

## **CHAPTER VI**

### **SABOTAGE**

#### **ADDITIONAL MEASURES FOR DEALING WITH CASES OF SABOTAGE OR TRAIN WRECKING**

##### **6.01 APPLICABILITY:**

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

##### **6.02 CLASSIFICATION OF AN ACCIDENT AS SABOTAGE:**

When an accident occurs due to certain actions on the part of someone who intended to cause the accident or knew that their action would result in train wrecking, it should be classified as 'sabotage'. The acts which constitute 'sabotage' have been detailed in section 150 of the Railways Act 1989 and the words 'intent' and 'knowledge' mentioned there in should be taken as the key for the purpose of deciding whether an accident is due to an act of sabotage or not.

##### **6.03 THE OBJECTS OF ADDITIONAL MEASURES:**

The objects of the additional measures to be adopted in cases of suspected sabotage involving a serious accident to a train are as follows-

- i) To preserve clues for affording the Police and Civil authorities all the assistance in conducting their investigation into the realities at the scene of accident, and
- ii) To facilitate arriving at the real cause of the accident.

##### **6.04 DUTIES OF GUARD, ENGINE CREW AND OTHER RAILWAY STAFF WHEN A DERAILMENT OR OTHER SERIOUS CONSEQUENCES TAKE PLACE TO A TRAIN DUE TO SUSPECTED SABOTAGE:**

The Guard along with the engine crew and other railway staff travelling by the train involved, after protecting the train, recording the exact time of accident, reporting the accident and rendering first aid to the injured, shall-

- iii) Proceed to inspect the track and keep a note of the clues, which may be an indication of the cause of the accident and endeavour to have such clues preserved. If possible the evidence shall be shown to a few responsible passengers and members of the public and their statements obtained. If it is not possible to obtain the statement the names of such persons, their addresses and other particulars should be noted down.
- iv) Seen that portions of the track, rails, fish plates, bolts and other fittings which appear to have been tampered with and other clues are not touched or moved by any person, and guarded till the arrival of the senior Railway Officers, Police and Civil authorities.

Note: 1. In the case of an Officer or an Inspector being on the train, the above duty will devolve on him.

- 2. Whenever assistance is obtained from passengers or members of the public, their names and addresses should invariable be kept on record for future reference.

#### **6.05 INFORMATION TO THE CIVIL AND POLICE AUTHORITIES:**

The Station Master at either end of the site of the accident and the Controller, on receipt of advice of an accident suspected to have been caused due to sabotage, shall advise at the earliest possible moment the nearest Civil, Police, Government Railway Police, Railway Protection Force authorities and the District Magistrate in whose jurisdiction the site of accident lies and give them all possible assistance to reach the site as early as possible.

#### **6.06 RECORDING PRELIMINARY STATEMENT OF STAFF CONCERNED AND EYEWITNESS:**

The statements of the staff concerned shall be recorded and necessary steps shall be taken to record or preserve evidence, which subsequently might not be available. It would be preferable also to get the statements of as many independent eyewitnesses as possible and record their names and addresses.

**6.07 PRESERVATION OF FOOT PRINTS AND FINGER PRINTS:**

Footprints, fingerprints etc., shall be carefully noted and preserved for examination by the Police. All the evidences stated in Rule 7.03 should be preserved undisturbed till the Police officials arrive and their signatures are obtained and all documents authenticated by them.

**6.08 CALLING FOR FINGER PRINT EXPERT:**

Finger print experts from the Forensic Science Department shall be summoned to take the finger prints/foot prints of the suspected criminals.

**6.09 CALLING FOR RAILWAY PROTECTION FORCE WITH SNIFFER DOGS:**

Sniffer dogs from the Railway Protection Force dog squad shall be summoned in case of suspected sabotage. Transport arrangements shall be made by the quickest possible means available and when necessary road transport may be arranged.

**6.10 JOINT CUSTODY OF POLICE AND THE RAILWAYS:**

The damaged rolling stock, as well as other clues such as rails, fishplates, etc., may be moved to a convenient place for further examination and should remain under the joint custody of the Police and the Railways.

**6.11 COMMENCEMENT OF RESTORATION WORK:**

The restoration work shall not be commenced till the arrival of the Police officials and necessary photographs/videograph of relevant clues are take. Unless the intention is to save human life, in all such cases, the clearance and restoration operations are not too commence till the arrival of the Police and till they authorise the railway officials to commence.

**6.12 PRECAUTIONS REGARDING STAFF SENT TO SITE TO COLLECT INFORMATION:**

The Station Master in sending out staff to the site of the accident for getting information should take the following precautions:

- i) The names of such staff and the time they are sent out to the site of accident should at once be noted in the Station diary and communicated to the Control for being noted in the Deputy Controller's Diary.
- ii) They should proceed without any implements whatsoever and the fact noted likewise in the Station Diary and the Deputy Controller's Diary.
- iii) They may investigate into the cause/circumstances of the accident without in any way touching the disturbed track or fittings, and may join rescue work if necessary.
- iv) As soon as anyone of the party returns back, he should again have the time of his return at the station noted by the Station Master who would communicate the same to the Control.

**6.13 PRECAUTIONS BY ENGINEERING SUPERVISORS:**

In going to the site of the accident the Assistance Engineers and the Section/ Junior Engineer/ Permanent Way should take the following precautions:

- i) Instruct the Gangmen proceeding to the site of the accident, in the first instance, not to carry any tools with them.
- ii) Ensure that toolboxes of Gangmen sent to the site of accident are not opened until they have been checked by the Police.
- iii) Instruct them not to touch or remove any portions of the track, rails, fishplates, bolts and other fittings within the area of the accident till they have been inspected by the Railway, Civil and Police authorities and videographed/ photographed.

**6.14 DUTIES OF OFFICERS AND OTHER SUPERVISORY OFFICIALS:**

Officers and senior supervisory officials in addition to their other normal duties shall

- i) Record the exact time of accident,
- ii) Record the statement of staff and any member of the public,
- iii) Make notes of casualties and notes and sketches of the results of the accident,

- iv) Do all they can to collect evidence likely to throw light on the cause of accident,
- v) See that likely clues to the cause of accident are not inadvertently removed through ignorance or curiosity,
- vi) Make arrangements for photographing and videographing of the portions of the permanent way, track, rails, fish plates, bolts and other fittings and the engine and bogies of the affected train as early as possible by a local photographer/ videographer.

#### **6.15 ROLE OF THE RAILWAY PROTECTION FORCE :**

Where there is prima facie suspicion of sabotage, the Security Commissioner of the Division should invariably be associated with the inquiries and the findings in such cases invariably be routed through the Chief Security Commissioner in the Headquarters Office before they are accepted. It may also be noted that the statistics of sabotage cases shall be based only on the basis of accepted findings in this regard and be vetted jointly by Chief Security Commissioner and the Chief Safety Officer before being communicated either to the Safety or Security Directorate of the Board's Office.

#### **6.16 JOINT EXAMINATION BY CIVIL, POLICE AND RAILWAY OFFICIALS:**

- i) The seniormost railway Officer at the site must make a detailed investigation of the cause of the accident including a thorough survey of the site for at least 800 metres in the rear, with the assistance of representatives of departments concerned in conjunction with senior Civil and Police officials.
- ii) While carrying out the examination, the position of vehicles, track fittings, etc., should not be disturbed as far as possible. Arrangements must be made with the assistance of the Police to keep staff and outsiders who are not concerned with the examination away from the site.  
Precisely worded notes should be prepared specifying the various features coming to notice.
- iii) The senior Officer at the site in consultation with the Police must decide what materials should be preserved for further examination. These materials should be conveyed to a suitable place where they will be stored under the joint custody of the Police and the railways. As far as possible, all small fittings should be put into a box or a gunny bag and sealed jointly

by the police and the railways. A receipt must be obtained for whatever material the Police have taken charge of. Before dismantling the damaged track, the different components should be carefully numbered or match marked so that the whole scene can be reconstructed if required later at an enquiry.

- iv) A factual note of the condition obtaining at the site after an accident suspected to have been caused due to sabotage or train-wrecking should be prepared and signed jointly by the seniormost Police and Railway Officers at the site. In case of any difference of opinion between the Police and railway officials, such difference of opinion may be recorded in the joint factual note.

#### **6.17 REMOVAL AND EXAMINATION OF ROLLING STOCK:**

##### **i) Removal of undamaged rolling stock-**

Rolling stock which remain on track undamaged may be taken away after the written permission of the senior Police official at the site. These should be taken and stabled at the nearest convenient station where further examination of vacuum/air brake fittings can be made under the supervision of the Divisional Mechanical Engineer.

##### **ii) Removal and examination of rolling stock damaged due to an accident-**

A detailed examination of the engine and the vehicles damaged due to the accident must be made by the Divisional Mechanical Engineer also with the senior Police official. All damages and deficiencies must be carefully noted down and particular comments made with regard to damages and deficiencies likely to cause derailments and whether these appear to be old or fresh and the signature of the Police official obtained on the note. These notes should be utilised for purpose of making the final note in the joint examination detailed under Rule 6.16.

Restoration operations to remove these vehicles should only be started in accordance with Rule 6.11.

### **6.18 SPECIAL POINTS TO BE BORNE IN MIND FOR THE JOINT INVESTIGATION AND EXAMINATION:**

The following points should be noted by the Officers and the supervisory staff when examining the site. -

- i) The exact position in which engines and vehicles came to rest and where loose component parts were found.
- ii) The exact position in which rails and component parts, such as sleepers, fish plates, bolts, nuts, dog spikes, etc., were found.
- iii) Wheel marks and other damage to sleepers, rails and other fittings in the accident.
- iv) The examination of rail ends at the displaced point or points for any dents or burs and whether burs are vertical or horizontal.
- v) The position of wheels in relation to any displaced rails its normal alignment and the landing rail.
- vi) If the nature of the accident requires-
  - a) The position and condition of signals, points and signal levers and block instruments should be inspected,
  - b) Functioning of interlocking provided at the station should be tested.
  - c) Train passing records including Train Signal Register, Private Number book, Line Admission book, etc., should be seized and carefully preserved. Where line badges are in use, it should be recorded in whose possession each line badge concerned was.
- vii) Statements of staff should be recorded.

### **6.19 PREPARATION OF SKETCHES AND PLANS:**

- i) Arrangements should be made jointly with the Police representative for the preparation of sketches and rough sketches should be drawn on the spot, showing all the measurements. These sketches should be jointly signed by the Police representative and the railway representative deputed by the Divisional Railway Manager and an endorsement should be made

by the Police representative too the effect 'all measurements personally checked'. Before these sketches are finalised or countersigned, by the seniormost Engineering Officer on the spot, should personally check it up and make sure that there is no mistake.

- ii) When the dimensioned plans are prepared for the Commissioner of Railway Safety or for Judicial Enquiry, sufficient care should be taken to ensure that everything shown in the original sketch plan has been correctly reproduced.
- iii) Copies of notes and the sketches given to the Police should form an appendix to the statement of the Divisional Railway Manager given to the Commissioner of Railway Safety at the inquiry.
- iv) All notes and sketches should be carefully preserved for future use in subsequent investigations, inquiries or court trials.

#### **6.20 PRESERVATION OF EXHIBITS:**

All sleepers and fittings of the rail which is supposed to have been displaced together with the two adjacent rails must not be used. The sleepers and fittings must be serially marked, the ends of both rails at the fractured joint should be properly marked, encased and sealed under the joint- seal of the Police and the railway and all exhibits preserved in a room under the joint-seal of both parties. The Divisional Railway Manager should, in this matter, exercise his judgement and other fittings in which might affect the decision with regard to the cause of the accident shall also be collected as exhibits.

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