can be retrieved later on.

8) Take assistance of volunteers from passengers, travelling Railway employees, doctors on trains, on board contractor staff etc. in rescue operation.

9) Call the doctor after checking the charts & advise him about the passengers affected by fire.

10) Take the help of other railway staff including RPF and GRP and Samaritan passengers to help the doctor in providing first aid and other aid to the affected passengers.

11) Arrange stretcher and first aid box for the injured passengers.

Pantry Car Staff

1) In case of fire in pantry car
   i. Immediately pull chain to stop the train.
   ii. Inform TTEs etc of the fire incident and seek assistance.
   iii. Immediately switch off all electrical appliances and isolate themelectrically.
   iv. Close all cooking gas appliances in the pantry and remove the gas cylinders into the open away from fire.
   v. Protect the inflammable material available at pantry car.
   vi. Extinguish fire by using fire extinguishers available at pantry.
2) In all other cases of fire, follow the instructions laid down above for instant action team.
3) Provide necessary assistance to TTEs and other staff in extinguishing thefire and extricating the trapped passengers.

4) Cooking in pantry should not be done unless specifically permitted.

5) Storage of gas cylinders in pantry cars should not be done unless specificallypermitted.

C&W Staff and On Board Housekeeping Staff

1) Open the doors of both sides of coaches.
2) Open Emergency Windows for Evacuation of the passengers.
3) Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules; if the fire is not extinguished. After complete evacuation, close the rolling shutters of coaches on fire to contain the spread of fire.
4) Help the train crew in physically isolating/separating the affected coaches from the remaining train.
5) Follow the instructions laid down above for instant action team.
6) Provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.

AC Coach Maintenance Staff

1) Immediately isolate the affected coach/coaches electrically.
2) Break the box and take out hammer to break glass panes of AC coaches sothat fresh air flows in and smoke goes out.
3) Follow the instructions laid down above for instant action team.
4) Provide necessary assistance to TTEs and other staff in extinguishing thefire and extricating the trapped passengers.

Power Car Staff

1) In case of fire in power cars,
   i. Stop train by pulling alarm chain immediately.
   ii. Inform Guard / Loco Pilot / TTEs etc of the fire incident and seek their assistance.
   iii. Shut down the power car engines and disconnect power supply.
   iv. Use fire extinguishers and fire ball provided in engine room in case of fire in power car to extinguish fire.
   v. In case fire is not controlled, detach power car from the train in consultation with crew and Guard and taking help of Railway men and fellow passengers.

2) In all other cases of fire, follow the instructions laid down above for instant action team.

3) Provide necessary assistance to TTEs and other staff in extinguishing thefire and extricating the trapped passengers.

4) When alarm is triggered through Automatic Fire Detection System in Power Car fittedwith Fire detection system, operation of Fire Suppression system has to be ensured.

RPF/GRP

1) Pull alarm chain to stop the train.

2) Rush to the affected coach/coaches immediately and provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.

3) Follow the instructions laid down above for instant action team.

4) In case doctor/doctors are available, necessary assistance will be provided to ease working of doctor.

5) Separate the area of incident by establishing temporary barriers and ensure that the on lookers and spectators do not enter the affected area to disturb the scene or hamper the rescue operations.

6) Baggage of passengers should be isolated and protected and should be taken care of, till they are handed over to claimants or taken over by Railway authorities.

7) RPF personnel should respond to any call for assistance to rescue victimsand transport them to the nearest hospital.

8) Check, save and record the evidences/clues of the fire.

9) Help Guard in lodging of FIR.

Station Master at Station or Nearby Station of Fire Incident

1) Inform the nearest Fire Brigade office of the location of the incident and requisition their services.

2) Advice the Section Controller and/or TPC of the fire incident indicating the affected section and/or for OHE isolation.

3) Inform the local hospitals and requisition the services of the doctors andpara medical staff as per the requirement.

4) Inform all officers and supervisors of all departments available at the station.

5) The controlling station master shall proceed to the site with staff of various departments to help in rescue and relief operations.

6) Station Master shall not allow any train to enter on the adjacent track of the affected section.

7) After clearance of affected train from the section, advice Section Controller.

8) On receipt of advice from Section Controller allow the train service on the section on releasing the emergency power block and OHE power is switched on in the section.

Section Controllers

1) Section Controller, on receipt of fire incident, shall advice adjacent stations/station masters to regulate the train services in the affected section.

2) Depending on the requirement, order ART/ARME.

3) Immediately inform Traction Power Controller (TPC) to switch off OHE power supply in the affected section, if required.

4) In case of fire in Freight train, train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line in consultation with Dy.CHC/CHC.

Traction Power Controllers

1) The Traction power controller shall switch off the OHE power supply of boththe lines of relevant affected section on the advice of Section Controller.

2) Advice Section Controller in writing that OHE power supply has beenswitched-off in the affected section.

3) On advice of Section Controller, TPC shall switch-on the OHE power supplyin the affected section.

Role of Dy. CHC/CHC

1) Inform the Fire Brigade office of the location of the incident and requisitiontheir services.

2) Inform casualty of Divisional Hospital to inform Doctors.

3) Inform the local hospitals and requisition the services of the doctors andPara medical staff as per the requirement.

4) Promptly inform all the concerned officers.

5) Order ARME/ART immediately & arrange Diesel/Electric power accordinglywith Crew & Guard.

6) Hooter to be sounded in the Divisional control and in the Loco shed.

7) Promptly inform C&W, Engineering, Loco, Commercial, Security, and TRD Controllers.

8) In case of fire to a passenger carrying train, Civil authorities should be

promptly advised.

9) In case of fire in Freight train, that train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line.

10) Fill the proforma about the accident as applicable and advise allconcerned.

In the event of Fire Caused by Petrol or any other Inflammable Liquids, Acids, Gases, Explosives, Dangerous Goods etc.

1) Segregate the affected wagon, coach or area involved.

2) On opening a coach/wagon do not enter it immediately so as to escape fumes, which may be dangerous. Allow the fumes to let away from the affected area.

3) In case of fire due to LPG tank wagon, close the valves to isolate LPG feed or by other suitable controls.

4) If you smell gas or vapour, hold a wet cloth loosely over your nose and mouth and breathe through it in as normal as possible.

5) Use DCP/Foam type fire extinguishers and sand to extinguish gas or oil fire.

6) Do not use water or soda acid type fire extinguishers.

7) Do not bring burning object near the site of fire.

8) Warn the people living in the surrounding area.

9) Stay away from ends of tanks, as tanks normally burst from the ends.

10) Cool tanks that are exposed to flames with water from the sides only afterthe fire is put out.

11) Withdraw immediately in case of rising sound from venting safety device orany discoloration of tank due to fire.

12) Inform the nearest Railway or Civil Fire Stations intimating that the fire hasbeen caused by Petrol or any other inflammable liquids, acids or gases.

13) In case of fire from cylinders, following steps shall be taken if no undue riskis involved:

   i. Move unheated cylinders to a safe place after ensuring closing ofvalves.
   ii. Cool the hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
   iii. If the cylinder containing inflammable/toxic gas which develops leak during transport, remove it to an isolated open place away from any source of ignition and advice the filler or consignor as required.
   iv. Inform the Chief Controller of Explosives by fax/ telephone.
   v. Inform Officer in charge of nearest police station.

Fire Risk Management and Safety Review

6

Safety Drive & Campaigns

Safety Drives and Campaigns must be launched at periodic intervals to thoroughly examine all fire safety measures to eliminate any potential fire hazard.

Safety Audit and Inspections

For ensuring implementation of prescribed rules and guidelines for safe operation of trains and fire safety, audits and inspections are conducted by Zonal Railways on periodic intervals. The basic purpose of these audits and inspections is to identify weak areas in asset maintenance as checking fire buckets, fire extinguishers, automatic fire alarms etc., safety procedures and systemic defectsand to provide ways and means to prevent fire.

Training, Mock drill exercises and Counseling of Railway Officials.

All on-board officials of all departments including crew and Guards whether departmental or contractual may be given basic training in firefighting and use of various fire fighting on-board equipment. Training to TTEs in the use of fire extinguishers at station level organized by Station Manager once in a year may be ensured. For Guards, training should be given for use of fire extinguishers during refresher course once in three years. Basic training in rescue operations may also be provided to such officials. Mock drills may be conducted for checking the preparedness of ARMVs/ARTs as well as concerned staff.

Fire and Hospital Directory

Every station should have the contact details of local or nearby Fire Stations and hospitals. In case of Fire emergency, station staff should inform Local Fire Stations immediately for necessary help. Hospitals may also be informed as per the need for necessary help. For this purpose, every Zone / Division may prepare a directory of authorized personnel and contact numbers of local area fire stations and hospitals. It may also be circulated to running staff and escorting staff of trains.

Emergency Response System

7

Fire in train has been classified in B1 to B7 Categories as indicatedbelow:

Accident Classification 'B' – Fire in train		Officials to be advised	Enquiry to be conducted by
B-1	Fire in a train carrying passengers, resulting in i. Loss of human life and /or grievous hurt and /or ii. Damage to Railway property of the value exceeding Rs. 2 croresand /or iii. Interruption of any important through line of communication for at least 24 hours.	CRS, GM, OC/RPF, DRM, TI, SE/C&W, Officer in charge of Railway Police Station, SE/Works, P-Way, if Concerned, RMS if Mails affected, Chief Inspector/Explosives in case of Fires and explosives/ and suspected to be due to explosives, dangerous or inflammable goods, AEE/RS, TPC, TLC if concerned. AEE/TRD, ATFO/OHE in case of electrified section.	JA Grade officers and in their absence, by Branch Officers.
B-2	Fire in a train not carrying passengers, resulting in i. Loss of human life and /or grievous hurt and /or ii. Damage to Railway property of the value exceeding Rs. 2 croresand /or iii. Interruption of any important through line of communication for at least 24 hours.	-do-	-do-
B-3	Fire in a train carrying passengers not falling under B-1 above but i. Loss to Railway property is Rs.50,000/- or above and /or ii. Interruption to traffic is more than the threshold value and / or iii. Resulting into detachment of coaching stock/ stocks from the train.	CRS, GM, OC/RPF, DRM, TI SE/C&W, Officer in charge Railway Police Station, SE/Works, P-Way, if Concerned, Supdt. RMS (if Mails affected), Chief Inspector/Explosives in case of Fires and explosives/ and suspected to be due to explosives, dangerous or inflammable goods, AEE/TRD, ATFO/OHE in case of OHE in case of electrified section.	-do-

Accident Classification 'B' – Fire in train		Officials to be advised	Enquiry to be conducted by
B-4	Fire in a train not carrying passengers not falling under above but i. Loss to Railway property is Rs.50,000/- or above and /or ii. Interruption to traffic is more than the threshold value and / or iii. Resulting into detachment of goods stock/ stocks from the train.	-do-	-do-
B-5	Fire in a train carrying passengers not falling underB-1 or B-3 above.	-do- (except CRS)	Sr. Scale/ Jr.Scale
B-6	Fire in a train not carrying passengers and not falling under B-2 or B-4 above.	-do-	-do-
B-7	Fire occurring in shunting, marshalling yards, loco yards and siding etc. involving rolling stock but not involving a train.	-do-	-do-

Annexure-I

Zone-wise Location of Accident Relief Cranes

SN	Railway	Location	Total
1	Central	DAUND, BHUSAWAL, KALYAN/KURLA, AJNI, MIRAJ, MANMAD	06
2	East Coast	KANTABANJI, VISHAKHAPATNAM (140T & 120T), SAMBHALPUR, KHURDA ROAD, KORAPUT(140T & 120T), KIRANDUL(120T)	08
3	East Central	BARWADIH, MUGHALSARAI, DANAPUR, SONEPUR, DHANBAD, SMASTIPUR	06
4	Eastern	AJIMGANJ/RAMPURHAT, HOWRAH, SAHIBGANJ, ASANSOL, BELIGHATA	05
5	North Central	AGRA, JHANSI, KANPUR	03
6	North Eastern	GORAKHPUR, MAILANI(35T), KASGANJ	03
7	Northeast Frontier	NEW GUWAHATI, NEW BONGAIGAON, NEW JALPAIGURI, TINSUKIA, BADARPUR, RANGAPARA,	06
8	Northern	DELHI, MORADABAD, LUDHIANA, AMBALA, LUCKNOW, PATHANKOT, , KATRA , BHATINDA	08
9	North Western	ABU ROAD, JAIPUR, JODHPUR, LALGARH	04
10	South Central	SECUNDERABAD, KAZIPET, VIJAYAWADA,GOOTY, PURNA	05
11	Southeast Central	GONDIA, BILASPUR, BHILAI	03
12	South Eastern	KHARAGPUR, CHAKRADHARPUR, BONDAMUNDA, BOKARO STEEL CITY, ADRA(120T), HATIA	06
13	Southern	ERODE, TONDIARPET, MADURAI, TIRUCHIRRAPALLI, ERNAKULAM, SHORANUR	06
14	South Western	HUBLI, ARSIKERE, BANGALORE.	03
15	West Central	KOTA, NEW KATNI JN., BINA, ITARSI	04
16	Western	UDHNA, KANKARIA, RATLAM, RAJKOT	04
17	KRCL	VERNA	1
TOTAL			81

Annexure - II

Accident Relief Trains over Indian Railways

ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
SPART/ SPARMV	Conventional			
82	83	79	79	24
		182		

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
1	CR	**Mumbai**	Kalyan	Igatpuri	Kurla	Kalyan, Igatpuri	Lonavala
		Bhusaval	Bhusaval	-	Bhusaval, Manmad	-	-
		Nagpur	Amla, Wardha	Nagpur,	Ajni	Amla, Wardha	-
		Pune	-	Pune, Miraj	Miraj	-	Pune
		Solapur	Solapur	Wadi, Daund	Daund	Wadi	-
		Total	***5***	***6***	***6***	***5***	***2***
2	ECoR	**Waltair**	VSKP, Koraput, Rayagada	-	VSKP, Kirandul (120T), Koraput (120T)	Rayagada	VSKP
		Khurda Road	Khurda Road	Palasa, Bhadrak	Khurda Road	Palasa, Bhadrak, Talcher	PRDP, TLHR, PURI
		Sambalpur	Sambalpur	Titlagarh	Sambalpur, Kantabanji	-	-
		Total	***5***	***3***	***6***	***4***	***4***
3	ECR	**Sonepur**	Sonepur	Barauni	Sonepur	Barauni	-
		Samastipur	Samastipur	-	Samastipur	-	-
		Danapur	Danapur	Jhajha	Danapur	Jhajha	-
		Mugalsarai	Mugalsarai	Gaya	Mugalsarai	Gaya	-
		Dhanbad	Gomoh,	Dhanbad, Barwadih, Chopan	Dhanbad, Barwadih	Chopan, Gomoh, Barkakana, Patherdih	-
		Total	***5***	***6***	***6***	***7***	***-***
4	ER	**Sealdah**	Beliaghata	Ranaghat	Beliaghata	Ranaghat	-
		Howrah	Rampurhat, Howrah	Bardhaman	Howrah, Rampurhat	Bandel Bardhaman	-
		Asansol	Asansol	-	Asansol	Andal Madhupur	-
		Malda	Malda	Jamalpur, Sahibganj	Sahibganj	Malda, Jamalpur	-
		Total	***5***	***4***	***5***	***7***	***-***

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
5	NCR	**Allahabad**	Allahabad, Kanpur	Tundla,	Kanpur	Allahabad, Tundla	-
		Jhansi	Banda	Banda, Jhanshi	Jhanshi	Gwalior(NG)	-
		Agra	Agra		Agra	-	-
		Total	***4***	***3***	***3***	***3***	***-***
6	NER	**Izzatnagar**	Lalkuan	Kasganj	Kasganj	-	**-**
		Lucknow	Gorakhpur	Gonda, Nanpara, Lucknow	Gorakhpur, Mailani(MG)	Gonda, Lucknow	-
		Varanasi	Chhapra, Banaras	Mau	-	Nanpara, Mau	-
		Total	***4***	***5***	***3***	***4***	***-***
7	NFR	**Katihar**	New Jalpaiguri	Katihar	New Jalpaiguri	Katihar	-
		Alipur Duar	Alipur Duar	-	-	Alipurdwar	-
		Rangiya	Rangapara	New Bongaigaon	New Bongaigaon, RPAN	-	-
		Lumding	Guwahati, Badarpur	Lumding	NGC, Badarpur	Lumding	-
		Tinsukia	-	Tinsukia, Mariani	Tinsukia		Mariani
		Total	***5***	***5***	***6***	***3***	***1***
8	NR	**Delhi**	Delhi	-	Delhi	-	-
		Ambala	Saharanpur Bhatinda	Ambala, , Kalka(NG)	Ambala, Bhatinda	Saharanpur, Kalka(NG)	-
		Firozpur	Badgam, Amritsar	Firozpur, Ludhiana, Pathankot, BJPL(NG)	Ludhiana, Pathankot	Firozpur, Amritsar, Pathankot(NG),	BJPL(NG) JAT
		Moradabad	Moradabad	RAC	Moradabad	Roza(RAC)	-
		Lucknow	Lucknow	Faizabad	Lucknow	Faizabad	-
		Total	***7***	***8***	***7***	***7***	***2***
9	NWR	**Ajmer**	Udaipur,	Ajmer, Mavli(MG)	Abu Road	-	Ajmer
		Bikaner	Churu	Lalgarh, Suratgarh	Lalgarh	-	
		Jaipur	Rewari,	Jaipur	Jaipur	-	-
		Jodhpur	Barmer	Jodhpur, Merta Road	Jodhpur	-	-
		Total	***4***	***7***	***4***	***-***	***1***

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
10	SCR	**Secunderabad**	SC, Kazipet	-	SC, Kazipet	Bellampalli, SC & Kazipet (SPART- only HRE)	-
		Vijayawada	Vijayawada, Bittragunta, Rajamundry	-	Vijayawada (SPART + 140T – only HRE)	Rajamundry, Bittragunta	-
		Guntakal	Guntakal	Dharmavaram, Renigunta	Gooty	Guntakal, Dharmavaram, Renigunta	-
		Nanded	Purna	-	Purna	Purna	-
		Hyderabad	Nizamabad	-	-	Nizamabad	-
		Guntur	Guntur	-	-	Guntur	-
		Total	***9***	***2***	***5***	***11***	***-***
11	SECR	Bilaspur	Raigarh	Bilaspur, Shahdol	Bilaspur	Sahdol, Korba	Brajrajnagar, Manendragarh
		Raipur	Bhilai	-	Bhilai	-	
		Nagpur	Gondia	Itwari,	Gondia	Itwari,	Dongargarh
		Total	***3***	***3***	***3***	***3***	***3***
12	SER	**Adra**	Adra	Adra, Bokaro	Adra(120T), Bokaro	-	-
		Kharagpur	Kharagpur	Santaragachi	SRC	Santragachi	-
		Chakradharpur	CKP	Tata, Bondamunda, Dangoaposi	Tata, Bondamunda DPS	Tata, Dangoaposi	JSG
		Ranchi	Hatia	-	-	Hatia	-
		Total	***4***	***6***	***6***	***3***	***1***
13	SR	**Chennai**	MGR Chennai Central	Jolarpettai	Tondiarpet	MGR Chennai Central, Jolarpettai	-
		Salem	Erode	-	Erode	-	-
		Palakkad	Soranur	Mangalore	Soranur	Mangalore	-
		TVC	Ernakulam	TVC	ERM	TVC	-
		Madurai	Madurai		Madurai	Tirunelveli	-
		TPJ	TPJ	Villupuram	TPGY	Villupuram	-
		Total	***6***	***4***	***6***	***6***	***-***
14	SWR	**Hubli**	Hubli	Castle Rock, Vijayapura	Hubli	Castle Rock,	Hospet, VSG Vijayapur
		Bengaluru	Bengaluru	-	Bengaluru + 01		
		Mysore	Mysore	Arsikere Harihar, Sakleshpur, Shivamogga	Arsikere	Sakleshpur	Harihar
		Total	***3***	***6***	***3 + 01***	***2***	***4***

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
15	WCR	**Jabalpur**	NKJ	Satna, Jabalpur	NKJ	Jabalpur	Satna
		Bhopal	Guna	Bhopal, Itarsi, Bina	Itarsi, Bina	Bhopal	-
		Kota	Kota	Gangapur City	Kota	Gangapur City	-
		Total	***3***	***6***	***4***	***3***	***1***
16	WR	**Mumbai Central**	Bandra Udhna	BCT, Valsad,	Udhna	Valsad	Nandurbar, Billimora(NG)
		Vadodara	BRC	-		BRC	Miyagam Karjan
		Ahmedabad	Ahmedabad Gandhidham	Palanpur,	KKF	GIM	-
		Bhavnagar	Bhavnagar	VRL, Porbandar	-	Bhavnagar, VRL	-
		Rajkot	HAPA	Rajkot	Rajkot	-	-
		Ratlam	Ratlam	Ujjain, Chittaurgarh, DADN(MG)	Ratlam	Ujjain, Chittaurgarh, DADN(MG)	Dahod
		Total	***8***	***9***	***4***	***8***	***5***
17	KRCL		Ratnagiri, Verna	-	Verna	-	-
		Total	***2***	***-***	***1***	***-***	***-***
18	Metro	**Kolkata**	-	-	-	Noapara Car Shed, Kavi Subhash Car Shed Central Park Depot	-
		Total	***-***	***-***	***-***	***3***	***-***
Grand Total			***82***	***83***	***79***	***79***	***24***

ANNEXURE-III

List of Hospitals over Indian Railways

CENTRAL HOSPITALS

S.No.	ZONE	NAME OF HOSPITAL	PLACE OF HOSPITAL
1	CR	B.A.M. Hospital	Bvculla
2	ER	B.R. Singh Hospital	Sealdah in Kolkata
3	ECR	Central Hospital	Patna
4	ECoR	Central Hospital	Bhubaneswar
5	NR	Central Hospital	New Delhi
6	NCR	Central Hospital	Allahabad
7	NER	LNMR Hospital	Gorakhpur
8	NFR	Central Hospital	Maligaon
9	NWR	Central Hospital	Jaipur
10	SR	Central Hospital	Perambur
11	SCR	Central Hospital	Lallaguda
12	SER	Central Hospital	Garden Reach/Kolka
13	SECR	Central Hospital	Bilaspur
14	SWR	Central Hospital	Hubli
15	WR	J.R.H. Hospital	Mumbai
16	WCR	Central Hospital	Jabalpur

DIVISIONAL HOSPITALS

S.No.	ZONE	NAME OF DIVISION	TYPE OF HOSPITAL
1	CR	Kalyan	Divisional
2		Pune	Divisional
3		Bhusawal	Divisional
4		Nagpur	Divisional
5		Solapur	Divisional
6	ER	Howrah	Orthopaedic Hospital
7		Asansol	Divisional
8		Malda	Divisional
9	ECR	Danapur	Divisional
10		Mugalsarai	Divisional
11		Dhanbad	Divisional
12		Sonepur	Divisional
13		Samastipur	Divisional
14	ECoR	Vishakhapatnam/Waltair	Divisional
15		Khurda Road	Divisional
16		Sambalpur	Divisional
17	NR	Delhi	Divisional
18		Moradabad	Divisional
19		Lucknow	Divisional
20		Ferozpur	Divisional
21		Ambala	Divisional
22	NCR	Jhansi	Divisional
23		Agra	Divisional

S.No.	ZONE	NAME OF DIVISION	TYPE OF HOSPITAL
24	NER	Izatnaqar	Divisional
25		Lucknow	Divisional
26		Varanasi	Divisional
27		Varanasi	CRI/Varanasi
28	NFR	Katihar	Divisional
29		Alipurduar	Divisional
30		Lumdinq	Divisional
31		New Bongaigaon	Divisional
32		Tinsukia	Divisional
33	NWR	Ajmer	Divisional
34		Bikaner	Divisional
35		Jodhpur	Divisional
36	SR	Arakonam	Divisional
37		Golden Rock	Divisional
38		Madurai	Divisional
39		Palqhat	Divisional
40		Trivendrum	Divisional
41	SCR	Viiawada	Divisional
42		Guntakal	Divisional
43		Nanded	Divisional
44	SER	Adra	Divisional
45		Chakradharpur	Divisional
46		Ranchi	Divisional
47		Kharagpur	Divisional
48	SECR	Raipur	Divisional
49	SWR	Bangalore	Divisional
50		Mysore	Divisional
51	WR	Vadodara	Divisional
52		Amhmedabad	Divisional
53		Ratlam	Divisional
54		Rajkot	Divisional
55		Bhavnagar	Divisional
56	WCR	Bhopal	Divisional
57		Kota	Divisional

SUB- DIVISIONAL HOSPITALS

S.No.	ZONE	PLACE OF HOSPITAL	TYPE OF HOSPITAL
1	CR	Igatpur	Sub-divisional
2		Manmad	Sub-divisional
3		Amla	Sub-divisional
4		Kurduwadi	Sub-divisional
5		Daund	Sub-divisional
6	ER	Andal	Sub-divisional
7		Kanchrapara	Workshop Hospital
8		Liluah	Workshop Hospital
9		Jamalpur	Workshop Hospital
10	ECR	Gaya	Sub-divisional
11		Patratu	Sub-divisional
12		Garhara	Sub-divisional
13	NR	Amritsar	Sub-divisional
14		Saharanpur	Sub-divisional
15		Jagadhari	Workshop Hospital
16	NCR	Kanpur	Sub-divisional
17		Tundla	Sub-divisional
18	NER	Gonda	Sub-divisional
19	NFR	New/Jalgaipuri	Sub-divisional
20		Badarpur	Sub-divisional
21		Rangapara	Sub-divisional
22		Tinsukia	Sub-divisional
23		Tindharia	Sub-divisional
24	NWR	Abu Road	Sub-divisional
25		Ranapratap Nagar	Sub-divisional
26		Bandikuian	Sub-divisional
27		Rewari	Sub-divisional
27	SR	Perambur	P.U.Hospital./ICF
28		Villupurum	Sub-divisional
29		Erode	Sub-divisional
30		Podanur	Sub-divisional
31		Shoranur	Sub-divisional
32	SCR	Raynapadu	Sub-divisional
33		Purna	Sub-divisional
34		Kazipet	Poly Clinic
35	SER	Tatanagar	Sub-divisional
36		Bondamunda	Sub-divisional
37	SECR	Bhilai/Shahdol	Sub-divisional
38		Nainpur	Sub-divisional
39		Raipur	BMY
40	WR	Valsad	Sub-divisional
41		Gandhidham	Sub-divisional
42		Dahod	Workshop Hospital
43	WCR	New katni	Sub-divisional
44		Itarsi	Sub-divisional
45		Bina	Sub-divisional
46		Gangapur City	Sub-divisional

S.No.	ZONE	PLACE OF HOSPITAL	TYPE OF HOSPITAL
47	CLW	Chittranjan	K.G. Hospital CLW
48	DLW	Varanasi	P.U.Hospital./DLW
49	DMW	Patiala	Workshop Hospital
50	ICF	Chennai	PU Hospital
51	RCF	Kapurthala	Workshop Hospital
52	RWF	Yelahanka	P.U. Hospital/RWF
53	RDSO	Lucknow	Workshop Hospital RDSO

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Section "B"

***Some important instructions – G.R/S.R.* 4.24**

4.24. Position of brake-van on train.— Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train, provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.

S.R.4.24.1. In the case of Express trains, a maximum of 2 coaches may be attached in rear of the rear brake-van (SLR). The vacuum brakes of such additional coaches must be in good working order. When necessary, an Officer's carriage can also be attached in addition to the 2 coaches in rear of the rear brake-van. These instructions will also apply to passenger trains except that a 4-wheeler carriage is also permitted to be attached. As a special case, on short distance passenger/mixed trains, working within zonal railway, to reduce the unnecessary shunting, SLR can be positioned in the middle of the composition. A maximum of 3 coaches (including an Officer's carriage) only is allowed in rear of rear SLR on both BG and MG. As far as possible, Officer's carriage should be kept as the rearmost coach of the train. S.R.4.24.2. In the case of goods trains, a maximum of 2 bogies or their equivalents may be attached in rear of the rear brake-van. When an Officer's carriage is to be attached, it will also be counted within the 2 bogies limit, as prescribed. S.R.4.24.3. In the case of Mixed and Goods trains, not worked with vacuum throughout, only an Inspection or Officer's carriage (bogie or otherwise) fitted with hand brake in good working order, which can be operated by its occupant during the run, may be attached in rear of the rear brake-van, provided that this shall not be permitted except under the written authority of the occupant, who shall be held personally responsible for safe working and for protecting his carriage in case the train parts between his carriage and the rear most brake-van. S.R.4.24.4. Damaged vehicle or damaged engine working of.—

The Station Master may attach a damaged vehicle or damaged engine behind the rear brake-van of goods train during day light and in clear weather on receipt of written advice in duplicate from the TXR or the SSE/Loco, as the case may be. On sections where no goods trains are booked to run, the damaged vehicle or damaged engine may be attached behind the rear brake-van of a mixed train on the same conditions. A copy of the original advice should be handed over to the Guard of the train for submission along with the CTR. After sunset or if the weather is thick, foggy, or tempestuous impairing visibility, the damaged vehicle or damaged engine shall be detached from the train at a station en route and attached again to mixed or goods train during day light hours when the weather is clear. In case the damaged vehicle or damaged engine is detached at a station en route, the Guard of the train shall make over the original advice for attaching the said vehicle or damaged engine to the Station Master concerned for the latter to hand it over to the Guard of the train by which the damaged vehicle or damaged engine is subsequently dispatched. Only one such vehicle or damaged engine shall be attached behind the rear brake-van of mixed or goods train. A competent railway servant deputed by the Mechanical department shall accompany the train.

Note:- When a damaged vehicle or damaged engine is attached, the provisions of S.R. 4.24.2 shall not be applicable. c

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Section "C"
Latest Amendments

Sub:Amendment Slip no. 38 to SCR G&SR – 2008/1 to SCR G&SR - 2020. Date: 17.03.2021..

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I. Following amendments to GRs 1.01 (1), 1.01 (2) and 3.07 (7) that have been notified by the Government of India vide Extraordinary Gazette notification no. 116 dated 05.03.2021 have been notified for implementation in SCR.

Item No. 1 of AS-38 dated 19.04.2021

GR 1.01 (1) in page no. 1 are amended as under:

These rules may be called the Indian Railways (Open Lines) General Amendment Rules**,** 2021.

Item No. 2 of AS-38 dated 19.04.2021

GR 1.01 (2) in page no. 1 are amended as under:

They shall come into force on the date of their publication in the Official Gazette.

Item No. 3 of AS-38 dated 19.04.2021

GR 3.07 (7) in page no. 22 of 2008 edition and page no. 17 of 2020 edition is amended as under:

Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing. When a colour Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a Stop signal protecting a level crossing, arrangement shall be such that the signal shall not display a less restrictive aspect than the 'Stop' aspect till Line Clear has been obtained from the station ahead in case of (i) & (ii) above and until the level crossing gates have been closed and locked for the passage of trains as in case of (iii) above.

II. The following amendments has been given for implementation:

Item no.1 of AS-38 dated 19.04.2021

SR 2.01. (a) in page no. 8 of both the editions is amended as –

The copy of the rules to be supplied by Railway Administration under General Rule 2.01 may be hard copy or electronic copy of document or relevant extracts thereof.

Item no. 2 of AS-38 dated 19.04.2021

Item nos. 14 of SR 4.19.1.1; 7 of 4.19.2 in page nos. 109 & 110 of 2008 edition and 102 & 103 of 2020 edition are amended as –

Item no. 3 of AS-38 dated 19.04.2021

Delete existing SR 4.19.3 in page no. 110 of 2008 edition and 103 of 2020 edition and insert the following as SR 4.19.3.

Each Guard (with him/her or in Guard Van) and Loco Pilot (with him/her or in Loco) while on duty with his/her train, shall have a copy (in hard or in electronic form) of these rules or relevant portions thereof, as supplied to him/her under SR 2.01 (a) and a copy (in hard or electronic form) of the Working Time Table and the all correction slips and appendices, if any, in force on that section of the Railway over which the train is to run.

Item no. 4 of AS-38 dated 19.04.2021

SR 4.35.3 in page no. 124 of 2008 edition and 120 of 2020 edition is amended as –

On receipt of Station Master's permission to start the train and when all the work in connection with the train is completed, the Guard shall sound his whistle and display a green flag by day and a green light by night to the Loco Pilot to start his train.

Item no. 5 of AS-38 dated 19.04.2021

SR 4.42.3 in page no. 126 of 2008 edition and 123 of 2020 edition is amended as –

Delete SR 4.42.3.1., and renumber SR 4.42.3.2 as 4.42.3.

Item no. 6 of AS-38 dated 19.04.2021

SR 4.60.1.1 in page no. 134 of 2008 edition and 133 of 2020 edition is amended as –

On arrival of the train at the end of the journey or at the Guard changing station, the Guard shall hand over the brake-van equipment and train papers, parcels, luggage, etc., as required and sign the Guard's Sign 'on' and Sign 'off' duty register.

Item no. 7 of AS-38 dated 19.04.2021

SR 6.051.1 in page no. 169 of 2008 edition and 170 of 2020 edition is amended as –

The Guard/Loco Pilot shall contact Station Masters/SCOR/TPC telephonically, advise the location (Kilometreage) of engine and brake-van and ask for relief engine. If Guard/Loco Pilot cannot contact Station Masters/SCOR/TPC telephonically, the Assistant Loco Pilot/Guard or any other railway servant deputed by the Guard shall walk to the nearest station or send the message, indicating the location (Kilometreage) of engine and brake-van and ask for relief engine through the Loco Pilot of a train proceeding on adjacent line (Double/Multiple) seeking relief engine.

Item no. 8 of AS-38 dated 19.04.2021

SR 6.06.1 in page no. 171 of 2008 edition and 171 of 2020 edition is amended as –

If a Loco Pilot enters a block section without an authority to proceed or without a proper authority to proceed, after taking action as stipulated in GR 6.06 (1) and (2), the report of occurrence explaining the circumstances shall be sent to the Station Master of nearest station through the Assistant Loco Pilot. When the report is sent to the station in rear, the Station Master shall arrange to send a PLCT to the Loco Pilot of the train to proceed to the next station duly suspending the block working. Proper entries should be recorded in the TSR. In case the report is sent to the station in advance, the Station Master shall

immediately inform the control and the Station Master at the other end of the block section and send a Caution Order for the train to come to his station duly suspending the block working. Proper entries should be recorded in the TSR. On arrival of the train, the Station Master shall intimate the station at the other end of the block section by a message supported by a Private Number of the complete arrival of the train at his station.

***

Section "D"
Checklist - Inspection of ARTs / MRVs / 140T Crane

Inspection of ARME SCALE-I

1	Condition of Rolling stock and any schedule is due.
2	Check charging facility is provided in the coaches for Cell Phones, Cameras, etc.
3	Check the stabling line has double entry/Exit
4	Hydraulic Rescue Device (BAHCO/LUKAS/Holamtro)
4.1	Check the working of the Power Pack on load.
4.2	Whether spare Power pack is available in working order.
4.3	Check working of Tools, Cutter, Spreader, Combitool etc.
4.4	Check working of Hand Pump.
4.5	Check adequate maintenance spares are available.
5	Electrical Rescue Device.
5.1	Check working of Gen Set
5.2	Check Working of Tools, Trepanning, Saber Saw, Jig Saw etc.
5.3	Check adequate spares blades are available
6	Check working of Inflatable Lifting Towers
7	Fire Fighting Equipment:
7.1	a) Check whether all the sand and water buckets are filled with sand and water and hung properly on the stand.
7.2	b) Check whether Fire Extinguishers are tested periodically and ready for use.
7.3	c) Check staffs know how to use the fire extinguisher.
8	Detonators - Check the drawn date and replacement month/year of the detonators.
9	Gas cutting equipment:
9.1	a) See both Acetylene and Oxygen cylinders are available as per ARTs requirement.
9.2	b) Inspect whether these cylinders are placed properly on their stand and their securing arrangement.
9.3	c) Check that both the cylinders are replaced as per schedule and when exhausted/used at site and their replacement dates are observed.
10	Check LPG Lamps for their proper burning / lighting. Check mantles and their condition
11	Check Availability of
11.1	Safety items, Gum Boots, Safety Shoes, Helmets, Rain Coats, Helmet with Torches, Disposable Gloves, Disposable aprons, Safety belt/harness, barricading tapes etc.
11.2	Telescopic Aluminum ladder
11.3	Scaffold

11.4	Rope ladder
12.0	Check working of Chain Saw (Petrol & Elect) and availability of spare chain.
13.0	Check whether staff nominated are trained in First Aid.

ART

1	Condition of Rolling stock and any schedule is due.
1.1	Whether Freight stock is converted to run at 100 Kmph. Whether the ART formation is as per the recommended standard.
1.2	ART formation is stabled on one line, siding is having double entry/exit
1.3	Check charging facility is provided in the coaches for Cell Phones, Cameras, etc.
2	**Hydraulic re-railing equipment - Lucas/MFD Equipment.**
2.1	Running of Power Pack, under load and on no load condition.
2.2	Check standby Power Pack, Control Stand and Traverser are available and in working condition.
2.3	Check adequate maintenance spares are available for HRE.
2.4	Check 30% of Jacks/devices under load. (by lifting any loaded wagon if available or by lifting ART coach)
2.4	Condition of wire ropes, ropes and packing required during salvaging operation. Confirm that no wire ropes are overdue testing.
3	**Generators (fixed or portable)**
	Running of Diesel Generators and Portable Generator.
4	**Lighting equipment**
4.1	Check all lighting i.e. Flood light stands, their reflectors, glass for their proper fitness condition.
4.2	Check whether spare bulb pins, switches, available, cables are available with sufficient length.
4.3	Condition of Halogen lamps and their stands with their securing arrangements.
4.4	Check the functioning of Inflatable Lighting Towers
5	Check LPG Lamps for their proper burning / lighting. Check mantles and their condition.
6	**S & T equipment:**
	Check S&T equipment as per standard list is in working order.
7	**Fire Fighting Equipment:**
7.1	Check whether all the sand and water buckets are filled with sand and water and hung properly on the stand.
7.2	Check whether Fire Extinguishers are tested periodically and ready for use.
7.3	Check staffs know how to use the fire extinguisher.
8	Check the drawn date and replacement month/year of the detonators.
	Availability and adequacy of other equipment:
9.0	**Hard Wood packing:**

9.1	Check whether the wooden packing are in good condition and their both ends are secured with iron strips to avoid cracking/breakage.
9.2	Check whether wooden wedges are available as per standard list and they are kept in good condition and some of them provided in all the coaches for emergency requirements.
9.3	Check the safety equipment for staff such as gum boots, safety shoes, safety helmets, rain coats, hand gloves etc., are available in adequate numbers.
10.0	**Gas cutting equipment:**
10.1	See both Acetylene and Oxygen cylinders are available as per ARTs requirement.
10.2	Inspect whether these cylinders are placed properly on their stand and their securing arrangement.
10.3	Check that both the cylinders are replaced as per schedule and when exhausted/used at site and their replacement dates are observed.
11.0	**Camera:**
11.1	Check the Digital Camera and its flash for its proper operation.
11.2	Check availability of spare memory stick
12.0	**Kitchen Ware, Cooking Gas etc.**
12.1	Check all the kitchen ware for its proper cleanliness.
12.2	Check whether the raw material for cooking food are available in fresh stock.
12.3	Check the cooking gas cylinder and its connections are properly fitted.
12.4	Check provision of drinking water is made and water is replaced periodically
13.0	**Tools and equipment:**
13.1	Check the tools and equipment list and see that the tools, gauges, spanner etc., are available in ART as per revised list.
13.2	Check all the measuring instruments are also kept as per requirement.
14.0	**First Aid equipment**
14.1	Check the stretchers and their condition.
14.2	Check whether the first aid box material has been inspected and replaced as per schedule.
15.0	**New Equipment**
15.1	Check working of Self Contained Breathing Apparatus (at SC, KZJ, BZA, RJY, GY, PAU).
15.2	Check working of Inflatable Air Bags (at SC, BZA, GNT, GTL and AK)
15.3	Check working of Oxy-Fuel Equipment (at SC, NZB, BZA, GTL, PAU)
16.0	**Miscellaneous items:**
16.1	Check inspection register whether the inspection of ART has been carried out as per directives.
16.2	Check chains and wire rope testing register, whether the entering of testing wire rope and chains have been made regularly as per schedule.
16.3	Check G & SR & Accident Manual whether the latest correction slips have been included in them.

16.4	Check ART Log Book whether the entries of the ART movements at the site of accident whenever order is made till date of inspection.
16.5	Check ART siding is provided with illuminated concrete path way. Charging facility, watering facility is available.
17	Check working of Chain Saw (Petrol & Elect) and availability of spare chain.
18	Check whether staff nominated are trained in First Aid.

140T CRANE

1	Condition of Rolling stock and any schedule is due.
1.1	Whether Freight is converted to run at 100 Kmph.
1.2	ART formation is stabled on one line, siding is having double entry exit
1.3	Check charging facility is provided in the coaches for Cell Phones, Cameras, etc.
2	Generators (fixed or portable)
	Running of Diesel Generators and Portable Generator.
3	Lighting equipment
3.1	Check all lighting i.e. Flood light stands, their reflectors, glass for their proper fitness condition.
3.2	Check whether spare bulb pins, switches, available, cables are available with sufficient length.
3.3	Condition of Halogen lamps and their stands with their securing arrangements.
3.4	Check the functioning of Inflatable Lighting Towers
4	Check LPG Lamps for their proper burning / lighting.Check mantles and their condition
5	S & T equipment:
	Check S&T equipment as per standard list is in working order.
6	Fire Fighting Equipment:
6.1	Check whether all the sand and water buckets are filled with sand and water and hung properly on the stand.
6.2	Check whether Fire Extinguishers are tested periodically and ready for use.
6.3	Check staffs know how to use the fire extinguisher.
7	Check the drawn date and replacement month/year of the detonators.
8	Availability and adequacy of other equipment:
8.1	i) Hard Wood packing:
8.2	a) Check whether the wooden packing are in good condition and their both ends are secured with iron strips to avoid cracking/breakage.
8.3	b) Check whether wooden wedges are available as per standard list and they are kept in good condition and some of them provided in all the coaches for emergency requirements.
8.4	c) Check the safety equipment for staff such as gum boots, safety shoes, safety helmets, rain coats, hand gloves etc., are available in adequate numbers.
8.5	ii) Gas cutting equipment:

8.6	a) See both Acetylene and Oxygen cylinders are available as per ARTs requirement.
8.7	b) Inspect whether these cylinders are placed properly on their stand and their securing arrangement.
8.8	c) Check that both the cylinders are replaced as per schedule and when exhausted/used at site and their replacement dates are observed.
8.9	iii) Camera:
8.10	a) Check the Digital Camera and its flash for its proper operation.
8.11	b) Check availability of spare memory stick
8.12	iv) Kitchen Ware, Cooking Gas etc.
8.13	a) Check all the kitchen ware for its proper cleanliness.
8.14	b) Check whether the raw material for cooking food are available in fresh stock.
8.15	c) Check the cooking gas cylinder and its connections are properly fitted.
8.16	d) Check provision of drinking water is made and water is replaced periodically
8.17	v) Tools and equipment:
8.18	a) Check the tools and equipment list and see that the tools, gauges, spanner etc., are available in ART as per revised list.
8.19	b) Check all the measuring instruments are also kept as per requirement.
8.20	vi) First Aid equipment
8.21	a) Check the stretchers and their condition.
8.22	b) Check whether the first aid box material has been inspected and replaced as per schedule.
9	CRANE
9.1	Last Schedule done
9.2	last Yearly Schedule
9.3	POH Due
9.4	Main Engine Hour Meter Reading
9.5	Visual examination of the Crane for external maintenance and physical damages
9.6	Check Whether Daily Schedule for the day of Inspection Conducted and recorded.
9.7	Start the Crane and observe the condition of the Main Engine for its smooth functioning.
9.8	Raise the "A" Frame of Old design Cranes and observe any leakages noticed, also observe while lowering
9.9	Check the condition of the Wire Ropes and its reviewing on the drums.
9.10	Check the condition of wire rope slings and they are properly stacked.
9.11	Check the lubrication on the Wire Ropes.
9.12	Check the operations of the crane -Derrick, Hoist, Slew, Travel and Haul
9.13	Check whether the hydraulic system pressures in the driver cab are with in limits during the operations.
9.14	Check the operation of Draw beams/Out riggers and Jacks.

9.15	Attach Counter Weights to the crane.
9.16	Prop The crane and lift the Match Truck and do the slew operation
9.17	Check the proper functioning of the SLI for indications and tripping when limits are exceeded.
9.18	Check for the proper functioning of all systems on load, check for leakages.
9.19	Check the condition of the RB wish bone jack working
9.20	Check the skills of the operator. Check the crane Supervisor and Operator are in possession of competency certificate.
9.21	Check for the proper functioning of EnerPack of Relieving Bogie.
9.22	Check the condition of Under Carriage for springs, Equaliser Beams and Pins, and wheels.
9.23	Check the due date for UT for wheel axles.
9.24	Check the wheel profiles are taken and recorded.
9.25	Check the brake systems on the crane and its formation are working properly.
9.26	Check the material on the Match Truck & Ballast Wagon are stacked properly.
9.27	Check the material Van for proper Stacking of Packings, Tools nad Spares.
9.28	Check the spares as indicated by the POH shops are available with the Crane Depot.
9.29	Check these Spares are stored in proper way.
9.30	Check sufficient Hydraulic Oils and other Lubricants are available
9.31	Check sufficient HSD Oil is available.

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Section "E"
Accident cases

1. ***Brief of the accident*** *(fire):* On 29.05.2021 at about 11.00 hrs, between KOLR- PDPL stations of SC division, Train No. Up Oxygen special empty goods (6+1) while on run, Guard has observed smoke coming from first tank from Loco and alerted the LP on walkie talkie to stop the train at Km 295/24-22 and at the same time Gateman of LC No.38E also exhibited danger hand signal. LP stopped the train at Km 295/5 and applied fire extinguishers to suppress the fire.

Cause of the Accident: excessive pressure built up in the cryogenic tanker during run resulting in opening of one of the safety valve located at the top portion of the right side of the tanker end, which could have resulted generation of heat and there by ignition/melting of the a paint on the outer surface of the tanker and further catching up of the fire as the residual oxygen in the tanker has substantial pressure.

Or

Due to hair crack/small hole on account of material failure of the inlet pipe to heat exchanger arrangement (for pressure building) located in the central portion at the bottom of the tanker end resulting in leakage of liquid oxygen available in the tanker at high pressure which could have generated excessive heat triggering burning of the paint on the surface of the tanker and catching of fire.

Responsibility: M/s Linde India Ltd.

SUGGESTIONS AND RECOMMENDATIONS

Oxygen Carriers to ensure the following:

1. In all the empty containers air pressure should be maintained at 0.1 to 0.2mMPa & Liquid level should be zero and records of readings to be maintained.
2. Oxygen Carriers should certify that all valves of the containers including pressure building coil inlet valve must be in closed condition. The requirement of enroute venting out of pressure, if necessary, the firm staff should accompany and the same to be certified.
3. All such tankers transported through rail to be certified about its validity of statutory pressure testing at specified intervals as per Govt. Norms and guidelines.

CONCOR to ensure:

4. Few sample data of pressure rise during rail transport of LMO in cryogenic tankers to be collected from loading point and should be cross checked tor ascertaining any abnormal rise of pressure inside tank.
5. Further, CONCOR has to ensure that every tanker which is being transported has valid 'Statutory Test Certificate' as per norms & guidelines for such cryogenic tankers obtained from Chief controller of Explosives, NAGPUR.
6. A suitable SOP (Standard Operational Procedure) to be issued by CONCOR duly consulting the all Oxygen Carriers for following the due procedure while decanting the Oxygen at unloading points.
7. Oxygen carrier Firm's Safety escorts shall be deputed along with the oxygen special train, if not necessary, a memo to that intent be served through M/s CONCOR for each rake.

8. Do's & Don’ts to be issued immediately to all Oxygen carriers by CONCOR for safe transport of Oxygen tanker by rail.

2. ***Brief of the accident*** *(Derailment):* On 25.06.2021 at about 17.30 hrs, between KRNT-DUU stations of HYB division, Dn Light Engine No.40530/KJM/WDP-4D, while on run one pair of front wheels (L1 and R1) derailed in the mid-section at KM 244/7.

Cause of the Accident: ***D***errailment has happened due to miscreant activity of placing stone/boulder on the track

Responsibility:

Primary: Boulder/miscreant activity

Secondary: NIL

Blameworthy: NIL

SUGGESTIONS AND RECOMMENDATIONS

1. Intensified security patrolling in the vicinity of GWD-DHNE section with special focus on railway track along/near to residential area.
2. Drive and counselling session to be conducted jointly by Security, Operating and P.Way staff with people in residential area.

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Section “F”
Test Your Knowledge

1. What is USBRL?
2. Who are the winners of Padmashri-2021 award from Railways(women)
3. The damping system used in fiat bogie of LHB coach.
4. Full form of “WILD”
5. Type of Bogie used in BLC wagon is
6. If air spring damaged in enroute speed to be restricted to
7. Minimum visibility distance of main line starter in MACLS is
8. The maximum number of contacts in Q series relay is
9. Class ‘C’ ODC is one where net clearance available is less than
10. Any deviations from the dimensions of schedule 1 will require prior sanction of

Key

1. Udhampur –Srinagar-Baramulla Rail Link Project having length of 272 km long Raillway; Line from Udhampur to Baramulla joining the Kashmir valley with rest of the country is a National Project.
2. MS. Sudha Singh, Athlete, C.Railway & Smt. P.Anitha, basket ball player, S.Railway
3. Hydraulic damping
4. Wheel Impact Load Device
5. LCCFZOC
6. 60 kmph
7. 400 meter
8. 16
9. 75 mm
10. Railway Board

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Section "G"
Safety drives launched

Month	Details	from	to	No. of days
Apr-21	Prevention of yard derailments	29.04.21	13.05.21	15
Apr-21	Summer weather precautions	29.04.21	13.05.21	15
May-21	Prevention of derailments of Freight rrains while entering/leaving stations and yards.	25.05.21	08.06.21	15
May-21	Safe operation of track machines	28.05.21	10.06.21	15
May-21	Safe securing and Packing of Goods rakes	28.05.21	27.06.21	30
Jun-21	Signal Passing at Danger incidents	15.06.21	29.06.21	15
In addition to above safety drives following calendar safety drive was also conducted.				
Apr- – 21	Prevention of SPAD	01.04.21	15.04.21	15
May – 21	Prevention of yard derailments	01.0521	15.05.21	15
Jun - 21	Fire prevention	01.06.21	15.06.21	15

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Section “H”
Accident Statistics

- In the first quarter of this financial year 2021-22, there was no consequential train accident, but there were 2 other than consequential train accidents (other train accidents) on this Railway when compared to one and 3 respectively in the previous financial year for the same period i.e. April to June.

- Number of indicative accidents has decreased to zero when compared to 1 in the 2020-21 first quarter.

- The number of Yard Accidents has decreased from 12 during first quarter of 2020-21 to 0 during first quarter of 2020-21.

- For the month of April, there was no accident..

- For the month of May, there is one other train accident (derailment).

- For the month of June, there is one other train accident (derailment).

- In regard to the safety performance of Divisions, accidents / unusual incidences in SC-1, BZA – 0, GTL – 0, HYB – 1, NED – 0, GNT – 0.

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