

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 7th 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.