

**421 Train Accident returns to be sent to the Railway Board:**

- a) Information about train accidents, yard accidents and indicative accidents that fall under classification A, B, C, D, E, F, G and H will be compiled by the Safety Branch of Divisions and Zonal Railways.
- b) Equipment failures falling under classification J (Failure of Engine and Rolling stock), K (Failure of Permanent Way), L (Failure of Electrical equipment – OHE) and M (Failure of S & T) will be compiled by the respective divisional control on daily basis and shall be handed over to Safety Branch. Every equipment failure shall be classified under the category of avoidable and unavoidable by the Branch officers concerned and summary shall be handed over to safety department of the division. It is further clarified that all equipment failures should be taken into account irrespective of the date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category as the case may be.
- c) Unusual incidents falling under classification N (Train wrecking or Sabotage to a Train), P (Casualties) and Q (Other incidents) shall be collected and compiled by Security (DSC - RPF) Department at Divisional level and they shall take subsequent follow up action. Security Department of the Division shall forward monthly statement to Chief Security Commissioner of Zonal Railway concerned. Chief Security Commissioner after compilation of statement shall forward monthly statement to the Security Directorate of Railway Board.

**422 Preparation of Accident returns:**

- a) Accidents to trains shall be accounted for by the Railway, which exercises jurisdiction over the site of accident. Engine failures shall be accounted for by the railway owning the engines.
- b) A train intended solely or partly for the carriage of passengers shall be treated as passenger carrying train. All other trains will come under the category of other trains.
- c) Statistical returns in the prescribed proforma showing cumulative data till the end of the month should be submitted so as to reach Board's Office not later than 7<sup>th</sup> Day of the next month.
- d) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. With regard to accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that further details would follow.
- e) Each accident must be shown only once and in the event of an accident falling in more than one category, it should be treated as an accident in the higher category.
- f) Derailments or bumping during reversing or shunting operations etc., on an incoming, outgoing or any other load, including a sectional carriage, etc., shall be deemed to be a 'train accident' only when the train engine or a vehicle still forming part of the train derails or resulting in bumping casualty including injuries or loss to railway property takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.
- g) Interruption is defined as duration from the time of accident till starting of first train on Line Clear from adjacent station for movement over the affected line in that section.
- h) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amounting to Rs.50000/- (Rupees fifty thousand only) or more and up to ₹ 2 crore.

- i) Equipment failures shall include all failures irrespective of date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable.
- j) Details and statistics for accident cases falling under unusual incident categories "N", "P" and "Q" shall be maintained and provided by Security (RPF) Department.
- k) DRM at the Divisional level and the General Manager at the Zonal level will ensure correct reporting of accidents to Zonal Headquarters and Railway Board respectively.

**423 Accident Returns- Tables 1 to 7:**

- a) The returns shall be prepared by the railways in the forms Tables 1 to 7.
- b) These returns should be submitted showing cumulative dates to end of June, September, December and March and reach Board's office not later than 55 days after the close of the period to which they relate. 'NIL' returns in the prescribed forms should be submitted if no reportable accidents occurred during the period covered.
- c) Only those accidents which occurred during the period to which the returns relate shall be included in the relevant returns. In regard to accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that further details would follow.
- d) Accidents which are of a trivial nature such as minor accidents in shunting, failure of springs, bursting open of points by trains resulting in no further damage or consequence, land-slides not interrupting traffic should not be included in the returns except in the case of 'fires in trains' where the amount of damages caused is more than ₹ 50,000/-and upto ₹ 2 crore.

Accidents to be included for the purpose of these statistics are:

- i. Cases of loss of life or loss of limb or injury to limb, during the course of working of railways.
- ii. All cases of damage to the permanent way, works and rolling stock.
- iii. All cases, without exception, of cattle being thrown off the line or run over, i.e., all cases of cattle coming in contact with running trains shall be included in the accident returns.
- iv. While reporting the number of accidents, the figures should be given irrespective of the number of casualties to persons or cattle caused by each particular accident, which should be separately stated. Similarly, the number of collisions and derailments should be shown irrespective of the vehicles damaged or derailed by such collisions or derailments. Each accident must be shown only once and in the event of an accident falling in more than one category, it should be treated as an accident in the higher category.
- v. Collisions / derailments in the course of operations other than the operation of trains as herein defined in marshalling yards, sidings etc., should be separated from the train accidents and recorded under the heads other collisions / derailments.

**423.1. For guidance in the matter of compilation of Tables, the following general instructions are given:**

- i. The accidents given in Table 1 to 3 shall be given separately for each gauge as well as for the system as a whole.
- ii. Of the accidents included in the form marked Table 1 to 3, the accidents of the following description, which are reportable to the State Government shall be included under Col.2 thereof entitled 'Accidents reported to Local Government' under section 113 of the Railways Act 1989 (24 of 1989)