

- 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)

- iii. Collision between trains of which one is a passenger train.
- iv. Derailment of any train carrying passengers or part of such a train.
- v. Train wrecking or a attempted train wrecking involving passenger train
- vi. Fire in passenger train.
- vii. Passenger train running into road traffic at level crossing gates.
- viii. Passenger train running over obstruction placed on the line, other than those stated in clause (iii)and (vii) above.
- ix. Landslides or breaches by rain or flood which cause the interruption to any important through line of communication for at least 24 hours.
- x. Any other categories of accidents included in the Tables 1 to 3, but not covered above, and attended with loss of human life or with grievous hurt as defined in Section 320 of Indian Penal code or with serious injury to Railway property.

Table 1: It shall include the number and outcome of train accidents on open lines. Train accidents constitute train collisions, train derailments, fires (including explosions) in trains and train accidents at level crossings. The cases of collisions between trains and push trollies shall not be included under this Table. These shall be shown against item No.6 of Table 3. The data on train derailments should be given separately in respect of derailments in the mid-sections and derailments within station limits. Train derailments or serious damage to train occurring due to train wrecking, that is as a result of willful obstruction or tampering with permanent way, formations, structure or equipment should be shown separately against 2.01 A (d), 2.01 B (d), 2.02A (d) and 2.02B (d) – ‘Train wrecking’ cases, where there was no intention of sabotage, should be reported against item 2.01A (b), 2.01 B (b), 2.02 A (b) and 2.02 B (b). The statistics of fire in trains reported under this table should include all cases where it results in death or injury or damage to property amounting to ₹ 50,000 and above upto ₹ 2 crore. Cases involving damages less than ₹ 50,000 /- should be accounted for under ‘Miscellaneous accidents in Table 3. The cases of ‘Fire in trains’ should be reported separately for ‘passenger and mixed trains’. ‘EMU stock’ and ‘Other trains’. Under item ‘Fire in EMU stock’, only those cases should be logged where the fires spread out to passenger compartments of EMU stock. If, however, such fire is confined to low / High Tension Compartment only, they should be treated as the cases of fire in electric/diesel engines and shall be included against item 1.05 in Table 2. The category of accidents involving trains at level crossings should include trains running into road traffic and/or road traffic running into trains at level crossings. Separate figures should be given for manned and unmanned level crossings for passenger and other trains.

Table 2: Failure of railway equipment shall be classified under rolling stock, permanent way, electric overhead equipment and signalling apparatus failures. The number of failures of engines should be further split up into two categories – time failures (i.e., failures of engines on train when the delay to train is one hour or more) and other failures (failures of shunting engines in yards are not be included). The cases of failures of diesel and electric locomotives shall be shown separately. Failure due to fire in diesel and electric locomotives shall be shown against item 1.05 of this Table.

- i. The cases of failure occurring in yards, except those on the running lines, should be excluded while reporting the cases of failure of Permanent Way against items 6.01, 6.02 and 6.03. Similarly the cases of rail fractures detected by Permanent Way staff should be excluded while reporting the cases of broken rails against item 6.04.
- ii. The case of ‘non-statistical engine failures’ shall be reported separately for diesel and electric engines against item No.5 of this table. For reckoning a non-statistical engine failure, the following conditions and circumstances should be observed:

- iii. Loco going under repair at the end of its trip at out-station/terminal yard/shed and not being available for the return trip.
- iv. Failures on locos booked on trial after heavy schedules or change of major components like turbo etc., while working loads.
- v. Failures of locos which are overdue by more than 24 hours, particularly if the components that fail need attention during the schedule.
- vi. Cases of heavy time losses (more than 60 minutes) on the run as a result of inclement weather.
- vii. Cases of heavy time losses (more than 60 minutes) due to overload (load being more than specified).

Table 3: Miscellaneous accidents include the following category of accidents to trains in addition to other accidents not involving trains:

- i. Trains running over cattle on the line but not derailed.
- ii. Attempted train wrecking.
- iii. Trains running over obstructions but not derailed (which are not covered under the above circumstances or under the train accidents at level crossings)
- iv. Passenger trains running in wrong directions trail through points but not derailed.
- v. Fires including explosions in trains when the amount of damage is less than ₹ 50,000/-.
- vi. The collisions and derailments between light engines or/and vehicles or/and wagons or those between light engines and push trolleys.

Table 4: Shall include the number of persons killed and injured by the movement of trains and railway vehicles (on open lines) exclusive of accidents covered by Table 1 to 3, in three parts namely I. Passengers, II. Railway Employees and III. Others.

Table 5: Shall include the number of persons killed or injured by accidents on open lines of railway not coming under any of the classified heads in the pro-forma of Table 1 to 4 i.e., by accidents in which the movement of vehicles was not concerned. Casualties from causes unconnected with railway working, such as death of passengers in carriages or at stations, from natural causes or to other persons, such as cases of falling into wells or of drowning in wells or ponds, within the station limits of a railway, shall not be included in table 5 of the returns, nor shall slight abrasions or bruises which are incidental to a man's ordinary duties, be included in the said tables. Such type of accidents shall not figure at all in these returns.

Table 6: Shall include the following type of accidents:

- i. in railway workshops; or
- ii. on new works not opened for traffic; or
- iii. on lines under construction; or
- iv. on lines not used for the public carriage of passengers, animals or goods; or
- v. to steamers or flats working in connection with railways.

Table 7: Shall include the number of railway employees killed or injured due to accidents occurred during shunting of vehicles or engines and other accidents (included in Table 4) under various causes. The total of items 1 to 5 of this table should tally with the number of casualties to railway servants given in Table No.4.