

DISASTER MANAGEMENT PLAN

LUCKNOW

**DIVISION
N E RAILWAY**

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***“It is likely that
something unlikely
will happen”***

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NORTH EASTERN RAILWAY
LUCKNOW DIVISION

DISASTER MANAGEMENT PLAN

Disaster Management Plan should be referred to, in case of declared disaster. In cases of ordinary accidents, the provisions of Accident Manual and other related rules / Manuals in vogue should be followed.

A Disaster shall mean an unusual occurrence characterized by sudden calamity : huge material damage, loss and distress to society : as a result of collapse of precautions of normal life and working. Disaster may be caused by human / equipment failure. Disaster in the railway context shall be a major train accident leading to serious casualties and long duration of interruption to traffic.

SAFETY DEPARTMENT
LUCKNOW DIVISION
NORTH EASTERN RAILWAY

FOREWORD

As Railway Personnel, we are expected to exercise spontaneous initiative and utmost devotion in accident management. Clear-cut-guidelines and standing instructions to meet disaster can go a long way in minimizing the after-effects of accidents & disasters. This plan brings out in detail the action to be taken in the aftermath of an emergency and steps required to provide prompt & effective relief to the affected people.

A plan of this kind cannot possibly foresee and provide instructions for every eventuality, but an attempt has been made to visualize the various situations that are likely to arise in emergency working and lay down clear-cut instructions to meet the same.

This book does not supersede or alter in any way the rules contained in different Railway Manuals and policy circulars.

Every railway employee of Lucknow division connected with train working & also connected with relief and rescue operations in case of a disaster should go through it carefully and act upon it. The contents will be helpful in tackling the problems that arise in abnormal situations.

**(VIJAY LAXAMI KAUSHIK)
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Chapter – 1

DISASTERS

1.1 WHAT IS A DISASTER? :--

1.1.1 Disaster is an unusual occurrence characterized by sudden calamitous event, having great material damage, loss and distress. It is an event, which threatens a society or a relatively self sufficient sub division of a society with major unwanted consequences.

1.1.2 Disaster is an unusual of a magnitude in terms of its severity or scale of casualties that may require active involvement of multiple agencies of the Central Government (Ministry of Railways & other Ministries) and State Government(s).

1.1.3 Disaster in the railway context “ 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 Organisations.”

1.1.4. In case of a serious accident the Administration would take a conscious decision whether the situation is to be classified as a Disaster or not.

1.1.5 *GM, AGM, or CSO is the authorized officer to declare an untoward incident as a Railway Disaster.* Such declaration will be issued to all concerned with the approval of General Manager. As soon as the accident is declared as a Disaster, the concerned officers will be apprised of the same by the different functionaries in Central Control as detailed in para B (iv) of Chapter 3 and all instructions as contained in this Disaster Management Plan would automatically come into force, and officers and staff of all departments would take action as laid down in this book, in addition to the provisions of accident Manual and other Rule Books/Manuals in use.

1.2. DISASTER INVOLVING TRAIN SERVICES :

The disaster may be due to the following factors:

Human/Equipment failures leading to:· Collisions, Derailments, Level crossing accidents at Manned/ Unmanned Level Crossings, Fire on Train.

Natural Calamities such as: · Landslide, Earth quakes, Floods, Storm/Cyclones/Tornadoes.

Sabotage: Setting fire to train/railway installations and railway property, Bomb blasts, Placing of obstructions on track to cause disruption to traffic, Tampering with railway fittings to cause accidents.

Chemical: Disaster due to Chemical reaction.

Chapter – 2

PREPAREDNESS AND RESOURCES

Railways are generally self-reliant in carrying out rescue and relief operations. However mobilizing non railway resources in cases of major accidents, involving heavy casualties, occurring in remote areas, difficult terrain and/or under adverse weather conditions may be necessary.

Disaster Management mechanism in Railways is to be maintained at a high level of preparedness and efficiency. All resources (men and material including medical personnel, transport, volunteers, police and fire services) belonging to railway and non-railway both, should be ensured for availability and preparedness.

Resources available in case of a major accident may be grouped into 4 different units, depending on the time frame within which these can be made available after an accident. These are as follows:

Resource Unit I - Railway and non-railway resources available on the train, and at nearby surroundings.

Resource Unit II - Railway resources available at ARMV/ART depots and elsewhere within the division.

Resource Unit III- Railway resources available at ARMV/ART depots and elsewhere on adjoining Zones and Divisions.

Resource Unit IV - Non-railway resources available within or outside the division.

2.1. Resource Unit – I:

2.1.1 On trains carrying Passengers following resources are available :

- a. First Aid Box available with the Guard.
- b. First Aid Box available with Train Superintendent and in the Pantry Car.
- c. Portable Telephones, Fire Extinguishers in Brake Van.
- d. Portable Telephones in Locomotives.
- e. Walkie-Talkie with Guard and Driver.

- f. Cell Phones/Mobile communications with Passengers.
- g. Information collected by Train Superintendent/Travelling Ticket Examiner ab
- (a) Medical Practitioners a
- (b) Railway Officers travelling on the train.
- h. Railway Staff travelling on the train – either on duty or on leave.
- i. Passengers who volunteer their help.

2.1.2 Non – railway resources available nearby :

- a. Volunteers from nearby villages and towns.
- b. Transport facilities available at site or passing nearby.
- c. Tractors with trolleys from nearby villages for
 - (i) transport and
 - (ii) lighting up the accident site-Station staff and local railway administration should requisition help from non-railway sources for medical assistance, additional manpower, rescue equipment, lighting arrangements, transport and fire fighting tools etc. before railways own rescue team arrives.

2.1.3 Railway resources available nearby:

- a. Engineering, S&T, OHE and other departmental gangs/staff.
- b. Other resources such as medical facilities, communication facilities.
- c. Families of gang men and other staff residing in vicinity.

2.1.4 At adjoining Stations:

- a. Staff available at adjoining or nearby stations.
- b. Railway and non – railway resources as given in respective Divisional DM Plans.

2.2 Resource Unit – II:

- a. ARMVs, ARTs with 140T crane are stabled at nominated stations
- b. Railway medical and departmental resources.

2.3. Resource Unit – III:

- a. Location of AMRVs, ARTs with 140T crane based on adjoining Zones/Divisions
 - b. Section wise chart of which ARMVs/ARTs to be requisitioned from adjoining Zones Divisions .
 - c. Resources of men and material available on adjoining Zones/Divisions .
- Copies of DM Plans of adjoining divisions should be available with the divisional control offices.

2.4. Resource Unit – IV:

- a. Non-railway resources available within the division - as and included in the Divisional DM Plan.
- b. Non - railway resources available outside the division - as and included in the Divisional DM Plans of adjoining Zones/Divisions.

c. Air support

2.5 Authority to order movement of ARMV & ART to site:

- (a). On receipt of information about serious accident involving casualties, ARMVs and ARTs shall be ordered immediately.
- (b) This decision would be taken by the Dy. Chief Controller (Coaching) on duty and nobody's authorization would be required for ordering the same. In this regard provisions available in

Para 6.04 (a) of Accident Manual shall be considered adequate.

- (c) After sounding of siren the ARMV and ART should be run out within the stipulated target time.

Chapter – 3

DISASTER RESPONSE – INSTANT ACTION TEAM

ACTION BY FRONT LINE STAFF & STAFF/PEOPLE IN AND AROUND SITE OF ACCIDENT

INSTANT ACTION TEAM (IAT):

3.1 Instant Action Team comprises

- (i) The Guard, Crew, TS, TTEs, AC coach attendant, RPF and other Non railway staff on duty on the accident involved train.
- (ii) GRP staff travelling on the train on duty.
- (iii) Railway staff travelling by the accident involved train either on duty or on leave as passengers.
- (iv) Doctors travelling by the train.
- (v) Passengers travelling on the train who volunteer for rescue and relief work.
- (vi) Railway staff working at site or available near the site of the accident.
- (vii) Non-Railway personnel available at or near the accident site.

3.2 Pre – accident checklist of preparation for Members of Instant Action Team

- (i) Generally, about 15” time elapses before information regarding occurrence of an accident reaches the Divisional Control Office. In case information can be conveyed immediately this time can be saved. This 15” time is of vital importance since it constitutes 25% of the ‘Golden Hour’.
- (ii) In case they have a Mobile, ensure that telephone numbers of all relevant officials such as those of divisional control offices etc. have been permanently fed into the Mobile for immediate use in an emergency.

(iii) These important telephone numbers should cover all those sections where they are required to work their train either within their own division or even those of adjoining divisions.

3.3 Duties of Guard, Driver and other Commercial Staff

Detail duty list of Guard and Driver are laid down in the Accident Manual as also in the guide book for front line staff published by this Railway. Some of the more important ones are enumerated below:---

3.3.1 Guard

- (i) Note the time of the accident and the location.
- (ii) Switch on the Amber Light, if provided, in Flashing Tail Lamp, in the rear of brake van.
- (iii) Inform Driver through walkie – talkie set.
- (iv) Inform Station Master on walkie – talkie set, if possible.
- (v) Protect adjacent line/lines if required and the line on which the accident has taken place as per G&SR 6.03.
- (vi) Secure the train and prevent escaping of vehicles.
- (vii) Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- (viii) Send information through quickest means to Control Office and SMs on either side of the block section. For this purpose,
 - (a) Walkie – talkie communication provided with stations should immediately be used.
 - (b) Otherwise field telephone should be used.
 - (c) If a train comes on the other line which is not blocked the same should be stopped and information sent through the driver.
 - (d) Assistant driver or Assistant guard may be sent to the next station to convey information of the accident.
 - (e) If all of the above fail, one of the railway staff on duty on the train should be sent on foot to the nearest station.
- (ix) Utilize Emergency Train Lighting box to facilitate medical aid.
- (x) Save lives and render First Aid.
- (xi) Call for Doctors and seek their assistance.
- (xii) Seek assistance of railway staff and other volunteers from train to rescue injured or entrapped passengers.

- (xiii) Direct railway staff and other volunteers from train for attending to injured.
- (xiv) Ensure that field telephone is constantly manned by a railway staff.
- (xv) Arrange protection of passengers' belongings and railway property with the help of railway staff, volunteers on train, RPF and GRP.
- (xvi) Stop running trains on adjacent line and utilize resources on that train.
- (xvii) In electrified section if OHE is affected, take steps to switch off OHE supply.
- (xviii) Arrange for transportation of injured to hospital.
- (xix) Record evidence or statements, if any, given by passengers.
- (xx) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- (xxi) Log your activities. Do not leave the spot unless you are relieved by a competent authority.

3.3.2 Driver

- (i) Note the time of the accident and location.
- (ii) Switch ON the 'Flasher light' of the locomotive and give 4 short whistles.
- (iii) Inform Guard on walkie – talkie set.
- (iv) Light the fusee, if required.
- (v) Inform Station Master on walkie – talkie set, if possible.
- (vi) Protect the adjacent line, if required, and the train in front as per G&SR 6.03.
- (vii) Take necessary action to keep the loco safe.
- (viii) Take necessary action to prevent Loco/Vehicles/ Wagons from rolling down.
- (ix) Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- (x) Send information through quickest means to Control Office and SMs on either side of the block section. For this purpose,
 - (a) Walkie – talkie communication provided with stations should immediately be used.
 - (b) Otherwise field telephone should be used.
 - (c) If a train comes on the other line which is not blocked the same should be stopped and information sent through the driver.
 - (d) Assistant driver or Assistant guard may be sent to the next station to convey information of the accident.
 - (e) If all of the above fail, one of the railway staff on duty on the train should be sent on foot to

the nearest station.

(xi) Render all possible assistance to the guard.

(xii) Preserve all clues and evidences regarding probable cause of the accident and ensure that

these do not get disturbed.

(xiii) Log your activities. Do not leave the spot unless you are relieved by a competent authority.

(xiv) If necessary detach Loco and take it to inform SM.

3.3.3 Train Superintendent/Travelling Ticket Examiners

(i) Preserve reservation charts of each coach containing names of passengers who actually travelled and in which berth no.

(ii) Avail services of Doctors travelling by the train and render Medical Aid.

(iii) Render First Aid to injured.

(iv) Collect particulars of injured passengers and prepare a list showing exact position of injured in coaches, from Train Engine to Brake Van. This should be handed over to railway doctors when ARMV arrives.

(v) Prepare a separate list of dead passengers with address and ticket particulars, if available.

(vi) Take assistance of local people and other volunteers at site.

(vii) Transport injured passengers by road vehicles, if available, to the nearest hospital.

(viii) Inform stranded passengers about alternative transport arrangement.

(ix) Record Evidences or statement given by passengers/others at site.

3.3.4 AC Mechanic/Attendant

(i) Switch off the power supply to avoid short-circuiting in case of suspected fire in coaches or any other damage.

(ii) Assist the TS/TTEs in their duties at the accident site.

3.3.5 - RPF and GRP staff

(i) Try and rescue as many passengers as possible from the accident involved coaches.

(ii) Render First Aid to injured.

(iii) Arrange to shift injured persons to the nearest hospital.

(iv) Protect passengers luggage and railway property.

(v) Preserve all clues and evidences regarding probable cause of the accident and ensure that

these do not get disturbed.

3.3.6 Gang Staff:

(i) On double line section stop any other train approaching the accident area by showing hand danger signal.

(ii) Ensure that track alignments or lines are not disturbed.

(iii) Report to OC Site and assist in rescue and relief work.

(iv) Assist in extricating injured passengers from coaches.

(v) Assist in transporting them to nearest hospitals.

3.3.7 Gate men:

(i) Keep gate closed if the train has not cleared the gate.

(ii) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.

(iii) Arrange to inform SM immediately.

(iv) Don't meddle with Interlocking.

(v) Avail services of road vehicles waiting or passing through LC Gate.

(vi) Send message to nearby village, informing them regarding the accident.

(vii) Collect men and material available nearby and direct them to site.

3.3.8 Station Master at adjoining station:

(i) Conveying of information.

(ii) Arrange protection of traffic by keeping all signals at ON position.

(iii) Report the accident to Station Master at the other end. He should be asked to call all off duty

staff at his station and send them to the accident site.

(iv) Report the accident to Section Controller.

(v) Control to be advised regarding –

- Time and nature of accident.

- Brief description of accident.

- Adjacent lines clear or not.

- Damage to rolling stock.

- Damage to track in terms of telegraph posts.

- OHE masts damaged or not, and extent of damage.

- Approximate number of dead and injured (grievous, simple) to be obtained from the TS/

TTEs.

(vi) Following functionaries should be advised regarding the accident:

- All off duty railway staff posted at that station.

- SS of Junction stations at either end.

- TI, DCI.

- P Way Supervisors – SSE/JE etc.

- TRD Supervisors – SSE/JE etc.

- C&W Supervisors – SSE/JE etc.

- S&T Supervisors – SSE/JE etc.
- SI/RPF, SHO/GRP.
- Nearest Fire Station.

(vii) Inform civil authorities, village/town/city representatives and volunteers for possible relief assistance.

3.3.9 Supervisory Station Manager of the nearest Jn. station shall proceed to accident site.

3.3.10 Medical assistance:

- (i) Call for assistance from local Doctors, St.John's Ambulance Brigade, Civil and Army Hospitals.
- (ii) Arrange adequate number of First Aid boxes and stretchers.
- (iii) Mobilize local medical team and send it to site to render First Aid to the injured.
- (iv) Quickly transport ARME Scale – II equipment to the site of the accident.

3.3.11 Passenger assistance:

- (i) Arrange drinking water, beverages and refreshments, either from Refreshment Room or local sources.
- (ii) Supply beverages and refreshments free of cost to stranded passengers.
- (iii) Open an emergency counter and display necessary information.
- (iv) Obtain reservation charts and display it.
- (v) Collect information on dead/injured and convey it whenever asked for.
- (vi) Make frequent announcements about diversion, cancellation, regulation of train services.
- (vii) Arrange for refund of fares as per extant rules.

3.3.12 Transport assistance:

- (i) Arrange for transport from local resources, if available, for transporting injured passengers to nearest hospitals by fastest possible means.
- (ii) For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized.
- (iii) Stranded passengers to be transported from the accident spot by arranging transshipment either by train or by hiring road vehicles.

3.3.13 Security assistance:

- (i) Advise RPF/GRP/State Police to provide security to passengers, their belongings and railway property.

(ii) They should also be asked to assist in rescue and relief work.

3.3.14 Communication Assistance:

(i) Direct passengers to PCO booths available nearby, Hire cellular phones to meet the need of stranded passenger.

(ii) Issue free telegrams and make available STD phone to relatives of dead/injured.

3.3.15 Sending manpower for site:

(i) Proceed to site of the accident by quickest means with trolleys, coolies, lamps, vendors and

any other equipment that is considered necessary.

(ii) Till relieved by a Traffic Inspector or Divisional Officers be in charge of site and carryout rescue/relief operations.

3.3.16 Preservation of clues and evidences:

(i) TI/SM first reaching the site shall take action to preserve clues and evidences.

(ii) Secure records related to accident in the Station/Cabin.

(iii) Seal slides, levers, knobs and Relay room, if accident takes place within the Station limit.

3.4. Duties of TI/PWI/SI/CWI/LI:

3.4.1 Rushing to accident site with men and material:

(i) Before leaving for the site of accident organize maximum number of men to go to the accident site along with their equipment.

(ii) Reach the site of accident by quickest available means.

3.4.2 Rescue and relief:

(i) Ensure that the obstructed line is protected.

(ii) Direct all staff working under them to assist in rescue and relief work.

(iii) All of them should work as per directions of OC Site.

(iv) Assess casualties and arrange to render First Aid.

(v) Shift injured to nearest hospital.

3.4.3 Joint measurements and preservation of clues and evidences:

(i) Collect and record all evidences relating to the accident such as :

- Condition of track, with special reference to alignment, gauge, cross levels, super elevation,

points of mount and drop and any sign of sabotage etc.

- Condition of Rolling stock with reference to Brake Power and braking gear.

- All marks on sleepers, rails, locomotives and vehicles etc. especially for preservation of clues.

- Position of derailed vehicles.

- Prima facie cause of accident.

(ii) Seize and seal the Train Signal Register, Log book, Private Number Book, Line Admission

Book, Speed Recorder Chart and other relevant records.

(iii) Note down the position of panel switches, indication, block instrument, condition of relay

room, status of data logger, etc.

(iv) Condition of switches, ground connections, point locking, occupancy of track circuit, details

of damage to out door signal/point gears should be noted down.

(v) Seize and seal the Speed Recording Graph and all other registers and repair log book of the

locomotive.

(vi) Record details of Brake Power and other aspects of Rolling stock as per Proforma.

(vii) Joint measurements of rolling stock should be taken.

(i) Note down observations, measurements of Loco etc. at site. If it is not possible arrange for

taking the reading at shed.

(viii) These can also be recorded on a video or digital camera subject to availability.

(ix) Details of all readings taken and position of all equipment noted should be jointly signed by

supervisors of all 5 departments at accident site.

(x) Obtain statement of staff involved in the accident.

(xi) CWI shall prepare a sketch showing position of Rolling stock.

(xii) PWI shall prepare a final sketch indicating the position of track, with respect to alignment,

point of mount, point of drop, OHE mast, point number etc.

(xiii) Survey the situation, assess assistance required and issue message to Divisional Control Office.

(xiv) Take charge of the situation pertaining to your own department and remain till Divisional

officers arrive at the site.

3.5. Railway Staff Travelling on the accident affected train

(i) Whenever a train is involved in a serious accident with casualties/injuries to passengers, all railway staff travelling on the train either on duty or on leave are deemed to be duty with immediate effect.

- (ii) Under no circumstance should any of them leave the accident site unless and until divisional officers arrive, take over charge of rescue and relief operations, and permit them to leave.
- (iii) Railway staff on train/at site shall volunteer themselves to render assistance and report to TS/TTE/ Guard of the Train.
- (iv) The senior most officer travelling on the train will assume charge as Officer-in-Charge Site (OC Site).
- (v) Normally the senior most officer will be travelling in either the 1AC or in 2AC coach; and most probably in the HOR quota section of the coach. In any case the TS/TTE would know who are the railway officers travelling in 1AC or 2AC.
- (vi) Similarly, other railway staff will be travelling in 3AC coach; and most probably in the HOR quota section of the coach.
- (vii) Similarly, some Group 'D' railway staff may be travelling in Sleeper coach; and probably in the HOR quota section of the coach.
- (viii) In the absence of any officer, the Guard will discharge duties listed out for OC Site.

3.6 Duties of OC Site – Immediately after the accident

- (i) Note down the time of accident.
- (ii) Ensure protection of traffic by Guard and Driver.
- (iii) Ensure reporting of accident to nearest Station/Control.
- (iv) Roughly assess the extent of damage and likely number of casualties.
- (v) Collect railway staff and volunteers from amongst the passengers and form different groups.
- (vi) Maintain a log of events.
- (vii) Till Divisional Officers arrive and take over charge of the situation .
- (viii) The on-board OC Site should ensure issue of a detailed message with following information before leaving the site of the accident.
 - Time/Date of accident.
 - Location Km./between stations.
 - Train number and description.
 - Nature of accident.
 - Approximate number of killed/injured.
 - Extent of damage.
 - Assistance required.
 - Condition of the adjacent line, if any.
 - Whether OHE is involved.
- (ix) From here onwards, the DRM of the accident involved division takes over charge as OC Site.

3.7 Formation of Groups comprising members of Instant Action Team

- (i) OC Site shall immediately collect all Railway staff on train/at site and form separate groups.
 - (ii) Passenger traveling by the same train who volunteer for rescue and relief work should be drafted into these groups.
 - (iii) Passengers from accident involved coaches should be directed towards their own coach.
 - (iv) Passengers from coaches which are not effected can be distributed amongst other accident involved coaches.
 - (v) In the absence of OC site, TS/TTE shall take steps to form such groups.
 - (vi) In the absence of TS/TTE the Guard/Assistant Guard shall take steps to form such groups.
 - (vii) 5 or 6 groups should be formed depending on number of coaches involved.
 - (viii) Ideally, one group should be formed for handling each coach.
 - (ix) In case sufficient number of officers are present, then one officer should be made in-charge of each group.
 - (x) Otherwise, Sr. Supervisors travelling by the accident involved train should be nominated as incharge of each group to co-ordinate its working.
 - (xi) In case sufficient number of Sr. Supervisors are also not present, one TTE should be nominated as in-charge of each group to co-ordinate its working.
 - (xii) Each group should rescue injured, entrapped passengers.
- 3.8 Duties of on board railway staff immediately after the accident
- (i) Don't panic. Once the accident has already occurred and the train has come to a standstill nothing worse can happen.
 - (ii) In case you have a Mobile and it is working, inform the divisional control office immediately about the accident.
 - (iii) Observe the position in which your coach has stopped; whether it is standing upright or turned upside down or lying on its side.
 - (iv) Try and see whether your coach has stopped on a bridge or whether there is level ground on both sides.
 - (v) In case the coach is on a bridge or very high embankment or in case it is raining heavily, then it is better to wait for some time and not be in a hurry to leave the coach. You may be jumping from the frying pan into the fire.
 - (vi) Search your coach with your torch and try to determine the general position.
 - (vii) See that passengers don't panic either. Passengers sometimes make things worse for themselves by panicking at this critical moment. Try to calm them and build up their confidence.
 - (viii) Ascertain whether passengers are injured or not; and whether any of them are trapped or pinned down inside the debris.
 - (ix) Call out aloud and find out whether there are any doctors present.

(x) Doctors who are travelling in the coach should be asked to announce their presence so that they can attend to and help injured passengers.

(xi) Call out aloud and find out whether there are any railway staff present.

(xii) Railway staff who are travelling in the coach should be asked to announce their presence so that they can attend to and help other passengers.

(xiii) For each coach, form a core team comprising of railway staff available, doctors and 3 or 4

uninjured passengers from the same coach. This core team should take the lead in helping remaining passengers both injured and uninjured.

3.9 Duties of members of Instant Action Team – Till arrival of Divisional Officers

(i) If a person is bleeding and losing blood, or if he is unconscious, then in that case you have to act quickly. ‘Golden Hour’ should be kept in mind. You may have at the most only one hour’s time on hand.

(ii) In such cases, immediately administer First Aid to the injured passenger and try and stop further loss of blood.

(iii) Persons trained in first aid may do ‘Cardio Pulmonary Resuscitation’. This may save several lives.

(iv) If the door is open and is accessible, then uninjured passengers should be helped to come out from the door.

(v) In AC coaches the window panes should be broken open in order to let in fresh air for the occupants, and thereafter to evacuate them.

(vi) Non – AC coaches have one emergency exit window on each side. The position of this emergency window is 5th from the left when facing the line of windows from inside the coach. They are opposite berth nos. 23 and 57. In case the door is locked and jammed, try and open these windows so that some of the uninjured passengers can come out through the emergency exit.

(vii) Special care should be taken while evacuating the old, infirm and children in order to ensure that they are not separated from their family members.

(viii) Extrication of critically injured should be done under medical supervision as far as possible.

(ix) In case medical supervision is not available, then critically injured passengers should be made to lie down on a bed sheet and thereafter taken out by 4 persons holding the four corners. This will ensure that no further damage takes place. (Bed sheets will be available in AC coaches).

(x) Passengers who are bleeding from open cuts should be tied up with strips of cloth so as to reduce if not stop the bleeding altogether.

(xi) It is better not to take out the luggage from inside the coaches at the first instance, for two reasons. Firstly, passengers both injured and uninjured should get

preference in this evacuation process. Secondly, it may be safer for the luggage to be left inside where there are less chances of their being stolen or pilfered.

(xii) After passengers have been evacuated from your coach, cross check with the reservation chart and against the name of each passenger note down as to whether he/she is injured or not.

(xiii) After all passengers have been evacuated, water and eatables can be taken out gradually.

(xiv) Building up confidence of injured passengers by suitable advice is of great importance.

(xv) After helping evacuate all passengers from your coach go over to the unreserved coaches and provide similar help to those passengers also.

(xvi) Railway officials from divisional hdqtrs. generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the divisional hdqtrs.

(xvii) Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalization. In case some local people have arrived by that time, their help should be taken in shifting the grievously injured to the nearest hospital.

(xviii) In case your train has been involved in an accident but neither has your coach derailed nor are any passengers of your coach injured, then you should go to the unreserved coaches and carry out the duties as listed above.

3.10 Duties of the Instant Action Team – In case of a fire

(i) In case of fire pull the Alarm Chain and stop the train immediately.

(ii) Try and put out the fire before it becomes a big blaze by using either water or blankets etc.

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

(iv) Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils.

(v) Instruct passengers to go to the other end of the coach which is away from the fire and if possible cross over to the next coach through the vestibule.

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

(vii) Make sure that no passenger lies down on the floor.

(viii) After train has stopped, passengers should come down from the coach immediately.

(ix) Building up confidence of injured passengers by suitable advice is of great importance.

3.11 Duties of OC Site - till arrival of divisional officers

Having formed different groups consisting of available railway staff on the train and volunteers

from amongst passengers, the rescue and relief work should be got started in right earnest. This entire exercise would take about 30” time. Once the rescue and relief work by the Instant Action Team has got underway, the OC site should then devote his attention to contacting First Responders.

3.11.1 Locating nearby villages:

- (i) There would be some villages nearby, either visible or out of sight.
- (ii) In most cases, villagers turn up on their own having heard the sound of the disaster.
- (iii) Otherwise, try and see if any light or any other signs from the village are visible.
- (iv) In case none of the above is possible, then speak to either the control office or the nearest station and find out the location of nearby villages as also their general direction.
- (v) Having ascertained the general location of nearby villages, send messengers (preferably railway staff) to inform villagers and seek their assistance.

3.11.2 Locating the nearest manned level crossing gate

- (i) The train driver is the best and fastest source of information regarding location of the nearest manned level crossing gate in either direction.
- (ii) Send a messenger (preferably a railway staff) to the gate for contacting the gateman.
- (iii) In most cases, the gateman will be able to give location of nearby villages.
- (iv) The messenger should then try and stop a passing vehicle and go to the nearby village, inform villagers and seek their assistance.

3.11.3 Organizing assistance from local people available in near by villages

- (v) Villagers should be asked to make an announcement from their loud speaker (generally available in the local temple, mosque, gurudwara, church etc.) informing others regarding the accident.
- (vi) Everybody should be asked to rush to the accident site with following :
 - tractor trolleys (both for transportation as also for general lighting),
 - as many cutting implements, hammers, chistles etc. as are available,
 - ropes,
 - ladders,
- (vii) If doctors or para-medical staffs are available in the village they should also be sent to the accident site.

(viii) The messenger should stay back and try and organize opening of a big building (preferably a school) for sheltering of injured passengers and/or preservation of dead bodies.

3.12 Duties of First Responders – Local people:

3.12.1 At Accident site :

(i) Tractors which arrive should be lined up in a row facing the track with their headlights switched ON for illuminating the accident site.

(ii) Tractors should be so spaced out that they illuminate the entire length of the accident site. Such spacing would also depend on number of tractors that have arrived.

(iii) Rescue and relief work should now be mounted under the available light.

(iv) Villagers arriving for rescue and relief work should be formed into separate groups for handling individual coaches.

(v) Group leaders of IAT who were earlier conducting rescue and relief work should co-ordinate with the local people and guide them.

(vi) Grievously injured passengers extricated from coaches should be sent to the nearest hospitals in tractor trolleys.

(vii) Passengers who have suffered Trivial injuries and uninjured passengers should stay back at accident site and wait for arrival of railways DM team who would take charge of them.

(viii) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.

(ix) The following priority should be adhered to while sending such grievously injured passengers:

- unconscious,
- bleeding excessively,
- having breathing problems,
- grievously injured,
- in a state of shock,
- having fractures,
- simple injured.

(x) Dead bodies, if extricated should be kept alongside the coach but away from the track for proper tagging etc. before being dispatched for preservation.

(xi) Bodies should be kept in separate lots, coach-wise, so that they do not get mixed up.

(xii) Tagging of dead bodies should indicate the coach number and also the cabin number, if possible. (For example NER 98127, cabin number containing berths 9-16)

3.12.2 In villages/towns:

(i) A big building, preferably a school building should be got vacated and made ready for keeping of dead bodies and unclaimed luggage of passengers.

(ii) They should be asked to bring the following to the accident site for train passengers :

- tea and refreshments,

- warm clothing, if required.

(iii) Look after injured passengers who have been taken to the village.

(iv) Take injured passengers to the nearest hospital by means of any transport available. For this

purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized

Chapter-4

DISASTER RESPONSE – OFFICERS AT DIVISION

4.1. Immediate action by Divisional Control Office:

4.1.1. Intimation of Accident – Divisional Officers:

(i) In the Divisional Control Office, information regarding an disaster is generally received by the Section Controller.

(ii) In most cases, the First Information Report also intimates the approximate number of coaches involved and a rough estimate of the likely number of casualties (such as ‘heavy casualties expected’).

(iii) Accidents involving a passenger carrying train where the first information says that heavy

casualties (around 75) are expected, should prima-facie be treated as a Disaster.

(iv) The moment information regarding an accident involving a passenger carrying train is received

in the divisional control office; the accident bell in the control room should be sounded for

alerting all on-duty functionaries.

(v) After all on-duty functionaries gather around the section control board they will be briefly

informed about the accident.

(vi) Each functionary will thereafter resume his position and take steps to set in motion activities required of him.

(vii) Dy. Chief Controller (Coaching) will first inform Hospital Casualty. Thereafter he will inform officers and supervisors as given below.

(viii) Each departmental functionary will inform divisional officers and supervisors of his department about the accident as detailed below.

| Functionary | Officers and supervisors |
|---------------------------------|--|
| Dy. Chief Controller(Coaching) | Operating & Safety, Hospital Casualty. DRM,ADRM,Medical |
| Electrical Control | Electrical |
| Power Controller | Mechanical |
| Engineering Control | Engineering, Personnel, Account |
| Test Room/S&T Control | S&T, Stores |
| Commercial Control | Commercial, Public Relations |
| Security Control | RPF |

(ix) For this purpose, all functionaries working in the divisional control office will have a ready list of telephone numbers (Railway, BSNL and Mobile) of all officers and supervisors of their departments.

(x) After Dy. Chief Controller (Coaching) has informed Hospital Casualty, DRM, ADRM and Medical Doctors, he will then inform Dy. Chief Controller (Coaching) in Hdqtrs. Central Control regarding the accident.

4.1.2 Intimation of Accident – Railway Doctors:

Dy. Chief Controller (Coaching) will inform the Hospital Emergency of Railway Hospital regarding details of the accident. Railway doctor on emergency duty shall undertake the following:

- (i) Note down time of receiving message.
- (ii) Inform CSS, CMS, MD, MS other Doctors & para medical staff and instruct them to reach the ARMV immediately.
- (iii) Collect necessary Medical team in the hospital.
- (iv) Inform CMD about movement of AMRV.
- (v) Alert blood donors, St.John's Ambulance Brigade.

(vi) Bare minimum medical team should remain in the hospital; rest of the doctors should be rushed to the accident site by ARME first and then by other fastest mode of transport.

(vii) Arrange to move Emergency boxes from ARME Scale – II locations to the accident site.

4.1.3 Informing Non – Railway Officials:

(i) DM, SP and CMS of the district within which the accident site falls should be informed regarding the accident by the Chief controller for immediate assistance.

(ii) ADRM will inform the following regarding the accident :

- IG/GRP,

- ADG/GRP,

- Divisional Commissioner,

- Home Secretary.

(iii) In case POL rake is involved, then IOC/BPC/HPC officials should also be informed.

(iv) In case Mail bags of RMS are involved, then Postal officials should also be informed.

(v) Telephone numbers of all DMs, SPs, CMSs and Divisional Commissioners are available in

Divisional DM Plans.

(vi) Telephone numbers of IOC, BPC and HPC officials are also available in the Divisional DM

Plans.

(vii) Telephone numbers of ADG/GRP, IG/GRP, Home Secretary etc. of UP, Uttaranchal and

Bihar are given in Annexures.

4.1.4 Divisional Officers required to go to site:

(i) All divisional officers required to go to the accident site should proceed by the ARMV. They

should not proceed by road, unless ARME moves from another station.

(ii) Road vehicles should be sent to accident site separately. Maximum number of road vehicles

should be sent to accident site from Divisional Hdqrs.

(iii) ARMV shall be dispatched within 15” by day and within 30” by night after sounding of siren.

(iv) DRM will proceed to the accident site. ADRM shall stay back at divisional hdqrs for coordination work.

(v) All Branch Officers except Sr.DOM should proceed to the accident site. For this purpose,

officers heading different branches within the same department are referred to as Branch Officers.

(vi) The second senior most officer of each branch should stay back at divisional hdqtrs.

(vii) Of the remaining officers from each branch, a majority of both Senior and junior scale officers should also proceed to the accident site.

(viii) Once it has become clear that the accident is a Disaster, then the 80/20 rule should be followed :

(a) 80% of all officers should go to the accident site, and only 20% should stay back at hdqtrs.

(b) Similarly, 80% of all supervisory staff should go to the accident site, and only 20% should stay back at hdqtrs.

4.1.5 Supervisors required to go to Accident Site:

(i) At the divisional level 80% of all supervisors available in divisional hdqtrs. should proceed to the accident site.

(ii) All other supervisors available in the field at other stations should also proceed to the accident site.

(iii) Divisional Control Office should issue a recorded control message from DRM to all Supervisors for proceeding to the accident site immediately by fastest possible means.

4.1.6 Setting up Emergency Cells in Divisions:

(i) Divisional Emergency Cell shall be opened immediately after receipt of information of the accident at Divisional Control Office.

(ii) This unit will exercise control, co-ordinate and arrange supplementary assistance to the accident site.

(iii) It shall function in a separate cubicle at Divisional Control Office provided with centralized communication networks, hot line to the site and hdqtrs.

(iv) Sr. DOM will be over all in charge of the Divisional Emergency Cell and will function as the Divisional Emergency Officer for the purpose of managing relief and restoration operations from divisional level.

(v) In case Sr. DOM is not available, DOM/AOM (Movement) will be the Divisional Emergency Officer.

(vi) In case both officers are not available, any other officer nominated by DRM will take over charge.

(vii) Requirements of all departments for movement of men and materials to the accident site shall be conveyed to the Divisional Emergency Officer, who shall arrange their movement.

(viii) Timings of 2nd and 3rd special trains to be moved from each end to the accident site, carrying backup logistic support will be conveyed to all concerned beforehand.

(ix) Divisional Emergency Cell will maintain:

- Telephone and FAX numbers of the accident site. These should be maintained functionary

wise for each functionary available in the UCC.

- Similarly telephone and FAX nos. of functionaries available in CAC should also be available

with the divisional emergency cell.

- Telephone and FAX numbers of Helpline Enquiry Booths that would have been set up at

various stations on the division.

- E-Mail addresses of UCC, CAC, Helpline Enquiry Booths and Hdqtrs. Emergency Cell.

- Names and phone numbers of hospitals where injured have been admitted/shifted, along

with number of patients.

(x) Divisional Emergency Cell will collect updated information regarding all aspects of the accident and pass on the same either telephonically or by E-Mail to :

- All Helpline Enquiry Booths within the division.

- Hdqtrs. Emergency Cell.

(xi) Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.

(xii) In addition to the Division where accident has taken place similar Emergency Cells will be opened in other Divisional Control Offices of NER that are involved in restoration and relief operations. Chief Emergency Officer will decide divisions where Emergency Cells are to be opened.

(xiii) Helpline Enquiry Booths outside the accident affected division, but within NER jurisdiction should keep in touch with Divisional Emergency Cell of their respective division.

(xiv) If necessary, similar Emergency cells will be opened at other major terminals as decided by Chief Emergency Officer.

(xv) After relief, rescue and restoration work is completed, winding up of Divisional Emergency

Cells shall be decided by DRM.

4.1.7 Duties of Additional Divisional Railway Manager:

(i) Undertake making of announcements over local TV channel and Cable network for all

supervisory staff to rush to the accident site.

(ii) Ensure that functionaries of different departments in Divisional Emergency Cell carry out duties assigned to them as per Divisional DM Plan.

(iii) Monitor movement of assistance from other divisions/zones.

(iv) Co-ordinate with State Govt.

(v) Co-ordinate with Defence and Para Military authorities.

(vi) Monitor various important media channels to keep track of media reporting. Suitable corrections/ clarifications may also be issued, if required.

Divisions Officers required to go to site:-

(i) All Divisional officers required to go to the accident site by any means.

(ii) DRM will proceed to the accident site, Sr DOM shall stay back at Control Room for coordination work.

(iii) Department wise, designations of Officers, who are required to go to site, and those who will be required to stay back in headquarters is given below:-

| Department | Site | Head quarters |
|----------------|------------|---------------|
| Medical | CMS | Sr DMO |
| Commercial | Sr DCM | DCM |
| Mechanical | Sr DME | DME |
| Civil | Sr DEN | DEN |
| Electrical | Sr DEE | DEE |
| Electrical/TRD | Sr DEE/TRD | ADEE/TRD |
| S&T | Sr DSTE | DSTE |
| Operating | DOM | Sr DOM |
| Safety | Sr DSO | ADSO |
| Security | Sr DSC | ASC |
| Personnel | Sr DPO | APO |
| Accounts | SR DAO | DAO |
| Stores | Sr DCOS | ----- |

4.2.1 Manning of Divisional/Hdqrts. Emergency Cell in shift duty:

- (i) Divisional/Hdqrts. Emergency Cell shall be manned round the clock by officers.
- (ii) In addition to officers of the Operating Department, there will be officers of Engineering, Mechanical, S&T, Electrical, Commercial, Medical, Security and Personnel departments in the Divisional/Hdqrts. Emergency Cell round the clock.
- (iii) Divisional Emergency Cell will be manned by Senior Scale/Junior Scale officers of all departments in 12 hrs. shift duties round the clock. (8 hrs. to 20 hrs. day shift and 20 hrs. to 8 hrs. night shift.)
- (v) Senior most officer of each department who is available in the division/hdqrts. shall be on duty in the Divisional/Hdqrts. Emergency Cell during the day shift (8 hrs. to 20 hrs.).
- (vi) Senior most officer of each department shall issue a 12 hrs. roster for his own department for the night shift (20 hrs. to 8 hrs.)
- (vii) Round the clock roster of 12 hr. shift duty should cover both officers and supervisors.
- (viii) Same officers and supervisors should be repeated each day without any change or rotation, for the next 4 – 5 days. This will maintain continuity and will ensure that experience gained on the first day can be gainfully used on subsequent day

4.2.2 ACTIVITIES OF DIFFERENT DEPARTMENTS:---

4.2.3 OPERATING DEPARTMENT: ----

Sr DOM will remain in control, while DOM will proceed to accident site along with all other officers and supervisors of the operating department.. Duties of Operating department at accident site are available under the heading 'Site Management Plan– II'.

- (i) The Officer representing Operating Department shall monitor relief and restoration operations at headquarters level. He shall record all events related to the accident chronologically. He shall ensure regulation, cancellation, diversions, terminations short of destination and rescheduling

of trains keeping in view the likely time of restoration at accident site. He shall ensure that the passenger carrying trains are regulated at such stations where water and catering facilities are available. He shall also monitor the movement of ARTs/ARMVs/Labour Special trains ordered from the adjoining divisions and zones.

(ii) The Emergency Cell will be manned by not less than an Officer round the clock.

(iii) Officers of Engineering, Mechanical, S & T, Electrical, Commercial and Medical Department will also be there in Emergency cell.

(iv) All information and instructions received/given would be chronologically recorded in the Disaster Management Logbook, which must be available in the Emergency Control Office.

RELIEF & RESCUE OPERATION

(i) Divisional Emergency Cell will monitor the movement of Medical Van, Relief Vans, Accident Relief trains, Brake Down Cranes, Engineering material trains, Labor Specials etc. to the Site of Accident on the basis of requisition by the concerned officers of different departments including those from adjoining Railway /Divisions.

(ii) Assistance from National/State Disaster Management Authorities, Defence Army, Navy, State Governments should be co-coordinated.

4.2.4. Activities of Safety Department:----

Sr DSO, will proceed to Accident sites along with safety counselors, by any quickest means and on reaching at the site, preserve clues & relevant records and

Ensure the recording of all evidences. Other duties of safety department are available under the heading 'Site Management Plan– II'.

4.2.4 MEDICAL DEPARTMENT:

1. Formation of two teams:

(i) On receipt of information regarding the accident where casualties are expected, the doctor

on emergency duty in the hospital casualty would inform all other doctors and para medical staff concerned.

- (ii) Two teams of Doctors and Para medical staff would be formed, Team 'A' and Team 'B'.
- (iii) Team 'A' - headed by /MD in-charge will rush to the accident site immediately by ARMV along with doctors .
- (iv) Team 'B' – headed by the senior most doctor amongst them will stay back at the divisional hospital and perform duties as given below.
- (v) In case the accident site is far away from divisional hdqtrs., then injured passengers are unlikely to be brought back to the divisional hospital for treatment.
- (vi) In that case, only bare minimum number of doctors should be left behind for manning Team 'B' and most of the available doctors should be rushed to accident site as part of Team 'A'.
2. Duties of Team 'A':
These are listed , under the heading 'Site Management Plan – II'.
3. Duties of Team 'B':
- (i) Team 'B' will establish an Emergency Cell in the Casualty Unit of Railway Hospital.
- (ii) Contact adjoining divisions and organize movement of 2 more ARMVs to accident site, one from each end.
- (iii) Contact local hospitals (Railway/Govt./Private) near the accident site to and ask them to rush their road ambulances along with necessary medical teams to the accident site immediately.
- (iv) Contact local hospitals (Railway/Govt./Private) near the accident site to keep them selves in readiness to receive and provide medical treatment to injured passengers.
- (v) Arrange to send the following in the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end:
- as many more medical teams as possible,
 - adequate number of Safai walas other health workers,
 - members of St. John Ambulance Brigade, Scouts and Civil Defence personnel.
- (vi) Co-ordinate with MS/CMD of adjoining Divisions/Zones and ask them to send their medical teams to the accident site.

(vii) These medical teams should be sent to the accident site by train/road or combination of train/road, as feasible. In case suitable Railway vehicles are not available, taxis should be hired for this purpose.

(viii) Adequate number of following items should be arranged and sent to accident site for the

purpose of handling dead bodies.

- Shrouds.
- Polythene covers for dead bodies.
- Wooden Coffins.
- Dry ice.

(ix) One doctor will be available in Divisional Emergency Cell for maintaining liaison with UCC

and the medical team at the accident site. Requirement of medicines required either at the

accident site or in various hospitals where patients have been admitted should be noted, procured and sent as required.

(x) Prepare Railway Hospital to receive and provide treatment to injured passengers, as and when they are brought back from accident site.

4.2.5 COMMERCIAL DEPARTMENT

(i) Sr. DCM should proceed to site of accident along with all other Commercial Officers except

DCM. DCM will be available in Divisional Control Office for providing backup support.

(ii) A nominated supervisor should be authorized for withdrawing sufficient money from station earnings before proceeding to site.

1. Transportation of men and material to accident site:

(i) As soon as the ARMV/ART siren sounds & it is declared as Disaster, sufficient TTEs/TCs and Coolies and licensed porters in uniform should be collected together and rushed to the accident site.

(ii) The on duty commercial supervisor at the station at that point of time should ensure that they

proceed by the ART itself and do not get left behind. If some commercial staff is available after the departure of ART they should be sent to the accident site by other

fastest means of transport.

(iii) More TTEs/TCs can be sent by the 2nd and 3rd Special trains carrying backup logistic support to accident site, from each end. TTEs from the Divisional squad should also be utilized for this purpose.

(iv) After the first batch of staff has proceeded to the accident site in the ART, the entire manpower of the commercial department should be mopped up in order to send them on the 2nd and 3rd special trains which would carry backup logistic support to the accident site, from each end. For this purpose 80% TCs/TTEs from the entire division should be sent.

(v) 2nd and 3rd Special trains should carry the following:

- 2 gas stoves, 4 gas cylinders, 1000 mineral water bottles, provisions for making poories, vegetables, tea, etc., would be rushed to the site. This will be augmented later if necessary.

These will be arranged by the affected division and provided by catering personnel/IRCTC.

- Sufficient cooks and catering staff from departmental catering or catering contractor

(including IRCTC) would be ensured at the site for arranging tea, biscuits, packed meals

like poories and vegetables to the stranded passengers, railways working force and other officials at site.

--- The list of catering facilities available in the division is provided in annexure d

2. Helpline Enquiry Booths at stations:

(a) General:

(i) Helpline Enquiry Booths within NER would be opened as below

- Originating and destination stations of the accident involved train.
- All junction stations within the jurisdiction of NER falling on the route of the train.
- Divisional hdqtrs.
- Zonal hdqtrs.
- Any other station as may be decided.

(ii) Helpline Enquiry Booths would normally be required to be opened at following stations, depending on the route of the accident involved train:

- Lucknow , Gonda , Gorakhpur , Kanpur Anwarganj , Chhapra , Kasganj , Mau , Manduadih, Izzatnagar

(iii) Helpline Enquiry Booths on other Zonal Railways would also be opened as follows:

- Originating and destination stations of the accident involved train.
- All junction stations falling on the route of the train.
- Divisional hdqtrs. of originating and terminating divisions.
- Zonal hdqtrs of originating and terminating Zonal Railways.

- Any other station as may be decided.
- (iv) All Helpline Enquiry Booths shall have DOT telephones with STD, Railway telephones with STD, fax machine, photocopier and a PC with internet connection.
- (v) Helpline Enquiry Booths would be manned by computer literate Sr. supervisors on round the clock basis.
- (vi) Helpline Enquiry Booths within the accident affected division should keep in touch with the Divisional Emergency Cell.
- (vii) Divisional Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to:
 - All Helpline Enquiry Booths within the division.
 - Emergency Cells of other divisions of NER.
 - Hdqrts Emergency Cell.
- (viii) Such information should be received from UCC and transmitted to all concerned. For this purpose all Helpline Enquiry Booths should be provided with PCs with internet connection.
- (ix) Similarly, Helpline Enquiry Booths outside the accident affected division, but within NER jurisdiction should keep in touch with Divisional Emergency Cell of their respective divisions.
- (x) Hdqrts. Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to:
 - Emergency Cells opened on other divisions of NER,
 - Emergency Cells opened on originating and terminating Zonal railways.
 - Safety Directorate's Emergency Cell in Railway Board.
- (xi) Helpline Enquiry Booths should not contact the accident site or the UCC directly.
- (b) Accident details to be available:
 - (i) Accident details would include number of dead and injured.
 - (ii) Break up of type of injuries, such as grievous, simple etc.
 - (iii) Disposal of injured passengers in various hospitals.
 - (iv) Names of injured passengers.
 - (v) Officials incharge of Helpline Enquiry Booths would display the list of injured passengers on the notice board.
 - (vi) Normally, list of injured passengers is available quickly since most injured passengers are conscious and are in a position to give details of their names, addresses etc.
 - (vii) Identification of dead bodies takes much longer since either
 - they were travelling alone, or
 - their companions are injured and are not in a position to identify them, or
 - their companions have also perished.

- (viii) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.
- (ix) This aspect of identification of dead bodies and reasons for delay should be explained to the public.
- (x) Number of dead bodies identified, and their names should be available.
- (xi) This information would continue to be updated once every 3 hrs. and would continue to be accessed for the next 4 to 5 days.
- (c) Information regarding running of trains:
 - (i) Departure of unaffected front portion of the accident involved train, and its expected time of arrival at destination.
 - (ii) Departure of unaffected rear portion of the accident involved train, its diverted route, and expected time of arrival at destination.
 - (iii) Expected date and time of starting of relatives special from originating and destination stations of the accident involved train, its stoppages enroute and its expected time of arrival at intermediate stations.
 - (iv) Free passes to be given to relatives of dead and injured for going to the accident site. These passes will be issued by Welfare Inspector who should be drafted into Helpline Enquiry Booths.
 - (v) Details of other trains that were scheduled to run on the accident affected section, but have been:-- Delayed , Regulated , Diverted , Rescheduled , Short terminated , Cancelled
 - (vi) Above information regarding running of trains would be required for initial 24 hours only. Thereafter, number of enquiries regarding train running would be very few and far between.
- (d) Refunds:
 - (i) Booking counters at stations should be augmented for granting of refund to large number of passengers who have been unable to either complete or commence their journey as a result of the accident.
 - (ii) Refund of money should be granted for trains:
 - Delayed, Regulated, Diverted, Rescheduled, Short terminated, Cancelled
 - (iii) Staff manning Refund counters should be thoroughly familiar with rules for granting of refunds under such circumstances.
 - (iv) Sufficient amount of cash should be available at these Refund counters for this purpose.

4.2.5.6 MECHANICAL DEPARTMENT:

- (i) Sr. DME as well as AME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.

1. Rushing of men and material to site:

- (i) 2 ARTs with 140T crane should be moved to the accident site, one from each end
- (ii) In addition to above, Brake Down Special should be sent from other base stations within NER, so that additional rescue equipment such as cutters, spreaders, hydraulic jacks etc. are available.
- (iii) BD Special without Crane should be requisitioned from adjoining divisions also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks, generators, lighting equipment etc.
- (iv) The aim should be to ensure one ART with 140T crane along with one BD special at each end of the accident site.
- (v) Provision should be made for availability of standby crane driver on each ART working at site, so that ARTs can work round the clock.
- (vi) Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140T cranes can continue working from either end.
- (vii) Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that the site of accident can be approached from the middle, and more work centers can be opened up simultaneously.
- (viii) Prior to arrival of the CPRO along with photographers, the ART/ARME incharge will arrange for still/video photography of the affected rolling stock, track & other vital clues in consultation with OC site.

4.2.5.7 SECURITY DEPARTMENT:

- (i) Sr. DSC/DSC will proceed to the site by ARMV along with maximum number of RPF personnel. Only one officer will stay back at divisional hdqtrs.
- 1. Rushing of men and material:
 - (i) On receipt of first information the nearest RPF Post should muster maximum available manpower within the shortest possible time and dispatch them to the scene of accident, by fastest available means.
 - (ii) Simultaneously, the Post/Outpost in charge would requisition additional manpower from adjoining RPF Posts.
 - (iii) He should also pass on the information to Local Police and Police Control Room, local Fire Brigade, Hospitals, local voluntary organizations and the like at the earliest.
 - (iv) Divisional Security Control shall get reinforcement from neighbouring posts/outposts, reserve line, divisional hdqtrs. or zonal reserve and send them by the ART. If they could not be sent by the ART then they should definitely be sent by the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.

(v) In case any RPSF battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situations till additional force is available from other sources.

(vi) Additional RPF personnel from Zonal hdqtrs. should be shouldered and sent to accident site.

(vii) Additional RPF personnel available throughout the division should be alerted and sent to the accident site by the 2nd and 3rd special trains carrying backup logistic support of men and material, from each end.

(viii) While sending reinforcement, the Divisional Security Control shall ensure that the necessary equipment required for rescue, recovery and protection of the scene of incident are provided as follows :

- Torches (1 per person) and other lighting arrangements.
- Nylon ropes (1 kms) and poles for segregating the affected area.
- 4 loud speakers for making announcements.
- 10 stretchers and first aid equipment.
- 10 wireless sets for inter-communication.
- Digital Camera for photographing the scene (both on negative and slide films)
- Video recording of rescue and salvage operations and connected administrative arrangements.

2. Co-ordinate with Local Police:

Maintain constant liaison with IG/GRP and ADG/GRP for following:

(i) Rushing all available GRP personnel to the accident site.

(ii) Obtaining additional manpower from the local police for purpose of crowd control.

(iii) Issue of necessary instructions to local police for giving expeditious clearance for starting restoration work.

(iv) Issue of necessary instructions to SP of the district for waiving off formalities of Post Mortem on dead bodies.

4.2.5.8 ELECTRICAL DEPARTMENT:

- i. In case of electrified territory, Sr.DEE/TRD shall arrange movement of 6 Tower Wagons along with men and material from adjacent depots from both sides of site of accident. In case additional tower wagons are required these should also be requisitioned from other depots nearby along with men and material. Sr.DEE/TRD as well as AEE/TRD should also proceed to site of accident.
- ii. Sr.DEE(G) of the division will proceed to the site and take all the necessary action for

proper illumination and safety measures as deemed necessary at site.

DEE/AEE will man

Electrical(G) control in the division to mobilise further assistance as required from the site. It would be duty of Sr. DEE(G) at site to ensure that lights of adequate number and intensity are installed before sun set. The lights would remain at site till restoration work by all departments is completed.

- iii In case of involvement of electric locos, Sr. DEE/RS/GZB or DEE/RS/GZB or DEE will also move along with the concerned SSE of the Mechanical section and staff to assist restoration at site and escorting of the locos for its movement to the nearest shed.
- iv In case of involvement of EMU/ MEMU, Sr. DEE/ EMU/GZB, Sr. DEE/MEMU or DEE/EMU/ GZB shall proceed to the site along with staff for restoration and escorting of the concerned coach/ rake to base shed.
- v In the Divl. Control office, Sr.DEE/ would be Incharge for coordination of the traffic requirement for movement of passenger services, diversion of traffic etc and accordingly plan crew management. In the absence of Sr.DEE/RSO, DEE/AEE(RSO) will perform this function.
- vi AllARMV/ART coaches should have a standby arrangement of generator for the train lighting and air-conditioning wherever required besides providing power for portable torchlights, floodlights, drills, abrasive metal cutters etc

4.2.5.9 SIGNAL & TELECOMMUNICATION DEPARTMENT:

(i) Sr. DSTE as well as ASTEs should proceed to site of accident. DSTE will be available in Divisional Control Office for providing backup support.

(iii) Main responsibility of S&T Department will be for providing effective and adequate means of communication.

1. Rushing of men and material to site:

(i) Sr. DSTE along with ASTE will carry the following to the accident site :

- satellite phone,
- FAX cum printer,
- two 25W VHF sets along with antenna and battery
- 10 numbers 5W walkie-talkie sets.

(ii) He will be accompanied with at least two TCI and two TCM.

(iii) 6 more TCI/TCM, SIs of the section and maximum number of telecom staff should be sent for installation and operation of telecom equipment. They should go to the site of accident either by ART or latest by 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.

(iv) Satellite phones of HQ and one FAX machine will be carried in GM special by at least two TCI and two TCM.

(v) All mobile phones available with the Division should also be rushed to site for emergency use.

(vi) Sufficient number of spare batteries and battery chargers for these mobiles should also be taken to accident site.

2. Arranging communication at site:

(i) DSTE in the division will immediately come to divisional control office and ensure setting up of all communication arrangements as required.

(ii) DSTE will keep a record of the numbers of Railway telephones, BSNL telephones, IMMERSAT phones provided at site and telephones provided at Helpline Enquiry Booths. This information shall be passed on to the Divisional Emergency Cell.

(iii) He should liaison with BSNL officials in the area for immediate provision of additional BSNL telephone/hot lines at the accident spot, nearest station and at Helpline Enquiry Booths duly utilizing assets under his disposal where required.

(iv) Map of the division showing areas where cell phone connectivity is operative is available in Divisional DM Plans.

(v) Should hire sufficient number of cell phones and send them to accident site. If the accident happens at station, where cell phones are available on hire, the responsibility of hiring cell phone will be of SM.

3. Communication at Hdqtrs. and Divisional Emergency Cells:

(i) Communication arrangements are required to be provided at NER Hdqtrs. Emergency Cell immediately

i) 2 BSNL Telephones having ISD/STD facility are already available in the Hdqtrs. Central Control. Dynamic locking code of the telephone is available with Chief Controller (Coaching).

(iii) Apart from this telephone, 4 other BSNL telephone numbers (2 with STD facilities) should be made available in Hdqtrs. Emergency Cell for use by Chief Emergency Officer. These should be temporarily transferred from officers' chambers.

(iv) One FAX machine shall be provided on one BSNL telephone.

(v) 2 Railway telephone numbers with STD facilities should also be made available.

(vi) 2 Mobile telephones should also be made available in Hdqtrs. Emergency Cell.

(vii) Similar Communication arrangements should also be provided in the Divisional Emergency Cell.

4. Communication at Helpline Enquiry Booths:

(i) Helpline Enquiry Booths are to be opened at all important stations en-route of the affected train as mentioned at Section 2a(ii) above.

- (ii) Location of these Helpline Enquiry Booths will be on Platform No. 1 of their respective stations.
- (iii) 2 BSNL phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energized at short notice.
- (iv) Similarly, 2 Railway phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energized at short notice.
- (v) One FAX machine should also be provided at Helpline Enquiry Booths. These should also be kept pre-wired so that these can be energized at short notice.
- (vi) Stations at which such arrangements are to be made and telephones which are to be utilized should be identified by Sr. DSTE with approval of DRM.

4.2.5.10 ENGINEERING DEPARTMENT:

RESPONSIBILITY OF SUPERVISORS AT ACCIDENT SITE

S.S.E./WORKS

- Setting up Site Office
- Setting up Tentage as per plan
- Arrangement of Drinking water facilities
- Setting up Temp. Toilet.
- Setting up Temp. Kitchen in shamiana/Tents
- Putting up Hand pump.
- Preparation of Sketch of site of accident.

S.S.E. (P.Way)

Assess Damage to track and work out the material & manpower required. Take charge of Labour arriving at site. Work distribution to labour.

- Communication within Engineering officials.
- Torches for night work.
- Unloading of material from ART/Spl. trains.

S.S.E./Bridge

- Assist SSE/Works in putting up tents at site.
- Arrangement of Br. Materials if required.
- Arrangement of 100 Folding chairs.

1. Rushing men and material to accident site:

Officers as required will proceed to accident site by the special train organized for this purpose as detailed at Section (B1) above. In cases, where the PWI and AEN are based at divisional hdqtrs., they should move along with staff by ART. At least, 2 SSE/Works and 1 SSE/Bridge if posted should move along with their staff by the ART.

2. Mobilization of work force:

One SR.DEN/DEN and one ADEN each should also move to the site

1 of accident from adjoining division.

½ Km. of rails, sleepers and fittings and one set of 1 in 12 and 1 in 8½ (turnout are available in the ART. The Mechanical and Operating . Departments will ensure that the part 'C' of ART (consisting of 1 additional Engineering Material Wagons) shall follow the ART. The 1 additional half km. of matching materials and one set of 1 in 8½ and 1 . in 12 turnouts shall be kept in the Track Depot of the Division. For 2 loading of this material, 2 BFRs and 2 BCX wagons should be immediately placed in the Track depot. These materials should be loaded within 3 hours and dispatched to the site of accident. This will be ensured by the SSE (P.Way) Track Depot and Divisional Engineering Control.

4.2.5.11 IT Department:

(i) Following information should be uploaded on to NER's Website by Telecom and commercial

supervisors in Railnet chamber as quickly as possible:

(a) List of injured and deceased passengers:

- Names of stations where Helpline Enquiry Booths have been opened along with their telephone numbers.

- Accident details would include, number of injured passengers rescued.

- Break up of type of injuries, such as grievous, simple etc.

- Disposal of injured passengers in various hospitals.

- Names of injured passengers – coach wise.

- Number of dead bodies recovered.

- Number of dead bodies identified.

- Names of deceased passengers.

(b) Details of trains which have been diverted, regulated, short terminated, cancelled or rescheduled.

(c) Details of special trains which are to be run :

- Passenger special carrying passengers of front portion of accident involved train.

- Passenger special carrying passengers of rear portion of accident involved train.

- Relatives special from originating and terminating stations of the accident involved train.

Chapter –5

5.1 SITE MANAGEMENT PLAN - I

There are 2 aspects of Disaster Management work at an accident site. Firstly, rescue, relief and restoration operation which is carried out by one set of functionaries. Second aspect pertains to rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managing these 2 distinct aspects of DM work that are required to be discharged by railways, two separate establishments should be set up at an accident site.

5.1.1. Unified Command Center (UCC) :

- (i) Unified Command Centre (UCC) should be set up at the accident site.
- (ii) This will be some kind of a control office to be located near the centre of the accident site.
- (iii) This is basically meant for catering to operational needs of railway in rescue, relief and restoration work.
- (iv) Detail schematic plan of UCC is given at Annexure - 2.
- (v) UCC is to be manned by staff of relevant departments such as :
 - Medical, Commercial, Operating, Safety, Security, Public Relations, Mechanical, Electrical,
 - S&T, Civil,
- (vi) UCC will be provided with all facilities similar to a control office.
- (vii) Adequate lighting with generator backup should be provided in the UCC.
- (viii) Adequate number of telephonic links to Divisional Emergency Cell and Hdqtrs. Emergency Cell should be provided. Preferably each department in the UCC should be given an independent telephone.
- (ix) Satellite telephone should be installed in the UCC.
- (x) UCC should be provided with FAX, Photocopier, PCs, loudspeakers.
- (xi) PC/Laptop should be connected to internet for E-Mailing of detail update to all concerned,
including Divisional Emergency Cell, Hdqtrs. Emergency Cell and Helpline Enquiry Booths.
- (xii) A big banner displaying 'UNIFIED COMMAND CENTER' should be put up at a prominent place at the entry to the shamiana.
- (xiii) Similarly there should be sufficient number of signages indicating the way to UCC on approach roads etc.
- (xiv) UCC at the site will be manned by Sr. Supervisors on round the clock basis in 12 hrs. shift duty.

(xv) Officers will not be permanently stationed in UCC. They will move about the entire accident site supervising and monitoring working of their department at different activity centers. However, they will keep coming to the UCC off and on and will kept in touch with their departmental functionaries in UCC.

(xvi) Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required by them, if any.

(xvii) Each functionary at the UCC will maintain a log book. Flow of information both incoming and outgoing would be recorded along with the time and names of officers/staff who were given the message.

(xviii) UCC will basically supervise the working of 2 LCCs and co-ordinate with Divisional and Hdqtrs. Emergency Cells.

(xix) Functionaries of different departments in LCCs should provide updated information regarding progress of work to their counterparts in UCC.

(xx) This updated information should be provided once every 3 hrs. as per the following timings - 1/- hrs., 4/- hrs., 7/- hrs., 10/- hrs., 13/- hrs., 16/- hrs., 19/- hrs., 22/- hrs.

5.1.2 Local Command Centers (LCC)

(i) Depending on the spread of the accident site, Local Command Centers (LCC) on the same pattern as the UCC should be set up.

(ii) If the site is spread out over 300 – 400 mts. 2 LCCs should be set up.

(iii) Detail schematic plan of LCCs would be similar to that of UCCs as given at Annexure – 2.

(iv) Representatives of same departments as in UCC should be present in LCCs also. However, they should be either one or at most 2 men per department.

(v) LCCs will serve as co – ordination centres for various teams that are working spread out over different geographical locations.

(vi) Each LCC will oversee the working of DM teams at one end of the accident site.

(vii) Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMVs, 1 BD special and 1 ART at that end of the accident site.

(viii) One SAG officer of Mechanical department will be overall in charge of each LCC.

(ix) LCCs should be provided with loudspeakers for making announcements.

(x) LCCs should be provided with direct telephonic links to UCC.

(xi) However, LCCs should not be provided with telephonic links to either Divisional Emergency Cell or Hdqtrs. Emergency Cell. This will ensure that there is minimum telephonic disturbance from outside to teams which are actually working at the accident site. It will also ensure that outflow of information from accident site goes out from UCC only.

(xii) Members of different teams of each department working at the accident site in rescue, relief and restoration work should provide updated information regarding progress of work to their respective functionaries at the LCC.

(xiii) This updated information should be provided once every 3 hrs. as detailed at 1 (xx) above.

5.1.3 Need for setting up of Central Assistance Center :

(i) Relatives of passengers who arrive at an accident site are already traumatised by the tragedy.

(ii) They arrive at an unknown location with no place to stay, no friend or acquaintances and not knowing whom to turn to.

(iii) The problem is made even more challenging since many relatives and next of kin come from far flung areas in some other state.

(iv) Being semi – literate and from different parts of the country some of them are not even familiar with the local language. For them even communicating becomes a problem.

(v) In addition to above, complex legal formalities & multiplicity of paper work is required to be completed before dead bodies are handed over to their next of kin.

(vi) For taking care of relatives of passengers, providing them with succor in their hour of agony and for guiding them sympathetically, some kind of an assistance centre is required.

5.1.4 Formalities required to be completed by relatives of passengers :

(a) Sequence of formalities that are required to be completed by relatives of injured passengers include:----

(i) Locating the name of the passenger on reservation charts, in case passenger was travelling in reserved accommodation.

(ii) Going through the list of injured and dead passengers to find out whether the name appears.

(iii) In case the name is not available in the list, then taking a round of different hospitals to find out whether their relative has been admitted in one of them in an unconscious state.

- (iv) Hospitals are generally at separate locations, sometimes even in different towns; and commuting becomes a problem.
- (v) In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries, likely period of hospitalisation etc.
- (vi) Collect the ex – gratia paid by railways.
- (vii) Try and locate missing luggage of the injured passenger. For this they have to take a round of the building where all unclaimed luggage have been kept.
- (viii) Next they have to arrange for a place for themselves to stay.
- (ix) Arrange for medicines/diet etc. and payment of hospital bills, if required.
- (x) Thereafter, they have to keep in touch with the hospital and get their relative released.
- (b) Additional formalities that are required to be completed by next of kin of dead passengers include: ---
 - (i) In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.
 - (ii) Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dear one.
 - (iii) Identify the dead body, if the same has been extracted by then.
 - (iv) Otherwise wait for all bodies to be extracted and try and identify their relative.
 - (v) In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.
 - (vi) After the body is finally identified, they have to produce proof of relationship for railways to entertain their claim.
 - (vii) Obtain medical death certificate from the railway doctor.
 - (viii) Obtain post mortem report, from the Govt. doctor who has performed post mortem on the body.
 - (ix) Obtain official death certificate from the local municipality.
 - (x) Accept of ex – gratia payment from railways.
 - (xi) Collect forms for lodging claim for compensation in RCTs.
 - (xii) Take over custody of dead body from the local police.
 - (xiii) Perform last rites at the same place or take back the body to their native place, depending on circumstances.
 - (xiv) Make arrangements for their return journey back to their native place.

5.1.5 Problems encountered by relatives :

- (i) Each of these formalities are under the jurisdiction of a different agency, either railway, or police, or civil administration, or local administration.
- (ii) In such a situation the level of co – ordination between these various agencies leaves much to be desired.
- (iii) Sometimes it even takes up to 48 hours before all these documentary formalities can be completed.
- (iv) In most cases, relatives have to run from pillar to post for completing all these formalities and the bitter experience leaves them permanently antagonized towards railways.
- (v) For this purpose a single window clearance system should be available for relatives and next of kin.

5.1.6 Combined Assistance Center (CAC) :

- (i) The UCC should have a Combined Assistance Centre (CAC) located towards the rear side, away from the track, for rendering help to passengers and their relatives. Outline schematic plan of UCC/CAC is given at Annexure – 1.
- (ii) This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.
- (iii) CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
- (iv) Detail schematic plan of CAC is given at Annexure - 3.
- (v) CAC will be manned by staff of relevant departments such as :
 - Operating, Medical,
 - Commercial, Security,
 - Personnel,
- (vi) There should be only one such CAC, and all railway resources should be pooled into it.
- (vii) LCCs should not have any small CAC located in the rear. It is likely to create logistic problems.
- (viii) A big banner displaying ‘COMBINED ASSISTANCE CENTER’ should be put up at a prominent place at the entry to the shamiana.
- (ix) Similarly there should be sufficient number of signages indicating the way to CAC on approach roads etc.
- (x) Railway staff fluent in the language of relatives should be posted for doing work of interpreters.
- (xi) Post mortem formalities should be waived off so that number of formalities gets reduced by one.
- (xii) Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.

(xiii) Functionary concerned from the local Municipality who issues Official Death Certificates should be made to come and sit in the CAC so that these certificates can be issued immediately without any delay.

(xiv) CAC should have different counters for various purposes in following sequence :

(a) Reservation chart, for locating the name.

(b) List of dead and injured along with name of hospital. The name of passenger involved should

be checked up from the list of dead or injured, if available, and their current status informed.

(c) Counter for providing commercial supervisor or WLI as escort along with a vehicle, for

accompanying the relative and going to hospitals or mortuary.

(d) Railway doctor for issue of Medical Death Certificate.

(e) Govt. doctor for issue of Post Mortem Certificate, in case the same is necessary.

(f) Municipality official for issue of Official Death Certificate.

(g) Local police for issue of authority for handing over of dead body.

(h) Claims counter - Payment of ex-gratia and issue of Claims Compensation form.

(i) Counter for helping performance of last rites in case relatives decide to cremate the body there itself.

(j) Pass counter for issue of return journey pass.

(k) Return journey facilitation counter for making arrangements for return journey.

5.1.7 First Aid Posts :

(i) Medical Posts should be provided in both UCC and CAC.

(ii) Medical Post in UCC will provide first aid to injured passengers after extrication, assess their

injuries and make arrangements for sending them to nearby hospitals.

(iii) Medical Post in CAC will keep all records of injured and dead passengers, names of hospitals where they have been admitted etc.

(iv) FA posts should be provided in LCCs.

(v) This will be meant for treating passengers and classifying their injuries before they are sent for admission to various hospitals.

5.1.8 Setting up of UCC, LCC and CAC :

(i) One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following :

- move along with sufficient staff for setting up of these facilities.

- immediately start setting up of the tentage accommodation after taking out tents and shamianas

provided in ARTs.

- In addition, he should also requisition agencies which provide tentage accommodation on

contract. Details of such agencies have been given in Divisional DM Plans.

(ii) Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy. CE/Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.

(iii) Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropes should be sufficient in length to ensure barricading at sites and camping areas.

(iv) Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.

(v) Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places.

(vi) Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.

(vii) Temporary kitchen in tents/shamianas is to be set up so that catering unit or IRCTC can provide cooked food to staff working at accident site.

(viii) About 100 folding chairs should also be arranged.

(ix) Bridge Line staff will have list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water.

(x) Signages for both UCC and CAC should be provided at prominent locations.

5.1.9 Collection and Dissemination of Information – Channel of Communication :

The following would be the responsibility and channel both for collection as also dissemination of information. Before each shift goes off duty, details of work done should be updated in the LCC.

The LCC should in turn update the UCC regarding the latest progress. This updated

information would be conveyed to Divisional Emergency Cell every 3 hrs.

5.1.9.1 Number of dead and injured – Medical department :

(i) Medical department at site should confirm the number of dead.

(ii) Doctors in charge of various teams working on different coaches should give 3 hrs report to

Medical counter in LCC who in turn will inform UCC.

(iii) Number of injured passengers.

(iv) Type of injuries, whether grievous, minor or trivial.

(v) Names of injured, and names of various hospitals where injured have been sent.

5.1.9.2 Identification of dead bodies – Commercial department :

- (i) Ex – gratia paid to injured.
- (ii) Number of dead bodies identified.
- (iii) Ex – gratia paid to dead.
- (iv) No. of bodies handed over to relatives.

5.1.9.3 Number of coaches dealt with – Mechanical department :

- (i) No. of coaches thoroughly searched.
- (ii) No. of coaches made off track.
- (iii) No. of coaches yet to be dealt with.

Chapter – 6

SITE MANAGEMENT PLAN -II

Nominated officials from various departments arriving at site by ARMVs and ARTs form part of

the Disaster Management Team. Officials representing each department are responsible to ensure that assigned duties of their respective departments are efficiently carried out. Senior officers of each department will also ensure that their work is synchronized with that of functionaries of other departments for quick rescue, relief and restoration operation.

(6.1) Members of the Disaster management Team:

6.1.1 Disaster Management Team normally comprises members of following departments:

- (i) Trained railway men from Medical, Commercial, Safety, Electrical, S&T, Mechanical, Engineering, Security, Personnel and other departments.
- (ii) In case of fire accidents, trained fire service personnel shall form part of this unit.
- (iii) In case of an accident on water body, divers and naval cadets will also be part of the team.
- (iv) In case of sabotage or bomb explosion, bomb disposal squads and GRP/Local Police will also be involved.
- (v) Various rescue units shall accompany ARMVs, ARTs or move by road as quickly as possible.

6.1.2 Officer-in-Charge of Site (OC Site):

On arrival of ARMV at accident site DRM shall take over as OC Site from the senior-most officer of the accident involved train. On arrival of 1st Special train carrying GM and other hdqtrs. officers, GM shall be OC Site. In the absence GM, the senior most officer shall be OC Site. He will be responsible for forming Core

Groups as required and direct them to carryout efficient rescue, relief and restoration operations.

6.1.3 Rescue, Relief and Restoration Operation:

DM Team on arrival by ARMVs and ARTs shall undertake following actions:

- (i) Crowd Control and Law and Order.
- (ii) Rescue operation.
- (iii) Relief operation.
- (iv) Video coverage of accident site.
- (v) Installation of Communication Network.
- (vi) Clearance from State Police for restoration.
- (vii) Preservation of Clues and Evidence.
- (viii) Media Management at site.
- (ix) Salvage operation.
- (x) Restoration operation.

6.1.4 Photography:

Prior to starting restoration work at an accident site, divisions should undertake suitable video film coverage to the extent feasible. Still photography by digital camera should also be undertaken extensively for its obvious advantages. The photograph should be taken from a vantage point and from as many angles as possible so as to give a bird's eye view as also close up photographs.

(i) Such photographs should clearly indicate:

- Severity of the accident.
- illustrate the damage to P-Way, Rolling Stock, Signal, OHE and other structures and equipment.

(ii) Separate set of photographs to be taken to preserve clues and evidence of sabotage if suspected.

(iii) Victims and unidentified bodies should also be extensively photographed .

(6.2) General:

For efficient Disaster Management, responsibilities of various departments are to be executed by

deputing responsible officers and supervisors. Important duties of such officers/supervisors are enlisted as follows:

6.2.1 OC Site:

- (i) Ensure setting up of UCC, CAC and LCC at the earliest.
- (ii) Collect information from OC Site of IAT.
- (iii) Take stock of the situation and plan for efficient rescue operation.
- (iv) Estimate quantum of assistance required for each department from :
 - within the division,
 - adjoining divisions of NER,
 - adjoining zones,

- non – railway agencies.
- (v) Channelise local resources to supplement available railway resources.
- (vi) Ensure that duties of various functionaries of different departments as laid down in NER's Zonal DM Plan are carried out.
- (vii) Ensure co-ordination among all departments for efficient rescue, relief and restoration operation.
- (viii) Ensure information to SP Police and District Magistrate.
- (ix) In case of sabotage, direct RPF to obtain quick clearance from State Police.
- (x) In case of serious explosions or fire, clearance from Controller of Explosives is to be obtained.
- (xi) Give prima facie cause of the accident along with forecast of expected date and time of restoration.
- (xii) Ensure timely information on the progress of rescue, relief, and restoration work every 3 hrs. with following details :
 - Number of coaches searched.
 - Number of injured passengers recovered.
 - Nature of injuries to passengers.
 - Number of bodies recovered.
 - Number of bodies identified.
 - Number of coaches dealt with.
 - Supplementary assistance required, if any.
- (xiii) Forecast for completion of each activity mentioned below should also be firmed up. These target dates and times should be communicated to all officers and supervisors at accident site :
 - Re – railment.
 - Track fitness.
 - OHE fitness.
 - Points and inter – locking.
 - Clearance of section.
 - Movement of first train.

6.2.2 Duties of Divisional Railway Manager:

- (i) Ensure that functionaries of different branches at the accident site carry out duties assigned to them as per Zonal and Divisional DM Plan.
- (ii) Co-ordinate with Divisional Emergency Cell regarding assistance required.
- (iii) Co-ordinate with Civil Authorities especially with regard to :
 - Requisitioning of buses from State transport authorities, with drivers for round the clock duty.
 - Waiving off of Post Mortem formalities.
 - Positioning of Municipal Official in the CAC for issuing of Official Death Certificate.

6.2.3 Formation of two teams at accident site for round the clock working:

- (i) At the accident site, departmental officers available from both hdqtrs. and division shall be formed into two teams for round the clock working in 2 shifts, preferably 8 hrs. to 20 hrs. and from 20 hrs. to 8 hrs.
- (ii) PHODs/CHODs shall be available on duty during the day time.
- (iii) PHODs/CHODs shall take on the spot decision regarding composition of the team for night shift for their respective department. This composition should not normally be changed during the 3-4 day stay at the accident site.
- (iv) Branch Officers shall be available on duty during the day time.
- (v) Branch Officers shall take on the spot decision regarding composition of the team for night shift for their respective department. This composition should not normally be changed during the 3- 4 day stay at the accident site.
- (vi) Similarly, supervisors available from both hdqtrs. and divisions shall also be put in two teams.

(6.3) Duties of Operating Department:

Immediately after getting the information:

- (i) All sectional TIs and Supervisory SSs should be directed to reach the accident site by first available means.
- (ii) Similarly additional RG/LR staff from the section should be sent to 3 stations on either side so that SMs can be free for going to accident site.
- (iii) Since considerable amount of shunting is required to be performed at adjoining stations, 2 traffic supervisors in 2 shifts should be posted at adjoining stations on each side.
- (iv) Ensure that special trains are sent into the accident affected block section according to the sequence .
- (v) Ensure proper marshalling of crane while proceeding to the accident spot in the block section.
- (vi) Ensure that Engineering vans of the ART are placed nearest to the accident site. For this purpose, Engineering van/wagon should be placed closest to site of accident by sending it in pushing condition.
- (vii) Ensure prompt clearance of stranded passengers at the site in coordination with the Divisional Emergency Cell.
- (viii) Regarding running of special trains, keep in touch with Divisional Emergency Cell and give requirement from site.

(6.4) Duties of Safety Department:

- (i) Sr DSO/DSO with safety counselors and TIs rush to the site of accident. DRM shall issue separate instructions as per priority list in case Sr DSO/DSO is out of station they and to report to the OC site.
- (i) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed till police clearance is received.
- (ii) Ensure that video/still photographs by digital cameras are taken as required.
- (iii) Ensure that joint measurements, observations are recorded in the prescribed Performa before restoration work begins.
- (iv) Ensure that unaffected rolling stock is moved away from the site and thereafter stabled at convenient location for further examination during accident inquiry.
- (v) Ensure that evidence of train staff, station staff and public are recorded on the spot.
- (vi) Addresses of passengers willing to give statements later should also be obtained.
- (vii) Ensure that special trains are sent into the accident affected block section according to the sequence .

6.5) Duties Of Medical Department:

6.5.1 Main functions :

Main functions of the Medical department can be broadly classified as:

- (a) Taking an initial round of hospitals and assessment of situation.
- (b) Taking out injured passengers from accident involved coaches.
- (c) Attending to injured passengers and giving them First Aid.
- (d) Preparing list of injured passengers.
- (e) Classification of their injuries.
- (f) Transporting them to hospitals and getting them admitted.
- (g) Post admittance hospital care of the injured.
- (h) Dealing with dead bodies with care and respect.
- (i) Preservation of dead bodies.

6.5.2 General:

- (i) Ensure collecting blood and urine samples of train crew in case the same is necessary.
- (ii) Organize as many road ambulances as possible at the accident site.
- (iii) Data Bank of Divisional DM Plans have names, telephone numbers and other details of hospitals near the accident site. They should be contacted on phone for sending road ambulances along with team of doctors.
- (iv) Set up Medical Counter in UCC and CAC for passenger assistance.
- (v) Set up First Aid Posts in LCCs.

(vi) Collect all relevant detail of local blood banks.

6.5.3 Site management:

(i) Leader of Team 'A' (Normally CMS/MS In-charge of the Division) would take control of the site, co-ordinate relief measures and distribute duties amongst doctors available as detailed below : ----

(ii) Different teams and groups will be formed for discharging various duties of the Medical department as detailed in Section (E1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

(iii) One group of doctors will take a round of various hospitals where injured passengers have already been admitted. (Para 4 below)

(iv) One group consisting of 4 – 5 teams of doctors and para-medics will take out injured passengers and dead bodies from accident involved coaches. (Para 5 below)

(v) One team will attend to injured passengers and give them First Aid and other medical treatment.

(vi) One team will prepare list of injured passengers, note down details of their injuries and classify them.

(vii) One team would be in-charge of transporting injured passengers to hospitals and getting them admitted.

(viii) One team would be in-charge of post admittance hospital care of the injured. (Para 10 below)

(ix) One team will deal with dead bodies after these have been extracted from coaches. They will prepare a list and arrange for their preservation.

(x) In case sufficient doctors are available then more groups should be formed for rescue operations.

(xi) The Crew(Engine Crew and Guard) of the trains involved in accidents is to be examined for drunkenness on duty and it should be mandatory that the blood samples are collected and sent to Forensic laboratories for testing of the presence of alcohol.

This implementation of this shall be ensured with least delay.

6.5.4 Taking an initial round of hospitals: -----

(i) Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.

(ii) One commercial officer will also accompany doctors and make a general assessment.

- (iii) At the hospital, they should collect information about dead/injured persons, their name, age, sex, address, telephone no., name and telephone no. of relatives/friends, nature of the injury, etc.
- (iv) These information should be immediately communicated to CMS/MS at accident site by using local PCO/cell phone etc.
- (v) Prepare a list of persons dead/injured already in hospitals in three copies by using carbon paper.
- (vi) The list thus prepared is to be signed by railway doctor on duty in the hospital. One copy is to be handed over to the Commercial Department.
- (vii) 2nd copy to be kept with the doctor in charge as office copy and the 3rd copy to be given to paramedical staff to get multiple photocopies for further distribution.
- (viii) One copy should also be sent to CAC for being fed into the PC provided in the CAC.
- (ix) The initial list prepared should be updated at regular intervals, as and when any change occurs.

6.5.5 Taking out injured passengers:

- (i) Maximum number of doctors should be deputed for this activity.
- (ii) This group should consist of at least 4-5 teams. If numbers permit, more such teams should be formed.
- (iii) Teams involved in rescue operation should ensure rapid access to all injured passengers.
- (iv) They should take assistance of Mechanical/Engineering/RPF staff to extricate injured passengers.
- (v) Each team will join up with teams of Mechanical staff who would also be involved in extracting dead and injured from coaches.
- (vi) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- (vii) Coaches should be thoroughly searched including lavatory and vestibule portions before abandoning further search and moving on to the next coach.

6.5.6 Attending to injured passengers:

- (i) One team will be asked to provide medical treatment to injured passengers immediately after their evacuation from coaches.
- (ii) Ensure stabilization of condition of injured passengers already taken out from coaches, before they are dispatched to hospitals by road.
- (iii) In case of patients in critical condition where stabilization of condition at site is not possible, they should be moved immediately by road ambulance or shifted to ARMV.

6.5.7 Preparing list of passengers:

- (i) Collect list of injured passengers prepared by TS/TTEs and assess the situation.
- (ii) Separate lists to be prepared coach wise.
- (iii) The list should contain following details :----
 - If found Conscious: Name, sex, age, identification marks, address, ticket number, originating and destination station, any previous deformity.
 - If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.
- (iv) Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS Incharge and a copy handed over to commercial department.
- (v) The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues.

6.5.8 Classification of Injuries:

- (i) Injuries are classified as under :
 - (a) 'Grievous' injuries as defined below.
 - (b) 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.
- (ii) Following are considered to be grievous injuries (as per section 320 of the Indian Penal Code):
 - (a) Emasculation
 - (b) Permanent privation of sight of either eye.
 - (c) Permanent privation of 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 cause the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.
- (iii) Injuries other than those defined above are considered to be simple injuries.
- (iv) Apart from injuries defined 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 injuries.
- (v) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.
- (vi) Classify injured passengers into separate categories as grievous or simple.

(vii) Inform Commercial department for arranging ex-gratia payment.

6.5.9 Transporting injured passengers to hospitals:

(i) One team will be asked to arrange transport of injured passengers to nearby hospitals.

(ii) Ensure expeditious transportation of injured either to AMRVs or to nearby hospitals.

(iii) Critically injured passengers should be transported by means of road ambulances and other by means of ordinary road vehicles.

(iv) Commercial staff should also be associated with transfer of injured passengers to hospitals.

(v) Before doctors and supervisors leave the accident site for hospital duty, they should note down the DOT and Mobile Telephone No. of the accident site, CMS, MS and other doctors at the site for quick communication.

(vi) Doctors going to different hospitals should have separate vehicles.

(vii) In case sufficient numbers of railway vehicles are not available, they should hire taxis for their movement by withdrawing from station earnings.

6.5.10. Post admittance hospital care:

(i) One railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.

(ii) Normally one doctor should look after one hospital, along with a commercial supervisor and WLI.

(iii) If large no. of hospitals are involved 2/3 hospitals may be given to one doctor. In that case, the doctor, in consultation with CMS/MS, should station himself at the hospital where maximum no. of patients are admitted.

(iv) Make an assessment about capabilities of the hospital to handle injured persons especially with reference to types of injuries they have suffered. Decide whether the patient needs to be shifted to other hospital with better facilities and then arrange to shift the patient.

(v) In case any injured passenger succumbs to his injuries in the hospital, then the doctor in-charge of that hospital should update this fact to the medical counter at CAC.

6.5.11 Dealing with dead bodies:

(i) Problem faced by rescue teams is regarding dealing of dead bodies.

(ii) On IR it is not clearly spelt out as to who will deal with them.

(iii) Accident Manual is silent as to who will extricate dead bodies from coaches, and then take them to either hospital or the mortuary.

(iv) It can only be inferred that Medical Department will do this work.

(v) In case of a major disaster, the usual complement of medical staff in any ARMV is grossly inadequate for undertaking work of this magnitude.

- (vi) Adequate number of Safaiwalas and other health workers who have come to the accident site should be mobilised for this purpose.
- (vii) Often rescue and relief operations continues for more than 48 hours.
- (viii) Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances became a real problem.
- (ix) Target should be to extricate all dead bodies within 24 hrs.
- (x) Dead bodies should be dealt with coach wise, otherwise bodies taken out from different coaches get mixed up.
- (xi) Bodies taken out from coaches should be stacked at quite some distance from the track in front of respective coaches, in separate lots, coach-wise. While this may slow down the work initially, in the long run it is more systematic since bodies don't get mixed up.
- (xii) Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other railway staff and non-railway volunteers available at site.
- (xiii) Ensure covering of dead bodies with shrouds.
- (xiv) Put cloth label (white cloth of 12" x 9" written by Marker pen) on each dead body on the chest just below the neck as below :
- Date _____
 - Dead body Serial No. _____
 - Name _____
 - Age _____ Sex _____
 - Coach No. _____
- (xv) In case of unidentified dead bodies, against the item 'name', it should be written as unidentified-1/ unidentified-2, etc. Approximate age should be estimated from the appearance, such as between 35 – 45 years.
- (xvi) 5 photographs preferably by digital camera should be taken of each dead body. Two should be close up of face from in front and sideways, third should be with the label visible as per item (xiii) above and fourth and fifth should be of full length of the body.
- (xvii) If possible each body should also be video photographed.
- (xviii) After photographs have been taken, each body should be placed inside a plastic bag with zip having proper labeling system where same information is also to be provided.
- (xix) After this, bodies will be handed over to GRP or Local Police for safe custody
- Preservation of dead bodies:**
- (i) Numbering and photography of bodies should be done even when relatives are on hand to claim the body.

- (ii) Arrangements have to be made for a more permanent location for them till such time as the next of kin arrive to claim these bodies.
 - (iii) In all such accidents passengers are invariably separated from their belongings. As such in many cases there are no tickets or other identification papers on their persons.
 - (iv) This problem is further compounded in unreserved coaches where no reservation charts are available.
 - (v) Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.
 - (vi) Arrange for hiring of a couple of big halls, for keeping bodies.
 - (vii) Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.
 - (viii) A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building temporarily.
 - (ix) Arrange to move dead bodies to nominated buildings being used as temporary mortuaries.
 - (x) Bodies should be neatly lined up with their numbers prominently displayed, and kept in different rooms, coach-wise.
 - (xi) Notice Board outside the building should display the room nos. where bodies extracted from a particular coach have been kept.
 - (xii) These details should also be posted on a notice board outside each room.
 - (xiii) This will prevent unnecessary handling of bodies which in any case would be in an advanced state of decomposition.
 - (xiv) For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.
 - (xv) Procure following items from local market for dealing with dead bodies.
 - Shrouds,
 - Polythene bags,
 - Coffins, Dry ice.
 - (xx) Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.
- 6.5.12
- (xvi) Commercial supervisors should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives as and when they come.

(6.6) Duties of Commercial Department:

6.6.1 Main functions:

Main functions of the Commercial department can be broadly classified as:

- (a) Withdrawal of cash from station earnings.
- (b) Hiring of road vehicles.
- (c) Providing beverages and catering to injured and uninjured passengers.
- (d) Initial round of hospitals and assessment of situation.
- (e) Preparing list of injured passengers.
- (f) Transporting them to hospitals and getting them admitted.
- (g) Payment of ex-gratia to injured and next of kin of dead.
- (h) Dealing with refund and claims compensation formalities.
- (i) Taking charge of luggage and consignments.
- (j) Post admittance hospital care of the injured.
- (k) Taking care of relatives.
- (l) Manning of enquiry booths/May I help you at site, stations and in emergency cell.
- (m) Arranging labour for unloading of wagons if required for restoration.

6.6.2 General:

- (i) Before Sr. DCM proceeds to accident site he should withdraw sufficiently large amount of cash from station earnings. (Para 3 below)
- (ii) At the accident site, handpicked commercial supervisors should be deputed for manning commercial counters in UCC and CAC.
- (iii) Each commercial counter in CAC is to be manned by one group.
- (iv) Different teams and groups will be formed for discharging various duties of the Commercial department as detailed in Section (F1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- (v) Separate teams and groups should be formed as detailed below, headed by a commercial officer.
- (vi) One team will hire road vehicles for use and other related activities.
- (vii) One group will arrange beverages and food both for injured as also for uninjured passengers.
- (viii) One team will take an initial round of hospitals along with doctors and assess the situation.
- (ix) One group should take care of uninjured passengers who have to be cleared from the accident site.
- (x) One group will assist Medical department in preparing a list of injured passengers input the same into the PC in CAC.

- (xi) One group will assist Medical department in shifting injured passengers to hospitals.
- (xii) One group will assist the Medical department in preparing a list of dead bodies and looking after them.
- (xiii) One team will make ex-gratia payment to injured passengers and next of kin of dead.
- (xiv) One team will deal with refund cases and claims compensation formalities.
- (xv) One group will be in-charge of unclaimed luggage and other consignments.
- (xvi) One group will be in-charge of post admittance hospital care of injured and taking care of relative.

6.6.3 Withdrawal of cash from station earnings:

- (i) In order to meet accident related expenditure, officers can withdraw money from station earnings duly following the procedure incorporated in Commercial Manual Vol. II Rule No. 2425.
 - Departmental expenditure necessitated by floods, accidents or earthquakes, etc.
 - Ex-gratia payments to persons involved in train accidents.
- (ii) Before Sr. DCM leaves for accident site, he should withdraw sufficiently large amount of cash from station earnings to meet with immediate requirements at the site.
- (iii) More should be withdrawn subsequently as and when required.
- (iv) Procedure and accountal as detailed below should be followed
- (v) A commercial supervisor should be nominated for this purpose and he should withdraw Rs. 5 lakhs and carry it with him, duly escorted by RPF personnel.

6.6.4 Hiring of Vehicles:

- (i) A large number of road vehicles are required at an accident site for following purposes :
 - Taking injured passengers to hospitals.
 - Taking doctors and other railway officials to hospitals.
 - Clearance of uninjured passengers.
 - Taking dead bodies to mortuaries.
 - Bringing men and materials, etc. to accident site.
 - Taking unclaimed luggage for being kept in safe custody.
 - Taking relatives to hospitals and mortuary.
 - Other miscellaneous work.
- (ii) For this purpose apart from whatever number of railway vehicles may be available, extra road vehicles should be hired.
- (iii) All road vehicles should be hired along with standby drivers for round the clock duty.

- (iv) At least 10 road vehicles should be attached to CAC for taking relatives to hospitals, mortuaries etc.
- (v) Nominated railway staff to be attached to each hired vehicle round the clock (even group 'D' would suffice), so that optimum use can be made of the vehicle.
- (vi) Buses from State transport authorities should also be requisitioned along with extra drivers for round the clock duty.
- (vii) One railway staff should be put in charge of each bus on round the clock duty, who will accompany the bus wherever it goes and bring it back in time (even group 'D' would suffice).
- (viii) In case hospitals are in different towns, then road transport buses should be put on fixed time round trip schedule for shuttling relatives from CAC to various locations and back to CAC.
- (ix) All hired vehicles and requisitioned buses should have stickers pasted on their front and rear windscreens indicating 'RAILWAY ACCIDENT DUTY'.

6.6.5 Catering arrangements:

- (i) Arrangements for supply of food and beverages to not only injured but also to other passengers of the accident involved train should be swiftly organized.
- (ii) Food and beverages should be supplied free of charge.
- (iii) These may be arranged from railway sources or outside sources as necessary, including IRCTC or their contractors.
- (iv) To supplement Railway catering arrangements nearby Dhabas and Hotels should be contacted and arrangements made for opening up stalls at the site.

6.6.6 Clearance of uninjured passengers:

- (i) First of all, arrangements for water and food for stranded passengers should be made.
- (ii) Announcement should be made for registering names of safe passengers.
- (iii) Clearance of accident affected passengers from accident site should be planned along with Operating branch who will provide the empty coaching rake.
- (iv) Make announcement through PA System informing passengers regarding their clearance from site either by :
 - front portion of the accident involved train,
 - rear portion of the accident involved train,
 - empty coaching rakes that have been brought to the accident site,
 - road bridging that has been arranged.
- (v) Arrange adequate coolies for carrying passenger's luggage while they transfer to the new train.

(vi) In case of road bridging, arrange road transport to clear stranded passengers, record details of passengers dispatched and relay particulars to Divisional Emergency Cell.

(vii) Senior-most official at site shall have powers to arrange conveyance for affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers' luggage, etc.

6.6.7 Preparing list of injured passengers:

(i) Collect list of injured passengers prepared by TS/TTEs and assess the situation along with Medical department.

(ii) Separate lists to be prepared coach wise by Medical department.

(iii) The list should contain following details :

- If found Conscious: Name, sex, age, identification marks, address, ticket number, originating and destination station.

- If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.

(iv) Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS Incharge and a copy handed over to commercial department.

(v) This list should be input into the PC available in the CAC.

(vi) The list should also be E-Mailed to the Divisional Emergency Cell and Hdqtrs. Emergency Cell.

(vii) The list of dead and injured that is initially fed into the PC will thereafter be updated periodically, as rescue and relief work continues.

6.6.8 Additional Duties Of Commercial Staff:-

(i) Commercial staff should also be associated with transfer of injured passengers to hospitals

(ii) One railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.

(iii) Normally one doctor should look after one hospital, along with a commercial supervisor and WLI.

(iv) 4 Commercial supervisors should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives as and when they come.

6.6.9 Amount of Ex – Gratia payable:

(i) The amount of ex-gratia relief payable to injured passengers or to dependants of dead are as

under :

(a) In case of death - Rs. 15,000/-

(b) Grievous injury - Rs. 5,000/-

(c) Simple injury - Rs. 500/-

(ii) The amount of ex-gratia relief admissible to road-users who meet with an accident due to Railway's prima facie liability at manned level crossing gate accidents will be as under :

(a) In case of death - Rs. 6,000/-

(b) Grievous injury - Rs. 2,500/-

(c) Simple injury - Nil

(iii) Payment of ex-gratia will be made on the basis of categorization of their injuries made out by doctors at site.

(iv) No ex-gratia payment would be admissible to trespassers, persons electrocuted by OHE and

road users at unmanned level crossings.

(v) Ex-gratia payment should also be made to railway staff killed or injured by a moving train while performing their duty, for example, gangman working on track run-over accidentally by a moving train.

(vi) Ex – gratia amount is to be paid in cash.

(vii) In case of injured passengers, ex-gratia should be paid to the injured passenger himself or in case he is too ill, to his relative in his presence.

(viii) In case of death cases where relatives identify and claim the body, following precautions are to be taken :

(a) Photograph the face of the body from in front and from the side.

(b) Photograph the person taking the ex – gratia payment,

(c) Record the relationship of the person claiming the body along with details of proof, if any.

(d) In case enhanced ex–gratia is announced by the Hon'ble MR, then the enhanced amount

should be paid by cheque by Accounts department.

(e) Ex – gratia paid is not to be adjusted against claims compensation payable as decreed by RCT

subsequently.

(ix) Payment should be arranged preferably on the spot by a senior scale officer nominated by GM after making such enquiries as can be reasonably made on the spot after immediate needs by way of medical attendance etc. to injured persons have been attended.

(x) For payment of ex-gratia, and to meet other expenses at site, one commercial inspector, authorized by Sr. DCM shall withdraw Rs. 5 lakh from station earnings of a nearby station, and shall be available at site duly escorted by RPF personnel.

(xi) Sr. DCM/DCM will ensure availability of sufficient cash for payment of ex-gratia/refund.

6.6.10 Refund and Claims Compensation:

- (i) Refund of fares must be granted in the CAC for unfinished journey as per rules.
- (ii) Injured passengers and next of kin of deceased passengers must be supplied with blank claims compensation forms along with Claims Booklet explaining complete procedure.
- (iii) Photocopy of a filled up Claims Compensation form may also be given along with the blank form so as to help them in filling it up.

6.6.11 Luggage and consignments: As and when unclaimed luggage and personal belongings

are taken out from coaches, a list should be made coach- wise, and each item should be tagged with coach no.

- (i) A list of each item with distinguishing marks should be made.
- (ii) If possible, the cabin number inside the coach should also be indicated.
- (iii) Luggage claimed should be handed over on satisfactory proof of ownership.
- (iv) Unclaimed luggage and personal belongings of injured/dead passengers should be taken possession of for safe custody.
- (v) Unclaimed luggage should be stored in a safe place, preferably, part of the same school building which is being used for preserving dead bodies.
- (vi) These should be stored in separate rooms coach wise so that it is easy for relatives to identify.
- (vii) A list should be displayed outside each room indicating the coach no. whose luggage is stored there.
- (viii) It is the responsibility of Commercial department to take charge of all unclaimed luggage etc. These should be taken over from the charge of RPF.
- (ix) Booked luggage, parcels and consignments available in SLRs, VPUs etc. should be taken out and sent by road to nearest Jn. station for safe custody.
- (x) Booked perishables available in SLRs, VPUs should be taken out and either auctioned at site or sent by road to nearest Jn. station for being auctioned.
- (xi) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.

6.6.12 Withdrawal from station earnings - procedure:

- (i) In order to meet accident related expenditure, officers can withdraw money from station earnings duly following the procedure incorporated in Commercial Manual Vol. II Rule No. 2425.
- Departmental expenditure necessitated by floods, accidents or earthquakes, etc.
- Ex-gratia payments to persons involved in train accidents.

(ii) The nominated supervisor incharge of the department concerned may alone withdraw from station earnings through a requisition in respect of the above items specified in rule 2425 of the IRCM.

(iii) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From To

.....

Name of Supervisory Official..... Station Master

.....

Designation/Station Station

.....

Please arrange to pay from Station Earnings an amount of Rs..... (Rupees
.....)

towards(Purpose to be indicated). This is one
of the authorized

items of withdrawal from Station Earnings. The expenditure is chargeable to the
head

Accounting Authority

Controlling Officer

Designation

Station

Payment made from station Received an amount of
earnings amount: Rs.

from station earnings

Signature of SM/SS Signature:

Designation:

(iv) Requisition is required to be prepared in triplicate. 1st to be kept as record, 2nd to be presented to SM for arranging payment against proper acknowledgement and 3rd should be sent to Sr. DAO concerned duly countersigned personally by the Divisional Officer of the department.

(v) Any failure by the supervisory official withdrawing cash to follow above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.

6.6.13 Withdrawal from station earnings - accountal:

(i) Branch Officer concerned shall forward requisitions received from stations to the Divisional Accounts Office indicating circumstances under which the withdrawal was necessitated.

- (ii) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. Timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.
- (iii) Executive Officer concerned shall furnish full particulars of the amount withdrawn, details of payments made, reasons for the payment, the rate and period for which payment is made and the total amount paid with the acquittance of the payee with necessary revenue stamp wherever due to Sr. DAO.
- (iv) Sr. DCM will compile a monthly statement of all withdrawals pertaining to his division obtaining a statement from various executives in his division and send it to CCM.
- (v) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by Executive Officers.

(6.7) Duties of Mechanical Department:

For discharging the dual responsibility of extricating injured passengers & dead bodies from coaches and toppling those coaches whose search has been completed, 2 separate groups will be formed at each end for purposes of 'search and rescue' and 'off tracking of coaches'.

Once 4 ARMVs, 2 ARTs and 2 BD specials have arrived at the accident site from both ends,

normally no more mechanical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently. Different teams and groups will be formed for discharging the dual responsibilities of the Mechanical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

One Sr. Supervisor should be in-charge of each team conducting 'search and rescue' at the site.

All such 'search and rescue' groups at each end of the accident site would function under directions of an AME. Similarly, one Sr. Supervisor should be in-charge of each team working on 'off tracking of coaches' at the site. All such 'off tracking of coaches' groups at each end of the accident site, would function under directions of another AME. The second AME concerned would also be in-charge of the crane at that end.

- (i) Take precautions in electrified section that power supply is switched off before commencing rescue/ relief work.
- (ii) Use necessary safety equipment like hand gloves, helmet etc.
- (iii) If spillage of inflammable substances is suspected, then only cold cutting equipment should be used.
- (iv) In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.

- (v) Be cautious in using rescue tools like gas cutters, cold cutters, spreaders, hydraulic jacks etc. so that passengers trapped inside or buried under the debris do not get hurt.
- (vi) Ensure marshalling of ART according to site requirement before it is sent into the accident involved block section.
- (vii) For efficient extrication of entrapped passengers take assistance of Medical/ Engineering departments.
- (viii) Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.
- (ix) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- (x) Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140T cranes can continue working from either end.
- (xi) Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that number of coaches can be simultaneously approached and more work centers can be opened up.
- (xii) Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

(6.8) Duties of Security Department:

Main functions of the Security Department can be broadly classified as:

- (a) Co-ordination with GRP and Local Police.
- (b) Crowd management.
- (c) Protection of luggage.
- (d) Protection of railway property.
- (e) Lady RPF constables should be nominated to attend sites of accidents for dealing with lady passengers and their lady relatives.
- (f) Protection of clues and search of clues.

6.8.1 Liaison with Civil Police:

- (i) In case of sabotage, liaison with Local Police & officials of district administration and get early clearance.
- (ii) Clearance should be obtained as expeditiously as possible, for starting restoration work.
- (iii) Additional manpower should be requisitioned from local police officials and district administration for purpose of crowd control.
- (iv) Exemption should be obtained from SP of the district for waiving off formalities of Post Mortem of dead bodies.

(v) Obtain assistance from GRP and Local Police as and when required.

6.8.2 Crowd Management:

The first problem at an accident site is that of surging crowds. Carrying out any kind of rescue and relief operation becomes next to impossible. Railwaymen who try to undertake any kind of rescue and relief work become victims of mob fury.

- (i) Cordon off the site and prevent unauthorized entry of outsiders.
- (ii) Segregate the area of accident by putting up temporary barriers using nylon ropes or any other make-shift device available at the scene so that outsiders do not disturb the site or hamper rescue operations.
- (iii) These barriers should be at quite some distance away from the track, so that UCC, CAC and LCCs are inside the cordoned off area.
- (iv) Provide barricade and ask for additional force to control crowd during VIP visit.

6.8.3 Protection of luggage:

- (i) Protect unclaimed luggage of passengers till these are duly taken over by commercial department for safe custody.
- (ii) Unclaimed luggage of passengers should be isolated and stacked coach-wise, with proper labeling indicating coach no. from which recovered.
- (iii) If possible, the cabin number inside the coach should also be indicated.
- (iv) All such unclaimed luggage should be protected till they are handed over to claimants or taken over by commercial department.
- (v) Unclaimed luggage should be stored in a safe place, preferably, part of the same school building which is being used for preserving dead bodies.
- (vi) These should be stored in separate rooms coach wise so that it is easy for relatives to identify.

6.8.4 Protection of railway property:

- (i) Protect Railway consignments/goods/parcels till these are duly taken over by commercial department and dispatched to nearest station for proper disposal.
- (ii) Guard perishables till they are auctioned off at site or till they are dispatched to nearest station for being auctioned.
- (iii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.
- (iv) Provide security for the cash withdrawn for payment of ex-gratia by the commercial department.
- (v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

- (vi) Ensure that no railway staff tampers with any track fittings, or rolling stock parts.
- (vii) Anybody found moving under suspicious circumstances should be questioned.
- (viii) No railway staff should be allowed to move about near the accident site with loose or piece meal equipment.

6.8.5 General:

- (i) RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.
- (ii) 3 - hourly Sitreps will be updated by field personnel at the scene of incident to the RPF functionary in the UCC, giving the latest situation.
- (iii) RPF Assistance Post will also be established within the CAC so that people needing help can approach RPF.

(6.9) Duties of Electrical Department:

i. In case of electrified territory, Sr. DEE/TRD shall arrange movement of sufficient Tower Wagons along with men and material from adjacent depots from both sides of site of accident. In case additional tower wagons are required these should also be requisitioned from other depots nearby along with men and material. Sr. DEE/TRD as well as AEE/TRD should also proceed to site of accident.

ii. Sr. DEE(G) of the division will proceed to the site and take all the necessary action for proper illumination and safety measures as deemed necessary at site. DEE/AEE will man Electrical(G) control in the division to mobilise further assistance as required from the site. It would be duty of Sr. DEE(G) at site to ensure that lights of adequate number and intensity are installed before sun set. The lights would remain at site till restoration work by all departments is completed.

iii In case of involvement of electric locos, Sr. DEE/RS/GZB or DEE/ RS/GZB will also move along with the concerned SSE of the Mechanical section and staff to assist restoration at site and escorting of the locos for its movement to the nearest shed.

iv In case of involvement of EMU/ MEMU, Sr. DEE/ EMU/GZB, DEE/EMU/GZB shall proceed to the site along with staff for restoration and escorting of the concerned coach/ rake to base shed.

v In the Divl. Control office, DEE/AEE would be Incharge for coordination of the traffic requirement for movement of passenger services, diversion of traffic etc and accordingly plan crew management. In the absence of DEE/AEE , will perform this function.

vi All ARMV/ART coaches should have a standby arrangement of generator for the train lighting and air-conditioning wherever required besides providing power for portable torchlights, floodlights, drills, abrasive metal cutters etc.

vii Different teams and groups will be formed for discharging various duties of the Electrical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

6.9.1 Site illumination:

One Sr. Supervisor should be in-charge of each group working at the site. All teams at each end of the accident site would function under directions of an Sr.DEE/AEE.

(i) Senior most electrical officer at site would make a quick assessment of the electrical requirement of the site.

(ii) This would be done keeping in mind the geographical spread of the site, the size of UCC, LCCs, CAC and any other requirement as necessary.

(iii) Thereafter, he would assess the quantity of electrical fittings and generating sets available in ARMVs and ARTs.

(iv) In order to set up adequate illumination facilities, all generating sets and lighting fixtures available in ARMVs and ARTs would be used.

(v) First priority for lighting would be the accident site along the track where rescue, relief and restoration work is going on.

(vi) Next priority would be given to lighting up of UCC, CAC and LCCs.

(vii) Additional requirements of generators and lighting fixtures, if any, should be called for immediately from other railway sources within the division, well in time.

(viii) In case divisional sources are inadequate, then sources from other divisions should be tapped.

(ix) Officer at site should hire additional generating sets, lighting fixtures etc. as required, from nonrailway sources available nearby. List of such sources are given in Divisional DM Plans.

(x) Once generators and lighting fixtures have been set up, efforts should be made to tap direct power supply from some nearby sources, if available.

(xi) In case power supply is not available nearby and illumination has to continue on generator supply, then sufficient quantity of petrol and diesel should be procured and kept in stock.

(6.9.2) OHE at site:

One Sr. Supervisor should be in-charge of each group working at the site. All TRD teams at each end of the accident site, would function under directions of an AEE/TRD.

(i) In case OHE is to be brought down, then the same should be done immediately so that working of crane does not get held up on account of OHE.

(ii) In case slewing of OHE suffices for some sections, then the same should be done quickly so that working of crane does not get held up on account of OHE.

(iii) AEN/TRD shall arrange movement of Tower Wagons along with men and material from adjacent depots from both sides of accident site.

(iv) Ensure that the section is earthed before staff starts working near OHE.

(v) OHE should not be charged until all staff, tower wagons, cranes etc. have cleared the block section.

(6.10) Duties of Signal & Telecommunication Department:

Duties of S&T department consist of providing sufficient and reliable means of communication at the accident site and other work centers.

6.10.1 Types of communication facilities:

For this purpose following types of communication facilities should be provided:

- (i) Satellite telephones.
- (ii) BSNL telephones.
- (iii) Mobiles, in case the area is under mobile coverage.
- (iv) Walkie – Talkie sets.
- (v) Railway telephones.
- (vi) PA system.
- (vii) Nominated telecom supervisor trained in setting up, handling and trouble shooting the satellite phones at accident site should be able to use the satellite phone for setting up internet connection through *'Lap Top'* carried by the DRM. All S&T officers & telecom. supervisors attending accident site shall be able to operate satellite phones independently.
- (viii) Video Conferencing: Railway Board vide their letter No.94/Tele/TC/8/Vol.II Pt. dated 21/7/2004 have advised that Video Conferencing Facility from the Site of Accident at each Zonal Railway HQ in reference to item No.98 of Recommendations of High Level Committee on Disaster Management has been entrusted to Western Railway for trial.

6.10.2 Locations:

These should be provided at following locations:

- (i) UCC
- (ii) CAC
- (iii) LCCs
- (iv) Any other location as decided

6.10.3 Numbers to be provided:

- (i) Satellite telephones – 5 to be provided. 2 in UCC, 1 in CAC, 2 for passengers from adjoining ARTs of divisions/zones.
- (ii) BSNL telephones – 2 in UCC, 3 in CAC and 1 in each hospital.
- (iii) Mobiles – as many as can be arranged for each hospital.
- (iv) Walkie – Talkie sets – each functionary should be covered.
- (v) One 25W VHF sets shall also be provided in UCC.
- (vi) One 25W VHF set shall be installed in a road vehicle so that mobile communication can be set up, upto a range of about 15-20 Kms.
- (vii) Railway telephones – each functionary in UCC, CAC and LCCs should be covered.
- (viii) In RE area emergency sockets will be utilized for extending communication to the accident site and in non-RE area where 6 Quad cable is available the same will be utilised for providing communication.
- (ix) PA system at UCC, CAC and LCCs.

6.10.4 Public Address System:

- (i) Provide adequate number of PA system, Hand sets to be used for communicating with passengers and for giving directions to railway staff.
- (ii) PA system should be provided in UCC, CAC and LCCs. These are to be used for communicating with passengers and for giving directions to railway staff.

- (iii) For this purpose, additional PA systems may become necessary depending upon the requirements at accident site.
- (iv) Mega mikes available in ART will also be utilized.
- (v) Volume of PA system in UCC, CAC and LCCs should be so adjusted that announcements made over one of them reaches only those areas which are under its jurisdiction. It should not interfere with announcements being made by other PA systems.

6.10.5 General:

- (i) Ensure availability of adequate copies of Disaster Management telephone directory containing important telephone numbers.
- (ii) Adequate number of Mobile Battery Chargers should be provided in UCC, CAC and LCCs along with number of spare batteries.

(6.10.6) Duties of Engineering Department:

Some duties have been detailed as additional duties as follows:-

- (i) Adequate number of workmen including gang men are required to reach the site of the accident. 500 nos. along with 10 PWIs and 10 Black Smiths shall be arranged by the Division and further about 500 should be arranged to other rly. For this purpose, labour specials will be run from the specified destination as decided by the Divisional Engineering Control/HQ Emergency Control.
- (ii) ½ km of rails, sleepers and fittings and one set of 1 in 12 and 1 in 8 ½ turnouts are available in the ART. The Mechanical and Operating Departments will ensure that part 'C' of ART (consisting of additional Engineering Material Wagons) shall follow the ART. The additional half km. of matching materials and one set of 1 in 8 ½ and 1 in 12 turnouts shall be kept in the Track Depot already nominated locations by CTE of the Division. For loading of this material, 2 BFRs and 2 BCX wagons should be immediately placed in the Track Depot. These materials should be loaded within 3 hours and dispatched to the site of accident. This will be ensured by the SSE (P.Way) Track Depot and Divisional Engineering Control.
- (iii) At least two nos. of JCBs available with the ballast depot earth work contractor of near by area shall be immediately moved.
- (v) DSE/DEN in Divisional Emergency Control will request concerned authority (Army/State Govt. Deptt.) for bulldozer/earthmoving machinery in the area. go to send anti snake venom 4 vials and other items in cold chain carrier.

- 6.10.7 Mechanical and Operating Departments will ensure that Engineering vans of the ART are to be placed nearest to the accident site. For this purpose, Engineering van/wagon need to be placed in pushing condition closest to the site of accident.

- 6.10.8 At least two nos. of JCBs available with the ballast depot contractor shall be immediately moved.
- 6.10.9 The SR.DEN/DEN in Divisional Engineering Control will request the concerned authority (Army/StateGovt.deptt.)for bulldozer/earthmoving machinery in the area.

- (a) Setting up of site offices, tentage, shelters, drinking water facilities etc: One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall move along with the sufficient staff for setting up of the facilities. He should immediately start setting up of the tentage accommodation after taking out the tents and shamianas provided in the ART. In addition, he should also requisition the agencies, which provide tentage accommodation on contract. Site plan for tentage will be as per Annexure II.
- (b) The Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy. Chief Engineer/Bridge Line will also move to the site and in case, bridge is not involved, he will take full charge of tentage facilities.

There shall be sufficient temporary toilets, shelters and drinking water arrangements. Water tankers will be ordered and also hand pumps will be installed at the site. Sufficient shelters are also to be provided for the stranded railway passengers.

- (c) Temporary kitchen in the tents/shamianas is to be set up so that Catering Unit arranged by the Commercial Department can make use of it to provide hygienic food.
- (d) About 100 folding chairs are also to be arranged and in case, duration of restoration is likely to take more than 24 hours, some folding cots may also be arranged. Dy. Chief Engineer/Bridge Line, Dy. Chief Engineers/Bridge Workshops, Gorakhpur and Lucknow depending upon the territory, will invariably move to the site of the serious accidents along with their bridge Units and camping facilities to help in rescue relief and restoration operations. Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropes should be sufficient in length to ensure barricading at sites and camping areas. Sufficient facilities for erecting temporary stage/ scaffolding etc. should

also be organized, if required at site.

- (e) Bridge Line staff will have the list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water.
- (f) Drawing sketch of site of accident:---- One SSE/Works should be exclusively made incharge of preparing sketch of site of accident. He should work under the direction of site incharge of the accident. He will also preserve the clues/evidences, if any, at the site of accident leading to cause of accident.

6.10.1 Assistance required from the outside agencies:-----
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- (i) The list of the following as annexed with this contingency plan shall be maintained by the Hd. Qrs. and Divisional Engineering Control:
 - (ii) List containing addresses and telephone nos. of agencies, which provide tentage accommodation on contract.
 - (iii) List containing addresses and telephone nos. of the agencies in the nearby areas that provide earth-moving machinery like bulldozers, JCBs etc.
 - (iv) List of army installations, State PWD and Irrigation Department Officers along with their designations and contact nos. and the type of help they can render at the time of disaster.
 - (v) Road access Plan to be available in Engineering control offices of HQ ,Divisions & ARTs

(6.11.2) Duties of Personal Department:--

- (i) Sr. DPO shall proceed to accident site along with all Welfare Inspectors.
- (ii) Assist Doctors in collecting details of injured/dead and shifting them to hospitals.
- (iii) Welfare Inspectors shall be available round the clock in shift duty to look after the welfare of injured persons in each hospital.
- (iv) Issue complimentary return journey passes to relatives for escorting injured and taking them back home.
- (v) Nominated welfare Inspector will visit the family of the injured / deceased Railway men for solace and any other help required.
- (vi) Man personnel branch counters in CAC and discharge duties listed out for those counters.

(vi) Nominated Welfare Inspector will coordinate with the Railway Officer at site
For any other work assigned to him.

(viii) Keep liason with the Commercial officers at the site and assist them for collection of names, addresses, nature of injury of the casualty and communication of the details to the control office. From the control office the relatives of the affected passengers, who are Railway men, should be advised.

(ix) Assist Officers of the Commercial department for payment of Ex gratia to the injured and relatives of the dead bodies and will also keep an account of all payments made.

(6.11.3) Duties of Accounts Department:-

- (i) Making available sufficient amount of cash for meeting emergent expenses.
- (ii) Opening of current account in a local bank and getting permission for over draft facilities so that large amount of cash is not required to be carried from far off stations.
- (iii) Issue of cheques for making of enhanced ex-gratia payments, if so announced at accident site by Hon'ble MR.

Chapter – 7

LOCATIONS OF ARMVs/ARTs

(&Assistance from Adjoining Divisions/Zones& Links)

7.1ACCIDENT RELIEF MEDICAL VAN:

7.1.1 ARMV Scale I - Equipment stored in Special Medical Relief Vans stabled in separate sidings :

- a. Locations of ARMV Scale-I are given below in Para A2.
- b. One key of the van is available with the SSE/SE/JE/Mechanical. or the Station Master in a glass fronted case.
- c. Other key is with the doctor in charge of the ARMV.
- d. Medicines and equipment are provided as per Railway Board norms.
- e. Keys of all locks inside the ARMV are also in duplicate. One set of keys are with the Medical Officer in charge of the ARMV and the other set of keys are kept in a glass fronted case inside the ARMV.
- f. The target time for turning out of ARMV is 15 minutes by day and 30 minutes by night from the time of sounding of siren.

7.1.2 Location of ARMV Scale – I:

Scale – I ARMVs on North Eastern Railway are located as follows:

1. Varanasi Division:

- a. BG: Manduadih, Mau Jn., Chhapra
- b. MG: Chhapra

2. Lucknow Division :

- a. BG: Gorakhpur (SPARME), Gonda
- b. MG: Mailani, Gonda, Aishbagh .

3. Izzatnagar Division :

- a. BG: -Kasganj
- b. MG: Bareilly City, Pilibhit

7.1.3 Location of ARMV Scale – I on adjoining Zones/Divisions:

ARMVs Scale – I on adjoining Zones/Divisions are located as follows:

- 1. On BG system: Allahabad, Kanpur Central, Mughal Sarai, Lucknow, Moradabad, Sonpur, Agra, Faizabad, Narkatiaganj
- 2. On MG system: None (No Zonal Railway has connectivity with NER)

7.1.4 Necessity of assistance from adjoining Divisions/Zones :

- (i) No division can be equipped to handle a disaster of such a large magnitude like Ferozabad or Gaisal.
- (ii) Assistance has to be sought from adjoining Divisions/Zones.
- (iii) A division is normally expected to handle an accident of the magnitude involving up to 100 injuries (Grievous + Simple). Threshold levels have been given in terms of injuries, because initially it is difficult to estimate number of casualties.
- (iv) Whenever number of injuries is estimated to go beyond 100, assistance should be sought for from adjoining Divisions/Zones.
- (v) This is to be co – ordinated by the Chief Emergency Officer in Hdqrs. Emergency Cell.

7.1.5 Assessment of assistance from adjoining Division/Zones :

- (i) DRM after reaching the accident site should make an immediate assessment of likely injuries.
- (ii) Quick assessment is an absolute must in order to ensure that assistance from adjoining divisions can be rushed at the shortest possible time.
- (iii) Assessment made by DRM should be based on number of coaches involved.
- (iv) As a thumb rule, for each coach that has capsized, 30 injuries should be estimated.
- (v) Total injuries estimated would be (no. of coaches) x 30.
- (vi) This should be conveyed to Sr. DOM in Divisional Emergency Cell and Chief Emergency Officer in Hdqrs. Emergency Cell.
- (vii) Based on the above figures, decision should be taken and assistance rushed from adjoining divisions and zones.

7.1.6 Scale of assistance from adjoining Division/Zones :

- (i) As a thumb rule, assistance of 1 team should be sought from adjoining division for every 50 additional injuries, beyond 100 injuries.
- (ii) In case of all disasters, following should be used as an approximate guideline for deciding level of assistance required :

Threshold level 150 (Injuries > 100) ----- 250 (Injuries > 200)

No. of teams 1 team 3 teams

ARMVs 2 + 2

140T crane 2 + 2 BDs

- (iii) Complement of staff in each team sent by adjoining divisions/zones will be as per norms given below :

- Officer in charge Senior Scale

- Doctors 5

- Para – medical staff 10
- Commercial officers 2
- Commercial supervisors 10
- Commercial staff 20
- Personnel supervisors 5
- Group ‘D’ staff 20
- RPF 1 platoon

7.1.7 Assistance from Defence & Para Military forces:

- (i) Assistance should be sought from nearest army & para – military establishments.
- (ii) Railway staff no matter how dedicated and loyal, are not experts in extricating dead bodies, handling injured passengers, their evacuation etc.
- (iii) Army has the necessary expertise and are trained and equipped to handle such a war like situation.
- (iv) Therefore, divisional/zonal hdqtrs. should get in touch with the nearest army command and request for necessary assistance.
- (v) Select telephone numbers of Army and Para – military establishments are given in Annexure.
- (vi) Additional telephone numbers of Army are given in Divisional DM Plans.

7.1.8 Departmental assistance from adjoining divisions/zones:

- (i) S&T Department :
 - (i) Satellite telephones from ARTs of adjoining divisions.
 - (ii) 4 Mobile Telephones from each ART of adjoining divisions (20 mobiles in all).
- (ii) Electrical Department :
 - (i) Generators from ARTs of adjoining divisions.
 - (ii) Lighting equipments from ARTs of adjoining divisions.
 - (iii) Portals and OHE masts.
- (iii) Civil Engineering :
 - (i) 500 additional workmen are required who are to be moved from adjoining divisions/zones.
 - (ii) Each such division sending assistance should move 250 men along with 5 artisans and 5 PWIs.

Links:-

Adjoining Rly. & Divisional links for Disaster Management Co-ordination

Northern Eastern Railway

<http://www.nr.indianrail.gov.in/>

<http://www.nr.railnet.gov.in/>

Safety Organization/NER

<http://www.nr.railnet.gov.in/dept/safety/index.htm>

North Central Railway

<http://www.ncr.railnet.gov.in/>

Varanasi Division

<http://www.varanasirrail.com/disaster.php>

http://www.varanasirail.com/disaster_management.pdf

Lucknow Division

http://www.nrlucknow.com/dept_safety.htm

Moradabad Division

<http://www.moradabadrail.org/saftey.html>

Izatnagar Division

<http://www.ambalarail.com/disastermanagement.pdf>

SECTION WISE CHART FOR REQUISITIONING OF ARMVs

| DIVISION | STATION | 1 st ARMV | 2 nd ARMV | ADDITIONAL ARMVs |
|--------------|-----------------------------|----------------------|----------------------|------------------|
| LUCKNOW (BG) | GONDA-GORAKHPUR | GONDA | GORAKHPUR | LUCKNOW/NR |
| | GONDA-LUCKNOW | GONDA | LUCKNOW | GORAKHPUR |
| | BURHWAL-SITAPUR CANTT | GONDA | ROZA/NR | GORAKHPUR |
| | AYODHYA-KATRA-MANKAPUR | GONDA | FAIZABAD/NR | GORAKHPUR |
| | GORAKHPUR-NAUTANWA | GORAKHPUR | GONDA | LUCKNOW/NE |
| | ANANDNAGAR- GONDA | GORAKHPUR | GONDA | LUCKNOW/NE |
| MG | MAILANI-KAKRAHA REST HOUSE | MAILANI | NANPARA | PILIBHIT |
| | BAHRAICH-KAKRAHA REST HOUSE | NANPARA | MAILANI | PILIBHIT |
| | NANPARA-NEPALGANJ ROAD | NANPARA | MAILANI | PILIBHIT |

7.1.9 ARME Scale II - Equipment stored in boxes in Special room on platform at station:

- a. Locations of ARME Scale II on NE Railway are given below in (4.1.6).
- b. The medical equipments are kept sealed without any lock.
- c. The Scale II room has duplicate keys - One is with the Medical officer and the other is in Station Master's Office.
- d. The ARME scale II equipment is to be taken out and rushed to the site of accident by first and/or the fastest means (train or available road vehicle).

7.2 Locations of ARME Scale – II on NE Railway:

DIVISION

BG-- LUCKNOW, BASTI, BURHWAL.

MG -- NANPARA,

7.2.2 Accident Relief Train :

a. ART Locations are given below

b. BD Special keys are with the following officials :

i. Station Masters room in a sealed cage.

ii. Mechanical: SSE/SE/JE/Mechanical.

c. SPART is propelled by an inbuilt Diesel Engine and is capable of movement in both directions.

d. Crane Supervisor shall ensure availability of adequate fuel and water in the crane at all times.

e. On getting emergency call, the Crane Supervisor shall check and ensure:

- Correct marshalling of Crane according to site requirement.

- Alert the stand by Crane Operator of 140T Crane.

f. In case road approach is faster, re-railing equipment may be moved by road as required.

g. The target time for turning out of ART is 30” by day and 45” by night from the time of sounding of siren.

SECTION WISE CHART FOR REQUISITIONING OF ARTs WITH 140T CRANE FROM ADJOINING ZONES/DIVISIONS FROM THE OTHER END

1. On BG System

| Division | Section | 1 st ART | 2 nd End ART | ADDITIONAL ARTs WITHOUT CRANE |
|----------|---------------------|---------------------|-------------------------|-------------------------------|
| LUCKNOW | GORAKHPUR-GONDA | GORAKHPUR | GONDA LUCAS | LUCKNOW/NR |
| | GONDA-LUCKNOW | LUCKNOW/NR | GONDA LUCAS | GORAKHPUR |
| | BURHWAL-SITAPUR | LUCKNOW/NR | GONDA LUCAS | ROZA/NR |
| | KATRA-MANKAPUR | GORAKHPUR | FAIZABAD/NR/MFD | GONDA LUCAS |
| | ANANDNAGAR-NAUTANWA | GONDA | GORAKHPUR | LUCKNOW/NE |
| | ANANDNAGAR-GONDA | GORAKHPUR | GONDA | LUCKNOW/NE |

2. On MG System

| Division | Section | 1 st ART | 2 nd End ART | ADDITIONAL ARTs WITHOUT CRANE |
|----------|------------------------------|---------------------|-------------------------|-------------------------------|
| LUCKNOW | | | | |
| | MAILANI-PILIBHIT | MAILANI | PILIBHIT | NANPARA |
| | MAILANI-KAKRAHA REST HOUSE | MAILANI | NANPARA | PILIBHIT |
| | BAHARAICH-KAKRAHA REST HOUSE | NANPARA | MAILANI | PILIBHIT |
| | NANPARA-NEPALGANJ ROAD | NANPARA | MAILANI | PILIBHIT |

Deployment of Officers and Supervisors

| Department | Control Office | Accompanying ART/ARME & reaching site | |
|---------------|-----------------------|---------------------------------------|--|
| Optg & Safety | SDOM,AOM(M), ADSO | SDSO, DOM,AOM(G) | Sectional TI, All SCs |
| Commercial | DCM , ACM | Sr. DCM | Sectional DCI / CS |
| Mechanical | CDO /ADME(P) / LJN | Sr.DME(C&W)/ Sr.DME(O&F) | CWS(B/Down), SSE//CWS/LJN,GD,GKP,MLN, ASH |
| S&T | DSTE, ADSTE/MW | Sr.DSTE, Sectional ADSTE, | Sectional SSE / SE (Sig & Tele) |
| Electric TRD | ADEE/TRD | Sr. DEE/TRD | SSE/TRD/ASH/LJN |
| Electrical/G | DEE | Sr.DEE | SSE/ART/LJN |
| Engg. | Sr.DEN/AEN | Sectional Sr.DEN & AEN | Sectional PWI |
| Personnel | DPO | Sr.DPO | Sr. WLI / CWLI |
| Security | ASC | Sr. DSC | IPF/ Rescue IPF/QM with Dis. Mgt team |
| Medical | Sr.DMO/DMO | CMS/MS | Medical team consisting of nurses & paramedical staff |

Disaster Mangement Planning Lucknow Division

| Section{BG] | Resources Available | Location |
|----------------------|--|--|
| LJN-GD[[including] | ARMV scale-1 Health Unit Hospital P.way Store Depot | GD,ASH BNZ,GD ASH,BNZ,JLD GD&TD/GD |
| GD[excluding] GKP | ARMV scale-1 ART A” Class Health Unit Hospital P.Way Store | GKP BST GKP MUR,BST,W/GKP &E/GKP |
| BUW-STP | P.way Store | BVN |
| GD-GKP Via ANDN | ARMV scale-1 Health Unit Hospital | GKP |
| <i>SECTION[MG]</i> | | |
| <i>MLN-BRK(Incl)</i> | ARMV scale-1&ART A” Class Health Unit Hospital P.way Store Depot | GD BRK,NNP,TQN&M LN |

CHAPTER-8

National Disaster Management Authority

➤ ROLE & RESPONSIBILITIES

NDMA as the apex body is mandated to lay down the policies, plans and guidelines for Disaster Management to ensure timely and effective response to disasters. Towards this, it has the following responsibilities:-

Lay down policies on disaster management ;

Approve the National Plan;

Approve plans prepared by the Ministries or Departments of the Government of India in accordance with the National Plan;

Lay down guidelines to be followed by the State Authorities in drawing up the State Plan;

Lay down guidelines to be followed by the different Ministries or Departments of the Government of India for the Purpose of integrating the measures for prevention of disaster or the mitigation of its effects in their development plans and projects;

Coordinate the enforcement and implementation of the policy and plan for disaster management; Recommend provision of funds for the purpose of mitigation;

Provide such support to other countries affected by major disasters as may be determined by the Central Government;

Take such other measures for the prevention of disaster, or the mitigation, or preparedness and capacity building for dealing with the threatening disaster situation or disaster as it may consider necessary;

Lay down broad policies and guidelines for the functioning of the National Institute of Disaster Management.

Organisation

National Disaster Management Authority has been constituted with the Prime Minister of India as its Chairman, a Vice Chairman with the status of Cabinet Minister, and eight members with the status of Ministers of State. Each of the members has a well defined functional domain covering various states as also disaster specific areas of focus and concern

To carry out the mandated functions, NDMA has evolved a lean and professional organization which is IT-enabled and knowledge based. Skills and expertise of the specialists are extensively used to address all the disaster related issues. . A functional and operational infrastructure has

been built which is appropriate for disaster management involving uncertainties coupled with desired plans of action.

The concept of the organization is based on a disaster divisions-cum-secretariat system. Each member of the Authority heads disaster-specific divisions for specific disaster and functional domains. Each member has also been given the responsibility of specified states and UTs for close interaction and coordination.

The NDMA Secretariat, headed by a Secretary is responsible to provide secretarial support and continuity. It is proposed to have two Disaster Management Wings under the Secretariat. They are :-

DM I wing dealing with mitigation, preparedness, plans, reconstruction, community awareness and dealing with financial/administrative aspects.

DM II wing is proposed to be composed of the National Disaster Management Operations Centre with the state-of-the-art multi-redundant communication systems, to carry out the tasks of capacity development, training and knowledge management.

National Disaster Management Authority
NDMA Bhawan,
A-1, Safdarjung Enclave,
New Delhi - 110 029
Phone : 011-26701700

| | |
|---|--------------|
| Advisor (Policies, plans, Rehab. & Recovery) J. S. Level | 011-26701821 |
|---|--------------|

| | |
|--|--------------|
| Advisor (Mitigation Projects & Capacity Building) J. S. level | 011-26701816 |
|--|--------------|

| | |
|--|--------------|
| Advisor (Operations & Communications) J. S. Level | 011-26701718 |
|--|--------------|

| | |
|----------------------------------|--------------|
| Financial Advisor J. S. Level | 011-26701709 |
|----------------------------------|--------------|

| | |
|----------------------------------|--------------|
| Joint Secretary (Admn. & Coord.) | 011-26701718 |
|----------------------------------|--------------|

National Disaster Response Force (NDRF)

An Overview

The Concept. The Disaster Management Act has mandated the constitution of a Specialist Response Force to a threatening disaster situation or a disaster. This Force will function under the National Disaster Management Authority which has been vested with its control, direction and general superintendence. This will be a multi-disciplinary, multi-skilled, high-tech force for all types of disasters capable of insertion by air, sea and land. All the eight battalions are to be equipped and trained for all natural disasters including four battalions in combating nuclear, biological and chemical disasters.

Present Organization. Presently this Force is constituted of eight battalions, two each from the BSF, CRPF, CISF and ITBP. Each battalion will provide 18 self-contained specialist search and rescue teams of 45 personnel each including engineers, technicians, electricians, dog squads and medical/paramedics. The total strength of each battalion will be approximately 1,158.

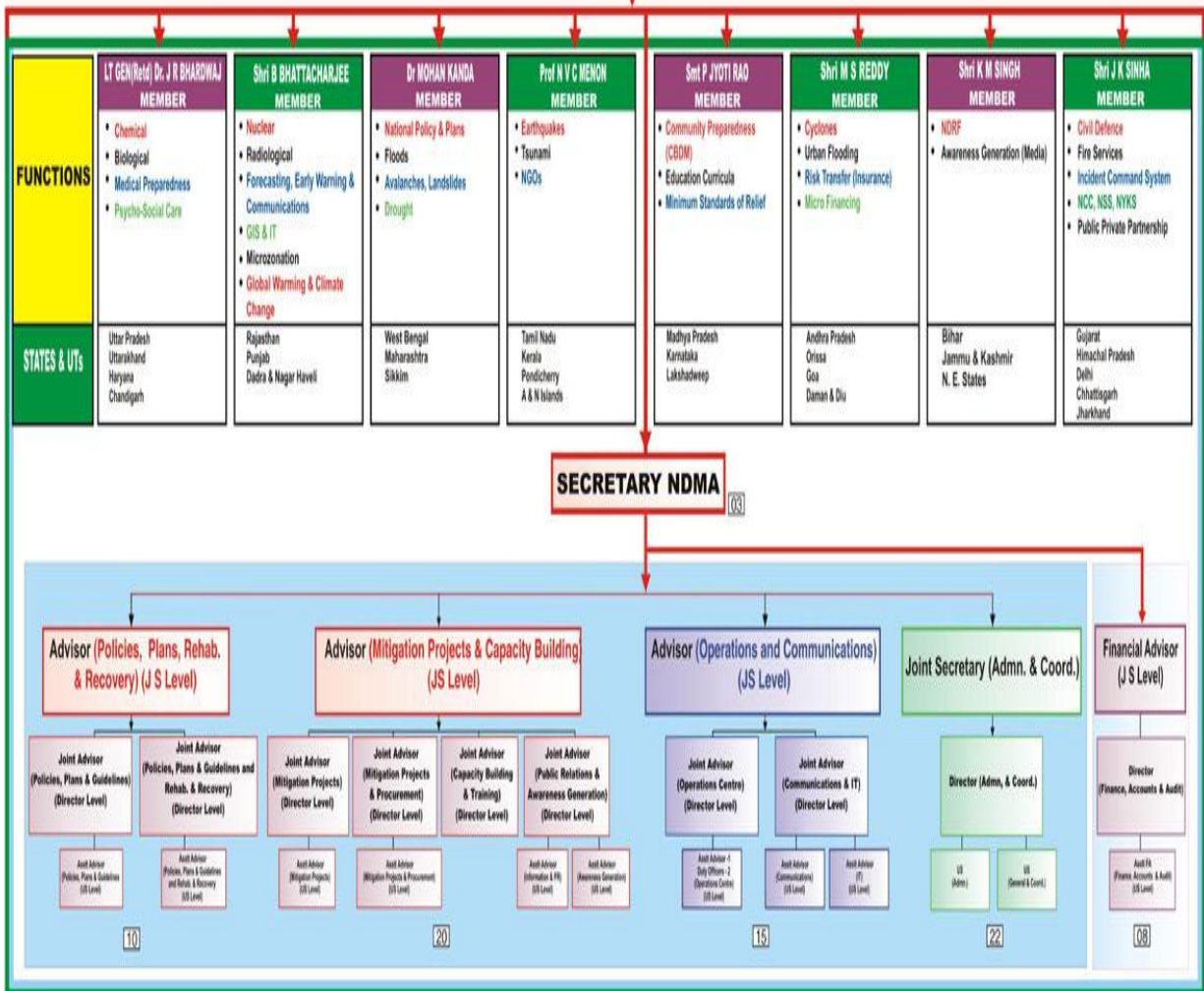
Deployment. These NDRF battalions are located at nine different locations in the country based on the vulnerability profile to cut down the response time for their deployment. During the preparedness period/in a threatening disaster situation, proactive deployment of these forces will be carried out by the NDMA in consultation with state authorities.

Functional Parameters - Regular and intensive training, familiarization with the area of responsibility, carrying out mock drills and joint exercises with the various stakeholders will form the key functional parameter of this Force. Four training centres will be set up in Kolkata, Latur, Bhanu and NISA (Hyderabad) by respective paramilitary forces to train personnel from NDRF battalions of respective forces. The NDRF units will impart basic training to the State Disaster Response Forces (SDRF) in their respective locations. Further, one national-level Disaster Management Academy will be set up at Nagpur to provide training for trainers and to meet other national and international commitments.

NATIONAL DISASTER MANAGEMENT AUTHORITY

CHAIRMAN
(PRIME MINISTER)

VICE CHAIRMAN



CHAPTER-9

LIST OF ANNEXURES

(a) – Jurisdiction of Engg Deptt-----

N.E. Railway - Lucknow Division

Jurisdiction of P.way officials

| Sr.DEN/DEN | ADEN/ATEN | SSE/SE/P.Way/Incharge | | Assistant JE/P.Way | |
|----------------------------------|--------------------------------------|-------------------------------------|-------------------------|---|-------------------------|
| | | Post | Jurisdiction | Post | Jurisdiction |
| Sr.DEN/C (Mr. JITENDRA KUMAR) | ATEN/LJN (Mr. SUNIL KR. Singh) | | | | |
| Sr.DEN/I (Mr.P.K.SINGH) | ADEN/W/GKP (Mr. SANYOG SRIWASTVA) | SSE/PW/East/GK P (Mr.SAHI) | 500/0-506/0 0/0-10/0 | JE/E/GKP (Mr. Ravindra Prasad Srivastva) | 500/0-504/0 1/4-10/0 |
| | | | | JE/I/Yard/GKP (Mr.RAGHVENDRA) | 504/0-506/0 0/0-1/4 |
| | | SE/PW/ANDN (Mr. S.BIHARI) | 10/0-45/0 0/0-40/6 | JE/I/CM (Mr. SHYAM BIHARI) | 10/0-45/0 |
| | | | | JE/LIR (Mr.ANIL KUMAR) | 0/0-40/6 |
| | | SE/PW/West/GK P (MAJAHAR HUSAIN) | 506/0-557/0 | JE/P.Way/SWA (Mr. ASHUTOSH SRIVASTVA) | 506/0-529/0 |
| | | | | JE/I/KLD (Mr. S.D MISHRA) | 529/0-557/0 |
| | ADEN/E/GD (Mr. KAILASH NARAYAN) | SE/PW/BST (Mr. SANJAY PANDEY) | 557/0-613/0 | JE/II/BST (Mr. D.D.PANDAY) | 557/0-591/0 |
| | | | | JE/II/BV (Mr.Purostam Kumar Singh) | 591/0-644/0 |

| | | | | | |
|--------------------------------|--|------------------------------------|--|--|-------------------------------|
| | | SE/PW/MUR (Mr. ARUN Km. MISHRA) | 613/0-644/0 0/0-36/9 | JE/II/MUR (Mr.DINESH VERMA) JE/II/BL/MUR (Mr. D.N.SHARMA) | 613/0-644/0 0/0-36/8-9 |
| Sr.DEN/III (Mr.PAWAS YADAV) | ADEN/Spl./GD (Mr. RAVI PRAKASH) | SE/PW/GD (Mr. RAJIV SINGH) | 644/0-663/4 0/0-1/7 (MG) 218/0-220/0 (MG) | JE/II/BG/GD (Mr. A K SRIVASTAVA) | 644/0-663/4 |
| | | | | JE/II/Yard/GD (Mr. GOVIND VERMA) | GD Yard |
| | Sr.ADEN/Line/L JN (Mr. ANAND VARDHAN) | SE/PW/JLD (Mr. Raja Ram Yadav) | 663/4-718/0 | JE/II/PW/CLJ (Mr. P.K. Shah) | 663/4-688/0 |
| | | | | JE/II/PW/JLD (Mr.SANJAY SINGH) | 688/0-718/0 |
| | | SE/PW/BNZ (Mr. A.K.GUPTA) | 718/0-745/0 76345-774/4 | JE/II/BUW (Mr. Arun Kumar Shukla) | 718/0-735/0 |
| | | | | JE/I/BNZ (Mr. KAUSIK) | 735/0-745/0 763/4-774/4 |
| | | SE/PW/ASH (Mr. SANTOSH KUMAR) | 0/0-7/16 (BG) 1/10-38/0 (MG) 0/13-7/0 (BG) CPA 0/0-4/8 (BG) MKG | JE/I/ASH (Mr.Anil Kumar Gupta) | 0/0-7/16 (BG) 1/10-6/9 |
| | | | | JE/I/BKT (Mr. TUFAIL Ahmad) | 6/9-38/0 |
| | | | | | |
| Sr.DEN/II (Mr. V.P.Singh.) | ADEN/STP (Mr. SURENDRA KUMAR) | SE/PW/STP (Mr. CHOTE LAL) | 38/0-104/0 | JE/I/STP (Mr) | 79/0-104/0 |
| | | | | JE/II/SD (Mr. RAVI SINGH.) | 38/0-79/0 |
| | | SE/PW/LMP (Mr. ARAVIND KUMAR) | 104/0-169/0 | JE/II/LMP (Mr. SURENDRA | 104/0-137/0 |

| | | | | | |
|-------------------------|--------------------------------|--------------------------------|-----------------------------|-----------------------------------|----------------------------|
| | | | | JE/I/GK (Mr. ASHISH BHARTI) | 137/0-169/0 |
| | | SE/PW/BVN (Mr. | 0/9-96/3 | SE/TSF (Mr. S.B. Verma) | 0/9-47/0 |
| | | | | SE/II/BVN (Mr N.B AMBEDAKAR) | 47/0-96/3 |
| | ADEN/MLN (Mr. Y.N.PANDAY) | SE/PW/MLN (Mr. R.P.SINGH) | 169/0-194/3 237/0-265/10 | JE/II/MLN (Mr. SANJAY PATHAR) | 169/0-196/3 263/0-265/0 |
| | | | | JE/PLK (Mr. NITIN KUMAR) | 237/0-263/0 |
| | | SE/PW/TQN (Mr. S.C.DIVEDI) | 237/0-147/0 | JE/II/DDW (Mr.BRIJESH GUPTA) | 237/0-188/0 |
| | | | | JE/II/BIC (Mr. RAVINDRA KUMAR) | 188/0-147/0 |
| | ADEN/BRK (Mr.H.N.YADAV) | SE/PW/BRK (Mr. SAHID VAKIL) | 1/7-81/0 | JE/II/PDR (Mr. K.SINGH) | 1/7-47/0 |
| | | | | JE/I/BRK (Mr. B.B.TRIPATHI) | 47/0-81/0 |
| | | SE/PW/NNP (Mr. R.C.YADAV) | 81/0-147/0 0/0-19/5 | JE/II/NNP (Mr. MUKESH YADAV) | 81/0-104/0 0/0-19/5 |
| | | | | JE/I/MIN (Mr RAM KISHOR) | 104/0-147/0 |
| DEN/G (Mansi Mittal) | ADEN/MG/GD (Mr. A.K.MISHRA) | SE/PW/BLP (Mr. V.K.YADAV) | 135/2-218/0 | JE/II/GIR (Mr. ARSHAD MANSUR) | 135/2-167/0 |
| | | | | JE/I/BLP (Mr. G. Prasad) | 167/0-218/0 |
| | | SE/PW/BNY (Mr. L.K.PANDAY) | 45/0-135/2 | JE/II/UB (Mr. P.K.BAMBHALKAR) | 45/0-90/0 |
| | | | | JE/II/BNY (Mr. S. Kumar) | 90/0-135/2 |

Annexure-2

List of Commercial Stalls at Stns.

ए एवं बी कटेगरी स्टेशनों की सूची

| क 0 सं0 | स्टेशन | स्टेशन श्रेणी | ठेकेदार का नाम सर्वश्री / श्रीमती | समान्य अथवा आरक्षित श्रेणी का विवरण | स्टाल | ट्राली | खोन्चा | मोबाइल नं0 |
|---------------|----------|------------------|--------------------------------------|---|-----------|--------|--------|---|
| 1 | लखनऊ जं0 | ए 1 | विभागीय | | 2 | — | — | श्री दिलीप कुमार सक्सेना, मु. खानपान निरीक्षक ल. जं. 9935478912 |
| | | | | | 1 | — | — | |
| | | | | | 1 | — | — | |
| | | | | | 1 | — | — | |
| | | | | | 1 | — | — | |
| | | | में0 के बी एण्ड सन्स | अल्प सं0 | — | 2 | — | |
| | | | नेस्ले इण्डिया लि0 | — | 1 | — | — | |
| | | | नेस्ले इण्डिया लि0 | — | 1 | — | — | |
| | | | नेस्ले इण्डिया लि0 | — | 1 | — | — | |
| | | | नेस्ले इण्डिया लि0 | — | 1 | — | — | |
| | | | नेस्ले इण्डिया लि0 | — | 1 | — | — | |
| | | | मे0 एचपीएमसी | — | 1 | — | — | |
| | | | मे0 पीसीडीएफ | — | 1 | — | — | |
| | | | मे0 ग्लोबल इण्टरप्राइजेंज | — | 1 | — | — | |
| | | | मे0 ग्लोबल इण्टरप्राइजेंज | — | 1 | — | — | |
| 2 | गोरखपुर | | विभागीय | — | 3 | — | — | श्री राकेश कुमार गुप्ता, खानपान निरीक्षक गोरखपुर 9794844984 |
| | | | | | 2 | — | — | |
| | | | | | — | 6 | — | |
| | | | | | — | 4 | — | |
| | | | | | 01 जनाहार | | | |
| | | | मे0 अनुपम रेस्ट एण्ड कैटरर्स | — | 1 | — | — | |
| | | | मे0 अनुपम रेस्ट एण्ड कैटरर्स | — | 1 | — | — | |
| | | | मे0 अनुपम रेस्ट एण्ड कैटरर्स | — | 1 | — | — | |
| | | | मे0 अनुपम रेस्ट एण्ड कैटरर्स | — | 1 | — | — | |

[illegible]

| | | | | | | | | |
|----|----------|----|------------------------------|-----------|---|----|---|--|
| | | | श्री काम्ता प्रसाद, वेण्डिंग | अनु० जाति | 2 | 10 | — | |
| 8 | लखीमपुर | बी | श्री हसीन खॉ | अल्प सं० | 1 | 5 | — | |
| 9 | पलियाकला | बी | श्रीमती रमा देवी | सामान्य | 2 | 2 | — | |
| 10 | बहराइच | बी | श्रीमती शिव देवी | अनु० जाति | | 1 | 2 | |

डी, ई एवं एफ कटेगरी स्टेशनों की सूची

| क्र. सं. | स्टेशन | श्रेणी | ठेकेदार का नाम सर्व श्री एवं श्रीमती | सामान्य आरक्षित श्रेणी का विवरण | स्टाल | ट्राली | खोन्चा | |
|----------|--------|--------|---|--|---------|--------|--------|--|
| 1 | CPA | डी | प्रमोद कुमार जैन | सामान्य | 2 | 2 | | |
| 2 | ANDN | डी | हनुमान | ओ.बी.सी | 3 | 1 | | |
| | | डी | सरस्वती देवी | ओ.बी.सी | — | 1 | | |
| | | डी | रमेश | अनुसूचित जाति | — | 2 | | |
| 3 | MLN | डी | भवानी शंकर | सामान्य | 2 | — | | |
| | | डी | सत्यवती देवी | सामान्य | भोजनालय | | | |
| | | डी | सत्यवती देवी | सामान्य | 2 | 4 | | |
| 4 | TSF | डी | रामगोपल | ओ.बी.सी | — | 1 | | |
| 5 | BV | डी | राजू गुप्ता | अनुसूचित जाति | 1 | 3 | | |
| | | डी | दीपक कुमार सिंह | सामान्य | 1 | — | | |
| | | डी | संजीत कुमार निराला | सामान्य | — | 1 | | |
| 6 | PSN | ई | हरगोविन्द | ओ.बी.सी | — | 1 | | |
| 7 | KMP | ई | हरीशचन्द्र | सामान्य | — | 1 | | |
| 8 | NNP | डी | जनकदुलारी | ओ.बी.सी | 1 | 4 | | |
| 9 | AA | ई | रामचन्द्र | सामान्य | 1 | 2 | | |
| 10 | JEA | डी | बीनादेवी | अनुसूचित जाति | 1 | 1 | | |
| 11 | NTV | डी | स्वामी नाथ | ओ.बी.सी | 1 | 1 | | |
| 12 | CLJ | डी | कलावती | ओ.बी.सी | 1 | 2 | | |
| 13 | GK | डी | जितेन्द्र कुमार गुप्ता | सामान्य | 1 | 3 | | |
| 14 | NUH | डी | मदन कुमार चौधरी | अनुसूचित जाति | — | 1 | | |
| | | डी | मदन कुमार चौधरी | अनुसूचित | 1 | — | | |

| | | | | जाति | | | | |
|----|-----|-----|---------------------------------|---------------|---|---|---|--|
| 15 | SOT | डी | हनुमान प्रसाद | ओ.बी.सी | 1 | 1 | | |
| 16 | BLP | रुई | जनकदुलारी एवं दीपक कुमार मिश्रा | सामान्य | 1 | 2 | | |
| 17 | ASH | रुई | श्रवण कुमार अवस्थी | सामान्य | — | 4 | | |
| | | रुई | दीपक कुमार सिंह | सामान्य | 1 | — | | |
| 18 | PJ | रुई | संजय गुप्ता | सामान्य | — | 1 | | |
| | | रुई | संजय गुप्ता | सामान्य | 1 | — | | |
| 19 | JLD | रुई | पवन कुमार मिश्रा | सामान्य | 1 | — | | |
| 20 | MMB | रुई | नृपेन्द्र कुमार सिंह | सामान्य | — | 1 | | |
| 21 | MBP | रुई | महताब आलम | अल्पसंख्यक | — | 1 | | |
| | | रुई | सन्तोष कुमार गुप्ता | सामान्य | 1 | — | | |
| | | रुई | जय कुमार चावला | सामान्य | — | 1 | | |
| 22 | BVN | रुई | जय कुमार चावला | सामान्य | — | 1 | | |
| 23 | HA | रुई | जय कुमार चावला | सामान्य | — | 1 | | |
| 24 | IJ | रुई | सन्तोष कुमार गुप्ता | ओ.बी.सी | — | 1 | | |
| 25 | JTB | रुई | शिव कुमार जायसवाल | सामान्य | — | 1 | | |
| 26 | GKC | रुई | शिव कुमार जायसवाल | सामान्य | 1 | — | | |
| | | रुई | शिव कुमार जायसवाल | सामान्य | 1 | — | | |
| | | रुई | शिव कुमार जायसवाल | सामान्य | — | 1 | | |
| | | रुई | शिव कुमार जायसवाल | सामान्य | — | 1 | | |
| 27 | DAL | रुई | दीपक कुमार सिंह | सामान्य | 1 | — | | |
| | | रुई | दीपक कुमार सिंह | सामान्य | — | 1 | | |
| | | रुई | दीपक कुमार सिंह | सामान्य | — | 1 | | |
| | | रुई | संजीत कुमार निराला | सामान्य | — | 1 | | |
| 28 | KB | रुई | अनूप कुमार गुप्ता | सामान्य | — | 1 | 1 | |
| | | | शिवेन्द्र कुमार | ओबीसी | 1 | — | — | |
| 29 | GIR | रुई | गिरीश चन्द्र गुप्ता | सामान्य | 1 | — | — | |
| 30 | SOI | रुई | संजय गुप्ता | सामान्य | 1 | — | — | |
| 31 | BUW | रुई | विजय कुमार सोनकर | अनुसूचित जाति | 1 | 2 | | |
| 32 | NPR | रुई | गजानन्द | ओ.बी.सी | 1 | — | | |
| 33 | DDW | रुई | मनपाल गुप्ता | सामान्य | 1 | 2 | | |
| 34 | MIN | रुई | कृष्ण प्रसाद | अनुसूचित जाति | 1 | — | | |

CHAPTER-10

List Of Telephone Nos

National disaster Response Force (NDRF)

| Name & Desg. Of the Commandant | NDRF Battalions | STD Code | Office Telephone | Telefax | Address |
|--------------------------------------|------------------------|-------------|----------------------|----------|---|
| Sh.P.S.Nair | 6 Bn. CISF (NDRF) | 04177 | 246594 246269 | 246300 | PO-Suraksha Campus Arrakonam, Distt Veliore, TN-63452 |
| Sh.Raman Khandwal | 6 Bn. ITBP (NDRF) | 01733 | 253474 253458 | 253593 | 26, Panchkula, Haryana – 134116 |
| Sh. Arun Kumar | 4 Bn. CISF (NDRF) | 0671 | 2879709 | 2879710 | PO: Mundli, cuttack Orissa- 454006 |
| Sh. B.S. Sinha | 3 Bn. ITBP (NDRF) | 011 | 25316837 25316256 | 25317256 | TAC HQ. Chawla camp New Delhi- 110071 |
| Sh. R. C. Mena | 146 Bn. CRPF (NDRF) | 079 | 23262540 23261551 | 23262540 | Chilora Raod Gandhinagar Gujrat – 382042 |
| Sh. B. D. Dass | 145 Bn. CRPF (NDRF) | 02114 | 231509 | 281241 | PO – Vishnupuri, Telegaon Pune, Maharashtra – 410507 |
| Sh. Daniel Adhikari | 128 Bn. BSF (NDRF) | 0361 | 2840306 | 2840284 | Patgaon, PO – Azara, Distt. Kamrup, Guwahati Assam – 781017 |
| Sh. S.S. Guleria | 106 bn. BSF (NDRF) | 033 | 25263077 | 25264394 | Digberia Camp, PO Babu Road, Madhyamgram, Barsat, Kolkata - 700128 |

**MINISTRY OF HOME AFFAIRS
DISASTER MANAGEMENT DIVISION
NORTH BLOCK, NEW DELHI
MHA CONTROL ROOM
Tel. No.23092923, 23093054, 23092885, 23093897
Fax No.23093750, 23092763**

| Designation | Telephone Office | EPABX | Room No. |
|-------------------------|----------------------|-------|----------|
| Home Secretary | 23092989 23093031 | 254 | 113 |
| Secretary (BM) | 23092440 | 369 | 125-A |
| Joint Secretary(DM-II) | 23092478 | 336 | 193-A/1 |
| Joint Secretary(DM-I) | 23092456 | 373 | 171-B |
| Director (NDM-I) | 23092696 | | 92-B |
| Director (NDM-II) | 23092670 | 335 | |
| Director (NDM-III) | 23094019 | 343 | 94-B/1 |
| Director (NDM-IV) | 23092988 | 308 | 143-B |
| Under Secretary | 23092664 (NDM-IV) | 334 | 81-B |
| Under Secretary(NDM-II) | | 302 | 25-B/1 |
| T.O. | 23381559 | 225 | |
| Consultant | 23094612 | | |

Senior Officials of UP State Administration

| PORTFOLIO | BSNL STD CODE | OFFICE | RESIDENCE |
|--------------------------|---------------|--------------------------------------|-------------------------------|
| Chief Minister | 0522 | 2236181 / 2239296 2215501/2115500 | 2236838 2235733 2235599 |
| Chief Secretary | 0522 | 2238212 /2621599 | 2627282 2239461 |
| Principal Secy Home | 0522 | 2238291/2239609 | 2233609 |
| Collector Lucknow | 0522 | 2629522/2304181 | 2623912 |
| Police Control Room | 0522 | 100 / 222994 | |
| DGP | 0522 | 2206104 | 2208085 |
| IG(Law & Order) /Lucknow | 0522 | 2393300/2393350 | 2235399 |
| SSP | 0522 | 2628965 | 2625983 |

| Out Side Agencies | | | |
|--|--------------|-----------------------|--------------------------------------|
| Designation | Code | Office | |
| Police Control | 0522 | 100 / 2208596/2229999 | |
| Police Control (Rly) | 0522 | 2624180 | |
| Municipal Fire (Chowk) | 0522 | 2253100 | |
| Fire brigade/Hazratganj | 0522 | 101 / 2622222 | |
| Fire brigade/Alam Bagh | 0522 | 2455555/2455744 | |
| Director AIR Lucknow | 0522 | 2237470 | |
| Station Director DD Lucknow | 0522 | 2205753 / 2205764 | |
| Director General of Metrology New Delhi | 011 | 24611184 / 24611792 | |
| Blood Bank / Lucknow | 0522 | 2451754 | |
| Non Railway Resources : Lucknow District | | | |
| Area of Lucknow Division Under District - LJN Km. 00/00 Km. to ML Km. 762/10-11(BG) ASH Km.02/05 to IJ Km. 30/04-05 (MG) | | | |
| Resources Code: 0522 | Number / Off | | Mobile / Res Name & Address of |

| | | | |
|-----------------------------|--|--|--|
| | | | Resources |
| Commissioner | 0522-2629522 | 0522-2304181 9454417503 | |
| DM | 0522-2625653 0522-2623024 | 0522-2623912 0522-2614700 9415005000 0522-2230099 | Hazratganj |
| SSP | 0522-2628965 | 0522-2625983,84 9454400290 | |
| Hospitals :- | | | |
| Civil | 0522-2239595 | 9415117798 | |
| Ambulance:- | | | |
| Balrampur Hospital | 0522-2624040 | 7408404602 | Wazirganj 601,603 |
| KGMC | 0522- 2257450,51,53 | | Chowk |
| Cantt. Hospital | 0522-2480813 | | Cantt. |
| Dufferin | 0522- 2620051/2624050 | | Wazirganj |
| Command Hospital | | | Cantt |
| Base Hospital | 0522-2296248 | | Cantt. |
| GRP/SRP Lucknow | 05222204555 | 9454400340 | |
| Police Station Control Room | 100 2287241 | 9454402544 | Hazratganj |
| Fire Brigade | 101/0522-2622222 0522-2455744 0522-2253100 0522-2348100 | 9454518642 9454418648 9454418643 9454418650 | Hazratganj Alambagh Chowk Indiranagar |
| SP/Traffic | 0522-2235879 | 9454401085 | |
| Bulldozers | | | |

| Non Railway Resources : Sitapur District | | | |
|--|------------------------------|----------------------------|--------------------------------|
| Area of Lucknow Division Under District AA- Km. 41/05-06 to HA Km. 112/13 (MG) MMB-Km. 40/04-05 to SCC-Km. 96/04-05 (BG) | | | |
| Resources Code: 05862 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05862-242996 05862-242615 | 05862-242600 9454417560 | Brijnath Colony/ STP |
| SP | 05862-243207 05862-248315 | 05862-242229 9454400309 | Officers Colony/ STP |
| Hospital | | | |
| Civil | 05862-242365 05862-242217 | 05862-242148 9454466552 | Thomsonganj. |
| Ambulance | 05862-242217 | | |
| Police | | | |
| GRP/Sitapur | 05862-243073 | | At Station. |
| Police Station | 05862-242922 | | Civil Lines/STP |
| Fire Brigade | 05862-242555 | | Civil Lines/STP |
| Bulldozers | | | |

| Non Railway Resources : Barabanki District | | | |
|---|--------------------------|--|--------------------------------|
| Area of Lucknow Division Under District CKG – Km 707 / 09 to JBR – Km. 738 / 34 BUW – Km 00 / 00 to Munda Gopalpur (Halt) Km 34 / 02-03 | | | |
| Resources Code: 05248 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05248 – 222730 222629 | 05248 – 222229 9454417540 | Kutchery / BBK |
| SP | 05248 – 222277 | 05248 – 222244` 9454400251 | Kutchery / BBK |
| <u>Hospital/CMO</u> | 05248-223103 | 8005192641 9454465309 9415175949 | |
| Civil | 05248 – 222246 | | Kutchery / BBK |
| <u>Ambulance / BBK</u> | 102 | | |
| <u>GRP</u> | 05248 – 222814 | | BBK Station |
| <u>Police Station</u> | 05248 – 243367 | | Near JBR station |
| Fire Brigade SP / Fire | 05248 – 222999 101 | | Near BBK Station |
| Bulldozers | | | |
| State Bus Depot (A.R.M.) | 05248 - 222284 | | Near BBK Station |

| Non Railway Resources : Kanpur District | | | |
|---|--|---|--|
| Area of Lucknow Division Under District CNB – Km 00 / 00 to RPO – Km. 5 / 09 | | | |
| Resources Code: 0512 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 0512-2306577 | 0512-2304287 0512-2304436 Fax – 0512- 2303461 9454417554 | Civil Lines |
| SSP | 0512-2304407 | 0512-2530517 9454400285 | |
| SP (North) | 0512 – 2303300 | | Civil Lines |
| SP (South) | | 0512 - 2380044 | |
| <u>Hospital</u> | | | |
| Helett LLR Hospital | 0512 – 2294018 <u>Emergency</u> 0512 - 2559716 | | Swaroop Nagar |
| <u>Ambulance</u> | | | |
| Emergency Service | 0512 – 2219470 | | |
| Ursula Hospital | 0512 – 2311144 | | Parade |
| J.K.Cancer Institute | 0512 – 2214237 | | Rawatpur, Gutaiyya |
| <u>GRP / CNB</u> | 0512 - 2327624 | | CNB Station. |
| <u>Police Station</u> | 0512 – 2355789 0512 – 2521445 0512 – 2220490 0512 – 2220450 0512 – 2220710 0512 - 2615214 | | Parade Raipurwa Thana Sisamau Thana Fazalganj Thana Nazirabad Thana Kakadeo Thana Juhi Thana |
| Fire Brigade Mukhya Shaman Adhikari / Fire Station | 0512 – 2219477 0512 – 2225555 0512 – 2218999 | | Colonelganj Fazalganj Meerganj Ghatampur |
| <u>State Bus Depot</u> | 0512 – 2328381 0512 – 2210646 0512 – 2273433 0512 – 2219494 | | Ghagarkatti Central Chunniganj Fazalganj Juhi Bus Station. |
| Defence Establishment | | | |
| (MCO) Kanpur Central | | 0512-2328203 | |

| Non Railway Resources : <i>Lakhimpur District</i> | | | |
|---|-------------------------------|---|-------------------------------------|
| Area of Lucknow Division Under District Oel – Km. 120/00 to TQN – 187/00 | | | |
| Resources Code: 05872 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05872-252822, 05872-222838 | 05872-252879 9454417558 05872- 252250(Fax) | Kutchery/ LMP |
| SP | 05872-253210 | 9454400284 05872-252112 05872-273573 | Naurangabad |
| Hospital | | | |
| Civil | 05872-256274 05872-256102 | | Hospital Road/ LMP |
| CMO | 05872- 258220,255779 | 9454455212 9721546997 | |
| Ambulance | 05872-252903 | | Rajkiya Inter College/ /LMP |
| GRP/Lakhimpur | 05872-253783 | | At Station. |
| Police Station | 05872-253173 05872-252565 | | Main Road, Near Rly Station/ LMP |
| Fire Brigade | 05872-252555 | | Near Mahila Hospital |

| Non Railway Resources : Bahraich District | | | |
|--|--|---|--------------------------------|
| Area of Lucknow Division Under District <u>BEU – Km. 25/10 to TQN – Km. 187/06</u> NNP – Km. 00/00 to NPR – Km. 19/05 <u>GHT – Km. 707/9 to JLD – Km. 703/6</u> | | | |
| Resources Code: 05252 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05252-232815 | 05252-232401 9454417535 05252- 232648(Fax) | Near Rly Stn/BRK |
| SP | 05252-232892 | 05252-232407 9454400259 | Kutchery/BRK |
| Hospital | | | |
| Civil Hospital, CMO | 05252-232888 05252-232417 05252-232648 | 9454455262 | Near Rly.Station/BRK |
| Ambulance | 100, 102 | | |
| Mahila Chikitsalaya | 05252-235932 | | |
| GRP/Bahraich | 05252-233486 | | At BRK station. |
| Police Station | 05252-233320 | | Near Rly. Station/BRK |
| Fire Brigade | 05252-232111 05252-232101 | | Near Rly. Station/BRK |
| State Bus Depot | 05252-232340 | | Near Rly. Station/BRK |

| Non Railway Resources : Gonda District | | | |
|---|-------------------------------|---|--------------------------------------|
| Area of Lucknow Division Under District BV – Km. 591/09-10 to SYU – Km. 693/13 (BG) BWP – Km. 191/10-11 to GD – Km. 220/13 (MG) <u>GD – Km. 00/00 to BEU – Km. 25/10</u> MUR – Km. 00/00 to KEA – Km. 21/10 | | | |
| Resources Code: 05262 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05262- 230400,23012 5 | 05262-232600 9454417537 | Kutchery/GD |
| SP | 05262-230544 233177 | 05262-232760 9454400272 05262-232611 05262- 232512(Fax) | Kutchery/GD |
| Hospital | | | |
| Civil | 05262-222974 | | Lohia Dharamshala |
| CMO | 05262-222924 | 05262-225358 8005192659 | |
| GRP | 05262-222982 | | At Gonda Station |
| Gonda | | | |
| Police Station | 05262-222315 | | Lucknow Road |
| Fire Brigade | 101, 05262-230388 | | Housing Colony, Ambedkar Chauraha |
| Road Crane BV Sugar Mill | 05546-256634, 05546-256680 | | BV |
| State Bus Depot | 05262-222353 | | Kutchery/GD |

| Non Railway Resources : Balrampur District | | | |
|---|--------------------------|--|--------------------------------|
| Area of Lucknow Division Under District Trilokpur Halt – Km. 120/11-12 to BLP – Km. 181/ 5-6 | | | |
| Resources Code: 05263 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05263- 233942 | 9454417536 05263-232231 05263-232368 | Kutchery / Jharkhandi |
| SP | 05263-233100, | 9454400256 05263-232490 | Kutchery / Jharkhandi |
| <u>Hospital</u> | | | Kutchery / Jharkhandi |
| Civil | 05263 – 232024 | | |
| <u>Ambulance</u> | 05263 – 232024 | | |
| <u>Mahila Hospital</u> | 05263 – 232130 | | Kutchery / Jharkhandi |
| <u>Mahila Chikitsalaya / CMO</u> | 05263 – 232490 235506 | 8005192639 9454455272 | |
| Civil | 102 | | |
| <u>Police Station</u> | 05263-232028 | | Jharkhandi Station |
| Fire Brigade | 05263-232101 | | Jharkhandi Station |

| Non Railway Resources : Gorakhpur District | | | |
|---|--|--|--------------------------------|
| Area of Lucknow Division Under District GKC km. 501/04 to Singhapar Halt Km. 521/12 (BG) GKP Km. 00/00 to Loharpurwa Halt Km. 38/04-05 (MG) | | | |
| Resources Code: 0551 | Number/Off | Mobile/Res | Name & Address of Resources |
| Commissioner | 0551-2335238 0551-2233076 0551-2343872 | 0551-2336022 0551- 2338817(Fax) 9454417500 | |
| DM | 0551-2336005 9454417544 | 0551-2336007 9415906212 | Kutchery/GKP |
| SSP | 0551-2334629 0551-2200858 | 0551-2333127 0551-2200773 0551-2202255 9454400273 | Kutchery/GKP |
| Hospital | | | |
| Ambulance | | | |
| BRD Medical College | 0551-2310206 | | Chargaon/GKP |
| Nehru Chikitsalaya | 0551-2500187 | | Chargaon/GKP |
| Dist. Hospital (Male) | 0551-2232177 0551-2332203 | 0551-2332117 9919844242 | Miya Bazar/GKP |
| Dist. Hospital (Female) | 0551-2333500 | | Miya Bazar/GKP |
| Air Force Hospital | 0551-2200201 0551-2200202 0551-2200203 0551-2200204 | | Kunraghat Airport/ GKP |
| Accidental Hosp. | 0551-2200187 | | Near Station. |
| GRP | 0551-2200485 | | |
| Police Station | 0551-2336062 | | Cantt. |
| Fire Brigade | 0551-2333333 | | Police Line |
| Bulldozers | | | |
| State Bus Depot | 0551-2200093 0551-2333685 | | Near Station |
| Defence Establishment (MCO) 0551-2202616 | | | At GKP station |

| Non Railway Resources : Basti District | | | |
|--|-------------------------------|--|--------------------------------|
| Area of Lucknow Division Under District MND – Km. 546/ 03-04 to BV – Km. 591/ 09-10 | | | |
| Resources Code: 05542 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05542-247155, 05542-247128 | 05542-246306 9454417528 05542-246403 05542-246306 | Kutchery / BST |
| SP | 05542-246904 | 05542-246403 9454400261 05542-246804 05542-246309 | Kutchery / BST |
| <u>Hospital</u> | | | |
| Civil | 05542-282814 | 05542-282822 | Hospital Chauraha |
| <u>Ambulance</u> | | | |
| <u>Opaque Kelly Hospital</u> | 05542 – 283021 | | Mehso Chauraha |
| <u>Mahila Chikitsalaya</u> | 05542 - 282741 | | Roadways Chauraha |
| Civil | 05542-282945 | | |
| GRP | 05542 - 282818 | | At Station. |
| <u>Police Station</u> | 05542 – 282012/ 100 | | Purani Basti |
| Fire Brigade | 05542 – 282044 / 101 | | |
| State Bus Depot | 05542 - 282803 | 9415049732 | Roadways Chauraha |

| Non Railway Resources : Sant. Kabir Nagar District | | | |
|---|--|---------------------------------------|--------------------------------|
| Area of Lucknow Division Under District MHH – Km.526/ 16 to CRV – Km. 538/ 14-15 | | | |
| Resources Code: 05547 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05547-226890 05547- 226505 (Fax) 9454417529 | 05547-226889 05547- 226964(Fax) | Kutchery / Sant Kabir Nagar |
| SP | 05547-222183 | 9454400283 05547-226891 | Mehandawal Bypass |
| <u>Hospital</u> | | | |
| Civil | 05547 - 226392 | 9415050205 05547-222392 | Near Rly Station/ KLD |
| <u>Ambulance</u> | 05547 - 226176 | | |
| <u>Police Station</u> | 05547 - 226040 | | Mehandawal Bypass |
| Fire Brigade | 05547 - 282284 | | |
| Bulldozers | | | |
| State Bus Depot / BST | 05547 - 282803 | | BST Roadways Chauraha |

| Non Railway Resources : Sidharth Nagar District | | | |
|--|--|--|--------------------------------|
| Area of Lucknow Division Under District UB – Km 63/01-02 to BNY – Km. 112/09-10 | | | |
| Resources Code: 05544 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05544-222169 05544-220222 | 05544-220174 05544 – 222333 9454417530 | Sani Chauraha |
| SP | 05544-222183 | 05544- 222302 9454400305 | Sani Chauraha |
| <u>Hospital</u> | | | |
| Civil | 05544-222001 05544-220996 05544-221492 | 9415257944 8005192696 | |
| <u>Ambulance</u> | | | |
| Civil Hospital | 05544 - 220054 | | |
| GRP | 05544 - 222009 | | NUH station. |
| Sidharth Nagar | | | |
| <u>Police Station</u> | 05544 - 222110 | | Kesari Bazar |
| Fire Brigade | 05544 – 222222 / 101, | | Purana Naugarh. |
| Bulldozers | | | |
| State Bus Depot | 05544 - 222144 | | Naugarh |

| Non Railway Resources : Maharajganj District | | | |
|--|----------------|--|--------------------------------|
| Area of Lucknow Division Under District ANDN – Km 41 / 05 to UB – Km. 63 / 01-02 ANDN – Km 00 / 00 to NTV Km 39 / 14 | | | |
| Resources Code: 05523 | Number/Off | Mobile/Res | Name & Address of Resources |
| DM | 05523 – 222044 | 05523 – 222206 9454417546 223431 (Fax) | Maharajganj Farenda Road |
| SP | 05523 – 222062 | 05523 – 222046 9454400296 | Maharajganj Farenda Road |
| <u>Hospital</u> | | | |
| Civil | 05523 – 222081 | 9450678691 | Maharajganj |

List Of Fire Stations

BSNL TELEPHONES AT WAY SIDE STATIONS

| S. No | STATION | STD CODE | ENQUIRY | STATION MASTER |
|-------|---------|-------------|---------|-------------------|
|-------|---------|-------------|---------|-------------------|

| | |
|--------------------|---------|
| AMAUSI BUS STAND | 2436793 |
| CHARBAGH BUS STAND | 2450988 |
| CITY BUS SERVICE | 2635666 |

| | | | | |
|----|-----------------|-------|-----|---------|
| 1 | Gorakhpur Cantt | 0551 | | 2272240 |
| 2 | Gorakhpur Jn | 0551 | | 2201135 |
| 3 | Jagatbela | 0551 | | 2503103 |
| 4 | Sahjanwa | 95551 | | 2700255 |
| 5 | Maghar | 05547 | | 232487 |
| 6 | Khalilabad | 05547 | 131 | 222131 |
| 7 | Chureb | 05547 | | 226219 |
| 8 | Munderwa | 05542 | | 271767 |
| 9 | Orwara | 05542 | | 271762 |
| 10 | Basti | 05542 | | 285515 |
| 11 | Govindnagar | 05542 | | 274667 |
| 12 | Tinich | 05542 | | 254385 |
| 13 | Gaur | 05546 | | 255259 |
| 14 | Babnan | 05546 | | 256594 |

| | | | | |
|----|----------------------|-------|--------|---------------------------|
| 15 | Barabanki | 05248 | | 222226 |
| 16 | Swami Narain Chhapia | 05246 | | 254304 |
| 17 | Maskanwa | 05265 | | 235682 |
| 18 | Lakhatnagar | 05265 | | 292493 |
| 19 | Mankapur Jn | 05265 | | 239550 |
| 20 | Katra | 05260 | | 241211 |
| 21 | Jhilahi | 05266 | | 242712 |
| 22 | Motigang | 05266 | | 275247 |
| 23 | Baruachak | 05262 | | 290691 |
| 24 | Gonda Jn | 05262 | 222361 | 221526 229707 Dy.SS |
| 25 | Gonda Kacheri | 05262 | | 282880[WLL] |
| 26 | Maijapur | 05262 | | 281404[WLL] |
| 27 | Colonelgang | 05261 | | 244362 |
| 28 | Sarju | 05261 | | 281730 |
| 29 | Jarwal Road | 05251 | | 225664 |
| 30 | Ghagraghat | 05251 | | 225131 |
| 31 | Burhwal Jn | 05240 | | 233367 |
| 32 | Bindaura | 05240 | | 285943 |
| 33 | Jahangirabad | 05248 | | 292074 |
| 34 | Gomti Nagar | 0522 | | 2395575 |
| 35 | Badshah Nagar | 0522 | | 2388339 |
| 36 | Lucknow Jn | 0522 | 131 | 2635703 |
| 37 | Aishbagh | 0522 | | 2690254 |
| 38 | Lucknow City | 0522 | | 2201544 |
| 39 | Daliganj | 0522 | | 2741558 |
| 40 | Mohibullapur | 0522 | | 2733333 |
| 41 | Bakshi Ka Talab | 05212 | | 298985 |
| 42 | Itaunja | 05212 | | 296620 |
| 43 | Ataria | 05864 | | 277395 |
| 44 | Sidhauli | 05864 | | 273895 |
| 45 | Kamlapur | 05864 | | 233235 |
| 46 | Khairabad | 05862 | | 283001 |
| 47 | Sitapur | 05862 | 131 | 245137 |
| 48 | Biswan | 05863 | | 233239 |
| 49 | Saraiyan | 05864 | | 257548 |
| 50 | Mehmoodabad | 05864 | | 252252 |
| 51 | Tehsil Fatehpur | 05240 | | 246339 |
| 52 | Sundhiamau | 05240 | | 248499 |
| 53 | Kanpur Anwarganj | 0512 | | 5221488 |

| | | | | |
|----|-----------------|-------|--------|-----------|
| 54 | Rawatpur | 0512 | | 2554928 |
| 55 | Jharekapur | 05862 | | 565348WLL |
| 56 | Hargaon | 05862 | | 256161 |
| 57 | Oel | 05872 | | 227555 |
| 58 | Khiri Town | 05872 | | 296352 |
| 59 | Lakhimpur | 05872 | 252042 | 273042 |
| 60 | Deokali | 05872 | | 295073 |
| 61 | Phardhan | 05872 | | 229707 |
| 62 | Rajaganj | 05872 | | 296563 |
| 63 | Gola Gokrannath | 05876 | 131 | 274616 |
| 64 | Bankeygang | 05870 | | 283373 |
| 65 | Mailani | 05870 | | 285437 |
| 66 | Bheerakheri | 05870 | | 247345 |
| 67 | Paliakalan | 05871 | | 234754 |
| 68 | Dudhwa | 05871 | | 298078 |
| 69 | Belrayan | 05873 | | 276016 |
| 70 | Tiqunia | 05873 | | 274046 |
| 71 | Bichia | 05254 | | 222388 |
| 72 | Mihinpurwa | 05254 | | 244439 |
| 73 | Nanpara | 05253 | | 233331 |
| 74 | Matera | 05253 | | 274131 |
| 75 | Risia | 05252 | | 222131 |
| 76 | Bahraich | 05252 | | 235188 |
| 77 | Chilwaria | 05252 | | 244131 |
| 79 | Bisheswarganj | 05252 | | 246131 |
| 80 | Bangain | 05262 | | 271662 |
| 81 | Subhagpur | 05262 | | 290692 |
| 82 | Itiathok | 05262 | | 272844 |
| 83 | Balrampur | 05263 | | 235561 |
| 84 | Jharkhandi | 05263 | | 235531 |
| 85 | Kauwapur | 05264 | | 255135 |
| 86 | Tulsipur | 05264 | | 244223 |
| 87 | Gainsari | 05264 | | 222135 |
| 88 | Pachperwa | 05264 | | 262712 |
| 89 | Barhni | 05543 | | 272627 |
| 90 | Jarwa | 05264 | | 231034 |
| 91 | Parsa | 05543 | | 251164 |
| 92 | Shohratgarh | 05544 | | 263561 |
| 93 | Naugarh | 05544 | | 220327 |
| 94 | Uska Bazar | 05544 | | 252284 |
| 95 | Brijmanganj | 05542 | | 246131 |
| 96 | Anandnagar | 05522 | | 222506 |
| 97 | Nautanwa | 05522 | | 235033 |

| | | | | |
|-----|----------------|-------|--|---------|
| 98 | Campierganj | 0551 | | 2762400 |
| 99 | Peppeganj | 0551 | | 2762400 |
| 100 | Maniram | 0551 | | 2106277 |
| 101 | Nakha Jungle | 0551 | | 2261973 |
| 102 | Laxmipur | 05522 | | 244393 |
| 103 | Nepalganj Road | 05253 | | 244231 |

**TELEPHONE NUMBERS OF ARMED FORCES HEADQUARTERS AND ZONAL/
DIVISIONAL
HEADQUARTERS**

| ZONE | | | DIVISION | | | ARMED FORCES |
|-------------------------------------|--------------|------------------|--------------------------|-------------|--------------------|---|
| N.E.RLY/ GKP MTNL STD 0551 | GM | CSO | IZZATNAGAR DOT – 0581 | DRM ADRM | 2515946 2547217 | |
| | 220- 1041 | 220- 083 5 | VARANASI DOT – 0542 | DRM ADRM | 2224801 2224802 | Stn HQ/Varanasi 0542-2340461 |
| | | | LUCKNOW DOT – 0522 | DRM ADRM | 2230109 2233114 | Stn HQ/Lucknow 0522-2482327 |
| | | | | | | Note: - For seeking urgent assistance from any of the wings of armed forces (Air Force, Navy & Army), the nodal officer is Director (Operational Logistics) /HQ Integrated Defense Staff at New Delhi. Telephone no. of Brig Ravi Sharma /Director (Operational Logistics) Ministry of Defence are :- 011-23017897(O) 9810856633 (Mobile) |

Important Nos Of BSNL Officers

| S.N. | Location | Designation | Tele (Off) | Tele (Res) | FAX | Mobile |
|------|-----------|----------------------|--------------|--------------|--------------|------------|
| 1 | Lucknow | CGMT | 2623600 | 2629900 | 2274299 | 9451111222 |
| | | GM/Operation/Outdoor | 2621200 | 2304411 | 2230300 | |
| | | PGM/Gandhi Bhawan | 2620100 | 2377000 | 2620343 | 9451000777 |
| | | DGM/Central | 2202010 | 2337600 | 2273727 | 9415050005 |
| | | DGM/TR | 2612003 | | 2202101 | 9415125066 |
| 2. | Barabanki | TDM | 05248-224000 | | 05248-244799 | 9415022325 |
| 3. | Basti | GM/TD | 05542-283500 | 05542-285500 | 05542-283655 | 9415123332 |
| 4. | Bahriach | TDM | 05252-236666 | 05252-230777 | 05252-232394 | 9453003333 |
| 5. | Gonda | TDM | 05262-232222 | 05262-231111 | 05262-233333 | 9415213999 |
| 6. | Kanpur | GMTD | 0512-2361414 | 0512-2362600 | 0512-2311300 | 9415110505 |
| 7. | Lakhimpur | GM/TD | 05872-256600 | 05872-255755 | 05872-257766 | 9415402400 |
| 8. | Sitapur | TDM | 05862-244444 | 05862-223000 | 05862-244000 | 9415245555 |
| 9. | Gorakhpur | GMT | 0551-2363600 | 0551-2345777 | 0551-2360000 | 9415111125 |
| | | DGM/Admin | 0551-2360036 | 0551-2507000 | 0551-2346155 | 9415005888 |

| क्रमांक | प्रेस/मीडिया का नाम | प्रतिनिधि का नाम | सम्पर्क | फोटोग्राफर | सम्पर्क |
|---------|---|--|--|--|--|
| 1. | राष्ट्रीय सहारा | मंसूर अली, राजेश श्रीवास्तव | 9415021085 9415021410 | विभु गुप्ता | 9415216302 |
| 2. | सहारा समय | संजीव सिंह | 9839222561 | | |
| 3. | दैनिक जागरण www.jagran.com | संजय शुक्ला, निशांत यादव | 9415552555 9453605977 | आर0बी0 थापा | 9415630371 |
| 4. | हिन्दुस्तान टाइम्स | मनीष चन्द्र पाण्डेय दर्पण सिंह | 9415100051 9359599725 | विनय पाण्डेय संदीप रस्तोगी | 9415023935 9415376903 |
| 5. | हिन्दुस्तान | टी0एन0 मिश्र | 9451011111 9794820000 | विनय पाण्डेय संदीप रस्तोगी | 9415023935 9415376903 |
| 6. | जन सत्ता वायस आफ लखनऊ | रूपक सन्याल | 9235195030 9305176585 | | |
| 7. | राष्ट्रीय स्वरूप | कृष्णा सिंह, | 9455100043 | | |
| 8. | अमर उजाला | अंशु दीक्षित adixit500@rediffmail.com | 9675899628 9838593720 | ज्ञानस्वामी मनोज देवगन सुरेश वर्मा | 9935097411 9935097405 9675899621 |
| 9. | आज | पंकज सागर, धरमेन्द्र हरीष उपाध्याय | 9415066426 9415545814 9450906177 | शैलेश | 9935530335 |
| 10. | स्वतंत्र चेतना | आशुतोष गुप्ता, संजय कुमार पाण्डेय | 9315791827 9335245196 | विनोद प्रजापति नैयर जैदी | 9839387497 9305181512 |
| 11. | पायनियर | पी0एस0 अस्थाना आशीष त्रिपाठी विश्वास दास | 9336927823 9451512149 9793197260 | ऐरिक | 9415007148 |
| 12. | स्वतंत्र भारत | अतुल सिंह, आलोक पाण्डेय | 9956382583 9415017375 | संजीव | 9450461715 |
| 13. | यूनाइटेड भारत | जगदीश शर्मा, | 9453393813 | इमरान सुनील | 9335601006 9335130178 |
| 14. | I-NEXT | शबी हैदर | 9450874346 | अतुल | 9450917052 |
| 15. | CNN | अन्नू वर्मा | 9935384016 | | |
| 16. | टाइम्स आफ इंडिया लखनऊ टाइम्स | नेहा शुक्ला अंजली सिंह | 9936569868 9335924192 | सुनील कुमार मनोज छाबरा धीरज धवन | 9936234153 9335260293 9839326965 |
| 17. | न्यू ग्लेमर टाइम्स(सा0) | हिमांशु भटनागर | 9335907587 | | |
| 18. | आग | मोहम्मद हैदर | 9305687886 | | |
| 19. | आपका शहर | | | | |
| 20. | संदेश वाहक | संतोष अहिरवार | 9839372375 | | |
| 21. | उपभोक्ता क्रांति | संजय द्विवेदी | 9305323320 | | |
| 22. | पीआईबी | | | | |

IMPORTANT TELEPHONE NOS. OF TV CHANNEL

| S.NO | NAME | DESIGNATION | TELEPHONE NOS. | MOBILE NO. | FAX NO. | E-MAIL |
|---|---------------------|-------------------------------|--|----------------|--------------------------|--------|
| OFFICE RES STAR T.V. 1 Kamal Khan Bureau Chief (0522) 2205522 | | | | | | |
| 1 | Kamal Khan | Bureau Chief | (0522) 2205522 (0522) 2205533 (0522) 2205544 | 9415011777 | | |
| AAJ TAK | | | | | | |
| 1 | Ashish Kr.Singh | Asstt.Producer/Delhi | 011-23684878 011-23684888 91-11-23684692 | | | |
| 2 | Govind Pant Raju | | 0522-2302978 0522-2302979 | | | |
| ZEE NEWS/LUCKNOW | | | | | | |
| 1 | Raj Srivastava | Correspondent | (0522) 2303634 (0522) 2303639 | 9415012777 | | |
| 2 | Ajay Mishra | Correspondent/GKP | | (0551) 2250146 | 9415173659 9415011777 | |
| 3 | Annu Verma | Correspondent/BSB | | | 9415286979 | |
| A.N.I./GKP | | | | | | |
| 1 | B.Mishra E.Shyam | Bureau Chief Correspondent | | | 9415282671 | |
| ETV/GKP | | | | | | |
| 1 | Shafi Azmi | Correspondent | | | 9415210770 | |
| NDTV/GKP | | | | | | |
| 1 | Faizi Siddique | Correspondent | | | 9415211999 | |
| JAIN TV/GKP | | | | | | |
| 1 | Abhishek Mishra | Correspondent | (0551) 2341062 | | | |
| DOORDARSHAN/GKP | | | | | | |
| 1 | Director | Doordarshan/GKP | (0551) 2281981 | | | |
| 2 | Doordarshan/GKP | | (0551) 2280806 | | | |
| DOORDARSHAN/PATNA | | | | | | |
| 1 | News Editor | Doordarshan/Patna | (0612) 2227281 | | | |
| 2 | Duty Room | Doordarshan/Patna | (0612) 2227282 | | | |
| AKASHWANI/LUCKNOW | | | | | | |
| 1 | News Editor | Akashwani/Lucknow | (0522) 2237493 | | | |
| AKASHWANI/GORAKHPUR | | | | | | |
| 1 | News Editor | Akashwani/Gorakhpur | (0551) 2333618 | | | |

Important Nos. of BSNL Officers

| S.N. | Location | Designation | Tele (Off) | Tele (Res) | FAX | Mobile |
|------|-----------|----------------------|--------------|--------------|--------------|------------|
| 1 | Lucknow | CGMT | 2623600 | 2629900 | 2274299 | 9451111222 |
| | | GM/Operation/Outdoor | 2621200 | 2304411 | 2230300 | |
| | | PGM/Gandhi Bhawan | 2620100 | 2377000 | 2620343 | 9451000777 |
| | | DGM/Central | 2202010 | 2337600 | 2273727 | 9415050005 |
| | | DGM/TR | 2612003 | | 2202101 | 9415125066 |
| 2. | Barabanki | TDM | 05248-224000 | | 05248-244799 | 9415022325 |
| 3. | Basti | GM/TD | 05542-283500 | 05542-285500 | 05542-283655 | 9415123332 |
| 4. | Bahriach | TDM | 05252-236666 | 05252-230777 | 05252-232394 | 9453003333 |
| 5. | Gonda | TDM | 05262-232222 | 05262-231111 | 05262-233333 | 9415213999 |
| 6. | Kanpur | GMTD | 0512-2361414 | 0512-2362600 | 0512-2311300 | 9415110505 |
| 7. | Lakhimpur | GM/TD | 05872-256600 | 05872-255755 | 05872-257766 | 9415402400 |
| 8. | Sitapur | TDM | 05862-244444 | 05862-223000 | 05862-244000 | 9415245555 |
| 9. | Gorakhpur | GMT | 0551-2363600 | 0551-2345777 | 0551-2360000 | 9415111125 |
| | | DGM/Admin | 0551-2360036 | 0551-2507000 | 0551-2346155 | 9415005888 |

IMPORTANT NO. OF AMBULANCE SERVICE IN LUCKNOW (0522)

| | |
|--|--|
| AVADH HOSPITAL, ALAMBAGH | 2461116,4055222 |
| BALRAMPUR HOSPITAL | 2624040 |
| CANTT HOSPITAL | 2480813 |
| CIVIL HOSPITAL, MAHANAGAR | 2321784, 2371787 |
| CSMMU (MEDICAL COLLEGE) | 2257450, 2251481 |
| DR. SHYAMA PRASAD (NEW CIVIL HOSPITAL) | 2239007, 2239595 |
| DUFFERIN HOSPITAL | 2620051, 2616751 |
| HIGHWAY USER'S CLUB | 2238901, |
| KK HOSPITAL | 2619050, 2619049 |
| SGPGI | 2668005, 2668700, 2668004-8,2668900 |
| SHEKHAR HOSPITAL | 2352352 |
| VIVEKANAND POLYCLINIC | 2321277 |
| MUKHERJEE HOSPITAL | 2239126 |

Telephone Numbers of Senior Officers of UP GOVT

| SN o | Designation | Office | Residence |
|---------|-----------------------------|-------------------------------|----------------------------------|
| 1 | Chief Secretary | 2238212 2621599 | 2237299 2239461 9415003319 |
| 2 | Principal staff Officer | 2238942 | 2394680 |
| 3 | Principal Secretary/GM | 2238044 2215502 2215503 | 2236566 2237994 |
| 4 | Principal Secy/Home | 2238291 2239279 2215061 | 2236991 |
| 5 | Secy/Home | 2238248 | 2208848 |
| 6 | DG Police | 2206104 | 2208085 |
| 7 | ADG/Rly | 2287241 | 2721631 |
| 8 | IG/RLY/LKO | 2287083 | 2301601 9454400171 |
| 9 | IG/RLY/ALLD | 2624439 | 2561106 |
| 10 | Principal SECY/ Info& PR | 2238044 | 2238761 |
| 11 | SPL Sec/Info& PR | 2237002 | 2236134 |
| 12 | Secy(Coordination) | 2238138 | 22398850 |
| 13 | Prin Sec(Med Health) | 2627029 | 2208229 |
| 14 | Secy(Med health) | 2616648 | 2721144 |
| 15 | Prin Sec(Rev& Relief) | 2238135 | 2396290 |
| 16 | Relief Commissioner | 2238200 | 2349630 |

IMPORTANT BSNL TELEPHONE NOS. OF N.E.RAILWAY

| S.N O | DESIGNATION | OFFICE | RESIDENCE | MOBILE |
|----------|-----------------------------|----------------------------|-----------------|------------|
| 1 | General Manager | (0551) 2201041 | (0551) 2202074 | |
| 2 | Chief Operations Manager | (0551) 2201040 | (0551) 2281863 | 9415008136 |
| 3 | Chief Safety Officer | (0551) 2200835 | (0551) 22001839 | 9415011473 |
| 4 | Chief Commercial Manager | (0551) 2200384 | (0551) 2201843 | 9415211458 |
| 5 | Chief Security Commissioner | (0551) 2202123 | (0551) 2201454 | 9415211479 |
| 6 | DRM/LJN | (0522) 2628309 | (0522) 2235482 | 9415026273 |
| 7 | ADRM/LJN | (0522) 2621247 | (0522) 2615271 | 9415019200 |
| 8 | Sr.DOM/LJN | (0522) 2282372 | (0522) 2626551 | 9415019201 |
| 9 | Sr.DSO/LJN | (0522) 2280383 | (0522) 2239080 | 9415019203 |
| 10 | Chief Controller/Goods | (0522) 2615116, 2230947 | | |
| 11 | Chief Controller/Coaching | (0522) 2619260 | | |
| 12 | Control Test Room | (0522) 2614152 | | |
| 13 | Emergency | (0522) 1072 | | |

Telephone Nos. of RPF Network/LJN

| Name of officers | Desgn | Telephone Nos. | | Mobile No. | Locations |
|------------------------|---------------|---|---------------------------------|------------------------|---------------------------------------|
| | | Office | Res | | |
| Sri Saharish Siddidiki | Sr.DSC | (0522) 2233018 31160 (Rly) | (0522) 2620880 32160(Rly) | 9794842700 2333078/ | Ashok Marg, Hazratganj, Lucknow |
| Sri Nirmal vilum | Asstt. DSC | (0522) 2233030 31161(Rly) | (0522) 2483661 32162(Rly) | 9794842703 | -Do- |
| Sri Ranjan Kumar | IPF/LJN | (0522) 2635653 38160(Rly) 38552(Rly) | - | 9794842712 | M.G.Charbagh /Lko |
| Sri Santosh Hansda | IPF/LC | 36165/37163 | 0522/2614654 | 9794842713 | RPF Barrack, ASH |
| Sri I.C.Srivastva | IPF/Divin | 37160 | 37577(Rly) | 9794849851 | |
| Sri Amit Roy | SIPF/BNZ | 36160(Rly) 2380223 | | 9794842728 | |
| Sri A..K.Singh | IPF/STP | 34331(Rly) | 34336 05862/249531 | 9494842722 | |
| | SI/STP | 331(Rly) | | 94151184772 | |
| Sri N.S.Makhyal | ASI/ MLN | 35160 | 353446 | 9794842721 | - |
| Sri Rajesh kumar | IPF/CPA | 39160 | ---- | 9794842720 | |

Telephone Nos. under Asstt.DSC/GD

| Name of officers | Designation | Telephone Nos. | | Mobile No. | Location |
|------------------|-----------------------|----------------------------------|---------------------------------|------------|-----------------|
| | | Office | Res | | |
| N.S.Garviyal | Asstt. DSC/GD | (05262) 225701 33110(Rly) | (05262) 210490 33111(Rly) | 9794842701 | GD Rly. Stn |
| M.K.Khan | IPF/B.G.GD | (05262) 2257003 33114(Rly) | 33115(Rly) | 9794842716 | PF.No.2 GD Stn. |
| Pramod Kumar | ASI/MUR | | 9794842733 | 9415189890 | MUR stn. |
| J.P.Singh | IPF/BUW | | 9794842715 | | BUW stn |
| M.S.Frimyal | IPF/BLP | | 9794844709 | 9450472128 | BLP Stn |
| Ram Prasad | Hd. Constable /BNY | | 05343-272718 | | BNY Stn |
| Rajesh Sinha | IPF/BRK | | | 9794842717 | BRK Stn |
| Ansar Alam | ASI/NNP | | | 9794842555 | NNP Stn |
| Ajay Yadav | SIPF/Cash Guard/GD | 33221 | | 9839452997 | GD Stn. |

Telephone Nos. under Asstt.DSC/GKP

| Name of officers | Desig | Telephone Nos. | | Mobile No. | |
|-------------------|--------------------|------------------------------|------------|------------|----------------------|
| | | Office | Res | | Location |
| Anirudh Chaudhary | Asstt. Comdt | (0551) 202206 63121(Rly) | 33111(Rly) | 9794842702 | GKP Rly Stn |
| Rakesh Shukla | IPF/BST | (05542) 287015 35212(Rly) | | 9794842718 | BST |
| R.K.Tripathi | ASI/KLD | | | 9794842710 | KLD Stn |
| Narendra Kumar | IPF/GKP Post | (0551) 2204206 3103(Rly) | 63163 | 9794842714 | GKP Stn |
| Vibhuti Ram | IPF Cashbag/GKP | 63124(Rly) | | 9794844717 | Rly Workshop/ GKP |
| Manbharan | IPF/ANDN | 0551 -2260659 | | 9794842719 | Rly Stn/JEA |

Telephone Nos. under GRP Network

| Designation | Telephone Nos. | | Mobile No. |
|--------------------|-------------------|---------|------------|
| | Office | Res | |
| ADG/LKO | (0522) 2287241 | 2731613 | 9454400129 |
| IG/LKO | (0522) 2287083 | 2483846 | 9454400171 |
| DIG/LKO | (0522) 2287255 | 2236773 | 9454400236 |
| SP/Rly/LKO | (0522) 2451102 | 2214555 | 9454400340 |
| CO/LKO | (0522) 2451102 | 2207895 | 9454401696 |
| SP/Rly/GKP | (0551) 2333046 | 2202348 | 9454400397 |
| Thana Incharge/GKP | (0551) 20485 | 2200935 | - |
| Thana Incharge/GD | (05262) 22682 | - | 9412842425 |

SATTELITE TELEPHONE NUMBERS

| HQ DIVISION | ID ALLOCATED |
|-------------|-----------------|
| GKP | 00873-763096025 |
| LJN | 00873-763096029 |
| GD | 00873-763096254 |
| MLN | 00873-763096258 |
| IZN | 00870-763096013 |
| BC | 00870-763096246 |
| KSJ | 00870-763096250 |
| BSB | 00873-763096017 |
| CPR | 00873-763096262 |
| SEE | 00473-763096021 |
| SPJ | 00873-763095999 |
| Mugalsarai | 00873-762834642 |
| LKO | 00873-763095712 |
| MB | 00873-763095716 |
| ALD | 00873-763095862 |
| Gaya | 00873-764128428 |

SATELLITE TELEPHONE NO. OF LJN/IZN/BSB

| | |
|------------------------|-----------------|
| Lucknow N.E.Control | 00-91-763096029 |
| ART/GD | 00-91-763096254 |
| ART/MLN | 00-917630966258 |
| IZN Control | 00-91763096013 |
| ART/BC | 00-91-763096246 |
| ART/KSG | 00-91-763096250 |
| BSB Control | 00-91-763096017 |
| ART/CPR | 00-91-763096262 |
| NR/LKO | 00-91-763095712 |
| NER/GKP | 00-91-763096025 |

ISD NUMBER S PROVIDED TO EMERGENCY CONTROLS

| S.N | Location | STD CODE | ISD NUMBERS |
|-----|-------------|-------------|-----------------|
| 1. | HQ/GKP | 0551 | 2202627 |
| 2. | Lucknow | 0522 | 2230797 |
| 3. | Izzat Nagar | 0581 | 2410933 |
| 4. | Varanasi | 0542 | 226432/33/34/35 |

CUG Mobile Numbers

| S.No | Name | Design | Mobile No. | Org./Deptt |
|------|---------------------|-----------------------------|------------|-------------|
| 1 | Vijay Laxmi Kaushik | DRM | 9794842000 | Admin |
| 2 | Pravin Pandey | ADRM/O | 9794842001 | Admin |
| 2a | Gaurav Govil | ADRM/T | 9794380002 | Admin |
| 3 | Alok Kr Srivastava | PRO | 9794842002 | Admin |
| 4 | Daya Ram | PS-I/DRM | 9794842003 | Admin |
| 5 | Surendra tripathi | PC / DRM | 9794842004 | Admin |
| 6 | Mahesh Gupta | Publicity Inspector | 9794842005 | Admin |
| 7 | Safdar Hussain | Publicity Inspector | 9794842006 | Admin |
| 8 | Nirmal Kr.Gupta | PC to ADRM | 9794842007 | Admin |
| 9 | S.V.Nair | PA to DRM | 9794842008 | Admin |
| 10 | Asha Ram | Staff Car Driver of DRM/LJN | 9794842019 | Managing |
| 11 | Hameed Hussain | Karen Driver | 9794842080 | Admin |
| 12 | | ART/GKP | 9794842081 | Admin |
| 13 | | ART/GKP | 9794842082 | Admin |
| 14 | | ART/GKP | 9794842083 | Admin |
| 15 | D.D.Mishra | OS/II/Mach. | 9794842084 | Admin |
| 16 | | ART/GD | 9794842085 | Admin |
| 17 | D.P.Singh | ADEN/Spl/LJN | 9784838942 | Engineering |
| 18 | | ART/GD | 9794842086 | Admin |
| 19 | | ART/GD | 9794842087 | Admin |
| 20 | Rajendra Kushwaha | ART/GD | 9794842088 | Admin |
| 21 | | ART/GD | 9794842089 | Admin |
| 22 | A.K.Gautam | ART/GD | 9794842090 | Admin |
| 23 | A.K.Shukla | ART/GD | 9794842091 | Admin |
| 24 | | ART/MLN | 9794842092 | Admin |
| 25 | | ART/MLN | 9794842093 | Admin |
| 26 | | ART/MLN | 9794842094 | Admin |
| 27 | Mahesh Kumar | ART/MLN | 9794842095 | Admin |
| 28 | Umesh Srivastava | ART/ASH | 9794842096 | Admin |
| 29 | Ubed Ahmad | ART/ASH | 9794842097 | Admin |
| 30 | | ART/ASH | 9794842098 | Admin |
| 31 | | ART/ASH | 9794842099 | Admin |
| 32 | Arvind Sharma | Sr DFM | 9794842100 | Account |

| | | | | |
|----|---------------|----------------|------------|---------|
| 33 | Arvind Sharma | Sr DFM/Add.Sim | 8127555577 | Account |
| 34 | J.K.Singh | DFM | 9794842101 | Account |

| | | | | |
|----|-----------------------|-----------------------|------------|---------|
| 35 | J,K,Singh | DFM | 9794842101 | Account |
| 36 | Preeti verma | DFM-II | 9794842103 | Account |
| 37 | R.C.Singh | ADFM-II | 9794842102 | Account |
| 38 | S.Javed Ali | S.S.O. | 9794842111 | Account |
| 39 | Kamlapati | Sr. Divn./Cashier/GKP | 9794842112 | Account |
| 40 | Uttam Singh | DC/II/LJN | 9794842113 | Account |
| 41 | Arun Kumar Srivastava | Sr. AA | 9794842114 | Account |
| 42 | Jageshwar Prasad | Sr. Cashier | 9794842115 | Account |
| 43 | S.K. Sharma | Sr. Cashier | 9794842116 | Account |
| 44 | S.K.Tripathi | C.S./LJN | 9794842117 | Account |
| 45 | | | 9794842118 | Account |
| 46 | Brahm Prakash | Sr. Cashier | 9794842119 | Account |
| 47 | T.R. Kolwal | Sr. Cashier | 9794842120 | Account |
| 48 | P.K.Bajpai | S.S.O. | 9794842121 | Account |
| 49 | Vinay Kr. Bajpai | S.S.O. | 9794842122 | Account |
| 50 | Rakesh Kr. Srivastava | S.S.O. | 9794842123 | Account |
| 51 | Ravi Partap Singh | S.S.O. | 9794842124 | Account |
| 52 | Sanjeev kr.gautam | S.S.O. | 9794842125 | Account |
| 53 | F.H.Kidwai | S.S.O. | 9794842126 | Account |
| 54 | Umesh Kumar | S.S.O. | 9794842127 | Account |
| 55 | Deepak Kr.Singh | S.S.O. | 9794842128 | Account |
| 56 | Shayam Lal Bhartiya | S.S.O. | 9794842129 | Account |
| 57 | A.K.Srivastava | Cashier/LJN | 9794840185 | Account |
| 58 | S.P.Mandal | Cashier/GD | 9794840195 | Account |
| 59 | Vijay Kr.Agrahari | HD.Cashier/GKP | 9794840197 | Account |
| 60 | A.N.Dubey | HD.Cashier/GD | 9794840198 | Account |
| 61 | Ram Singar | Sr..Cashier/GKP | 9794840199 | Account |
| 62 | Ram Prakash | Sr.ISA/LJN | 9794844173 | Account |
| 63 | P.K.Srivastava | Sr.ISA/LJN | 9794844174 | Account |
| 64 | Ravindra Pandey | Sr.ISA/LJN | 9794844175 | Account |
| 65 | S.N.Pandey | Sr.ISA/LJN | 9794844176 | Account |
| 66 | V.C.Bhatt | Sr.ISA/LJN | 9794844177 | Account |
| 67 | S.N.Singh | SSO/ | 9794845512 | Account |
| 68 | Baby Mukharjee | SO | 9794845513 | Account |
| 69 | D.N. Chaudahary | SO | 9794845514 | Account |
| 70 | Sushil Srivastava | SSO/ | 9794845515 | Account |
| 71 | T.C.Rekhari | SSO | 9794845516 | Account |
| 72 | Poonam Gehani | SSO | 9794845517 | Account |
| 73 | Reena Saxena | SSO | 9794845518 | Account |

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|-----|------------------------|---------------------|------------|------------|
| 74 | R.P.Mishra | SSO | 9794845519 | Account |
| 75 | Arti Srivastava | SSO | 9794845521 | Account |
| 76 | Raj Kumar | SSO | 9794845522 | Account |
| 77 | Shushil Tiwari | SSO | 9794845523 | Account |
| 78 | Vithika Madhukar | SSO | 9794845524 | Account |
| 79 | Devanand Sinha | SSO | 9794845525 | Account |
| 80 | Anurag Tiwari | SSO | 9794849115 | Account |
| 81 | | | 9794849116 | Account |
| 82 | Vinay Kumar Srivastava | SSO/GD | 9794849117 | Account |
| 83 | N.L.Srivastava | SSO | 9794849118 | Account |
| 84 | D.K.Pandey | FPI | 9794849119 | Account |
| 85 | Ram Asrey | Sr DAUO | 9794843119 | Aduit |
| 86 | Jai Gopal | DAUO | 9794842152 | Aduit |
| 87 | | ADAUO | 9794842153 | Aduit |
| 88 | A.K.Dwivedi | ADAUO | 9794842154 | Aduit |
| 89 | Naveen Pandey | ADAUO | 9794842155 | Aduit |
| 90 | S.S.Upadhyay | Section Officer | 9794842160 | Aduit |
| 91 | H.P.Tripathi | Sr.Arditor | 9794842161 | Aduit |
| 92 | S.K.Singh | Sr DCM | 9794842950 | Commercial |
| 93 | S.K.Singh | Sr DCM/Add.Sim | 9794451784 | Commercial |
| 94 | Daya Nand Yadav | DCM | 9794842951 | Commercial |
| 95 | Prasknt Kumar | ACM/ I | 9794842952 | Commercial |
| 96 | M.P.Singh | ACM/ II | 9794842953 | Commercial |
| 97 | S.K.Barua | SCI/ LJN/HQ | 9794842961 | Commercial |
| 98 | D.K.Srivastav | DCI/Bed Roll/GKP | 9794842962 | Commercial |
| 99 | Jalaluddin | CRS/BNZ | 9794842963 | Commercial |
| 100 | Abdul Khalid | DCI/LJN | 9794842964 | Commercial |
| 101 | R.L.Paswan | ECRC/Hq | 9794842965 | Commercial |
| 102 | A.M.Chaturvedi | SCI/MLN | 9794842966 | Commercial |
| 103 | R.K.Bangar | SCI/BRK | 9794842967 | Commercial |
| 104 | P.C.Bharti | SCI/GD | 9794842968 | Commercial |
| 105 | Arvind Kr.Srivastava | SCI/HQ/Planing/LJN | 9794842969 | Commercial |
| 106 | Rai RajniKant Khare | DY/SS/GKP | 9794842970 | Commercial |
| 107 | Harisankar Mall | Indent Chaser/GKP | 9794842971 | Commercial |
| 108 | Mohd. Rashid | SCI/MktgCell/HQ/LJN | 9794842972 | Commercial |
| 109 | V.K.Yadav | SCI/UTS | 9794846960 | Commercial |
| 110 | S.P.Gaur | DCI/BLP | 9794846961 | Commercial |
| 111 | R.H.Chaudhary | Cpmlt.Inspector | 9794846962 | Commercial |
| 112 | Comcll. Control | SCI/HQ | 9794846963 | Commercial |
| 113 | Parvendra Tiwari | DCI/Hq | 9794846964 | Commercial |
| 114 | Sudhakar Tripathi | C.S.Insp./GKP | 9794846965 | Commercial |
| 115 | R.K.Vaishya | OS-I/Outstanding/ | 9794846966 | Commercial |

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|-----|---------------------|--------------------------|------------|------------|
| 116 | Mukul Shah | CTTI/HQ | 9794846967 | Commercial |
| 117 | Imteyaj | CRS/HQ | 9794846968 | Commercial |
| 118 | Umesh Srivastava | DBI/PRS/HQ | 9794846969 | Commercial |
| 119 | Shatrughan Singh | CTTI/HQ | 9794846970 | Commercial |
| 120 | Jitendra Kumar | DCI/BRK | 9794846971 | Commercial |
| 121 | Anwar Salam | OS | 9794846972 | Commercial |
| 122 | Devendra Trigunayat | SRC/UTSCell/LJN | 9794846973 | Commercial |
| 123 | Ramasrey | CTTI/LJN | 9794842985 | Commercial |
| 124 | karamchandra kuwar | CSR/Goods/GD | 9794846975 | Commercial |
| 125 | Aakhilesh Kumar | CS-I/HQ | 9794846976 | Commercial |
| 126 | J.K.Singh | C.S.-I/JEA | 9794846977 | Commercial |
| 127 | Ajay Kr.Suman | SCI/GKP | 9794846978 | Commercial |
| 128 | | Dy.SS/C/LJN | 9794846979 | Commercial |
| 129 | | Dy.SS/C/GKP | 9794846980 | Commercial |
| 130 | Vinod Kumar | Dy.CRS/DRM/O/LJN | 9794846981 | Commercial |
| 131 | Baij Nath Prasad | CS-I/Goods/BST | 9794846982 | Commercial |
| 132 | Yougendra Singh | CRS/GKP | 9794846983 | Commercial |
| 133 | Ram Ashrey Yadav | CTTI/SL/GKP | 9794846984 | Commercial |
| 134 | Rajeshwar Pandey | CS-I/Parcel/GD | 9794846985 | Commercial |
| 135 | Md. Farhan Khan | Comm.Sup./GD | 9794846986 | Commercial |
| 136 | R.P.Shah | CTTI/Raid/W/GKP | 9794846987 | Commercial |
| 137 | Ajeet Sarkar | PA to Sr.DCM/LJN | 9794846988 | Commercial |
| 138 | Comm.Control/LJN | For Complent through SMS | 9794846989 | Commercial |
| 139 | Prateek Khanna | Sr Clerk | 9794849939 | Commercial |
| 140 | P.S.Mishra | OS/Commcl | 9794849946 | Commercial |
| 141 | Geeta Gupta | OS/Commcl. | 9794849947 | Commercial |
| 142 | J.B.Karo | Sr EDPM | 9794842010 | Computer |
| 143 | Clinton Mc farland | OS/IT/LJN | 9794842015 | Computer |
| 144 | Prakash Srivastava | SE/IT | 9794842016 | Computer |
| 145 | Ramesh Tiwari | SR.IT Engg/LJN | 9794842017 | Computer |
| 146 | R.K.Mitra | JE/IT | 9794842018 | Computer |
| 147 | Raghvendra Singh | Sr DEE | 9794842300 | Electrical |
| 148 | Raghvendra Singh | Sr DEE/Add.Sim | 8127555522 | Electrical |
| 149 | Kamlesh Yadav | DEE/LJN | 9794842301 | Electrical |
| 150 | Dhananjay Mishra | DEE/TRD/LJN | 9794842302 | Electrical |
| 151 | K.C.Pandey | AEE/GD | 9794842303 | Electrical |
| 152 | M.K.Srivastava | AEE/GKP | 9794842304 | Electrical |
| 153 | Jitendra Yadav | Sr.DEE/TRD/LJN | 9794841002 | Electrical |
| 154 | Jitendra Yadav | Sr.DEE/TRD/LJNAdd.Sim | 9794655444 | Electrical |
| 155 | Rao | AEE/TRD/GKP | 9794845310 | Electrical |
| 156 | Rakesh kr. Gupta | SSE/HQ/LJN | 9794842311 | Electrical |
| 157 | Fakir Ahmad Warsi | MCM/Power/LJN | 9794842312 | Electrical |

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|-----|-----------------------|---------------------|------------|-------------|
| 158 | Jagjeevan Lal Gupta | SSE/Elect/MLN | 9794842313 | Electrical |
| 159 | M.I.Ansari | SSE/HQ/LJN | 9794842314 | Electrical |
| 160 | Surendra Prasad | CA to Sr.DEE | 9794842315 | Electrical |
| 161 | P.K.Singh | SSE/RSO/GKP | 9794842316 | Electrical |
| 162 | Anup kr.Srivastava | SE/TL/MG/ASH | 9794842317 | Electrical |
| 163 | Sanjeev Kr.Srivastava | SSE/Memu/LJN | 9794842318 | Electrical |
| 164 | Saket Mishra | SSE/Power/GD | 9794842319 | Electrical |
| 165 | S.N.Marandi | SE/TL/GD | 9794842320 | Electrical |
| 166 | Virendra Kumar | SSE/Elec./GD | 9794842321 | Electrical |
| 167 | R.K.Srivastav | SSE/W/Power/GKP | 9794842322 | Electrical |
| 168 | D.S.Sharma | SSE/TL/GKP | 9794842323 | Electrical |
| 169 | Sachhidanand Sharma | MCM/TL//GKP | 9794842324 | Electrical |
| 170 | R.N.Dubey | SSE/AC/GKP | 9794842325 | Electrical |
| 171 | Parasuram | SSE/Elec./STP | 9794842326 | Electrical |
| 172 | U.N.Mall | SE/HQ/LJN | 9794842327 | Electrical |
| 173 | V.K.Singh | SSE/Elec./Con/LJN | 9794842328 | Electrical |
| 174 | B.L.Meena | JE/Power/LJN | 9794842329 | Electrical |
| 175 | Y.Tripathi | SE/Elect/.BRK | 9794842330 | Electrical |
| 176 | Hari Mohan | SE/Elect/ANDN | 9794842331 | Electrical |
| 177 | V.K.Mehta | SSE/D.S./GD | 9794842332 | Electrical |
| 178 | Saket Mishra | SSE/P/GD | 9794842333 | Electrical |
| 179 | Veenit Mishra | SSE/P/GKP | 9794842334 | Electrical |
| 180 | J.N.Singh Yadav | SSE/AC/GKP | 9794842335 | Electrical |
| 181 | R.C.Maurya | SSE/TRD/LJN | 9794842336 | Electrical |
| 182 | A.C.Benny | SSE/Drg./HQ | 9794842337 | Electrical |
| 183 | | Electric Control | 9794842338 | Electrical |
| 184 | V.K.Srivastava | SSE/Ele/Hq/LJN | 9794842339 | Electrical |
| 185 | A.K.Soni | JE/Elect/P/LJN | 9794842340 | Electrical |
| 186 | A.N.Tripathi | JE/Colony/LJN | 9794840312 | Electrical |
| 187 | Sanjeev Srivastava | SSE/W/LJN | 9794840313 | Electrical |
| 188 | Manish Srivastava | SE/E/Drg/LJN | 9794840316 | Electrical |
| 189 | VACANT | Dy.CEE/W/LJN | 9794840350 | Electrical |
| 190 | C.B.Srivastava | AEE/W/GKP | 9794840360 | Electrical |
| 191 | S.S.Bhaskar | COS/Elect | 9794849127 | Electrical |
| 192 | Puneet | SSE/Power | 9794849128 | Electrical |
| 193 | S.M.Lal | OS/Elect | 9794849129 | Electrical |
| 194 | Laxman Devgan | SSE/AC/LJN | 9794849130 | Electrical |
| 195 | Kirori Lal Meena | CTPC | 9794865510 | Electrical |
| 196 | Yamuna Prasad | JE/TRD | 9794865376 | Electrical |
| 197 | R.K.Srivastava | Sr DEN/Cord | 9794842200 | Engineering |
| 198 | R.K.Srivastava | Sr DEN/Cord/Add.Sim | 8009591100 | Engineering |
| 199 | P.K.Singh | Sr DEN/ I | 9794842201 | Engineering |

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|-----|--------------------|--------------------|------------|-------------|
| 200 | P.K.Singh | Sr DEN/ I/Add.Sim | 7388508080 | Engineering |
| 201 | V.P.Singh | Sr DEN/ II | 9794842202 | Engineering |
| 202 | V.P.Singh | Sr DEN/ II/Add.Sim | 8400067744 | Engineering |
| 203 | Pawas Yadav | Sr.DEN/III | 9794842203 | Engineering |
| 204 | Pawas Yadav | Sr.DEN/III | 8127555544 | Engineering |
| 205 | H.N.Yadav | AEN/BRK | 9794842204 | Engineering |
| 206 | Sanyog Srivastava | AEN/W/GKP | 9794842205 | Engineering |
| 207 | Anand Vardhan | ADEN/LINE/LJN | 9794842206 | Engineering |
| 208 | S.K.Singh | ATEN | 9794842207 | Engineering |
| 209 | B.N.Pandey | ADEN/MLN | 9794842208 | Engineering |
| 210 | Surendra Kumar | ADEN/STP | 9794842209 | Engineering |
| 211 | A.K.Misra | ADEN/MG/GD | 9794842210 | Engineering |
| 212 | Kailash Narayan | AEN/ BG/ GD | 9794842211 | Engineering |
| 213 | Mansi Mital | DEN/G/LJN | 9794842212 | Engineering |
| 214 | Dhirendra Singh | SE/Works/Land/LJN | 9794842213 | Engineering |
| 215 | Ravi Prakash | ADEN/Special/GD | 9794842214 | Engineering |
| 216 | Sarafat Khan | ADEN/Spl/LJN | 9794838942 | Engineering |
| 217 | | Engg.Control | 9794842221 | Engineering |
| 218 | | Engg.Control | 9794842222 | Engineering |
| 219 | Amresh Srivastava | OS/Engg. | 9794842223 | Engineering |
| 220 | U.K.Singh | SSE/PWAY/TD/GD | 9794842224 | Engineering |
| 221 | Sanjog Srivastava | SSE/P.WayASH | 9794842225 | Engineering |
| 222 | TufailAhmad | SE/PW/ASH | 9794842226 | Engineering |
| 223 | Anil Kumar Gupta | JE/PW/ASH | 9794842227 | Engineering |
| 224 | S.B.Sinha | Sr.PWS/CPA | 9794842228 | Engineering |
| 225 | A.K.Gupta | SE/P.WayBNZ | 9794842229 | Engineering |
| 226 | A.K.Upadhyay | SSE/Pway/JLD | 9794842230 | Engineering |
| 227 | Sanjay Singh | JE-I/P.WayJLD | 9794842231 | Engineering |
| 228 | P.K.Shah | JE-I/P.WayCLJ | 9794842232 | Engineering |
| 229 | Rajeev Kumar Singh | SE/P.Way/GD | 9794842233 | Engineering |
| 230 | Anoop Srivastava | JE/PW/JLD | 9794842234 | Engineering |
| 231 | A.K.Gaur | SE/P.WayMUR | 9794842235 | Engineering |
| 232 | Amrit Lal | JE/PW/MUR | 9794842236 | Engineering |
| 233 | D.N.Sharma | JE-II/P.MUR | 9794842237 | Engineering |
| 234 | S.K.Pandey | SSE/P.Way/BST | 9794842238 | Engineering |
| 235 | Pursottam Singh | JE/Pway/BV | 9794842239 | Engineering |
| 236 | Desh Deepak Pandey | JE/PW/BST | 9794842240 | Engineering |
| 237 | S.C.Diwedi | SE/P.WayW/GKP | 9794842241 | Engineering |
| 238 | Imaull Haq | SE/P.WayW/KLD | 9794842242 | Engineering |
| 239 | Ashutosh | JE/PW/SWA | 9794842243 | Engineering |
| 240 | Gyaneswar Sahi | SSE/P.Way/E/GKP | 9794842244 | Engineering |
| 241 | Mazhar Hussian | JE/PW/E/GKP | 9794842245 | Engineering |

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| 242 | R.K.Singh | JE/PW/E/GKP | 9794842246 | Engineering |
| 243 | A.K.Mishra | SSE/PW/ANDN | 9794842247 | Engineering |
| 244 | L.K.Pandey | SE/P.Way/BNY | 9794842248 | Engineering |
| 245 | Sanjay Kumar | PWM/BNY | 9794842249 | Engineering |
| 246 | Sambharkar Pradeep Kirshan | JE/PW/UB | 9794842250 | Engineering |
| 247 | RajaRam Yadav | SE/P.way/BLP | 9794842251 | Engineering |
| 248 | Govind Prasad | JE/P.W/BLP | 9794842252 | Engineering |
| 249 | Niranjan | JE-II/P.Way/GIR | 9794842253 | Engineering |
| 250 | R.C.Yadav | SE/P.Way/BRK | 9794842254 | Engineering |
| 251 | V.V.Tripathi | JE/P.Way/BRK | 9794842255 | Engineering |
| 252 | Ajay kumar Singh | JE/PW/PDR | 9794842256 | Engineering |
| 253 | Jahid Ali | OS/Engg. | 9794842257 | Engineering |
| 254 | Badruddin | Janitor | 9794842258 | Engineering |
| 255 | Ram Kishnu | JE/PW/MIN | 9794842259 | Engineering |
| 256 | Mukesh | JE/PW/NNP | 9794842260 | Engineering |
| 257 | Sahid Vakil | SE/PW/MLN | 9794842261 | Engineering |
| 258 | Ravindra Kumar | JE/PW/BIC | 9794842262 | Engineering |
| 259 | V.K.Gupta | JE/PW/DDW | 9794842263 | Engineering |
| 260 | Vinod Singh | SSE/P.way/TQN | 9794842264 | Engineering |
| 261 | Ashok Kumar | JE/Works/BNZ | 9794842265 | Engineering |
| 262 | | | 9794842266 | Engineering |
| 263 | Arvind Kumar | SE/P.WayLMP | 9794842267 | Engineering |
| 264 | N.B.Ambedkar | JE/Pway/BVN | 9794842268 | Engineering |
| 265 | Ashish Bharti | JE-II/P.Way/GK | 9794842269 | Engineering |
| 266 | Surendra Pratap | JE-II/P.Way/LMP | 9794842270 | Engineering |
| 267 | Ramji Pratap | SE/Pway/STP | 9794842271 | Engineering |
| 268 | Dhanjay Kumar | JE/1/STP | 9794842272 | Engineering |
| 269 | Ravi Kumar Singh | JE/P.Way/SD | 9794842273 | Engineering |
| 270 | Anil Kumar Jaiswal | SE/P.Way/BVN | 9794842274 | Engineering |
| 271 | Sashi Busan Verma | JE-I/P.Way/TSF | 9794842275 | Engineering |
| 272 | D.K.Srivastva | SE/Works/BNZ | 9794842276 | Engineering |
| 273 | S.Marandi | SE/Works/JLD | 9794842277 | Engineering |
| 274 | R.K.Mishra | SSE/Works/ASH | 9794842278 | Engineering |
| 275 | Atul Srivastva | SE/W/B.Bagh | 9794842279 | Engineering |
| 276 | G.K.Pathak | SSE/W/CPA | 9794842280 | Engineering |
| 277 | Manoj Kumar | SE/Works/LJN | 9794842281 | Engineering |
| 278 | Anish Ahmad | JE-I/Works/BRK | 9794842282 | Engineering |
| 279 | Mukesh | JE/W/NNP | 9794842283 | Engineering |
| 280 | K.K.Gauba | SE/W/Planning | 9794842284 | Engineering |
| 281 | K.K.Singh | SSE/Works/BST | 9794842285 | Engineering |
| 282 | S.N.Pathak | SSE/Works/GD | 9794842286 | Engineering |
| 283 | Arvind Kumar Mishra | SSE/Works/BLP | 9794842287 | Engineering |

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|-----|--------------------|-------------------|------------|-------------|
| 284 | Manohar | SSE/Works/BNY | 9794842288 | Engineering |
| 285 | R.K.Chaudhary | SE/Works/GD | 9794842289 | Engineering |
| 286 | A.K.Upadhyay | JE-I/Works/MLN | 9794842290 | Engineering |
| 287 | K.M.Gupta | SE/Works/PLK | 9794842291 | Engineering |
| 288 | N.S.Candel | SSE/W/BVN | 9794842292 | Engineering |
| 289 | Sri Tej Singh | IOW/LMP | 9794842293 | Engineering |
| 290 | Ram Naresh | SE/Works/STP | 9794842294 | Engineering |
| 291 | Radhey Shyam Singh | SSE/Works/ANDN | 9794842295 | Engineering |
| 292 | P.P.Mall | SE/Works/E/GKP | 9794842296 | Engineering |
| 293 | S.N.Diwedi | JE/W/GKP | 9794842297 | Engineering |
| 294 | Flood Site | | 9794842298 | Engineering |
| 295 | Flood Site | | 9794842299 | Engineering |
| 296 | Pramod Kumar | P.Way/USDF/LJN | 9794846232 | Engineering |
| 297 | R.Mohan | P.Way/USDF/LJN | 9794846233 | Engineering |
| 298 | Sanjay Kumar | P.Way/USDF/LJN | 9794846234 | Engineering |
| 299 | Amit Kumar | P.Way/USDF/LJN | 9794846235 | Engineering |
| 300 | M.P.Karwar | P.Way/USDF/LJN | 9794846236 | Engineering |
| 301 | Arun Kumar Shukla | JE/P.Way/BUW | 9794846237 | Engineering |
| 302 | S.K.Namdev | PA to Sr.(Co) | 9794846238 | Engineering |
| 303 | Vivek Chandra | JE/P.Way/LJN | 9794846239 | Engineering |
| 304 | Radhey Shyam | COS/Engg/LJN | 9794846240 | Engineering |
| 305 | R.B.Sharma | SSE/DRG/LJN | 9794846241 | Engineering |
| 306 | Sri Krishna | SSE/DRG/LJN | 9794846242 | Engineering |
| 307 | A.K.Mall | JE/PW//LJN | 9794846243 | Engineering |
| 308 | S.N.Misra | P.Way/USDF | 9794846244 | Engineering |
| 309 | Amit Kumar sharma | Harticaulter | 9794846245 | Engineering |
| 310 | Raja Gopalan | PC to Sr.DEN | 9794846246 | Engineering |
| 311 | Z.U.Siddiqi | Pway/Planning | 9794846247 | Engineering |
| 312 | Shayam Bihari | JE/PW/CM | 9794846248 | Engineering |
| 313 | R. K.Pandey | JE/PW/LIR | 9794846249 | Engineering |
| 314 | Naushad Ahmad | JE/P.Way/BNZ | 9794846250 | Engineering |
| 315 | Manoj Kumar | SE/CSP/Burwal/LJN | 9794840277 | Engineering |
| 316 | Mewa Singh | JE/W/CPA/LJN | 9794840281 | Engineering |
| 317 | B.S.Rana | COS/engg | 9794849133 | Engineering |
| 318 | Pradeep Misra | COS/land | 9794849134 | Engineering |
| 319 | Jitendra Kumar | COS/tender | 9794849135 | Engineering |
| 320 | Wahiuddin | SSE/land | 9794849136 | Engineering |
| 321 | S.C.Vishkarma | SSE/drg | 9794849137 | Engineering |
| 322 | Seema Maheshwari | SSE/drg | 9794849138 | Engineering |
| 323 | Girjesh Chand | JE/works/drg | 9794849139 | Engineering |
| 324 | Mahesh Chandra | JE/works | 9794849140 | Engineering |
| 325 | Bhanu Pratap Yadav | OS/L-Xing | 9794849141 | Engineering |

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|-----|---------------------|---------------------|------------|-------------|
| 326 | Israr Ahmad | JE/works/GKP | 9794849142 | Engineering |
| 327 | Area Control Off | ADEN/W/Office/GKP | 9794849143 | Engineering |
| 328 | Sahat Ram Yadav | JE/works/gd | 9794849144 | Engineering |
| 329 | Mohd Sharif Khan | JE/works/BNY | 9794849145 | Engineering |
| 330 | Heeraman Prasad | JE/works/BST | 9794849146 | Engineering |
| 331 | Preetam Kumar Sinha | JE/works | 9794849147 | Engineering |
| 332 | Nitin Kumar | JE/works | 9794849148 | Engineering |
| 333 | Dr.R.C Lohani | CMS/BNZ | 9794842500 | Medical |
| 334 | Dr.R.C Lohani | CMS/BNZ/Add.Sim | 7388421100 | Medical |
| 335 | Dr.Rajeev Saxena | CMS/GD | 9794842501 | Medical |
| 336 | Dr.Kumar Umesh | ACMS/BNZ | 9794842502 | Medical |
| 337 | VACANT | ACMS/ASH Add.Sim | 8400092255 | Medical |
| 338 | Dr.Ranjeet Singh | ADMO/BNZ | 9794842503 | Medical |
| 339 | Dr.Ranjeet Singh | ADMO/BNZ/Add.Sim | 7388581100 | Medical |
| 340 | Dr.Savita Gangwar | ADMO/BNZ | 9794842514 | Medical |
| 341 | Dr.V.N.Sinha | ACMS/BNZ | 9794842508 | Medical |
| 342 | Dr.V.N.Sinha | ACMS/BNZ/Add.Sim | 8400361100 | Medical |
| 343 | Dr.V.K.Pathak | Sr.DMO/BNZ | 9794842506 | Medical |
| 344 | VACANT | ACMS/BNZ | 9794842507 | Medical |
| 345 | VACANT | ACMS/BNZ/Add.Sim | 7388471100 | Medical |
| 346 | VACANT | ACMS/BNZ | 9794842508 | Medical |
| 347 | VACANT | ACMS/BNZ/Add.Sim | 7388531100 | Medical |
| 348 | Dr Diksha Chaudhry | Sr DMO/ASH | 9794842509 | Medical |
| 349 | Dr Diksha Chaudhry | Sr DMO/ASH/Addi.Sim | 8400008128 | Medical |
| 350 | Dr.Ramesh Chand | Sr DMO/CPA | 9794842510 | Medical |
| 351 | Dr.Ramesh Chand | Sr DMO/CPA/Add.Sim | 8853555577 | Medical |
| 352 | Ravi Prakash | Medical PRAC/MLN | 9794842511 | Medical |
| 353 | Dr Vineeta Gupta | Sr DMO/ASH | 9794842512 | Medical |
| 354 | Dr Vineeta Gupta | Sr DMO/ASHAdd.Sim | 8400009536 | Medical |
| 355 | Dr. I.A.Khan | CMP/BST | 9794842513 | Medical |
| 356 | Dr. I.A.Khan | ACMS/BST/Add.Sim | 8853551199 | Medical |
| 357 | Dr.R.K. YADAV | ADMO/GD | | Medical |
| 358 | | | | Medical |
| 359 | Dr C.B.Verma | Medical PRAC/NNP | 9794842516 | Medical |
| 360 | Dr.Anamika Singh | Sr.DMO/BNZ | 9794842517 | Medical |
| 361 | Dr.Anamika Singh | Sr.DMO/BNZ/Add.Sim | 8127001234 | Medical |
| 362 | Dr Sanjay Tiwari | Sr.DMO/ASH | 9794842518 | Medical |
| 363 | Dr Sanjay Tiwari | Sr.DMO/ASH/Add.Sim | 8400009197 | Medical |
| 364 | Dr.Ajay Kumar | ACMS/ASH | 9794842519 | Medical |
| 365 | Dr.Ajay Kumar | ACMS/ASH/Add.Sim | 8400461100 | Medical |
| 366 | Dr.S.K.Pandey | Medical PRAC/STP | 9794842520 | Medical |
| 367 | Dr.R.P.Pandey | CMP/ANDN | 8853555522 | Medical |

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| 368 | Dr D.K.More | Sr.DMO/GD | 9794842521 | Medical |
| 369 | Dr D.K.More | Sr.DMO/GD/Add.Sim | 8853551188 | Medical |
| 370 | Dr S.K.Misra | Sr.DMO/GD | 9794842522 | Medical |
| 371 | Kanchan Lata | ANO/BNZ | 9794842523 | Medical |
| 372 | Rajni Mishra | CMP/GD | 9794842524 | Medical |
| 373 | Dr.R,N.Lal | Sr.DMO/BNZ | 9794842525 | Medical |
| 374 | Dr.R,N.Lal | Sr.DMO/BNZ/Add.Sim | 8400009853 | Medical |
| 375 | Dr.Tahir | CMP/MLN | 9794842526 | Medical |
| 376 | Md.Yunush | CHI/MLN | 9794842531 | Medical |
| 377 | Neelima kishore | Metron/BNZ | 9794842532 | Medical |
| 378 | R.N.Prasad | CHI/BNZ | 9794842533 | Medical |
| 379 | Kazi Sakfat Husan | HI/GD | 9794842534 | Medical |
| 380 | | | 9794842535 | Medical |
| 381 | Savitri devi | Chief Matern/BNZ | 9794842536 | Medical |
| 382 | Kanti Devi | Chief Matern/ GD | 9794842537 | Medical |
| 383 | Chote Lal | COS/Medical/BNZ | 9794842538 | Medical |
| 384 | Ismail | Pharmasist/BNZ | 9794842539 | Medical |
| 385 | R.K.Sen | Pharmasist/BNZ | 9794842540 | Medical |
| 386 | | Chief Pharma. | 9794849132 | Medical |
| 387 | Manish Pandey | Health Inspector | 7080203101 | Medical |
| 388 | Abhijeet Gupta | Health Inspector | 7080203102 | Medical |
| 389 | Sanjay Kumar | Health Inspector | 7080203103 | Medical |
| 390 | Ratnesh Kardam | Health Inspector | 7080203104 | Medical |
| 391 | Uttam Kumnar | Health Inspector | 7080203105 | Medical |
| 392 | D.D.Gupta | Health Inspector | 7080203106 | Medical |
| 393 | Alok Singh | AHO | 9794844618 | Medical |
| 394 | Sandeepa Kumari | Health Inspector | 9794844621 | Medical |
| 395 | K.K.Sharma | Health Inspector | 9794844622 | Medical |
| 396 | Vinay Kr Srivastava | Health Inspector | 9794844623 | Medical |
| 397 | Rajat Gautam | Health Inspector | 9794844624 | Medical |
| 398 | Santosh Singh | Health Inspector | 9794840545 | Medical |
| 399 | Ashuish Soni | Health Inspector | 9794840559 | Medical |
| 400 | Ramanuj Yadava | Health Inspector | 7080203115 | Medical |
| 401 | Shashikant Kumar | Health Inspector | 7080203111 | Medical |
| 402 | Jitendra Kumar Sharma | Health Inspector | 7080203112 | Medical |
| 403 | Vinay Kr Srivastava | Health Inspector | 7080203113 | Medical |
| 404 | Mahesh Meena | Health Inspector/BRK | 7080203109 | Medical |
| 405 | Narendra Singh | Health Inspector | 7080203110 | Medical |
| 406 | Ankur Gupta | Health Inspector/STP | 7080203108 | Medical |
| 407 | Jitendra Gupta | Health Inspector/CPA | 7080203107 | Medical |
| 408 | Anwar Mohamad Dawood | Pharmasist | 7080203114 | Medical |
| 409 | Anil Upadhyay | COS/BNZ | 9794849132 | Medical |

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|-----|----------------------|----------------------|------------|-----------|
| 410 | Sarojani Bajpayee | Ch.Matron | 9794842544 | Medical |
| 411 | Veena Verma | Sr DOM | 9794842900 | Operating |
| 412 | Anil Kumar | Sr DSO | 9794842901 | Operating |
| 413 | Anil Kumar | Sr DSO/Add.Sim | 7897555588 | Operating |
| 414 | Dhirendra Kumar | Station Director/GKP | 9794842902 | Operating |
| 415 | Rohit Sharma | DOM/C | 9794842915 | Operating |
| 416 | Asthana | Station Manager/GKP | 9794842904 | Operating |
| 417 | Anuj Kumar Singh | AOM/G | 9794842905 | Operating |
| 418 | A.K.Singh | DOM/M | 9794842906 | Operating |
| 419 | Atul Ydav | AOM/Passengar/LJN | 9794842907 | Operating |
| 420 | Sankhawar | Sr.Manager/LJN | 9794842908 | Operating |
| 421 | Sivendra SINGH | AM/GD | 9794842909 | Operating |
| 422 | Vijay Singh | Sr DOM/G | 9794842912 | Operating |
| 423 | D.K.,Srivastava | TI/GD/LOOP | 9794842921 | Operating |
| 424 | D.K.Singh | TI/Plg | 9794842922 | Operating |
| 425 | Dhirendra Kumar | CTI/Coaching | 9794842923 | Operating |
| 426 | Ratan Kumar | TI/GKP(M) | 9794842924 | Operating |
| 427 | R.P.Misra | TI/GKP/LOOP | 9794842925 | Operating |
| 428 | Anil Pandey | TI/SWR/LJN | 9794842926 | Operating |
| 429 | O.P.Tripathi | Section/TI/MLN | 9794842927 | Operating |
| 430 | A.N.Mishra | SS/GD | 9794842928 | Operating |
| 431 | Ram Ugrah | TI/BRK | 9794842929 | Operating |
| 432 | Rajesh | TI/GKP/chg | 9794842930 | Operating |
| 433 | Sant Ram | Section/TI/GD | 9794842931 | Operating |
| 434 | Sandeep Gupta | Section/TI | 9794842932 | Operating |
| 435 | | Dy.SS/gkp | 9794842933 | Operating |
| 436 | S.K.Srivastava | Section/TI/STP | 9794842934 | Operating |
| 437 | V.N.Patel | TI/BRK | 9794842935 | Operating |
| 438 | P.K Dubey | TI/GKP | 9794842936 | Operating |
| 439 | Dy SS/LJN | Shift duty | 9794842937 | Operating |
| 440 | C.Lal | TI/LMP | 9794842938 | Operating |
| 441 | Irfan Ahamad | CYM/GD | 9794842939 | Operating |
| 442 | | RRI/Panel | 9794842940 | Operating |
| 443 | R.M.Bhardwaj | Safety Inspector | 9794842941 | Operating |
| 444 | V.Chaudhari | SS/Bahraich | 9794842942 | Operating |
| 445 | Dhirendra Kumar | CTI/Coaching | 9794846910 | Operating |
| 446 | Devesh Kr.Srivastava | CTNL/LJN | 9794846911 | Operating |
| 447 | | TI/LJN | 9794846912 | Operating |
| 448 | D.K.Srivastava | CTNL/TT | 9794846913 | Operating |
| 449 | Vinay Kumar | Steno | 9794846914 | Operating |
| 450 | Naveen Kumar | TI/FOIS | 9794846915 | Operating |
| 451 | Kamlesh Yadav | SS/ASH | 9794846916 | Operating |

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|-----|----------------------|----------------|------------|-----------|
| 452 | Irfan Ahamad | CA to Sr.DOM | 9794846917 | Operating |
| 453 | Noor Alam | OS/I/Opt. | 9794846918 | Operating |
| 454 | Anshika Srivastava | SS/LJN | 9794846919 | Operating |
| 455 | Santram rawat | OS/Opt | 9794846920 | Operating |
| 456 | Dinesh Kumar | SS/BST | 9794846921 | Operating |
| 457 | A.K.Kanojia | TI/ASH | 9794846922 | Operating |
| 458 | Ramesh | SS/MLN | 9794846923 | Operating |
| 459 | D.N.Upadhya | TI/GKP | 9794846924 | Operating |
| 460 | R.K.Srivastava | SS/GKP | 9794846925 | Operating |
| 461 | | COS/OPTG | 9794846926 | Operating |
| 462 | Atul Srivastav | Area Inch | 9794846927 | Operating |
| 463 | Puttu Lal | Area Inch | 9794846928 | Operating |
| 464 | Anil Misra | OS/Plg | 9794846929 | Operating |
| 465 | A.K.Srivastav | Dy SS/GKP | 9794846930 | Operating |
| 466 | Hare Ram Singh | ASM/Yojna | 9794846931 | Operating |
| 467 | Gufran Ahmad | SS/JEA | 9794846932 | Operating |
| 468 | Yogesh Nandan Singh | SS/SWR | 9794846933 | Operating |
| 469 | Sudhakar Misra | SS/CPA | 9794846934 | Operating |
| 470 | Piyush Verma | TI/Inspec. | 9794846935 | Operating |
| 471 | D.K.Srivastva | SS/NTV | 9794846936 | Operating |
| 472 | M.A.Siddiqui | TI/GD/AM | 9794846937 | Operating |
| 473 | Anil Kumar Mishra | TI/BNZ | 9794842947 | Operating |
| 474 | D.S.K.Chauhan | Sr DPO | 9794842600 | Personal |
| 475 | D.S.K.Chauhan | Sr DPO/Add.Sim | 9794865050 | Personal |
| 476 | Snat Jain | DPO | 9794842601 | Personal |
| 477 | Rahul Yadav | APO I | 9794842602 | Personal |
| 478 | R.K.Pandey | APO II | 9794842603 | Personal |
| 479 | Samir Pal | APO III | 9794842604 | Personal |
| 480 | S.H.Mehndi | CSWI | 9794842611 | Personal |
| 481 | S.K.Mishra | RBO | 9794842610 | Personal |
| 482 | Anil Kumar | PC to Sr.DPO | 9794842306 | Personal |
| 483 | Afsar Khan | CSWI | 9794842613 | Personal |
| 484 | Ram Singh | CSWI | 9794842614 | Personal |
| 485 | Md.Riyaz | Jeep Driver | 9794842615 | Personal |
| 486 | Md Juned Khan | SWI | 9794842616 | Personal |
| 487 | Seema Bansal | CSWI | 9794842617 | Personal |
| 488 | Upendra Kumar Sharma | CSWI | 9794842618 | Personal |
| 489 | Rajendra Prasad | CSWI | 9794842619 | Personal |
| 490 | Subhod shankar | CSWI | 9794842620 | Personal |
| 491 | Shishu om Dixit | CSWI | 9794842621 | Personal |
| 492 | Rahul Srivastava | CLA | 9794842622 | Personal |
| 493 | Yogesh Srivastava | CLA | 9794842623 | Personal |

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|-----|-------------------------|---------------------|------------|----------------|
| 494 | S.K.Gupta | SWI/LJN | 9794842624 | Personal |
| 495 | Mahaveer Pandey | CA/Sr.DPO | 9794842625 | Personal |
| 496 | Manish Kumar | CSWI | 9794842626 | Personal |
| 497 | Anwar Raja | OS/I/RRB/LJN | 9794840658 | Personal |
| 498 | Saharish Siddiki | Sr.DSC | 9794842700 | Security |
| 499 | Saharish Siddiki | Sr.DSC/Addi.Sim | 9621199009 | Security |
| 500 | N.S.Gabriyal | ASC/GD | 9794842701 | Security |
| 501 | Anirudh Chaudary | ASC/RPF/GKP | 9794842702 | Security |
| 502 | Saaharish Siddiquee | ASC/LJN | 9794842703 | Security |
| 503 | Sanjeev Dubey | IPF/DSCR/LJN | 9794842711 | Security |
| 504 | Ranjan Kumar | Insp/LJN | 9794842712 | Security |
| 505 | S.L.Hansda | SI/LC | 9794842713 | Security |
| 506 | Narendra Kumar | IPF/GKP | 9794842714 | Security |
| 507 | J.P.Singh | SI/BUW | 9794842715 | Security |
| 508 | M.K.Khan | IPF/GD | 9794842716 | Security |
| 509 | R.K.Sinha | IPF/Bahraich | 9794842717 | Security |
| 510 | Rakesh Shukla | Insp/Basti | 9794842718 | Security |
| 511 | Manbharan | IPF/ANDN | 9794842719 | Security |
| 512 | rajesh | IPF/CPA | 9794842720 | Security |
| 513 | N.S.Gabriyal | IPF/MLN | 9794842721 | Security |
| 514 | Ajay Kumar Singh | Insp/STP | 9794842722 | Security |
| 515 | R.K. Singh | Inspector/RPF | 9794842723 | Security |
| 516 | Alok Kumar Rai | Steno | 9794842724 | Security |
| 517 | Ram Sher Singh | COS/RPF/GKP | 9794842725 | Security |
| 518 | K.R.Rawat | SI/ASH | 9794842726 | Security |
| 519 | Alok Kumar | DI/LJN | 9794849850 | Security |
| 520 | Ishwar Chand Srivastava | ADM/LJN | 9794849851 | Security |
| 521 | Ramendra Kumar | Head Constable/LJN | 9794842727 | Security |
| 522 | Amit Kumar Rai | Sub Insp/BNZ | 9794842728 | Security |
| 523 | R.M.Rai | COS/Security | 9794842732 | Security |
| 524 | Sri Pramod Kumar | Inch.S I./MUR | 9794842733 | Security |
| 525 | Hari Singh Rawat | Qt/Master/LJN | 9794842734 | Security |
| 526 | Ganesh Yadav | ASI/LJN | 9794842735 | Security |
| 527 | R.P.Rai | Inspector/P.A/GD | 9794842736 | Security |
| 528 | Krishnanand Dubey | Sub Inspector/LJN | 9794842737 | Security |
| 529 | Ram Bilas | ASI/NNP | 9794842555 | Security |
| 530 | Chandrika Prasad | ASI/LMP | 9794842554 | Security |
| 531 | Ravindra Yadav | Inspector / RPF/ASH | 9794842556 | Security |
| 532 | Ashok Kr.Shukla | OS/I/Sec/PRSS | 9794840079 | Security |
| 533 | Sankar Shukla | ASI/Driver/LJN | 9794844735 | Security |
| 534 | Ashwani Kumar Tripathi | ASI/RPF Union/RPF | 9794801020 | Security |
| 535 | Deepu Shyam | Sr DSTE/I/LJN | 9794842800 | Sig. & Telecom |

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|-----|-----------------------|------------------------|------------|----------------|
| 536 | Deepu Shyam | Sr DSTE/I/LJN Addi.Sim | 8127555533 | Sig. & Telecom |
| 537 | Satyadeo Pathak | Sr.DSTE/II/LJN | 9794842801 | Sig. & Telecom |
| 538 | Satyadeo Pathak | Sr.DSTE/II/Addi.,Sim | 8127000900 | Sig. & Telecom |
| 539 | | DSTE/Spl/LJN | 9794842802 | Sig. & Telecom |
| 540 | D.C.Srivastva | ASTE/ GKP | 9794842803 | Sig. & Telecom |
| 541 | Lalit Mohan Pant | ASTE/MLN at LJN | 9794842804 | Sig. & Telecom |
| 542 | Abdul Kaleem | ASTE/ GD | 9794842805 | Sig. & Telecom |
| 543 | Ravindra Singh | ADSTE/W/LJN | 9794842806 | Sig. & Telecom |
| 544 | Ved Prakash | SSE/Sig/GKP | 9794842811 | Sig. & Telecom |
| 545 | Gurmeet Singh Salooja | SSE/Sig/ASH | 9794842812 | Sig. & Telecom |
| 546 | Manish Yadav | SSE/Sig/LJN | 9794842813 | Sig. & Telecom |
| 547 | P.K.Srivastav | SSE/Tele/GKP | 9794842814 | Sig. & Telecom |
| 548 | Sanatan | SSE/Sig/CLJ | 9794842815 | Sig. & Telecom |
| 549 | Prabhanjan Kumar | SSE/Tele/LJN | 9794842816 | Sig. & Telecom |
| 550 | Anup Kumar | TCM DRM Cell LJN | 9794842817 | Sig. & Telecom |
| 551 | Umesh Sharma | SSE/Sig/CLJ | 9794842818 | Sig. & Telecom |
| 552 | M.L.Dixit | SSE/Tele/HQ | 9794842819 | Sig. & Telecom |
| 553 | Puskar Saxena | SSE/DRG/LJN | 9794842820 | Sig. & Telecom |
| 554 | Mohd.Zafar | SSE/Sig/GKP | 9794842821 | Sig. & Telecom |
| 555 | Vishal Srivastava | JE/Sig/GKP | 9794842822 | Sig. & Telecom |
| 556 | V.K.Singh | SSE/Sig/BST | 9794842823 | Sig. & Telecom |
| 557 | Jayanta Rai | SSE/Sig/ASH | 9794842824 | Sig. & Telecom |
| 558 | Santram | SSE/Sig/ASH | 9794842825 | Sig. & Telecom |
| 559 | Ved Prakash Meena | SSE/Sig/LMP | 9794842826 | Sig. & Telecom |
| 560 | | SE/Sig Control/LJN | 9794842827 | Sig. & Telecom |
| 561 | S.C.Divedi | SE/Tele/LJN/control | 9794842828 | Sig. & Telecom |
| 562 | R.K.Gupta | SE/Tele/LMP | 9794842829 | Sig. & Telecom |
| 563 | P.R.Maurya | SE/Tele/LJN/Microwave | 9794842830 | Sig. & Telecom |
| 564 | S.N.Pandey | SSE/Sig/HQ/LJN | 9794842831 | Sig. & Telecom |
| 565 | Aditya Prakash | SE/Tele/MW/GKP | 9794842832 | Sig. & Telecom |
| 566 | Madho lal Meena | SE/Tele/GD | 9794842833 | Sig. & Telecom |
| 567 | S.S.Srivastav | SE/Tele/LJN | 9794842834 | Sig. & Telecom |
| 568 | Binod Kumar Singh | JE-I/Sig/GKP | 9794842835 | Sig. & Telecom |
| 569 | Ashish Kumar | SSE/Sig/KLD | 9794842836 | Sig. & Telecom |
| 570 | Brijesh Kumar Singh | JE/Sig/MUR | 9794842837 | Sig. & Telecom |
| 571 | Ajay Srivastava | SE/Sig/GD | 9794842838 | Sig. & Telecom |
| 572 | Rameshwar Rai | SSE/Sig/GD | 9794842839 | Sig. & Telecom |
| 573 | Kamal Kr.Srivastav | SSE/Sig/CLJ | 9794842840 | Sig. & Telecom |
| 574 | A.K.Chandel | SSE/Sig/Burwal | 9794842841 | Sig. & Telecom |
| 575 | B.K.Chaudhary | JE/Sig/SWA | 9794842842 | Sig. & Telecom |
| 576 | Amresh Kumar | JE-II/Sig/STP | 9794842843 | Sig. & Telecom |
| 577 | Manish Yadav | SSE/Sig/STP | 9794842844 | Sig. & Telecom |

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|-----|------------------------|---------------------|------------|----------------|
| 578 | Rameshwar | SSE/Sig/MLN | 9794842845 | Sig. & Telecom |
| 579 | Brijesh kumar pandey | MCM/LJN/DataLagor | 9794842846 | Sig. & Telecom |
| 580 | Uma sankar chaurasiya | JE/II/Sig/BST | 9794842847 | Sig. & Telecom |
| 581 | Smt. Alka Verma | sse/Sig/LJN | 9794842848 | Sig. & Telecom |
| 582 | Ritesh Ranjan | JE-II/Tele/GD | 9794842849 | Sig. & Telecom |
| 583 | Vijay Shankar | JE-II/Tele/BST | 9794842850 | Sig. & Telecom |
| 584 | Anil Kumar | SE/Tele/GD | 9794842851 | Sig. & Telecom |
| 585 | Santosh Pandey | JE-II/Tele/GD | 9794842852 | Sig. & Telecom |
| 586 | R.K.Pathak | SSE/Tele/GKP | 9794842853 | Sig. & Telecom |
| 587 | R.P.Yadav | SSE/Tele/LJN | 9794842854 | Sig. & Telecom |
| 588 | Mohd.A.A.Usmani | JE-II/Tele/LJN | 9794842855 | Sig. & Telecom |
| 589 | Jaipal Chawla | SSE/Tele/DAL | 9794842856 | Sig. & Telecom |
| 590 | Pawan Kumar | SSE/Sig/Control | 9794842857 | Sig. & Telecom |
| 591 | Kuljeet Singh Ranhotra | SSE/Sig/HQ | 9794842858 | Sig. & Telecom |
| 592 | Sahebjada | JE/II/Sig/BV | 9794842859 | Sig. & Telecom |
| 593 | S.Kumar | JE/II/Tele/STP | 9794842860 | Sig. & Telecom |
| 594 | Jagdish Prasad | JE/II/Sig/LMP | 9794842861 | Sig. & Telecom |
| 595 | V.K.SINGH | Head clerk | 9794842862 | Sig. & Telecom |
| 596 | Suraj Sharma | JE/II/Sig/GD | 9794842863 | Sig. & Telecom |
| 597 | R. Kumar Lal | SSE/Tele/DAL | 9794842864 | Sig. & Telecom |
| 598 | Gorakh Prasad | TCM I/Tele/GKP | 9794842865 | Sig. & Telecom |
| 599 | Vinod Kumar | MCM/MLN | 9794842866 | Sig. & Telecom |
| 600 | Avirudh Paul | OS/Sig/LJN | 9794842867 | Sig. & Telecom |
| 601 | A. K. Sonker | JE/II/MW/LJN | 9794842868 | Sig. & Telecom |
| 602 | Kripa Sankar | JE/II/MW/STP | 9794842869 | Sig. & Telecom |
| 603 | Sunil Kumar | JE/Tele/LJN | 9794842870 | Sig. & Telecom |
| 604 | Gokaran Singh | COS/Signal | 9794842871 | Sig. & Telecom |
| 605 | Uma Shankar | JE/Sig/NNP | 9794842872 | Sig. & Telecom |
| 606 | Rakesh Kumar | SSE/Exchange/LJN | 9794842873 | Sig. & Telecom |
| 607 | A.K.Kanojia | TS/Exchange | 9794842874 | Sig. & Telecom |
| 608 | R.K.Pandey | OS to CRS | 9794842876 | Sig. & Telecom |
| 609 | | OFC/NMS | 9794842890 | Sig. & Telecom |
| 610 | | Control Tet Room | 9794842891 | Sig. & Telecom |
| 611 | Ghanshyam | Jeep Driver | 9794849149 | Sig. & Telecom |
| 612 | Om Prakash | Jeep Driver | 9794849150 | Sig. & Telecom |
| 613 | Ghous Md Khan | Signal Maintner/LJN | 9794849151 | Sig. & Telecom |
| 614 | S.B.Somvanshi | JE/Sig/GD | 9794849805 | Sig. & Telecom |
| 615 | C.P.Rai | TCM-I/GKP | 9794849806 | Sig. & Telecom |
| 616 | Manish Srivastava | Sr.Clerk.LJN | 9794849807 | Sig. & Telecom |
| 617 | Sri Prakash Misra | JE/Sig/GKP | 9794849808 | Sig. & Telecom |
| 618 | Rohit Kumar | JE/Tele | 9794849809 | Sig. & Telecom |
| 619 | Ashish Kumar | JE/Tele | 9794849935 | Sig. & Telecom |

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| 620 | Rana Aditya Pratap | JE/Sig/ANDN | 9794842835 | Sig. & Telecom |
| 621 | Raavi Singh | JE/Tele | 9794849937 | Sig. & Telecom |
| 622 | Ashok Kr Gupta | MCM/Sig/GKP | 9794849938 | Sig. & Telecom |
| 623 | Ajeet Singh | ESM/I/HQ/GKP | 9794845839 | Sig. & Telecom |
| 624 | Kuldeep Singh | SSE/Sig/GKP | 9794845811 | Sig. & Telecom |
| 625 | M.Parth Sardhi | Sr DMM/LJN | 9794842770 | Store |
| 626 | M.Parth Sardhi | Sr DMM/LJN/Addl.Sim | 8400009536 | Store |
| 627 | Ashish Shukla | ADMM/LJN | 9794842771 | Store |
| 628 | Mahesh Singh | CDMS | 9794842775 | Store |
| 629 | V.K.Pathak | CDMS | 9794842776 | Store |
| 630 | Rajesh Mishra | CA to SR.DMM | 9794842777 | Store |
| 631 | S.K.Pathak | CCRS | 9794842049 | Safety |
| 632 | A.K.Jain | CRS | 9794842050 | Safety |
| 633 | Ajay Verma | Dy. CRS/S&T | 9794842051 | Safety |
| 634 | Rajiv Kumar | Dy. CRS/G | 9794842052 | Safety |
| 635 | Uttam Prakash | Dy. CRS/M | 9794842053 | Safety |
| 636 | Shalabh Tyagi | Dy. CRS/ET | 9794842054 | Safety |
| 637 | Indu Rani Dubey | Dy. CRS/Optg | 9794842055 | Safety |
| 638 | Ajay Mishra | PS To CCRS | 9794842056 | Safety |
| 639 | K.P.Mohnan | Driver to CRS | 9794842057 | Safety |
| 640 | Govind Prasad | S C/Engg. | 9794842920 | Safety |
| 641 | Santram | S C /Sig. | 9794842943 | Safety |
| 642 | Arvind Kumar | S Cr/Loco. | 9794842944 | Safety |
| 643 | J.S.Srivastav | SC/Traffic | 9794842945 | Safety |
| 644 | S.K.Divedi | SC/C&W. | 9794842946 | Safety |
| 645 | Ajay Kumar | SC/TRD | 7755001353 | Safety |
| 646 | Avinash Upadhyay | ADSO/LJN | 9794845835 | Safety |
| 647 | S.S.Kero | Sr DME(C&W) | 9794842400 | Mechanical |
| 648 | S.S.Kero | Sr DME(C&W)/Addl.Sim | 8009351100 | Mechanical |
| 649 | Javed Ahemad | CDO / GKP | 9794842402 | Mechanical |
| 650 | S.K.Srivastava | ADME/GD | 9794842403 | Mechanical |
| 651 | Rama Sankar Singh | CDO/C&W/LJN | 9794842404 | Mechanical |
| 652 | | AME/C&W/LJN | 9794842414 | Mechanical |
| 653 | Chandra Bhan | AME/C&W/GKP | 9794842419 | Mechanical |
| 654 | Ashok Kumar Pandey | JE/II/C&W/GKP | 9794842451 | Mechanical |
| 655 | Israil Ahmad | SSE/C&W/GKP | 9794842452 | Mechanical |
| 656 | C.P.Srivastav | SE/C&W/GKP | 9794842453 | Mechanical |
| 657 | Pankaj Srivastav | JE/C&W/GKP | 9794842454 | Mechanical |
| 658 | Pawan Kumar | SSE/C&W/GKP | 9794842455 | Mechanical |
| 659 | Satyavan Singh | SE/C&W/GD | 9794842456 | Mechanical |
| 660 | | C&W Cintrol | 9794842457 | Mechanical |
| 661 | Chandra Bhan | SSE/C&W/ASH | 9794842458 | Mechanical |

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|-----|----------------------|----------------|------------|------------|
| 662 | V.K.Srivastava | SSE/C&W/LJN | 9794842459 | Mechanical |
| 663 | Ram Bajan | OS/C&W | 9794842460 | Mechanical |
| 664 | S.K.Gautam | SSE/C&W/LJN | 9794842461 | Mechanical |
| 665 | Kanak Singh | Tech-1/C&W/GKP | 9794842462 | Mechanical |
| 666 | Krishna Kumar | COS/C&W/LJN | 9794842463 | Mechanical |
| 667 | Vidhay Bhusan pandey | JE/C&W/GKP | 9794842464 | Mechanical |
| 668 | Madan Singh | JE/C&W/LJN | 9794842465 | Mechanical |
| 669 | M.K.Srivastava | SSE/C&W/LJN | 9794842466 | Mechanical |
| 670 | Sakal Deep | JE/C&W/GD | 9794842467 | Mechanical |
| 671 | SakalDeep Singh | JE/C&W | 9794842468 | Mechanical |
| 672 | Umeesh Srivastav | SSE/C&W/LJN | 9794842469 | Mechanical |
| 673 | A.K.Srivastav | SE/C&W/LJN | 9794842470 | Mechanical |
| 674 | Atul Saxena | SE/C&W/LJN | 9794842471 | Mechanical |
| 675 | Tausif Ansari | SSE/C&W/LJN | 9794842472 | Mechanical |
| 676 | C.M.Puran | SSE/C&W/GD | 9794842473 | Mechanical |
| 677 | U.S.Mishra | SSE/C&W/GKP | 9794842474 | Mechanical |
| 678 | A.K.Misra | JE/C&W/GKP | 9794849122 | Mechanical |
| 679 | Rajneesh Kumar | SSE | 9794849123 | Mechanical |
| 680 | Rakesh Kumar | JE/C&W/LJN | 9794849124 | Mechanical |
| 681 | Vikram Singh | JE/C&W/GD | 9794849125 | Mechanical |
| 682 | D.N.Tripathi | JE/C&W/GKP | 9794849832 | Mechanical |
| 683 | Dinesh Patel | JE/C&W/GKP | 9794846422 | Mechanical |
| 684 | Mangal Pd. Sharma | JE/C&W/GKP | 9794846423 | Mechanical |
| 685 | Anil Kumar Singh | JE/II/.C&W/GKP | 9794846424 | Mechanical |
| 686 | R.D.Yadov | JE/II/C&W/GKP | 9794846425 | Mechanical |
| 687 | Sanjay Kumar | SSE/C&W/GKP | 9794846426 | Mechanical |
| 688 | R.G.Srivastava | SSE/C&W/GKP | 9794846427 | Mechanical |
| 689 | A.K.Mishra | SSE/C&W/GKP | 9794846428 | Mechanical |
| 690 | RajeshSrivastava | JE/I/C&W/GKP | 9794846429 | Mechanical |
| 691 | Markande Singh | JE/I/C&W/GKP | 9794846430 | Mechanical |
| 692 | Sarad Asthana | JE/C&W/ | 9794846431 | Mechanical |
| 693 | K.N.M.Tripathi | SSE/C&W/GKP | 9794846432 | Mechanical |
| 694 | Rijwanullah | SSE/C&W/GKP | 9794846433 | Mechanical |
| 695 | H.P.Shukla | SSE/C&W/GKP | 9794846434 | Mechanical |
| 696 | A.K.Srivastava | SSE/C&W/GKP | 9794846435 | Mechanical |
| 697 | Umesh Kumar Gupta | JE/I/C&W/GKP | 9794846436 | Mechanical |
| 698 | Jagdish Prasad | JE/II/C&W/GKP | 9794846437 | Mechanical |
| 699 | P.K.Singh | JE/II/C&W/GKP | 9794846438 | Mechanical |
| 700 | M.K.Srivastava | JE/II/C&W/GKP | 9794846439 | Mechanical |
| 701 | D. C. Yadov | JE/II/C&W/GKP | 9794846440 | Mechanical |
| 702 | Anand Gupta | JE/II/C&W/GKP | 9794846441 | Mechanical |
| 703 | Balendra Sharma | JE/II/C&W/GKP | 9794846442 | Mechanical |

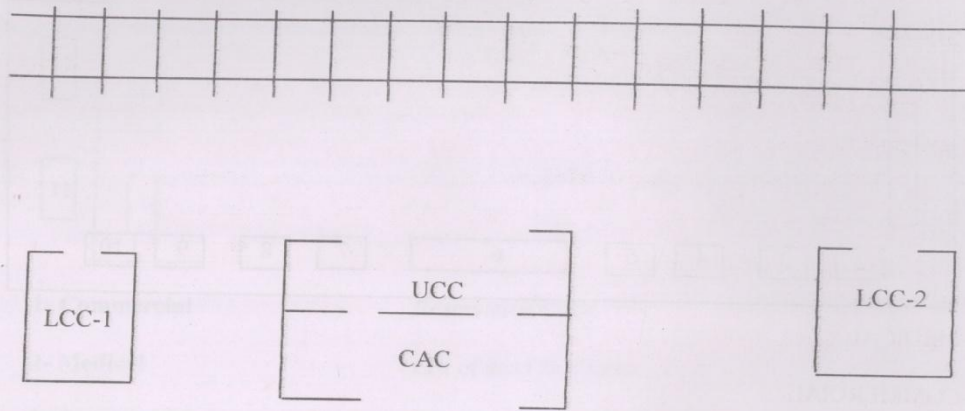
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|-----|---------------------------|-----------------|------------|------------|
| 704 | Rahul Himanshu | Tech/C&W | 9794846443 | Mechanical |
| 705 | Atul Choudhary | JE/II/C&W/GD | 9794846444 | Mechanical |
| 706 | Anirudh Gupta | Tech/II/C&W/GKP | 9794846445 | Mechanical |
| 707 | Vidya Sagar Pandey | JE/C&W/GKP | 9794846447 | Mechanical |
| 708 | S.K. Upadhya | SSE/C&W/GKP | 9794846449 | Mechanical |
| 709 | O.P.Rai | SSE/C&W/GKP | 9794846450 | Mechanical |
| 710 | Arun Kumar | SSE/C&W/GKP | 9794846451 | Mechanical |
| 711 | Vidhasagar | JE/C&W/GKP | 9794846452 | Mechanical |
| 712 | Pradeep Kr. Singh | JE/II/C&W/GKP | 9794846453 | Mechanical |
| 713 | Ravi Prakash Srivastava | SSE/C&W/GKP | 9794846454 | Mechanical |
| 714 | Md. Mobin | JE/II/C&W/GKP | 9794846455 | Mechanical |
| 715 | Prem Kumar | SSE/C&W/GD | 9794846456 | Mechanical |
| 716 | Gopal Singh | JE/II/C&W/GD | 9794846457 | Mechanical |
| 717 | Ram Bajan | OS/C&W | 9794846458 | Mechanical |
| 718 | H. S. Singh | SSE/C&W/GD | 9794846459 | Mechanical |
| 719 | Shakeel Ahmad | JE/II/C&W/LJN | 9794846460 | Mechanical |
| 720 | Dharm Singh | JE/II/C&W/GD | 9794846461 | Mechanical |
| 721 | Sri Jai Prakash Diwedi | Tech/C&W/GD | 9794846462 | Mechanical |
| 722 | Naresh Singh | JE/II/C&W/GD | 9794846463 | Mechanical |
| 723 | Raj Kapoor | JE/II/C&W/GD | 9794846464 | Mechanical |
| 724 | Radhey Shyam | SE/C&W/GD | 9794846465 | Mechanical |
| 725 | Sanjay Kumar | SE/C&W/LJN | 9794846466 | Mechanical |
| 726 | Mohd. Naseem | JE/II/C&W/GKP | 9794846467 | Mechanical |
| 727 | Murlidhar | SSE/C&W/LJN | 9794846468 | Mechanical |
| 728 | Ram Harsh | JE/II/C&W/GD | 9794846469 | Mechanical |
| 729 | Pramod Kumar | JE/II/C&W/GKP | 9794846470 | Mechanical |
| 730 | Om Prakash | SSE/C&W/LJN | 9794846471 | Mechanical |
| 731 | Vivek Prakash | JE/II/C&W/LJN | 9794846472 | Mechanical |
| 732 | Sandeep Singh Gangwar | SSE/C&W | 9794846473 | Mechanical |
| 733 | Yash Pal Singh | SSE/C&W/LJN | 9794846474 | Mechanical |
| 734 | Ramesh Kumar | JE/II/C&W/LJN | 9794846475 | Mechanical |
| 735 | K.K.Shabita | JE/II/C&W/LJN | 9794846476 | Mechanical |
| 736 | Rajesh Kanda | JE/II/C&W/LJN | 9794846477 | Mechanical |
| 737 | Murlidhar | SE/C&W/ASH | 9794846478 | Mechanical |
| 738 | Brahm Pratap Singh | JE/II/C&W/LJN | 9794846479 | Mechanical |
| 739 | Om Prakash | SSE/C&W/LJN | 9794846480 | Mechanical |
| 740 | Anant Kumar | SSE/C&W/ASH | 9794846481 | Mechanical |
| 741 | Kailash Singh | SSE/C&W/LJN | 9794846482 | Mechanical |
| 742 | U. N. Srivastava | SSE/C&W/LJN | 9794846483 | Mechanical |
| 743 | D.K.Mandal | SE/C&W/LJN | 9794846484 | Mechanical |
| 744 | Jitendra Kumar Vishwkarma | JE/II/C&W/LJN | 9794846485 | Mechanical |
| 745 | S.K.Diwedi | SSE/C&W/LJN | 9794846486 | Mechanical |

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|-----|------------------------|---------------------|------------|------------|
| 746 | Phulendra Kumar | JE/C&W/LJN | 9794846487 | Mechanical |
| 747 | Sudhir Kumar Triphathi | Tech./GKP | 9794846488 | Mechanical |
| 748 | M.A.U. Khan | SE/C&W/LJN | 9794846489 | Mechanical |
| 749 | R.P.Singh | JE/C&W/GKP | 9794842081 | Mechanical |
| 750 | Ramji Gupta | TCM/ART/GKP | 9794842082 | Mechanical |
| 751 | | ART/GKP | 9794842083 | Mechanical |
| 752 | D.D.Mishra | OS/II/Mach./LJN | 9794842084 | Mechanical |
| 753 | | Control/C&W | 8009464444 | Mechanical |
| 754 | | ART/GD | 9794842087 | Mechanical |
| 755 | Rajendra Kushwaha | SSE/C&W/GKP | 9794842088 | Mechanical |
| 756 | | ART/GD | 9794842089 | Mechanical |
| 757 | Lallan Paswan | JE/C&W/GD | 9794842090 | Mechanical |
| 758 | Byas Sah Gond | SSE/C&W/GKP | 9794842091 | Mechanical |
| 759 | | ART/MLN | 9794842092 | Mechanical |
| 760 | Gaya Prasad | TCM/ART/MLN | 9794842093 | Mechanical |
| 761 | | ART/MLN | 9794842094 | Mechanical |
| 762 | Ranjeet Singh | JE/C&W | 9794842095 | Mechanical |
| 763 | Brjesh Kumar | TCM/ART/ASH | 9794842096 | Mechanical |
| 764 | Ubed Ahmad | SSE/C&W/LJN | 9794842097 | Mechanical |
| 765 | S.K.Shukla | JE/C&W/ASH | 9794842098 | Mechanical |
| 766 | Ram Babu | TCM/ART/ASH | 9794842099 | Mechanical |
| 767 | Sudhir Singh | Sr DME(O&F) | 9794842401 | Mech. O&F |
| 768 | Sudhir Singh | Sr DME(O&F)/Add.Sim | 8009361100 | Mech. O&F |
| 769 | M.N.D.Prabhakar | DME/O&F | 9794842405 | Mech. O&F |
| 770 | Ajay Kumar | Sr.L.I./MLN | 9794842431 | Mechanical |
| 771 | A.Rahman | L.I/CB | 9794842432 | Mechanical |
| 772 | Ashok Kumar | L.I/GD | 9794842433 | Mech. O&F |
| 773 | Mahesh Kumar | L.I/GKP | 9794842434 | Mech. O&F |
| 774 | R.Singh | CPNL/LJN | 9794842435 | Mech. O&F |
| 775 | S.P.Mishra | CC/Lobby | 9794842436 | Mech. O&F |
| 776 | Abhay Kumar | Sr.LI/GD | 9794842437 | Mech. O&F |
| 777 | V.N.Dubey | Janrator/STP | 9794842438 | Mech. O&F |
| 778 | Prakash.P.Lal | COS/Power/LJN | 9794842439 | Mech. O&F |
| 779 | Lalchand | Sr.LI/GD | 9794842440 | Mech. O&F |
| 780 | Ravindra Kumar | LI/GKP | 9794842441 | Mech. O&F |
| 781 | Haricharan Prasad | Sr.LI/CB | 9794842442 | Mech. O&F |
| 782 | Gopal Singh | JE | 9794849126 | Mech. O&F |
| 783 | Narain Singh | Sr.L.I./CB | 9794842475 | Mech. O&F |
| 784 | Bagwan das | L.I/GKP | 9794842476 | Mech. O&F |
| 785 | D.N.pandey | Jr.CLERK/LJN | 9794842477 | Mech. O&F |
| 786 | B.K.Srivastava | L.I/GKP | 9794842478 | Mech. O&F |
| 787 | Gorakhnath | Sr.LI/CB | 9794842479 | Mech. O&F |

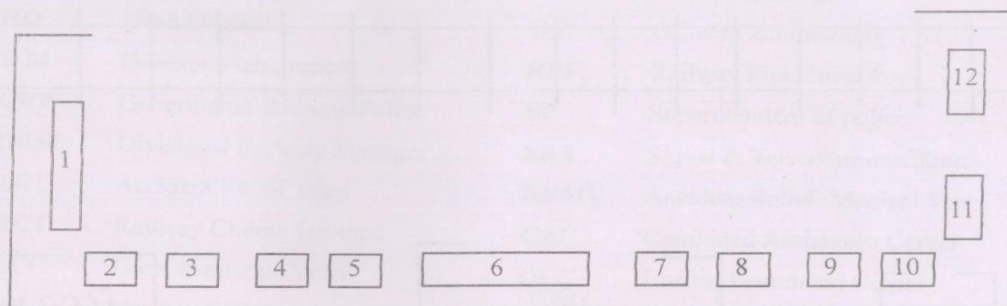
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|-----|------------------------|----------------------|------------|-------------|
| 788 | Anuradha Pandey | OS | 9794842480 | Mech. O&F |
| 789 | Bahadur Prasad | Sr.L.I/GKP | 9794842481 | Mech. O&F |
| 790 | B.C.Srivastava | C.A | 9794842482 | Mech. O&F |
| 791 | Sri Pratap Bhan Singh | OS/CB | 9794842483 | Mech. O&F |
| 792 | Satish Kumar | COS DSL Lobby /GD | 9794842484 | Mech. O&F |
| 793 | Ram Shakal | R.Room Gen./GKP | 9794842485 | Mech. O&F |
| 794 | Praveen Kumar | L.I/GKP | 9794842486 | Mech. O&F |
| 795 | | | 9794842487 | Mech. O&F |
| 796 | Ratnesh Kumar | CLI/HQ/LJN | 9794840446 | Mech. O&F |
| 797 | Rasheed | Loco Pilot/Goods/LJN | 9794840447 | Mech. O&F |
| 798 | S.P.Tripathi | CLI/HQ/LJN | 9794840448 | Mech. O&F |
| 799 | R.K.Singh | SSE/MECH.HQ | 9794840449 | Mech. O&F |
| 800 | Sanjeev Kumar | Sr.Clerk/plg/LJN | 9794844426 | Mech. O&F |
| 801 | V.K.Upadhay | L.I/GKP | 9794842488 | Mech. O&F |
| 802 | Vinod Kumar | Helper II/GKP | 9794846420 | Mech. O&F |
| 803 | J.P.Misra | CLI | 9794831764 | Mech. O&F |
| 804 | A.K.Dixit | Sr DME/DSL/GD | 9794842410 | DSL Shed/GD |
| 805 | A.K.Dixit | Sr DME/DSL/GDAdd.Sim | 8009721100 | DSL Shed/GD |
| 806 | D.K.Pandey | ADME Diesel/GD | 9794842411 | DSL Shed/GD |
| 807 | H.P.Gautam ** | ADME/D/GD | 9794842412 | DSL Shed/GD |
| 808 | Manoj Kumar | AME/DSL/OVH | 9794842413 | DSL Shed/GD |
| 809 | P.K.Sinha | AME/DSL/III GD | 9794842415 | DSL Shed/GD |
| 810 | Om Prakash ** | ACMT/Lab/GD | 9794842416 | DSL Shed/GD |
| 811 | A.H.Khan | DME/DSL/GD *** | 9794842417 | DSL Shed/GD |
| 812 | S.K.Sinha | L.I/D/GD | 9794842559 | DSL Shed/GD |
| 813 | Prashant Saurabh | SSE/D/GD | 9794842560 | DSL Shed/GD |
| 814 | Sugriv Kumar | SSE/Mach. | 9794842561 | DSL Shed/GD |
| 815 | Umesh Vishwkarma | SSE/Mach. | 9794842562 | DSL Shed/GD |
| 816 | S.P.Mauraya | SSE/Elect | 9794842563 | DSL Shed/GD |
| 817 | Bajuram | SSE/Mach./D/GKP | 9794842564 | DSL Shed/GD |
| 818 | R.Vishwkarma | SSE/Elect | 9794842565 | DSL Shed/GD |
| 819 | P.K.Tripathi | SSE/Elect | 9794842566 | DSL Shed/GD |
| 820 | S.P.Yadav | SSE/Mach. | 9794842567 | DSL Shed/GD |
| 821 | D.K.Sinha | SSE/Mach. | 9794842568 | DSL Shed/GD |
| 822 | R.K.Tiwari | SSE/Elect | 9794842569 | DSL Shed/GD |
| 823 | Devi Prasad Srivastava | SSE/Elect | 9794842570 | DSL Shed/GD |
| 824 | D.Sharma | CMS/I/GD | 9794842571 | DSL Shed/GD |
| 825 | Jaykant lal das | SSE/D/Elec/GD | 9794842572 | DSL Shed/GD |
| 826 | R.K.Shukla | SSE/Mach. | 9794842573 | DSL Shed/GD |
| 827 | Ajay Kumar | SE/Mach. | 9794842574 | DSL Shed/GD |
| 828 | Umasankar yadav | Diesal Tech/II/GD | 9794842575 | DSL Shed/GD |
| 829 | P.K.Singh | SSE/Elect | 9794842576 | DSL Shed/GD |

| | | | | |
|-----|-----------------------|--------------------------|------------|-------------|
| 830 | | SSE | 9794849950 | DSL Shed/GD |
| 831 | G.M.Tiwari | SSE | 9794849951 | DSL Shed/GD |
| 832 | S.N.Mall | SSE | 9794849952 | DSL Shed/GD |
| 833 | Rajesh Savai | SSE | 9794849953 | DSL Shed/GD |
| 834 | D.S.Tiwari | SSE | 9794849954 | DSL Shed/GD |
| 835 | Yogendra Prasad, | SSE | 9794849956 | DSL Shed/GD |
| 836 | S.K.Upadhayay | SSE | 9794849957 | DSL Shed/GD |
| 837 | Krishna Nandan Shukla | SSE | 9794849958 | DSL Shed/GD |
| 838 | Ashok kumar Second | SSE | 9794849959 | DSL Shed/GD |
| 839 | Ashok Kumar Third | SSE | 9794849960 | DSL Shed/GD |
| 840 | Purshottam | SSE | 9794849961 | DSL Shed/GD |
| 841 | Ram Vilas Tiwari | SSE | 9794849962 | DSL Shed/GD |
| 842 | Rajendra Prasad | SSE | 9794849963 | DSL Shed/GD |
| 843 | B.L.Kanujia | SSE | 9794849964 | DSL Shed/GD |
| 844 | Rakesh Kumar | SSE | 9794849965 | DSL Shed/GD |
| 845 | Balbeer | Sr.Tech/D | 9794849967 | DSL Shed/GD |
| 846 | M.D.Dubey | ADME/DSL/GD *** | 9794842418 | DSL Shed/GD |
| 847 | D.Srivastava | ADME/DSL/GD *** | 9794842420 | DSL Shed/GD |
| 848 | Akshay Batt | SSE/Diesel/GD | 9794842443 | DSL Shed/GD |
| 849 | P.K.Singh | SSE/Spare sell/GD | 9794842444 | DSL Shed/GD |
| 850 | Jawaharlal | SSE/M Diesel/GD | 9794842445 | DSL Shed/GD |
| 851 | A.K.Verma | Divil.President/NERMU | 9794801313 | Union |
| 852 | A.K.Verma | Divil.Secy./NERMU | 9794801212 | Union |
| 853 | Ashwani Kr.Triparhi | Divil. President/RPF | 9794801020 | Union |
| 854 | Manik Chand | Divisional Secy./RPF | 9794801043 | Union |
| 855 | Ram Prakash | Divil Secy./SC&ST Divil. | 9794849968 | Union |
| 856 | S.R.Meena | President/SC&ST | 9794849969 | Union |
| 857 | S.B.Yadav | Divil. President/OBC | 9794849970 | Union |
| 858 | VACANT | Divisional Secy./OBC | 9794849971 | Union |

OUTLINE SCHEMATIC PLAN OF UC C / CAC / LCCs



DETAILS SCHEMATIC PLAN OF UCC



1-MEDICAL

2-COMMERCIAL

3-OPERATING

4-SAFETY

5-SECURITY

6-PUBLIC RELATION

7-OC SITE & OFFICER

8-MECHANICAL

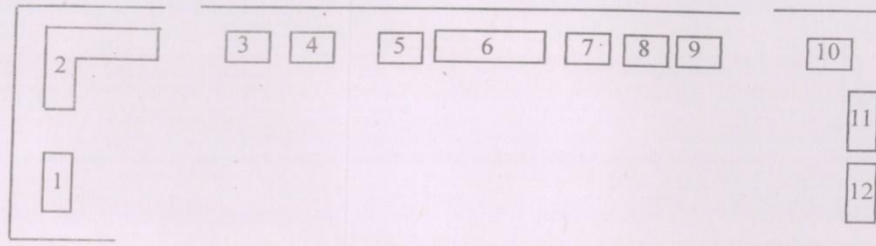
9-ELECTRICAL

10-S&T

11-CIVIL

12-SPARE

DETAILS SCHEMATIC PLAN OF CAC



- | | | |
|-----------------------------|---|---|
| 1- Commercial | - | Reservation Chart |
| 2- Medical | - | List of dead & injured |
| 3- Commercial | - | Provision of escort and vehicle |
| 4- Railway doctor | - | Issue of medical Death certificates |
| 5- Govt. Doctor | - | Issue of postmortem report |
| 6- CAC in-Charg and officer | | |
| 7- Municipality Official | - | Issue of official Death Certificates |
| 8- RPF/ Local Police | - | Issue of authority for handing over dead body |
| 9- Commercial | - | Payment of Ex-gratia, Issue of claim forms |
| 10- Commercial | - | assistance for performing of last rites |
| 11- Personnel | - | Issue of return Journey passes |
| 12- Operating | - | Arrangement for return journey |