

- 105.12 Train Passing Signal at Danger:**
When a train passes a fixed Stop signal including a Banner Flag or an Engineering Stop Indicator (other than automatic Stop signal, IB signal and Gate stop signal), at danger
- without any authority to pass, or
 - with an improper authority to pass.
- It constitutes 'Train passing signal at danger'.
- 105.13 Equipment Failures:**
Equipment will be considered as failed if it is not able to perform the prescribed function within the prescribed time limit. These include all failures of railway equipment i.e.,
- Failure of locomotive and rolling stock – Class J.
 - Failure of Permanent Way – Class K.
 - Failure of Electrical Equipment – Class L.
 - Failure of Signaling and Telecommunication – Class M.
- 105.14 Unusual Incidents:**
These include cases related to law and order resulting in train accidents or not resulting in train accidents and other incidents as follows:-
- Attempted Train wrecking or Train wrecking or Bomb Blast or Explosion or Hijacking or Sabotage – Class N.
 - Incident of – Persons falling out of train or run over – Class P.
 - Other Incidents – Accidental death or Natural death or murder or suicide or robbery or blockade to train services – Class Q.
 - Miscellaneous – Vehicles running away or train running over cattle or floods / breaches and landslides etc. – Class R.
- 105.15 Sabotage:**
This refers to the criminal interference with any part of the working machinery of a railway with the object of rendering it inoperative or any act intended to cause damage to railway property other than train wrecking or attempted train wrecking. These include accidents falling under category N-1, N-2 and N-3
- 105.16 Train Wrecking:**
This refers to the willful obstruction of or tampering with the permanent way, works or rolling stock, resulting in an accident to a train with or without loss of life or damage. These include accidents falling under category N-1, N-2 and N-3.
- 105.17 Attempted Train Wrecking:**
This refers to the willful obstruction of or tampering with the permanent way or works, structures, equipment or rolling stock, which, if undetected, would have resulted in an accident. These include accidents falling under category N-1, N-2 and N-3.
- 106 Commissioner of Railway Safety:** means Chief Commissioner of Railway Safety or the Commissioner of Railway Safety appointed under Section 5 of the Railway Act, 1989.
- 107 ACT:** Act means the Railway Act 1989 (24 of 1989)
- 108 Threshold Value:** For the purpose of reporting of accident, threshold value is a minimum value beyond which the accident will be treated as having serious repercussion on the basis of loss to railway property or interruption to through traffic. It shall constitute two portions.
- Threshold value of loss of railway property is fixed at one lakh rupees or;
 - Threshold value of interruption to through traffic either partial or total is where duration of interruption is equal to or more than the number of hours specified against each column below.