

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No.2009/Safety(A&R)/19/17

New Delhi, dated 29.09.2010

The Chief Operations Managers,  
The Chief Mechanical Engineers,  
CR, ER, ECR, NR, NCR, NWR, WR.

**Sub : Draft Accident Manual of Dedicated Freight Corridor Corporation of India Limited (DFCCIL) – Sharing of resources of ART/ARME/Cranes of IR with DFCCIL during train accidents, etc.**

A Draft Accident Manual to be used over DFC system has been submitted by DFCCIL to the Railway Board for comments / suggestions. In the Draft Manual, DFCCIL has mentioned about sharing of Relief / Rescue Equipments of the IR with the DFCCIL in case of accidents, etc. An initial examination of this has brought out certain issues.

The availability of ART/ARME/Cranes at all times on the nominated locations of the Divisions of IR is very essential, primarily to be in a state of preparedness at all times to handle Train Accidents involving casualties to passengers on the existing IR system and to restore through communication after accidents. We have two alternatives to choose from depending upon pros and cons of each option discussed below.

Sharing of ART/ARME/ Cranes with DFCCIL by IR may reduce their availability on IR especially where important passenger carrying trains are running; as against on DFC where only freight trains will run. On the other hand, we may not have unlimited resources to duplicate new ART/ARME/Cranes for DFCCIL separately. A balance between the two conflicting requirements as above has, therefore, to be found.

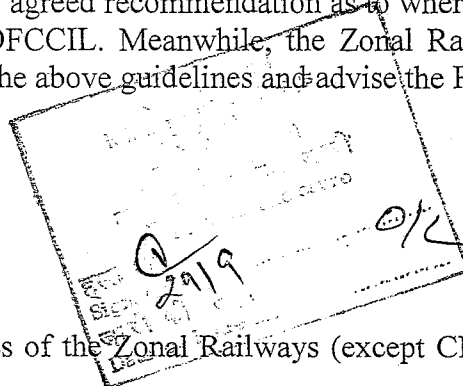
It is important to note that the points of intersection (connection) of the two Networks may be quite distant from each other. This may involve infructuous up/down movement of ARTs/Cranes, of reversal and shunting at interchange points

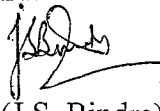
The Zonal Railways may conduct a review as to whether they can share the resources of existing ART/ARME/Cranes and permit extension of their beats to include the DFCCIL network either partially or wholly. If the existing beats are already stretched beyond a desired level, DFCCIL may need to provide additional resources of their own.

The Gross load of the wagons (in loaded condition) moving on DFCCIL will perhaps be much higher than that of similar loaded wagons on IR. The capacity of existing Cranes/MFDs of IR to tackle loaded wagons of DFCCIL also needs to be evaluated.

We are advising DFCCIL to have a dialogue with the COMs/CMEs of the concerned Zonal Railways and send jointly agreed recommendation as to where all it is possible for IR to share their resources with DFCCIL. Meanwhile, the Zonal Railways may conduct an exercise on their own based on the above guidelines and advise the Railway Board.

कृपया जारी करें  
दीप च-६  
29-9-10



  
(J.S. Bindra)

Joint Director/Safety  
Railway Board

Copy to : COMs and CMEs of the Zonal Railways (except CR, ER, ECR, NR, NCR, NWR, WR).