

CHAPTER - VII

UNUSUAL OCCURENCES

7.01. Dangerous or unusual condition noticed on train :- Every Railway Servant, whether on duty or not, who notices anything unusual or dangerous on a train such as hot axle, spring broken, flat tyre, brake binding, load falling off, fire, any part of the vehicle detached or hanging loose part etc. in dangerous condition, must at once take steps to stop the train and warn the Guard and the Loco Pilot. If he cannot stop the train he must immediately inform the nearest SM/Gateman or any railway official. On noticing any unsafe condition on train or after receiving such advice, the Railway official shall immediately exhibit danger hand signal to the Loco Pilot and guard and make all efforts to stop the train at once and if possible, by putting back the signals to 'ON' position. On electrified section the TPC should be advised to switch off the OHE supply. Simultaneously, the SM of the nearest station shall be informed who in turn shall also inform the section controller and the SM of the station ahead. All efforts shall be made to stop the train running with unsafe condition.

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7.02 Precautions at construction / repair sites:- Whenever platforms, buildings, roads, etc. are under repairs, and there is a possibility of some one falling into openings or over obstructions or barriers, warning boards and lamp posts must be placed to protect those sites by the staff employed on the work. The Supervisor incharge must ensure that this is done.

Action to be taken when a person falls out of or is knocked down by a train:

(i) When life is not extinct:-

- (a) When a railway employee finds an injured person on or near the track, he should do his best to render first aid or on the alternative summon medical help as early as possible. He should also arrange to inform the police through the nearest SM or any other person in the vicinity.
- (b) When a person is run over or knocked down by a train is found by the staff of the same train or of a subsequent train, first aid shall be rendered promptly by the guard himself or by a qualified Doctor if available in the

train. After this, the person shall be transported with the least possible delay to the nearest Railway Station in the direction of the train, where medical aid shall be arranged by the SM. When a station with medical facilities is situated nearer in the opposite direction and a train is also available in that direction, the person may be sent to that station for treatment.

- (c) If the condition of the person is found to be critical, the dying declaration should be recorded by the TS/Guard/TTE/Conductor or by the Railway Servant who happens to find the injured person. The name, father's name, caste, residence, how it happened, how the wounds were inflicted etc. particulars should be recorded. The statement should be signed by the Guard or other Railway employee who recorded it and some other responsible witness and made over to the SM of the nearest station for onward transmission to the police authorities. Along with the statement, a memo showing the time and place where the injured person was found and the further disposal thereof, should be attached. In case, the Railway Servant who finds the injured person is illiterate, he should seek the assistance of some responsible person for obtaining the dying declaration.

(ii) When life is extinct:

- (a) The main requirement when a dead body is found on or near the track, by any Railway Servant is to keep the evidence intact, specially the finger prints. Utmost respect should be shown while handling the dead body. Handling of the dead body by many people should be avoided as the finger prints which may be available near the site of occurrence may be disturbed. Similarly, the dead body should not be removed until the arrival of the police as the chances of some clues which may lead to detection of cases may be interfered with. However, to clear the line for the movement of subsequent trains, the body may be removed from the line, but in doing so the movement should be the minimum required.
- (b) The body may thereafter be left in the charge of village Chowkider or any responsible person in the vicinity. If no responsible person is readily available at the site where the body is found it shall be removed to the nearest gate lodge in the direction of the movement of the train. Where there is no gate lodge it will be carried and made over to the SM of the next station. In all cases, a written memo giving the following particulars shall be made out by the Guard, or if there is no Guard, by the Loco Pilot (of the train), or by the person who happens to find the body:-

- (i) Time and place the body was detected.
 - (ii) Position of the body in relation to the tracks
 - (iii) Blood stains on ballast or engine, extent of the injuries and whether prima- facie inflicted by a train or otherwise, and
 - (iv) Position of any clothing etc. found on or near the rails. This memo should also contain the name of the informant, his parentage and address so as to enable the police authorities to progress the case further. Thereafter, the memo should be made over to the man under whose charge the body is kept for onward transmission to the police authorities.
- (c) In case the body is found by a railway staff not working a train, he shall, unless he himself is in a position to advise the police authorities, take immediate steps to advise any responsible person, in the vicinity of the place of the accident, to enable the latter to take further action.
- (iii) When a train has been stopped owing to a person falling out of a train, the Guard will make a report on the incident comprising the following particulars to the concerned authorities :-**
- (a) Kilometrage at which the passenger fell or person was knocked down.
 - (b) Was the accident noticed by the Guard/Loco Pilot and the train stopped or was the alarm chain pulled to stop the train ?
 - (c) Was the train backed to the accident spot ?
 - (d) How the injured person was disposed off ?
 - (e) Further information in the case of a passenger falling out:-
 - (1) Name, age, sex and address of the passenger, the particulars of the ticket held (if any).
 - (2) In case of a child, the name, relationship and address of the guardian.
 - (3) Where was the person/child seated or standing at the time last seen by fellow passengers?
 - (f) Owing Railway, painted number, compartment number, type description and position of the carriage from the engine.
 - (g) Condition of doors, door handles, shutters, safety latch, and window fastening in the carriage. Particular of the door or window through which the passenger fell.

- (h) Was there any GRP staff on the train ?
- (i) Brief statement of the injured person giving :-
 - (1) Possible cause of the accident shall be recorded, in presence of the Railway Police Constable, and countersigned by him. If the Railway police Constable is not present, the signature of passengers in whose presence the statement is recorded should be obtained.
 - (2) In the case of a child, the statement of the guardian should be recorded duly attested by the Railway Police Constable (or in his absence by two passengers present at the time of recording the statement).

Note: Accident Classes P-1 and P-3: - In the case of persons falling out of trains, the Guard and the Loco Pilot shall submit, within 24 hours of the accident, a report in Form Acc.4 to the Divisional Railway Manager.

7.04 Murder in Railway carriages:

If a murder is committed in a railway carriage on a train, the following action shall be taken by the staff:

- i) The Guard shall have the compartment emptied and locked up all shutters from outside immediately so that blood stains, marks of struggle, footprints, finger impressions, etc., may remain undisturbed.
- ii) If the crime took place in a Second Class compartment the carriage shall be detached at the station where the crime was detected and kept under watch till the Police take over the case.
- iii) If the crime took place in a First Class compartment the compartment shall be immediately locked up and the carriage allowed to proceed to the nearest station where it can be replaced. If no Government Railway Police are located at the station, a member of the railway staff will guard it until a Police Officer takes over.
- iv) No one, either railway employees or outsiders shall be allowed to enter the compartment until the Police arrive, except to attend to injured persons.

- v) The Railway Police station concerned shall be advised at what station the carriage has been or will be detached. After the carriage is taken over by the Police, it shall not be removed or utilised without the written authority of the Police Officer conducting the investigation. If any abnormal delay takes place on the part of the Police in releasing the carriage the matter shall be reported to the Divisional Railway Manager concerned.

7.05 Passengers getting sick in the train or injured inside the train :-

- (i) If a passenger is injured while travelling by a train, he should be given necessary medical assistance. If the passenger is reported to be injured due to defective fittings, like window shutter, the fittings should be examined. Evidence of other passengers should also be taken. A full report must be made by the Guard, giving name of the passenger, ticket particulars, description of the carriage, condition of the fittings, etc. The Guard/Train Superintendent shall also issue a message to the Train Examiner of the terminal station to examine the fittings of the compartment.
- (ii) In case of a passenger getting sick while on the train, he should be given the same medical attention as is given to a person injured in an accident. The passenger should, however, be informed that he may be required to pay for the medical attention given. If the passenger states that the sickness is due to some food he consumed from the Pantry Car or Licensed Vendor in railway premises, the Guard will report to the SM who will report the matter to the Section Controller. The Section Controller shall obtain instructions from the Sr.DMO/ DMO/ADMO and advise the SM of the arrangements to be made for the chemical examination of the food.

7.06 Procedure to be adopted when deaths occur in trains and within Railway premises:-

- (i) On the request of magistrate or the Railway Police to be a witness at the inquest the SMs/ASMs shall prepare a message in case of deaths occurring in a train or within station premises with all matters of fact.
- (ii) Police inquest on the dead body will invariably be held at the spot where the body is found. The staff will not be called upon to leave their stations for purposes of such inquests.

- (iii) In all cases of deaths from natural causes the SMs/ASMs should report such cases to the police who will call for the attendance of Railway Doctor, only if necessary. In case of death due to contagious diseases Director of Public Health of state and civil surgeon of the District shall also be informed.
- (iv) In those cases, however, where it is thought that death is due to some contagious or infectious disease, SMs/ASMs must summon the Railway doctor to attend.
- (v) In case of deaths suspected to have been due to foul play or suicide or deaths caused by accident, SMs/ASMs must immediately advise the police who will call upon the Railway Doctor to attend. In such cases the body must not be moved until the arrival of the Police, unless any train or trolley is due to pass the spot or there is no prospect of a Police Officer arriving at the site within a reasonable time, in which case the body must be carefully removed so as to clear the line and the body must be covered properly. It must not, however, be taken away from the spot until the Police have arrived, when they will hold an inquest and take the necessary steps for the removal of the body.
- (vi) The respective Railway Doctor will attend an inquest if summoned by the Police, when so summoned, will consist merely in assisting the Police Officer in drawing up a report on the apparent cause of death. The Police will not ordinarily call upon them to attend on inquests.
- (vii) "Post- Mortem Examinations" should ordinarily be left to the Civil Surgeon or other Government Medical Officer deputed by him, but in very exceptional circumstances, when the probabilities of decomposition or other serious reasons are against the dispatch of the body to the Civil Medical Officer, they may be performed by the Railway Medical staff at the request of the Police, and in such cases the Railway Medical Officer performing this duty shall be paid fee by the Civil Authorities at the scale laid down and approved by the Government of India.
- (viii) Despatch of corpses for Post-mortem examination:- The following instructions must be observed when corpses are tendered by the police for conveyance by rail for purposes of post-mortem examination:-

- (ix) The corpse to be at once accepted for conveyance by any train, except Mail train, at the written requisition of a Police Station Officer.
- (x) The corpse may be enclosed in any box or coffin, if available.
- (xi) The Police tendering the corpse for conveyance are responsible for that no such corpse tendered is likely to endanger the public health and the corpse may be accepted without a medical certificate to this effect.
- (xii) The conveyance of corpses under these rules must usually be made by goods train if a convenient train is running which will reach destination within the necessary time and must be carried in the brake van or an empty wagon if available or in the brake or luggage van if conveyed by a Passenger train.

The following report shall be submitted by the SM to the DRM:-

- a) Description of deceased, religion, name, age, sex, whether Railway Servant, passenger or trespasser.
- b) If passenger, number and class of ticket number, type and class of carriage.
- c) Number of persons in the same compartment.
- d) Listed property, belonging to deceased and how disposed of.
- e) Whether the body was made over to relatives, police or sent to Civil Surgeon.
- f) If the death is due to infectious or contagious disease, the carriage shall be disinfected immediately after its arrival at destination and no person shall be allowed to enter it until the disinfection is complete.

7.07 Material fouling the track :- On completion of unloading, Station Masters and Engineering Officials must see that there are no heaps of material or other obstruction on or fouling the line which may cause derailment or endanger train safety in any way.

7.08. Precautions against derailment:-

If any part of the engine or vehicle has fallen down and there is reason to believe that the fallen down part may be fouling the track, a careful search

must be made for the missing part by the train staff. If the missing part cannot be traced, the train must be stopped at the first station and the SM be advised. The SM will issue Caution Order to the Loco Pilot of the first train proceeding into the section to be on the look out for any such part in the section and also inform the SE (P.Way) or the Gang Mate to search the same .

7.09 Explosion on track or train :-

- i) In the event of an explosion, on track or in train, 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 stand within a reasonable time, the Guard shall draw the attention of the Loco Pilot by the available means.
- ii) 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.
- iii) 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 the rules.
- iv) On receipt of a report from the Loco Pilot and the Guard the Station Master shall immediately advise the Controller who shall:
 - (a) advise the Junior Engineer/Permanent 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 restriction if necessary.
 - (b) Inform the Junior Engineer/Carriage and Wagons and Loco Foreman for a thorough examination of the train and the engine at the next terminal station.
 - (c) The duties prescribed above for the Controller will devolve on the Station Master on uncontrolled sections.
 - (d) The Station Master shall immediately issue a message to the Station Master at the other end and obtain his acknowledgement.
 - (e) The Station Masters at both ends of the reported section shall stop all trains and issue caution orders to Loco Pilot, specifying the kilometreage and the speed restriction.

7.10 Loco Pilot experiencing unusually Slack or Rough Running or Heavy Lurch:

- i) Should a Loco Pilot, when working a train, experience any unusually slack or rough running or heavy lurch, he shall stop his train at the next block station, whether booked to do so or not, and personally issue a message (recording the time and location and the kilometreage of the occurrence) addressed to the Station Masters at both ends of the block section, the Junior Engineer/ Permanent Way in charge of the section, Assistant Engineer, Controller on duty, Loco Foreman of the shed at which the engine of the train will terminate its journey and the Divisional Railway Manager.

Note:1. On the single line token areas, only after issuing the above message, the Loco Pilot shall hand over the token to the Station Master.

2. If the train is booked to stop at an intermediate non-block station, the Loco Pilot shall inform the Clerk-in-charge (giving the time and location and kilometreage of the occurrence) who shall pass this information on to the Engineering Officials or staff close by for prompt inspection and action as necessary. In this case the Loco Pilot shall include in his message the fact of his having informed the Clerk-in-charge.

- ii) The Station Master receiving the message shall immediately transmit it by telephone to the Station Master of the block station at the other end and the other officials mentioned in the message. The Station Master at the other end shall immediately acknowledge it.
- iii) The Station Masters of the block stations at either end shall stop all trains, and issue caution orders in accordance with S.R.4.09. The Loco Pilot message shall be repeated in the caution order, the following being added at the end:

“Observe special caution and reduce speed as necessary and do not in any case exceed a speed of 10 kmph”.

- iv) The Loco Pilot of the next train entering into a block section where rough running has been experienced shall stop at the spot indicated in the caution order and inspect the track. If a rail fracture or weld failure is noticed, the

Loco Pilot shall immediately inform this fact to the adjacent stations and the Control Office through portable/R.E telephone or by any other quickest means and he shall not proceed from the spot if his train has not passed the spot in full till the track is certified by a competent engineering official not below the rank of a Keyman.

- v) (a) Immediately on receipt of the Loco Pilot's message through the Station Master the Junior Engineer/Permanent Way shall proceed to the spot by the quickest possible means, examine the track thoroughly, remedy the defects, if any and submit a report to the Assistant Engineer with copy to the Divisional Railway Manager as specified in the format given below:

Abnormal occurrences attributable to oscillation of locomotives

PROFORMA "A"

BAD RIDING OF ENGINES

(Report on Track)

1	S.M.'s message No., station and date and time	
2	Kilometrage / section / up or down track	
3	Wording of Loco Pilot's report	
4	Train No., Engine No., and Type	
5	Speed of the train	
6	Date and time of inspection by JE(P.Way)/	
7	SE(P.Way)/ SSE(P.Way) Rails :-	
8	(a) Type & Weight	
	(b) Length (Single Rail/SWR/LWR)	
	(c) Age	
	(d) Condition	
8	Sleepers :-	
9	(a) Type	
	(b) No. per Rail	
	(c) Condition	
9	For LWR/CWR Tracks:	
	(a) Destressing temperature (td)	
	(b) Rail Temperature	

	(c) If day time, alignment	
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10	In case of rail/weld failures:	
	(a) Last date of USFD testing	
	(b) GMT carried	
	(c) Age & Condition of weld	
11	Ballast :-	
	(a) Cushion below bottom of sleeper	
	(i) Clean Ballast	
	(ii) Caked up	
	(b) Condition of ballast as regards cleanliness and drainage	
12	Formation :-	
	(a) Level or Grade	
	(b) History of Bad Formation, if any	
	(c) Condition of Drainage	
13	Alignment :-	
	Straight or degree of curvature	
14	Location	
	(a) Normal / Turnouts/SEJ/Level crossing/ Bridge	
	(b) Condition at approach	
15	Last date of :-	
	(a) Through packing	
	(b) Slack packing	
	(c) Machine packing	
16	Details of any defects in the track ballast or formation	
17	Action taken to rectify defects in the track ballast or formation	
18	Any special features such as heavy rainfall.	
19	Time restored for normal running after attention.	

- (b) The loco foreman or other loco official in charge of the shed (carshed foreman in the case of Electrical MU) shall immediately on arrival of the engine at the shed

examine thoroughly and submit a report to the DRM in the following format.

Form B (Diesel/Electric Locomotives)

1	Locomotive No./Class	
2	Train No. /description	
3	Approximate speed when lurching or swaying occurred.	
4	Condition of bogie coil springs.	
5	Condition of compensating beams.	
6	Clearances in all axle boxes.	
7	Condition of wheel flanges.	
8	Condition of load pads	
9	Condition of bogies and aunder gear equipments	
10	Condition of center pivots	
11	Condition of brake cylinder and brake blocks	
12	Condition of cattle guards	
13	Condition of buffer couplers	

- vi) The Station Master shall discontinue the issue of caution orders only after certification of the track by the Junior Engineer/Permanent Way that the section is safe for trains to run at normal speed and that the issue of caution order may be stopped.

7.11 Fire on train: - In the event of a fire being noticed in a train, the train shall be stopped immediately and every effort should be taken to save the lives of the passengers.

- i) The portion of the train behind the vehicle, which is on fire, shall be detached and front portion drawn ahead to a safe distance. The vehicles shall then be detached and the vehicle in front of it drawn ahead to a safe distance.

- ii) Every endeavor shall be made to extinguish the fire by the use of the fire extinguishers, if provided, and by throwing water and sand on it. Fire brigade shall be called.

Note: 1. Water shall not be used to extinguish petrol or oil fires or electrical fires.

2. Staff must keep themselves upto date about fire fighting instructions and contingency plans etc.

- iii) If the fire is in a vehicle carrying passengers, the safety of the passengers shall be the first consideration.
- iv) If a Postal Van be on fire, every effort shall be made to save the mail.
- v) The train shall be protected in accordance with G.R. and S.R. 6.03.

Note: In the case of fires attributed to sparks from the engine it shall be stated whether the engine was fitted with a spark arrestor and, if so, of what pattern, as also the description of the fuel used. In cases where there is reason to suppose that the spark escaped from the ash pan, it shall be stated what precautions have been taken to arrest the escape of sparks from the ash pan. In the case of fire to a passenger coach, the battery boxes under the coach shall be specially examined to see whether or not the fire had originated there.

7.12 Fire :- When reporting cases of fire on trains, the position of the vehicle on the train should be stated, also whether it was loaded or empty. When reporting occurrences of fire on trains or in station premises, Station Masters and others sometimes ascribe the fire to sparks from engine, or electric short circuit. Such statements must not be made unless these can be definitely substantiated.

- (i) Whenever serious fire accident occurs in a coach / wagon, the SM / Control Office will send information immediately to the concerned officials of the, Forensic Laboratory which caters the area so as to enable their Scientist to attend the site of accident promptly for collecting clues / samples leading to the cause of the fire. The list of jurisdiction and headquarters of the Forensic Laboratories is given in Appendix IX.

- (ii) **Duties of Gangmen :-** If a fire occurs on any Railway premises at or near any portion of the Railway where Gangmen are employed, they shall endeavor to extinguish and to prevent it from spreading. However in the case of fire in on electrical equipment, a Gangmen shall make no attempt to extinguish the fire but shall report the occurrence to the nearest Station Master immediately and shall inform any passing train or trolley, unless special instructions shall have been received directing otherwise. If there be more than one Trackman, the occurrence shall be reported to the SM on both sides.

7.13 Action during LPG involved in accident:

LPG is extremely inflammable. It may get ignited by heat, spark or flame. Its vapours may travel to a source of ignition and flash back. Container may explode in heat or fire.

(A) In case of accidents involving LPG tank wagons:

- i) Inform civil authorities and summon assistance from Fire Brigade, Oil Company Depot and Bottling Plant, Refinery, etc.
- ii) Keep unnecessary people away, isolate hazard area.
- iii) Stay upwind; keep out of low areas.
- iv) Isolate for one kilometre in all directions.

If tank is involved in leak or fire, regulating/isolating trains is necessary. In case of derailments of LPG wagons - Check for leakage.

- a) Advise all people not to smoke. Extinguish all fire (including handsignal lamp, point indicator, etc., lit by K. oil) within one kilometre area.
- b) Examine tank barrel and all fittings carefully for any damage.
- c) To hoist the wagon, use diesel crane or MFD jacks with spark arrestor at exhaust.

(B) Spill or leakage in LPG tank wagons:

- i) Take steps as above except hoisting of wagon.
- ii) Check possibilities of stopping leak.
- iii) Disperse vapour away from ignition source be water spray.
- iv) Shunt off ignition source. No flares, smoking or flames in hazard area about one kilometre radius should be permitted.

- v) If leakage is minor put gunny bags on leakage and wet with water. Icing will reduce leakage. Do not touch spilled material.
- vi) Give warning to District authorities for evacuation of population.
- vii) Arrange to transfer to another tank if it can be done by Oil Company.

(C) Action to be taken in case of fire in LPG tank wagons:

- i) Isolate wagons not on fire within safe distance by uncoupling. Call Fire Brigade, etc.
- ii) Give warning to people living in adjoining area to evacuate for at least one kilometre radius.
- iii) For small fire use dry chemical powder/Halon extinguisher and for large fire, water spray or fog.
- iv) Stay away from ends of tanks as tanks normally burst from the ends.
- v) Cool tanks that are exposed to flames with water from the sides well after fire is out.
- vi) Withdraw immediately in case of rising sound from venting safety device or any discolouration of tank due to fire.

Note: Summing up there are two most important aspects of disaster management in case of LPG fire:

7.14 Train passing signal at danger:

In the case of an accident under Classes H-1 and H-2, when a train has passed a fixed signal (including a Banner Flag) at danger or has passed an Engineering Stop indicator, inside station limits, the Station Master shall immediately measure the distance overshoot in terms of vehicle or wagon length or rail length from the signal, in the presence of the Guard and the Loco Pilot of the train, duly recording in the Station Diary with the signature of Guard and Loco Pilot. In the case of an accident under Classes H-1 and H-2 when a train has passed fixed signal (including a Banner Flag) at danger or has passed an Engineering Stop indicator, outside station limits, the Guard of the train shall immediately reckon the distance in terms of vehicle/wagon or rail length by which the train has passed the Stop indicator or the fixed signal, before coming to a stand, in the presence of the Loco Pilot, and enter it in the Combined Train Report.

Note: (i) As soon as the accident takes place where the Loco Pilot may have in some way contributed to the accident, the Loco Pilot shall be examined by a Doctor. It should be therefore, be ensured that the Loco Pilot is relieved and sent to the Doctor as quickly as possible for Medical examination.

- (ii) In the case of a Loco Pilot passing Engineering Stop Indicators or passing Fixed signals at danger or running into banner flags, the Loco Pilot shall be placed under suspension and urgent arrangement made to have his vision tested. If the result of the test is satisfactory, the Loco Pilot may be allowed to resumeduty.
- (iii) Medical Officers at an accident shall examine the Motorman/Loco Pilot or any other staff connected with the safe running of trains involved in an accident to find out whether they were under the influence of alcoholic drinks, sedative or any stimulant drug and send a report to Divisional Railway Manager endorsing a copy to Chief Medical Director and Chief Safety Officer.

7.15 Trains running away out of control

In the case of accident connected with trains approaching or entering or passing through a station out of control, the Station Master or the guard shall immediately on the train coming to a stand , examine the brake blocks of the first few vehicles from the train engine which fitted with effective vacuum or air brake and enter in the Station Diary/ Combined Train Register in the result ie. whether the brake blocks are cool, lukewarm, hot etc. and signature of guard and Loco Pilot.

7.16 Averted collisions:

In the case of averted collisions, inside station limits, for e.g., between two trains, the Station Master shall immediately reckon the distance in terms of vehicle/wagon or rail length between the two trains, after they have come to a stand, in the presence of the Guards and Loco Pilot of both the trains, and enter it in the Station Diary and obtain their signature. In the case of averted collisions, outside station limits, for e.g., between two trains, the Guards of the trains shall, in the presence of the Loco Pilot of both the trains, reckon the distance in terms of vehicle/wagon or rail length between the two trains, after they have come to a stand and enter the distance in their Combined Train Report duly obtain the Loco Pilot's signature.

7.17 Breach of block rules:

In the case of an accident under Classes G-1 and G-2, when a train has entered a block section without any authority to proceed or without proper authority to proceed, a preliminary fact finding enquiry shall be instituted. If at the enquiry it is found that the occurrence was due to either the engine crew having missed the token accidentally or the station staff failing to deliver the token and if the distance Traveled by the Loco Pilot in the block section ahead after the token having been missed was reasonable, the accident Message should be a brief report shall be sent to Chief Safety Officer without delay.

But in all other cases of trains entering the block section without any authority to proceed or with an incorrect authority to proceed such occurrence shall be enquired into by a committee of Officers and the proceedings of the Enquiry sent to Chief Safety Officer and to the Commissioner of Railway Safety.

7.18 Derailments where train wrecking is suspected:

In all cases of derailments where train wrecking is suspected the Guard and train crew should after attending to the foremost duties like, protecting the train and the adjacent lines, rendering assistance to the injured and reporting of the accidents, etc., proceed to inspect the track and keep a note of the clues which may be indication of the cause of the accident and endeavor to have such clues preserved guarded till the arrival of senior Railway Officers and Police. If possible such evidence should be shown to a few responsible passengers and members of the public and their statements obtained. If it is not possible to obtain statements the names of such persons, their addresses and other particulars should be noted down. Other railway staff travelling as passengers in the involved train should also readily render such assistance as they be called upon to render.

7.19 Procedure to be adopted by station master when passenger or trespasser is injured within Railway premises:

- i) In all cases in which a passenger or a trespasser is injured within railway premises, the Station Master shall act as follows-
 - (a) Render first aid immediately, if there is a doctor in that train or platform. Steps shall be taken to ascertain this and obtain his medical assistance.
 - (b) If the case is a serious one, arrange to summon medical aid from the nearest source available, whether Railway, Civil, Military or private.

- (c) If necessary, arrange for the transport of, and send the patient, at the earliest opportunity, to the nearest hospital, whether Railway, Civil, Military or private.
- (d) Where the Police are available, and there is any reason to suspect that the case is one of a trespass inform the Railway Police and after due medical aid has been rendered, ask the Police to arrange for the disposal of the case.
- ii) In the case of a serious accident and also in cases where the attendance of the Railway Medical Official incharge and the Divisional Medical Officer incharge is likely to be delayed, the Station Master shall send a special message calling for the medical assistance too the Divisional Medical Officer of the adjoining division and all the Railway Medical Officials stationed between the two divisional headquarter stations on either side of the station. On sections where Control is in operation, the Station Master shall in addition to sending the special message advice Control to inform them.
- iii) Message/messages for medical assistance in connection with accidents shall be given priority over all other message/messages.
- iv) In calling for medical assistance from the local hospitals and local doctors, the Station Master shall send the requisition by the quickest possible means either through telephone or by written messages through a messenger. It shall be responsibility of the Station Master to ensure that suitable staff at the station are trained for the purpose of delivery of the above said messages.

7.20. Unsafe bunds of tanks or rivers : Station Masters and others who receive intimation from Government Officials or village authorities or any person likely to give reliable information about the unsafe condition of the bunds of tanks or rivers, should at once notify the same by telephone to the Divisional Railway Manger, Assistant Engineer, Permanent way Inspector and the Station Masters at both the ends of the Block section likely to be affected and also to the controller on duty. The Station Master at the both the ends of the Block section likely to be affected, should stop all trains and issue caution order. Particulars of the river or the tank bund reported to be unsafe should be given in the caution order with following remarks “Observe special caution and reduce speed as necessary”
