



# **DISASTER MANAGEMENT PLAN 2023**

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SAFETY ORGANIZATION  
SOUTHERN RAILWAY

**THIRUVANANTHAPURUM  
DIVISION**

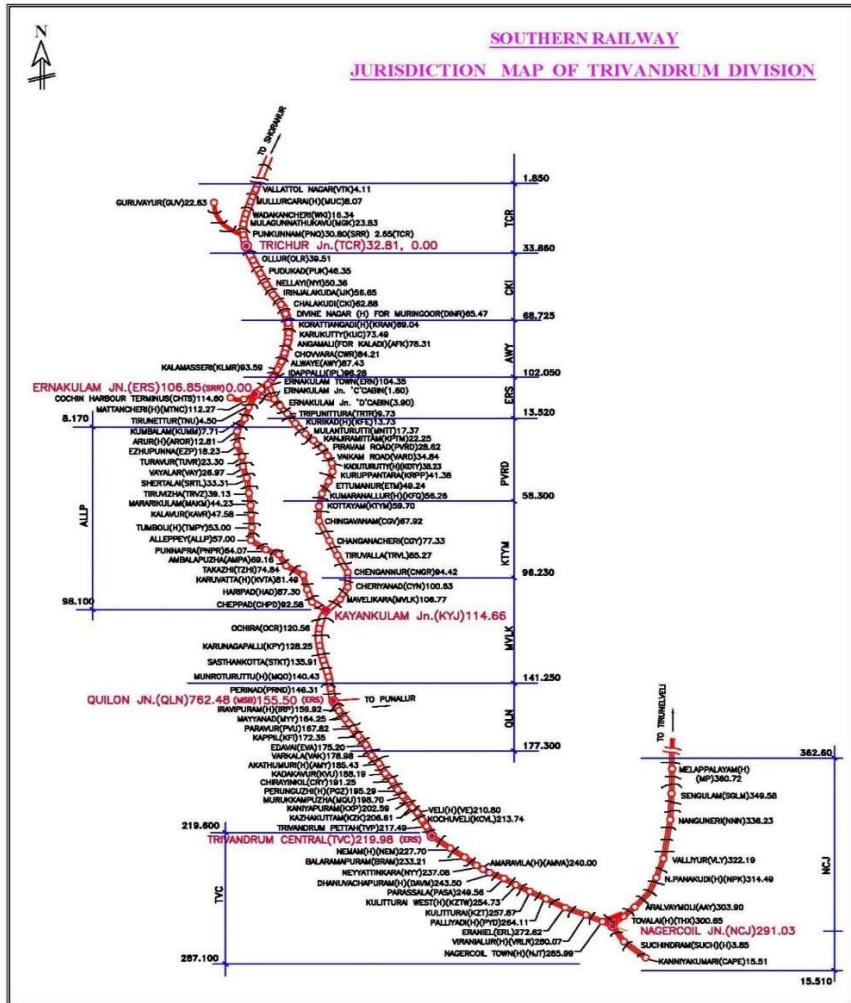
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# TRIVANDRUM RAILWAY DIVISION MAP



## **CHAPTER- I**

### **INTRODUCTION**

This Disaster Management Plan aims to provide

- Rapid access to the site of accident
- Effective site management by making best use of on-board and locally available resources
- Quick extrication of victims
- Speedy transportation of victims to hospital
- Prevent all avoidable loss of lives
- Expedite rescue, relief and rehabilitation
- Minimize human agony due to accident
- Protect Railway property and that of its users
- Preserves all vital clues
- Speed up restoration of traffic

Ensure proper communication system both for assisting the stranded passengers as well as giving out timely information to the media. With the above objectives in mind, availability of resources and their mobilization in an organized manner have been detailed out in as to who will do what and how. Irrespective of their department, all Railway servants shall work in coordination with the rescue team to achieve the above objectives. As per Railway Board letter No.2003/Safety-I/6/2, dt. 29.09.03. “All Divisions and Zonal Railway headquarters must devise their Disaster Management Plan, if not already done taking into consideration of

the resources available with them, their neighbouring divisions/Zonal Railways, civil authorities, industrial units and Armed Force bases located in their territory. This would enable the Divisions/Zonal Railways to muster the entire local resources in case of a major disaster/natural calamity”.

### **DEFINITION OF DISASTER**

Railway Disaster is a serious train accident or an untoward event of grave nature, either on the railway premises or arising out of railway activity in that area due to natural or man-made causes, that may lead to loss of many lives and/or grievous injuries to a large number of people, and/ or severe disruption of traffic, necessitating large scale help from other Government/ Non-government and Private Organization.

Railway Board has also approved the proposal to nominate GM, AGM or CSO for declaring an untoward incident as a Railway Disaster.

### **TYPES OF DISASTERS**

#### **Natural Disasters**

Floods, cyclones, tornadoes, storms, soil erosion, landslides, mud flows, earth quakes, etc. Railway accidents can be caused by such natural disasters also.

## **Action Plan to handle Natural Disasters**

### **Earthquake**

When first tremors are sensed during an Earthquake all personnel should evacuate buildings and assemble at safe places away from structures, wall and falling objects.

- Emergency shutdown should be declared.
- Emergency response plan to be activated.
- After the status is restored, personnel should inspect all the facilities for damage assessment, cleanup restoration and recovery.

### **Landslide**

**Sr.DEN(Co-ord)** will arrange earth moving equipment as required including Pay loader, JCB, Dozer, Proclaim & Jack Hammer Dumper & Trucks from the nearest available Railways & Non-Railway sources.

Licensed rock blasting staff with sufficient quantity of explosive & detonators, Rock drills, Rock drilling equipment and Air compressors available from the nearest sources also should be rushed to the site by Sr.DEN/Co.

DRM, after getting detailed information from site will seek the help of Army/Naval, Air force, Border Road Organization Units, as the case may be.

Sufficient quantity of explosive & detonators has to be sent to the site for replenishment.

The residents of the nearby houses/staff quarters must be evacuated to safer places before starting the blasting of rocks. Only trained experts having license to handle explosive should only be deployed for rock blasting.

Requisite quantity of P.Way material should be kept ready in the nearest station to move to the site in case the P.Way is damaged.

Similarly, Signaling, Elect (G) and TRD staff also should be kept in readiness with man & materials for immediate repair of installation.

Sufficient number of labourers shall be requisitioned and deployed at site to help in clearing the landmass.

Causality/injured persons/staff should be shifted to Railway Hospital or nearest hospital for treatment.

### **Manmade Disasters**

Chemical, industrial, nuclear, biological disasters, fire, stampede, transport accidents, sabotages, bomb blasts, setting fire to train/railway installations and railway property, tampering with railway fittings to cause accidents, placing of obstructions on track to cause disruption to traffic. Railway accidents can be caused by such manmade disaster also.



## **PREPAREDNESS DEPARTMENT WISE**

### **Engineering Department**

- Contact local crane/bulldozer operators and ask for assistance.
- Contact Boat operators/naval bases and arrange divers.
- Move gang staff/materials from adjacent depots.
- Arrange tent materials.

### **Mechanical Department**

- As per site requirements, prepare ART/SPART/ARME/Crane with required tools like cutters, spreaders, lights, jacks, cold cutting equipment, drinking water etc.
- Assess the approximate requirement of additional equipment and mobilize them from local agencies.
- If required, ask for ART/SPART/ARME/Crane from adjacent Divisions.

### **Medical Department**

- Collect particulars on nature of accident and prepare SPART/ARME according to site requirement.
- Contact St. Johns Ambulance Brigade and avail their services Alert blood donors.
- Contact local hospitals and arrange required trained manpower.

## **Electrical Department**

- Shall provide adequate lighting at site.

## **Telecommunication Department**

- Send the required manpower that can install and operate the communication equipments at site.

## **Operating Department**

- Contact police station, fire stations and local bodies and request their services.
- Arrange loco, Crew and Train Manager to work ART/SPART/ARME

## **Safety Department**

- Information to be conveyed to Head Quarters regarding the incident and also to seek assistance as required.
- Arrange for collecting and preservation of evidences through photography and videography.
- Co-ordinate with all departments and outside agencies.

## **Commercial Department**

- Arrangements to be made for withdrawing station earnings.
- Arrange for road transport vehicles if there is a disruption to traffic.

## **CHAPTER II**

### **DISASTER PREPAREDNESS - AVAILABILITY OF RESOURCES**

Apart from the above, each PHOD/DRM shall nominate an officer to monitor warned location and order arrangement.

A monitoring cell shall be formed by all departments. Concerned at Division / Zonal level to ensure proper co-ordination and planning.

#### **Action Plan for different Exigencies.**

##### **Earthquake**

When first tremors are sensed during an Earthquake all personnel should evacuate buildings and assemble at safe places away from structures, walland falling objects.

- Emergency shutdown should be declared.
- Emergency response plan to be activated.

After the status is restored, personnel should inspect all the facilities for damage assessment, cleanup restoration and recovery.

##### **Land / hill slide**

DRM/ADRM, Sr.DSO, Sr.DEN (Co-ord) (through BTC), Sr.DME, Sr.DEE (OP), Sr.DSC, CMS, Sr.DEE/G, Sr.DSTE, Sr.DOM, Sr.DEE/TRD, Sr.DFM, Sr.DPO, Sr.DCM, Sr.DMM shall arrive at control office.

DRM with Sr.DEN (Co-ord), Sr.DSO and Sectional DEN & ADEN will proceed to site. ART/MRT will be ordered, if required.

Sr.DEN(Co-ord) will requisite earth moving equipment as required including Pay loader, JCB, Dozer, Proclains & Jack Hammer Dumper & Trucks from the nearest available Railways & Non-Railway sources.

Licensed Rock Blasting staff, with sufficient quantity of explosives & detonators, Rock drills, Rock drilling equipments and Air compressors available from the nearest sources also should be rushed to the site by Sr.DEN/Co.

DRM, after getting detailed information from site will seek the help of Army/Naval, Air force, Border Road Organization Units, as the case maybe.

Sufficient quantity of explosive & detonators has to be sent to the site for replenishment.

The residents of the nearby houses/Staff quarters must be evacuated to safer places before starting the Blasting of Rocks.

Only trained experts having license to handle explosive should only be deployed for rock blasting.

Requisite quantity of P.way material should be kept ready in the nearest station to move to the site in case the P.Way is damaged.

Similarly, Signaling, Elect and TRD staff also should be kept in readiness with man & materials for immediate repair of installation.

Sufficient number of labours shall be requisitioned and deployed at site to help in clearing the landmass by Sr.DEN/Co.

Causality/injured persons/staff should be shifted to nearest hospital for treatment by CMS/Sr.DMO in-charge.

## **Accident Relief Train, equipped with following things**

Following records shall be maintained in the accident relief trains

- (i) Accident Relief train Log Block
  - (ii) Attendance registers
  - (iii) List of tools and equipments
  - (iv) Register for testing of wire ropes and chains
    - a) Periodical testing registers for First aid equipment
    - b) Field Telephone
    - c) Detonators
    - d) Gas cutting equipment
    - e) Gas lighter
    - f) Generators
    - g) Compressors
    - h) Firefighting equipment
    - i) Joint Inspection register
- (i) All Relief trains and Relief vans – In-charge of the Accident Relief Trains and Relief Vans, are responsible to ensure that they are always fully equipped and in proper running order. They will also inspect the equipments to ensure that they are in efficient working condition. However, the Engineering Electrical and S&T department will be responsible to ensure the availability of prescribed equipment for their respective departments and their good condition.
- (ii) The Divisional Mechanical Engineer, Divisional Engineer, Divisional Electrical Engineer (TRD), Divisional Signal and Telecommunication Engineer, Divisional Electrical Engineer concerned must personally inspect the Relief Trains and their equipments concerned to the respective

department to ensure the availability and their effect working condition. They must also satisfy themselves that the deficient are made good after use at every accident.

- (iii) The person in charge of the Loco-shed Running shed at the base station of Relief Trains is responsible to see that the Relief Train gang thoroughly understand the accident hooter for their attendance, and to maintain a list with their names and the names of principal members who live in the vicinity of the shed who are supposed to attend with the relief train. He is also responsible to keep the said list in a place accessible to all.
- (iv) The person in charge of the C&W department is responsible to organize a break down gang amongst his staff at the base station of relief train and to see that they thoroughly understand the accident hooter for their attendance also to ensure that the gang is efficient enough to work at the site of accident.
- (v) The person in charge of the loco shed / running shed is responsible to keep the engine and accident relief crane (if provided) in readiness. The CYM/YM/SMR/SM as the case may be will be responsible to arrange any extra vehicle or brake van for relief work in case of necessity.
- (vi) The person in charge of C&W department for relief train is responsible to maintain all the vehicles on the accident Relief train in the same way as other coaching stock in regular use, in that the running gears shall be regularly attended, oiled and replaced in accordance with the orders. He must ensure that those vehicles are always kept in good working condition, so that in the event of an accident requiring relief train, no detention or speed restriction need to be permitted to these vehicles for any reason.

## **Accident Relief machinery**

- (i) The entire accident relief machinery as a whole i.e., the special ARME scale (medical relief van) and the break down special shall be inspected by a committee consisting of the Senior Divisional safety officer, Senior Divisional Engineer, Senior Divisional mechanical engineer, Senior Divisional Medical officer Engineer, Senior Divisional Electrical Engineer and Senior Divisional Signal & Telecommunication Engineer once in three months and a joint report shall be submitted regarding the results of the inspection to the Divisional Railway Manager. The Divisional safety Officer shall act as the Secretary of the committee submitting the joint report to the Divisional Railway Manager. Only in regard to matters concerning change in policy, equipment or stabling arrangement, if any the Divisional Railway Manager shall address the Chief Safety Officer for orders or approval and in all other aspects he shall dispose off the case. A consolidated statement showing the dates on which the joint inspection was made shall be submitted by the Divisional Railway Manager to the Chief Safety Officer, by the end of the month following each quarter. While inspecting Medical Relief Equipments of any type, the medical official in charge shall pay attention to the condition of dressings and articles liable to deteriorate and perish. He shall replace consumable articles and drugs with limited period of efficacy from their boxes not longer than quarterly aired for above three hours and replaced in their boxes with a quantity of naphthalene balls between the folds to avoid damage by insects. The Divisional Medical officer concerned shall specially ensure that the petrolmax and other lights are in proper working order by actually burning them and shall also see that there is sufficient quantity of oil, mantles and matches. He shall also specially see that the arrangements for water are all right.

- (ii) Emergency indents in Form No: 3A shall be placed by the Divisional Medical officer for the replacement of articles and the indents shall also be endorsed in red ink for Accident relief medical equipment. As far as possible the medical official in charge shall replace immediately any damaged article from the stock available in the hospital or dispensary without waiting for the indent to be compiled with.

The seal of the box containing the keys may be broken for the purpose of inspection. After each inspection, the concerned official shall restore the keys to the box kept for this purpose and reseal it. Before resealing, the concerned medical official shall see that the glass front is replaced duly contacting the local Junior Engineer/Section Engineer (Permanent Way). In an emergency, the glass front can be broken and the keys can be taken.



## **Preparedness of engineering department**

The yardstick for engineering materials to be kept in Accident Relief trains.

### **Track Material**

Track materials sufficient to lay 500m of track should be kept loaded on to the BFRs should be kept stabled at a suitable central place in the division (20 Rails with ART/ERM and 20 Rails with ART/TVC) so that the same can be moved anywhere in the division in the shortest possible time.

In addition to the track materials loaded to the BFRs, the following track material should be kept as a reserve stock. These materials should preferably be stacked close to siding so that they can be loaded easily for dispatch,

- a) Track materials for laying 500m of track.
- b) Switches Left Hand and Right Hand, one set each, 1 in 12 as well as 1 in 8.5 turnouts fan.
- c) One set of SEJ along with the concrete sleepers.
- d) One set of concrete sleepers for level crossings including check rails & corresponding fittings, etc.
- e) Adequate number of bridge timbers (Channel Sleepers) depending upon the type, number and span of the existing bridges in the division.

### **Labour**

- i. Details in respect of P Way labour, their addresses and how to contact them and the details to be kept with ADEN/SSE (P Way) & JE (P Way).
- ii. The details in respect of contractor's labour working in the division with the numbers at each side.
- iii. The details shall be available with Sr. DEN/DEN/ADEN for the whole division.

## **Mobility**

The Divisions have been authorized to hire trucks on regular basis for use of SSE (P.Way) should have a plan for movement of labours and materials to the site of restoration with various alternatives like movement of the same by rail/road. For this a complete road map should be prepared showing connections to the track through level crossings or canal roads or the nearest points to track where the truck can reach.

## **Equipment & Miscellaneous**

- i. The details in respect of heavy earth moving machinery available in the nearby areas, their contact persons, the telephone numbers, etc must be kept with ADEN / DEN / Sr.DEN.
- ii. Areas such as those sections may need use of explosives in the nearby areas, the contact address and telephone numbers etc readily available.
- iii. Use of explosives also needs availability of duly authorized persons approved by the Govt Authorities and therefore, the contact details of such authorized persons should also be kept handy.
- iv. The details of availability of tentage (accommodation in tent) in the nearby areas, the contact numbers etc should be kept handy. This is in addition to the availability of the tentage in the relief train as per prescribed scale.
- v. Suitable arrangements need to be made for supply of drinking water of the labour working at site. Therefore the addresses and contact numbers of the agencies who could supply drinking water may be kept hand with ADEN/SSE (works) of the subdivision.

- vi. Needless to mention that the small track machines like rail cutting, drilling, welding equipments, etc. are already forming part of the equipments of each relief train. In case the same is not kept in the relief train, these equipments/small track machines must be procured and kept in the relief train in adequate numbers.
- vii. All SSE (P.Way) should have an arrangement of portable generators for lighting so that the dependence of Electrical departments even for small magnitude emergencies can be avoided.

The above are only guidelines the Division may keep these in view while formulating the detailed action plan for their jurisdiction.

(Ref.CES Circular No. 184 circulated vide NO. TC /POLY /ACC/Pt VIII/2347 dated 18.09.03)

### **Disaster Management team of RPF**

There should be a Disaster Management Team of RPF on each Division of IR composing about 15 men different ranks. This team shall take care of disaster management over the division/neighbouring division. RPF should play an active role in managing law and order at site.

### **Equipment of RPF:**

This disaster Management team of RPF should have the following equipment available with them.

- i. Torches and other lighting arrangements
- ii. Nylon ropes and poles for segregating the affected area from unwanted visitor and spectators.
- iii. Loud hailer for making announcements.
- iv. Stretchers and first aid equipment.
- v. Wireless sets for inter communication.
- vi. Cameras for photographing the scenes.

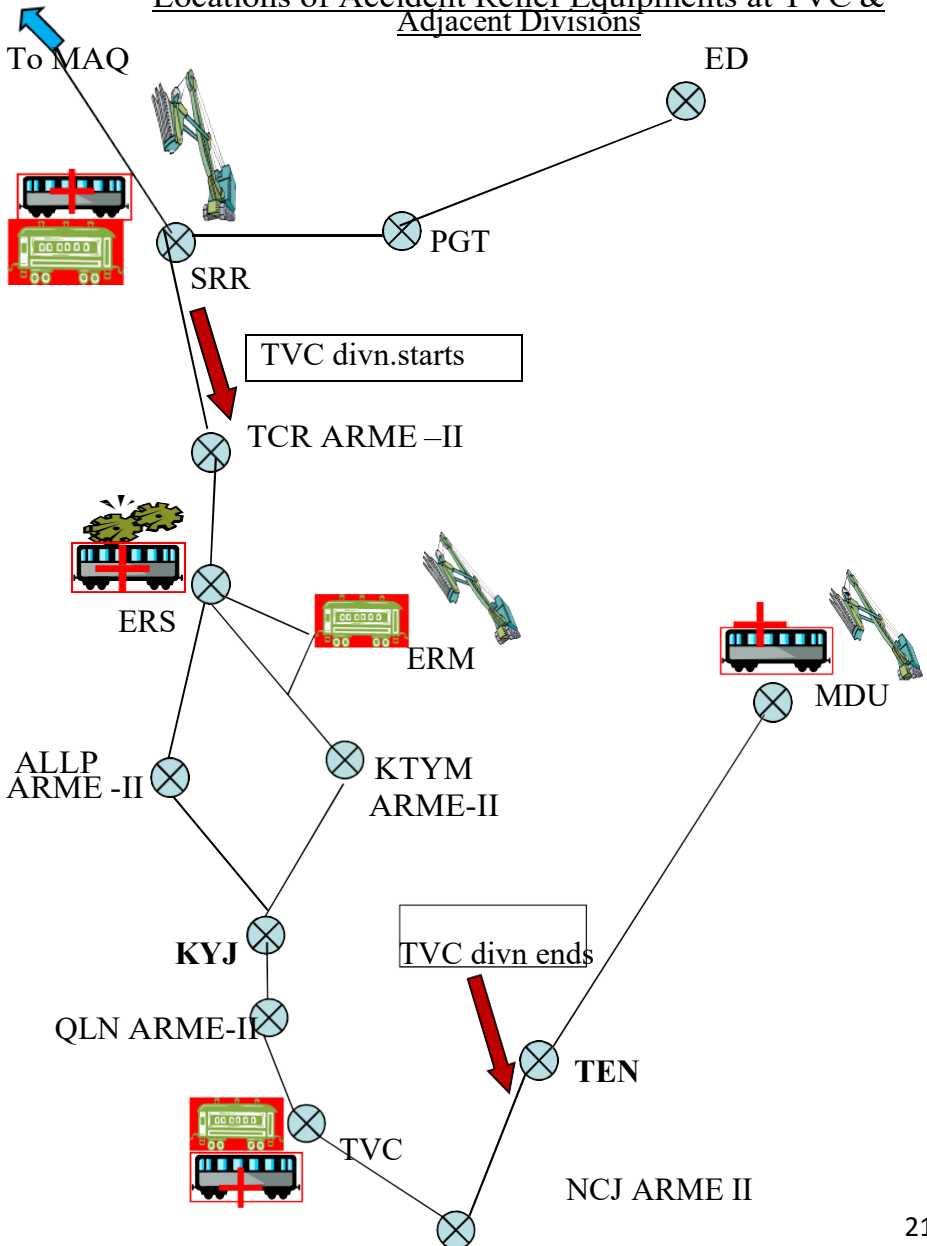
## **Ensuring full compliments of Brake van equipment**

- A. At the originating and interchanging points of all passenger carrying trains, it must be ensured that these trains run with full equipments of brake van as prescribed by GR, SR and other special instructions.
- B. The officers and senior subordinators of the Traffic, Mechanical S&T, Electrical and Engineering Departments must examine these equipments regularly and take necessary action to ensure that they are in the good working condition.
- C. The first Aid Box and the stretchers should also be examined for this purpose by the concerned Medical officers.
- D. The Train Managers/ Asst. Train Managers of the passengers carrying trains while taking over the charges of these equipments should also ensure that they are in good working condition. Wagons with quick mast erection facilities sufficient spares should be kept ready at tower wagon shed.

# Chapter III

## Map of Locations of ART/MRVs

### Locations of Accident Relief Equipments at TVC & Adjacent Divisions



### **ARME/SPART Target starting time**

The target time of turning out the Medical Relief Special is as under:-

**20 Minutes** – for stations where the Medical Relief Van is stabled on **asiding with exit from both ends** -.

**25 Minutes** - for stations where the Medical Relief Van is stabled on single **exit siding** subject to the remarks furnished below.

Sl. No.	Stations with Single exit siding	Division	Target Time
1.	TRIVANDRUM CENTRAL (ARME)	TVC	20 towards QLN 25 towards NCJ
2.	ERNAKULAM JN. (SPART)	TVC	20 minutes towards ALLP 25 minutes towards SRR/KTYM

### **Auxiliary Relief Train (ART)- target time to start**

Whenever the break-down special is ordered from a station, the Station Manager shall be called on duty. Steps to turn out the break-down special shall not however, pend, in any respect, for the arrival of the Station Manager.

The target time for turning out the break-down special is as under:

**From 6 to 18 hours – 30 minutes**

**From 18 to 6 hours – 45 minutes**

The above time should be reckoned from the moment the siren is sounded till the time the train is ready in all respects for dispatch at stations where the break-down specials are kept outside the loco yard with suitable connection to the running line. At stations where the break-down specials are stabled within the loco shed, the above period of 30 minutes and 45 minutes should be reckoned from the time the siren is sounded till the time the break-down special, complete in all respects, is brought to the exit of the loco shed. It should not take more than 10 minutes for starting the train after it has come to the loco exit. To ensure this, it is necessary that the train is complete in all respects and the outgoing train engine is also attached ready to start.

It shall be realized by all concerned that there shall be no delay whatever in dispatching break-down specials and the shunting, if any, in regard to the crane shall be completed as expeditiously as possible by the time the staff assemble. Suitable boards should be put up in the loco sheds and the stations for the guidance of the staff.

<b>Sl. No.</b>	<b>Stations with ART</b>	<b>Code</b>
1	TRIVANDRUM CENTRAL (Scale II)	TVC
2	ERNAKULAM MARSHALLING YARD (Scale I)	ERM

## CHAPTER IV

### THE GOLDEN HOUR

#### *Understand the importance of Golden Hour concept*

**If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduces drastically, even with the best of Medical attention thereafter. This one hour period is generally known as The Golden Hour.**

- ☐ **Render definite medical care within Golden Hour.**
- ☐ **Stop Bleeding and restore Blood pressure within an hour.**
- ☐ **Persons in shock shall be immediately relieved of shock.**

#### **Transport the casualties to the nearest hospital**

**For being effective any Disaster management system must aim at recovering as many critical patients as possible and rushing them to hospital within this period.**

### **IMPORTANT RESPONSIBILITIES OF RAILWAY OFFICIALS PRESENT AT SITE:**

Till such time relief and assistance arrive and a more senior official replaces him, the senior most railway official present shall take charge of the situation.

He shall ensure that the train is protected, that the accident has been reported properly to the controller or the nearest Station Master, and relief, if required is asked for and arrange to -

- a. Collect railway men and volunteers,
- b. Allot duties to each as best as possible under the prevailing circumstances,
- c. Allot duties to Police, Military and Railway security staff.
- d. Organize relief with the assistance of volunteers.



## FIRST AID

Our aim must be to prevent mishaps, but if these do occur, then the next best thing is to prevent unnecessary pain and suffering. First aids can do much to help. If you are one of your workmates on train does get hurt, see that proper attention is given to the injury straightway; do not wait until you have finished the job or your turn of duty. The quickest way is to make use of first aid equipment supplied in your train or at the first station.

Incidentally, are you a qualified First Aider and if so, have you refreshed your knowledge of First Aid? It may mean the saving of a limb or even a life.

**The guiding principles of First Aid are summarized below:-**

1. Normal breathing conditions should be helped to achieve.
2. Bleeding should be tackled on a priority basis starting from profuse bleeding, the continuance of which would endanger life.
3. The injuries should be supported and secured by simple methods.
4. Any person who is, or has been entrapped under the debris must be treated on the assumption that the severest injuries have been received, which might include fracture of the thigh or pelvis or spine.
5. A person who is wholly or partly unconscious or one, who is suspected of suffering from internal injury, must not be given anything to eat or drink.
6. Alcohol is not required for First Aid except on the direct order of a Doctor and in case where a patient suffers from indirect effect of syncope or faint where too it is administered only on his recovery.
7. All injured person suffer from primary shock which should be treated carefully. Secondary shock should not be allowed to come on.

8. Chill must be prevented by covering with suitable clothing or blanket.
9. Care, gentleness, assurance and good behavior is necessary except for the Hysteria patients who require firm handling.

**The dangers can be broadly classified into two groups;**

**Immediate dangers to life and not so immediate**

(A) Immediate dangers to life include:-

Interference with normal breathing due to:

- (i) Pressure on the chest by earth or debris, etc.
- (ii) Obstruction of the air passages due to something inside the mouth or throat.
- (iii) Severe hemorrhage (bleeding).
- (iv) A source of danger such as fire, moving machinery, buildings which are liable to collapse or poisoned (gases) atmosphere contaminated surroundings (diseased germs in water)
- (v) Electrocution which causes suffocation (asphyxia),

**These immediate dangers must be dealt with at once both by First Aid parties as well as the rescue parties.**

### **Artificial respiration**

This is means of limiting the action of breathing. Before applying artificial respiration the patient must be taken into the fresh air, any obstructions to breathing shall be removed first, e.g. a foreign body from the throat, or a rope from the neck in hanging, etc.

Commence artificial respiration immediately; every second counts. If an assistant is available, tight clothing should be loosened, the mouth carefully cleaned, and the patient made as warm as possible whilst artificial respiration is being administered.

**ARTIFICIAL RESPIRATION IS SOMETIMES STOPPED WHEN THE AMBULANCE ARRIVES TO TAKE THE PATIENT TO HOSPITAL. THIS SHOULD NOT HAPPEN AND ALL SHOULD BE WARNED AGAINST THIS PRACTICE.**

After electric shock, especially, there is a peculiar state of pulse-less and apparent death. Such cases however, have been revived from this condition by persistent artificial respiration.

Artificial respiration is used in the treatment of asphyxia, a condition brought about by the following causes.

- a) Breathing a gas which does not support life. E.g. coal, gas, sewer gas and smoke.
- b) Strangulation and hanging.
- c) Electrocution.
- d) Swallowed food or foreign body in the throat.

In cases of suffocation by smoke or gases

- a) Do not become casually yourself. In a gas filled room, the air near the floor is the purest, and therefore, it is safer to crawl along the floor. Take several deep breaths before entering the room and hold your breath as long as possible when in the room.
- b) Remove the patient from the enclosed space, which is filled with the gas.
- c) Perform the artificial respiration, and treat for shock.
- d) Send to hospital.

## **Mouth to mouth method**

Having duly considered the case of “Expired Air” Resuscitation and decided on its advisability, the operator should proceed at once with its application. The sooner artificial respiration is applied, the more likely is to succeed.

- a) Clear the mouth of any obstruction to breathing.
- b) Lay the casualty on his back. If possible, lay him on a table or on ground higher than that on which the operator is standing.
- c) Place a folded coat or other material under his shoulders so that the head falls well backwards.
- d) Kneel by the side of the casualty's head or stand by the side of a table opposite the casualty's head.
- e) Press the casualty's head to the fully extended position with one hand, with the other draw the casualty's chin well forward. The combination of those two movements ensures that the airway to the lungs is fully open. Sometimes it may be necessary to place the thumb of the hand supporting the chin inside the mouth, holding the tongue forward.
- f) Taking a full inspiration, the operator now places his mouth, over the casualty's mouth and with his cheek blocking the casualty's nose, breathes strongly into the casualty's lungs. He should see the expansion of the chest. He then turns his head away from the casualty, takes another breath and repeats the cycle.
- g) In the interval, air passively exhales from the casualty's lungs.
- h) The action should be repeated every three to five seconds for an adult and a little more frequently for a child. The breathing should be less strong for a child and still less for a baby.

**Note :-** If it is not possible to block the casualty's nose with the cheek, the operator will have to pinch the nostrils with the finger and thumb of the hand supporting the casualty's head, while still ensuring full extension of the neck.

When it is impossible to make a proper seal with the mouth, the operator's hand supporting the casualty's chin should be brought up over the mouth to close it off completely, while the operator blows through the casualty's nose.

Normally the mouth will give a clearer airway than the nose. It is not recommended to use an artificial airway. Operators may be readily changed by kneeling or standing at the opposite side and taking over at the interval of casualty exhalation.

### **HEMORRHAGE - (SEVERE BLEEDING)**

Bleeding may be from:

- 1) Arterial (from an artery).
- 2) Venous (from a vein).
- 3) Capillary (from a capillary).
- 4) Mixed (from a combination of above vessels).

Sign and symptoms: - Arterial hemorrhage spurts from the wound and is bright-red in colour. Venous bleeding flows evenly from the wound and is dark-red in colour. Capillary bleeding flows evenly and is bright-red in colour. Mixed hemorrhage may be any combination of the above types, and is the type usually seen.

Bleeding may be either:-

- a) External or
- b) Internal.

Hemorrhage may either be external in which case it easily seen or it be internal which cannot be seen. The signs and symptoms of severe bleeding, either external or internal areas follows:

- 1) Rapid loss of strength accompanied by giddiness and faintness especially if the patient is raised to sitting or standing position.
- 2) Face and lips become pale and the skin cold and clammy.

- 3) Breathing becomes hurried and may be accompanied, by yawning sighing.
- 4) Pulse becomes progressively faster and weaker and may become so feeble as not to be felt at the wrist.
- 5) Becomes thirsty.
- 6) He may become restless and throw his arms about or tug at clothing round the neck (air hunger).
- 7) Finally, the patient may become unconscious.

If these signs are observed but no external cause is apparent, the case should be regarded as one of internal hemorrhage, and dealt with as a matter of urgency by the immediate removal of the casualty to hospital.

### **Internal hemorrhage**

Such cases can only be treated on the operating table. The first aid urgently needed is warmth, gentle handling and rapid but smooth removal to hospital. Internal hemorrhage may either:-

- a) Evident - that which appears in sight i.e. from the nose to mouth
- b) Concealed- that which does not appear but which is present in the chest, abdomen or head.

The symptoms of internal bleeding are - cold clammy skin with profuse sweating, the patient feels faint or is unconscious, gasps for air and tugs at his clothing. The pulse is weak and rapid, and there is often pain at the site of hemorrhage.

Treatment - Lay the patient down, encourage him to keep still, treat for shock and send to a hospital or for a doctor.

Bleeding from the nose :- Sit the patient up and loosen all tight clothing apply cold water compresses to nose and back of the neck and instruct the patient to breathe through his mouth if the bleeding still persists, pinch the nostrils firmly with the finger and thumb for 2-3 minutes.

Bleeding from the ear: - Cover the ear with a clean pad and consult with a doctor

Bleeding from the lungs: - May be caused by injury or disease the blood is coughed up and is bright red and frothy.

Treatment - Lay the patient down and keep him quiet and send for a doctor immediately or remove the patient to the hospital immediately.

Bleeding from the stomach:- Blood is usually vomited, and is dark brown in colour. Casualties with wound of the abdomen are more comfortable and less liable to a further damage in moving if they are placed on the back with the abdominal wall relaxed by bending the knees over a box, haversack or rolled coat or blankets and with the head and shoulders raised except when the wound is longitudinal when the patient should be kept flat on the back, with the legs extended, otherwise the wound will gape, if any organs protrude, no attempt should be made to replace them but they should be protected by covering with lint or soft towel.

Treatment - Lay the patient down, keep him quiet and send for a doctor. Give nothing by the mouth.

Concealed Internal Hemorrhage may follow severe crushing. The symptoms are described above under internal hemorrhage.

Treatment - Lay the patient down, treat for shock, and send to hospital quickly.

### **External hemorrhage:-**

The following should be kept in mind, while attending to the external hemorrhage,

- a) Firm pressure applied to a wound will nearly always stop bleeding, should be done with a clean pad and firmly-applied Elastoplasts bandage. If this method fails, extra pressure with the flat of the hand over the Elastoplasts will usually succeed.

- b) Where possible, raise the bleeding-point above the level of the heart, for instance, in bleeding from the leg, lay the patient down, raise his leg into the air, and support it in that position.

The above method will nearly arrest bleeding completely, if however, the flow of blood is still brisk, additional pressure may be applied to the appropriate pressure-point with the fingers.

***Bleeding from the head:-*** Press backwards and inwards with the thumb on a point half - way up the neck, just in front of the strap like muscle, running vertically at the side of the neck, there by compressing the carotid artery.

***Bleeding from the arm:-*** Press behind the middle of the collar bone in a downward direction in order to compress the subclavian artery on the first rib.

***Bleeding from the leg:-*** Press firmly with the thumbs on to point one third of the distance from the inner to the outer side of the thigh, in the groin.

***Bleeding from the socket:-*** Plug the socket firmly with cotton wool and place over this a larger plug ; instruct the patient to grip firmly on the large plug with the teeth.

***Bleeding from the palm of the hand -.***Place a firm pad of gauze over the bleeding point and instruct the patient to close his hand over it. Then bandage firmly over the fist.

***Bleeding from the finger:-*** Apply a pad of lint or gauze over the wound, and secure firmly in position with Elastoplast plaster. (The Elastoplast finger dressing is very effective for these purposes). This always controls the hemorrhage.

***Bleeding from the wounds of chest and abdomen:-*** Lay the patient on stretcher, apply a firm pad and Elastoplast bandage to the wound, and send to a hospital as quickly as possible. If the wound runs across the abdomen, keep the knees slightly bent by means of a cushion or pillow placed under



knees, as this keeps the wound closed. If the wound runs length-wise, keep the knees straight for the same reason.

Note: - We should avoid use of tourniquet as far as possible. It can be, dangerous in hands of a novice and where after care is not taken. Only trained people can do.

(B) Not so immediate, danger to life include:-

1. Shock
2. Electric Shock
3. Burns and scalds
4. Wounds
5. Fracture
6. Bruises

**Shock:-**shock is the sudden depression of the nervous system mostly due to pain injuries or hemorrhage. In case of shock, there may be partial complete insensibility.

*Treatment:* - In the treatment of-shock one has to :-

- i. Rest the patient with the head lower than the body and limbs; this position will ensure blood supply to the brain and prevent any collection in the mouth and throat from getting into the air passage.
- ii. Keep the patient warm, for if his body is cold and clammy, this will aggravate the shock.

Give the patient continuous sips of a warm sweet drink like tea, cocoa, and coffee to stimulate the depressed system.

### ***Electric Shock:-***

Make certain that the patient is not in the contact with the current, by switching off the power. If this is not possible, no time should be lost to remove the body from contact, using an insulator. Examples of insulators are rubber, glass, silk, wood, cloth and paper but they must be dry. While doing so precaution should be taken by the rescuer to prevent receiving electric shock to him.

Having removed the patient to a safe place, away from contact with the current, make sure that he is still breathing. If not, artificial respiration should be started at once and effectively performed for a long time. The patient should be covered with warm blankets and he should be treated- for shock and burns.

When the breathing is normal, lay the patient on a stretcher, cover the burns with Elastoplasts Dressing, treat for shock and send to hospital on a stretcher by ambulance. Be prepared at any moment to start artificial respiration again, if breathing ceases.

### ***Burns and scalds:-***

A burn is usually caused by dry heat, or by intense cold, but sometimes also by strong acids or alkalis. A scald is due to moist heat, i.e. steams and hot liquids.

A burn may be one of the three degrees:-

- 1) 1st degree-Reddening of the skin
- 2) 2nd degree- Blistering of the skin
- 3) 3rd degree- Destruction of the skin and tissues

It must be remembered that when a large area of the body surface is burnt there is greatest danger of such complications such as shock and pneumonia and the general treatment thus becomes more important than the local treatment.

***Treatment of severe burn:*** - *When the clothing catches fire the flames from in a rug or blankets:*

***Local:*** - Do not remove the clothing, as this has been sterilized by the heat and is satisfactory dressing. Severely burnt areas, not previously covered by clothing should be covered with Cetavlexcream or if this is not available, with a sterile dressing.

***General:*** - Place the patient on stretcher and treat for shock and take the patient to hospital quickly.

***Treatment of small burn:-*** Cover with a clean pad and bandage. No attempt should be made to remove blisters.

***Bum of the eye:*** - Put castor oil or paraffin liquid drops in the eye, and take the patient to a doctor,

### **Wounds:**

These vary considerably in size, but are mainly of four types.

- (i) Cuts
- (ii) Tears or lacerations
- (iii) Puncture or stabs
- (iv) Abrasions

The treatment is the same for all four types.

If the wound be (1) severe (2) bleeding profusely (3) penetrating chest or abdomen (4) over a fracture (5) communicating with joint, it should be covered with a firm pad bandage and the patient taken to a doctor at once. In case bleeding is continuous, firm pressure should be applied over the bandage. When the wound is clean, dry with a fresh pad and apply dressing or clean dry gauze held in position by Elastoplasts plaster. If Elastoplasts Dressings and plasters are not available, a gauze pad and bandage may be used instead. Oil or grease on the skin adjacent to a wound may be removed. If an abrasion is contaminated with road dirt or gravel, medical attention is needed at once.

## **Fracture:**

Fracture may be classified as:-

- (i) Simple or closed fracture i.e. the skin is not broken
- (ii) Compound or open fracture i.e. there is a wound over the fracture.

### General Treatment of a simple fracture:

Methods of treatment vary with the bones, but in general this treatment consists of making the patient comfortable and warm, splinting the broken bone as far as possible with the materials at hand, applying a sling to the arm or putting the patient on a stretcher in case of a broken leg, and sending him to hospital as quickly as possible.

### General Treatment of Compound Fracture:

Although the wound may be quite small, there is ample room for entry of bacteria which cause septic. Therefore, it is important to apply a dry sterile dressing or clean pad over the wound at once. This seals up the wound.

## **Fracture of skull:**

This is very difficult fracture to diagnose, indeed almost impossible. Therefore, a blow or fall on the head should be treated as a fracture until proved otherwise. The signs vary considerably, particularly the degree of consciousness - ranging from being slightly dazed to deeply unconscious the pulse and respiration may also vary, so that very little reliance can be placed upon them. The patient may resent or refuse treatment, but it is important that all such cases should be seen by a doctor. The patient should never be permitted to walk, but should be transported on a stretcher.

Treatment: - Keep warm, and transport on stretcher, no local treatment is required, apart from dressing wounds. If there is bleeding from the ear it should be covered with clean, dry pad. No drinks should be given.

### **Fracture of jaw:**

There is pain in the jaw, bleeding from the mouth and the line of the teeth can be felt to be uneven.

Treatment: - Close the mouth gently and apply the barrel bandage.

### **Fracture of neck:**

This fracture is usually caused by a fall on the head, or violent jerking forward of the head, as in a car crash.

The sign and symptoms are:

- a) Pain
- b) Difficulty in moving the head
- c) Possible paralysis of any or all of the limbs
- d) Deformity of the neck

Very often the only sign is pain, and a diagnosis should be made on this alone.

Treatment: - The utmost care must be taken to ensure that the patient does not move his head relative to the body. This movement may cause damage to the spinal cord. When moving the patient, his head should be cradled in one person's hands all the time, whilst three or four other people lift the patient's body carefully on to the stretchers, on his back. The head should be supported all the way to hospital and the ambulance should be driven slowly, care rather than speed being the essential feature of the treatment of this fracture.

## **Fractured spine:**

It is caused by the impact of a heavy weight on to the bended back, or by a fall from a height. Pain is usually the only symptom, and when it is present in the back following an injury, a fracture should be assumed.

Treatment: - Care must be taken not to bend the back in moving them patient. He should be stretched out so that he lies in a straight line, and his feet should be bound together. He should be transported in the position in which he is found, i.e., if on his back, he should be placed on the stretcher in that position, supported in the small gap of the back and the neck with pillows or folded coats or blankets. If he is on his face, place him on the stretcher in that position, with a support under the chest. The stretcher used should be rigid, and a door or shutter is better than a canvas stretcher. To get the patient on to the stretcher, four people equally spaced along his body lift him clear of the ground gently; the stretcher is then pushed under him and the patient lowered. Once on the stretcher, there is no risk of danger of his spinal cord.

## **Fracture of the ribs:**

Caused by a blow or crushing of the chest.

Symptoms: - There is pain in the chest, especially on breathing or coughing.

Treatment: - Place a broad bandage tightly around the chest, fastening it while the patient breathes out.

If however the patient is cough up frothy blood, no local treatment should be undertaken because the fracture is complicated by lung damage.

### **Fracture-of the collar bone:**

Usually caused by a fall on to the shoulder or outstretched hand.

Sign and symptoms: - History of an accident above, with pain over the collar bone also the patient tilts his head to the affected side and supports the elbow on the injured side with his other hand, there may be irregularity of the bone.

Treatment: - Place a firm pad in the armpit e.g.a pad of tennis ball size apply a broad arm sling to the affected arm, and bandage the tip of the elbow to the chest.

### **Fracture of the upper arm:**

Usually caused by a fall on to the outstretched hand or a blow on the upper arm

Sign and symptoms: - There is pain and swelling of the upper arm, deformity and inability to move the limb.

Treatment: -Place the elbow at a right-angle, and support the wrist in a narrow are sling. The weight of the arm now acts as an extension force to the broken bone. Finally bandage the elbow lightly to the side, so that the chest acts as a splint.

### **Fracture of the elbow:**

Often caused by fall on to the outstretched hand, the limb is painful, swollen and cannot be moved.

Treatment: - The arm should be supported in the position in which it is found either by hand or by slings. No attempt should be made to move the elbow into a new position.

### **Fracture of the bones of forearm:**

One or both bones may be broken, by either a fall on the arm or hand or a blow.

Sign and symptoms: - Pain and inability to move the limb. If both bones are broken, there is usually obvious deformity and undue mobility.

Treatment: - Apply splints from the elbow to the fingers on the front and back of the forearm, and secure them in place with bandage. Gently put the elbow to a right-angle, and place the arm into a broad arm sling.

### **Fracture of the wrist:**

A fall on the hand followed by pain in the wrist should always be treated as a fracture. Sometimes there may be deformity, but it is often absent.

Treatment: - Place a splint along the inner side of the forearm and hand and bandage in place. Apply a broad arm sling.

### **Fracture of the hand:**

Pain is the predominating feature. There is inability to move the fingers or hand and deformity may be obvious.

Treatment: - Place the hand and arm in a broad arm sling.

It will be noted that in general, fracture above the elbow is put into a narrow arm sling and elbow in a broad arm sling. If however, because of other injuries the patient has to lie on a stretcher, it is better to discard the sling and lay the arm beside the patient along the stretcher.



### **Fracture of the thigh bone:**

Usually caused by great violence, as this is the stoutest bone in the body

Signs and symptoms: - Pain is a very marked feature. The limb is greatly shortened and the foot lies horizontally, i.e. parallel to the ground. Deformity is commonly present, and the limb cannot be moved. Severe shock is always present but it is considerably relieved when the fracture is splinted.

Treatment: - Shock should, of course, receive instant attention - warmth hot sweet drinks etc being one of the first consideration. Treatment of the limb itself consists of pulling it gently out of full length and keeping it there by splints until hospital is reached. Splints should be long enough and to be secured by seven bandage technique.

### **Fracture of the leg below the knees:**

Signs and symptoms: - Pain is very severe, the limb is shortened and deformed, and cannot be moved. There is severe shock.

Treatment: - Apply splints as for the fractured thigh, by gently pulling on the foot. To both the knees and ankles together, one unbroken limb acts as splint for the other. To be sent to the hospital as early as possible

## **BRUISES**

Bruises are caused by injury to soft tissue. Finn bandage, over padswrung out in cold water, eases the pain and swelling.

### **Loss of consciousness:**

- (1) Unconsciousness where breathing is grossly interfered with.
- (2) Unconsciousness with breathing present and usually normal.

The causes are many and varied:-

- i. Injury (see fracture of the skull)
- ii. Medical causes
- iii. Apoplexy (hemorrhage in the brain)
- iv. Alcohol
- v. Epilepsy
- vi. Diabetes
- vii. Heatstroke
- viii. Poisoning
- ix. Fainting
- x. Shock
- xi. Exposure to cold

Many of these conditions stimulate one another closely and to distinguish one from the other requires expert knowledge. A patient suffering from cerebral hemorrhage may adjudge to be drunk because his breath smells of alcohol. It is dangerous to leap to conclusions in conditions of unconsciousness. Rather than try to sort out the signs and symptoms, to arrive at a definite and accurate diagnosis it is better to seek medical treatment.

Treatment: -

- (1) Keep a clear air-way
- (2) Prevent the patient from damaging himself
- (3) Apply artificial respiration. If necessary
- (4) Give nothing by the mouth
- (5) Send to hospital

## **CHAPTER V**

### **DISASTER RESPONSE- INSTANT ACTION TEAM**

#### **INSTANT ACTION TEAM (IAT)**

The instant action Team comprises

- ❑ The Train manager, Crew, Train Suptd, TTEs and other staff on duty by the train.
- ❑ Railway servants ON/OFF duty as passenger by the train.
- ❑ Doctors and other volunteers travelling by train.
- ❑ Railway staff working at site
- ❑ Non- Railway resources available at site.

#### **DISASTER RESCUE TEAM (DRT)**

When a train is involved in a serious accident with casualties / injuries to passengers:

- ❑ Railway servants on train/at site shall volunteer themselves to render assistance and report to TS/TTE/Train Manager of the train.
- ❑ Immediately TS/TTE on duty shall collect all Railway servants on train/at site and form three or four groups.
- ❑ One group shall assist the Train Manager and driver and the other groups may be directed to assist in rescuing the injured / entrapped passengers.
- ❑ In the absence of TS/TTE the Train Manager/Assistant Train Manager shall take steps to form such groups.

## **CHAPTER VI**

### **DISASTER RESPONSE- FIRST RESPONDENTS**

**Section Monitors and Traffic Inspectors: Nomination shall be made for sectional supervisors. They will proceed by first available means to the accident locations in their nominated section taking all the available medical recourses, alert all nearby doctors, agencies, tools and staff with rescue gang.**

#### **Disaster Management team of RPF**

There should be a Disaster Management Team of RPF on each Division of IR composing about 15 men different ranks. This team looks after disaster management over the division/ neighboring division. RPF should play an active role in managing law and order at site.

**This disaster Management team of RPF should have the following equipment available with them.**

- a. Torches and other lighting arrangements.
- b. Nylon ropes and poles for segregating the affected area from unwanted visitor and spectators
- c. Loud hailer for making announcements.
- d. Stretchers and first aid equipment.
- e. Wireless sets for inter communication.
- f. Cameras for photographing the scene.

# DETAILS OF SECTION MONITORS IN THE DIVISION WITH JURIDICITION

Station	SMR/SS	Section TI	Station	SMR/SS	Section TI	
VTK	SMR/TCR Rly : 86255  0487-2424148 9746769921	TI/TCR Rly : 86260 9746769915	CGV	SMR/CGY Rly :88251 0481-2420108 9567769312	TI/KTYM  Rly : 88354  9447466338	
WKI			CGY			
MGK			TRVL	SS/TRVL Rly : 88252 0469-2601314 9746769933		
PNQ						
GUV			CNGR	SS/CNGR Rly : 88253 0479-2452340 9746769934	TI/QLN  Rly : 89384  9746769912	
TCR			MVLK			
OLR			KYJ	SS/KYJ Rly 89478 0479-2442042 9746769935		
PUK	OCR		SMR/QLN Rly : 89380 0474-2746194 9746769936			
IJK	KPY					
CKI	STKT					
AFK	SMR/AWY Rly: 85633 0484-2452340 9746769924	TI/ERS Rly : 85606  9746769914	QLN			
AWY			MY Y			
KLMR	SS/KLMR Rly : 85634 9746769925 0484-2532579		PVU	SS/VAK Rly : 89392 0474-2746194 9567769313	TI/TVC  Rly : 82188  9746769911	
IPL			VAK			
			KVU			
ERN	SMR/ERN Rly : 85602 9746769927 0484-2390970		MCU	SMR/KCVL Rly : 82287 0471-2500646 9746769938		
TRTR		TI/KTYM Rly : 88354, 9746769913	KZK			
			KCVL			

ERS	SMR/ERS	TI/ERS	TVC	SMR/TVC  Rly : 83608  0471-2321568  Mob:  9746769939	TI/TVC			
MTNC	Rly: 85600	Rly : 85606	NEM		9746769911			
CHTS	0484-2375419	9746769914						
KUM	Mob:	TI/ALLP Rly :  85606  Mob : 9746769937						
TUVR	9746769928							
SRTL	SMR/ALLP					NY		
MAK	Rly : 87311					PASA		
ALLP	0477-2253865					KZT		
AMPA	Mob: 9746769929					ERL	SMR/NCJ Rly : 81160 04652-240303 Mob: 09003169945	TI/NCJ  Rly :Mob: 9003169946
HAD						NJT		
CHPD				NCJ				
MNTT			CAPE					
PVRDI			AAY					
VARD		NPK						
KRPP	04829-257138	VLY						
ETM	SMR/KTYM	NNN						
KTYM	9746769931	SGLM						
	Rly : 88350							
	0481-2562933							

## **CHAPTER VII**

### **DISASTER RESPONSE- OFFICERS AT DIVISION**

#### **The Divisional Railway Manager (DRM).**

In the event of a serious accident the Divisional Railway Manager shall;

- a) Depute an officer to the site of the accident to assume overall charge, unless he himself proceeds to the site of the accident.
- b) Ensure that assistance is rendered by each Branch of his division promptly and efficiently in rescue and relief, transshipment of traffic if required and for removal of obstruction at the earliest, allot specific duties to the individual officers for dealing with the accident.
- c) Keep a close touch with the officer-in-charge at the site of accident and officer-in-charge at the Control office and see that all assistance is provided and properly utilized in rescue and relief and for removal of the obstruction.
- d) Ensure that telephonic and / or telegraphic advice of the accident is sent to the concerned officials.
- e) Arrange a preliminary enquiry in cases where immediate investigation of certain matters is considered necessary even though the enquiry may be conducted later by the Commissioner of Railway Safety etc.
- f) Proceed to the site of the accident as and when required under extent instructions.



## **Duties of Railway Officers of each Department in Divisional HeadQuarters.**

Immediately on receipt of information of a serious accident all Railway Officers concerned must report at the Control Office or at the nominated place and take the following action promptly:

- a) Decide, the Officers who will be deputed to take charge at the site and at the Divisional Control office.
- b) Arrange for quickest means for reaching the site of accident.
- c) Ensure that resources of all departments, in men and material, are promptly made available for rendering assistance to passengers, in clearing the line and if required, for transshipment of traffic.
- d) Make out a general plan of action for dealing with the accident and detailing the duties of officers of different branches and other officials.
- e) Ensure that all civil authorities concerned and other concerned officials have attended the site of accident.
- f) Ensure attendance of Doctors, ambulances and other available road vehicles in addition to ARME and / or Relief train and preparation being made in rescue services.
- g) See that the proper arrangement of staff and labour from each department is made.
- h) Keep a close touch with the Officer-in-charge at the site of accident and different dealing centers and see that all assistance is provided and properly utilized in rescue service and in clearing the line at the earliest.
- i) Keep a close touch with the Hdqrs, adjacent divisions/ Railways for advice and assistance.
- j) Open and man enquiry counters at important stations of the division for the information of the public.

<b>FLOW CHART DURING ANY ACCIDENT</b>		
<b>ACTIVITY</b>	<b>MAINLINE</b>	<b>GROUP SMS</b>
INFORMATION RECEIVED REGARDING ACCIDENT FROM ANY SOURCE AT CONTROL ROOM	DRM & ADRM ALL BRANCH OFFICERS TO PROCEED TO CONTROL OFFICE	NOMINATED ASSISTANT OFFICERS
SIREN TO SOUND & GROUP SMS TO ALL BOS BY CHC		CONCERNED CONTROLLERS
CONCERNED CONTROLLERS SHALL SMS TO ALL BO'S CONCERNED		BEAT INSPECTION CHART SUPERVISORS
INFORM IN PRESCRIBED FORMAT BY CHC/DY CHC IN CO-ORDINATION WITH CONTROLLER - SAME TO ALL BO'S		TO SITE
ARRANGE PHOTO COPIES OF HELP LINE -P&T PHONES IN THE CONTROL OFFICE FOR PASS TRAIN ACCIDENTS BY POWER AND C&W CONTROLLERS		NOMINATE THE DRIVERS ALLOTTED TO POOJAPURA AS MANY AS 4 CARS & DRM. LOCATION OF CARS AT POOJAPURA
INFORMATION COUNTERS AT TVC & ERS OR ANY OTHER NECESSARY LOCATIONS REQUIRED		
CONTROL OFFICE FAX & E-MAIL TO BE IN WORKING CONDITION AT ALL TIMES.		

**ALL BRANCH OFFICERS NOMINATED FOR PROCEEDING TO SITE SHALL ASSEMBLE AT PF NO - 1 SMR ROOM/TVC**

**SOUND SIREN - Call of 45 seconds duration each with 30 seconds interval between two successive calls. Remote switching on of Siren at RH/TVP, ERM and ERS from Control room is facilitated in TVC Division.**

Sr.DOM will be the in charge of Control Room

**Arrangement at site:**

Sr DSO            Enquiry In Charge and preserving clues

Sr.DME           Restoration In Charge

CMS              Medical and First Aid

Sr.DCM           Food In charge

Sr.DFM           Transport and conveyance

Sr DSTE          Prompt Communication arrangement

Sr. DSC           Secure the site.

### **A. Section Controller shall**

- Advise the Chief Controller and note important details on the chart and also in any logbook maintained by him.
- Obtain the relevant information from the person giving information about the accident and remain in constant touch with the site.
- Advise the SSE (P.Way), SSE (S&T), SSE (C&W), SSE/Loco, LI, TI, ADEN and all other senior supervisors of the section immediately. In case of accidents involving passenger carrying trains the nearest stations where Accident Relief Medical Equipment, Scale I and Scale II are located and also the nearest stations where Railway Hospitals and Health Units are located shall be advised immediately about the accidents.
- Advise Station Masters on either side of the affected section to keep loop lines clear for marshalling of Accident Relief Trains.
- Follow up movement of relief vehicles and ensure that they are moved on top priority and follow up all instructions given to him by senior officials.

### **B Chief Controller shall**

- Advise DRM/ADRM, all concerned Officers, Supervisors and Inspectors.
- Inform Medical Superintendent / Doctor in charge immediately in case of accidents involving injury to any person.

- Order Medical Relief Van and Break Down specials immediately.
- Inform Officers online on the affected section and nearby sections.
- Advise Police officials and District Magistrates concerned.
- Give prompt information to adjacent Divisions/Railways for regulation of traffic. Telephonic advice should be followed by recorded messages.
- Also maintain a continuous log of events and messages received apart from following up all matters relating to the accident.
- Advise Central Control giving full details of the accident.
- This shall be followed with details of the relief operations, etc., from time to time, till the section/station is restored to normal. The final repercussions, consequent on the accident shall also be furnished.

## **CHAPTER VIII**

### **DISASTER RESPONSE- RESCUE TEAM**

#### **8.1 MEDICAL AID**

- (i) Whenever any accident, occurring in the course of working a railway, has been attended with grievous hurt it shall be duty of the Head of the Railway Administration concerned to afford Medical Aid to the sufferers, and to see that they are properly and carefully attended till they are removed to their homes or handed over to the care of their relatives or friends. In any such case, or in any case in which any loss of human life or grievous hurt has occurred the nearest available local Medical Officer shall be sent for, if such Medical Officer is nearer at hand than the Railway Medical Officer.
- (ii) The control office shall immediately advise the Station Masters of the Stations equipped with ARME Scale II on each side of the site of the accident. The Station Masters concerned shall dispatch the boxes to the scene of the accident by the first available train. The box shall be unlocked before dispatch and the clasp tied on to the hasp. If the key had been misplaced or has become defective, the Station Master shall send the box in the same condition as it is at the time and shall not, in any circumstance, fail to send the box and the box shall be broken open at the accident spot.
- (iii) The Control Office shall also immediately arrange for sending First aid boxes and stretchers available at stations and on trains, on either side of the site of accident by the quickest possible means.
- (iv) The Control Office shall also immediately advise, the Senior Railway Medical Official headquartered on each side of the site of the accident the Divisional Medical Superintendent of the Divisions concerned as also the Divisional Medical Superintendent of the nearest adjoining Division and all

Medical Subordinates headquartered between the two Divisional Medical Officer stations. The Railway Medical Officials receiving the advice shall get ready at once with the special accident medical equipment if any, provided at the station or at the Dispensary or in the Breakdown Special at the station, in addition to their own emergency boxes, and assemble all their available staff at the station; and as soon as they are ready to proceed to the site of the accident, advise the Senior Transportation (Traffic) Official present at the respective stations. The Control Office shall arrange for the transport of the Medical staff and their equipment to the site of the accident by the first available train, a Special Train for the purpose being arranged if possible. The Medical staff with necessary supplies may proceed to the site of the accident by means other than rail, if rail transport is likely to involve delay.

- (v) The Control Office shall also advise immediately, the stations on either side of the site of the accident where local Doctors are available. The Station Masters receiving the advice shall immediately advise, by the quickest possible means, the local Doctors and, on their arrival at the station, advise the Control Office. The Control Office shall arrange for the transport of the local Doctors and their equipment to the site of the accident by the first available train, a Special train being arranged for the purpose, if possible.
- (vi) On receipt of information of an accident necessitating medical attendance either from the control or by the sounding of the siren, the concerned Assistant Divisional Medical Officer shall ascertain from the Control or the Station Master, as to the exact nature of the accident, the probable number of persons injured, etc. He shall precisely note down these particulars in the Book maintained for this purpose, with the time and date of receipt of the message.

- (vii) The Control Office shall also advise immediately, the Station Master of the station at which a Medical Relief Van is stabled, on each side of the site of the accident. Each of the Station Masters receiving the advice shall immediately advise the senior official of the Medical Department and senior official of Mechanical Department headquartered at his station. The senior Railway Medical Official receiving the advice shall assemble all his available staff with their emergency boxes, at the station and as soon as he and his staff are ready to proceed to the spot of the accident, advise the Senior Transportation (Traffic) official present. MRV shall be started only with Doctors and para -medical staff.
- (viii) The Senior Official of Mechanical Department receiving the advice shall assemble his staff at the station and as soon as he and his staff are ready to proceed to the site of the accident, advise the Senior Transportation (Traffic) official present. The Senior Transportation (Traffic) Official shall arrange to send the Medical Relief Special with the first available engine. The Senior Transportation (Traffic) Official shall arrange for a competent Train Manager to work the Medical Relief Special and also to arrange to send by the train as many licensed porters and Group D staff as possible.

**NOTE:**

No Officer's Inspection carriage shall be attached to a Medical Relief Special, except in cases where the inspection carriage is already in the formation. The Senior Transportation (Traffic) Official shall accompany the train. On no account shall a Medical Relief Special be held up for the arrival of any official and it shall be started immediately the Medical staff and the Mechanical staff assemble at the station and report that they are ready to proceed to the site of the accident. The services of the local Doctors shall be availed of, if it is possible to do so without causing delay to the Medical Relief Train.



- (ix) The medical relief Special shall be given highest priority for its journey to the site of the accident.
- (x) Every facility shall be given to doctors to reach the site of accident:

It will be the duty of all Railway servants to afford every facility to Doctors to enable them to reach the site of the accident with the least possible delay.

**NOTE:** In case, access by road to the site is speedier than that by rail, any Official / Officer of the Railway should be authorized to withdraw reasonable amount of cash from Station Earnings through concerned Commercial Officer for hiring road vehicles to enable him to proceed with his staff and equipment to the site. Cash so withdrawn must be accounted properly by accompanying vouchers for the expenditure incurred. Balance cash if any shall be remitted immediately.

- (xi) Attention to injured:

- (a) The injured passengers shall be attended to on top priority. It is the primary duty of all Railway Servants to render prompt assistance to the injured and arrange immediate medical aid at the site of the accident and most effective medical treatment after their admission into hospital.
- (b) All First Aid boxes, equipments and emergency Tool Boxes in trains or at stations shall at once be rushed to the site of the accident for rendering relief to the injured and extricating passengers from the debris. In order to convey medical help to the site of the accident, trolleys may be sent out, trains may be detained and train engines utilized. Outside conveyance may be requisitioned, if necessary, through local Police and revenue officials. In cases where the site of the accident is approachable by Road, medical aid may be rushed by road if it

can reach quicker and more conveniently. Detailed road maps should therefore, be kept in all Control Offices and in Railway hospitals which should also be equipped with ambulance vans in order to rush, whenever possible, medical aid by road.

- (c) The Train Manager or the Station Master should ascertain if there are doctors and first aid workers amongst passengers, and they should be requested to assist.
  - d) In cases of serious injuries, the nearest civil or military medical officials or private practitioners and ambulance must be summoned, if the Railway Medical Officer is not available earlier or is unable to cope with the situation.
- (xii) Action to be taken by Assistant Divisional Medical Officer where no special Medical Relief Equipment is provided:
- a) The Assistant Divisional Medical Officer of a Dispensary, where no special Medical Relief Equipment is provided shall proceed at once to the site of accident by the quickest means of transport available, sending at the same time a message, with copy to the Chief Divisional Medical Officer, to the Assistant Divisional Medical Officer of the nearest station where special medical relief equipment is provided asking him to move the equipment to the accident spot by first means and stating that he is proceeding to the accident spot.
  - b) The Assistant Divisional Medical Officer shall take with him his Medical bag and, the Emergency box supplied to his Health Unit/Hospital.

- (xiii) Action to be taken by Assistant Divisional Medical Officer at a place where Scale 'II' Equipment is provided:

The Assistant Divisional Medical Officer at a place where Scale II equipment is provided shall proceed to the accident spot by the first available means taking with him, if possible, the entire Scale II equipment. If it is not possible to take the entire equipment by the first available means, he shall proceed taking with him as much of the equipment as possible and arranging with the Station Master to send the remaining equipment by the next available means i.e. train, trolley, road vehicle etc. He shall also take with him his Medical bag and the Emergency box supplied to his Health Unit/Hospital.

- (xiv) Action to be taken by Station Master at station where Scale II equipment is provided, but where there is no Assistant Divisional Medical Officer:

At stations where Scale II equipment is provided but where there is no Assistant Divisional Medical Officer it is the responsibility of the Station Master to see that the equipment is moved by the first available means. The Train Manager of the train carrying this equipment or the person whom so ever is entrusted with task of carrying this Equipment shall hand over the same to any Assistant Divisional Medical Officer or Divisional Medical Officer or Doctor who is present at the accident spot.

- (xv) Responsibility of Assistant Divisional Medical Officer proceeding to an Accident spot:

- a) Assistant Divisional Medical Officer proceeding to an accident spot shall take with him as many staff as are available, for utilization as Stretcher Bearers Dressers and Assistants in respect of bringing water, boiling instruments and keeping the equipment ready for use. For this purpose, he shall maintain a

list of qualified First Aiders at his station and whenever required take an appropriate number of First Aiders. Wherever there is a St. Johns Ambulance Brigade Division, as many of them as possible shall be taken, instructing the Health Unit/Hospital to advise their immediate superior. He shall leave necessary and clear instructions with the Health Unit/Hospital to receive the injured persons or to send additional equipment to the site of the accident when asked for.

- b) An Assistant Divisional Medical Officer proceeding to an accident spot shall before actually leaving for the spot, advise his Divisional Medical Officer of what exactly he has arranged. On arrival at the accident spot, he shall as soon as possible, advise the Divisional Medical Officer the number of persons killed and injured, the nature of injuries and the arrangements made to render medical aid and any additional medical assistance required if this has already not been done.

(xvi) Responsibility of Divisional Medical Officer proceeding to the site of the Accident.

- a) The Divisional Medical Officer shall proceed to the site of the accident by the first available means (Rail/Road) taking the medical relief equipment and necessary staff with him. He shall decide (from the estimate of the injury as given in the accident telegram or as ascertained by him from Control) whether assistance from the neighboring Division/Railway is required, if so, he shall send necessary requisition by the earliest possible means to the nearest Divisional Medical Officer, Chief Medical Director and the adjacent Medical Officers-in-charge of Civil or other Hospitals nearest to the scene of accident. On arrival at the site of accident he shall after affording medical aid, as best as possible, arrange for the

removal of the injured from the site of the accident to the nearest Hospital. Officers of the Transportation (Traffic) and other Departments shall give every possible assistance to the Divisional Medical Officer in his effort to reach the scene of accident as quickly as possible; for the removal of the injured from the scene of the accident; for clearing of the debris or other work to unearth the injured persons; and in sending messages to the Chief Medical Officer and Divisional Medical Officers of other Division and others.

- b) If the Divisional Medical Officer can possibly reach the site of accident by motor car in advance of the Medical Relief Van, equipment or staff, he shall do so after nominating an Officer of Medical Department or his Subordinate to take charge of the arrangements to send the Medical equipment.
- c) The DMO/MS/CMS of a Division shall proceed to the accident site by fastest means. Where he is not the first doctor to arrive at site, he shall review the treatment given by junior doctors and make a detailed report of the casualties and the condition of the injured. He shall then follow up and monitor the further treatment to all the injured till they are discharged from Hospitals.

(xvii) Opening of dressing station and temporary Hospital:

- a) At the scene of the accident the senior Medical Official present shall decide on a site for a dressing station and depute staff preferably those qualified in First Aid to help him in his work. The dressing station shall be conveniently situated and if there is sufficient staff, two such stations shall be opened where injured cases shall be brought from the wreckage by stretcher and dressed. The tarpaulins and bamboo posts provided in the

Accident Medical Equipment shall be utilized for setting up these stations especially in an out of railway place. If the accident is by day, the First Aid Station thus set up shall be marked by a red flag, if it is during night time, the station shall be marked by a red signal lamp. The senior Engineering Official at the site shall be responsible for seeing that adequate labour to work as stretcher bearers, under the guidance of the Medical staff is provided.

NOTE: Except in case of extreme urgency, no operative procedure shall be undertaken at the scene of accident.

- (b) If it is found necessary to open temporary Hospitals and if the accident take place in or near the premises of a station the Divisional Medical Officer shall requisition any refreshment rooms, Waiting Rooms, Institutes or other Public Buildings belonging to the Railway for such purpose. Speed in evacuation is of the utmost importance and the aim of the medical relief party shall be to evacuate all cases to Hospitals in the shortest time possible. Before transporting the injured for admission to any Railway or Non Railway Hospital, the authorities there shall be advised in advance by phone or wire requesting them to make necessary arrangements for receiving the cases.

(xviii) Medical personnel to attend to the injured:

- a) It is the duty of the Medical personnel to attend to the injured without any delay and valuable time shall not be wasted by them in collecting the following data for which responsible staff from other Departments shall be detailed by the Officers of these Departments, to work in co-operation with the Medical Officer in charge:

The temporary and permanent addresses of the injured, the date, class and number of ticket and the station between which it is available, age, caste, occupation or status in life, and if possible the income of the injured, etc.

- b) The Senior Medical Official shall, however, be responsible for recording details of injuries and the treatment undertaken on the spot together with the particulars as to how they were disposed of, etc., in the note book which is provided along with the Medical Relief Equipment. If it is found that the injured passengers have already been treated by either fellow passengers who may be the Medical Practitioners or Train Managers having first aid equipment in their van or by the Civil Medical authorities near the scene of accident or by any other non-Railway individuals, everything shall be done to obtain complete notes of such person on the lines detailed above. If necessary a visit shall be paid later to the local Civil or other Hospitals where accident cases have been admitted. The Medical authorities there are requested to permit the Railway Doctors to take these notes. A complete list of the injured persons with full particulars of injuries etc, shall then be sent to the Chief Medical Director, with a copy to Chief Safety Officer, by first means by the Divisional Medical Officer or the Senior Medical Subordinate in charge of the medical arrangements at the scene of the accident.
- c) Officials of all Departments, especially at the scene of accident, shall keep in close touch with one another and the Medical personnel shall not leave the place until they are informed by the Divisional Railway Manager or the senior most Officer present that all injured passengers have been extricated from the debris.

d) The Assistant Divisional Medical Officer or the Divisional Medical Officer who first arrives at the scene of accident shall intimate his arrival to the Chief Medical Director and he shall send report as a running commentary so as to keep the Chief Medical Director informed of the number of persons injured etc, and what medical aid is rendered to them, until the Chief Medical Director himself arrives at the accident spot.

(xix) Standing instructions .by Divisional Medical Officers to Assistant Divisional Medical Officer.-

Divisional Medical Officer shall prepare standing instructions for each Assistant Divisional Medical Officer-in-charge of each Health Unit/Hospital to ensure that the Assistant Divisional Medical Officer keeps his staff informed of his whereabouts when he is away from the Health Unit/Hospital and that, if the Assistant Divisional Medical Officer himself cannot proceed to an accident spot promptly, the Divisional Medical Officer and the Assistant Divisional Medical Officer of the adjoining Health Unit/Hospital are immediately advised of the position. The staff required to be left behind at the Health Unit/Hospital shall also be indicated.

(xx) Divisional Medical Officer to replace articles in Medical Relief Equipment after use.-

After use, the Medical Relief Equipment shall be inspected by the Divisional Medical Officer immediately and replacement of all articles used shall be arranged.



## **CHAPTER IX**

### **DISASTER RESPONSE- CO-ORDINATING CENTRES**

#### **COORDINATION AT DIVISIONAL HEADQUARTERS AND ZONAL HEADQUARTERS**

##### **CO-ORDINATION AT DIVISIONAL HEAD QUARTERS:**

- i) Immediately on receipt of information regarding a major accident, the senior most Operating Officer should take over charge of the relief/rescue arrangements being organized in the Control Office.
- ii) DRM, before leaving for the accident site may advise ADRM to co-ordinate inter-departmental effort from the Divisional Headquarters.
- iii) In all cases of accidents involving passenger carrying trains, a Commercial officer should proceed to the accident spot. In case a Commercial Officer is not able to reach the site immediately due to unavoidable reasons, any of the other Traffic Officers present at the accident site should look after the duties pertaining to Commercial Officers at the accident site.
- iv) Vehicles as required should be hired, if necessary, by payment through Station imprest at convenient location making sure that the Officers and the staff rushing medical aid and food supplies to the accident spot are not delayed in their efforts. Apart from hiring vehicles, the Officer concerned in the Divisional Office as well as at the accident spot or at the nearest major station would be authorized to hire such other material as would be necessary to give relief to passengers, e.g. water barrel, petro-max lamps, etc.

- v) Even when one team of officials is leaving by MRV/BD SPECIAL a second team can leave by road.
- vi) The Officer in-charge of the Control Office should establish immediate contact with local Civil and Police authorities under whose jurisdiction the accident has taken place. If the situation warrants, the Officer in charge of the Control Office should also establish contact with State Secretariat and the State Police Headquarters to get necessary assistance. DRM and other Officers of a Division having its headquarters in the State Capital should be requested to assist in this regard.
- vii) Immediately on receipt of information regarding occurrence of a major accident, a separate Emergency Control should be set up in the Control Office to be manned by Officers/ Inspectors depending on the situation. As far as possible attempts should be made to give adequate relief to the Deputy Chief Controllers on shift duty so that their pre- occupation with the event at the accident spot do not result in confusion in other areas causing undue detention to other passenger carrying trains.
- viii) A log book should be maintained by the Emergency Control duty Staff of the action taken at various levels and the information being received in from the accident spot. However each Branch Officer shall, before leaving for accident site, depute one departmental representative in the control office.
- ix) The Commercial Branch shall be responsible for,
  - a) Arranging labour for transshipment of goods.
  - b) Supply of water and catering to passengers.

- c) Care and transportation of passengers.
- d) Maintaining list of injured/death etc. and keeping liaison with the hospitals and Medical Branch of the Railway.
- e) Maintaining liaison with press and public regarding accidents and list of injured.
- f) Assist passengers against harassment by unscrupulous elements.
- g) Arranging catering/water to Officers and staff working at site. Whenever a major accident takes place the Senior Divisional Commercial Manager/Divisional Commercial Manager of the Division should proceed to the spot, leaving the Divisional Commercial Manager/Assistant Commercial Manager to liaison in the Control Office. The Divisional Commercial Inspectors of the section should also attend the accident. The following staff should also be mobilized to assist passengers:
  - 1. Travelling Ticket Examiners of the train involved.
  - 2. Ticket Collectors/Travelling Ticket Inspectors from nearby stations.
  - 3. Railway porters and licensed porters.

### **CO-ORDINATION AT ZONAL HEADQUARTERS:**

- i) The infra-structural facilities to deal with any emergency situation have been provided in the Central Control Room.
- ii) The Safety Branch has arranged to provide all relevant information regarding the phone numbers of all concerned to be contacted in Railway Board and other Zonal Headquarters during an emergency. Safety Department has also made available the details of jurisdiction of Civil and Defense authorities in all the regions covered by Southern Railway.

- iii) On receipt of information regarding the occurrence of a major accident involving passenger carrying trains or heavy dislocation to passenger carrying trains, in case of floods, breaches, cyclone, or in case of any other accident involving disruption to through communication for a very long duration on any section, Emergency Control Cell would be immediately set up in the Central Control.

In all accident situations, the emergency control room would be manned by an Officer of the Operating Department. Simultaneously, Commercial, Mechanical, Civil Engineering, Signal and Telecommunication, Electrical Departments would arrange to depute Officers to be present in Central Control to co-ordinate activities pertaining to their respective departments. In Sections under electrification, an Officer of Electrical Department dealing with traction distribution/rolling stock would be deputed. In non-electrified territories, an Electrical Department official would be deputed to co-ordinate the efforts for providing lighting facilities, etc., if the disruption is likely to continue for more than 24 hours.

- iv) The Emergency Cell would maintain communication with the Divisional Emergency Cell and with Emergency Cell opened in Railway Board, as and when considered necessary.
- v) The Central Control Emergency Cell would co-ordinate all efforts for procuring Air transport, as and when found necessary, from the Civil or Defense Authorities.
- vi) In case of occurrence of accidents involving heavy casualties, a Medical Officer would be deputed by Chief Medical Director to be present in the Central Control to receive and compile the information relating to nature of injuries so that accurate information could be communicated through the Press and Radio/TV to the public by CPRO.

- vii) The Emergency Control Cell would be disbanded only with the personal approval of COM or, in the absence of COM, the senior most Operating Officer present.
- viii) In Central Control, CPTM would take over charge of regulation of trains cancellation notices etc., being advised to the public and the press. SDGM would maintain liaison with Civil Authorities. They would be assisted by a SAG officer from Commercial Department.

## **RESTORATION OF TRAFFIC**

After an accident has occurred, it is essential that through communication is established as quickly as possible. To this end all staff and materials shall be pressed into service. All avoidable delays should be ruthlessly curbed. A system of monitoring the pace of work should also be ensured. All Officers and staff at accident site shall be responsible for any delay in establishing through communication.

## **CHAPTER X**

### **PASSENGER CARE**

#### **10.0 ASSISTANCE TO PASSENGERS**

In a serious accident, the Senior Divisional Commercial Manager/Divisional Commercial Manager or, in his absence, any other commercial Officer should be deputed to look after the comfort and need of injured as also the uninjured persons. Supply of food and drink to passengers and staff at the site of accident shall be given on priority. Prompt arrangements should be made for the supply of cool drinking water, milk; food etc. and vendors should be called in so as to arrive at the scene of accident with the least possible delay.

- (1) Refreshment, food and beverages may be supplied free of charge to the affected passengers, injured, uninjured or stranded. These may be arranged from the Railway and/or outside sources as necessary.
- (2) The senior most official at site shall have the powers to arrange conveyance of the affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers' luggage etc.
- (3) Food has to be supplied to the staff engaged in clearing operations as and when necessary under the supervision of a responsible official until through running is restored.
- (4) Payment of cash in lieu of food shall be resorted to only if food cannot be arranged and not as a regular measure.
- (5) The rate at which cash to be given shall be decided and advised from time to time by the Chief Safety Officer.

### **10.1 Opening of an enquiry-cum -information centre at the site of a serious Accident;**

An enquiry cum information centre should be opened at the site of a serious accident in order to give correct information and make announcements regarding medical aid, transshipment of passengers, running of relief train etc,. All possible help should be rendered to the stranded passengers.

The place of accident should be guarded and the details should be announced from time to time, through public address system. A black board may also be kept there and the details written on it from time to time. This will help the public to get the first-hand correct information about the accident.

If passengers in a relief train have to catch connecting trains, care should be taken by the official in charge of transshipment work to see that some accommodation is provided in the connected train.

Definite instruction should be given to the passengers as to what exactly they are required to do, where to go and when exactly their train will move towards its destination. This should also be announced through the public address system.

If any information about the safety of the passengers etc is asked for at any station by their relatives, this should be ascertained and supplied to the relatives as early as possible.

For this purpose, when an accident to a passenger train involving loss of life and serious injury occurs, enquiry booths should be set up at the places as indicated below:

- a) At the Block station nearest to the site of accident.
- b) At the Junction station nearest to the site of accident.

- c) At Thiruvananthapuram Central in case of TVC division, Chennai Central and Chennai Egmore in the event of very major accident, involving many casualties.
- d) These booths should be set up within a period of 6 Hrs. from the time of the accident and should include one responsible group C staff each of the Commercial, Medical and Security Departments. The booths must have prominent banners so that friends and relatives of victims can easily locate them. The booths should be kept open round the clock. The booths must not be closed down before salvage operations are fully completed and kept open thereafter as long as decided by the concerned DRM.
- e) The information to be given at these booths will be
  - 1. The location, train No. and date and time of accident.
  - 2. The names and addresses of persons who have been injured and their location other words, it should be intimated whether the injured have been released after first aid or have been admitted to Hospital and if so, the name and address of the hospital.
  - 3. Similar information in regard to the dead.
  - 4. In case re railing operations are still in progress information regarding progress of the same as far as known and chance of more victims being discovered or otherwise.

NOTE: In the case of the relatives of the deceased, the Railway Administration may, at Junction Stations allow the use of Waiting rooms and/or Retiring Rooms, if considered necessary, without detriment to the convenience of other passengers (Board memorandum No. 60-TGIV/1035 of 23, May 1962).



## **10.2 Ex-gratia payment to the injured or to the next of kin of the victims:**

Ex-gratia payments are to be made to the injured or the next of kin of the dead in a serious accident as admissible from time to time. Senior scale or higher Officers as nominated by the Divisional Railway Manager are competent to allow payments.

## **10.3 Security of passenger's luggage:**

The senior most Security Official present shall co-ordinate with the police official present for ensuring the security of passenger's luggage as under:-

- a) The luggage and belongings of injured and dead passengers must be collected at one spot and properly guarded.
- b) An inventory in triplicate showing the belongings so collected, should be prepared by the police. The security official shall obtain and hand over one copy to the officer in charge at site, retaining the other copy.

## **10.4 Transshipment of passengers and their Luggage:**

- (i) The senior most commercial official present shall be responsible for ensuring that the transshipment of passengers and their luggage is done smoothly and that adequate arrangements for porters, Lamps etc have been made for transshipment of the luggage of passengers. He may call on engineering labour to assist and this assistance must be given by the senior most engineering officials present.

(ii) Passengers to be advised of transshipment beforehand:

- a. Passengers are to be advised beforehand of transshipment and the probable time it will take. It should be announced through the Public Address system as to what exactly the passengers are required to do, where to go and when exactly their train will move towards its destination.
- b. Care shall be taken to see that suitable accommodation is provided in the connected trains for the through passengers in a relief train.

## **CHAPTER XI**

### **MEDIA MANAGEMENT PLAN**

Proper information management is actually one of the most important phases of post-disaster management.

There are certain activities in hazard mitigation and post-disaster activities, which are directly dependent on mass media. These activities are focused on creating public awareness about the risk and responses.

Sensational and hyped news can give birth to another crisis in the form of chaos and fear, causing great loss in public confidence in the Railways. Thus proper assimilation, distribution and co-ordination of all the information about the disaster is vital.

#### **Setting up of Media Centre.**

ADRM will be the Nodal in Charge of media Management. ADRM will collect all available information and conduct a press meet within 60 minutes of the disaster.

- PRO will set up Media/Information centers in Accident Location and Divisional office within 30 minutes of the disaster and advise all media about the functioning of these centres.
- Sr.DSTE will see that adequate phone/communication facilities are provided at these centers within 30 minutes. These emergency numbers will be circulated to media by PRO.
- Sr.DCM will direct an ACM/Commercial controller to man these centers.

- ACMS/Sr.DMO also will arrange one person to man these centers.
- Correct information on passenger particulars will be obtained from reservation charts, and circulated by PRO to media.
- All current information from the accident spot will be collected and co-ordinate by a Sr. Supervisor of commercial branch and updated by PRO in an hourly basis.
- ACMS/Sr.DMO will liaison with hospitals so that accurate position of casualties are transmitted and updated in the hourly bulletin.
- ADRM will conduct press briefings frequently so that false reports are not generated. No other Railway employee shall comment to the press about the railway disaster.

## **CHAPTER XII**

### **SITE MANAGEMENT PLAN**

#### **EXAMINATION OF EVIDENCE AND PRESERVATION OF CLUES:**

##### **a) Responsibilities of officer or senior subordinates:**

- i) The Officer or Senior Subordinate of any department who may happen to be present at the time an accident occurs or who first arrives at the scene of accident shall irrespective whether he is on or off duty shall carefully examine and make a note of all the evidence which may prove useful in ascertaining the cause of the accident and record the results of the examination in Form Acc. 7.
- ii) In the event of more than one Officer or senior subordinate being present at the site of the accident or arriving first at the site of the accident, the report in the prescribed Form Acc. 7 shall be signed by all the Officers or the Senior Subordinates, as the case may be. If the report is made by one or more Senior Subordinates it shall be called for and checked by the Officer or Officers who arrive first at the site of the accident.
- iii) The Divisional Safety Officer if nearer to the spot shall proceed by a special engine if he cannot arrive at the site soon by other means; and if he is within reach of the Executive Officers of other departments, he shall give them opportunity of accompanying him. Similarly the Officers of other departments shall use the quickest available means to reach the site.

**b) Responsibilities of staff other than officers/senior subordinates:**

Rule 3.27 shall not be deemed to imply that staff other than Officers and Senior subordinates present at or arriving first at the site of an accident need not take any step to examine or preserve evidence relating to the accident. It shall be the duty of every railway servant to look for and preserve such evidence and such evidence shall be made available to the Officer or Senior subordinate for incorporation in the prescribed forms.

**c) Recording of statements of staff concerned:**

The statements of the staff concerned shall be recorded and steps taken as may be necessary to record or preserve evidence, which subsequently might not be available.

**d) Preservation of clues:**

a) All clues shall be preserved with a view to enabling the reconstruction of the scene at a later date. This is essential even though the District Magistrate or the police might have inspected the scene of the accident and ascertains the cause of the accident and even though photographs might have been taken.

b) Video graph and photographs of the wreckage shall be taken, as their value for purposes of evidence is very great. It may happen that parts of the wreckage will afford the only clue to the cause of an accident.

**e) Noting down the position of various equipments:**

Specially take steps to note the conditions of and the exact position of Vehicles, Points Fixed signals, Levers / Knobs operating points and fixed signals and any debris such as broken axle boxes, springs, locking bolts, cotters, fallen material in rear of the point of mount/drop, disturbances in track fittings etc., which may help to trace the cause of the accident.

**f) Sealing of signaling equipment:**

- a) In cases where defects in the interlocking might have caused or contributed to an accident, the interlocking gear concerned shall be sealed up and not opened except on the authority of the Divisional Signal and Telecommunication Engineer and Divisional Safety Officer. The sealing of the interlocking gear shall be carried out in the following manner.
  - Signal lever frames - A tape shall be passed over the cover of the tray containing the tappet locking and sealed to prevent the cover being removed.
- b) In addition to the above, it is necessary that soon after an accident, the relay boxes connected with the concerned signals and the concerned location boxes pertaining to the signals, points, and trackcircuit should also be sealed
  - Signal lever frames - A tape shall be passed over the cover of the tray in the presence of traffic staff and should not be opened except on the authority of the Divisional Signal and Telecommunication Engineer and the Divisional safety Officer.
  - Key locks of all descriptions, including gate locks and interlocking key boxes, shall be taped and sealed across the cover.
  - Electrical apparatus, including Station Master's control, electrical facing point locks and lever locks and electric slots shall be taped and sealed across the cover.
- c) Point detectors shall be taped and sealed across the cover.

- d) In cases where immediate repairs to points and permanent way are necessary to pass trains, only such parts of the interlocking shall be disconnected as are necessary to carry out the repairs to the road. No alterations or repairs to interlocking gear likely to be concerned in enquiries into the accident shall on any account, be carried out prior to such enquiries, and only after obtaining the permission of a responsible Officer.

**g) Examining and recording of the condition of the permanent way:**

Carefully examine and record the condition of the Permanent Way according to the details given in Form Acc. 7 and Form Appendix G.I, which is furnished in the Appendix. The results of the examination are to be recorded in Form Acc.7 and in Form appendixGI.

In all cases of derailments, the marks on the wheels of the engine and/or vehicles and the marks on the permanent way (rails, sleepers, etc.) in respect of the wheels mounting on and dropping from the rails, the wheels riding on the ballast etc. shall be specially looked for and recorded. Special care shall be taken to examine the wheels before the engine and/or wheels are worked away from the accident spot. The wheel marks etc. on the permanent way (especially between the points of mount and drop) required for a later reconstruction of the scene shall be very carefully examined, preserved and/or recorded, irrespective of whether or not the cause of the accident has been known and irrespective of whether or not video graph / photographs have been taken. The position of the rails, sleepers, fish bolts, nuts, etc., bearing marks as a result of the accident especially in between the points of mount and drop) shall be marked on the ground and serially numbered, with either chalk or paint, and carefully preserved so that they can be placed back in their original positions at a later date.



**f) Examining and recording of the condition of the rolling stock:**

Carefully examine, and record the condition of the rolling stock according to the details given in Form Acc. 7 and Form Appendix G 2 furnished in the Appendix. The results of the examination are to be recorded in Form Acc. 7 and Form Appendix G 2. The composition, marshalling order and particulars of rolling stock on the trains involved shall also be recorded in Form Appendix G 4.

**g) No tampering of clues and evidences:**

None shall interfere with any clue which may be of assistance in arriving at the cause of the accident and any item of debris which may help to trace the cause of the accident shall not be disturbed or cleared unless such interference is emergent and unavoidable and is permitted by a responsible Officer present at the spot. If it is considered absolutely necessary to remove any items of debris which may help to trace the cause of the accident, they shall be carefully preserved by the Officer permitting the removal, record being kept of the positions from which they were taken.

**h) Arranging videographers and photographers:**

Arrangements must be made for photographs and ideographs to be taken of all essential features. The services of a reliable local photographer videographer maybe utilized till the photographer / videographer from the Public Relations Office becomes available.

**i) Scrutinisation of books and proofs:**

As early as possible, the Train Signal Register books and Train Message books concerned and any other relevant records such as Caution Orders, Train Reception and Dispatch Order books, etc., and initial them noting the time and date shall be scrutinized. In case where the records are directly connected with the cause of the accident they shall be immediately secured and sealed.

**j) Notes and sketches:**

The official of the Engineering department shall be responsible for the Preparation of the final sketch showing the site of the accident, the permanent way affected the position of derailed vehicles and the sites at which loose fittings belonging to track and rolling stock are found.

Detailed sketches of damage to rolling stock shall be prepared by the Officer of the Mechanical department who arrives at the spot. Necessary photographs shall also be taken.

**ARRANGEMENTS FOR CLEARING THE LINE:**

- (i) DRM/ADRM or in their absence the senior most Officer/ Supervisor from the Mechanical Department will be in charge of operations forclearing the line of obstruction.
- (ii) The Senior Divisional Commercial Manager, Divisional Commercial Manager or an Assistant Commercial Manager will be in charge of transshipment arrangements or in his absence, the senior most Operating Officer shall perform this duty.
- (iii) The senior traffic Officer or in his absence, the senior traffic subordinate at the site will be in charge of regulation of traffic.

- (iv) On electrified sections, the Divisional Traction Engineer or Assistant Traction Engineer or senior subordinate of the Traction Branch will look after electric traction matters.
- (v) The Sr. Divisional Operations Manager/Divisional Operations Manager/Assistant Operations Manager/Area Officer will take overcharge of Control office and regulate traffic.
- (vi) The senior most Mechanical Officer present (in the absence of Mechanical Officer, the senior most Engineering Officer) is personally responsible for ensuring safe and efficient handling of cranes and removal of wreckage and that no accident occurs on this account. Similarly, the senior most Engineering Officer shall personally satisfy himself that the line is fit and free from obstruction before authorizing resumption of normal working, imposing such speed restrictions as he considers necessary.
- (vii) Cranes shall not be worked adjacent to Overhead Lines unless such Overhead Lines are dead. If track lifting or the use of crane, which may foul the overhead equipment, is necessary on the electrified area the Traction Power Controller, Traction Foreman (Overhead equipment) or the Traction Foreman (Distribution) must be advised and their sanction obtained.
- (viii) All movements of the crane jib shall be conducted with great care so as not to foul the Overhead equipment and adjacent lines. Whenever possible, the direct blast from the crane chimney to the Overhead lines or insulators should be avoided.

## **DUTIES OF RAILWAY OFFICERS**

### **Divisional Safety Officer**

Immediately on receipt of information of a serious accident, the Divisional Safety Officer shall reach the site of accident by quickest means. He will be specially responsible to:

- Ensure protection of affected line(s) and adjacent line(s) as per rules.
- See that a proper arrangement is made in rescue and/ or relief operation.
- Take all action for preservation of clues.
- See that the assistance, to the extent necessary, is called from all sources.
- Ensure collection of detailed particulars of the accident.
- Ensure preparation of a general note of all evidence in regard to the cause of the accident.
- Ensure co-ordination of all departments concerned in rescue and /or relief operations.

### **Railway Medical Officer**

The nearest Railway Medical Officer, on receipt of the report of a serious accident with injury to person, shall:

- Reach the site of accident with the MRT or by the quickest available means, with all men and material commensurate with the seriousness of the accident, assess and advise further medical assistance if necessary.

- Render medical aid to the injured carefully as far as possible at site.
- Make timely and adequate arrangements for shifting the injured persons to suitable hospitals as considered necessary for further treatment.
- Keep detailed particulars of the dead and injured, e.g. their name, address etc. as far as available.
- Deal with the dead and injured as per extant rules and instructions.

### **Medical Superintendent/ Divisional**

Medical Officer Medical Supdt. / Divl. Medical Officer of the Division shall make suitable arrangements for:

- Ensuring prompt and adequate medical facilities including hospitalization for the persons involved in the accident.
- Co-coordinating with Civil/ Military/ State /Public medical authorities and private practitioners for the above purpose.
- Obtaining and transmitting the details of persons involved in the accident to the Divisional Control office and in case of an accident to a passenger-carrying train, reportedly attended with casualties and/ or grievous injuries, unless otherwise advised by the DRM, must proceed to the site of the accident by the first available means.

### **Duties of Commercial Officer at site**

The Sr. Divisional Commercial Manager or in his absence the Divl/ Asst. Commercial Manager on receipt of information of a serious accident shall:

- Reach the site of accident by the quickest available means.
- See that immediate arrangement is made to protect the area and safeguard the property.
- Look after the comfort of the passengers, injured and uninjured alike.
- Ensure prompt supply of refreshments, free of charge, to the injured persons and also make adequate arrangement for refreshment and drinking water for the passengers detained at the site of accident for any reason.
- Ensure, in coordination with Medical Officer(s) at site, preparation of a complete list of injured and dead, obtaining, if possible, the counter signature of a responsible police official and that necessary action has been taken in each case.
- Arrange for adequate number of porters for carrying passengers luggage and parcels in case of transshipment etc.
- Have the belongings of the injured and dead collected as required and ensure preparation of a list including each item.
- See that the doctors are assisted by porters and other staff in attending to the injured and for shifting them to the hospital.

- Ensure the making over of the dead bodies to the Police for disposal.
- Arrange preparation of a complete list of damaged consignments.
- See that proper arrangements are made for the transshipment of passengers and their luggage at the site of accident if required, as also for transshipment/ unloading of parcels/ affected wagons, if required.
- Ensure preservation of documents of damaged Parcels, Mails and goods etc.

**Duties of Official-in-charge at the station where the injured people are being shifted to the hospital.**

An experienced Railway Official (preferably an Officer) must be deputed to take general charge at the station to which the injured people are to be sent for admission to hospital.

**The Official-in-charge shall:**

- a) Maintain communication with the officer-in-charge in the Divisional Control office and at the site of accident to keep the details of injured and dead and inform the hospital authorities for making necessary arrangements for admission.
- b) Arrange the service of as many senior Railway officials and available volunteers to look after the injured.

- c) Choose the most convenient platform easily accessible to ambulance car, stretchers etc for the reception of the train conveying the injured.
- d) Arrange for sufficient number of stretchers and a room or part of a covered platform to be set aside for attending to the cases requiring first aid or medical attention before removal to hospital.
- e) Open a special inquiry office at a prominent place for prominent display of notices and lists of the injured or dead and to attend to all public inquiries.
- f) Request the nearest Local police, RPF and GRP for the posting of an adequate force to control the crowd and for the maintenance of law and order at the station.
- g) Depute a responsible Railway staff to coordinate disposal of dead bodies which the police has taken charge and see that arrangements are made to extend facilities to the relatives and public to identify the injured and dead bodies, also arrange for drinking water and light refreshments through the railway catering / contractors at the station.

### **Duties of the Officer-in-charge of Transshipments in case of serious accident**

The Sr. Divisional Commercial Manager or in his absence the Divisional/Assistant Commercial Manager will be in charge of arrangements for the transshipment of passengers and their luggages, parcels etc. at the site of accident.



The officer in charge of transshipment will be responsible:

- a) To advise the passengers of the transshipment programme well in advance.
- b) To select, in consultation with the Divisional Engineer or Assistant Engineer, the sites suitable for detraining and entraining of passengers.
- c) To see that the sites are demarcated and lighted at night, also those routes over which the passenger may have to walk are clear.
- d) To intimate the Station masters of adjacent stations through Control or in writing the exact kilometers of the site of train halt, so that these can be clearly indicated in the Caution Order to be issued to the Driver and Train Manager.
- e) To arrange for supply of drinking water there.
- f) To arrange for sufficient porters, gang men, etc from the nearest sources for the free carriage of passengers' luggage, parcel and Govt. mail, etc.
- g) To see that the site is provided with portable telephone, installed and manned during transshipment work.
- h) To ensure that each train for transshipment is accompanied by a responsible person, be piloted and correctly hand-signaled to stop at train halt.
- i) To depute responsible persons to look after the transshipment work and general comfort of passengers and to record the details of the work in Log book at site.
- j) To ensure arrangement of Railway Security staff at the site of transshipment to safeguard the passengers and their luggages, especially at night.

## **DUTIES OF RAILWAY OFFICIALS**

### **A. Train Conductor/ Superintendent in a serious train accident**

Immediately after occurrence of a serious accident, the train Conductor/train Superintendent must:

- a) Assist the Train Manager in rendering first aid to the injured person (s) and shifting them to the hospital.
- b) Look after the comfort of the passengers, injured and uninjured alike.
- c) Assist the passengers for protection of their luggage.
- d) Make out a list of injured/ dead passengers.
- e) Preserve reservation charts to know the particulars of injured/ dead passengers.
- f) Organize to transshipment / transfer passengers and their luggage to the passenger special.
- g) Assist Commercial Inspector for arranging the snacks, tea, coffee and drinking water to the injured persons and other passengers also detained at the site of accident for any reason.
- h) Collect the addresses of the relatives of the injured/ dead passengers to send information regarding accident.
- i) The Train Superintendent/ Train Conductor should look for the assistance of any Doctor or Para Medical staff railway/ other than railway travelling in the train.

### **Duties of Coach Attendants.**

Immediately after occurrence of a serious accident, the coach attendant should work under the guidance of Train Conductor/ Train Superintendent.

### **Duties of a Travelling Ticket Examiner (TTE)**

- a) The TTE should work under the guidance of the train Conductor / Train Superintendent.
- b) Similar actions as mentioned for coach attendant shall be initiated by the TTE for his nominated coach.

### **Duties of A.C. Mechanic**

- a) He should immediately "Switch Off" the electrical supply where necessary to avoid short circuiting.
- b) He should also assist Commercial staff, i.e. Train Conductor/ Train Superintendent/ TTEs in their duties at accident site.

**The Senior most IRPFS Officer available will assume Control of site and immediately start the following action:**

- i) Segregate the area of incidence by establishing temporary barriers by use of nylon ropes (if available) or any other make shift device available at the site to protect the area against the entry of spectators into the affected place.
- ii) Baggage of passengers should be isolated and protected and consigned goods are taken care of till they are handed over to claimants or taken over by the Railway.
- iii) RPF personnel should respond to any call for assistance to rescue victims and transport them to nearest hospital.

- iv) RPF Officers will maintain close liaison and harmony with the officers of various departments of the Railways, GRP, local Police and Officers of Civil Administration.

Note:

*(i) In the event of an accident not falling under the classification of serious accident, but attended with blocking of line, the same line of action shall be taken by the different officials as indicated in this chapter, except which are for dealing with the injured and dead. However, the Divisional/ Head Quarters Officers concerned will decide the line of action need be taken in relief and restoration operation etc., considering the location and nature of accidents which are not being fallen under the classification of serious accident, as also considering the seriousness of the serious accident. It is clear that the line of action will vary marginally in case of accidents involving passenger trains with loss of life and/or injuries and those involving goods trains.*

*ii. It is made clear to all concerned officials that the list of duties in this chapter is not exhaustive and this is only to make them attention to important aspects. This does not absolve them from following other rules and instructions on the issue.*

## **CHAPTER XIII**

### **BRIEF PARTICULARS OF DIVISION**

#### **Jurisdiction of SSE/P.WaySections, Engineering department**

#### **13.1 Jurisdiction of SSE/P.WaySections, Engineering department**

S.No	SE.P.Way	Jurisdiction		Line (SL/DL)	Section
	Section	From Km	To Km		
1	TCR	1.850	21.250	DL	SRR-ERS
		21.250	33.860	DL	SRR-ERS
		2.650	23.505	SL	TCR-GUV
2	CKI	33.860	50.125	DL	SRR-ERS
		50.125	68.725	DL	SRR-ERS
3	AWY	68.725	86.500	DL	SRR-ERS
		86.500	102.000	DL	SRR-ERS
		0.000	8.740	SL	IPL-VPDM
4	ERS	102.000	106.850	DL	SRR-ERS
		0.000	1.950	DL	ERM
		0.000	9.650	SL	IPN / CRL
		0.000	13.520	DL	ERS-PVRD
		106.850	114.600	SL	ERS-CHTS
		0.000	8.170	SL	ERS-ALLP
5	PVRD	13.520	58.300	DL	PVRD-KTYM
6	KTYM	58.300	96.230	DL	ERS-KTYMKYJ
7	ALLP	8.170	49.500	SL	ERS-ALLP-KYJ
		49.500	68.389	SL	ERS-ALLP-KYJ
		68.389	98.100	DL	ERS-ALLP-KYJ
8	MVLK	96.230	115.650	DL	KTYM-KYJ
		115.650	141.250	DL	KYJ-TVC

9	QLN	141.250	153.870	DL	KYJ-TVC
		153.870	177.300	DL	KYJ-TVC
10	VAK	177.300	196.600	DL	KYJ-TVC
		196.600	219.600	DL	KYJ-TVC
11	TVC	219.600	247.700	SL	TVC-NCJ
		247.700	287.100	SL	TVC-NCJ
12	NCJ	287.100	304/400	SL	NCJ-TEN
		0.000	15.500	SL	NCJ-CAPE
		304/400	322/800	DL	NCJ-TEN
		322/800	362/600	SL	NCJ-TEN

## 13.2 Jurisdiction of Traffic inspector

TI Jurisdiction	From	To
TI/NCJ	SGLM	NY Y
TI/TVC	NEM	PVU
TI/QLN	QLN	CNGR
TI/KTYM	TRVL	MNTT
TI/ALLP	CHPD	KUMM.
TI/ERS	TRTR to AWY, CHTS, ERS Complex,VPDM, IPN	
TI/TCR	AFK to VTK & GUV	

### 13.3 Particulars of Level Crossings

L C NO.	LOCATION	IL/ NI	BLOCK section	District	Road connecting
6	8km 195m	I/L	VTK-WKI	Thrissur	Mullurcarai-Varavoor
7	13km 863m	I/L	VTK-WKI	Thrissur	Ottupara-Vazhanidam
8	14km 627m	I/L	VTK-WKI	Thrissur	Ottupara-Vazhanidam
11	17km 975m	I/L	WKI-MGK	Thrissur	Parlikkad-Minalur
15	25km 351m	I/L	MGK-PNQ	Thrissur	Thirur-Mundoor
16	26km 676m	I/L	MGK-PNQ	Thrissur	Kolazhy-Mundoor
19	30km 869m	I/L	PNQ-TCR	Thrissur	Thiruvambady-Temple road
20	31km 663m	I/L	PNQ-TCR	Thrissur	Kottappuramroad
2	4km 714m	I/L	PNQ-GUV	Thrissur	Kuttur-Punkunnamroad
3	5km 287m	I/L	PNQ-GUV	Thrissur	Kuttur-Thavalakkulam
4	6km 990m	I/L	PNQ-GUV	Thrissur	Muthuvara-Kuttur road
5	12km 993m	I/L	PNQ-GUV	Thrissur	Tholur road
6	15km 244m	I/L	PNQ-GUV	Thrissur	Vaka road
7	17km 594m	I/L	PNQ-GUV	Thrissur	Chittatukara
8	18km 240m	I/L	PNQ-GUV	Thrissur	Pavaratty- Kechery road
9	18km 644m	I/L	PNQ-GUV	Thrissur	Menonpadi
10	19km 268m	I/L	PNQ-GUV	Thrissur	Pavaratty-Guruvayur road
11	20km 95m	I/L	PNQ-GUV	Thrissur	Brahakulam – Mamabazar Rd
12	20km 865m	I/L	PNQ-GUV	Thrissur	Brahamakulam - Paluvai Rd
13	21km 932m	I/L	PNQ-GUV	Thrissur	Guruvayoor - Mamabasar Rd
14	22km 321m	I/L	PNQ-GUV	Thrissur	Guruvayoor - Thrissur
22	33km 811m	I/L	TCR-OLR	Thrissur	Saw mill road
23	34km 680m	I/L	TCR-OLR	Thrissur	Vadookara
24	35km 460m	I/L	TCR-OLR	Thrissur	Nedupuzha
26	39km 781m	I/L	OLR-PUK	Thrissur	Ollur-Poochinnippadam
27	41km 990m	I/L	OLR-PUK	Thrissur	Thaikattussery
27A	44km 130m	I/L	OLR-PUK	Thrissur	Eravakad
28	46km 666m	I/L	PUK-IJK	Thrissur	Pudukkad- Irinjalakuda
29	46km 894m	I/L	PUK-IJK	Thrissur	Pudukkad-Thoravu
31	49km 121m	I/L	PUK-IJK	Thrissur	Irinjalakuda
32	50km 142m	I/L	PUK-IJK	Thrissur	Irinjalakuda
33	51km 631m	I/L	PUK-IJK	Thrissur	Kodakara
34	53km 838m	I/L	PUK-IJK	Thrissur	Irinjalakuda
35	54km 875m	I/L	PUK-IJK	Thrissur	Anandpuram

36	56km 47m	I/L	PUK-IJK	Thrissur	Kallettumkara-Anandapuram
44	57Km 660m	I/L	IJK-CKI	Thrissur	Aloor- Manakulangara
46	60km 980m	I/L	IJK-CKI	Thrissur	Irinjalakuda
53	67km 70m	I/L	CKI-KUC	Thrissur	Attapadam
56	70km 395m	I/L	CKI-KUC	Thrissur	Panchayath Road
57	70km 910m	I/L	CKI-KUC	Thrissur	Panchayath Road
58A	73km 100m	I/L	CKI-KUC	Ernakulam	Panchayath Road
59A	76km 731m	I/L	KUC-AFK	Ernakulam	Municipality Road
61	77km 776m	I/L	KUC-AFK	Ernakulam	Municipality Road
63	80km 249m	I/L	AFK-AWY	Ernakulam	Panhayath
64	80km 873m	I/L	AFK-AWY	Ernakulam	Panchayath
64A	83km 161m	I/L	AFK-AWY	Ernakulam	Municipality
64B	85km 867m	I/L	AFK-AWY	Ernakulam	Panchayath
64C	89km 520m	I/L	AWY-KLMR	Ernakulam	Panchayath
69A	101km 635m	I/L	IPL-ERN	Ernakulam	Municipality
75	107km 690m	I/L	ERS-MTNC	Ernakulam	M.G.road -Panampilly
75A	108km 357m	I/L	ERS-MTNC	Ernakulam	MG road-Panampillynagar
76	111km 600m	I/L	ERS-MTNC	Ernakulam	Ernakulam-Thoppumpady
EQ5	6km 921m	I/L	ERM-TRTR	Ernakulam	Eroor - Irumpanam
EQ6	7km 611m	I/L	ERM-TRTR	Ernakulam	Eroor-Irumpanam
EQ7	8km 510m	I/L	ERM-TRTR	Ernakulam	S.N.Junction
EQ9	12km 524m	I/L	TRTR-MNTT	Ernakulam	Mekkara
EQ10	13km 79m	I/L	TRTR-MNTT	Ernakulam	Thiruvankulam-chottanikara- puthiyakavu
EQ11	13km 500m	I/L	TRTR-MNTT	Ernakulam	Puthiyakavu-Chottanikkara
EAK1	1km 895m	I/L	ERS-KUMM	Ernakulam	Thevara-Panampillynagar
EAK4	5km 343m	I/L	ERS-KUMM	Ernakulam	Nettoor ferry NH 66
EAK6	8km 155m	I/L	ERS-KUMM	Ernakulam	Kumbalam - NH 66
12	16km 250m	I/L	TRTR-MNTT	Ernakulam	Chottanikkara
14	20km 154m	I/L	MNTT-PVRD	Ernakulam	Amballor-Aarakunnam
15	20km 884m	I/L	MNTT-PVRD	Ernakulam	Amballore-Aarakunnam
16	22km 490m	I/L	MNTT-PVRD	Ernakulam	Kanjiramittam-Aarakunnam
17	25km 842m	I/L	MNTT-PVRD	Ernakulam	Arayankavu-Aarakunnam
20	31km 456m	NI	PVRD-VARD	Kottayam	Kalayathumkunnu-Kallumgal
21	38km 190m	I/L	VARD-KRPP	Kottayam	Mutuchira-Adithiyapuram
22	41km 128m	I/L	VARD-KRPP	kottayam	Kuruppantara-Kallara road
23	43km 517m	I/L	KRPP-ETM	Kottayam	Kothanallor-Kallara
24	44km 100m	I/L	KRPP-ETM	Kottayam	Kothanelloor-Vedhagiri
25	45km 357m	I/L	KRPP-ETM	Kottayam	Nambiakulam-Vedhagiri
26	45km 722m	I/L	KRPP-ETM	Kottayam	Nabiyarkulam-Vedhagiri



27	47km 590m	I/L	KRPP-ETM	Kottayam	Kannakkari-Ammancherry
28	48km 86m	I/L	KRPP-ETM	Kottayam	Kannakkari-Athirampuzha
29	50km 850m	I/L	ETM-KTYM	Kottayam	Parolickal-Athirampuzha
31	53km 758m	I/L	ETM-KTYM	Kottayam	Adichira-Ammancherry
32	54km 206m	I/L	ETM-KTYM	Kottayam	Gandhinagar-Ammancherry
34	56km 819m	I/L	ETM-KTYM	Kottayam	S.H.mount-Kudamallor
35	60km 972m	I/L	KTYM-CGV	Kottayam	Kanjikuzhi-Chandakadavu
37	69km 467m	I/L	CGV-CGY	Kottaym	Chingavanam-Kuzhimattam
38	71km 345m	I/L	CGV-CGY	Kottayam	Kurichi Out post- Sachvothamapuram
39	72km 590m	I/L	CGV-CGY	Kottayam	Ithithanam-Homeo college
40	73km 21m	I/L	CGV-CGY	Kottayam	Thuruthi-Ponpuzha
41	75km 12m	I/L	CGV-CGY	Kottayam	Palathra-Kurishumoodu
42	76km 437m	I/L	CGV-CGY	Kottayam	Morkulangara-Chethipuzha
2	78km 625m	I/L	CGY-TRVL	Kottayam	Changanacherry-Iruppa
3	80km 473m	I/L	CGY-TRVL	Kottayam	Nalukody-Uppinibhagam
5	81km 229m	I/L	CGY-TRVL	Kottayam	Paippadu-Idinjilam
7	81km 840m	I/L	CGY-TRVL	Kottayam	Nalukody-Perumthuruthi
8	83km 390m	I/L	CGY-TRVL	Pathanamthitta	Muthoorjn-Chumithra
9	86km 437m	I/L	TRVL-CNGR	Pathanamthitta	Tholassery-Kozhencherry
13	89km 740m	I/L	TRVL-CNGR	Pathanamthitta	Aarattukadavu-Othara
16	95km 791m	I/L	CNGR-MVLK	Alappuzha	Ala-Chengannur
18	97km 226m	I/L	CNGR-MVLK	Alappuzha	Ala-Puliyoor
19	98km 417m	I/L	CNGR-MVLK	Alappuzha	Ala-Chenganur
21	100km 245m	I/L	CNGR-MVLK	Alappuzha	Cheryanadu-Thonakadu
24	102km 567m	I/L	CNGR-MVLK	Alappuzha	Achankovil-Kadavukunnam
25	103km 827m	I/L	CNGR-MVLK	Alappuzha	Vayalvadi-Painummoodu
27	105km 645m	NI	CNGR-MVLK	Alappuzha	Puthiyakavu-Kallumala
28	106km 357m	I/L	CNGR-MVLK	Alappuzha	Mavelikara-Kallumala
30	109km 255m	I/L	MVLK-KYJ	Alappuzha	Painummoodu-Chettikulangara
31	110km 225m	I/L	MVLK-KYJ	Alappuzha	Olaketiyampalam- Chettikulangara
32	110km 817m	I/L	MVLK-KYJ	Alappuzha	Chettikulangara- Kayamkulam
33	111km 693m	I/L	MVLK-KYJ	Alappuzha	Kaymkulam- Valanjanadakkavu
34	112km 694m	I/L	MVLK-KYJ	Alappuzha	Nadakavu-Koippallikarazhma
35	113km 283m	I/L	MVLK-KYJ	Alappuzha	Kakkanad-Valanjanadakkavu
38	116km 194m	I/L	KYJ-OCR	Alappuzha	Cheravally
39	117km 192m	I/L	KYJ-OCR	Alappuzha	Cheravally

41	118km 97m	I/L	KYJ-OCR	Alappuzha	Krishnapuram
42	120km 67m	I/L	KYJ-OCR	Alappuzha	Ochira-Choonad
43	120km 717m	I/L	OCR-KPY	Kollam	Oachira NH66- Vayankam
44	121km 415m	I/L	OCR-KPY	Kollam	Thamarakulam-Ochira
45	121km 745m	I/L	OCR-KPY	Kollam	Kuthirapanthi-Pallimukku
46	122km 306m	I/L	OCR-KPY	Kollam	Thamarakulam-Vallyakulangara road
47	123km 174m	I/L	OCR-KPY	Kollam	Thamarakulam-Changankulangara road
48	123km 841m	I/L	OCR-KPY	Kollam	Pavumba- NH66
49	124km 560m	I/L	OCR-KPY	Kollam	Thazhava-K.S.Puram
50	126km 366m	I/L	OCR-KPY	Kollam	Thazhava-Puthiyakavu
51	126km 862m	I/L	OCR-KPY	Kollam	Thazhava road
52	127km 544m	I/L	OCR-KPY	Kollam	Edakulangara-NH66
53	128km 590m	I/L	KPY-STKT	Kollam	Karurkadavu-Karunagappally
54	128km 919m	I/L	KPY-STKT	Kollam	Veluthamanel - NH66 KPY
55	129km 547m	I/L	KPY-STKT	Kollam	Stkt- NH66/KPY
56	130km 90m	I/L	KPY-STKT	Kollam	Karurkadavu
57	130km 420m	I/L	KPY-STKT	Kollam	Mararithottam-Chambakadavu
60	132km 378m	I/L	KPY-STKT	Kollam	Asarimukku-Karurkadavu
61	132km 927m	I/L	KPY-STKT	Kollam	Karunagappally-Sasthamkotta
62	133km 189m	I/L	KPY-STKT	Kollam	Mynagappally
63	133km 698m	I/L	KPY-STKT	Kollam	Bharanikavu-Mynagappally
64	134km 197m	I/L	KPY-STKT	Kollam	Mynagappally-Thevalakkara
65	135km 107m	I/L	KPY-STKT	Kollam	Kuttimukku-Thevalakkara
67	138km 50m	I/L	STKT-PRND	Kollam	Chavara-Kundara road
68	143km 586m	I/L	STKT-PRND	Kollam	Perumon-Kollam
70	144km 486m	I/L	STKT-PRND	Kollam	Perumon-Kollam
73	148km 389m	I/L	PRND-QLN	Kollam	Karikode-Thannikkamukku
74	149km 739m	I/L	PRND-QLN	Kollam	Karikode-Mangad
75	150km 18m	I/L	PRND-QLN	Kollam	Karikode-Kandachira
77	151km 325m	I/L	PRND-QLN	Kollam	Kallumthazham-Kureepally
78	151km 703m	I/L	PRND-QLN	Kollam	Kilikolloor-Puliyathumukku
540	155km 826m	I/L	QLN-PVU	Kollam	Chinnakada-NH 66
543	157km 275m	I/L	QLN-PVU	Kollam	Thumbara-NH66
544	157km 484m	I/L	QLN-PVU	Kollam	Mundackal-NH66
545	157km 953m	I/L	QLN-PVU	kollam	Mundackal-Polayathode
546	158km 830m	I/L	QLN-PVU	kollam	Iravipuram-Madannada

547	159km 829m	I/L	QLN-PVU	kollam	Iravipuram-Pallimukku
548	160km 759m	I/L	QLN-PVU	kollam	Pallimukku-Iravipuram
549	162km 75m	I/L	QLN-PVU	kollam	Mayyanad-Thattamala
551	163km 927m	I/L	QLN-PVU	Kollam	Mayyanad-Thattamala
552	164km 839m	I/L	QLN-PVU	Kollam	Kottiyam-Kakkottumoola
554	168km 418m	I/L	PVU-VAK	Kollam	Paravur-Parippalli
555	175km 9m	I/L	PVU-VAK	Trivandrum	Paravur-Varkala
556	175km 446m	I/L	PVU-VAK	Trivandrum	Paravur-Varkala
557	176km 905m	I/L	PVU-VAK	Trivandrum	Paravur-Varkala
558	177km 814m	I/L	PVU-VAK	Trivandrum	Punnamoodu
559	178km 637m	I/L	PVU-VAK	Trivandrum	Vasu talkies
563	187km 108m	I/L	VAK-KUV	Trivandrum	Vakkom
564	187km 601m	I/L	VAK-KUV	Trivandrum	Velivilakam
566	191km 462m	I/L	KUV-MQU	Trivandrum	Chirayinkizh
567	192km 160m	I/L	KUV-MQU	Trivandrum	Sharkara
569	192km 841m	I/L	KUV-MQU	Trivandrum	Manjadi
570	193km 844m	I/L	KUV-MQU	Trivandrum	Azhoor
571	195km 716m	NI	KUV-MQU	Trivandrum	Perunguzhi
572	199km 323m	I/L	MQU-KZK	Trivandrum	Murukkumpuzha
572A	200km 832m	I/L	MQU-KZK	Trivandrum	Karichara
573	202km 752m	I/L	MQU-KZK	Trivandrum	Kaniyapuram
574	203km 914m	I/L	MQU-KZK	Trivandrum	Veetturoad
577	208km 444m	I/L	KZK-KCVL	Trivandrum	Kulathoor
577B	212km 654m	I/L	KZK-KCVL	Trivandrum	Clay gate
577C	215km 131m	NI	KCVL-TVC	Trivandrum	All saints
2	221km 500m	I/L	TVC-NEM	Trivandrum	Killippalam-Jagathy
3	221km 775m	I/L	TVC-NEM	Trivandrum	Karamana-Jagathi
4	223km 926m	I/L	TVC-NEM	Trivandrum	Thamalam-Pappanamcode
6	233km 110m	I/L	NEM-NYY	Trivandrum	Balaramapuram-Kattakkada
10	239km 486m	NI	NYY-PASA	Trivandrum	Amaravila-Marayamuttam
11	240km 414m	I/L	NYY-PASA	Trivandrum	Amaravila-Chemboor
12	242km 194m	I/L	NYY-PASA	Trivandrum	Amaravila-Anappara
13	253km 123m	I/L	PASA-KZT	kanniyakumari	Maruthancode
14	257km 800m	I/L	PASA-KZT	kanniyakumari	Iranipuram-Marthandam
15	259km 520m	I/L	KZT-ERL	kanniyakumari	Thoduvatti-Karinkal
16	260km 380m	I/L	KZT-ERL	kanniyakumari	Mannuthukadavu-Vilivancode
20	275km 193m	I/L	ERL-NCJ	kanniyakumari	Kantanvila-Villukuri
22	279km 557m	I/L	ERL-NCJ	kanniyakumari	Paraseri-Aloor
23	280km 473m	I/L	ERL-NCJ	kanniyakumari	Aloor-Chunkankadu

24	281km 623m	NI	ERL-NCJ	kanniyakumari	Chukda- Pranthanaseri
25	283km 949m	I/L	ERL-NCJ	kanniyakumari	Elanthiyadi-Parvathipuram
26	284km 526m	I/L	ERL-NCJ	kanniyakumari	Alayanpara-Parvathipuram
31	287km 459m	NI	ERL-NCJ	kanniyakumari	Vadaseri-Puliyadi
33	288km 602m	I/L	ERL-NCJ	kanniyakumari	Vadaseri-Ozhuhinesseri
35	290km 645m	I/L	ERL-NCJ	kanniyakumari	Vadiveeswaram-Pazhayar
36	290km 602m	I/L	NCJ Yard	kanniyakumari	Oottuvazhamadam- Vadiveeswaram
61	293km 121m	NI	NCJ-AA Y	kanniyakumari	Ozhunganasary-Therur
62	294km 322m	I/L	NCJ-AA Y	kanniyakumari	Therakalpudur-Pudugramam
63	294km 841m	I/L	NCJ-AA Y	kanniyakumari	Thanadavarkulamkonam
65	295km 688m	I/L	NCJ-AA Y	kanniyakumari	Kulasekaram-Suchindram
66	296km 392m	I/L	NCJ-AA Y	kanniyakumari	Vellamdham-Rajavoor
70	302km 94m	NI	NCJ-AA Y	kanniyakumari	NH7-Kurisadi
72	307km 53m	NI	AA Y-NPK	kanniyakumari	Muppanthal-Kanpolai
74	310km 55m	I/L	AA Y-NPK	Tirunneveli	Kavalkinar-Radhapuram
75	312km 161m	NI	AA Y-NPK	Tirunneveli	Nh7-Leppagudiyiruppu
76	313km 596m	I/L	AA Y-NPK	Tirunneveli	Panakudi-Kadambankulam
77	315km 904m	NI	NPK-VLY	Tirunneveli	Panakudi-Kadambankulam
78	317km 332m	NI	NPK-VLY	Tirunneveli	Pampankulam- Kadambankulam
79	317km 949m	NI	NPK-VLY	Tirunneveli	Kalanthapara- Vadambankulam
80	319km 294m	NI	NPK-VLY	Tirunneveli	Thekuvalliyoor- Valliammalpuram
82	322km 932m	I/L	VLY-NNN	Tirunneveli	Valliyoor-Thiruchandoor
85	325km 558m	NI	VLY-NNN	Tirunneveli	Valliyoor-Kautikuperi
88	328km 162m	I/L	VLY-NNN	Tirunneveli	Dalapathisamudram- Kannanelloor
91	329km 148m	NI	VLY-NNN	Tirunneveli	Nh7-Perumalanji
93	331km 16m	NI	VLY-NNN	Tirunneveli	Vakaikulam - Rajakkamangalam
94	332km 158m	NI	VLY-NNN	Tirunneveli	Vakaikulam - Parappadi
95	333km 561m	NI	VLY-NNN	Tirunneveli	Alankulam - NH7
96	335km 216m	I/L	VLY-NNN	Tirunneveli	Naguneri - Thisaiyavilai
98	336km 686m	I/L	NNN-SGLM	Tirunneveli	Naguneri - Naguneri field
99	338km 28m	NI	NNN-SGLM	Tirunneveli	Marukalkurichi - Field
100	339km 275m	NI	NNN-SGLM	Tirunneveli	Marukalkurichi - Nedumkulam
101	341km 190m	NI	NNN-SGLM	Tirunneveli	Thalaikulam - Nedumkulam

103	343km 353m	NI	NNN-SGLM	Tirunnelveli	Pankulam - Kavantharai
105	343km 938m	NI	NNN-SGLM	Tirunnelveli	Pakam - Mulaikampalli
108	347km 267m	I/L	NNN-SGLM	Tirunnelveli	NH7 - Vakaikulam
110	348km 987m	I/L	NNN-SGLM	Tirunnelveli	NH7 - Shenkulam
111	350km 271m	I/L	SGLM-TEN	Tirunnelveli	NH7-Shenkulam
112	350km 714m	NI	SGLM-TEN	Tirunnelveli	NH7 - Perumalpuram
113	352km 365m	NI	SGLM-TEN	Tirunnelveli	NH7 - Kandithenkulam
115	353km 971m	NI	SGLM-TEN	Tirunnelveli	Adamathippankulam - Kandithinkulam
116	355km 307m	NI	SGLM-TEN	Tirunnelveli	Adamathippankulam - Tharuvai
120	358km 888m	NI	SGLM-TEN	Tirunnelveli	Melanunnirpallam - Puthugramam
122	360km 945m	I/L	SGLM-TEN	Tirunnelveli	Meleppalayam–Melanathaam
3	3km 571m	NI	NCJ-CAPE	kanniyakumari	Suchinduram-Kakkumoor
5	6km 109m	NI	NCJ-CAPE	kanniyakumari	North thamaraikulam- Parakkai
8	7km 460m	I/L	NCJ-CAPE	kanniyakumari	North thamaraikulam- Manakudi
10	8km 751m	NI	NCJ-CAPE	kanniyakumari	Pothayadi- Karumpai
11	9km 264m	NI	NCJ-CAPE	kanniyakumari	Pothayadi - South thamaraikkulam
14	10km 721m	NI	NCJ-CAPE	kanniyakumari	Edayanvilai-Kavakulam
15	10km 946m	NI	NCJ-CAPE	kanniyakumari	Kottaram-Santhayadi
16	11km 743m	I/L	NCJ-CAPE	kanniyakumari	Kottaram-Agaswtheeswaram
18	13km 55m	I/L	NCJ-CAPE	kanniyakumari	Agaswtheeswaram- Kanniyakumari
7	8km 619m	I/L	KUMM-TUVR	Ernakulam	Panangad junction
8	12km 377m	I/L	KUMM-TUVR	Alappuzha	Aroor junction
9	12km 570m	I/L	KUMM-TUVR	Alappuzha	Aroor junction
11	13km 199m	I/L	KUMM-TUVR	Alappuzha	Aroorkavala
12	13km 907m	I/L	KUMM-TUVR	Alappuzha	Anjilikadu jn
13	14km 478m	I/L	KUMM-TUVR	Alappuzha	Veluthulli jn
14	15km 248m	NI	KUMM-TUVR	Alappuzha	Chandiroor junction
16	16km 686m	NI	KUMM-TUVR	Alappuzha	Kochvelikavala
17	18km 20m	I/L	KUMM-TUVR	Alappuzha	Eramallor junction
18	19km 721m	I/L	KUMM-TUVR	Alappuzha	Vattakalmukku
19	20km 280m	I/L	KUMM-TUVR	Alappuzha	P S Kavala
21	21km 697m	I/L	KUMM-TUVR	Alappuzha	Thazhappukadavu
22	22km 709m	I/L	KUMM-TUVR	Alappuzha	Nalukulangara road

23	23km 908m	I/L	TUVR-SRTL	Alappuzha	TD road
24	25km 405m	I/L	TUVR-SRTL	Alappuzha	Puthankavu jn
25	26km 894m	I/L	TUVR-SRTL	Alappuzha	Padmakshikavala
26	27km 619m	I/L	TUVR-SRTL	Alappuzha	Ponnanveli jn
27	28km 438m	I/L	TUVR-SRTL	Alappuzha	Pattanakkadu jn
28	28km 941m	I/L	TUVR-SRTL	Alappuzha	Puthiyakavu junction
29	29km 715m	I/L	TUVR-SRTL	Alappuzha	Puthiyakavu junction
30	30km 599m	I/L	TUVR-SRTL	Alappuzha	CMS junction
31	31km 258m	I/L	TUVR-SRTL	Alappuzha	Thankikavala junction
32	32km 155m	I/L	TUVR-SRTL	Cherthala	Bypass kavala
33	33km 973m	I/L	SRTL-MAKM	Alappuzha	Arthungal road
34	34km 360m	I/L	SRTL-MAKM	Cherthala	Cherthala junction
35	34km 470m	I/L	SRTL-MAKM	Alappuzha	Providencenkavala junction
36	35km 850m	I/L	SRTL-MAKM	Alappuzha	Police station road
37	37km 529m	I/L	SRTL-MAKM	Cherthala	11thmile Junction
41	38km 640m	I/L	SRTL-MAKM	Alappuzha	Thiruvizha junction
42	39km 349m	I/L	SRTL-MAKM	Alappuzha	Thiruvizhatemple junction
43	40km 744m	I/L	SRTL-MAKM	Alappuzha	Kanichukulangaratemple junction
44	42km 382m	I/L	SRTL-MAKM	Alappuzha	SL puram junction
45	42km 878m	I/L	SRTL-MAKM	Alappuzha	SL puram junction
46	43km 791m	I/L	SRTL-MAKM	Alappuzha	Mararikulam junction
47	45km 29m	I/L	MAKM-ALLP	Alappuzha	Valavanadu-Perumana jn
48	45km 860m	I/L	MAKM-ALLP	Alappuzha	Block junction
49	47km 339m	I/L	MAKM-ALLP	Alappuzha	Kalavur junction
50	48km 433m	I/L	MAKM-ALLP	Alappuzha	Sarvodaya junction
51	49km 186m	I/L	MAKM-ALLP	Alappuzha	Udaya studio gate
52	49km 828m	I/L	MAKM-ALLP	Alappuzha	Udaya junction
54	51km 253m	I/L	MAKM-ALLP	Alappuzha	Pathirapally junction
55	51km 945m	I/L	MAKM-ALLP	Alappuzha	Poonkavu junction
56	52km 828m	I/L	MAKM-ALLP	Alappuzha	Thumpoli junction
57	53km 585m	I/L	MAKM-ALLP	Alappuzha	Kommadi junction
58	53km 982m	I/L	MAKM-ALLP	Alappuzha	Malika junction
62	54km 799m	I/L	MAKM-ALLP	Alappuzha	Malika junction
63	55km 201m	I/L	MAKM-ALLP	Alappuzha	Medical college jn
64	55km 521m	I/L	MAKM-ALLP	Alappuzha	Medical college jn
68	55km 931m	I/L	MAKM-ALLP	Alappuzha	Medical college jn
70	56km 364m	I/L	MAKM-ALLP	Alappuzha	Beach road
71	57km 243m	I/L	ALLP-AMPA	Alappuzha	ESI road
73	59km 352m	I/L	ALLP-AMPA	Alappuzha	Paravur junction

74	59km 675m	I/L	ALLP-AMPA	Alappuzha	Paravur junction
75	60km 985m	I/L	ALLP-AMPA	Alappuzha	Powerhouse junction
79	62km 62m	I/L	ALLP-AMPA	Alappuzha	Powerhouse jn
80	62km 917m	I/L	ALLP-AMPA	Alappuzha	Punnapura market jn
81	63km 855m	I/L	ALLP-AMPA	Alappuzha	Punnappa junction
82	64km 532m	I/L	ALLP-AMPA	Alappuzha	Kuravanthodu jn
83	65km 168m	I/L	ALLP-AMPA	Alappuzha	Vandanam jn
84	65km 767m	I/L	ALLP-AMPA	Alappuzha	Pallimukku jn
87	67km 28m	I/L	ALLP-AMPA	Alappuzha	S.N. kavala jn.
88	67km 786m	I/L	ALLP-AMPA	Alappuzha	Kakkazham jn
91	68km 931m	I/L	ALLP-AMPA	Alappuzha	Ampa-Komana
92	69km 799m	I/L	AMPA-HAD	Alappuzha	Komana road
99	72km 917m	I/L	AMPA-HAD	Alappuzha	Karimadi jn road
101	74km 475m	I/L	AMPA-HAD	Alappuzha	Takazhi jn
104	80km 431m	I/L	AMPA-HAD	Alappuzha	Karuvatta TB jn
107	81km 261m	I/L	AMPA-HAD	Alappuzha	Karuvatta jn
108	81km 868m	NI	AMPA-HAD	Alappuzha	Karuvatta jn
112	84km 8m	I/L	AMPA-HAD	Alappuzha	Madhava jn
113	84km 508m	I/L	AMPA-HAD	Alappuzha	Madhava jn
115	85km 12m	I/L	AMPA-HAD	Alappuzha	Kacherry jn
122	86km 698m	I/L	AMPA-HAD	Alappuzha	Haripad-Pallipad
124	87km 795m	I/L	HAD-CHPD	Alappuzha	Nh66-Pallipad
125	88km 404m	I/L	HAD-CHPD	Alappuzha	Naduvattam gate road
128	89km 612m	I/L	HAD-CHPD	Alappuzha	Kavala road
131	90km 937m	I/L	HAD-CHPD	Alappuzha	Kanjoor road
132	91km 763m	I/L	HAD-CHPD	Alappuzha	NTPC road
135	92km 948m	I/L	CHPD-KYJ	Alappuzha	Evoor jn
137	93km 388m	I/L	CHPD-KYJ	Alappuzha	Ramapuram road
138	93km 670m	I/L	CHPD-KYJ	Alappuzha	Elanji road
139	94km 141m	I/L	CHPD-KYJ	Alappuzha	Punnamoodu road
141	94km 917m	I/L	CHPD-KYJ	Alappuzha	Pathiyoor road
142	95km 299m	I/L	CHPD-KYJ	Alappuzha	Panchayath road
143	95km 571m	I/L	CHPD-KYJ	Alappuzha	Thachadi gate road
145	95km 882m	I/L	CHPD-KYJ	Alappuzha	Pathiyoor
146	96km 511m	I/L	CHPD-KYJ	Alappuzha	Muttam road
147	97km 169m	I/L	CHPD-KYJ	Alappuzha	Thondiyath road
148	97km 922m	I/L	CHPD-KYJ	Alappuzha	Factory road
149	98km 355m	I/L	CHPD-KYJ	Alapuzha	Kayankulam-Chettikulangara
151	99km 43m	I/L	CHPD-KYJ	Alapuzha	Kakkand-Perinyala

**List of Tunnels in TVC Division.**

<b>SL</b>	<b>Tunnel No.</b>	<b>Between Stations</b>	<b>Line</b>	<b>Chainage</b>	<b>Length (m)</b>
1	<b>1</b>	KTYM Yard	Over run	60/300	66.68
2	<b>2</b>	KTYM Yard	Over run	60/400	80.31
3	<b>1</b>	NEM-BRAM	SL	232/100	204.00
4	<b>2</b>	PASA-KZTW	SL	250/700	200.00
5	<b>3</b>	PASA-KZTW	SL	254/800	40.00
6	<b>4</b>	KZTW-KZT	SL	257/200	130.00
7	<b>5</b>	KZT-PYD	SL	262/100	80.00



## DATA OF ROBs

SL	ROB No.	Stations	Chainage	Vintage	Span
1	7A	SRR-VTK	3/000-100	1981	2x12 + 1x6
2	15UP	VTK-WKI	5/500-600	1934	1x6.1
3	15DN	VTK-WKI	5/500-600	1981	1x20.85
4	36	VTK-WKI	10/900-11/000	1980	2x9.06 + 2x12.81
5	44A	VTK-WKI	15/900-16/000	2012	1x25
6	50C	WKI-MGK	19/000-20/000	2000	2x18.30
7	57B	WKI-MGK	21/200-300	2010	1x20.7
8	61A	WKI-MGK	23/200-300	2014	1 x 30
9	69A	MGK-PNQ	28/600-700	2005	1x30.7
10	73B	MGK-PNQ	30/600-700	1992	2x15.74
11	75	PNQ-TCR	32/000-100	1934	1x10.15
12	77A	PNQ-TCR	32/400-500	1956	1x8.30
13	18	PNQ-GUV	7/800-900	1992	1x6
14	19	PNQ-GUV	8/000-100	1992	3x5
15	20	PNQ-GUV	8/400-500	1992	3x5
16	34	PNQ-GUV	11/800-900	1992	1x6
17	36	PNQ-GUV	12/600-700	1992	1x6
18	50	PNQ-GUV	17/000-100	1992	1x6
19	85A	TCR-OLR	36/400-500	1975	1x13.72
20	87UP	TCR-OLR	37/200-300	1934	1x8
21	87DN	TCR-OLR	37/200-300	1971	1x6.1
22	92A	OLR-PUK	40/300-400	1934	2x8 + 1x14
23	106A	PUK-IJK	49/200-300	2015	1x30
24	117A	PUK-IJK	56/300-400	2006	1x25.5
25	121B	IJK-CKI	58/200-300	2015	1x26.50
26	129C	IJK-CKI	62/500-600	2007	1x25.50
27	133A	CKI-KUC	65/600-700	2015	1x30
28	140B	CKI-KUC	67/900-68/000	2013	1 x 39
29	148B	CKI-KUC	71/500-600	1984	1x18.3
30	153A	KUC-AFK	74/600-700	2014	1 x 37.6

31	165A	AFK Yd	78/800-900	2007	1x33.16
32	165B	AFK Yd	78/800-900	1975	1x25.51
33	168A	AFK-AWY	81/000-100	2000	4x10 + 1x15
34	168B	AFK-AWY	81/000-100	2016	1x25.51
35	178A	AWY Yard	87/000-100	1971	1x13.72 + 1x12.29
36	183	AWY Yard	87/900-88/000	1977	1x9.75 + 1x6.1
37	190A	AWY-KLMR	91/800-900	2019	1x34.25
38	192A	KLMR-IPL	94/500-600	2015	1x33.16
39	192B	KLMR-IPL	94/600-700	2007	1x11.05 + 1x24.09 + 1x17.89
40	194A	KLMR-IPL	95/400-500	2005	1x33.16
41	198A	IPL Yd	97/700-800	2008	1x33.16
42	207A	IPL -ERN	102/800-900	2015	1x26.5
43	212B	ERN Yard	104/200-300	2015	1x18.30
44	212C	ERN Yard	104/200-300	2015	1x18.30
45	212D	ERN Yard	104/500-600	2015	1x30.31
46	216A	ERN-ERS	105/300-400	2010	1x29
47	218B	ERN-ERS	106/000-100	2013	1x44.65
48	220A	ERS Yard	107/200-300	1940	1x21.35
49	CRL9A	ERS-IPN	8/600-700	2008	1x35.50
50	492A	ERS-TRTR	1/200-300	2008	1x35.50
51	488B	ERS-TRTR	3/900-4/000	2014	1 x 35
52	483B	ERS-TRTR	4/300-400	2010	1x30.30
53	483A	ERS-TRTR	4/300-400	2012	1x30.30
54	475B	ERS-TRTR	6/400-500	2008	1x25.5
55	467B	ERS-TRTR	8/900-9/000	2009	1x35.50
56	464	TRTR-MNTT	10/000-100	2008	1x35.50
57	EAK-11A	ERS-KUMM	4/200-300	2008	2x19 + 3x19.50
58	444	TRTR-MNTT	15/500-600	2005	1x20
59	440	TRTR-MNTT	16/900-17/000	2009	1x35.50
60	438	MNTT-PVRD	17/900-18/000	2010	1x30.50
61	386	PVRD-VARD	32/600-700	2016	1x20.00

62	375	VARD-KDTY	35/100-200	2016	1×18 + 1×15
63	370A	VARD-KDTY	37/200-300	2016	1x30.50
64	356	KRPP Yard	40/800-900	2018	1×26.00
65	353	KRPP Yard	42/400-500	2020	1x25.74
66	332	ETM Yard	49/300-400	2019	1x29.26 + 1x17.16
67	314A	ETM-KTYM	54/700-800	2021	1x10.9
68	307A	ETM-KTYM	56/200-300	2015	1x30.50
69	290	ETM-KTYM	58/900-59/000	2021	1x24.672 + 1x11.5
70	286	KTYM Yard	60/000-100	2021	1x33.75
71	285A	KTYM Yard	60/200-300	2021	1x43.675 + 1x43.175
72	284A	KTYM Yard	60/500-600	2021	1x43.675
73	283	KTYM-CGV	61/300-400	2021	1x23.6
74	267A	KTYM-CGV	63/900-64/000	1956	1 x 30
75	260	KTYM-CGV	65/800-900	2021	1x23.6 + 1x8
76	253	KTYM-CGV	66/900-67/000	2021	1x24.05
77	244	CGV-CGY	68/700-800	2017	1×25.623
78	241	CGV-CGY	69/200-300	2017	1x21.482
79	238	CGV-CGY	70/100-200	2017	1×14.108
80	237	CGV-CGY	70/100-200	2017	1×14.013
81	234	CGV-CGY	70/900-71/000	2017	1x18.60
82	230A	CGV-CGY	71/700-800	2017	1x25.50
83	225A	CGV-CGY	72/800-900	2017	1×23.622
84	210	CGV-CGY	76/200-300	2017	1x12.10
85	207	CGY Yard	77/000-100	2017	1x18.476
86	206	CGY Yard	77/100-200	2017	1x25.00
87	200	CGY-TRVL	78/200-300	1957	1×18.396
88	173	CGY-TRVL	85/500-600	2017	1×10.600 + 1×6.00
89	171	TRVL Yard	84/900-85/000	2017	1×17.745 + 1×18.645
90	149	TRVL-CNDR	92/200-300	2015	1x25.50
91	115B	CNDR-MVLK	105/900-106/000	2015	1x25.90
92	154A	KAVR-ALLP	55/200-300	2021	1×55.34
93	161A	ALLP Yard	57/800-900	2021	1×55.34

94	170	ALLP-AMPA	67/900-68/000	1997	1x11.86 + 1x6.45 + 1x4.79
95	43A	KPY-STKT	131/300-400	1996	1x5.77 + 2x9.24
96	32	STKT-PRND	136/800-900	1996	1x18
97	31A	STKT-PRND	137/100-200	1996	1x13.79
98	16	STKT-PRND	145/500-600	1996	2x6 + 2x10
99	12	PRND-QLN	147/100-200	1996	2x9.1
100	3	PRND-QLN	150/500-600	2008	1x16.07
101	1A	PRND-QLN	151/500-300	2006	1x33.16
102	2269A	PRND-QLN	154/100-200	1954	4x10.31
103	2272A	QLN Yard	155/600-700	1957	2x5.64
104	2273C	QLN-PVU	156/800-900	2015	1x25.50
105	2291	PVU Yard	168/000-100	1974	2x9.46
106	2321	VAK-KVU	180/700-800	2008	1x30
107	2325	VAK-KVU	181/800-900	1975	2x10 + 1x12
108	2331	VAK-KVU	183/300-400	2008	1x30
109	2340A	KVU Yard	188/700-800	1975	2x10.52
110	2380A	MQU-KZK	205/500-600	2016	1x30.50
111	2384A	KZK-KCVL	211/500-600	1975	1x12 + 1x13.6
112	2390A	KCVL-TVC	216/400-500	2005	1x30.50
113	2390B	KCVL-TVC	216/400-500	2020	1x30.50
114	2393A	KCVL-TVC	217/300-400	2014	1 x 34.1 + 1x19.43 + 1x10.10
115	2394	KCVL-TVC	217/600-700	2010	1x18.15
116	2400	KCVL-TVC	219/000-100	1999	1x20
117	2406	TVC Yard	219/700-800	1999	1x20
118	1	TVC Yard	220/500-600	1979	2x16
119	3	TVC-NEM	221/000-100	1979	2x12.2
120	4	TVC-NEM	221/100-200	1979	2x5
121	12	TVC-NEM	222/200-300	1979	1x5.7
122	21	TVC-NEM	224/900-225/00	1979	1x7.07
123	27	TVC-NEM	226/500-600	1979	1x12 + 1x6.1
124	30	TVC-NEM	227/200-300	1979	1x12.2 + 1x6.1

125	36	NEM-NYY	228/500-600	1979	1x12
126	47	NEM-NYY	231/500-600	1979	2x12.5
127	66	NEM-NYY	236/300-400	1979	1x5.0
128	72	NYY-PASA	237/700-800	1979	1x6 + 1x7.28
129	94	NYY-PASA	243/300-400	1979	1x5.59
130	99	NYY-PASA	244/300-400	1979	3x8
131	108	NYY-PASA	245/700-800	1979	1x6
132	116	NYY-PASA	247/000-100	2014	1x40.0
133	120	NYY-PASA	247/900-248/000	1979	1x8
134	125	NYY-PASA	248/900-249/000	1979	3x8
135	134	PASA-KZT	250/100-200	1979	1x6
136	152	PASA-KZT	253/900-254/000	1979	1x6.5
137	157	PASA-KZT	255/600-700	1979	1x12 + 1x6.1
138	162	PASA-KZT	256/900-257/000	1979	1x5
139	194	KZT-ERL	264/600-700	1979	1x15.24
140	210	KZT-ERL	267/900-268/000	1979	2x8 + 1x6
141	212	KZT-ERL	268/500-600	1979	1x8.484
142	230	KZT-ERL	272/200-300	1979	1x5.32
143	236	ERL-NCJ	273/300-400	1979	1x6
144	262	ERL-NCJ	278/100-200	1979	3x6
145	289A	ERL-NCJ	283/600-700	1979	3x6
146	307A	ERL-NCJ	287/600-700	2016	1X20.00
147	315	ERL-NCJ	289/2000-300	1979	3x6
148	8A	NCJ-CAPE	1/800-900	1979	3x5.6
149	57A	NCJ-CAPE	14/600-700	2011	4x20.025+1x23.02
150	328A	NCJ-AAY	292/700-800	2021	2×15.180+1×17.998)
151	355A	NCJ-AAY	297/700-800	2021	2×14.762+1×17.941)
152	381	AAY-NPK	304/800-900	1979	3x6
153	389A	AAY-NPK	309/000-100	2012	1x22.70
154	547A	NNN-SGLM	346/500-600	2012	1x21.4
155	547	NNN-SGLM	346/600-700	1979	1x6
156	574A	SGLM-TEN	357/400-500	2021	1x26.3

DATA OF ROAD UNDER BRIDGES/SUBWAYS					
SN	RUB NO, OLD LC NO.	BLOCK SECTION	RAILWAY KM	CLEAR MOVING SPACE IN RUB/LUS	YEAR OF COMMISSIOING
1	89A	TCR-OLR	38/900-39/000	4.0×7.00	2017
2	TG2A	PNQ-GUV	3/400-500	3.0×4.50	2018
3	104A	PUK-IJK	48/200-300	4.0×7.0	2017
4	131C	CKI-KUC	64/000-100	5.10x11.0	2014
5	188A	AWY-KLMR	90/100-200	2.75×3.05	1999
6	189A	AWY-KLMR	91/600-700	1×7.00	2019
7	196A	KLMR-IPL	97/300-400	2.75×3.05	2000
8	198B	KLMR-IPL	97/800-900	2.50×4.00	2021
9	200A	IPL-ERN	99/200-300	2.75×3.05	2011
10	231	ERS-MNTC	109/200-300	1x9.14	1961
11	HR2	ERS-MNTC	110/200-300	1x3.05	1976
12	HR2A	ERS-MNTC	110/200-300	1x7.77	1939
13	VR1A	IPL-VPDM	0/900-1/000	3.0x3.00	2010
14	403	MNTT-PVRD	27/900-28/000	1×4.50	2014
15	401A	MNTT-PVRD	28/200-300	2x4.00	2014
16	395A	PVRD-VARD	29/400-500	3.60×5.50	2021
17	330	ETM-KTYM	49/800-900	4.25x5.32	1956
18	313A	ETM-KTYM	55/200-300	1x3.5	2014
19	297 Up	ETM-KTYM	58/100-200	3.71x4.25	1956
20	297 Dn	ETM-KTYM	58/100-200	6.10×4.526	2020
21	295 A	ETM-KTYM	58/200-300	3.85X2.10	1956
22	284A	KTYM-CGV	61/000-100	7.00×4.00	2022
23	249 Up	CGV Yard.	67/500-600	5.60×4.6	1956
24	249 Dn.	CGV Yard.	67/500-600	9.14×4.6	2018
25	240A	CGV-CGY	69/400-500	1×4.50	2021
26	168Up	TRVL-CNCR	85/900-86/000	4.60X8.60	1956

27	168Dn	TRVL-CNGR	85/900-86/000	4.60x12.2	1956
28	169	TRVL-CNGR	85/700-800	4.10x5.65	1956
29	161A	TRVL-CNGR	88/200-300	3.750×7.0	2016
30	159A	TRVL-CNGR	88/600-700	3.750×7.0	2016
31	EAK-1	ERS-KUMM	2/200-300	2.90x11.35	1989
32	EAK-3	ERS-KUMM	2/600-700	4.80x7.90	1989
33	EAK- 5	ERS-KUMM	2/800-900	1x6.07	1989
34	EAK-6	ERS-KUMM	2/900-3/000	4.10x6.0	1989
35	EAK-9	ERS-KUMM	3/200-300	3.40x4.45	1989
36	EAK-16	ERS-KUMM	5/600-700	390x4.50	1989
37	EAK-20	ERS-KUMM	6/400-500	3.50x4.55	1989
38	EAK30	KUMM-TUVR	9/400-500	4.675x3.6	1988
39	EAK32	KUMM-TUVR	11/000-100	5.5x13	1988
40	EAK34	KUMM-TUVR	11/300-400	4.83x3.5	1988
41	EAK37	KUMM-TUVR	11/800-900	3.37x3.5	1988
42	EAK69	KUMM-TUVR	17/300-400	3.48x3.5	1988
43	EAK157	MAKM-ALLP	56/000-100	2.3x5.2	1988
44	179A	AMPA-HAD	70/300-400	2.75×4.0	2021
45	EAK185	AMPA-HAD	71/500-600	2.80x3.60	1991
46	EAK188	AMPA-HAD	71/800-900	5.0x10.0	1991
47	EAK190	AMPA-HAD	72/100-200	3.725x4.2	1991
48	200A	AMPA-HAD	75/600-700	6.0x4.75	2021
49	200B	AMPA-HAD	75/700-800	6.0x4.75	2021
50	EAK202	AMPA-HAD	76/100-200	2.80x3.50	1991
51	EAK215	AMPA-HAD	79/700-800	3.60x4.0	1991
52	217A	AMPA-HAD	81/000-100	6.0x4.75	2021
53	219A	AMPA-HAD	81/800-900	6.0x4.75	2021
54	222A	AMPA-HAD	83/000-100	6.0x4.75	2021
55	223A	AMPA-HAD	83/400-500	6.0x4.75	2021
56	231A	AMPA-HAD	85/500-600	6.0x4.75	2021
57	232A	AMPA-HAD	85/700-800	6.0x4.75	2021

58	151A	TRVL-CNGR	91/100-200	3.750×5.5	2016
59	147A	TRVL-CNGR	92/800-900	3.75×7.0	2016
60	144 (Dn)	TRVL-CNGR	93/600-700	1x20	2011
61	144 (UP)	TRVL-CNGR	93/600-700	4.95x11.9	1957
62	142A Dn	CNGR-MVLK	94/600-700	2x5.50	2011
63	142A Up	CNGR-MVLK	94/600-700	2x5.50	2011
64	127B (UP)	CNGR-MVLK	99/600-700	2x4.57	2011
65	127B (Dn)	CNGR-MVLK	99/600-700	1x9.14	2011
66	126B	CNGR-MVLK	101/000-100	4.0×5.5	2019
67	125A	CNGR-MVLK	101/400-500	4.0×5.5	2019
68	117 (UP)	CNGR-MVLK	104/500-600	4.12x9.10	1957
69	117 (Dn)	CNGR-MVLK	104/500-600	4.12x9.10	1957
70	110 (UP)	MVLK-KYJ	<b>107/900-108/000</b>	1x6.10	1957
71	110 (Dn)	MVLK-KYJ	<b>107/900-108/000</b>	1x11.50	1957
72	89A Up	KYJ-OCR	115/000-100	2.67x4.26	1957
73	89A Dn	KYJ-OCR	115/000-100	2.67x4.26	1957
74	89 Up	KYJ-OCR	115/300-400	4.78x8.00	1957
75	89 Dn	KYJ-OCR	115/300-400	4.78x10.0	1957
76	87A	KYJ-OCR	115/600-700	1x3.50	2015
77	29A	STKT-PRND	138/000-100	7.0×4.00	2022
78	18A	STKT-PRND	143/500-600	4.52x5.22	1995
79	17A	STKT-PRND	144/400-500	4.20x6.97	1995
80	13B	PRND Yard	146/400-500	1×5.50	2021
81	8A	PRND-QLN	148/300-400	6.45x5.00	1995
82	2318A	VAK-KVU	180/000-100	13.02x2	2000
83	14	TVC-NEM	222/700-800	3.05x3.25	1979
84	19	TVC-NEM	224/300-400	3.05x9.80	1979
85	40A	NEM-NYY	229/700-800	1x5.50	2016
86	57A	NEM-NYY	233/800-900	1x5.50	2015
87	58A	NEM-NYY	234/400-500	1x5.50	2018
88	74A	NYY-PASA	238/700-800	1x5.50	2017



89	128	PASA Yard	249/600-700	3.15x6.1	1979
90	156	PASA-KZT	255/200-300	1x4.57	1979
91	158	PASA-KZT	<b>255/900-256/000</b>	3.95x5.15	1979
92	160	PASA-KZT	256/200-300	8.1x7.12	1979
93	183A	KZT-ERL	261/600-700	1x5.50	2017
94	193	KZT-ERL	264/300-400	6.4x14.0	1979
95	218	KZT-ERL	269/600-700	4.5x3.5	1979
96	221A	KZT-ERL	270/100-200	1x5.50	2016
97	238	ERL-NCJ	273/800-900	8.5x14.6	1979
98	242A	ERL-NCJ	274/600-700	1x5.50	2017
99	253A	ERL-NCJ	276/500-600	1x5.50	2016
100	307B	ERL-NCJ	287/600-700	1x3.00	2015
101	361	NCJ-AAY	298/600-700	4.60x6.50	1979
102	371A	NCJ-AAY	300/500-600	2.751x3.00	2017
103	378	NCJ-AAY	303/200-300	4.0×9.14	1981
104	398B	AAY-NPK	313/500-600	1×5.50	2018
105	403	NPK Yard	314/800-900	4.25x9.65	1979
106	471A	VLY-NNN	328/400-500	3.05x1	2009
107	545A	NNN-SGLM	345/200-300	3.05x1	2007
108	29A	NCJ-CAPE	7/000-100	3.05x1	2008
109	53	NCJ-CAPE	11/900-12/000	2.8x4.2	1979
110	57	NCJ-CAPE	13/700-800	8.9x7.0	1979

### DATA OF AQUEDUCTS

Sl. No	Bet.stations	Br.No.	LINE	LOCATION	SPAN
1	PNQ-TCR	74A	Up&Dn	31/998	1x18.15
2	STKT-PRND	32A	Up&Dn	136/670	1x7.50 + 1x8.35
3	TVP-TVC	2399A	Up&Dn	218/987	1x20.20
4	NEM-BRAM	35	SL	228/710	3x9.00
5	NYU-PASA	93	SL	243/299	1x6.10 + 2x8.00
6	PASA-KZT	153	SL	254/384	3x6.00
7	PASA-KZT	155	SL	254/571	3x6.00
8	KZT-ERL	186	SL	262/740	3x7.50
9	KZT-ERL	190	SL	263/727	3x7.50
10	KZT-ERL	231	SL	272/248	3x6.00
11	ERL-NCJ	248	SL	275/520	3x7.50
12	ERL-NCJ	249	SL	275/760	3x6.00
13	ERL-NCJ	254	SL	276/945	3x6.00
14	ERL-NCJ	260	SL	277/770	1x5.0
15	ERL-NCJ	261	SL	277/935	3x7.50
16	ERL-NCJ	263	SL	278/185	3x7.50
17	ERL-NCJ	266	SL	278/685	3x7.50

## CHAPTER XIV

### National Disaster Response Force (NDRF)

Ministry of Home Affairs, Government of India has formed National Disaster Response Force (NDRF) at eight selected locations in the country for dealing with relief and rescue operations related to all types of disasters.

As per the Disaster Management Act 2005, various Ministries and departments under Government of India should join hands for mutual assistance in case of a disaster. Assistance from local government and Non-Governmental agencies is invariably required by the Railway Administration for prompt relief and rescue operations in case of disasters affecting railways. Assistance of NDRF could be help to the Railways in major Railway Disasters. Details of NDRF battalion near to the Division

Name & Designation of the Commandant	NDRF Battalions	Office Telephone	Telefax	Address
Mr. Akhilesh kumar 9435705496	4Bn (NDRF) Arakonam	04177-246594 04177-246269	04177-246300	PO- Suraksha Campus, Arakonam, Ranipet Dist., TN-631152

Currently they are having only one unit based at Takkolam between Arakkonam and Kanchipuram. Rescue devices and trained manpower is available with them and these can be moved using their own transport in case of emergencies. Assistance from

Naval Air base (INS Rajaji) located at Arakkonam can also be requisitioned for air lifting of personnel in case of necessity. There are no charges for availing the services of NDRF except the rail transportation which railways may provide at their cost for attending to rail accidents. Railway may also have to provide the rail transportation logistics for transporting NDRF in case of non-railway exigencies

“Ministry of Railways may request NDMA for deployment of NDRF when situation so warrants. For requisitioning NDRF in times of a Disaster, the Zonal Railways/Divisions have to approach Railway Board who will request NDMA to direct the NDDRF Battalions to proceed to site. NDM control room under Ministry of Home Affairs (Tele No.011- 23092885 Fax No.011-23093750) and Security Control Room (Tele No. 011-23387981 Fax No.011-23303983) and safety cell (Tele Fax No.011- 23382638) in the office of Railway Board”

The above instructions are issued by Railway Board in consultation with National Disaster Management Authority (NDMA) having the administrative control of NDRF.

**Postal Address:**

NDMA Bhawan, A-1, Safdarjung Enclave, New Delhi - 110029,  
Telephones: +91-11-26701700

	Phone	Fax	Mobile	Email
<b>Control Room</b>	011-26701728	011-26701729	9868891801 9868101885	controlroom@ndma.gov.in ndmacontrolroom@gmail.com

## Relief Commissioners

Kerala	<p>Dr. A Jayathilak  Addl. Chief Secretary and <b>Relief Commissioner</b>, Kerala  Phone: 0471 2517214, 0471 2518356, Mob.+91 9446022644  Email: <a href="mailto:pri.secy.revenue@gmail.com">pri.secy.revenue@gmail.com</a>, <a href="mailto:revenuemdk@gmail.com">revenuemdk@gmail.com</a></p> <p>Ms. T. V. Anupama IAS  <b>Disaster Management Commissioner</b>  Phone: 0471 2778855, Mob.+91 807875552  Email: <a href="mailto:commissionerdmkerala@gmail.com">commissionerdmkerala@gmail.com</a>  <i>Latest Update: <a href="https://sdma.kerala.gov.in/office/">https://sdma.kerala.gov.in/office/</a></i></p>
Tamil Nadu	<p>Shri S.K. Prabhakar IAS  Addl. Chief Secretary/<b>Commissioner</b> of Revenue Administration &amp; <b>Disaster Management</b>  Phone: 044 28523299 Extn.201, 044 28546624(F) Mob: +91 944500444  Email: <a href="mailto:com-ra@nic.in">com-ra@nic.in</a>  <i>Latest Update: <a href="https://www.cra.tn.gov.in/contact.php">https://www.cra.tn.gov.in/contact.php</a></i></p>

## **CHAPTER XV**

### **GUIDELINES FOR CONDUCTING MOCK-DRILL**

#### **Need for Mock Drills**

1. To Inculcate Culture of Preparedness.
2. To Examine the Plans and SOPs of Identified Stakeholders.
3. To Evaluate the Resource Status of various Departments.
4. To Co-ordinate the Activities of Various Agencies for their optimum utilization.
5. To use the Feed back to identify the gaps and improve the Resource Capabilities to Face Actual Disasters.

To respond effectively to the impact of disasters it is necessary to have a preparedness and response plan to facilitate organized and coordinated actions during an event. Plans are not theoretical exercises: they must be tested frequently so that they can be evaluated, adapted, and updated before and after an actual event.

Mock drills are among the most useful tools for evaluating and testing these plans, and they have been used systematically over the years by organizations that work in disaster preparedness and response. They are also excellent tools for training, for evaluating tools and procedures, for decision making exercises, for developing team work, and for inter and intra-sectoral coordination.

A drill is a practical exercise in managing operations which simulates damage and injuries in a hypothetical emergency situation. Participants face mock situations, using the skills and techniques that would be applied in real situations. Mock drills require the actual mobilization and use of personnel and material resources.

Mock Drills allow for the evaluation of procedures, tools, skills, and individual and institutional capacity in relation to disaster preparedness and response. Mock Drills are carried out in “real” time and each of the participants assumes the role that he or she customarily performs in his/her regular work. Others will perform as victims or other roles.

## **Methodological characteristics**

The drill takes place in real time. The exercise primarily consists of practical actions, performed by participants who have experience in emergency management, including persons who can play specific roles. As the drill proceeds, an environment is created that is as similar as possible to what would exist in a real emergency situation. The times for the drill are measured beginning with the activation of alarms or an order given to begin operations. Time “jumps” are not allowed in carrying out actions that correspond to one scenario.

### **Guidelines for Mock Drills**

#### **Operational characteristics**

The characters and materials used are real, except for performers acting as victims, relatives of victims, bystanders, journalists or other roles that are considered necessary for the exercise. The execution of drills may involve a degree of risk for participants and observers, so there must always be an emergency plan for the exercise itself.

**The exercise should be interrupted immediately if a situation creates real danger for the participants.**

## Value of drills for preparedness and response

- 1) Drills are effective methods for training and for evaluating or validating preparedness and response efforts in a variety of areas, including: Identification of responsibilities, confirmation of established roles, use of techniques, evaluation of performance and skills, and use of resources.
- 2) Performance of coordination and control systems in the field and under conditions that is similar to reality.
- 3) Inter-agency coordination, operational relationships, and implementation of instruments that give relevance, authority, and responsibility to agencies depending on the event being simulated.
- 4) Time required for response or carrying out actions, as well as the behavior of persons acting under the pressure generated by an emergency situation.
- 5) The use of techniques and skills learned by individuals who have received specialized training.
- 6) The implementation of safety procedures and standards by healthworkers and emergency medical personnel.
- 7) The drill has educational value, since it allows participants to put theory into practice, ensuring that knowledge gained can be applied.



## Necessary conditions for carrying out drills

Prior to planning a drill, the team must ensure that certain basic conditions exist, such as:

- 1) An established, organizational structure for emergency management which has an action plan;
- 2) Clear identification of the elements to be evaluated during the drill;
- 3) A risk scenario that considers hazards, vulnerabilities, and capacities;
- 4) A location with suitable physical and environmental conditions for recreating the emergency situations with minimal risk to participants;
- 5) Institutional backing, financial resources, and adequate logistical support.

## Types of drills

Mock Drills have different characteristics depending on the number of persons who will be involved, whether those involved have prior knowledge that it will take place, and the degree of complexity. They can be classified as:

**Partial or full-scale drills:** This depends on whether all or only some services or agencies are involved. For example, a partial drill would be a simulation of the arrival of injured at the emergency department of a hospital; the complete enactment of a train accident scenario would be a full-scale drill.

**Pre-announced or surprise drills:** This depends on whether the participants and the public are informed prior to the exercise, or whether only the coordinating committee knows of it. Unannounced or surprise drills must be part of a process that includes earlier exercises that were announced, and should be used only when there are established response plans. If the drill is announced, the participants will be informed about the objectives and the location, date, and time of the exercise, but will not be given details about the staging, impacts of the simulated event, or the script.

**Simple or complex:** This depends on the variables to be evaluated. In a simple drill, only a single activity is carried out, for example the rescue operations in a simple derailment with neither injuries nor potential risks. A complex drill has a variety of situations associated with the main event, for example a fire accident in a running trains with multiple injuries or potential risk scenarios for higher numbers of the population.

### **Organizational structure for drills**

A team should be formed to undertake the tasks of organizing and executing the drill, under the supervision of a coordinator designated in the organizational structure and those assigned different roles in the exercise. In the case of drills involving large numbers of participants and simulators, only the participants from other institutions and coordinators will be listed in a chart and roles assigned in writing so that no confusion arises and the tasks related to different areas of responsibility are allotted.

The development of scenarios must be based on existing and proven risk conditions. Operational response must be planned in accordance with the human and material resources that are available. It is necessary for the personnel involved to have the background and skills required to perform the roles and tasks demanded by the exercise.

## **Guidelines for Developing Emergency Simulations and Drills**

### **Preparing for and executing drills**

Throughout the preparatory process, it is necessary to maintain close contact with the different working groups to approve content, validate the tools, establish guidelines, monitor compliance with the activity schedule, correct deviations, and for other aspects of coordination to ensure proper development of the exercise. In cases where the drill involves outside railway agencies, civil authorities and police participation, preparation and coordination meetings with these authorities should be considered.

**The activities for carrying out the drill are outlined below.**

**Planning:** The planning function is undertaken by the Team leader (Sr.DSOs should take this role) who defines the fundamental parameters and general characteristics of the exercise, as detailed below:

**Purpose:** Establishes the intent and reasons for what is to be achieved. It is defined in terms of a problem or need and the wording should answer the question as to why the drill should be done as well as provide ideas for drafting the objectives.

**Scope:** Determines the extent of the actions or effects of the activity. It defines the scale of the drill in terms of geographic coverage, topics covered, level of complexity, participation and types of procedures to be carried out among other things.

**Objectives:** The qualitative expressions of the level of performance, efficiency, product, or results to be expected from the activity. These guide the evaluation of the exercise.

**Target audience:** Organizations and individuals who participate in the exercise. Their selection is based on the themes or issues to be validated through the drill.

**Timeline:** The planned timing of the various activities to be carried out during the Preparation and execution of the exercise. This allows those responsible to track the entire process.

## **Areas of responsibility and tasks in Mock drills**

### **1. Sr.DSO**

- Establish and coordinate the teams responsible for the different tasks in the preparation and execution of the drill.
- Approve the premises for and all parameters of the exercise according to the items to be tested.
- Choose the location for conducting the drill.
- Oversee internal and external coordination before and during the exercise, including with authorities and other officers.
- Coordinate the self-evaluation of the overall process of organizing the exercise and prepare relevant reports.
- ***Stop the drill if a real emergency occur.***

### **2. Sr.DSC**

- Design and coordinate a plan for the safety of all participants, including alerts in the event of an actual emergency during the exercise. Make an inspection visit to the area where the drill will be held.
- Coordinate and control all aspects of security during the exercise, including control of access and the perimeter.

### **3. Sr.DOM**

- Review the methodology and procedures for the drill in conjunction with the coordinating team and the evaluation team.
- Conduct an inspection visit to the areas where the drill will take place for familiarization and to verify that the locations are appropriate for the script.
- Carry out the exercise and control the script sequence and timing of activities including ordering, turn out, passage, and placement of therelief machinery.

### **4. Sr.DME.**

- Prepare an evaluation instrument based on the objectives of theexercise in conjunction with Sr.DSO.
- Identify, convene, and train the emergency response teams.
- Lead the pre- and post-event evaluation process.
- Sr.DME is responsible for the synthesis and presentation of the final evaluation report.

### **5. Observers**

- Other BOs will be nominated as Observers. They should have the experience and authority to evaluate specific processes or activities, but because of multiple responsibilities cannot be part of the evaluation team.
- Participate actively during the exercise and present their general assessment during the plenary analysis session after the exercise.
- Use specific observation guides or criteria based on their own experience.

## 6. Participants

- Perform tasks in accordance with the role assigned. They should include supervisors, on board staff, RPF, other field staff of electrical, operating, engineering, TRD and mechanical branches.

## 7. Others

Act as victims or other characters according to the roles assigned.

## 8. Safety Counselors

- Develop the overall plot and all components of staging and script, including the human and material resources required.
- Choose, together with the coordination team, the location for the drill.
- Define and communicate to the staging team any necessary props and special effects for simulating the events.
- Prepare instructions for the participants.
- Prepare evaluation instruments for the different situations that take place in the exercise.

**Inter-agency coordination:** If the exercise involves the participation of several Organizations, it should clearly define the mechanisms for coordinating and Distributing responsibilities and actions. When the drill involves the participation of the public, local authorities and/or community leaders should be involved in the planning and coordination. Each institution or organization should have a representative on the general coordination team.

**Technical fact sheet:** A description of the characteristics of the exercise that can serve as a record of the event. .

### **Technical design**

This is the process in which technical features are defined, ranging from the staging to the timeline. It aims to give the drill the greatest possible realism. It is advisable for the design team to have previous experience with drills, and extensive knowledge of the plans, procedures, risks, and resources that exist at the site where the exercise will be held. It is important to incorporate the existing emergency and disaster response plans, protocols, and procedures that are appropriate for the drill. The general script and components are defined in the technical design process.

### **Script**

This is the common thread of the exercise and is the key element of the entire plot. It establishes the content and sequence of specific instructions for response teams, and describes the activities and expected results.

**Scenario:** Defines the context, space, and the environment in which the activities take place. It includes all staging elements required to mimic the conditions of a real emergency. The design of the scenario corresponds to what is defined in the scope and objectives of the exercise.

**Development of the situation:** This includes a general description of the event or events that impact on people, areas, or facilities and that provide the scenes for the work of the participants. Different types of train accidents may be enacted during different mock drills. The description of the event should include the type of event triggering the emergency, hour of the event, magnitude, intensity, location of event, and generation of other damages or events. The development of the situation is related to the triggering event and includes: Actions expected from participants at the time

of the accident siren and from organizations responsible for carrying out the actions; Characterization of the injured (severe, moderate and mild), the type of injuries, and location of injured;

### **Drills**

The number of fatalities expected and their locations; expected damage to the facilities and types of damage (total collapse, or with serious, moderate, or slight damage; type of damage; consequences; etc.); availability (or not) of critical services during the exercise; conditions expected in the immediate vicinity that should not be altered in order to maintain realistic conditions; expected duration of the events; additional situations that can be added to complicate the event, (also known as complications).

**Roles of participants:** Staff members of the organizations involved in the exercise to perform actions according to their specialties and the roles assigned them. Drills may involve entire communities and in those cases the public are also participants.

**Simulators:** People acting as victims and other characters simulated in the drill. The general script of the exercise is subject to the approval of the Coordinator and the institutional representatives that form part of the organizing committee.

**Staging:** Physical representation of the impacts of the event, as well as the conditions and complexities that allow evaluation of the performance of the individuals and organizations participating. It relates directly to what is described by the general script. A list of activities required for assembling the scenes should be prepared, indicating who is responsible for setting it up, the amount and type of materials needed, the time required for installation, and any other requirements. Well in advance of the drill, it is essential to check that all materials, equipment, and devices used in staging are available and operate correctly. There must be close coordination between the design and scenario teams to define the staging guidelines.



### **3. Organization**

The organization process integrates and coordinates the work of different teams in developing the drill exercise). The process is led by the Sr.DSO and includes determination of logistical needs the organization and development of a drill requires, at a minimum:

#### **Teams:**

List of participants making up each team, the responsibilities assigned to them, and their addresses, phone numbers, e-mail address, and any other contact information.

**Physical space:** Depending on the type of exercise, this can vary according to the location and type of disaster

#### **Equipment and furniture: Photography and film team:**

It is useful to have a photographic and film record of the exercise; this requires a crew and equipment.

**Supplies:** Materials for staging and other supplies needed to develop the exercise as well as office supplies and materials.

**Support materials:** Maps, triage cards, lists of resource, diagrams, response plan, and any other materials needed for the exercise. These materials should be carried and used by the emergency response teams as part of the exercise.

**Documentation:** The documentation and forms described in this manual should be completed before the exercise begins.

**Communications system:** A communications plan must be developed for maintaining contact among the different levels of coordination and the operational response teams during the exercise.

**Food and drink:** Water and food for those involved in the exercise.

**Identification:** Name tags or badges for people involved with the event, including observers, evaluators, support staff, media, participants, and others.

## **Drills**

Reconnaissance and review of sites prior to the exercise the coordinating team and technical personnel responsible for the drill should make a reconnaissance visit to the sites where the drill will take place. When the scope of the exercise includes multiple injuries, activation of the health services, hospital transfers, or mobilization of the population, the review should include access routes to areas being evacuated, emergency routes, signage, identification of possible hazards and obstacles, as well as the condition and designation of security zones. The evaluation team should know the location of the bases of the responding institutions such as fire-fighters, paramedics, police or others, and the location of resources. This helps them to evaluate response times. The team responsible for the drill must know in detail the areas, building plans, and location of critical features such as fire hydrants, emergency exits, etc. that might be required in the event of a real emergency.

## **Selection and preparation of simulators**

The team of simulators and performers should be coordinated by an individual with in-depth knowledge of the script and general design of the exercise. The selection of simulators should be done early enough to allow for proper preparation. It is advisable to get the co-operation of groups such as medical students, nurses, and first aid volunteers. Theatre groups or drama students can be recruited; they also may have experts in makeup available.

Where there are adverse environmental conditions (such as extreme heat, cold, or precarious terrain or staging elements), it is extremely important to take safety measures for the simulators, particularly for adolescents. Avoid using children and older adults in simulator roles. In order to give more realism to their

performance and ensure their safety, simulators should receive prior training on the role they will play and on their mock injuries. General instructions should be given to a group and then the performance of individuals can be tested.

Immediately prior to the exercise the actions simulators are expected to take should be reviewed. Expert advice should be sought for realistic makeup and moulage for victims and their injuries. A card should be prepared for each simulator describing all the relevant information about his/her role, whether as a victim or another player (a sample of the simulator card is in this will serve to guide those applying moulage and makeup and those giving instructions to the performers. The card should include the description of the injuries and of the character represented by the simulator; expected behavior of the simulator taking into account the injuries sustained and the situation encountered, and expected behavior of characters who are not victims.

### **Guidelines for Developing Emergency Simulations and Drills**

The control team must have a list and map of the positions of all the simulators and should verify that all have been located during the drill. They must act quickly to locate any simulators who were not located by the end of the exercise.

*Remember: In cases where moulage is not available, these cards will specify the type of injury so that responders can decide the kind of assistance needed. In such cases the card is placed on the victim.*

### **Medical and safety plan**

Every drill should have a security plan that includes medical attention and management of in the case of real emergencies. The plan should consider public safety issues, coordination with relief organizations and hospital networks, and also include the delineation of the perimeter of the exercise, fire fighting capacity, and evacuation routes.

## **Guidelines for Developing Emergency Simulations and Drills**

**Start order/alarm:** The control team gives the order for activating the alarm and thereafter the activities take place in the order dictated by the script.

**Information for spectators:** During the course of the drill, information about the exercise and the actions being taken is typically provided to the public or the media. It is important to continuously announce that it is a drill, and the public should be notified as soon as the exercise ends.

**Evaluators and observers:** They should be located so that they can observe the work of the participants without intervening at any time during the exercise.

**Identification and location of participants:** All persons connected with the event must have identification that is visible and clearly specifies the role they are playing. They must remain in the area to which they have been assigned.

## Evaluation

The evaluation process corresponds to two different aspects of the exercise: the performance of participants and organization of the drill. Evaluation of the performance of participants this evaluation is done by the evaluation team during the exercise to measure the performance of the participants and the fulfillment of the exercise objectives. This part of the evaluation should take the following into account; At the end of the exercise, the drill coordinator initiates the preliminary evaluation by asking participants to express their opinions on the drill, their individual performance, and the performance of the team. Following this, the observers and controllers share their views in a plenary session and finally the evaluators will report their general views and findings. The evaluation team must meet to exchange notes and to analyze and compile individual evaluations, which are synthesized into the overall evaluation. The final evaluation is given to the coordination team for use by the organization sponsoring the simulation. Evaluation of the organization of the drill: This aims to evaluate the process of planning, design, and execution of the exercise. This will serve to document and provide feedback on the process in order to improve response in future events. The Sr.DSO should set aside a time for completing this activity. It is a self-evaluation in which all BOs articulate their observations. A final evaluation document should record these observations and include recommendations for improving future drills. The final activity of the drill is the delivery of the final report, which is the responsibility of the coordinating committee. The evaluation committee is responsible for collecting and processing comments and observations and producing the final evaluation report.

## **Documenting lessons learned**

Documenting and synthesizing the lessons learned from the exercise is a necessary part of providing feedback for and updating the disaster and emergency response plans, and for planning future drills. This involves the analysis and compilation of all technical and administrative documentation generated at various stages of the drill, including the graphical record (photographs, diagrams, and videos). The documentation process has two phases: the first involves the compilation of materials related to planning, technical design, and organization that are included in the official document of the drill. The second phase includes production of the evaluation report and synthesis of experiences from the drill, which is incorporated a few weeks after finishing the exercise.

## **Following up on the results**

The Sr.DSO is responsible for submitting a detailed report of evaluation of the exercise.

## **CHAPTER XVI**

### **RELEVANT SECTIONS OF INDIAN RAILWAY ACT 1989**

#### **Sections 114. -120**

##### **Sec 114**

(1) On the receipt of notice under section 113 of the occurrence of an accident to a train carrying passengers resulting in loss of human life or grievous hurt causing total or partial disablement of permanent nature to a passenger or serious damage to railway property, the Commissioner shall, as soon as may be, notify the railway administration in whose jurisdiction the accident occurred of his intention to hold an inquiry into the causes that led to the accident and shall at the same time fix and communicate the date, time and place of inquiry: Provided that it shall be open to the Commissioner to hold an inquiry into any other accident which, in his opinion, requires the holding of such an inquiry.

(2) If for any reason, the Commissioner is not able to hold an inquiry as soon as may be after the occurrence of the accident, he shall notify the railway administration accordingly.

Inquiry by Commissioner, Inquiry by Railway administration, Powers of Commissioner in relation to enquiries, 40 THE GAZETTE OF INDIA. EXTRAORDINARY [PART II].

## **16.2 Sec 115.**

Where no inquiry is held by the Commissioner under sub-section (1) of section 114 or where the Commissioner has informed the railway administration under sub-section (2) of that section that he is not able to hold an inquiry, the railway administration within whose jurisdiction the accident occurs, shall cause an inquiry to be made in accordance with the prescribed procedure.

## **16.3 Sec 116.**

- (1) For the purpose of conducting an inquiry under this Chapter into the causes of any accident on a railway, the Commissioner shall, in addition to the powers specified in section 7, have the powers as are vested in a civil court while trying a suit under the Code of Civil Procedure, 1908, in respect of the following matters, namely:—
  - (a) Summoning and enforcing the attendance of persons and examining them on oath;
  - (b) Requiring the discovery and production of documents;
  - (c) Receiving evidence on affidavits;
  - (d) Requisitioning any public record or copies thereof from any court or office;
  - (e) Any other matter which may be prescribed.
- (2) The Commissioner while conducting an inquiry under this Chapter shall be deemed to be a Civil Court for the purposes of section 195 and Chapter XXVI of the Code of Criminal Procedure, 1973. 5 of 1908. 2 of 1974. Statement made before commissioner. Procedure, etc. No iniquity, investigation, etc., to be made if the Commission of Inquiry is appointed.



#### **16.4 Sec 117.**

No statement made by a person in the course of giving evidence in an inquiry before the Commissioner shall subject him to, or be used against him in, any civil or criminal proceeding, except a prosecution for giving false evidence by such statement: Provided that the statement is—

- (a) Made in reply to a question which is required by the Commissioner to answer; or
- (b) Relevant to the subject-matter of the inquiry.

#### **16.5 Sec 118**

Any railway administration or the Commissioner conducting an inquiry under this Chapter may send notice of the inquiry to such persons, follow such procedure, and prepare the report in such manner as may be prescribed.

#### **16.6 Sec 119.**

Notwithstanding anything contained in the foregoing provisions of this Chapter, where a Commission of Inquiry is appointed under the Commissions of Inquiry Act, 1952, to inquire into an accident, any 3 of 1952. Inquiry, investigation or other proceeding pending in relation to that accident shall not be proceeded with, and all records or other documents relating to such inquiry shall be forwarded to such authority as may be specified by the Central Government in this behalf.

## **16.7    Sec 120.**

Where any accident of the nature not specified in section 113 occurs in the course of working a railway, the railway administration within whose jurisdiction the accident occurs, may cause such inquiry to be made into the causes of the accident, as may be prescribed.

**CHAPTER XVII**  
**EXTRACT OF CHAPTER VII OF INDIAN MEDICAL**  
**MANUAL**  
**( VOL.II.)**

**Annexure - XII**

(See Paragraph 712)

\_\_\_\_\_  
RAILWAY

Ref.: Accident to Train No: \_\_\_\_\_ at \_\_\_\_\_ on \_\_\_\_\_

This is to certify that Shri/Shrimati/Kumari .....who has been injured in the above mentioned accident and attended to by me, requires treatment in a hospital immediately and that he/she must be sent to the nearest(Private) Hospital.

\_\_\_\_\_  
(Signature of the Doctor & Designation)

Registration No: \_\_\_\_\_

Station \_\_\_\_\_

Date: \_\_\_\_\_ Time \_\_\_\_\_

## **MEDICAL AID AT THE TIME OF RAILWAY ACCIDENTS**

### **701. GENERAL POLICY**

The general policy in the case of Railway accidents in which casualties occur is that of rapid evacuation after rendering immediate and necessary first aid treatment. This is always preferable to prolonged detention and elaborate treatment at the site of accident as the time factor is of paramount importance in removing the injured persons to the nearest hospitals by the first available means of transport to enable all necessary medical aid to be rendered.

- (1) It is therefore, essential that the Railway doctors know thoroughly their duties not only when called upon to render medical aid to the injured but also in connection with the preparations made by the Railway administration to deal with accidents and the maintenance and use of accident relief medical equipment.

(Ministry of Railway's letter No. 383.T.G/dt. 31/3/1951)

### **702. TYPES OF ACCIDENT RELIEF MEDICAL**

**EQUIPMENT:** With a view to provide prompt medical aid, the following types of accident relief medical equipment are provided on the Railways.

- (1) Scale I - in medical vehicles, as part of accident relief trains.  
Contents as per Annexure I
- (2) POMKA (Portable Medical Kit for Accidents)-in all health units, polyclinics and sub divisional, divisional and zonal hospitals, as per Annexure II.

- (3) Scale II- in boxes, at specified stations as per Annexure III.
- (4) First aid boxes in all stations dealing with passenger traffic, workshops, marshalling yards, loco sheds, and C & W depots, and in breakdown vans of accident relief trains and Train Managers as per Annexure IV (No. 87/H/7/12 dt. 15.9.89).
- (5) Special first aid boxes - provided in all long distance superfast, Shatabdi and Rajdhani trains as per Annexure V (Bd.'s letter 85/H/7/9 dt. 30.6.95).
- (6) First aid boxes for gangmen as per Annexure VI.
- Apart from the equipment referred to above, every Railway doctor should be provided with an emergency medical bag in which he can carry the injectable, pain relieving drugs and other medicines and dressings required in emergency. If a Railway doctor happens to be on the spot of an accident, he can start relief work without waiting for the regular medical equipment to arrive.
- (Para 1414 of Indian Railway Establishment Manual and Min. Of Railways letter No.69/H/2/6 dt. 16/8/71 and Rly Bd.'s letter No.87/H/7/12 dated 15/09/89)

### **703. POLICY REGARDING PROVISION OF DIFFERENT TYPES OF ACCIDENT RELIEF MEDICAL EQUIPMENT:-**

- (1) Accident Relief Medical Equipment Scale I in Medical vehicles forms a unit of the accident relief train and is stationed at divisional headquarters and at other selected important stations preferably where there are hospitals or health units in charge of Railway medical officers. The function of the vehicle is to carry medical equipment to the site of accident so that prompt medical aid could be rendered and injured persons transported expeditiously to the nearest hospitals.

- (2) An auxiliary van is also provided along with the medical vehicle and stabled in the same siding with both ends open. The auxiliary van should have provision for emergency tools for extricating passengers from debris and should also carry adequate supply of drinking water and provision for tea, coffee and light refreshment to be served to affected passengers.
- (3) As far as possible, items of medical equipment likely to be required immediately for opening a temporary field dressing station should be kept in portable containers which should be numbered, each container having a printed card attached to it in the front giving the details of the contents.
- (4) The medical vehicle should be stabled in a siding having opening at both ends. Although the responsibility of placing of medical vehicle in a suitable position for taking it out quickly at a moment's notice rests with the Operating and Mechanical departments, yet it is the duty of Medical department also to keep an eye on the position in which medical van is stabled. If it is stabled in any manner likely to cause delay in its movement in an emergency, it should at once be brought to the notice of official in charge for necessary action.
- (5) The medical portion of the accident relief train i.e. the medical vehicle should be stabled separately or so marshalled on the relief train that it can, if necessary, be dispatched in advance of the rest of the rake without any delay.
- (6) In dispatching an accident relief train to the site of accident, any factors likely to reduce the speed, such as the presence of a crane on the train, should be taken into account in deciding as to whether the medical vehicle should be sent in advance.

**Note:** All medical vehicles should be so built as there is no speed restriction when they are dispatched to the site of accident. Further the train examiner should ensure that all bearings etc. of these vehicles are in good working condition.

## **Portable Medical Kit for Accident (POMKA)**

- (7) Contents of POMKA as per annexure II should be stored in a convenient suitcase (Size 21 inches) for easy transport by road / rail. There should be one set of POMKA in Health units & polyclinics and two sets in sub- divisional hospitals. The divisional/ zonal hospitals are required to have three sets of POMKA with some additional items as per annexure II to this chapter.

## **Scale II - Equipment**

- (8) Accident Relief Medical Equipment Scale II is located at selected stations where there is no accident relief train. They should be located at every 80 to 100 kms apart, and preferably where there is a Railway hospital or a health unit. Generally there should be at least one scale II equipment stationed on either side of a scale T equipment so that in case of major accidents, at least one or the other can reach and be available at the site of accidents in quick time.
- (9) The equipment which now consist of 3 sets of POMKA and additional items as per Annexure III should be in charge of the Station Manager/Dy. S.S and should be stored in portable boxes of suitable size and standard pattern as approved by the Chief Medical Director, on a raised concrete platform so that it's bottom does not touch the floor, in a separate room in or adjacent to the station building. If necessary, a room should be specially constructed for the purpose. It should have separate entry and exit one on either side, and it should be so situated as to facilitate easy loading of the boxes in train. For quick transporting, loading and unloading of the boxes containing scale II equipment, a wheelbarrow with handle should also be provided.

- (10) This equipment is intended for use in major accidents only and is to be handled by any doctor or by qualified first-aiders under the supervision of the doctors. It should not be normally utilised for minor accidents.

### **Special First Aid Boxes**

- (11)(a) The special first aid boxes with contents as per the list at Annexure V should be provided in all the long distance, super fast, Shatabdi and Rajdhani Trains. The tablets and injectables provided in these boxes will be used by any qualified allopathic doctor who may be travelling in the train. Other first aid material provided, including tablet paracetamol (for Headache/Fever) can be used by a first aid trained person.

(b) These boxes will be under the charge of the Train Supdts. in the trains, who will be responsible for getting these boxes replenished from the hospitals/health units.

(c) In the trains where Train Supdts are not posted/available, such boxes will be in the charge of departmental Pantry Car Managers who, likewise, will be responsible to get them replenished from the hospitals.

(d) The boxes with Trains Supdts/Pantry Car Managers in the above mentioned trains will be in addition to those provided to Train Managers.

(e) The additional boxes and items required for the purpose may be supplied from the Railway hospitals and no additional budgetary sanctions on this account will be provided. The size of these special boxes will be 46 cms in length, 30 cms in width, and 13 cms height and should be metallic one only. The requisite number of the boxes on each Railways may be



assessed as per the number of rakes of such trains, keeping in mind an additional cushion for replacements/additional future provisions in more trains. CMDs on the Railways will arrange to process procurement of these boxes through the Controller of Stores. (Railway Board's letter No. 95/H/7/9 dated 30.06.95)

### **First Aid boxes**

- (12) Static First aid boxes in breakdown vans of accident relief trains, and at stations, workshops, yards, loco sheds and carriage and wagon depots etc., should be hung in a prominent place on a wall bracket in the respective offices. These boxes should be made of metal, preferably aluminium, with the lid fitting well down over the sides as to be dust proof, and should have a handle or a canvas strap arrangement for ease of carrying. The exact size and pattern of the boxes should be standardised by the Chief Medical Director.
- (13) The First aid boxes for Train Managers of passenger carrying trains should be of the standards as fixed by the St. John Ambulance Association of India and the contents should be as detailed in Annexure IV. These boxes should be the personal equipment of the Train Managers and should be carried by them in their Train Manager-boxes.
- (14) The First aid box of Train Managers of suburban trains may be compact and smaller in size. They should have canvas strap arrangement so as to be carried on the shoulder.
- (15) The equipment in First aid boxes in the workshops may differ from the standard first aid boxes to comply with the rules prescribed by the respective state Govts. under the Factories Act, in case they are different from those laid down by the Ministry of Railways.

- (16) First Aid box for gangmen shall be an aluminium or metallic box, which is not likely to be rusted. It should be sturdy. Wooden boxes wherever used may be retained till they are fit for use. Their replacement should be by aluminium boxes only.
- (17) The equipment contained in the First aid boxes is only for first aid and is to be used by those qualified in first aid. Even though no First aid box has been provided for the Train Managers of the goods trains, the Train Managers and drivers of such trains are expected to be trained in first aid, so that, life saving measures like stopping of hemorrhage and transport of case with fractured limbs can be undertaken at site.

(Para 1415 and 1416 of Indian Railway Establishment manual and Ministry of Railways' letters No.62/142/118/M(C)dt. 12/10/1962, No 66/M(M&P) 7/2 dt. 4/09/1967 and 27/07/1968, No.69/H/2/6 dt. 16/08/1971, dt. 3/12/1971 and dt. 22/12/ 1972)

#### **704. Maintenance of keys:-**

##### **Scale I Equipment**

- (1) The keys of the locks of the various external doors of the medical vehicle will be in duplicate, one set to be in charge of the Junior Engineer (Loco) or the Station Master and the other with the Medical Officer in charge of the station where the vehicle is located. The keys in both the cases should be suitably marked for identification, and will be kept in a glass fronted case, duly sealed by the Station Master or the Medical Officer in charge of the station where the vehicle is located, as the case may be, and is to be fixed in a prominent place in their respective offices.

- (2) The keys of any locks inside the vehicle should also be in duplicate, one set in a glass fronted case fixed inside the vehicle duly sealed by the doctor in charge, and the other set will be kept in his custody in a sealed glass fronted case, and fixed in a prominent place in hospital or the healthunit of the section.

## **Scale 'II' Equipment**

The boxes of scale II equipment will not be provided with locks and keys but will be kept sealed by the Medical Officer in charge of the section. The entire scale II equipment will be kept in separate boxes in a room in or adjacent in the station building, which will be locked and provided with duplicate keys, one of which will be with the Station Master on duty and the other with the Medical Officer in charge. The keys in both cases should be suitably marked for identification, and will be kept in glass fronted cases, duly sealed by the station master or the medical officer, as the case may be, and fixed in a prominent place in their respective offices.

## **POMKA**

One key should be attached to the handle of the box and the other kept sealed in a box in the room where the POMKA is kept.

## **First Aid boxes**

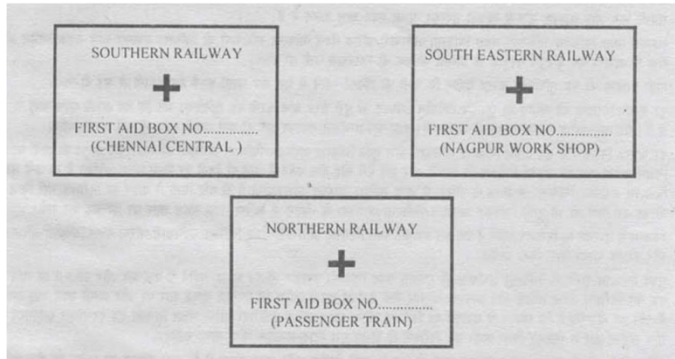
- (1) The keys of First aid boxes for use at static locations such as stations, marshalling yards, workshops, loco sheds, carriage and wagon depots, etc., will be kept in charge of the local supervisors on duty.

- (2) The First aid boxes with Train Managers of trains carrying passengers will have no keys.
- (3) Special First aid boxes should be sealed. If locked, the keys should be available either with the Train Supt. or the Pantry Car Manager, as the case may be.

#### **705. The details of accident relief medical equipment:-**

- (1) The details of the contents of the accident relief medical equipment Scale 'I', Scale 'II', POMKA and First aid boxes are indicated in Annexure I to VI to this chapter, respectively. A synopsis is given in Annexure VII to this chapter.
- (2) Inside the Medical vehicle or the room, as the case may be, printed list showing the full details of all the scale 'I' and Scale 'II' equipment will be affixed in a prominent place in a glass fronted case.
- (3) A printed list showing the full details of all scale 'I' equipment will be displayed in a glass case fixed in a prominent place inside the vehicle. A printed list of the contents of each of the boxes, almirahs, cupboards, cabinets, or shelves will be displayed outside of these, to indicate their contents.
- (4) The outside of each of these boxes of scale II equipment should be painted with a number and broad classification of contents as indicated against the list in Annexure III. A printed list of the contents of each of the boxes will be affixed to the inside of the lid of the boxes to indicate the contents.

- (5) The outside of each of the First aid boxes at stations, marshalling yards, work shops, loco sheds, carriage and wagon depots and with the Train Managers shall be painted with a number, sign of red cross on white background, the words "First aid box", name of station, workshop, etc., as indicated below:



- (6) A printed list of all contents of the First aid boxes will be affixed to the inside of the lid of the boxes

(Ministry of Railway's letter No.69/H/2/6dt. 16/8/1971, No.71/H/2/11dt. 18/12/1971, No. 69/H/2/6 dt. 10/01/1977 and No.79/H/7/10 dt. 11/09/1979 and 08/11/1979)

#### **706. Custody, replenishment and inspection of the accident relief medical equipment:-**

- (1) The medical officer in charge of the section is responsible for ensuring that the contents of the accident relief medical equipment Scale 'I' and Scale 'II' are as prescribed and are in good order. After use, the equipment should be inspected by the medical officer in charge of the section and replenishment of all the consumed articles arranged immediately.

- (2) Where Scale 'II' equipment is stored in the station building, the station master is responsible for the safe custody of the boxes. Whenever this equipment is sent to the site of accident and the contents used by Railway / non Railway doctor, the responsibility for returning the unused equipment back to the station from where it was taken rests with the station master of the station where the equipment was sent, and the Railway doctor in whose jurisdiction the equipment is located will, on return of the equipment, check the same and arrange immediately for necessary replenishment of the articles used.
- (3) As regards to First aid boxes, in all big Railway stations, the contents should be replaced and refilled from the Station superintendents. These boxes should not be sent to the Health units /Hospitals for refilling. In small stations, these may be sent to the Health Units for refilling. (Rly. Bd.'s letter No 87/H/7/12 dated 15/09/89).
- (4) The medical officer in charge of the section should inspect all accident relief medical equipment in his section and submit periodical inspection reports to his immediate superiors.
- (5) A complete stock taking of all equipment in the A.R.M.E should be done every year. A certificate to the effect that this has been done and that the equipment are according to the scales laid down should be submitted by the medical officer in charge of the section so as to reach the Medical Officer in charge of Division by the end of November and to the Chief Medical Director by the end of December. To enable this to be checked, the date of replacement should be clearly shown on the packages so replaced.

- (6) A.R.M.E Scale 'I' and auxiliary van must be inspected monthly by the following officials (preferably jointly):-
- (a) Medical Officer
  - (b) Station master/Dy. Station Superintendent/Station Manager.
  - (c) Junior Engineer (Telecommunication).
  - (d) Junior Engineer (Train Examining),
  - (e) Electrical official in-charge.
- (7) The Train Examiner must personally ensure that the coaches are in good working order on the mechanical side and then certify their fitness. The electrical official must personally examine and similarly ensure and certify that the electrical portion of the auxiliary coaches and the electrical equipment in the main coach are in good working order.
- (8) The A.D.M.O / D.M.O / Sr.DMO must check the medical equipment and shall be responsible for the immediate replacement of articles found unserviceable or deficient.
- (9) The train-examining official should ensure that the water tanks are drained and refilled with fresh water once in a month.
- (10) The telecommunication official must thoroughly test the portable telephone to ensure that this is in working order and that the wire diagram is up to date. He must also check the public address equipment wherever provided.

- (11) After each monthly inspection, a report should be submitted by the medical officer in charge to the C.M.S./M.S. in charge of the division stating that joint inspection has been carried out and bring to the notice of C.M.S/M.S any defects noticed that require remedial action. He will also bring to the notice of C.M.S/M.S in charge if the vehicle has not been inspected by any of the official mentioned above to enable him to take action at the divisional-level.
- (12) Scale II equipment will be inspected by the ADMO/DMO/SR.DMO and the stationmaster once in a month.
- (13) The C.M.S/M.S must inspect the A.R.M.E scale I once in six months and scale II once in a year and take such action as found necessary to see the equipment is up to the standard and in good working order. It is desirable that the inspection of scale I equipment is done jointly with Sr. DME, Sr. DEE and Sr. DSTE. During the inspection, complete stock verification should be done.
- (14) In addition to the monthly inspection, to ensure that all bearings etc., are in good condition, the train examining official must arrange for the coaches to be taken out on a trial run once in a quarter to the nearest junction where they may be detached and brought back. This must be arranged by the J.E/train examination and the Station Master, in conjunction with the control and in consultation with the medical officer in charge, so that all concerned are aware of the position of the vehicle. The date of such trial runs and results thereof should be entered in the inspection book. To ensure that all staff required to attend in case of accidents are alert and are conversant with what they are expected to do at the time of accident, accident drill should be conducted once every three months, if there is no real accident within that quarter.



- (15) Other medical and executive officers would also make surprise checks of all accident relief medical equipment including the First aid boxes in running trains. Endorsement of inspection of First aid boxes should be given in the notebook provided in those boxes. After inspection, all seals broken by the inspecting officer would be replaced.
- (16) A notice board should be displayed outside the office where the First aid box is kept, showing that there is a First aid post with Red Cross markings for information of staff and travelling public.

**Note:**

- (i) Staff should be properly trained and conversant with the methods of putting up shelters.
- (ii) Items of accident relief medical equipment that are expended during the accident should be recouped immediately.
- (iii) Surgical instruments that are not made of stainless steel should be kept smeared lightly with Vaseline. Once a year Vaseline should be wiped off, the instrument cleaned with rag soaked in kerosene and fresh Vaseline applied.
- (iv) There are many items, which are to be kept in sterile drums so that they will be available ready for immediate use. The Medical officer in charge of the division can decide the number of drums required. The drums should be of uniform size of 23-cm diameter and 23 cm height so that they can be sterilized in the single drum autoclaves normally available at almost all health units. These items should be re-sterilized every month and the date of last sterilization indicated.

- (v) All perishable items as well as injectable and medicines should be replaced every year, sometime during September/ October, i.e. when the monsoons are over. Items like adrenaline and glucose should be replaced even earlier if they show signs of deterioration, like brown discoloration or deposits in injections of adrenaline and fungus growth, haziness or deposits in bottles and ampoules of glucose solution.
- (vi) Bottles containing spirituous preparations like surgical spirit, tincture iodine, etc. should be sealed with candle wax to make them airtight.
- (vii) Plasma. A.T.S.. Tetanus toxoid. Anti gas gangrene serum, etc. and any other equipment as well as additional quantities of equipment like blankets, stretchers, dressing materials etc. which are likely to be needed at the site of accident may be taken from the hospital and health units, in addition to the standard Accident Relief Medical Equipment
- (viii) Stretchers should be opened out and canvas tested by standing on it for deterioration once in three months. Blankets should be taken out of their boxes and examined once in six months. Umbrellas to be regularly tested by opening them.
- (ix) Insecticides and /or moth repellents like naphthalene balls, dichloro benzene etc., should be used to prevent damage to blankets, etc.
- (x) Petrol max lanterns and Primus stoves should be lit and tested once a quarter.
- (xi) Rubber goods should be powdered with trench chalk. Hot water bags and ice caps should be kept lightly inflated. All rubber goods should be replaced from fresh hospital stock once a year, including rubber tourniquets when required.

- (xii) Transfusion fluids in A.R.M.E should be kept in disposable polythene containers.
- (xiii) Torch cells should normally be kept outside the torch. The plastic cover on torch cells should be removed. These should be replaced once in six months or earlier if they show signs of deterioration. The torches should be tested at each inspection. All medical officers have full powers for replacement of any items that become due or any deficiencies that occur on attending an accident.
- (xiv) Articles of medical comfort such as tea, coffee, milk powder and sugar, etc., should be replaced once a year or earlier if they show signs of deterioration in stock.
- (xv) All items of equipment which are periodically replaced may be consumed in Railway hospitals and health units if otherwise lit for consumption.
- (xvi) All other items that are found to have deteriorated or become unserviceable on each inspection should be replaced.
- (xvii) Availability of vials for collection of blood samples for alcohol content should be ensured.
- (xviii) O2 cylinder should be tested regularly for availability of oxygen.
- (xix) ARME should be regularly cleaned and all electrical connections should be on and only the mains should be 'off'.
- (xx) The ward of the ARME should have a door opening towards the track.

(Para 1429 of Indian Railway Establishment Manual and Ministry of Railway's letters No. 1 /M & H/1 3/75 dt.. 2nd and 3rd November. 1961, No.69/H/2/6 of 16/8/1971 and No.77/H/9 dt. 30/06/1977 and Bd.'s letter No. 87/H/7/12 dated 2.8.95).

**707. Maintenance of list of medical institutions and private practitioners etc. of the neighborhood:-**

- (1) Station masters/Dy. SS should maintain a list of all Railway and non railway medical institutions, private practitioners and first-aiders available in the neighborhood in the Performa as given in Annexure VIII -XI to this chapter. These lists should be exhibited in a conspicuous place in the office of the station master at each station for the guidance of all concerned. The stationmaster should make certain that these lists are kept up-to-date. The medical officer in charge of the section should periodically inspect the same to see that these are properly maintained and kept up to date.
- (2) The medical officer in charge of the section should also maintain the list as given in Annexure X and XI to this chapter. These lists should be hung in a conspicuous place in his office/consulting room and kept up- to-date.
- (3) All medical officers should make themselves acquainted beforehand with the capacity of the facilities available at all non-railway hospitals and dispensaries in their jurisdiction and try to establish personal relationship with the officials concerned.
- (4) Formalities if any, to be observed before a person could be admitted in a non-railway medical institution for treatment, should also be completed with the concerned authorities beforehand and not kept pending till an accident actually takes place.

(MOR's letter No.MH59/MES/19/medical dt. 31/01/1959 and No. MH59/MES/96/Medical dt. 25/09/1959)

#### **708. Display of detailed road maps:-**

In case where the site of accident is approachable by road, medical aid may be rushed more quickly and more conveniently by road than by train. A detailed road map for each division should therefore be obtained and kept framed in all Railway control offices. Copies of these should also be available in all Railway hospitals, so that in case of need road ambulance vans can be rushed to the site directly from the Railway hospitals. The road ambulance vans should be kept in proper working condition so that they are fit to undertake long journeys. (MOR's letter No.64/H/2/1 dt. 13/01/1964)

#### **709. Classification of injuries:-**

- (1) For the purpose of these rules, a Railway employee or a passenger or a trespasser shall be considered to be 'injured' only when he/she is incapacitated from following customary vocation for more than forty eight hours. Such injuries are classified as under -
  - (i) '**Serious**' (include 'grievous' injuries as defined below)
  - (ii) '**Minor**' or '**Simple**', but excluding 'trivial' injuries such as abrasions or bruises.
- (2) The following are considered to be grievous injuries (as per section 320 of the Indian Penal Code) -
  - (a) Emasculation.

- (b) Permanent privation of the sight of either eye.
  - (c) Permanent privation of the hearing of either ear.
  - (d) Privation of any member or joint.
  - (e) Destruction or permanent impairment of powers of any member or joint.
  - (f) Permanent disfigurement of head or face.
  - (g) Fracture or dislocation of a bone or tooth.
  - (h) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.
- (3) Injuries other than those defined above are considered to be minor or simple injuries.
- (4) Apart from the 'injured ' cases as above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as "injured ' persons.

**Note:**

Change of classification of injuries may be necessary in the light of x-rays and other detailed findings after admission. Advice with regard to change of classification of injuries should be furnished to the Chief Medical Director as early as possible.

(Paragraph 1428 of Indian Railway Establishment Manual, Ministry of Railway's letter No. 68/safety/43/19 dt. 25/02/ 1969 and section 320 of the Indian Penal Code).

## **710. Duties of the staff at the time of an accident:-**

- (1) The most suitable responsible Railway official on whom is to devolve the responsibility of summoning the nearest available medical aid according to the urgency of the case is the Station Master. When the Station Master on duty receives information that there has been a serious accident in his jurisdiction and the services of the medical department are necessary, he should immediately take action to send the accident relief medical equipment to the site of accident by the first available means of transport. If the equipment is being sent by the relief train, and the medical officer does not arrive before the train is ready to start, the equipment should be sent with the train in charge of a responsible person, preferably one holding a first aid certificate. This medical equipment will be placed at the disposal of any available medical man on the spot.
- (2) The medical officers will keep themselves in readiness for such an emergency. Immediately on receiving notice that a serious accident has occurred for which the services of the medical department are required, the medical officer in charge of the section himself, if time permits,
  - (i) Notify his superiors.
  - (ii) Notify the Matron/Sister on duty (where there is a hospital and nursing staff).
  - (iii) Ask all concerned authorities to co-operate with the medical department and to allow first aid men belonging to their departments to render first aid and assist in the transport of the injured from the point of accident to the non-railway /Railway hospital,

- (iv) Call for assistance from the neighboring divisions and neighboring Railway also, if the nature and the magnitude of the accident warrant it.
- (v) Inform the local non-railway hospitals about the occurrence of the accident so that they should remain in readiness to receive and treat the injured.
- (vi) Instruct the nearest St. John Ambulance Brigade to send with equipment as many Brigade personnel as possible.
- (vii) Detail one medical officer if he can be spared or a senior dispenser to remain on duty for seeing that all arrangements are made at the hospital at the receiving end for the reception of the injured, that transport is in readiness, that all first aid men available are informed of the accident, etc.
- (viii) Proceed to the site of the accident by the first available means of transport, along with the necessary staff and medical equipment.
- (ix) Advise any medical personnel en-route to accompany him.

**Note:**

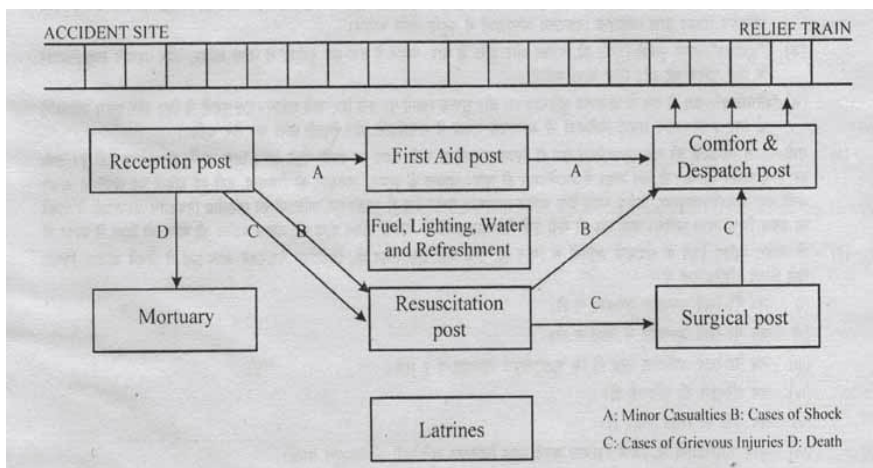
- (a) If the medical officer in charge of the section is not available at the time of receipt of the information of the accident, the official next in charge should take the initiative and proceed to the site of the accident with all the available equipment and the staff at his disposal and by the first available means of transport.
- (b) In an accident case, the question of jurisdiction does not arise. It is the duty of every Railway doctor to respond to the call, whenever required, irrespective of the jurisdiction.



- (c) In large stations, where there are number of doctors, details of duties to be carried out by each in case of an accident may be laid down. (Para 1416 and 1417 of Indian Railway Establishment Manual).

## 711. Medical aid at the site of accident:-

- (1) In major Railway accidents where the number of casualties is expected to be large, it may be worthwhile to establish one or more temporary field dressing stations at the site of accident, in bivouac shelters as per the sketch given below for guidance:



- (2) When the accident has occurred near a station, the medical officer incharge may also make use of any building belonging to Railway which might be suitable for setting up of temporary field dressing station, for example, refreshment room or waiting room.

(3) The temporary field dressing station should consist of the following posts:-

- (a) Reception post,
- (b) First aid post,
- (c) Fuel, lighting, water, and refreshment post, -
- (d) Resuscitation post,
- (e) Surgical post,
- (f) Comfort and dispatch post,
- (g) Mortuary
- (h) Latrines.

(4) The Railway doctor in charge should detail the staff available to take over the necessary equipment from the accident relief medical vehicle and the boxes etc., give instructions to open them and keep everything in readiness to receive and deal with the casualties.

(5) The work of different posts should be regulated as follows:-

(a) Reception post:-

All the casualties including the dead should be brought to this post directly from the site of accident for sorting and dispatch to other posts. Minor casualties should be directed to the first aid post and after necessary first aid treatment should be sent directly to the comfort and dispatch post for disposal. Serious casualties should be directed to the resuscitation post and/or surgical post, as the case may be, for treatment. The dead, after examination should be sent to the Mortuary. It is advisable that such cases be examined again after ten minutes before finally coming to the conclusion of their being dead or not.

(b) First aid post:-

Here all minor casualties should be rendered first aid and then sent directly to the dispatch post for disposal.

(c) Fuel, lighting water and refreshment post:-

Here all necessary arrangements should be made for providing light and supply of boiling water and refreshments, etc., for the use of other posts.

(d) Resuscitation post:-

The casualties are treated here. The post must be as quiet and sheltered as possible. Relief of pain and distress, correction of dehydration, restoration of blood volume and administration of oxygen etc., may be carried out where necessary.

(e) Surgical post:-

Casualties requiring urgent surgical aid must be given treatment at this post and then taken to the dispatch post. No elaborate surgical treatment should be undertaken, but spot amputation of crushed and hanging limbs may be done.

(f) Comfort and dispatch post:-

Casualties should be provided necessary comfort in the form of rest and refreshment while awaiting dispatch.

Here the patient's name, address and ticket/pass No. etc., should also be noted. If the patient wishes to proceed home or to his destination, he should be allowed to do so, after taking down the particulars about him. Serious casualties should be transported to the nearest hospitals without delay by the first available means of transport.

(g) Mortuary:-

All dead, after examination and confirmation, should be brought to Mortuary, covered with shrouds, and handed over to police for identification and disposal.

(h) Latrines:-

At least two latrines- one for male and one for female- should be provided at convenient and accessible sites. Necessary number of sweepers and bhisties may be obtained from the nearest Health Inspector.

(6) All the injured persons should be dealt with in a systematic manner. Elaborate surgical methods need not be undertaken on the spot. The aim should be to provide first aid with the least possible delay, and special attention should be paid to the treatment of shock, arrest of hemorrhage, splinting of fractures etc., where necessary. Arrangements should thereafter be made to evacuate the seriously injured to the nearest hospital as expeditiously as possible. To the extent found feasible, evacuation of such cases to a hospital should be in the direction that the injured person was proceeding.

(7) The injured persons other than Railway beneficiaries should be shifted, as far as possible, to the nearest non-railway hospital except in the following circumstances:

- (i) Non availability of non-railway hospital.
- (ii) Want of accommodation in the non-railway hospital.
- (iii) Unsuitability of non-Railway hospital to render first aid.
- (iv) Difficulty of transport.
- (v) Serious condition of the patient.
- (vi) In other circumstances considered justifiable by the attending medical officer.

- (8) The injured persons other than Railway beneficiaries, when admitted in a Railway hospital should be transferred to non-railway hospital as and when their condition permits.
- (9) During evacuation of the injured persons to a hospital by train, stretcher/lying case should preferably be accommodated in medical vehicles and suitable alternate accommodation in the train may be utilized for the others.
- (10) An attendant, male or female as needed, should travel in each compartment and a sweeper with a bedpan and a urinal should be available.
- (11) Medical assistance en-route from other Railway hospitals/healthunits should be arranged.
- (12) A ticket giving particulars, as far as possible, of name, father's/husband's name, address, ticket / pass No. and brief notes of injuries and first aid rendered, should be tied round the neck of all serious cases evacuated to hospitals. The hospitals to which the injured are being evacuated should be advised by quickest means regarding number and sex of the injured that are being sent to them.
- (13) The Chief Medical Director must be informed immediately of any serious accident, which has involved loss of life or injury to persons. The list of the injured with a description of their major injuries must be issued with the least possible delay. The Chief Medical Director should be kept informed of the exact position regarding the names and number of person injured or dead, nature of casualties and the time of evacuation of the injured persons to hospital. If the cases admitted are in a hospital in the section, a daily report must be sent of their progress in the first week, and at such intervals as asked for subsequently.

- (14) The senior doctor in charge should be the last person to leave the site of accident after ascertaining that no case has been missed. He should arrange to get particulars of all the injured cases including those attended by non-railway doctors and the names and addresses of such doctors for settling claims, if any, and for issuing letters of appreciation by the Chief Medical Director or the General Manager later.
- (15) At stations where Railway hospital is provided, the senior doctor left behind would make the following arrangements:-
- (i) He should get as many beds emptied in the male, female, and children's wards as possible by discharging non-serious cases.
  - (ii) Adequate arrangements for blood transfusion should be made, operation theatre should be kept ready, and ambulance should be dispatched to the station to bring the casualties.
  - (iii) Ambulances should be requisitioned from the Municipalities, Red Cross centers, and civil and military hospitals where necessary.
  - (iv) All local hospitals, whether civil or military, should be advised to be prepared to receive casualties, giving them an approximate idea of the number of such casualties they should expect.
- (16) In order that these instructions are carried out correctly and expeditiously, it is essential that every member of the Medical staff should be conversant with his duties and should know the contents and use of various types of medical equipment to be handled by them at the time of accident. When a permanent Railway employee proceeds on transfer or leave, the attention of the relieving employee should be drawn by the relieved employee to these instructions and to his individual duties. All hospital staff should be conversant with the erection of bivouac shelters.

- (17) The doctor in charge should arrange periodical rehearsals to ensure that the staffs concerned are able to carry out the above instructions.
- (18) Railway Medical Officers providing medical aid at the site of accident should use doctor's aprons with arm Red Cross badges. All other personnel rendering medical Aid at the accident site should wear arm badges.
- (paras 1418 to 1426 of the Indian Railway Establishment Manual and Bd.'s letter No 82/H/7/3 dt.. 05/06/82, B6/safety-I/ 24/47 dt.. 15.5.89)

**Note:** If an accident has occurred elsewhere and the injured are given attention in transit enroute, their full particulars without disturbing the dressing should be noted and sent to the medical officer in charge of the section.

## **712. Referring of the injured persons to private hospitals:-**

- (1) It will be the duty of the train or station staff to render first aid to a person injured within the Railway premises immediately. If necessary, arrangements should be made to summon medical aid from other Railway or non-railway sources.
- (2) In the following special cases, the injured person may be taken to a private hospital:-
- (a) When there is no railway or non-railway hospital available within a radius of, say eight kilometers of the site of accident, or
- (b) When the attending doctor certifies, in writing, in the prescribed Form as given in Annexure XII to this chapter, that the treatment in private hospital is necessary in the interest of the patient.

- (3) Where a private hospital, to which an injured person is taken in terms of (a) and (b) above has different scales of charges for different kinds of accommodation/diet, he should normally be eligible to the lowest class of accommodation/diet available. It will be left to the discretion of the doctor in charge, depending on the severity of the injury, to admit the injured person to a higher class of accommodation/diet, if it is considered essential for the recovery, or for prevention of serious deterioration of the condition of the injured person.
- (4) Where the aforesaid conditions are not satisfied but the injured person, or any adult member of his family who happens to be along with him, desires him to be provided with a higher class of accommodation/diet, there would be no objection to this being done, provided the injured person or the adult member of the family agrees, in writing, to pay the extra cost involved directly to the hospital authorities.
- (5) For this purpose, each of the Railway administrations should come with a working arrangement with such private hospitals as may be necessary in the areas served by them so that in an emergency, injury cases can be referred without loss of time to the hospitals concerned. To facilitate matters and to avoid misunderstandings, the Chief Medical Director should draw up a list of such private hospitals, bearing in mind the Railway or non-Railway hospitals in existence in the vicinity. The Chief Medical Director should also settle the charges to be paid to the hospitals for such cases for each class of accommodation/diet etc.



- (6) The bills by such private hospitals should be submitted through the Chief Medical Director who will certify the correctness of the charges payable, before passing for payment by the FA&C AO. Payments to private hospitals under this para can be arranged locally by the Railways and the Ministry of Railways approval is not necessary.

(Para 1421 of Indian Railway Establishment Manual and M.O.R's letter No. MH 59/MES/96/ Medical dt.. 18/12/1959)

### **713. Recording of information:-**

- (1) As on these occasions, the medical staff are fully engaged in dealing with the casualty cases, a responsible official should be detailed by the Divisional Railway Manager to take notes, regarding details of the injured as mentioned and as dictated by the doctor.
- (i) Name.
  - (ii) Full address.
  - (iii) Ticket/Pass No. with full particulars of journey.
  - (iv) Two marks of identification.
  - (v) Details of injuries.
  - (vi) Existing deformities and old scars.
- (2) Only rough notes are to be recorded at the site of accident, based on which detailed reports are to be made out later as laid down in Para 714. **Note:** The official detailed by the D.R.M. will also make arrangements for refreshments and food, and to collect names and addresses of relatives of the injured passengers to be informed.

(3) The attending doctor should also make a note in respect of following, as the information may be useful at an official inquiry:-

- (i) Time and mode of receipt of first information of accident.
- (ii) Time of occurrence of the accident.
- (iii) Time of his departure from his station for the site of accident.
- (iv) Transport used.
- (v) Details of the staff who accompanied, and medical equipment taken or ordered to be dispatched to the site of accident.
- (vi) Time of his arrival at the site of accident.
- (vii) Copies of all messages, including telephonic and telegraphic messages to his immediate superior or any other person.

Note: No statement with regard to number or nature of casualties should be given to members of public or press till all casualties have been reconciled and after ensuring that not a single case has escaped attention. These reconciled and final figures should only be given to press or general public by the senior most Railway official on the spot, viz. Divisional Railway Manager. Chief Medical Superintendent or other divisional officers as the case may be.

**714. Submission of reports:-**

- (1) On return to Head Quarters, a detailed report should be made out based on rough notes recorded vide Para 713, which should give the name and addresses of all persons injured, with details of injuries, and should state how each case has been disposed off. The detailed report should also give particulars of the cases attended by the non-railway doctors and the name and addresses of such doctors. The report should be submitted to the Chief Medical Director along with the injury reports on accident block forms for passengers and railway employees separately.
- (2) These notes should be kept confidential as these form important documents for assessing compensation. (Para 1427 of Indian Railway Establishment Manual).

**715. Issue of complimentary passes to the next of kin:-**

Complimentary passes may be issued to the next of kin of the victims of accident from any station in India to the site of accident and back to the destination, as well as to surviving victims, who are discharged from the hospitals, to their destinations, provided that:-

- (i) the issue of such passes should be centralized in the General Manager's office and should have the personal approval of the General Manager,
- (ii) the class of pass for the surviving victims should be the same as they were travelling, or higher if recommended by the attending doctor,
- (iii) the class of pass for the relatives should be determined according to their status,
- (iv) such passes should be issued to not more than two relatives of the injured or the deceased persons and,
- (v) no break journeys are allowed.

(M.O.R's letter No. E (G) 58-5-6/1 dt. 23/25/08/1958)

**716. Earmarking of alternate motor vehicles to ambulance cars:-** Wherever an ambulance car is available, an alternate road vehicle of Railways may also be earmarked for use in case of contingencies of ambulance van not being able to proceed to the site of accident. When neither such ambulance nor a Railway vehicle is available, the attending doctor may also hire any other vehicle for the transport of casualties as well as doctors, Para medical staff and accident relief medical equipment. The details in regard to payment in such cases may be settled by the General Managers in consultation with their Financial Advisors & Chief Accounts Officers.

(Ministry of Railway's letter No.77/H/7/19 dt. 17/01/1978 and No.80/H/7/2 dt. 14/08/1980)

## **CHAPTER XVIII**

### **OTHER INFORMATIONS**

#### **Extract of IPC 1860 Section 320: Grievous hurt.**

##### **Section 320. Grievous hurt**

The following kinds of hurt only are designated as "grievous":

Firstly - Emasculation.

Secondly - Permanent privation of the sight of either eye.

Thirdly - Permanent privation of the hearing of either ear,

Fourthly - Privation of any member or joint.

Fifthly - Destruction or permanent impairing of the powers of any member or joint.

Sixthly - Permanent disfiguration of the head or face.

Seventhly - Fracture or dislocation of a bone or tooth.

Eighthly - Any hurt which endangers life or which causes the sufferer to be during the space of twenty days in severe bodily pain, or unable to follow his ordinary pursuits.

##### **Medical treatment of passengers in untoward incident:**

- (a) The injured passengers shall be attended to on top priority. It is the primary duty of all Railway Servants to render prompt assistance to the injured and arrange immediate medical aid at the site of the accident and most effective medical treatment after their admission into hospital. All First Aid boxes, equipments and emergency Tool Boxes in trains or at stations shall at once be rushed to the site of the accident for rendering relief to the injured and extricating passengers from the debris. In order to convey medical help to the site of the accident, trollies may be sent out, trains may be detained and train engines utilised. Outside conveyance may be requisitioned, if necessary, through local Police and revenue officials. In cases where the site of the accident is approachable by Road, medical aid may

be rushed by road if it can reach quicker and more conveniently. Detailed road maps should therefore, be kept in all Control Offices and in Railway hospitals which should also be equipped with ambulance vans in order to rush, whenever possible, medical aid by road.

- (b) The Train Manager or the Station Master should ascertain if there are doctors and first aid workers amongst passengers, and they should be requested to assist.
- (c) In cases of serious injuries, the nearest civil or military medical officials or private practitioners and ambulance must be summoned, if the Railway Medical Officer is not available earlier or is unable to cope with the situation.

### **Extract of IR commercial manual vol –ii para 2425**

2425. Utilization of station receipts for departmental expenditure. Station Masters are required to remit the entire collection of cash, cheques, etc., to the cash office as laid down in the following paragraphs. However, the withdrawals from station earnings are permitted in the following cases only:

- (1) Encashment of cheque issued by the Financial Adviser and Chief Accounts Officer or by an Officer authorized by him in this behalf in favour of the Chief Cashier.
- (2) Payments to comply with the Payment of Wages Act in certain cases where pre-check and payment by Accounts Office is not possible for want of time, e.g., settlement of dues of staff whose services are terminated by the administration.

Note. (i) These who resign or otherwise leave the service of their own record should not be paid from station earnings but their wages should be drawn through pay sheets as usual.

- (ii) The term 'wages' has been defined in section 2(VI) of the Payment of wages Act. It does not include the Traveling Allowance, for the payment of which the normal procedure should be observed.
- (3) Payment of wages of temporary and permanent staff who cannot be paid by Pay Clerks within 10 days of the expiry of the wage period.
- (4) Payment of handling charges at stations where the Station Masters are goods handling contractors.
- (5) Encashment of pay orders issued by competent authority for payment of claims for compensation for goods lost, damaged etc. not exceeding Rs. 10,000 in each case.
- (6) Payment against vouchers, overcharge sheets or other documents issued by competent authority for refund of fares and freight.
- (7) Refund of wagon registration fees.
- (8) Departmental expenditure necessitated by floods, accidents or earthquakes, etc.
- (9) Handling charges for transshipment due to accidents, hot axles, etc.
- (10) Payment of fees to surveyors engaged in assessment of value of damaged consignments upto limit of Rs. 250 in each case.
- (11) Payment of decretal and settlement amounts in court cases when the parties insist on immediate payment under threat of execution or in discharge of legal attachment in railway earnings at the station.

- (12) Refund of "deposits" for the value of perishable consignments taken at the time of delivery, on production of necessary particulars by the claimants of such consignments (see para 961).
- (13) Refund of deposit money of Rs. 5 to the licensed Porters.
- (14) Payment of cost for obtaining decrees judgments from the court under the orders of the Head of the Department only in cases where an appeal has to be filed within a specified period.
- (15) Cost of transport of sick and wounded persons to hospitals when on small stations ambulances are not available.
- (16) Payment to the casual labour engaged by Station Masters when handling contractors fail to provide adequate labour, only in emergent cases, which should be subsequently approved by the Head of Department. However, when such labour is engaged temporarily by the Station Master when a handling contract has been terminated on account of unsatisfactory working of the contractor, the labour should normally be paid through muster sheets and if they are to be discharged, before the close of the wage period and payment through muster sheets is not possible, the payment can be made through station earnings.
- (17) Payment of expenses of special catering when the imprest is exhausted in emergent cases only, duly authorized by an officer.
- (18) Payment in cash to staff governed by Workmen's Compensation Rules.
- (19) Refund of fares on unused and partially used tickets.
- (20) Payment of salary of Traveling Inspectors of Station Accounts against cheques issued.



- (21) Refund of earnest money to unsuccessful bidders in cases of auction of unclaimed or lost property when the amount of the bid is not approved by the competent authority or when the property is connected and delivered to the owner.
- (22) Ex-gratia payments to persons involved in train accidents.
- (23) Advance of Travelling Allowance in an emergency as Court attendance at short notice.
- (24) Refund of security deposits on account of hiring of lockers at railway stations.
- (25) Payment of the reward to persons who help in apprehending prosecution of unauthorized chain pulling.
- (26) Refund of Quick Transit Service Charges.
- (27) Payment of grants sanctioned from Railway Minister's Welfare and Relief Fund through pay orders excusable at stations.
- (28) Payment of commission to halt agents.
- (29) Defraying of expenses in departmental catering establishments for the purchase of perishables, fish, meat, eggs, milk, butter, melted ghee.etc.
- (30) Encashment of pay orders issued by the Railway men's Co- operative Credit Societies, Banks against fortnightly deposits made with the railway administration by Societies' Banks.
- (31) Payment of commission amount to vendor| bearers engaged on commission basis.

- (32) Spot payments of Daily Allowances to public witnesses attending departmental enquiries in vigilance cases against railway employees,
- (33) Payment of coolie hire charges for effecting delivery of public telegrams wherever so indicated.
- (34) Payment of immediate relief to the families of non-gazetted railway servants who die while in service.
- (35) Advance to running staff marooned due to breach of communications.
- (36) Payment or advances from Provident Fund sanctioned by competent authority to meet the funeral expenses of deceased railway employees at road side station.
- (37) Payment not exceeding Rs. 10 (Rupees ten) only in each case for shrouds to cover dead bodies of victims of accidents on railway. The vouchers required to be submitted along with the cash may be countersigned by the Government Railway Police Official in token of his having taken over the dead body bodies duly covered with shroud's.

## Accident Reporting Format

Specimen form Acc.1

**SOUTHERN RAILWAY**

Accident Message

Local Pro. No.....

<b>Accident Class</b> _____	<b>Date/Time handed in Hrs./Mts.</b>
<b>From (Station)</b> _____	<b>To all concerned AccidentClass</b> _____
Heads of report	Particulars of Accident
Kilometer of accident	
At what station or between which stations the accident occurred	
Time of accident	
Date on which the accident occurred	
Number and description of the train or trains, Driver's name and class and number of engine	
Whether train engine was fitted with electric headlight	
Nature of accident (briefly). If there is damage to property, state whether it is slight or serious.	
Number of people killed	
Number of people seriously injured and number slightly injured	
Cause of accident as far as known	
Probable detention to traffic	
Assistance required	
Message received from (Station)_____from _____ At Hrs____Mts. by _____ Date _____	Sent to (Station)_____ _____to At Hrs____Mts. by _____ Date _____

**Official in charge**  
**(With full name and designation)**

# Specimen Form Acc.3

# SOUTHERN RAILWAY

**Form to be filled in by the Driver and Train Manager in the case of any accident, to be delivered to the nearest Station Master for issue of Accident Messages, etc.**

1. Date and time of accident
2. Driver's name
3. Train Manager's name
4. Train No. Engine No.
5. Whether electric headlight of engine was in working order and burning
6. Section and kilometerage of accident
7. Brief description of accident and whether interruption to through traffic is involved. In the case of derailment, give the painted numbers of vehicles derailed and the number of which derailed in the case of each vehicle. If the engine is derailed, give the number and description of wheels derailed. If the engine or a vehicle has capsized, say whether the capsized engine or vehicle is clear of the track.....
8. Condition of Permanent Way, i.e., whether badly damaged or otherwise, length damaged etc
9. Assistance required:- Break-down cranes with tool vans, tool vans only or staff with tools only.  
.....  
.....
10. No. of persons injured and/or No. of persons killed stating how many of them were passengers in trains.....  
.....
11. Any other important information.  
.....  
.....

Signature of Train Manager

Signature of Driver

**Accident reporting format (Reporting from DRM to PCSO)**

**Specimen Form Acc.2**

**SOUTHERN RAILWAY**

**(Statement to be submitted in duplicate by DRM to PCSO in case of parting of trains, along with special reports)**

PARTING OF TRAIN No. .... at/between.....

- i. Time
- ii. Date
- iii. Station from which reported
- iv. Kilometreage of accident
- v. Gradient and any change of gradient
- vi. Stations between or at which
- vii. No. and description of train
- viii. No. and class of engine
- ix. No. of vehicles on train
- x. Total tonnage of vehicles
- xi. Tonnage behind the breakage
- xii. If two engines, was second in rear of train
- xiii. No. and class of second engine
- xiv. Type of coupling
- xv. Manufacturer's name

- xvi. Period in use
- xvii. Date of last periodical overhaul
- xviii. Driver's report
- xix. Train Manager's report
- xx. Distance between the parted portions
- xxi. Cause of the accident
- xxii. Staff responsible
- xxiii. Workshop code, date and type of steel stamped at weld mark
- xxiv. Remarks

## **Requisition of Indian Air Force air crafts**

### **MINISTRY OF RAILWAYS**

**( RAILWAY BOARD)**

**No.2002/Safety-I/6 New Delhi,**

**dt. 5.12.06**

**General Managers All Indian Railways.**

**Sub: Requisitioning of Indian Air Force Aircrafts/Helicopter by Zonal Railways in case of serious Railway accidents/natural calamities.**

Doubts have been raised from time to time by the Zonal Railways regarding standing instructions on the above matter. The extracts of Air Force instructions no. 9/83 regarding Regulations Governing Flights and Airlifts in IAF Aircraft within Indian Territory is reproduced as under: Para 9(a): The use of IAF aircraft for civil agencies may be authorized by the Chief of the Air Staff on payment at rates which will be fixed by the Ministry of Finance (Defiance). Such Flights may be provided on written demand for work like aerial photography, survey and other purposes, survey of air routes, carriage of mail, drop of supplies, carriage of urgently required stores, leaflet droppings, relief and reconnaissance flights, carriages of para military police forces etc. “ **Such flights as errand of mercy, on payment at chartered rate without detriment to Defense requirements, may also be provided for evacuation of seriously sick or injured civilians from inaccessible areas at the written request of the State Governments, Union Territory Admn. And other Central**

**Ministries/Departments, as a life saving measures on an undertaking by such authorities that it is neither feasible by them nor any other means of civil air/surface transport is available for such evacuation and the evacuation by the IAF will be at their risk and cost".** The Ministry of Defense may sanction, on payment, urgent movement of civilian Govt. servants and stores and equipment in IAF aircraft for various Ministries of the Central Government and for the State Government provided aircraft are available without prejudice to service requirements. Para 9(d): Station Commanders of and above the rank of Wing Commander may authorize special flights of aircraft under their control to meet written request from Central Ministries/Departments/State Govts./Administration of Union Territories for assistance in any grave emergency or natural catastrophe. They will immediately advise concerned Command Headquarters. Such flights are to be regularized under the authority of the AOs C-in-C Command/Group in due course. Attention is also invited to Railway Board letter of even number dated 13/15-06-2004 vide which GMs/DRMs have been delegated powers to requisition helicopter/airplane even from private parties ( copy enclosed) to reach the site of serious accident for rescue operation expeditiously and to dispatch the rescue teams to the site of accidents.

Zonal Railways may take note of the above standing instructions and establish coordination with the appropriate Air Force authorities.

Please acknowledge receipt.

(Amitabh) Director/Safety  
Railway Board.



**Government of India  
Ministry of Railways  
(Railway Board)**

No.2012/Safety(DM)/6/12/2

New Delhi, Dated 16.11.2015

**General Managers  
All Indian Railways &  
CMD/KRCL**

**Sub:- Fire safety measures at Railway Stations.**

Ministry of Railways (Railway Board) had nominated fire safety audit teams to identify areas requiring upgradation in fire safety to match with the international standards. The recommendations of safety audit teams have been accepted by Board (MT,MS,ML&MM).

One of the recommendations of the Audit team was that an appropriate department may be nominated to carry out efforts of multi-disciplinary in nature to improve fire safety at stations. Accordingly Board has reviewed fire preparedness at Railway Stations & associate buildings and Board (MT) desires that following measures be taken:

1. Station Manager/Station Master should be responsible for provision of firefighting equipment at stations and buildings attached to stations with passenger interface.
2. Fire safety at buildings and establishments other than those indicated in Point above should be the responsibility of the officer in-charge of the building.
3. Zonal Railways should review the availability and requirement of fire extinguishers at Stations/Associate buildings as per the National Building Code of India, Part 4 –Fire and Life Safety issued by Bureau of Indian Standards and IS 2190:2010 and make good deficiencies, if any. Details regarding the type and scale of fire extinguishers to be provided based on the occupancy and type of building is given in the Annexure.
4. Operating department should procure and maintain fire extinguishers at Stations.
5. National Building Code mandates exit requirements, capacity of exit, arrangement of exits, number of exits, doorways, corridor & passage ways and staircases at buildings. Zonal Railways should review the existing facilities and ensure that these are in conformity with the prescribed norms.

Letters issued by various directorates and RDSO relating to fire safety are uploaded on Safety Information Management System (SIMS) web page. Zonal Railways should audit the fire safety preparedness at all stations on the above lines and submit action taken report to Board positively on or before 31/03/2016.

**Encl: 01 page**

P. Srinivas  
16/11  
(P.Srinivas)  
Director (Safety-III)  
Railway Board

Annexure to letter No. 2012/Safety(DM)/6/12/2 dated 16.11.2015:

Type of structure	Type of occupancy	Nature of occupancy	Class of fire	Recommended Scale of Equipment
Passenger terminal with accommodation more than 300 persons	D-3	MH	Class A	Two 9 litre water expelling extinguishers or ABC 5kg/6kg fire extinguisher, for every 200 m <sup>2</sup> with minimum of 4 extinguishers per compartment/floor. The extinguisher should be so located as to be available within 15 m radius.
Passenger terminal with accommodation less than 300 persons	D-4	LH	Class A	One 9 litre water expelling extinguishers or ABC 5kg/6kg fire extinguisher, for every 200 m <sup>2</sup> or part thereof with minimum of 2 extinguishers per compartment or floor of the building. The extinguisher should be so located as to be available within 15 m radius.
Metro station	D-7	—	—	Para 6.4.8 of National building code of India stipulates detailed guidelines.
Offices	E-1	SH	Class A	One 4.5 Kg capacity carbon dioxide or one 2/3 kg capacity clean agent extinguisher for every 100 m <sup>2</sup> of floor area or part thereof with minimum of two extinguishers so located as to be available within 10 m radius.
Parcel office and Goods shed	H	MH	Class B	Two 9 litre foam extinguisher, mechanical type, or 5/6 kg dry powder extinguisher (or one of each type) for every 200 m <sup>2</sup> are with minimum of four extinguisher per compartment. Extinguisher should be available within 15 m radius.

No.2011/Safety-I/18/1.

New Delhi, dated 24-05-2011.

WCR ✓ General Managers,  
All Railways.

Board has expressed concern on the increasing incidents of fire in Pantry Car especially of Rajdhani which has also invited public criticism.

Board from time to time in the past has issued instructions to prevent fire in pantry car by launching frequent Safety Drives and issued instructions from Mechanical and Electrical Directorate's of Board's office. Besides, CRS recommendations to prevent fire incidence in pantry car were also forwarded to Zonal Railways for implementation.

With a view to prevent fire incidence in the Pantry car few of the Do's/Don'ts are given below which would help in preventing fire. (Annexure-1)

Regular instructions issued by Board are placed at Annexure-II.

You are therefore requested to please give stress on the compliance of the above Do's/Don'ts. Besides stern action should also be taken against the staff found violating these safety norms.

CSO  
CME  
CCM  
CEE  
AUDRM

(Sunil Kumar)  
Adviser/Safety  
Railway Board.

contains 14 pages

महाप्रबन्धक  
G.M./...

30 MAY 2011

726

1.1.1. / 9.11.11  
 GM / WGR  
 PR. some information  
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महाप्रबंधक/प.म.सेत  
Office of the G.M. W.C.R.  
127 MAY 2011  
4268  
Receipt No.

DO's

- i) Fire fighting equipments available in the pantry car should be in working condition and placed in proper position.
- ii) Ensure availability of safety certificate of Pantry Car from both Mechanical and Electrical branch for every departing train.
- iii) Checking of expiry of Fire extinguisher in every three months.
- iv) List of staff (with photograph) of Pantry car should be available with Pantry Car Manager.
- v) Every Staff of Pantry car should have proper Photo I Card.
- vi) The pantry car staff of the private contractors in the trains should be trained in first-aid and aware of the procedure of handling disasters.
- vii) Private operators connected with pantry car services should certify that their onboard staff is trained in First aid and is conversant with other medical techniques.
- viii) Knowledge of Pantry car staff in using fire fighting equipments should be checked by railway officials in every three months.
- ix) Fire alarm system should be in working condition.
- x) Kitchen appliances should have ISI certificate.

DON'Ts

- i) Smoking should be prohibited in pantry car.
- ii) Throwing of oil soaked jute/cloth carelessly.
- iii) Throwing of burning match-stick carelessly.
- iv) Do not keep explosive materials along with combustible materials in pantry car.
- v) Wiring in the pantry car should not be loose or hanging.
- vi) Unauthorized entry in pantry car should be prohibited.



दक्षिण रेलवे / SOUTHERN RAILWAY

प्रधान कार्यालय/Headquarters Office,

संरक्षा विभाग/ Safety Branch,

चेन्नै/ Chennai - 600 003

Date: 29/12/2016

No.T.389/DM/Vol. VI

**Director (Safety –III),  
Railway Board**

Sub: Implementation of Recommendation No. 33 of High Level Committee on Disaster Management.

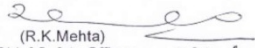
Ref: 1. Your letter No. 2003/Safety (DM)/6/2/1 dated 12.07.2016.  
2. GM/S.Rly letter No G.203/P/Vol.V/SOP Misc.matters dated 07.12.2016.

\*\*\*\*\*

In reference to your letter cited above, it is informed that Southern Railway had implemented the recommendation No.33 of High Level Committee on Disaster Management.

Copy of relevant page of SOP of Southern Railway is enclosed herewith.

Encl: As above.

  
(R.K.Mehta)  
Chief Safety Officer. 28/12/2016

Copy to:

Sr.DSO/MAS, SA, PGT, TVC, TPJ & MDU

Southern Railway

Headquarters Office,  
General Branch,  
Chennai-600 003.

No.G.203/P/Vol.V/SOP Misc. matters.

Date: 07/12/2016

Sub: Implementation of recommendation No.33 of High Level Committee on Disaster Management – Inclusion of Delegation of powers in SOP–Item No.15 (h) (New Item)– Misc. SOP.

Ref: FA&CAO/MAS letter No.G.203/F/SOP/Medical Matters/Vol.VI  
Dated: 12.10.2016.

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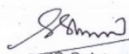
**CORRECTION SLIP No.17**

Amendment to Implementation of recommendation No.33 of High Level Committee on Disaster Management – Inclusion of Delegation of powers in SOP–Item No.15 (h) (New Item). of SOP Miscellaneous Matters is as enclosed.

Other terms and conditions remain unaltered.

This issues with the concurrence of FA&CAO/MAS and approval of General Manager.

Encl: C.S. No.17

  
(S. Subramanian) 2/12/16  
DGM/G  
for General Manager

Copy forwarded: AGM, SDGM, Secy. to GM, DGM/G, PCE, CME, CSTE, COM, CSO, COS, CCM, CSC/RPF, CAO/CN/MS, CAO/CN/MTP, CPO CSTE/CN/MS, CPLO, FA & CAO/MAS, FA&CAO/T/MMC/MAS, FA&CAO/G, FA&CAO/S&W/PER, FA&CAO/CN/MS, FA&CAO/MTP, DRM/MAS, TPJ, MDU, PGT, TVC & SA, Sr.DFM/MAS, DFM/MAS, TPJ, MDU, PGT, TVC & SA, SAO/W&S/GOC, CWM/S&T/PTJ, CEWE/PER, CWM/CW/PER, CWM/LW/PER, CWM/GOC, DY.CEE/EWS/AJJ, AFA/XC/MAS, Sr.AFA/SW/MAS, Principal/Training School/TPJ, GOC,AVD, TBM, Chairman/RRB/MAS and TVC, Smt Srimathi, Sr.SO/Finance, Web Master: Please upload in the net.

## CORRECTION SLIP No.17

Sl. No.	Nature of Powers	PHOD/HOD	DRM/ADRM SAG Officers in Field Units	Divisional Officers, Extra Divisional Officers & Officers in Headquarters	REMARKS
1	2	3	4	5	6
15	Expenditure at accident site for (b) Requisitioning the medical assistance from the civil side in case of occurrence of a "disaster". This includes on the spot purchase of essential items including medicines.	Full Powers	Full Powers	<u>IA Grade Officers</u> <u>Sr Scale Officers</u> <u>Junior Scale Officers</u>  Full powers  <u>Station Masters/Station Managers (Gen/Non Gen)</u>  Rs.25,000/-	1. Finance concurrence is not necessary. 2. In case these powers are used by Station Managers or any other officers other than doctors, they are empowered to use these powers only in the event of a "disaster" duly restricting the usage upto 2448 hours after the event and beyond which CMS or the Senior-most doctor will take charge and exercise the powers. 3. A " <u>Railway Disaster</u> " is a serious train accident or untoward event of grave nature, either on the railway premises or arising out of railway activity in that area, due to natural or man-made causes, that may lead to loss of many lives and/or grievous injuries to a large number of people, and/or severe disruption of traffic, necessitating large scale help from other Government/Non-government and Private organizations. 4. Withdrawal can be made from station earnings in Southern Railway. <b>Note:</b> a. Superior and Accounts officer concerned shall be reported immediately by the Officer/Official exercising the power. b. Prompt regularization by obtaining sanction of DRM to the statement of expenditure to be submitted to DFMs. <u>Authority:</u> 1. Railway Board's letter No.2003/Safety(DM)/6/2/Pt. dt.6.1.2009. 2. Item No.33 of the report on disaster management by high level committee.

## **Crowd Control and Management of rush at Railway stations during festivals in Trivandrum Division**

Trivandrum Division witnesses huge rush at railway stations during Sabarimala season and also during **Attukal Pongala day**. To assess the number of passengers during these occasions, it is important to press upon the State Government to give an approximate indication of the number of persons likely to reach Railway stations in the days when rush is expected. Even more important is the number of such persons reaching each Railway station within a one or two hour time slots. Unless this information is given, it would not be possible for Railways to plan special trains. It may be kept in mind that often the Inward and outward passenger traffic is not equal, there are wide variations. Further the inward rush comes in a staggered and spaced interval, the outward rush goes back at one go. It would be essential for the Division to impress upon the State Government in writing of their peak capacity to clear rush, as also they can do so only direction wise. The District Administration has to regulate and control the entry of more than this number beyond which (in 1-2 hourly slots) the Railway would be unable to evacuate. Specific defined and the city Police needs to be placed on record much before the expected days of rush. Close coordination has to be maintained between police forces. The car and other vehicle parking facility at a station



when may be discontinued; sale of Platform Tickets can also be banned for short period of time. RPF and GRP personnel deployed on each platform will monitor crowds and rush build up in the circulating areas, booking windows, station platforms and mainly on the FOBs. Special teams of commercial staff will liaise with the RPF /GRP and relay 2/4 hourly position to a centralized location viz commercial control who will advise the need for running of special trains to specified destination to the operating departments control room. Frequent and repeated announcements at railway stations are essential to give information to the passengers. Last minute platform changes to be avoided. The number of special trains, the stopping stations and arrival and departure times to be made available to ticket checking staff, and police personnel so that such information is conveyed easily to the public. In railway stations where escalators are provided, electrical staff along with police personnel should be available near to escalators to avoid untoward incidents when huge number of passengers are moving in escalators and medical staff needs to be in close proximity. It is advisable to keep the lifts switched off during heavy rush.

**CHAPTER XIX**  
**TELEPHONE DIRECTORY**  
**Distance and Telephone number of Railway Stations.**

Station	Station Code	Distance from HQ,in km	Railway	BSNL	
				STD Code	Number
Alwaye	AWY	225.00	85633	0484	2624143
Alleppy	ALLP	148.58	87313	0477	2253865
Ampalapuzha	AMPA	136.42	87351	0477	2272620
Angamali	AFK	234.12	85632	0484	2452340
Aralvaymoli	AAY	83.92	811128	04652	263138
Cochin Harbour Terminus	CHTS	213.33	85616	0484	2666021
Chalakudi	CKI	249.57	85630	0480	2701368
Changanacheri	CGY	142.65	88251	0481	2420108
Chenganoor	CNGR	125.56	89315	0479	2165200
Cheppad	CHPD	113.00	87353	0479	2472722
Chingavanam	CGV	152.06	88112	0481	2430361
Chirayinkil(CNC)	CRY	28.73		0470	2640362
Cochin yard	CHY	213.33	85616	0484	2666383
Edava(CNC)	EVA	44.78		0470	2660322
Eraniel	ERL	52.64	81124	04651	222338
Ernakulam 'C' Cabin	ERS'C	218.38	85624		
Ernakulam 'D' Cabin	ERS'D	216.08	85625	0484	2293000

Ernakulam Jn	ERS	205.58	85640 85641	0484	2375419
Ernakulam Town	ERN	208.08	85636	0484	2390920
Ettumanoor	ETM	170.74	88110	0481	2535531
Guruvayur	GUV	302.25	86266	0487	2556820
Haripad	HAD	118.28	87352	0479	2412714
Idappalli	IPL	214.15	85635	0484	2800302
Irinjalakuda	IJK	255.78	86269	0480	2881243
Irumbanam	IPN	213.23	85614	0484	2778660
Kadakkavur	KVU	31.79	82290	0470	2656662
Kalamassery	KLMR	218.84	85634	0484	2532579
Kaniyapuram (CNC)	KXP	202.59		0471	2750241
Kanyakumari	CAPE	86.56	81126	04652	246247
Karukutty	KUC	238.94	86271	0484	2612365
Karunagapally	KPY	91.73	89640	0476	2620240
Kayamkulam	KYJ	105.24	89642	0479	2446042
Kazhakkuttam	KZK	13.37	82288	0471	2418242
Kochuveli	KCVL	6.28	82287	0471	2500646
Kottayam	KTYM	160.28	88352	0481	2562933
Kurupamthara	KRPP	178.6	88256	04829	242319
Kumbalam	KUMM	197.87	85642	0484	2700290
Kollam	QLN	64.4	89382	0474	2746194

KoratiAngadi (Halt)	KRAN	243.38		0480	2735179
Kuzhuthurai	KZT	37.89	82273	04651	270133
Mararikulam	MAKM	161.35	85645	0478	2862320
Mattancheri	MNTC	211.00	85616	0484	2666383
Mavelikara	MVLK	113.21	89643	0479	2302249
Mayyanad	MYY	55.73	89395	0474	2555237
Mulagunathukavu	MGK	288.6	86263	0487	2200229
Mulanthurutti	MNTT	202.65	85638	0484	2740234
Murukkumpuzha	MQU	21.28	82289	0471	2420243
NagarcoilJn	NCJ	71.05	81162	04652	240303
Nanguneri	NNN	116.25	81131	04635	250149
Nemom	NEM	02.72	82282	0471	2393600
Neyyattinkara	NYY	17.10	82271	0471	2222341
North Panakudi	NPK	94.29	81129	04637	201233
Ochira	OCR	99.98	89641	0476	2690264
Ollur	OLR	272.92	86267	0487	2352325
Parassala	PASA	29.58	82272	0471	2205133
Paravur	PVU	52.16	89394	0474	2512221
Perinad	PRND	72.69	89396	0474	2552621
Piravam Road	PVRD	191.36	85639	04829	257138
Pudukkad	PUK	265.92	86268	0480	2751320
Punkunnam	PNQ	281.63	86264	0487	2336478

Sasthankotta	STKT	84.07	89397	0476	2830240
Sengulam	SGLM	129.7	81132	0462	2484141
Shertalai	SRTL	172.27	85644	0478	2812500
Shornur	SRR	312.43	69182	0466	2224716
Tirunelveli	TEN	144.34	74747	0462	2323156
Tiruvalla	TRVL	134.71	88252	0469	2601314
Trichur	TCR	279.62	86265	0487	2424148
Tripunithura	TRTR	210.25	85637	0484	2777375
Thiruvananthapuram Central	TVC	0.0	83629	0471	2323066
Trivandrum Pettah	TVP	2.49	82193	0471	2470181
Trivandrum Divisional Office	TVC	1.00	83000	0471	2325828 2325791 2325819
Turavur	TUVR	182.28	85643	0478	2562320
Vaikkam Road	VARD	185.14	88255	04829	283556
Vallathol Nagar	VTK	308.32	86261	04884	260485
Valliyur	VLY	102.21	81130	04637	220209
Varkala	VAK	41.00	89392	0470	2602222
Wadakkancheri	WKI	296.09	86262	04884	232238

## DISTRICT OFFICES

Officer	Office	Residence	Fax/Mail
<b>Thiruvananthapuram</b>			
District collector	0471- 2731200	0471- 2318746	0471-2731166 <a href="mailto:dctvm.ker@nic.in">dctvm.ker@nic.in</a>
District Magistrate	0471- 2731177		
Deputy Collector	0471- 2731188	2493500	0471-2731166
District Police chief	0471- 2320579	2367729	0471-2320579
<b>Kollam</b>			
District collector	0474- 2794900	0474- 2742666	<a href="mailto:dcklm.ker@nic.in">dcklm.ker@nic.in</a>
Deputy Collector	0474- 2795186		
District Police chief	0474- 2764422 9497996984	2799099	0474-2744165
<b>Pathanamthitta</b>			
District collector	0468-2222505 9447029008	0468- 2222506	0468-2220195
Deputy Collector	0468-2222515	2222508	0468-2222507
District Police chief	0468-2222636	2222637	0468-2222636
Dist. Disaster management cell	0468-2322515 9188297112		
<b>Alappuzha</b>			
District collector	0477-2251720		04772251720 <a href="mailto:dcalp.ker@nic.in">dcalp.ker@nic.in</a>
Deputy Collector	0477- 2251676		
District Magistrate	0477- 2251549		0477-2251720
District Police chief	0477- 2239326	2230527	

<b>Kottayam</b>			
District collector	0481-2562001	0481-2570057	0481-2303303 <a href="mailto:dcalp.ker@nic.in">dcalp.ker@nic.in</a>
District Magistrate	0481-2564800		
Deputy Collector	2564800		0481-2303303
District Police chief	0481- 2564700	2578115	0481-2564700
<b>Eranakulam</b>			
District collector	0484- 2423001	0484-2372902	0484-2422282 <a href="mailto:dcek.m.ker@nic.in">dcek.m.ker@nic.in</a>
Deputy Collector	0484- 2422282	2428551	0484-2422282
District Police chief (Rural-AWY)	0484- 2623550	0484-2604080	0484-2623550
<b>Thrissur</b>			
District collector	0487- 2361020	0487-2360050	0487-2362210 <a href="mailto:dctsr.ker@nic.in">dctsr.ker@nic.in</a>
Deputy Collector	0487- 2360626		0487-2360626
District Police chief	0487- 2423511	2363672	0487-2423511
<b>Idukki</b>			
District Collector	0486-2233103 9447032252		9447032252 <a href="mailto:dcidk.ker@nic.in">dcidk.ker@nic.in</a>
Additional District Magistrate	0486-2233056		
Superintendent of Police	9447032252 04862-233006		
<b>Malappuram</b>			
District collector	0483-2734355 9446539017(M)		E- mail: dcmlp.ker @nic.in
Additional District Magistrate	0483-2734421 8547616002		
Superintendent of Police	0483-2734377 9497996976	2734377	

<b>Kozhikode</b>			
District Collector	0495-2371400 9447171400	0495- 2383500	2370582 <a href="mailto:dckzk.ker@nic.in">dckzk.ker@nic.in</a>
Additional District Magistrate	0495-2371062		
City Police Commissioner	0495-2722911 9497996989		
Superintendent of Police	0496-2523100 9497996975		
<b>Wayanad</b>			
District Collector	0493-6202230 9447204666	0493- 6202300	0493-6203450 <a href="mailto:dcwayanad@gmail.com">dcwayanad@gmail.com</a>
Additional District Magistrate	04936-202532 9447 097702		
<b>Kannur</b>			
District Collector	0497-2700243 9447029015		0497-2704243 <a href="mailto:dcknr.ker@nic.in">dcknr.ker@nic.in</a>
Additional District Magistrate	0497-2700577 9447766780		
Superintendent of Police	0497-2763332 9497996973		
<b>Kasaragod</b>			
District Collector	0499-4256400 9447496600	0499- 4256600	0499-4255833 <a href="mailto:dckas.ker@nic.in">dckas.ker@nic.in</a>
Additional District Magistrate	04994-255833 9447726900		
Superintendent of Police	04994-257401 9497996972		



## District-wise Police Officers

District	Designation	STD Code	Office	Residence	Mobile
Tirunelveli	Superintendent of Police	0462	2568022	2579011	9443374105
Kanyakumari	Superintendent	04652	220087	220047	9498188688
Trivandrum	Superintendent	0471	2300303		9497996985
	Commissioner	0471	2320579	2335621	9497996991
	SP – Railways	0471	2320619		9497996926
Quilon	Superintendent	0474	2744165 2764422	2799099	9497996984
Pathanamthitta	Superintendent	0468	2222636	2222637	9497996983
Alleppy	Superintendent	0477	2237826	2251527	9497996982
Kottayam	Superintendent	0481	2564700	2578115	9497996980
Ernakulam	Superintendent	0484	2623550	2604080	9497996979
	Commissioner	0484	2385000	2382260	9497996990
Trichur	Superintendent	0487	2423511	2363601	9497996909
Palghat	Superintendent	0491	2534011	2533276	9497996977

## LIST OF BRANCH OFFICERS OF THIRUVANANTHAPURAM DIVISION

Designat ion	Name	Office		Residence		Mobile
		Rly	BSNL	Rly	BSNL	
DRM	R.MUKUND	83000	2325828	83001	2342423	9746769000
ADRM	M.VIJAYAKUMAR	83002	2325468	83003	2342485	9746769001
CMS	CHANDRA KUMAR	84100	2472081		2549594	9746769500
Sr.DOM	A. VIJUVIN	83600	2325632	83039	2340575	9746769900
Sr.DSO	K.VIJAYAKUMAR	83680	2326386	83681	2347308	9746769990
Sr.DCM	JERIN G ANAND	83200, 83244	2325639	83201	2342122	9746769950
Sr.DEN	R. ARUN	83400	2326832	83401	2342643	9746769200
Sr.DME	AASTHA SNEHA	83500	2326365	83501	2342417	9746769400
Sr.DEE	RENJITH.R	83300	2326276	83301	2344983	9746769300
Sr.DEE / Operations	SANDEEP JOSEPH	83340	2333832	83341	2349131	9746769363
Sr.DEE / TRD	T.C.JOHNSON	83302	2332400	83303	2347514	9746769350
Sr. DSTE	RANJITH.K.P	83900	2333900	83901	2342086	9746769800
Sr.DSC	TANVI P GUPTA	83800	2326284	83801	2342742	9746769700
Sr.DPO	LIPIN RAJ	83700	2326395		2352199	9746769601
Sr.DFM	M.RASEEM	83100	2326329	83101		9746769100
Sr.DMM	K.R.V.RAMANA	83010	2339830	83011		9746766883

## THIRUVANANTHAPURAM DIVISION RAILWAY TELEPHONE DIRECTORY

GENERAL BRANCH						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
DRM	R.MUKUND	83000	2325828	83001	2342423	9746769000
ADRM	P.T.BENNY	83002	2325468	83003	2342485	9746769001
Sr.PRO		83006	2326037	83007	2342119	9746769050
Rajbhasha Adhikari	N.INDRAJITH	83012	2339784		2349921	9746769002
PS I to DRM		83042				
PS to DRM		83008				
PA.to DRM		83009		82197		
PA to ADRM		83032				
ADRM Personal No		83050				

CA to DRM		83030				
OS / Confidential		83030				
OS / G /I		83014				
OS / G /II		83015				
Cipher Operator		83018				
Steno to PRO		83019				
Clothing Center/Tailor		83023				
Steno ADRM		83034				
Complaint Insp.		83020	2321115			
Budget Cell/Tvc		83024				
Sr.Publicity Insp.		83021				
DRM--Meeting Hall		83022, 83033				
DRM / Out house				83023		
DRM Bunglow peon				82409		
Peon to ADRM				82413		
FAX / DRM		83035	2339445		2342089	
FAX /ADRM		83038	2329454			
FAX / PRO		83006	2321925			
<b>STORES BRANCH</b>						
Sr.DMM	K.R.V.RAMANA	83010	2339830	83011		9746766883
AMM		83029	2320457	83027		9746769003
Divn.Material Supdt		83026				
OS / Stores Branch		83016				
FAX / AMM		83010	2320457			
<b>ACCOUNTS BRANCH</b>						
Sr.DFM	M.RASEEM	83100	2326329	83101		9746769100
DFM		83102	2325233	83139		9746769101
ADFM / I	U.SATHASIVA M	83104, 83130	2325244	83105 83139		9746769102

ADFM / II	DILEEP KUMAR.G	83104		83105		9746769103
Steno toSr.DFM		83121				
Sr.SO / IG / R & E		83106				
Sr.SO / Exp-I		83107				
Sr.SO / Exp-II		83108				
Sr.SO / Budgt.		83109				
Sr.SO.Computer cell		83110				
Sr.SO / EX P/ Fin II		83112				
CAR Section/Accounts		83113				
Sr.SO / PF		83114				
Sr.SO / Fin.		83115				
Sr.SO / books		83116				
Sr.SO / Admn.		83117				
Sr.SO / Pension		83118				
Sr.SO / Gaz		83119				
Sr.SO / Est.		83120				
Sr.SO / Computer		83124				
Sr.SO / E.Fin.		83122				
Sr.SO / Exp		83126				
Sr.SO / Audit		83127				
Sr.SO / Fin		83128				
Recored Room		83123				
Steno toSr. DFM		83121				
Record Section		83111				
CAR Section		83113				
Sr.DPM		82115				
CASH Office		82116				
Sr.SO (A)		83131				

Sr.SO/Admin/Fin		83132				
Sr.SO (A)		83133				
Sr.SO (A)		83134				
SO/NPS		83135				
Cash Office / Divn		83136				
SO/Exp/Susp		83137				
R&E Section		83138				
Sr.DFM/Personal		83140				
SO/Expenditure		83144				
T I / Accounts		82119				
Accounts / A				82433		
<b>AUDIT BRANCH</b>						
Sr.DAUAO	H.NAGANATHAN	83150	2325750			
ADAUAO		83182	2325750	83183		
Sr.SO/Audit		83184				
ADAUAO		83186				
ADAUAO		83188				
<b>COMMERCIAL BRANCH</b>						
Sr.DCM	JERIN G ANAND	83200, 83244	2325639	83201	2342122	9746769950
DCM /I	MIDHUN V SOMARAJ	83202	2324753	83203		9746769951
DCM /II		83204	2320177	83205		9746769952
ACM/I	PRAVEEN KUMAR.T	83206	2333182		2445027	9746769966
ACM/II		83209				
Chief OS / I		83208				
Chief OS / II		83210				
Refund section		83211				
EQ / Clerk		83212	2326482			
Squad section		83213				

Steno to Sr.DCM		83214				
CCI / HQ		83215	2326483			
CCI / Outstanding		83216				
N.R.Cell		83217				
Stores Section		83218				
CCI claims		83219				
OS / Commercial		83220				
Passenger aminity cell		83221				
Catering section		83222				
Computer cell		83223				
OS / publicity		83224				
Comm: contrl.		83250				
"		83251	2320012			
Dy .SMR / Commercial / Stn		82284				
Coaching refund sect.		83226	2323139			
OS / Catering		83227				
OS / Stores		83228		82418		
Goods Section		83229				
Earning section		83230				
CRS / 1		83231	2326484			
CRS /HQ		83232	2334680			
Right to information		83233				
Concession & Cloak Room		83234				
MCDO/PCD O/Comm		83235				
OS/Comm/T ele & Booth		83236				

OS/Comml.		83237				
Comml ; controll Room		83238				
OS /DAR/Comml		83239				
Cash movment		83241				
Stores / Comml		83242				
PRS/DCM Office		83243				
Sr.DCM/ Personel		83244				
CI/HQ		83247				
Comml ; controll		83250				
Parcel Controll		83251				
Goods Refund Section		83252				
CRS / 11 / TVC / Stn		82104				
PRS - Pattom			2542130			
Information centre / TVC / Stn		82101	139			
Reservation Enq / TVC / Stn		82102	139			
Current reservation		82103				
CRS II/TVC/Stn(P)		82104				
CTTI/ Sleeper / TVC		82105	2338881			
CTTI / DFS / TVC / Stn		82106				
CTI / TVC / Stn		82113	2334495			
CCI / TVC / Stn		82108		82264		
C B S TVC / Stn		82107	2321774			
Parcel Office / TVC / Stn		82109	2331564			
Booking		82114	2574853			

office-II'nd Entry						
Inf: centre - TVC / Stn		82111				
CTTI / AFS / TVC / Stn		82112				
Rest Room / TVC / Stn		82117				
IRCTC / TVC / Stn		82110	2329339 2334470			
Vehicle /comml.		83246				
Goods Refund section		83252				
Clerk / Stores				82431		
NTES		83238				
<b>Sr.DCM / FAX</b>		83225	2325649			
Sr.DCM/Peon				82404		
<b>ELECTRICAL GENERAL BRANCH</b>						
Sr.DEE	RENJITH.R	83300	2326276	83301	2344983	9746769300
ADEE/TVC	G.PRASAD	83304	2323472			9746769302
Chief/ OS		83306	2325255			
SSE / HQ		83307		82121		
SSE / Drg.I		83310				
SE / Drg.II		83309				
OS / I/ Ele		83323				
Staff Section		83308				
AC & TL Section		83311				
Ele.Controller		83312				
Steno to Sr.DEE		83313				
Computer Cell		83314				
Switch Room / DIVN		83315				
Sr.Clerk / Repairing / Ele		83319				



Sr.SE / E / Platform / TVC/Stn		82120				
SSE / TL / TVC / Stn		82122	2467056	82123		
SSE / AC / TVC / Stn		82124		82125		
SSE / AC / Office / TVC / Stn		82224				
SSE / AC / PF/ TVC / Stn		82131				
SE / E / WORKS / TVC / Stn		82126				
SE / E / Pump / TVC / Stn		82129				
JE / E / P / TVC / Stn		82127				
JE / E / TL/ Platform / TVC / Stn		82128				
SSE / E / TL / O / TVC / Stn		82135				
JE/ELE/AC				82436		
Lift / Division		83316				
Lift / Division		83321				
OS / Stores / Elect		83318				
Switch Room / TVC / Stn		82130	2321622			
Switch Room / PJA		82410	2342046			
Switch Room / Pettah		82132	2478739			
Pump house / TVC / Stn		82136				
<b>ELECTRICAL/ OPERATIONS</b>						
Sr.DEE / Operations	SANDEEP JOSEPH	83340	2333832	83341	2349131	9746769363
ADEE/OP	SATHIAMURTHY	83344				
LI/OP		83360				
OS/OP		83346				
SE/Drg/OP		83347				

CTA/OP		83349				
Loco Trouble Shooting		82176				
Training /OP section		83345				
Chief Crew Controller /Stn		82179, 82169	2325019			
CTLCC		83555 83514 83521	2338885			
Running Bungalow/TV C		82171				
Trip shed		82138				
<b>ELECTRICAL TRACTION DISTRIBUTION BRANCH</b>						
Sr.DEE / TRD	T.C.JOHNSON	83302	2332400	83303	2347514	9746769350
ADEE / TRD		83320	2324446		2347120	9746769351
DEE/WORK S		83304				
DEE/OP		83305				
ADEE/G		83370				
ADEE/Coaching		83372		83373		
Steno to Sr.DEE / TRD		83327		82435		
SE/TRD/SPL/W		83343				
OS / TRD / Office		83346				
SE/DRG/TRD		83347				
DE / TRD / Office		83326				
SSE / TRD		83337				
SSE / TRD / KZK		82139				
JE / RC / TRD		83348		82422		
OS / TRD		83339				
CTPC/TPC		83350	2336429			

TPC / TRD		83351	2332482			
TPC / TRD		83352				
Clerk / DEE/TRD Office		83356				
TPC/MDU Hot Line		83357				
TPC / PGT Hot Line		83359				
Drawing Section / TRD		83338				
CTA/OP / TRD		83349				
Remote control centre		83317				
<b>ENGINEERING BRANCH</b>						
Sr.DEN	K.RAJARAJAN	83400	2326832	83401	2342643	9746769200
Sr.DEN / Works		83430	2335182	83431	2345609	9746769201
Sr.DEN / N	PATNALA RAMA NARASIMHACHARI	83402	2326375	83403	2348260	9746769202
DEN / S	AJAY KUMAR MEENA	83404	2325909		2430788	9746769203
Steno to Sr. DEN		83426				
AEN/SW		83406				
AEN / CTR		83433	2339451		2300334	9746769204
CH / OS		83407	2325750			
Law Assistant		83408				
OS / II / Stores		83409				
OS / II / Tender		83410				
OS / Accts.CA		83416				
OS / II / Accts		83417				
OS / Budget		83419				
OS / I / Works		83420				
OS / II / Works		83421				

OS / III / W		83429				
SSE / D / GL		83411				
SE / Track		83412		82419		
SSE / D / Building		83413				
SE / Track Planning		83414				
SE / Bridge		83415				
SE / bridges		83423				
SE / Land		83424		82428		
JE / Special Works		83418				
B.T Controller		83450	2321182			
Computer Cell		83422				
OS/CAR Section		83427				
SE / WORKS		82140, 82148	2115248			
JE / WORKS / PJA		82406				
SSE / P.WAY / TVC / Stn		82144				
SE / P.WAY / TVC / Stn		82151	2335337			
JE / P.WAY				82149		
Valve Man / TVC / Stn		82154				
<b>Sr.DEN / FAX</b>			2321754			
<b>ENGINEERING (CN) UNIT</b>						
Dy.CE / CN	S.CHANDRU PRAKASH	84202	2324750		2479244	9746745530
XEN	RAVI MITTAL	84206	2328520		2300334	9746745540
Sr.SO / CN		84210	2335940			
SE / works		84212				
Sr.SE / Drg / CE'S Office		84215				
Computer cell		84222				
Care Taker Camphouse		82281				

Camp house 'A'suit		84221				
Camp Office	Suit	83666	2322941			
Camp Office	VIP Suit	84216				
<b>MEDICAL BRANCH</b>						
CMS	CHANDRA KUMAR	84100	2472081		2549594	9746769500
ACMS	ANU PETER	84102	2477803	84105	2468005	9746769501
ACMS	AJJITH KUMAR					
Sr.DMO / Surgery		84126	2465212		2534762	9746769504
Sr.DMO		84104		84103	2468045	9746769509
DMO / Dentist		84128	2465210		2740387	9746769508
Sr.DMO / GH & FW		84129	2467339	84118	2741118	9746769502
Sr.DMO		84130		84114		9746769506
Sr.DMO		84131		82296	2468042	9746769507
ADMO						9746769510
Sr.DMO / Admin (Family Planing)		84116				
OS / Medical		84107				
Steno to MS		84108				
Medical / OP / male ward		84110	2570626			
Dispensary / Divn		84111				
PSK / TVP		84112	2467339			
ICU		84117				
DMO /		84118				
Duty Doctor Restroom / VIP		84119	2463938			
VIP Suit		84120				
Casualty		84121				
Female ward		84122				

CHI / TVP		84124				
Pharmacists		84125		82414		
Sr.DMO / Admin / office		84129				
Matron		84132				
OP Ticket		84133				
Injection room		84134				
Laboratory		84135				
X' ray		84136				
Medical exam .room		84137				
Operation Theatre		84138				
Male Surgical ward		84139				
Entrance Hall		82297				
SASJAB /Div		84240				
<b>MS / FAX</b>			2465210			

<b>MECHANICAL BRANCH</b>						
Sr.DME	AASTHA SNEHA	83500	2326365	83501	2342417	9746769400
ADME / CD / O / TVC		83502	2467275	83503		9746769404
DME / HQ		83504	2332080	83505	2348065	9746769401
ADME / CD / O / TVC		83506		83507	2348520	9746769403
ADME /KCVL		82620				9746769402
OS / Mech		83508	2325750			
Ch.OS / Stores		83510				
OS / Stores		83529				
OS / R.Stock		83511				
Sr.SE / C&W / HQ		83512				
Sr.SE / C & W		83522	2115269			

			2467275			
OS / Stores / Mech		83513				
OS / G/Mech		83524				
PRC		83514, 83521				
Contract Section		83516				
SLI / HQ		83517				
CD / Mech		83519				
DAR Section		83523				
Rly consumer depot		83527	2460380			
Steno to Sr.DME		83528				
Train Section / Mech		83531				
CWC		83550	2334082			
CPRC		83555	2338885			
<b>CCWC / FAX</b>		83549				
OS / Admn.CDO / O / TVC / Stn		82163				
OS / Stores.CDO / O / TVC / Stn		82173				
LocoTrobeSh ooting / TVC / Stn		82176				
Fuel point / TVC / Stn		82167	2460380			
Sr.SE / IOH / C& W / TVC / Stn		82162				
SE / C & W / TVC / Stn		82164	2467275			
SE / C & W / YARD / TVC / Stn		82166	2115269			
Sr.SE / RB Shed / TVC / Stn		82170		82425		
JE / C & W / PF / TVC		82165				

JE / C&W / TVC / Stn				82175		
JE / C&W / TVC / Stn				82161		
FOB Diesel / TVC / Stn		82169				
Running Bungalow / TVC / Stn		82171				
Computer cell / CDO Off / TVC / Stn		82261				
CDO / Office / TVC / Stn		82137				
Loco connecting room / TVC / Stn		82168				
Sr.DME/FAX		83520	2326365			
<b>OPERATING BRANCH</b>						
Sr.DOM	A. VIJUVIN	83600	2325632	83039	2340575	9746769900
DOM	BALA MURALI	83602	2328761	83603	2476650	9746769901
DOM / General	PRAMOD SHENOY	83604	2321755	83605	2341211	9746769902
AOM / Coaching		83606	2332010	83616	2332010	9746769903
SM R / TVC		83608	2321568			9746769922
Steno to Sr DOM		83632		82404		
CHC / I		83650	2329021			
CHC / I			2339395			
CHC / Punctuality		83607				
CHC / II		83612				
CHC / II		83614		82402		
Chief OS / Stores		83617				
Chief OS / Optg.		83618	2325732			
OS / II / Goods		83626				
OS / General / Optg		83627				



OS / II / Operating		83628				
OS II / Stores				82412		
Stores / Optg.		83641				
CTNC		83620	2321451			
Safety councilor		83622		82214		
Traffic Inspector / OTC		83623				
Traffic Inspector / HQ		83624	2339408			
Duty SM / TVC		83629, 82184				
Dy.SMR		83630	2323066	82183		
Guards Control		83633				
LTM Section		83634				
ComputerCell		83635				
Traffic Inspector		83636				
CRIS		83638				
<b>Sr.DOM / FAX</b>		83639				
<b>Operating / FAX</b>		83615	2329021			
TEN Section Controller		83651				
ERS Section Controller		83652				
SRR Section Controller		83653				
COIS		83655	2328763			
COIS/II		83656				
Traffic Inspector / TVC / Stn		82188		82192		
Yard Master / TVC / Stn		82187				
SMR Office / TVC / Stn		82186				
Matron R.R/ TVC / Stn		82191				

Dy.Controller				82416		
Dy.Controller				82181		
Dy.Controller				82189		
Dy.Controller				82195		
PF / Inspector / TVC / Stn		82190				
SM / RRI Cabin / TVC / Stn		82295	2333243			
SM / TVP		82193	2470181			
SM / KCVL		82287	2500646			
SM / KCVL (II entry)			2117594			
SM / KZK		82288	2418242			
SM / MQU		82289	2420243			
SM / KVV		82290	2656662			
SM / NEM		82282	2393600			
SM / NYY		82271	2222341			
SM / PASA		82272	2205133			
SM / KZT		82273	2418242			
<b>PERSONNEL BRANCH</b>						
Sr.DPO	LIPIN RAJ	83700	2326395		2352199	9746769601
APO/I	RAHUL ANIL	83702	2326093			9746769602
APO / II	M.ESAKKI	83704	2325750			9746769603
APO / III		83706		83707		9746769604
ASST LAW OFFICER	PALANI SAMI	83709				
OSD / Sports	K.M. BEENA MOL	83708	2320851			9746769605
Steno to Sr. DPO		83726				
Chief/ OS		83712	2325750			
OS / Traffic		83714				
OS / Traffic bills		83715				

OS / Mech		83716				
OS / ESM		83717				
OS / Pass		83727				
OS / ENGG		83730				
OS / Typing		83729				
OS / Gaz/Per		83732				
OS / HB Section		83733				
OS / Settlement		83721				
OS / II / General.Sect		83718				
OS / II / Computer cell		83725				
CLW Inspector		83719				
Welfire Inspector		83713				
Personal Inspector		83728				
TU Cell		83720				
Rajbasha Supdt.		83722				
DAR Section		83723				
Staff Information		83724				
Qtrs / Sect		83731				
Computer cell		83734				
<b>Sr.DPO/ FAX</b>		83700	2326395			
<b>SIGNAL &amp; TELECOMMUNICATION</b>						
Sr. DSTE	RANJITH.K.P	83900	2333900	83901	2342086	9746769800
DSTE	SUNIS	83902	2325469		2531803	9746769801
ADSTE	RAJEESH K.V	83960	2337082	83961	2334002	9746769803
OS / I/ TVC		83908	2325750			
OS / II / P/TVC		83910				
OS / II / General /		83909				

OS / I / Stores / TVC		83912				
OS / BSNL / Bills / TVC		83929			83945	
Sr.SE / T / HQ / TVC		83904	2338853			9746769830
Sr.SE / S / HQ / TVC		83906		83907	83948	
Sr.SE / T / CTR / TVC		83915	2324119			9746769836
Sr.SE / T / EXCH / TVC		83920	2326092			9746769844
Sr.SE / PRS / TVC / Stn		83940	2329246		2471688	9746769831
SE / MW / TVC		83938				
SE / S / TVC / Stn		82201 83913		83923		
SE / T / WL / TVC		83917	2323230	82441		9746769832
SE / S / SRM / TVC / Stn		82204 83919				
SE / Drg./ TVC		83911				
SE / T / L / TVC / Stn		83944				9746769827
SE/ DNMC / TVC		83966				
JE / CTR / TVC		83918				
JE / T / Lines / TVC		83925				
JE / S / TVC / Stn		82203				
Tech / PRS / TVC / Stn		82212				
JE / T / WL / TVC		83924				
HC / S&T Works / TVC		83948				
HC / Budget / TVC		83949				
HC / S&T / TVC		83945				
Steno to Sr.DSTE / TVC		83927		83947		
OFC /		83928				
Repeater Room / TVC		83935				

Railtel / TVC		83939				
Control Test Room / TVC		83950	2324119			
ESM / R R I / Cabin / TVC		82207				
ESM / CD / TVC / Stn		82208				
Sr.DSTE / FAX / TVC		83934	2333883			
ESM / KCVL				82213		
ESM / TVC / Stn				82206		
ESM / I / TVC / Stn				82215		
ESM / I / TVC / Stn				82209		
Sr.DSTE / R / LAN		83916				
Complaints / Divn	198, 2326092	Complaints / stn			198	
Complaints / Divn	83444,83888	Complaints / stn			82210, 83931	2328249
DID	2335333	Complaints / PJA			198	
		Complaints / PJA			83932	
SAFETY BRANCH						
Sr.DSO	K.VIJAYAKUMAR	83680	2326386	83681	2347308	9746769990
OS / Safety		83621	2328762			
Steno to Sr.DSO		83631				
Safety Councillor		83622		82214		
Safety Councillor		83637				
Sr.DSO / FAX			2326485			
R R B						
Chairman RRB		84230	2321391	84231	2349367	9567862000
Assi. Secretary		84232	2323357			9995414509
OS / RRB		82254	2323357			

SECURITY BRANCH						
Sr.DSC	TANVI P GUPTE	83800	2326284	83801	2342742	9746769700
ASC	M.SIVADAS	83802	2332582	83803	2345225	9746769701
IPF Reader		83806	2339456	82438	2348512	
IPF / SIB		83805	2324836	82236	2334275	
IPF / Stn		82231	2331033	82234	2334278	
IPF / Train Escorting		82239	2321677			
IP F / CIB / TVC		83810	2336082			
SIPF / SIB		83807				
SIPF / Kennel		82432				
SIPF/ Crime Cell		83809				
SIPF / /TVC / Stn		82235				
OS / II		83808	2325750			
Public Prosecutor		83814	2115221			9746769707
Crime Cell		83815				
RPF Clothing centre		83816				
RPF/ Out post / Divn		83817	2339082			
RPF / Cssh Office / TVC / Stn		82237				
RPF/ O / P II'nd Entry / TVC / Stn		82238				
RPF Mobilization Hall / TVC / Stn		82233				
RPF / Escort / T VC / Stn		82239				
Security control	100	83804	2330502			9746769723
Jr.Clerk / Security		83819				
Head Clerk		83820				
HC Bills		83821				

RPF / Rest Room / TVC / Stn		82241				
Out Post / Poojapura		82434				
<b>Security FAX</b>		83812				
<b>IPF / SIB / FAX</b>		83818				
<b>KERALA STATE RAILWAY POLICE</b>						
SP Railways		83840	2320619			9745769614
Dy.SP Railways		83842	2332561			9745769615
DSRP / DCRP		83844				9745769616
DCRB		83844				
MT Section / GRP		83846				
Govt. RLY Police / TVC / Stn		82232	2331258			
<b>MISCELLANEOUS</b>						
Officers Club PJA		84245				
Camp house		84221				
PREM - SRMU		84233	2332287			
PREM - DREU		84235	2332237			
PREM / Class I / officer		84229				
Promotive officer assn		84238				
RPF Association		84228	2326039			
<b>SRMU / FAX</b>		84234				
<b>DREU / FAX</b>		84244				
SC / ST/ ASSN		84237				
SC / ST/ ASSN / Stn		82270				
C & W / SRMU / TVC / Stn		82133				

C & W / DREU		82134				
DREU / Meeting hall / STN		82245				
SRMU office / TVC / Stn		82243				
DREU office / TVC / Stn		82244				
AGS - SRMU				82246		
SRMU Br.President				82248		
Canteen / dvn office		84236				
InstituteSecret ary / PJA				82424		
Rly.Institute / PJA		82427				
Nursary School / PJA		82408				
MCO / TVC / Stn		82249				
Drivers room		84239				
Secretary / SRMU / C&W				82247		
Society Director / TVC		84226	2326424			
Staff co - op.society		84227				
DID			2335333			
Subordinate rest Room / TVC / Stn		82279				
DREU Yard		82242				
SJAB		84240		82415		
Corps Commander						9074800342
Corps Officer						8075949954
Ambulance Officer/QLN						9744340443
Divisional Commander						9744291416
Corps Secretary						8089712649



DRM INTERCOM DIGITAL TELEPHONE NUMBERS						
DESIGNATION	PHONE NO	DESIGNATION	PHONE NO	DESIGNATION	PHONE NO	
DRM	300	DFM	312	Sr.DEE/G	330	
ADRM	302	Sr.DME	350	Sr.DEE / TRD	334	
Sr.PRO	306	Sr.DOM	360	Sr.DEN / Co	340	
Sr.DFM	310	Sr.DSO	368	Sr.DEN / N	342	
AMM	308	CHC	369	DEN / S	344	
AOM	364	Sr.DPO	370	Sr.DSC	380	
DCM	322	DOM	362	Sr.DSTE	390	
SR DCM	320	SSE / T / EXCH	398	DSTE	392	
				COMPLAINTS	333	
ERNAKULAM TELEPHONE EXCHANGE						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
Area Manager	Nithin Norbert	85000	2375701	85001	2375022	9746747699
AM /OFF		85002				
OS		85004	2375976			
EQ / Clerk		85006				
AM / FAX		85008				
ACCOUNTS BRANCH (CN)						
Dy.FA & CAO		85478	2375721			9746745532
Sr.AFA / CN / ERS		85120				9746745116
AFA		85130				
Sr. SO / Fin		85126				
Sr. SO / Expr.		85122				
Sr. SO / Est.		85124				
Sr. AUO		85140				7397761313
AAUO / I		85142				

COMMERCIAL BRANCH						
CCI	P.N. Chandrashekar	85200				9746769956
CCI	Arun kumar.R					9746769961
CCI	Prasson S. Kumar					9746769959
CRS / ERS		85202	2375751			
CRS/TRTR			2774495			
CRS / CHTS		85203	2666050			
CPS / ERS		85204	2376932			
CPS / AWY		85242	2629994			
CBS / ERS		85206				
CBS / ERS / Eastern entry		85207				
CBS / ERN		85208	2393413			
Current reservation		85209				
CRS / AWY		85240				
CPS/AWY		85242				
CBS / AFK		85245				
CKI/UTS / PRS		85246				
CTTI / ERS		85210				
CTTI / Squad		85212				
TTE/ Rest house		85213				
CTTI / Sleeper / ERN		85214	2398200			
Catering Inspr.		85216				
Reserv.Office / ERS		85132				
Reserv.Office / ERN		85232	2398337			
Reservation / SRTL			2813128			
Information ERS		85131				
Information ERN		85231				

Information AWY		85331				
CGS / IPN		85222	2777229			
CGS / ERM		85224	2535340			
CGS / FACT		85226	2723622			
CGS / CHTS		85228	2395343			
CGS / BPCL		85230				
CPS / ERN		85234				
Dy.SMR/ Commercial		85236				
CRS / AFK		85244				
CBS / AFK		85245				
CBS / CKI		85247				
CRS/CKI		85246				

ELECTRICAL BRANCH /CN						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
Dy.CEE / CN/ ERS		85350	2377079			9746745531
XEE/General		85342	2377078			9746745312
XEE/OHE		85300	2375083			9746745304
AXEE/General		85354				9746745322
SSE/CN		85302				9746745341
SSE/Drawing		85304				
OS / CN		85306				
ELECTRICAL BRANCH /OL						
ADEE / TRD		85308	2376455			9746769353
TRD Office		85344				
SSE / ERS/I		85310	2375645			9567869939

SSE / ERS/II		85312				9746769312
SSE / ERM/Pitline		85314	2294676			9746769313
SSE/ERM/Pit line		85316				
SSE / OHE/TRD/ERS		85336				9746769356
SSE / E / IPN		85318	2776238			9567869853
SSE/OHE/CKI		85647				9567869934
SSE/PSI/TRD /CKI(TSS)		85338	2704900			9746769364
Duty Room / PF		85320				
Substation / ERM		85324	2307888			
Pump House / ERN		85330				
TRIP Shed		85334	2205685			9746769360
TSS / ERS		85340	2324526			9567869925
JE/TSS/ERS						9567869918
<b>ENGINEERING BRANCH (OL)</b>						
ADEN		85400	2375173	85401	2377095	9746769206
SE / Bridges		85404				
SSE / P.Way		85402		85403		
SSE / P.Way / AWY		85416				
SSE / P.Way / CKI		85418				
SSE / Works		85406		85407		
SSE / P.Way / Spl.Works		85410				
JE / Works/Office		85409				
JE / Works		85414				
ADEN Office		85412				
ADEN Office		85413				
PWI / AWY		85416				

<b>ENGINEERING BRANCH (CAO/ CN )</b>						
<b>DESIGNATION</b>	<b>NAME</b>	<b>OFFICE</b>		<b>RESIDENCE</b>		<b>MOBILE</b>
		<b>Railway</b>	<b>BSNL</b>	<b>Railway</b>	<b>BSNL</b>	
CAO/CN/ERS		85476	2315743		2316664	9746745527
CE / CN		85450	2322364			9746745528
CE/ II/ CN/ERS		85454	2310167		2971135	9746745441
Dy. CE/CN		85442		85443	2378442	9746745442
Dy. CE/CN		85440				9746745271
XEN / CN / ERS		85475				9746745272
AXEN		85438				
ALO		85446				
SSE / Drg:		85473				
Ch.OS		85466				
OS/Tender		85474				
FAX			2314170			
E-Tendering			2310169			
<b>ENGINEERING BRANCH (DY.CE/ CN )</b>						
DY. CE/CN /I/ERS		85452	2378384			9746745536
DY.CE/II/CN /ERS		85472	2375276			8754548418
DY.CE/III/ERS		85432				9746745443
XEN/CN/ERS		85434				9003145255
SO/DY.CE/OFF/ERS		85458				
Chief/OS/DY. CEII		85468				
SSE/Drg:		85460				

<b>MECHANICAL (DIESEL SHED)</b>						
DM E / Dsl	Mohammed Shameem	85500	2319098			9746769450
ADME/DSL		85502				
AMM		85504	2323113			9567869971
SSE / Mechanical		85510				9746769457
SSE / Electrical		85512				9746769453
SSE / Loco / Office		85514				
SE / Dsl. / NS / Depot		85516				
OS / AMM / Office		85506				
OS / Sr. DME / Office		85508				
DSK		85518				
Phone Room		85520	2324020			
Phone Room		85524				
OS/ Dsl.Fuel		85526				
SSE/Stores		85530				
<b>MECHANICAL BRANCH ( OL )</b>						
ADME	A. Rasheed kutty	85550	2375951			9746769403
ADME / Office		85552				
Sr.SE / C&W / ERM/store		85554				
SE / C & W / Sick Line		85558	2307889			9746769416
SE / C & W / sickline office		85560				
SE / C & W / Pit Line		85562	2293191			9746769417
SE / C & W / ERS		85564				9746769414
SE / C & W / PF/ ERS		85566				
SE / C & W / IPN		85568	2666547			
Crew Controller / ERS		85572	2375951			

Crew Controller / ERS		85573				
Sr.SE / C&W / ERM Off		85556	2375951			9746769421
Sr.SE / C&W / Stores / ERM/CD		85574				
Running Bangalow		85576				
Loco Inspector		85578				
ALFR office		85584				
Guard Controller		85586				
SSE/ART						9746769420
<b>MEDICAL BRANCH</b>						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
ACMS		85100	2375802			9746769503
ADMO		85102	2375802	85103		9746769511
CHI		85104				9746769517
HI/ERN		85108				
Pharmacist		85106				
Casualitty		911				
<b>OPERATING BRANCH</b>						
SMR / ERS		85600	2375419			9746769928
SMR / ERN		85602	2390970			9746769927
SMR / AWY		85604				9746769924
SMR / AFK		85646				
Traffic Inspector		85606				9746769928
SMR / O / ERS		85608				
DY.SMR/Operating		85618				
CYM / ERM		85610	2533335			9746769941

YM / ERM		85612				
CYM / IPN		85620	2118660			9746769942
CYM / MTNC		85616	2666383			
RRI/ERS		85622				
RRI/ERS		85623	2378182			
RRI/ERN		85621	2402168			
C-Cabin / ERS		85624				
D-Cabin / ERS		85625	2389500			
SM / CKI		85630				
SM / AFK		85632	2452340			
SM / AWY		85633	2624141			
SM / KLMR		85634	2532579			
SM / IPL		85635	2800302			
SM / ERN		85636	2390970			
SM / TRTR		85637	2777375			
SM / MNTT		85638	2740234			
SM / PVRD		85639	257138			
ASM/ERS		85640	2375419			
ASM/ERS		85641				
SM / KUMM		85642	2700290			
SM / TUVR		85643	2562320			
SM / SRTL		85644	2812500			
SM / MAKM		85645	2862320			
<b>PERSONNEL BRANCH</b>						
SPO / Court		85700	2378201			9746769606
CS & WI		85702				
OS/ COURT		85704				



CLAIMS TRIBUNAL						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
Member Technical		85710	2372049			9746471202
Additional Registrar		85712	2364683			9746471203
Presenting officer		85714	2377704			
Accounts officer		85716	2364663			9746471204
Judicial Member		85718	2362136			9746471201
SECURITY BRANCH						
IPF / ERS		100				
IPF / ERS		85800	2376288	85801		9746769709
IPF/ ERM		85804	2347680			
SIPF / ERS		85802				
SIPF / SIB		85806				
SIPF/ DSL		85810				
SIPF / IPN		85812	2292661			
SIPF / ERN		85822	2392000			
RPF/Mobile Unit		85808				
RPF / Office		85809				
ISS/ERS		85826				
DOG SQUAD		85815				
Govt.Rly.Police Stn.		85814	2376259			
Dy.SP/ GRP/ ERN		85816	2390350			
RPF/AWY		85824	2624188			
SIPF/FAX		85820				

SIGNAL AND TELECOMMUNICATION BRANCH						
ADSTE / ERS		85900	2377003	85901	2377005	9746769802
ADSTE / Office		85902				
SSE/T/ERS		85904				9746769829
SSE/T/ERS		85906				9746769842
Sr.SE / SIG / ERS		85930		85931		9746769805
SE / T/ PRS		85908	2375020			9746769843
Tech/Tele/PRS		85909				
SSE / SIG/ AWY		85955				9746769806
Tech/Service desk /ERS		85910				
JE/Tele/ERS		85916				
SSE/SIG/ERS		85930				
JE / SIG / ERS		85932				
JE / SIG / PVRD		85934				
SSE / T / CKI		85924				9746769835
VFR/CKI		85949				9567869984
JE / SIG / CKI		85948				
Sr.TECH / Tele / Exch		85444	2376403			
Sr.Tech / SIG/ERS		85936		85937		
VFR / ERN		85921				
VFR / IPN		85923				
ESM / RRI		85938				
ESM / RRI / ERN		85944				
ESM / ERM		85942				
ESM / CD / ERN		85950				
Tech/Sig / AWY		85946				
ESM / AFK		85947				

RelayRoom / RRI		85940				
Rail Tel/ ERS		85928				
Railtel office Eastern Entry		85927				
DGM/Railtel/ ERS		85926				
Tech / Tele/ERS				85920		
Complaints		198				
Complaints		85444				
Complaints		85198				
DID			2376915			

**SIGNAL&TELECOMMUNICATION / CONSTRUCTION**

DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
Dy.CSTE / CN / ERS		85960	2375573			9746745440
Steno		85958				
XSTE		85962		85963	2377830	9746745888
XSTE /CN		85964	2376450			9746745805
AXSTE/CN		85956				9746745813
AXSTE/CN		85956				9746745823
Chief OS		85966				
Sr.SO/CN/(A)		85966				
SSE/Drg I		85968				
SSE/Drg II		85970				
OS/Est.		85972				

OFFICER'S REST HOUSE						
Care Taker /ORH		85480				
Room No.1		85481				
Room.NO.2		85482				
Room.NO.3		85483				
Room. NO.4		85484				
Room. NO.5		85485				
Room. NO.6		85486				
Room. NO.7		85487				
Room. NO.8		85488				
Room. NO.9		85489				
Room No.10		85490				
Room No. 11		85491				
Room No. 12		85492				
Room No. 13		85493				
Room No. 14		85494				
VIP Siding		85085	2377486			
VIP siding		85185				
VIP Siding		85285				
VIP Siding		85385				

MISCELLANEOUS						
Matron		85250				
Room NO.1		85251				
Room NO.2		85252				
Room NO.3		85253				
Room NO.4		85254				
Room NO.5		85255				
Sub.Rest House		85080				

CO.OP . Stores		85280				
SRMU CHTS branch		85260				
SRMU Office/ERS		85270				
ADS/SRMU				85275		
SRMU/Tres / Divn				85272		
Br.Secretary/ SRMU/CHTS				85273		
SRMU/office/ IPN		85274				
MCO/CHTS		85256				
Housing Society		85281				
TPJ SOCIETY/ER S		85283	2375955			
DMRC/ERS		85284				
<b>KOLLAM TELEPHONE EXCHANGE</b>						
<b>COMMERCIAL BRANCH</b>						
PRS/QLN		89301				
Goods Shed		89302				
DY.SMR Comm.		89303				
Parcel Office		89304	2747074			
Parcel Office		89319				
Information		89305				
Booking office		89307				
Booking office/Second Entry		89516				
CCI		89308				
TTE Squad		89312				
<b>ELECTRICAL BRANCH</b>						
SSE/OHE		89326	2763265			
SSE/E		89320	2749930			

Sub Station		89322				
Switch Room		89323				
Train Lighting		89324				
MEMU Shed		89514				
TSS/PRND		89481				
SSE/E/QLN		89328				
<b>ENGINEERING BRANCH</b>						
ADEN		89330	2767862			9746769205
ADEN's office		89332				
SSE/Drg		89404				
SSE / PWAY		89334				
SSE/Pway/o/QLN		89335				
SSE/Works		89338				
SSE/Works/office		89337				
SSE / Bridges		89340				
SSE / Bridges/office		89465				
SSE/Track Machine		89463				
PWay Training School		89348				
PWay Training School/office		89343				
<b>MECHANICAL BRANCH</b>						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
SSE / C & W		89366				
Basic Training Centre		89511				

Crew Booking		89362	2762049			
Crew Controller		89364				
Running Bungalow		89458				
<b>MEDICAL BRANCH</b>						
ACMS		89370				
ADMO		89373				
Health Unit		89372				
LAB		89372				
Staff Nurse				89377		
CHI / PF		89374				
HI / Colony		89376				
<b>OPERATING BRANCH</b>						
SMR		89380				
Duty SM/QLN		89382				
SMR office		89383				
Traffic Inspector		89384				9746769934
Yard Master		89386				
SM/RRI Cabin		89387				
RRI		89388				
Guard Control		89360				
Operating Training School		89369				
SM / PVU		89394	2512221			
SM/MYY		89395	2555237			
SM/ PRND		89396	2552621			
SM / STKT		89397	2830240			

SECURITY BRANCH						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
IPF		89430		89431		
Spl.Judi. Mgs / Court		89438				
GRP		89434				
SIPF		89432				
RPF		89433				
SIGNAL & TELE COMMUNICATION						
SSE / Tele		89400				
SSE / Signal		89410		89411		
JE / Tele		89402				
Exchange		89408				
Complaints		89198				
SSE/Sig/office		89422				
Relay Room RRI Cabin		89427				
ESM / RRI		89474				
ESM / CD		89412				
STORES BRANCH						
DSK		89452				
CDMS		89454				
MISCELLANEOUS						
SRMU		89457				
Co-Operative Society /QLN		89344				
SC/ST Association		89462				
Retiring Room		89390				



KAYAMKULAM TELEPHONE EXCHANGE						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
COMMERCIAL						
Booking Office/KYJ		89613				
PRS/KYJ		89612				
Information/KYJ		89606				
Booking Office/CNGR		89664				
PRS/CNGR		89663				
Information/ CNGR		89666				
Dy.SMR/Comm// CNGR		89671				
Booking Office/KPY		89618				
Booking office/MVLK		89746				
ELECTRICAL						
ADEE/KYJ		89610				
SSE/OHE/KYJ		89609				
SSE/TRD/o/KYJ		89608				
SSE/OHE/o/KYJ		89607				
ENGINEERING						
AXEN/CN/KYJ		89634				
SSE/AXEN/O/ KYJ		89635				
SSE/PWAY/ MVLK		89742				
JE/PWAY/MVLK		89744				
SSE/PWAY/O/ MVLK		89743				
MEDICAL						
CHI/KYJ		89622				
CHI/CNGR		89669				

OPERATING						
SM/KPY		89640				
SM/OCR		89641				
SM/KYJ		89642				
SM/MVLK		89643				
SM/CNGR		89644				
SMR/KYJ		89615				
SMR/CNGR		89665				
SS/MVLK		89747				
SECURITY						
IPF/KYJ		89619				
RPF/KYJ		89617				
VSS Room/KYJ		89621				
IPF/CNGR		89672				
RPF/CNGR		89667				
SIGNAL & TELECOMMUNICATION						
SSE/T/KYJ		89600				
SSE/S/KYJ		89620				
SSE/S/KPY		89726				
SSE/T/o/KYJ		89628				
Tech/Tele/KYJ		89602				
SSE/S/o/KYJ		89616				
Tech/Sig/MV LK		89745				
Tech/Sig/CN GR		89668				

KOTTAYAM TELEPHONE EXCHANGE						
COMMERCIAL BRANCH						
Reservation (CRS)		88301	2569966			
Booking Office (CBS)		88302				
Information		88303	131 25363535			
Goods Shed (CGS)		88304	2309707			
Parcel Office (CPS)		88305	2562931			
CTTI		88306	2309106			
Information(T RVL)		88307	2600437			
Booking office (TRVL)		88308	2740090			
ELECTRICAL BRANCH						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
SE / Electrical		88310	2585360	88311		9746769310
Train Lighting		88312				
Pump House		88314				
SE / TRD		88316	2565577	2565577		9746769365

ENGINEERING BRANCH						
AEN/Constr Office		88330				
SSE / P.Way I		88322	2583024			9746769214
SE / P.Way II		88323				9746769229
SSE / Works		88320		88321		9746769241

MECHANICAL BRANCH						
C & W Fitter		88330				
MEDICAL BRANCH						
Sr.DMO	Sebastian Joseph.T	88340	2578210		2573509	9746769513
Health Inspector		88342				9746769518
Pharmacist		88344				
OPERATING BRANCH						
SMR		88350	2562933			9746769931
Duty. SM / KTYM		88352	2562933			
SM / VARD		88257	283556			
SM / ETM		88255	2535531			
SM / KRPP		88256	242319			
SM / CGV		88250	2430361			
SMR / CGY			2408805			
SM / CGY		88251	2420108			
SM / TRVL		88252	2601314			9746769933
SM / CNGR		88253	2452340			9746769934
Traffic Inspector / KTYM		88354				9746769913
SECURITY BRANCH						
IPF		88360	2581470			9746769710
SIPF		88366				
SIPF Office		88362				
RPF Platform		88363				
ASIPF / CGY			2423220			
GRP / KTYM		88364	2562628			
<b>IPF / FAX</b>		88365				

SIGNAL & TELE COMMUNICATION						
SE / S		88370				9746769811
JE / S		88372				9746769817
JE / T		88376	2304299			9746769844
ESM / CD		88374		88375		
SSE/TELE/K TYM		88376				9746769833
Tech / Tele		88378	2304299			
Complaints		88198				
VFR / KTYM		88379				
Railtel		88377				
Fax/tele		88288				
MISCELLANEOUS						
ORH		88380	2583821			
Cash Office		88384				
SRMU		88388				
SC / ST		88387				
Disaster Management						9447193821 9447894299
WLL/KTYM			2309977			
ALLEPPY TELEPHONE EXCHANGE						
COMMERCIAL BRANCH						
DESIG	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
CRS		87316	2253665			
CBS		87317	2230604			
CGS		87315	2253502			
Parcel Office		87319				
Inform Center		87131	131		2238465	
Reservation / SRTL		87316	2813128			

ELECTRICAL BRANCH						
SE / E		87327	2239931	87325		9746769311
JE / TRD / ALLP		87360				
Switch Room		87326				
TSS/PNPR		87349				
ENGINEERING BRANCH						
SE / P.Way		87335	2252886	87336		9746769211
SE / Works		87334				
JE / P.WAY		87338				9746769235
OS/PB		87339				
MECHANICAL BRANCH						
Sr.SE / C&W		87321	2239650			9746769413
C&W / Pit line		87323				
MEDICAL BRANCH						
DMO		87330	2239670	87331	2267793	
Health Inspector		87332				
Pharmacist		87332				
OPERATING						
SMR		87311				9746769929
Duty SM / ALLP		87313	2253865			
SM / AMPA		87351	2272620			
SM / HAD		87352	2412714			
SM / CHPD		87353	2472722			
Traffic Inspector / ALLP		87354				9746769937
SECURITY BRANCH						
SIPF		87324	2264928	87320		9746769717
GRP		87337	2253823			
IPF		87359				

SIGNAL&TELE COMMUNICATION						
Sr.SE / S		87302				9746769808
Sr.SE /T/ALLP		87300	2239818			9746769828
JE / S / ALLP		87303				9746769816
ESM		87310		87309		
Tech / Exch		87304				
Sr.SE/T/Exch		87305				
Tech/Tele		87306				
Complaints		87198				
		87301				
MISCELLANEOUS						
Camp House		87340				
SRMU / Branch Secy		87329		87329		
SC/ST		87352				
THRISSUR TELEPHONE EXCHANGE						
COMMERCIAL BRANCH						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
Dy.SMR / Commercial		86130	2420580			
DCI		86132	2429241	86133		
CGS		86134				
Information Center		86135	2423150			
CPS		86136	2429241			
CRS		86137	2440251			
Reservation Office / GUV			2554300			
Reservation CKI			2705721			

CBS		86138				
CBS/O/Ind Entry		86139				
CTTI		86140				
CRS/GUV		86141				
<b>ELECTRICAL BRANCH</b>						
SE / E		86181	2440100	86182		9746769314
SE / OHE / TCR		86285		86286		9746769364
SE / OHE / CKI						9746769354
Sub. Station		86183				
<b>ENGINEERING BRANCH</b>						
AEN		86151	2420801	86152	2420801	9746769207
Goods Shed		86134	2389280			
Sr.SE / P.Way		86153		86154		9746769220
SE / Works		86156		86157		
SSE/CN/Works		86159				
SSE/CN/Works				86158		
BT Checker		86146				
OS / P.Way		86160				
SSE/P.Way		86147				
OS/AEN		86148				
Plumber / Works		86149				

<b>OPERATING BRANCH</b>						
<b>DESIGNATION</b>	<b>NAME</b>	<b>OFFICE</b>		<b>RESIDENCE</b>		<b>MOBILE</b>
		<b>Railway</b>	<b>BSNL</b>	<b>Railway</b>	<b>BSNL</b>	
SMR		86255	2424148			9746769963
Duty SM / TCR		86265	2424148			9746769962



SM / VTK		86261	260485			
SM / WKI		86262	232238			
SM / MGK		86263	2200229			
SM / PNQ		86264	2336478			
SM / OLR		86267	2352325			
SM / PUK		86268	2851320			97467699222
SM / IJK		86269	2881243			
SM / CKI		85630	2701368			
SM / KUC		86271	2452365			
SM / AFK			2452340			9746769923
SM / AWY			2624141			9746769924
SM / GUV		86266	2556820			9746769920
Traffic Inspector / TCR		86260				9746769915
TNC / TCR		86203				
<b>MEDICAL BRANCH</b>						
DMO		86230	2428218	86231	2428218	
Health Unit		86232				
Health Inspector		86233				9746769519
<b>SECURITY BRANCH</b>						
IPF		86241	2428222	86242		
RPF		86245				
Govt.Rly.Poli ce		86243	2428111			
<b>SIGNAL&amp;TELECOMMUNICATION</b>						
SE / Tele / Exch		86101	2422300			
S E / SIG / TCR		86103		86104		9746769809
SSE / SIG / TCR		86106		86105		9746769823
SSE / Tele / PRS		86107				9746769824

Complaint		86108 198				
ESM/CD		86109				
Sr.Tech/S/TC R		86110				
SSE/Tele/CKI		86111				
Complaints		86112				
VFR / CKI		86113				
JE/S/WKI		86116				
Sr.Tech/S/TC R		86120				
Railtel		86121				
ESM / CD / AFK		85947				
ESM / CKI		85948				
ESM / AWY		85946				
Tech / Tele				86114		
Tech / Tele				86115		
<b>MISCELLANEOUS</b>						
ORH / TCR		86283				
VIP Siding		86274				
Camp House / CN		86275	2424853			
SRMU Office		86276				
SC / ST Assn		86279				
Camp Office 'AC' Suite		86320				
Caretaker / ORH		86277				
Retiring room		86283				
REST HOUSE/GUV (A SUITE)		86316				
REST HOUSE/GUV (B SUITE)		86317				
CAMPHOUSE/ CN/TCR(A SUITE)		86320				

CAMP HOUSE/CN/ TCR		86321				
IOW REST HOUSE/TCR		86322				
IOW REST HOUSE/TCR		86322				
ORH-Room 2		86323				
<b>NAGARCOIL TELEPHONE EXCHANGE</b>						
DESIGN	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
<b>COMMERCIAL BRANCH</b>						
Reservation Office /NCJ		81102				
Booking Office/NCJ		81103				
Parcel Office/NCJ		81104				
CTTI		81105				
Goods Shed		81106				
Information centre		81107				
CCI		81108				9003169968
Dy.SMR		81166				
<b>ELECTRICAL BRANCH</b>						
ADEE		81173	244209			
JE/PSI/NNN		81121				
SSE/OHE/NN N		81122				
SSE/TRD/NC J		81123				9567869947
TSS/ERL		81125				9567869968
SSE/E/NCJ		81112				9003169460
TSS/NNN		81134				
Switch Room		81136				
SSE/AC/NCJ		81137				9003169316
SSE/AC/NCJ		81138				9567869861

ENGINEERING BRANCH						
ADEN		81110	240731	81120		9003169208
OS / AEN Office		81111	240732			
SSE / P.Way		81114				9003169247
SSE / P.Way/S.W		81115				
SSE / P.Way / Office		81116				
SSE / Works		81190				9003169250
JE/W/NCJ		81117				9003169248
RE ORH Caretaker		81157				
RE ORH Suit A		81158				
RE ORH Suit B		81118				
RE ORH SUIT C		81119				
MECHANICAL BRANCH						
ADME / NCJ		81139	244517	81151		9003169405
Sr.SE / C&W		81140				9003169444
Time section		81141				
SE / PitLine / C&W		81142		81143		9003169444
CRC		81146				7708069547
Store		81147				
JE / TXR / Plat form		81148				
SLI / Loco Inspector						9003169445
.Sr.SE / OS / C & W		81242				
Sr.SE / Stores		81243				
Crew Controller / Booking		81146	244285			9003169446
Running Room		81147	242575			
ADME/FAX		81241				

MEDICAL BRANCH						
DMO		81150	240865			
Health Inspector		81152				9003169525
OPERATING BRANCH						
DESIGNATION	NAME	OFFICE		RESIDENCE		MOBILE
		Railway	BSNL	Railway	BSNL	
SMR		81160	2325732	81161		9003169945
Duty .SMR / Platform		81162	240303	81165		
TNC		81164				
RRI / NCJ Cabin		81196	293452			
Traffic Inspector		81168				9003169946
SM / ERL		81124	222338			
SM / AAY		81128	263138			
		81129				
SM / VLY		81130	220209			
SM / NNN		81131	250149			
SM/SGLM		81132	2484141			
SECURITY BRANCH						
IPF		81170	241856			9003169725
SIPF		81171				
Intelligent		81172				
Govt .Rly.Police		81174	240914			
SIGNAL & TELECOMMUNICATION						
Sr.SE / T		81180	244210	81181		9003169850
SE / S		81182		81183		9003169848
Tech/Exchange		81186				
JE / S		81184		81185		9003169849

ESM Call Duty		81188				
RRI / CABIN / SE / SG		81194				
RRI / CABIN / ESM		81197				
Tech / T/ Exch		81186				
Tech / Exch		81198				
Complaints		198				
ESM / CD		81188				
Tech / Tele Exch						
<b>MISCELLANEOUS</b>						
ORH		81200				
DREU		81208				
SRMU		81176		81211		
AIOBC				81178		
SCST / Assn		81177		81179		
Rly Institute		81192				
Railtel		81199				
<b>KANNIYAKUMARI</b>						
SMR		81126				
Duty SM		81127	246247			
RRI		81144	201110			
Electrical		81153				
Booking office		81154				
ORH Suit		81155				
ORH		81156				
RPF		81175				

### Railway Doctors

Designation	RAILWAY		BSNL		MOBILE
	Office	Res.	Office	Res.	
CMS/ RH/TVP	84100	84101			9746769500
Sr. DMO Admn	84102				9746769501
Sr.DMO/Surgeon n/Genl	84106				9746769502
Sr.DMO/ERS	85100				9746769503
ADMO/ERS					9746769511
DMO/KTYM	88342	88343			9746769513
DMO/ALLP	87330	87331			9746769511
DMO/TCR	86230	86231			9746769514
DMO/QLN	89370	89371			9746769512

## Medical Facilities Near by Railway Stations

### **MEDICAL FACILITIES NEAR BY RAILWAY STATIONS**

Station	Name of hospital	Contact no.	No. of bed	operation theatre	Ambulance	Mortuary
VTK MUC	Railway Health unit/SRR	0466-2222518	25	Yes	No	Yes
	Govt PHS Cheruthuruthy	0488-4264264	00	No	No	No
	NHIMS Hospital Cheruthuruthy	0488-4261066	18	Yes	No	No
WKL	Jubly mission Hospital	0487-2432321	200	Yes	Yes	Yes
MGK PNQ TCR	Rail way Health Unit,	0487-2428218 9746769514	NIL	No	No	No
	Govt Medical College	0487-2200311	300	Yes	Yes	Yes
	Metropolitan Hospital	0487-2425123	120	Yes	Yes	Yes
	West Fort Hospital	0487-2382130	250	Yes	Yes	Yes
GUV	Govt. Hospital/Chavakkad	0487-2507310	50	Yes	Yes	Yes
OLR	St Vincent De Paul Hospital, Ollur	0487-2352223	75	Yes	No	No
	Medical care Hospital	0487-2353030	90	No	No	No
PUK NYI	Govt. Hospital/PUK	0480-2751232	75	Yes	Yes	No
IJK	Sacred Heart Hospital Pallur	0480-2826545	200	Yes	Yes	Yes
CKI	St.James Hospital	0480-2713271	450	Yes	Yes	Yes
	Govt.Taluk Hospital	0480-2702372	75	Yes	Yes	Yes
	Dhanya Hospital	0480-2713271	50	Yes	Yes	No
DINR KRAN	Deva Matha Medical Institution	0484-2863245	50	Yes	Yes	Yes
KUC	Alphonza Hospital	0484-2863245	40	Yes	Yes	Yes



AFK	Little flower hospital	04842675000	690	Yes	Yes	Yes
CWR	Korothukuzhi Hospital	0484-2625228	95	Yes	Yes	No
AWY	GovtTalukHeadQuarter Hospital	0484-2624040	120	Yes	Yes	Yes
	CarmelHospital, Asokapuram,	0484-2622034	18	Yes	Yes	Yes
	KMKHospital, Bank Junction	0484-2623890	50	Yes	No	No
	Najath hospital	0484-6231157	150	Yes	Yes	No
KLMR VDPM IPL	M.A.J.Hospital,Idapally	0484-2344996	200	Yes	Yes	Yes
	AIMS/ (Amrutha hospital)	0484-2801234	700	Yes	Yes	No
ERN ERS	Railway Health unit, Ernakulam	0484-2375802 9746769503	00	No	No	No
	LakshmiHospital,	0484-2382111 9446342200	200	Yes	Yes	Yes
	IndiraGandhiCo-OpHospital,	0484-2941600	250	Yes	Yes	No
	Lourde ,Hospital	0484-4122222	450	Yes	Yes	Yes
	Govt.GeneralHospital	0484-236125	779	Yes	Yes	Yes
	MedicalTrustHospital	0484-2358001	600	Yes	Yes	Yes
	City Hospital Krishna Hospital	0484-2361809 0484-2368230	100 85	Yes	Yes	Yes
IPN TRTR KFE MNTT	Govt.H.Q.Hospital, Tripunithura	0484-2777315	146	Yes	Yes	Yes
	Vijaya kumara Menon Hospital	0484-2777619	130	Yes	Yes	Yes
	Varma Medical Clinic	0484-2781508	55	Yes	Yes	Yes
KPTM PVRD	Mercy Hospital, Pothy,	04829-236131	255	Yes	Yes	No
VARD	Holy cross Mission hospital Muttuchira	04829-256211	100	Yes	Yes	Yes
KDTY KRPP ETM	Caritas Hospital Thellakom	0481-2790025	400	Yes	Yes	Yes
	Vimala Hospital, Ettumannur	0481-2535354	15	No	No	No
	Christian Medical Center	0481-2597177	35	Yes	Yes	Yes

KFQ KTYM	Railway healthcentre,	0481-2578210 9746769513	NIL	No	No	No
	SH Medical Centre Nagampadam,	0481-2562240 2562860	200	Yes	Yes	Yes
	Medical college	0481-2597311 2597284	500	Yes	Yes	Yes
	General hospital	0481-2563611	250	Yes	Yes	Yes
	Bharath Hospital, Azad Lane	0481-2582947 2581974	100	Yes	No	No
CGV	Chingavanam Medical Centre	0481-2430181	20	Yes	Yes	Yes
CGY	St.Thomas Hosptial, Chettipuzha	0481-2721797	400	Yes	Yes	Yes
	Udayagiri Multi specialty Hosptial	0481-2421250	50	Yes	Yes	No
	NSS Medical mission hospital	0481-2427966	122	Yes	Yes	No
TRVL	PushpagiriHospital,	0469-2700755	1200	Yes	Yes	Yes
	Believers church Medical college hospital,	0469- 2703100 9495998420	750	Yes	Yes	Yes
	Mission Hospital, Tiruvalla	0469-2626000	300	Yes	Yes	Yes
CNGR CYN	Mamman Memorial Hospital	0479-2452823 9447057791	25	Yes	Yes	Yes
	Poyanil Hospital, Kozhencherry.	0468-2210600	150	Yes	Yes	Yes
	Cherian memorial hospital	0479-2452802	300	Yes	Yes	Yes
MVLK	VSM Hospital	0479-2304222 9072313155	150	Yes	Yes	Yes
CHTS MTNC KUMM	Cochin Port Trust Hospital	0484-2666403	250	Yes	Yes	Yes

AROR EVP	Taluk Headquarters Hospital, Shertalai.	0478-2812693	255	Yes	Yes	Yes
TUVR VAY SRTL	KVM Hospital Shertalai.	0478-2832300	185	Yes	Yes	Yes
TRVZ	Sree Narayana Medical Mission	0478-2822506	180	Yes	No	No
MAKM	Green garden hospital	0478-2812538	177	Yes	No	No
KAVR TMPY ALLP	District Hospital, Alleppey.	0477-2253324 2237150	174	Yes	Yes	Yes
	Medical College Hospital, Alleppy	0477-2251611	920	Yes	Yes	Yes
	E S I Hospital, Alleppy	0477-2251388	50	Yes	Yes	Yes
PNPR AMPA TZHI	Ursula Hospital	0477-2272674	10	Yes	No	No
KVTA HAD CHPD	Taluk HQ Hospital Haripad	0479-2412765	50	Yes	Yes	Yes
	Carecraft Hospital	9497072222	25	Yes	Yes	No
KYJ OCR	Star Hospital, Ochira	0476-2690261 2692361 9497900761	40	Yes	NO	No
	Ebanazar Hospital Kayankulam	0479-2442102 2447579	65	Yes	Yes	No
	Govt Taluk Hospital Kayamkulam	0479-2447274	120	Yes	Yes	Yes
	City Hospital KYJ	0479-2449663	75	Yes	No	No
KPY	Taluk hospital, Karunagapally	0476-2620256	100	Yes	Yes	Yes
	Valiyath hospital	0476-2659999	300	Yes	Yes	Yes
	Pearl Hospital	0476-2620210	80	Yes	Yes	Yes
	A M Hospital	0476-2620277	50	Yes	Yes	No
STKT MQO	Nava bhara Hospital	0476-2830306 9497088735	20	Yes	Yes	No
	Padmavathy medical Foundation	0476-2654200	100	Yes	Yes	No

PRND QLN IRP	S.S.M.Hospital, Q S. Road,Quilon	0474-2743848	300	Yes	Yes	Yes
	District Hospital, Kollam	0474-2768667	537	Yes	Yes	Yes
	Upasana Hospiotal	04742768187 9188664070	300	Yes	Yes	Yes
MYY	Govt. Hospital	0474-255050	17	Yes	No	No
	DJM Hospital	9387302000	22	Yes	No	No
PVU	Govt. Rama Rao Hospital	0474-2512324	66	Yes	Yes	Yes
	Shifa Nursing Home	0474-2512485	05	No	No	No
KFI EVA	M R Hospital Edavai	0470-2660646	35	YES	No	No
	S B Clinic Venkulam	9447586604	00	No	No	No
VAK	Mangala Medical Centre	0470-2602676	100	Yes	Yes	Yes
	SSNMM Hospital	0470-2659300 9400050200	225	Yes	Yes	Yes
AMY KVU	Janaki Hospital, Kadakkavur	0470-2659300 8593020357	10	No	No	No
	Thankappan DR Clinic KVU	0470-2657432	00	No	No	No
CRY PGZ MQU	Govt.Taluk Hospital, CRY	0470-2646666	343	Yes	Yes	Yes
	K S Hospital, Attingal	0470-2624842	40	Yes	Yes	Yes
KXP KZK VE KCVL	Medical College Hospital, TVC	0471-2444270	1000	Yes	Yes	Yes
	KIMS Hospital	0471-2447575 2447676	300	Yes	Yes	Yes

TVP TVC NEM	Railway Hospital, Pettah	0471-2477803	60	Yes	Yes	No
	Women&Children Hospital Thycad	0471-2323457	425	Yes	Yes	Yes
	Govt. General Hospital TVC	0471-2307874	747	Yes	Yes	Yes
	Cosmopolitan Hospital TVC	0471-2521252	225	Yes	Yes	Yes
	Ananthapuri Hospital, TVC	0471-6609900 9400332999	350	Yes	Yes	Yes
BRAM NYY AMVA	Lalitha Hospital BRAM	0471-2400044	10	Yes	Yes	No
	Govt. Taluk hospital NYY	0471-2222235	200	Yes	Yes	Yes
	NIMS Hospital NYY	0471-2223542	200	Yes	Yes	Yes
	Roland Hospital NYY	0471-2222413	50	Yes	Yes	No
DAVM	Saroja Hospital PASA	0471-2203081	10	No	No	No
PASA	Govt. Hospital PASA	0471-2202266	200	Yes	Yes	Yes
	SP Hospital PASA	0471-2205411	200	Yes	Yes	No
	Saraswathy Hospital PASA	0471-2202598	100	Yes	Yes	No
KZTW	RV Polyclinic	04651-260919	20	No	No	No
	PPK Memorial Hospital	04651-270135	100	Yes	Yes	No
KZT	CSI Mission Hospital	04651-270073	50	No	No	No
	Annammal Hospital	04651-260555	30	Yes	No	No
	Manju Nursing Home	04651-270141	50	Yes	No	No
PYD	Vijayakumar Hospital	04651-275045	10	Yes	Yes	No
	Pradeep Nursing Home	04651-267377	20	Yes	No	No
ERL	CSI Hospital	04651-222222	200	Yes	Yes	Yes
VRLR	Krishnakumar Ortho. Hospital	04652-231322	100	Yes	Yes	Yes

NJT NCJ	Railway Health Unit	04652-240865	00	No	No	No
	Mother Theresa Hospital	04652-226269	00	No	No	No
	Medical College Hospital	04652-223202 07947434732	900	Yes	Yes	Yes
	Dr Jayasekharan Hospital	04652-230019 230020/21	250	Yes	Yes	Yes
SUCH	Manoharan Hospital	04652-240844	13			
CAPE	Dr Kumaraswami Health Centre	04652-270756 270636	50	Yes	Yes	Yes
	Sivanthi Hospital	04652-246243	30	Yes	No	No
THX AAY	Govt. Health Centre	04652263860	00	No	No	No
	Kani Hospital	04652-263169	25	Yes	Yes	No
KVLK NPK	Suham Hospital	04637-220979	35	Yes	No	No
VLY	Annai Amaravathy Hospital	04637-220347	15	Yes	No	No
NNN	Govt. Hospital	04635-250131	52	Yes	No	No
SGLM MP	Medical College Hospital TEN	0462-2572612	1000	Yes	Yes	Yes
	Kaveri Hospital	0462-2501951	100	Yes	Yes	Yes
	Krishna Hospital	0462-2581276	50	Yes	Yes	Yes

**List of voluntary organization**

<b>District</b>	<b>Name &amp; Area</b>	<b>Service</b>	<b>Phone Number</b>
Kanyakumari	TNSTC/CAPE	Transport	04652-246285, 246019
Nagercoil	TNSTC/NCJ	Transport	04652-231800
	Lions Club/NCJ	NGO	04652-278564
	Rotary/NCJ	NGO	9486129495 9443226228
Thiruvananthapuram	Al Arief Hospital, Ambalathara	Ambulance	0471-2381715
	Jubile Memorial hospital, Palayam	Ambulance	0471-2334561 0471- 2334562
	PRS Hospital, Karamana	Ambulance	0471-2344443, 2342276
	Sreeramakrishna hospital, Peroorkada	Ambulance	0471-2722125, 2727607
	Red Cross	NGO	0471-2478106
	Rotary	NGO	0471-2303073
	Army	Military	0471-2352373
	Airforce	Military	0471-2551371 , 2551361
	KSRTC Control Room	Transport	0471-2463799
	Observatory	Weather forecast	0471-2322894
Quilon	Red Cross	NGO	9447504084
	Rotary/QLN	NGO	9947070499
	Lions/QLN	NGO	9388336330
	KSRTC	Transport	0474-2751053, 2752008
Pathanamthitta	Lions/TRVL	NGO	0469-2735360
	Red Cross/TRVL	NGO	8921374745
	Rotary	NGO	9447104300
	KSRTC/TRVL	Transport	0469-2602945
Alapuzha	Red Cross	NGO	9947034488
	Lions	NGO	0477-2308969
	KSRTC	Transport	04772251518
	Rotary	NGO	9447103956

Kottayam	Lions	NGO	0481-2562861
	Rotary	NGO	8129261242
	Red Cross	NGO	8606076400
	KSRTC	Transport	0481-2562908
	Ambulance Services	Ambulance	0481-2597311
Ernakulam	Navy	Military	0484-28747892872207 0484-2879999
	Red Cross	NGO	0484-2315430

### **Fire & Rescue Force (Government) – General No : 101**

<b>District</b>	<b>Name &amp; Area</b>	<b>Phone Number</b>
Tirunelveli	Fire force – TEN	101, 0462-2572342
Palayamkotta	Fire station	101, 0462-2572099
Kanyakumari	Fire force – NCJ	101
Thiruvananthapuram	Fire station -Parasala	101, 0471-2201717
	Fire station - NYY	101, 0471-2222307
	Control room	101, 0471-2333101
	Fire force – Chenkalchooola	101, 0471-2333101
	Fire force - Chakkai	101, 0471-2502995
	VSSC-Central Station	101, 0471-2563660, 0471-2562994
	Fire station - Varkala	0470-2607700
Kollam	Fire force - QLN	101, 0474-2746200



Pathanamthitta	Fire force – TRVL	101, 0468-2222001
Alleppey	Fire force – ALLP	101, 0477-2230303
Kottayam	Fire force – KTYM	101, 0481-2567444
Ernakulam	Fire force – ERS	101, 0484-2205550
Trichur	Fire force – TCR	101, 0487-2423650
Trichur	Fire force – GUV	101, 0487-2556300
Trichur	Fire force – CKI	101, 0480-2702000

## **Chapter XX**

### **TRANSPORTATION FACILITIES**

#### **Kerala State Road Transport Corporation Head Quarters**

Designation	STD	Office	Residence	Mobile
CHAIRMAN & MD	0471	2462829	2366525	9400058900
E.D (Admin)	0471	2477287	2540424	9447071011
E.D (Technical)	0471	2454588		9497079000
CONTROL ROOM	0471	2463799		9447071021

#### **TELEPHONE NUMBERS OF UNIT OFFICERS, KSRTC.**

Station	KSRTC Unit	STD	Unit Officer	Station Master
VTK	VADAKKANCHERI	04922	255001	
WKI	VADAKKANCHERI	04922	255001	
MGK	THRISSUR	0487	2421842	2421150
PNQ	THRISSUR	0487	2421842	2421150
GUV	GURUVAYOOR	0487	2556210	2556450
TCR	THRISSUR	0487	2421842	2421150
OLR	THRISSUR	0487	2421842	2421150
PUK	PUDUKKAD	0480	2751648	
IJK	IRINJALAKUDA	0480	2823990	
CKI	CHALAKUDY	0480	2701638	
KUC	ANGAMALY	0484	2453050	
AFK	ANGAMALY	0484	2453050	
AWY	ALWAYE	0484	2624007	2624242

KLMR	ALWAYE	0484	2624007	2624242
IPL	ERNAKULAM	0484	2360531	2372033
ERN	ERNAKULAM	0484	2360531	2372033
ERS	ERNAKULAM	0484	2360531	2372033
MTNC	ERNAKULAM	0484	2360531	2372033
CHTS	ERNAKULAM	0484	2360531	2372033
TRTR	ERNAKULAM	0484	2360531	2372033
MNTT	ERNAKULAM	0484	2360531	2372033
PVRD	VAIKKOM	04829	231210	
VARD	VAIKKOM	04829	231210	
KRPP	VAIKKOM	04829	231210	
ETM	KOTTAYAM	0481	2562935	2562908
KTYM	KOTTAYAM	0481	2562935	2562908
CGV	KOTTAYAM	0481	2562935	2562908
CGY	CHANGANASSERY	0481	2421824	2420245
TRVL	THIRUVALLA	0469	2601345	2602945
CNGR	CHENGANNUR	0479	2452213	2452352
MVLK	MAVELIKKARA	0479	2302282	2463799
KUMM	ERNAKULAM	0484	2360531	2372033
TUVR	CHERTHALA	0478	2813052	2812582
SRTL	CHERTHALA	0478	2813052	2812582
MAKM	ALAPUZHA	0477	2251518	2252501
ALLP	ALAPUZHA	0477	2251518	2252501
AMPA	ALAPUZHA	0477	2251518	2252501
HAD	HARIPPAD	0479	2412620	
CHPD	KAYAMKULAM	0479	2445249	2442022
KYJ	KAYAMKULAM	0479	2445249	2442022
OCR	KARUNAGAPPALLY	0476	2620466	
KPY	KARUNAGAPPALLY	0476	2620466	
STKT	KARUNAGAPPALLY	0476	2620466	
PRND	KOLLAM	0474	2751053	2752008
QLN	KOLLAM	0474	2751053	2752008
MYY	KOLLAM	0474	2751053	2752008
PVU	CHATHANOR	0474	2592900	

KFI	ATTINGAL	0470	2622394	2622202
VAK	ATTINGAL	0470	2622394	2622202
KVU	ATTINGAL	0470	2622394	2622202
MQU	KANIYAPURAM	0471	2752533	
KZK	KANIYAPURAM	0471	2752533	
KCVL	THIRUVANANTHAP URAM CENTRAL	0471	2323979	2323886
TVC	THIRUVANANTHAP URAM CENTRAL	0471	2323979	2323886
NEM	PAPPANAMCODE	0471	2491407	2490801
NYY	NEYYATTINKARA	0471	2222225	2222243
PASA	PARASSALA	0471	2202058	

## Petro chemical and LPG emergencies

Contact	Contact Numbers		
	STD	Office	Residence
Cochin Refineries	0484	2722061, 062, 063	
IPN installations	0484	2776116, 277967	
DGM (Tech)	0484	2821300, 301	
Chief Manager (Fire& Safety)	0484	2821902	
Territory manager Ernakulam	0484	2774057,	2343827
LPG Plant /IPN	0484	2720915, 2721552, 2721544	
LPG Plant/Kanjikode	0491	2566156, 2566157 2567434	
POL/ Peelamedu	0422	2532383, 2532637 2532205	
LPG- Sales Manager/ERS	-	7387509371	
LPG- Sales Officer/CLT	-	99447140630	
AGM/NTPC	0479	2474043 9447044043	
Area Manager/NTPC	0479	2419557, 2412536, 2419557	
Control/NTPC	0479	2472706,2474048 2474049, 2473402	

**Chapter XXI**  
**Members of the Kerala Legislative Assembly**

<b>Sl. No</b>	<b>Constituency Name</b>	<b>Candidate's Name</b>	<b>Result</b>
1	Manjeshwar	A. K. M. Ashraf	9995239701
2	Kasaragod	N. A. Nellikkunnu	9447010338
3	Udma	C. H. Kunhambu	9447489707
4	Kanhangad	E. Chandrasekharan	9447672200
5	Trikaripur	M. Rajagopal	9446168577
6	Payyannur	T. I. Madusoodhanan	9447026670
7	Kalliasseri	M. Vijin	9847443943
8	Taliparamba	M. V. Govindan	9400099111
9	Irikkur	Saju Joseph	9447881506
10	Azhikode	K. V. Sumesh	9447372151
11	Kannur	Ramachandran Kadannappalli	9447628800
12	Dharmadam	Pinarayi Vijayan	9447565656
13	Thalassery	A. N. Shamseer	9447056803
14	Kuthuparamba	K.P. Mohanan	9496255500
15	Mattannur	K. K. Shailaja	9447982200
16	Peravoor	Sunny Joseph	9447046694
17	Mananthavady	O. R. Kelu	9446545146
18	Sulthanbathery	I. C. Balakrishnan	9947675080
19	Kalpetta	T. Siddique	9446060303
20	Vadakara	K.K. Rema	9497648545
21	Kuttiadi	K. P. Kunhammad Kutty	9400796466
22	Nadapuram	K. Vijayan	9447426175
23	Quilandy	Kanathil Jameela	9447542026
24	Perambra	T.P. Ramakrishnan	9446485543
25	Balusseri	K.M. Sachin Dev	9961304198
26	Elathur	A. K. Saseendran	9847001879
27	Kozhikode north	Thottathil Raveendran	9446259898
28	Kozhikode south	Ahammed Devarkovil	9847005405
29	Beypore	P. A. Muhammad Riyas	9446373370

30	Kunnamangalam	Adv. P. T. A Rahim	9847510238
31	Koduvally	M. K. Muneer	9947041000
32	Thiruvambady	Linto Joseph	9656039897
33	Kondotty	T. V. Ibrahim	9446774400
34	Eranad	P.K. Basheer	9496606060
35	Nilambur	P.V. Anvar	9447060901
36	Wandoor	A. P. Anil Kumar	9447115677
37	Manjeri	Adv. U.A. Latheef	9447477970
38	Perinthalmanna	Najeeb Kanthapuram	9846881772
39	Mankada	Manjalamkuzhi Ali	9447082166
40	Malappuram	P. Ubaidulla	9447353079
41	Vengara	P.K. Kunjhalikutty	9947020200
42	Vallikkunnu	Abdul Hameed Master	9847327102
43	Tirurangadi	K. P. A. Majeed	9447109014
44	Tanur	V. Abdurahiman	9447121485
45	Tirur	Kurukkoli Moideen	9846812526
46	Kottakkal	Prof. Abid Hussain Thangal	9447282329
47	Thavanur	Dr. K. T. Jaleel	9895073107
48	Ponnani	P. Nandakumar	9447134129
49	Thrithala	M. B. Rajesh	9446343499
50	Pattambi	Muhammed Muhsin	9895319684
51	Shornur	P. Mammikutty	7510131269
52	Ottapalam	Prem Kumar	9446727557
53	Kongad	K. Shanthakumari	9847319606
54	Mannarkad	N. Shamsudheen	9447340892
55	Malampuzha	A. Prabhakaran	9447772855
56	Palakkad	Shafi Parambil	9400000006
57	Tarur	P. P. Sumod	9633951004
58	Chittur	K. Krishnankutty	9447012369
59	Nenmara	K. Babu	9447514738
60	Alathur	K. D. Prasenani	9495056056
61	Chelakkara	K. Radhakrishnan	9447787999
62	Kunnamkulam	A. C. Moideen	9447978800

63	Guruvayoor	N. K. Akbar	9447919490
64	Manalur	Murali Perunelly	9447015284
65	Wadakkanchery	Xavier Chittilappilly	9446228486
66	Ollur	K. Rajan	9400006300
67	Thrissur	P. Balachandran	9847581634
68	Nattika	C. C. Mukundan	9947071105
69	Kaipamangalam	E. T. Taison	9846958317
70	Irinjalakkuda	R. Bindu	9496371755
71	Puthukkad	K. K. Ramachandran	9846186095
72	Chalakkudy	T. J. Saneesh Kumar Joseph	9495981538
73	Kodungallur	V. R. Sunil Kumar	9656965759
74	Perumbavoor	Eldhose Kunnappilly	9446300547
75	Angamaly	Roji. M. John	9971392134
76	Aluva	Anwar Sadath	9846887886
77	Kalamassery	P. Rajeev	9447073744
78	Paravur	V. D. Satheeshan	9400062990
79	Vypen	K. N. Unnikrishnan	9895025020
80	Kochi	K. J. Maxi	9447136374
81	Thripunithura	K. Babu	9447048418
82	Eranakulam	T. J. Vinod	9447044047
83	Thrikkakara	Smt. Uma Thomas	9495929595
84	Kunnathunad	P. V. Sreenijan	9847500812
85	Piravom	Anoop Jacob	9847069671
86	Muvattupuzha	Mathew Kuzhelnadan	9495974044
87	Kothamangalam	Antony John	9946640994
88	Devikulam	Advocate A. Raja	9495567123
89	Udumbanchola	M. M. Mani	9447512082
90	Thodupuzha	P. J. Joseph	9495766600
91	Idukki	Roshy Augustine	9447021314
92	Peerumade	Vazhoor Soman	9447456639
93	Pala	Mani. C. Kappen	9447137219
94	Kaduthuruthy	Adv. Mons Joseph	9447306270
95	Vaikom	C. K. Asha	9947178605



96	Ettumanoor	V. N. Vasavan	9447050543
97	Kottayam	Thiruvanjoor Radhakrishnan	9447018116
98	Puthuppally	Oommen Chandy	9447033333
99	Changanassery	Adv. Job Maichil	9447797959
100	Kanjirappally	Dr. N. Jayaraj	9447464451
101	Poonjar	Adv. Sebastian Kulathunkal	9447054850
102	Aroor	Daleema George	9847698317
103	Cherthala	P. Prasad	9446386719
104	Alappuzha	P. P. Chitharanjan	9447480112
105	Ambalapuzha	H. Salam	9447266423
106	Kuttanad	Thomas. K. Thomas	9539239729
107	Haripad	Ramesh Chennithala	9447777100
108	Kayamkulam	U. Prathibha	9495465666
109	Mavelikara	M. S. Arun Kumar	9846475521
110	Chengannur	Saji Cheriyan	9447069379
111	Thiruvalla	Adv. Mathew. T. Thomas	9447627700
112	Ranni	Adv. Pramod Narayan	9447173000
113	Aranmula	Veena George	8547007032
114	Konni	K. U. Jenish Kumar	9446115329
115	Adoor	Chittayam Gopakumar	9847103731
116	Karunagappally	C. R. Mahesh	9847691443
117	Chavara	Dr. Sujith Vijayanpillai	9495174310
118	Kunnathur	Kovoor Kunjumon	9447500371
119	Kottarakkara	K. N. Balagopal	9446545577
120	Pathanapuram	K. B. Ganesh Kumar	9447747274
121	Punalur	P. S. Supal	9447101233
122	Chadayamangalam	J. Chinchu Rani	8281896075
123	Kundara	P. C. Vishnunath	8848324672
124	Kollam	M. Mukesh	9447072122
125	Eravipuram	M. Noushad	9447454097
126	Chathannur	G. S. Jayalal	9447092323
127	Varkala	V. Joy	9447206270
128	Attingal	O. S. Ambika	9605232496

129	Chirayinkeezhu	V. Sasi	9447411002
130	Nedumangad	G. R. Anil	9447800304
131	Vamanapuram	D. K. Murali	9447428205
132	Kazhakkootam	Kadakampally Surendran	9447048543
133	Vattiyoorkavu	Vk Prasanth	9447260664
134	Thiruvananthapuram	Adv.antony Raju	9446090902
135	Nemom	V Sivankutty	9846660986
136	Aruvikkara	G Stephan	9447235374
137	Parassala	C. K. Hareendran	9447696005
138	Kattakkada	I. B. Satheesh	9446558430
139	Kovalam	M. Vincent	9847346077
140	Neyyattinkara	K. Ansalan	9995191282

### **LIST OF MLAs FROM TAMIL NADU (WITHIN TVC DIVISION)**

Constituency	Name	Phone Number
Palayamkottai	Thiru. Abdul Wahad	94431 67022
Nanguneri	Smt. Ruby R. Manoharan	9841085525
Radhapuram	Thiru. M. Appavu	7598582550
Kanniyakumari	Thiru. Thalavai Sundaram	9444990009
Nagercoil	Thiru. M. R. Gandhi	9443222770
Colachel	Thiru. J. G. Prince	94426 29700
Padmanabhapuram	Thiru. T. Mano Thangaraj	94434 50150
Vilavancode	Smt. S. Vijayadharani	93613 21204
Killiyoor	Thiru. S. Rajesh Kumar	94431 03539

## **Chapter- XXII**

### **LIST MEMBERS OF PARLIAMENT (RS & LS)**

1	LS	Adv. A. M. Ariff, Alappuzha (Kerala )	Tel. : (0477) 2267949 09447260665 (M)
2	LS	Shri. Anto Antony, Pathanamthitta (Kerala )	Tel. : (0468) 2204400, 09447010000, (M)
3	LS	Shri. E. T. Mohammed Basheer, Ponnani (Kerala )	Tel : (0483) 2743636, 09447125278 (M)
4	LS	Shri. Benny Behanan Chalakudy (Kerala )	Tel. : (0484) 2576566 09846184400 (M)
5	LS	Shri. Thomas Chazhikadan, Kottayam (Kerala )	Tel. : (0481) 2560678, 09447160678 (M)
6	LS	Shri. Hibi Eden, Ernakulam (Kerala )	Telefax : (0484) 2400567, 09447147091 (M)
7	LS	Shri. Rahul Gandhi, Wayanad (Kerala )	Tel : (011) 23795161 Fax : (011) 23012410
8	LS	Ms. Ramya Haridas, Alathur(SC) (Kerala )	Tel. (0492) 2222223, 09388849748 (M)
9	LS	Shri. Kodikunnil Suresh Mavelikkara(SC) (Kerala )	Telefax : (0474) 2454000, 09447145400 (M)
10	LS	Adv. Dean Kuriakose, Idukki (Kerala )	Tel. : (04862) 267578, 09447877369 (M)
11	LS	Shri. K. Muraleedharan, Vadakara (Kerala )	09495305555 (M)
12	LS	Adv. Adoor Prakash, Attingal (Kerala )	Tel : (04734) 224300, 09447008166 (M)
13	LS	Shri. T.N. Prathapan, Thrissur (Kerala )	Tel. : (0487) 2600717, 09447066717 (M)
14	LS	Shri. N.K. Premachandran, Kollam (Kerala )	Tel : (0474) 2769922, 09400117700 (M)
15	LS	Shri. M. K. Raghavan, Kozhikode (Kerala )	Tel : (0495) 2376622, 09446063011(M)
16	LS	Dr. M. P. Abdussamad Samadani, Malappuram (Kerala )	Tel: 08547157777, 09496134313(M)
17	LS	Shri. Kumbakudi Sudhakaran, Kannur (Kerala )	Tel : (04972) 2701300 09446471300,

			09495942402(M)
18	LS	Dr. Shashi Tharoor, Thiruvananthapuram (Kerala )	Tel : (0471) 2324555, 09013180980
19	LS	Shri. Rajmohan Unnithan, Kasaragod (Kerala )	09447590800 (M)
20	LS	Shri. V.K. Sreekandan, Palakkad (Kerala )	09447035000 (M)
21	LS	Thiru. S Gnanathiraviam Tirunelveli (Tamil Nadu)	09443120619
22	LS	Thiru.Vijay Vasanth Kanyakumari (Tamil Nadu)	09840033352
23	RS	Shri. A. A. Rahim (Kerala)	9895005230
24	RS	Shri. John Brittas (Kerala)	9847720010
25	RS	Shri. V. Sivadasan (Kerala)	9447320820
26	RS	Shri. Elamaram Kareem (Kerala)	0495-2760700
27	RS	Shri. P. Santhosh Kumar (Kerala)	8281020300
28	RS	Shri. Binoy Viswam (Kerala)	9605766702
29	RS	Shri. Jose. K. Mani (Kerala)	9447067772 9567014414
30	RS	Smt. Jebi Mather Hisham (Kerala)	9846290099
31	RS	Shri. P. V. Abdul Wahab (Kerala)	9013181677 9868181280
32	RS	Thiru. A Vijayakumar (Tamil Nadu)	9443156779 9013181466

**Chapter- XXIII**  
**DISTRICT COLLECTORS**  
**(DISTRICTS UNDER THIRUVANANTHAPURAM DIVN)**

<b>Sl No.</b>	<b>District</b>	<b>Name</b>	<b>Mobile No.</b>
1	Tirunelveli	Thiru. Vishnu. V.	9444185000
2	Kanniyakumari	Thiru. M. Arvind.	9444188000
3	Trivandrum	Dr. Navjot Khosa.	9447700222
4	Kollam	Smt. Afsana Perveen.	9447795500
5	Alappuzha	Shri. M. Alexander.	9447129011
6	Pathanamthitta	Dr. Divya. S. Iyer.	9447029008
7	Kottayam	Dr. P. K. Jayshree.	9447029007
8	Ernakulam	Shri. Jaffer Malik.	9447729012
9	Idukki	Smt. Sheeba George.	9447032252
10	Thrissur	Smt. Haritha. V. Kumar.	9447129013
11	Palakkad	Smt. Mrunmai Joshi.	9387288266

**Chapter XXIV**  
**LIST OF DRM, ADRM & BRANCH OFFICERS**

<b>Branch</b>	<b>Name S/Shri/Smt</b>	<b>Phone Number</b>
General	Mukund.R, IRSME, DRM	97467 69000
	M.Vijayakumar, IRSME, ADRM	97467 69001
Accounts	M. Raseem, IRAS, Sr.DFM	97467 69100
Commercial	Jerin.G.Anand, IRTS, Sr.DCM	97467 69950
Engineering	R. Arun, IRSE, Sr.DEN Cord	97467 69200
Electrical General	R. Ranjith, IRSEE, Sr.DEE/G	97467 69300
Electrical Operation	Sandeep Joseph, IRSEE, Sr.DEE/OP	95678 69903
Electrical TRD	T. C. Johnson IRSEE, Sr.DEE/TRD	97467 69350
Mechanical	Mrs. Astha Sneha, IRSME, Sr.DME	97467 69400
Medical	Dr. SVO.Chandrakumar, IRHS, CMS /TVC	97467 69500
Security	Mrs.Tanvi.P.Gupte, IRPFS Sr.DSC	9746769700
Personnel	Lipin Raj, IRPS, Sr.DPO	97467 69600
Safety	K.Vijayakumar, IRSEE Sr.DSO	97467 69990
Signal & Telecom	Ranjith. K. P, IRSSE, Sr.DSTE	97467 69800
Stores	K.R.V.Ramana, IRSS, Sr.DMM	97467 66883
Traffic	Vijuvin, IRTS, Sr.DOM	97467 69900

## Annexure - I

### List of Sources of Machineries & Labours at TVC Division Area

Sl No	Name	Place	Phone No
1	M.Rajan	Thrissur	9447700072
2	K.V. Anil Kumar	Ernakulam	9947278223
3	K.R. Baiju	Ernakulam	9446590200
4	K.P.Latheef	Ernakulam	9961789473
5	Dhanesh Kumar. D	Ernakulam	9446590400
6	Biju.K.K	Ernakulam	9446500211
7	Akash Jacob	Ernakulam	9562298558
8	M/s. Kavalakkat Construction	Ernakulam	9995869271
9	Hisham Transport	Ernakulam	9847048153
10	George.V.M	Ernakulam	9497028673
11	Reji John	Ernakulam	9447001996
12	Jhonson.K.A	Ernakulam	9447976555
13	M/s. Coastal Engineering	Ernakulam	9447031746
14	C.X. Varghese	Kochi	9495843878
15	K.K.Abraham	Kottayam	9447050917
16	Vallikkatt Earth Movers	Kottayam	9447157111

17	M.M. Joseph	Kottayam	9446983633
18	M/s. Southern Rocks	Pathanamthitta	9446754468
19	Antony.K.K	Alappuzha	9447804949
20	Bochan.P. Dominic	Alappuzha	9447227299
21	Vijayachandran	Alappuzha	9446920177
22	Shivaraman Nair.P.S	Alappuzha	9447778318
23	Sreeraj.B	Alappuzha	9495138813
24	Bijoys.K.Abraham	Alappuzha	9846715518
25	Najeeb Mannel	Kollam	9847074849
26	Suresh Kumar Vasavan	Kollam	9447133891
27	Salim Mannel	Kollam	9846212677
28	Sajesh Christbai Babu	Trivandrum	9497760610
29	S.Ambrose & Co	Kanniyakumari	9486289347
30	S.Micheal Jabaraj	Kanniyakumari	9994216470
31	Sam Manohar	Kanniyakumari	9443746835
32	R.Sureshraj	Kanniyakumari	9486627076
33	R.Jaya Singh	Kanniyakumari	9442997836
34	A.S.K Engineering	Thirunelveli	9443182907



## Contractors with list of Heavy Machineries

SI No	Name & Address	Contact Numbers	List of Machineries
1	Sri. Sam Manohar Pilavilayil Palliyadi post, Kanyakumari, Tamil Nadu	9443746835	JCB , HITACHI, LORRY, TEMPO, SAFTY EQUIPMENTS AND ALL REQUIRED EQUIPMENTS
2	Sri. M. Rajan, Mechur House, South Thoravur, Pudukad, Trichur	9447700072	Bolero, Tipper, JCB, All Tools
3	M/s. Perumalil Granite Construction, Valiya Kavala, Vaikom, Kottyam.	9388881112	Bobcat, Concrete Mixer Trolley, Concrete Pump BP 350 DXT, Diesel gensets, Doosan Excavator Model S150LC, Hyundai Excavator Loader R110-7 Standard, Volvo 210 excavator, JCB 3DX super, Mahindra & Mahindra Bolero, Pickup – Bolero, Mixer machine with Digital weigh batching, Pilling equipment, Tanker Lorry, Bending machine, Cutting machine, Furnished office Container, Self Mobilier Concrete (Ajax), Vibrator, Weigh Batchter, tipper, Taurus Tipper, Vibrator Roller Machine, Welding Generator, Shutter, Tractor mounted dewatering pump 50 HP, Portable compressor, Cuplock assembly, ISMB 600, ISMB 300, ISMB 150, Channels, Steel crib, Dozer, self Mobilizer Concrete ( Ajax) 4.5cum, 14 ton ACC Crane
4	Sri. C.X.Varghese, Chakkanath House, Vytila P.O., Cochín.	9495843878 9074175301	Excavator, Poclain, Mixer Machine, Tipper, Stressing Jack, Hydraulic Pump, Heavy Type shutters

5	Sri. K V Anilkumar Kodath House, Old Desom road, Thottakatukara PO Aluva, Ernakulam	9947278223	Excavator, Mobile Concrete Mixer, Crane/ Hydra, Earth Loader, Earth compactor, Tipper torus, Trailor (40Ft), Dozer, Tanker, Rock Breaker, Motor Grader, DMC Pilling rig, Sheet piling items, Truck 21 MT Capacity, Batching Plant (18 cum)
6	Sri. R Jayasingh Muttaikattu vilai, Kuzhithurai, Kanniakumari, Kerala	9442997836	JCB, Tipper, Roller, Mixer Plant, Concrete Mixing plant
7	Sri. K A Johnson, Kolanchery House, Kottamam, Neeleswaram, Kalady	9447050026	JCB, BOBCAT, HITACHI, Tipper, Water pump set, Electrical pump, Drilling machine
8	M/S Easwari - Industries 5/146A, Kollampattarai Street, Paramakudi, Ramanathapuram, Tamilnadu	9442110040	HITACHI, Tipper, Tractor, Mixer Machine, Vibrator, Poclain and Crane, Weigh Batcher, Welding Machine, Generator, Riveting Accessories, Shutters & Scaffolding
9	Sri. S Michael - Jebaraj Meleoottinkara, Thiruthuapuram, Kuzhithurai	9442079523	Tipper, Roller, Tar Mixing Plant, Concrete Mixing Plant
10	Sri. S Parthiban No. 3 10A mariamman Koil Street, Avinandi PO Tittakudi TK, Cuddalore	9715474431	Drilling Machine, Cutting machine, Breaker Machine, Mixer Machine, Welding Machine
11	Sri. S Rajendran No.899, MES RoadGokula Bangalore	9442547822	JCB, Concrete Mixer – 4 Nos Shuttering mateial Vibrator – 6 Nos Cutting Machine – 4 Nos and Necessary Tools & Plants

12	Sri. Pradeep S Alappuzha JYothis Valiyakuzhi Muttam Po cheppad Alappuzha	9447181727	JCB, BOB CAT, 14T crane, Torus, Tipper, Pickup, Water tanker lorry, Shuttering Materials 10000 Sqft
13	Sri. S. Ambrose, 10/188 Paruthykottai vilai, Kunnampari, Kattathurari PO, Kanniakumari	9486289347	JCB, Pickup Van, Tipper, welding equipment, Grinding equipment, Masons equipment, Diesel Generator, Mixer
14	Sri. KK Antony Kalarickal House, Kadakarapally PO, Alappuzha	9447804949	Mixer Machine, JCB, HITACHI, Lorry, excavator, Generator, Concrete Plant
15	Sri. Biju KK Kodath House, Neduvannoor, Chowara PO Ernakulam	9446500211	Tipper, Nissan, Crain, Ashok Leyland Dost, JCB, Tata ace
16	M/S Meltech - Enterprises, Krishna, Mancherry Line, Eroor (N) P.O. Tripunithura, Ernakulam	0484 - 3116247 0484 - 2780529 9446577312	Drilling machine, Cutting machine, Generator 2800 watts
17	Sri. Sajesh Christibai BC House Edacode Nemom PO, TVM	9497760610  9497760610	JCB, HITACHI, Self loading concrete mixer, Tipper, Concrete cutter, Jack hammer.
18	M/S UWE Engineers PVT Ltd- Ernakulam 1/12,OLD PRESS BUILDING,HOSPITAL ROAD,PIZHALA,Ernak ulam,Kerala,	9497276490	Cylinder, Regulator, Pressure gauge, DV, Mask, Harness, Hood, Boot, Suit, Coat, Back pack, Weight, Waist belt, Fings, Ladder, Rope, CCTV, Camera cable, Generator (hp-1, lp-1), Umbilical cable, KMB28, COMS, Tool box

19	M/S GM Infratech Salem 16 324 BRINDAVAN ROAD 7TH CROSS FAIRLANDS, ALAGAPURAM,SALE M,Tamil Nadu,	9443269117	JCB, 12 T Crane, Tipper Lorry, Tractor, Stocking Tools
20	M/s. Southern Rock & Aggregate Mining Co., Jandaik, Cherukulanji, Ranni	04692608246 9447279030 9995407570 9447741337	JCB, Concrete Cutting Machine, Tipper, Hitachi etc.
21	M/s Aqua Space Diving Services, 39/4024-B, Sreekanth Road, Cochin	0484-2319585 9847031255	CC TV with monitor VCR control unit, Under water communication system, Under water still photography unit, High pressure compressor 300-220, KMP diving mask, Under water cutting equipment, Under water welding equipment
22	Sri. NajeedMannel, Mannel Cottage, Edakulangara P.O., Karunagappally.	9847074849 04762624849 04762631000 9207750070	14T crane, Poclain or JCB of adequate capacity ( Excavator), Tipper of Lorry, Spreading Motor Grader, Hydraulic excavator, Rock breaker/ Chiselling equipment, Bull dozer, Drifting/Blasting equipment, any other equipments such as total station, auto level etc.
23	Sri. K.K.Abraham, Kalayil House, Pothampuram P.O., Kottayam.	9447050917 04812500917	Excavator JCB, Tower crane, Skid steer loader, Mixer machines, Generator, Welding set, Self- loading Concrete Mixer
24	M/s. Vallikkat Aggregates, Vallikattil, Ettumanoor, Kottayam.	9447157111 9447053111	JCB, Tipper, Dozzar, HITACHI, Torus

25	Sri. M.M.Joseph, Mattathil House, Athirampuzha, Kottayam.	9446983633 8078409110 8281157862	Generator, Mixer Machine, Vibrator, Earth Hammer, Cutting Machine, Hand Tools
26	Sri. KR Baiju Kodath house, Neduvannoor, Ernakulam, Kerala	9446590200	Hydra Crane 1.0MT, JCB 3DX, Pick up, Abrasive rail cutting machine, Torrus, Rail Drilling machine, Rail welding set.

## Annexure - II

### IDENTIFIED VULNERABLE LOCATIONS IN TVC DIVISION

DETAILS OF VULNERABLE LOCATIONS IN TVC DIVISION				
PWI	Total Nos.	Location	Section	Remarks
TCR	3	10/800-11/000	SRR-TCR	Akamala Cutting
		18/700-19/400	SRR-TCR	Kurancherry Cutting
		7/800-8/500	PNQ-GUV	Amala cutting
AWY	2	70/800-900	TCR-ERS	Bank Slope Erosion
		86/200-300	TCR-ERS	Br. No. 175
KTYM	2	60/200-800	KTYM-KYJ	Deep cutting & Tunnel
		89/700-800	KTYM-KYJ	Weak Cutting
PVRD	3	18/500-700	ERS-KTYM	Deep Cutting
		33/400-700	ERS-KTYM	Deep Cutting
		42/100-700	ERS-KTYM	Deep Cutting
ALLP	1	78/0-400	ALLP-KYJ	Weak formation
MVLK	1	139/600-700	KYJ-QLN	Bridge No.27
QLN	3	166/285-420	QLN-TVC	Approach - Br. No. 2287, Paravur Kayal
		170/0-100	QLN-TVC	Cutting
		170/12-171/4	QLN-TVC	Approach of Br. 2305, Wave action

TVC	10	231/900 - 232/000	TVC-NCJ	Deep cutting
		248/800-249/000	TVC-NCJ	Deep cutting
		254/050-255/000	TVC-NCJ	Deep Cutting
		255/350-750	TVC-NCJ	Deep Cutting
		256/600-257/020	TVC-NCJ	Deep Cutting
		257/150-600	TVC-NCJ	Deep Cutting
		259/800-260/350	TVC-NCJ	Deep Cutting
		262/200 - 400	TVC-NCJ	Deep Cutting
		267/350-268/750	TVC-NCJ	Deep Cutting
		272/200-400	TVC-NCJ	Deep Cutting
NCJ	2	5/300-820	NCJ-CAPE	Cause way
		312/400-500	NCJ-TEN	RAW near to track