z characterizes the stability of the initial estimate.

**CHM to QTA:**

The coefficient of -1. The trends depicted in figure 0296 for CHM to QTA show that the accidents on branch line involving these locations were reduced. The negative sign in this coefficient may mean that the change from CHM to QTA can possibly be linked to the avoidance of more accidents, however, the effect it has should be analyzed within the context of the variable .

**Jhand to Kundian:**

Hence the equation of this linear relationship is Y = 0.X; and the correlation coefficient is 0. Namely, their analysis of the years 1942, from Jhand to Kundian, depicts a correlation between branch line mishaps. From this it implies that this category could be somehow associated with more accidents and therefore the practical meaningfulness of this relationship needs to be examined further.

**Other:**

On the same note, the coefficient for Other is -0. 8473, thus meaning that the above category is likely to be contributing towards the prevention of branch line accidents. This negative value is interpreted as meaning that the incidents under the “Other” category may help reduce number of accidents in branch lines.

## Main Line Accidents



**Intercept (const):**

The intercept of -21. 4836 serves as a starting as it outlines the general main line accidents. The large se value accompanying this estimate indicates that variations of this estimate around the mean are high, which might mean that the baseline estimate varies considerably.

**CHM to QTA:**

The coefficient for CHM to QTA is negative one -1. It as stated that the view reduction had 5.71e-05 impact on main line accidents, thus we can analyze that the view reduction has a very negligible effect on main line accidents. The insignificant number means that any movement with regard to this factor is considerably small.

**Jhand to Kundian:**

To the same extent, there is transportation between Jhand and Kundian and its coefficient is - 1 as CHM to QTA. 402e-05. As for this value, there is little evidence of its relation to the main line’s accident rate, but if there is, it is very small in size.

**Other:**

The coefficient of 24. Self: There is a positive correlation between Other total points, 1462 and main line accidents. This is a suggestion that, within the ‘Other’ category, there could be some relation to an increase in accidents; however, the practical implications must be further examined.

## Seasonal Accidents



**Intercept (const):**

The intercept of 1. The figure 9459 consequently characterizes the accident level when all the seasonal parameters are at reference. The coefficient shows that this result is in fact positive; that is gives a starting point for the number of accidents; Moreover, the obtained number has a high z-value which indicates that this figure is rather reliable as it approximates a starting point of the number of accidents.

**Spring:**

The coefficient for Spring is -0. 1542, and therefore this season is less hazardous compared to the reference one. Since the coefficient is negative, it demonstrates the fact that Spring leads to decreased number of accidents while the extent of this influence is rather modest.

**Summer:**

Attached to this item, there is a coefficient of 0. 7841, That is why, a direct link between Summer and the number of accidents can be established. This means that in Summer the number of accidents has an inclination to be bigger than in the reference season. Accidents which recorded a positive coefficient also went up during this time.

**Winter:**

Co-eff of Winter = 0. 8873, greater compared with the number of accidents in the reference season, which signalizes higher opportunities for accidents in Winter. This is a positive value and shows that Winter has higher accidents implying that there is a Seasonal impact on the accident occurrences.