

सत्यमेव जयते



वश्येव कुटुंबकम्

ONE EARTH • ONE FAMILY • ONE FUTURE

ACCIDENT MANUAL

ALL THE BEST

Wednesday, 12 November 2025

ACCIDENT

FOR THE PURPOSE OF RAILWAY WORKING, ACCIDENT IS AN
OCCURRENCE IN THE COURSE OF WORKING OF RAILWAY
WHICH MAY AFFECT

✓ THE SAFETY OF THE RAILWAY,

- ITS ENGINES,
- ROLLING STOCK,
- PERMANENT WAY AND WORKS,
- FIXED INSTALLATIONS,
- PASSENGERS OR RAILWAY SERVANT OR

✓ WHICH AFFECT THE SAFETY OF OTHERS OR

✓ WHICH DOES OR MAY CAUSE DELAY TO TRAIN OR LOSS TO

ACCIDENT

For statistical purposes,

accident has been classified
into categories “A” to “R”

excluding “I” and “O”.

SERIOUS ACCIDENT

Accident to a train carrying passengers which is attended

- **Loss of life** or
- **GRIEVOUS HURT** to a passenger or passengers in the train or
- Damage to railway property, value exceeds **Rs. 2 crores** or
- Any other accident in the opinion of CCRS/CRS, if an enquiry is required

However, the following shall be excluded from the category of a serious Accident:

- Cases of trespassers run over and injured or killed through their own carelessness, or of passengers injured or killed through their own carelessness.
- Cases involving railway servants or holding valid passes/tickets, or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board, or roof or buffer but excluding the inside of vestibules between coaches, or run over at a level crossing or elsewhere on the railway track by a train,

Level crossing accident where no passenger or railway servant is killed or grievously hurt, unless the Chief Commissioner of Railway Safety or Commissioner of Railway safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

CLASSIFICATION OF ACCIDENTS

**FOR STATISTICAL PURPOSE, ACCIDENTS
ARE CLASSIFIED AS**

“A” to “R”

EXCLUDING

“I” and “O”

CLASSIFICATION OF ACCIDENTS

1. TRAIN ACCIDENTS

2. YARD ACCIDENTS

3. INDICATIVE ACCIDENTS

4. EQUIPMENT FAILURE

5. UNUSUAL INCIDENTS

TRAIN ACCIDENTS

(ACCIDENTS THAT INVOLVE A TRAIN)

► CONSEQUENTIAL TRAIN ACCIDENTS

Having serious repercussion in terms of

- loss of human life,
- human injury,
- loss to railway property or
- interruption of rail traffic

► OTHER TRAIN ACCIDENTS

CONSEQUENTIAL TRAIN ACCIDENTS

- ❖ COLLISION –A
- ❖ FIRE –B
- ❖ LEVEL CROSSING –C
- ❖ DERAILMENTS –D
- ❖ MISCELLANEOUS –E

CONSEQUENTIAL TRAIN ACCIDENTS

- 1. Collision** A 1 to A 4
- 2. Fire** B 1 to B 4
- 3. Level Crossing** C 1 to C 4
- 4. Derailment** D 1 to D 4
- 5. Miscellaneous** E 1

YARD ACCIDENTS

ACCIDENTS THAT TAKE PLACE IN YARD

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INDICATIVE ACCIDENTS

THESE ARE NOT ACCIDENTS BUT HAVING SERIOUS POTENTIAL HAZARDS.

✓ **AVERTED COLLISION -F**

✓ **BREACH OF BLOCK RULES -G**

✓ **TRAIN PASSING SIGNAL AT DANGER -H**

AVERTED COLLISION:

- I. IT IS AN INDICATIVE ACCIDENT**
 - 2. IT WOULD HAVE BEEN A COLLISION BUT AVERTED DUE TO ALERTNESS OF A PERSON**
 - 3. AVERTED COLLISION MAY OCCUR IN**
 - I. BLOCK SECTION (OUTSIDE STATION LIMITS)**
 - II. WITHIN STATION LIMITS**

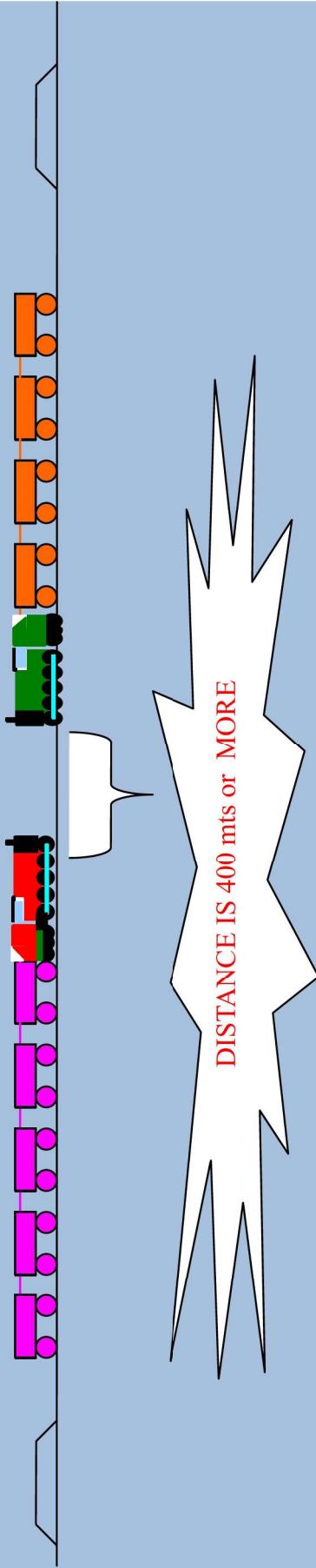
4. AVERTED COLLISION MAY BE
 - I. BETWEEN TWO TRAINS
 - II. BETWEEN TRAIN AND OBSTRUCTION
5. WITHIN STATION LIMITS, **IF THERE IS NO STOP SIGNAL**

➤ SM SHALL RECKON THE DISTANCE IN PRESENCE OF LP& GUARD AND ENTER IN STATION DIARY

6. IN BLOCK SECTION, **DISTANCE IS LESS THAN 400M**

➤ GUARD OF TRAIN SHALL RECKON THE DISTANCE IN PRESENCE OF LP AND ENTER IN CTR

OUTSIDE STATION LIMITS



BREACH OF BLOCK RULES

- a) When a train enters a block section without any authority to proceed, or
- b) When a train enters a block section with an improper authority to proceed, or
- c) when a train is received on a blocked line but not constituting an averted collision, or
- d) when a train enters or is received on a wrong line at a station
- e) when a train enters catch/slip siding or sand hump.

902 SIGNAL PASSING AT DANGER-H

- WHEN A TRAIN PASSES A FIXED STOP SIGNAL INCLUDING A BANNER FLAG OR ENGINEERING STOP INDICATOR (OTHER THAN IB, AUTOMATIC & GATE SIGNALS) AT DANGER WITHOUT ANY AUTHORITY OR WITH AN IMPROPER AUTHORITY.
- SM SHALL INFORM LP THROUGH A MEMO
- SM / POINTSMAN MUST CONFRONT THE LOCO PILOT AND GUARD WITH REGARD TO THE POSITION OF THE SIGNAL AND THE POSITION OF THE LEVER / KNOB CONCERNED.

SIGNAL PASSING AT DANGER-H

- THE POSITION OF THE SIGNAL AND ROUTE SHOULD BE RECORDED BY THE SM AND SIGNED BY THE SM, LOCO PILOT, GUARD AND OTHER WITNESSES, IF AVAILABLE.
- THE DISTANCE BY WHICH THE TRAIN HAS PASSED THE SIGNAL SHOULD BE RECORDED BY THE LENGTH OF ENGINE + COACH/WAGONS AND / OR TELEGRAPH/OHE POSTS, OR BY MEASURING THE ACTUAL DISTANCE IN METRES.
- IN THE NIGHT TIME, THE BRIGHTNESS OF THE SIGNALS SHOULD BE NOTED.
- THE WEATHER CONDITION SUCH AS FOGGY/TEMPESTUOUS CONDITION ALSO BE RECORDED.

SIGNAL PASSING AT DANGER-H

- IF THE LOCO PILOT IS REQUIRED TO USE GLASSES, IT SHOULD BE CHECKED WHETHER HE WAS IN POSSESSION OF THEM AND USING THEM.
- ARRANGEMENT FOR TESTING BRAKE POWER OF THE TRAIN SHALL BE MADE BY OFFICERS / SR. SUBORDINATES AT THE NEAREST C&W EXAMINATION POINT.
- BREATHLYZER TEST OF THE LOCO PILOT/ALP SHOULD BE DONE IMMEDIATELY AND BLOOD SAMPLES OF LP/ALP SHOULD BE COLLECTED.

SIGNAL PASSING AT DANGER-H

- THE LOCO PILOT /ALP SHALL BE SENT FOR FURTHER MEDICAL EXAMINATION.
- DATA LOGGER OUTPUT IN RELATION TO THIS INCIDENT SHOULD BE OBTAINED FROM S&T OFFICIALS.
- SAME CREW SHOULD NOT BE ALLOWED TO WORK THE TRAIN.

EQUIPMENT FAILURE

- **J – FAILURE OF LOCOMOTIVE AND ROLLING STOCK**
- **K – FAILURE OF PERMANENT WAY**
- **L – FAILURE OF ELECTRICAL EQUIPMENT**
- **M – FAILURE OF SIGNALLING AND TELECOMMUNICATION**

UNUSUAL INCIDENTS

- ✓(N) - TRAIN WRECKING/SABOTAGE/BOMB
BALLAST/EXPLOSION/HIJACKING
- ✓(P)- **INCIDENT OF PERSONS FALLING OUT
OF TRAIN OR RUN OVER**
- ✓(Q) - OTHER INCIDENTS- NATURAL DEATH
OR MURDER OR SUICIDE OR ROBBERY OR
BLOCKADE TO TRAIN SERVICES
- ✓(R)- MISC-VEHICLE RUNNING AWAY,
CATTLE RUN OVER OR FLOODS,
BREACHES OR LANDSLIDES

GENERAL TARGET TIME OF ART

DAY

- 30 MINUTES

NIGHT - 45 MINUTES

**POMKA (Portable Medical Kit for
Accidents)**

Types of Accident Relief Medical Equipment

With a view to provide prompt medical aid, the following types of accident relief medical equipment's are provided on the railways:

1. Scale- I medical equipment's (MRV) are available in ARME at nominated stations mentioned in working time table.

POMKA (Portable Medical Kit for Accidents)

available in all health units, poly clinics, sub-divisional, divisional and zonal hospitals.

3. Scale-II medical equipment's (ARME) are available at **specified stations** in boxes mentioned in working time table.

Types of Accident Relief Medical Equipment

4. First Aid boxes are provided with Station Masters, Guards of passenger carrying train Guards, workshops, marshalling yards, loco sheds and C&W depots.
5. Special First Aid boxes are provided in all long distance Super fast, Shatabdi, Rajdhani expresses, Dy.SS (Commercial), AC coaches of some of nominated trains.

Types of Accident Relief Medical Equipment:

6. First Aid boxes for Gangmen.
7. First aid boxes available with Station Masters and Guards of passenger carrying trains are to be inspected by **DMO once in a month.**
8. Keys of the first aid boxes for locations such as stations, marshalling yards, workshops, loco sheds, carriage and wagon depots etc, are kept with the supervisors on duty.
9. The first aid boxes with guards of train carrying passengers will have no keys.

GENERAL TARGET TIME OF M R T

DIRECT DESPATCH - 15 mts

INDIRECT DESPATCH- 20 mts

POMKA -Portable Medical Kit for Accidents

MOCK DRILL FOR ART

ONCE IN “THREE” MONTHS

EX-GRATIA

TRAIN /LC GATE ACCIDENT

1.DEATH

-

Rs. 5,00,000

2.SERIOUS INJURY - RS. 2,50,000

3.SIMPLE INJURY - RS. 50,000

COMPENSATION

THROUGH RCT WITHIN ONE YEAR OF THE INCIDENT

- ❖ PART – I DEATH-RS. 8,00,000
- ❖ PART – II RS. 8,00,000
- ❖ PART – III UPTO RS. 7,20,000

ACCIDENT SIRENS

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ACCIDENT SIRENS

TWO LONG

Accident in loco shed

or

**in Traffic yard adjoining Loco
Shed**

ACCIDENT SIRENS

THREE LONG

**OUT STATION ACCIDENT,
MAIN LINE CLEAR AND
REQUIRED**

ACCIDENT SIRENS

THREE LONG ONE SHORT

**OUT STATION ACCIDENT,
MAIN LINE CLEAR
ART + MRT REQUIRED**

ACCIDENT SIRENS

FOUR LONG

**OUT STATION ACCIDENT,
MAIN LINE BLOCKED
ART REQUIRED**

ACCIDENT SIRENS

FOUR LONG ONE SHORT

**OUT STATION ACCIDENT,
MAIN LINE BLOCKED
ART + MRT REQUIRED.**

DURATION OF ACCIDENT SIREN

➤ **DURATION OF LONG SIREN - 30 SECS**

➤ **DURATION OF SHORT SIREN - 5 SECS**

➤ **REPITITION AFTER A GAP OF- 30 SECS**

➤ **THREE SUCH CALLS SHALL BE GIVEN**

- DISASTER MANAGEMENT ACT 2005
- NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA)
- NATIONAL DISASTER RESPONSE FORCE (NDRF)

RAILWAY DISASTER IS SERIOUS TRAIN ACCIDENT OR AN UNTOWARD EVENT OF GRAVE NATURE, EITHER ON 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.

GOLDEN HOUR

FIRST AID

The immediate treatment given to the injured in an accident or sudden illness before the arrival of the doctor is called first aid.

GOLDEN HOUR

- 1. FIRST ONE HOUR AFTER AN ACCIDENT
IS CALLED GOLDEN HOUR**
- 2. EVERY RAILWAY SERVANT, WHETHER
ON-DUTY OR OFF-DUTY SHOULD
PARTICIPATE ON RELIEF OPERATIONS**

**3. RENDER DEFINITE MEDICAL CARE WITHIN
GOLDEN HOUR.**

**4. ARREST BLEEDING AND RESTORE BLOOD
PRESSURE WITHIN AN HOUR.**

**5. PERSONS UNDER SHOCK SHALL IMMEDIATELY
BE RELIEVED OF SHOCK.**

**6. TRANSPORT THE CASUALTIES TO THE NEAREST
HOSPITAL**

OBJECTIVES TO BE ACHIEVED

- 1. Save Life and Alleviate suffering**
- 2. Provide help to other passengers at site of accident**
- 3. Quick transmission of information**

OBJECTIVES TO BE ACHIEVED

4. Preservation of clues and evidences
5. Ascertain the Cause of the accident
6. Restore through lines of communication.
7. Protect property including mails
8. Instill a confidence among the passengers.

ACADENT ENQUIRIES

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Minimum Level of Inquiry Accident inquiry by the Railways

a) All serious accidents shall be inquired into by the Commissioner of Railway Safety.

- ✓ In case of Commissioner of Railway Safety or Chief Commissioner of Railway Safety is not in a position to into serious accident cases involving coaching train, notified to him under **section 113** of Railway Act, the inquiry shall be carried out by a Committee of **SA Grade Officers and CSO** of the Railway shall be convenor of such Committee. The General Manager of the Zonal Railway will be the accepting authority of the Accident Inquiry Report of the Committee.
- ✓ All cases of collisions falling under A1 to A4 categories shall be inquired into by a committee of SAG officers with General Manager as the accepting authority unless the same is being inquired into by CRS.

Minimum Level of Inquiry Accident inquiry by the Railways

- b) All other consequential train accidents shall be inquired by Dy. CSOs from Safety Department to be nominated by GM, with the GM as accepting authority.** The Inquiry Officer can co-opt any other officer as necessary. The investigating team would be assisted by the Divisional Officers.

Minimum Level of Inquiry Accident inquiry by the Railways

- c) All other accidents shall be inquired into by a Committee of Senior Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- d) All yard accidents shall be inquired into by a Committee of Senior Supervisors with Sr. DSO / DSO as accepting authority.

Minimum Level of Inquiry Accident inquiry by the Railways

- e) All cases of Indicative Accidents shall be inquired into by a Committee of Senior or Junior Scale Officers with DRM as the accepting authority.
- f) General Manager or DRM can have the inquiry conducted by a committee of higher level of Officers than the above-mentioned levels depending upon the seriousness of the accident.

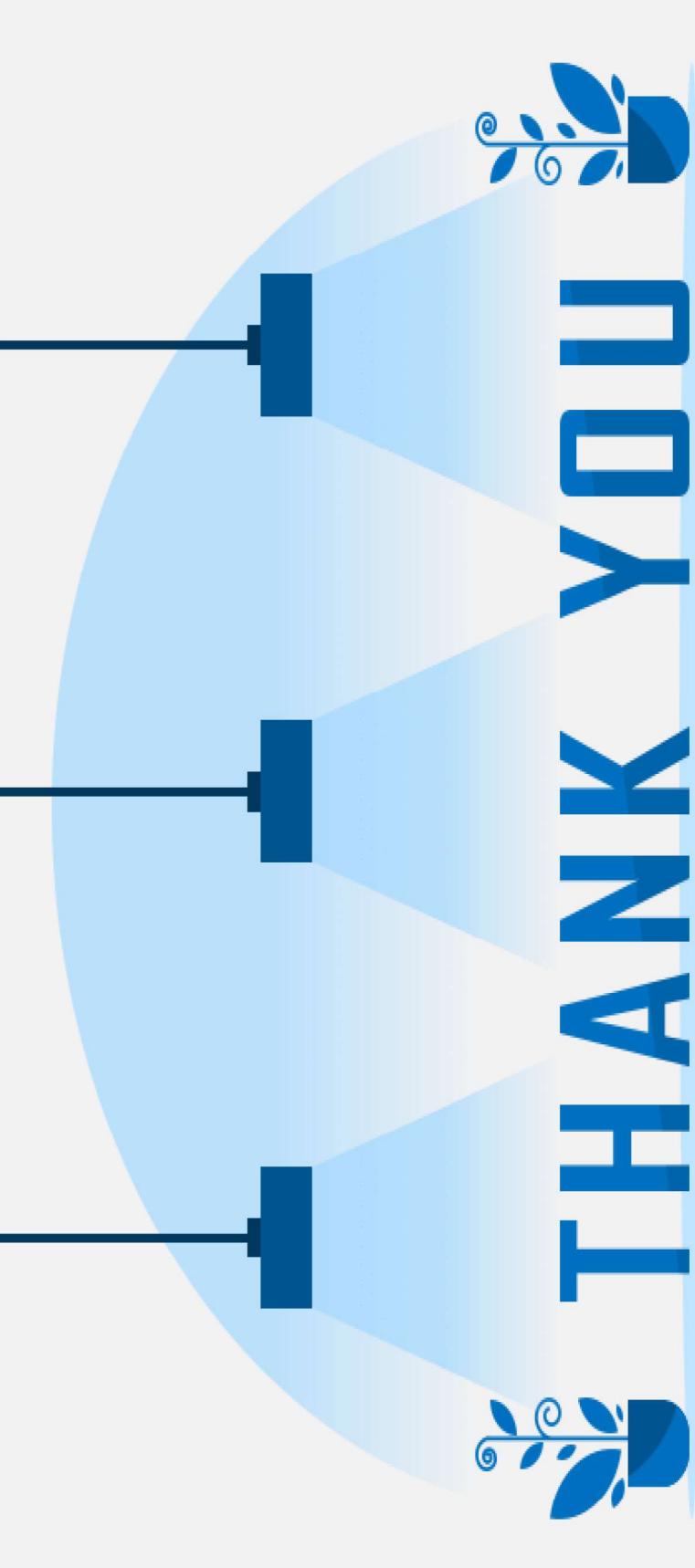
Minimum Level of Inquiry Accident inquiry by the Railways

In accident cases where the Inquiry Committee determines the responsibility on the staff of **Foreign Railway**, the Inquiry Report should be put upto Principal Head of the concerned department of the Railway on which the accident took place through CSO, after which such enquiry report shall be accepted by the AGM (instead of DRM)

Minimum Level of Inquiry Accident inquiry by the Railways

Finalization of Inter Railway DAR cases arising out of such inquiry report be followed up by the Principal Head of the Department of the concerned department of the Railway on which on which the accident took place. If suitable response is not received from the respondent Railway at General Manager's level, then the case should be referred to Railway Board.





THANK YOU

