

**105.4 Fire in Trains:**

A fire in a train should be treated as a train accident only when it results in death or physical injury or loss (damage) of railway property with a value of ₹50,000 and above.

**Note:** The other cases of fire in trains, which do not come under this category, should be accounted separately as 'Other Accidents' and should continue to be thoroughly investigated in order to find out their causes and to take effective action to prevent recurrence.

**105.5 Accidents at Level Crossings:**

This refers to a train running into road traffic, and / or road traffic running into trains at level crossings. Level crossing is the intersection of the road with railway track at the same level.

**105.6 Derailments:**

This refers to the off loading of wheel or wheels from the track causing detention or damage to rolling stock / permanent way.

**105.7 Other Train Accidents:**

All other accidents which are not covered under the definition of consequential train accidents are to be treated as other train accidents. These include accidents under categories B-5, B-6, C-5 to C-8, D-5 and E-2.

**105.8 Yard Accidents:**

All accidents that take place in yard and which do not involve a train are termed as yard accidents. These include accidents falling under categories A-5, B-7, C-9 and D-6.

**105.9 Indicative Accidents:**

In real terms they are not accidents, but serious potential hazards and include all cases of

- a) Averted collision (Classification – F)
- b) Breach of block rules (Classification – G)
- c) Train passing signal at danger (Classification – H)

**105.10 Averted Collision:**

An averted collision is a circumstance under which, but for the vigilance shown by any person or persons, a collision would have occurred either outside station limits or within station limits between two trains or between a train and an obstruction.

Such an occurrence may not be treated as an 'Averted Collision' ;

(a) If, outside the station limits, the distance between the two trains or the train and the obstruction, at the time the train or trains have finally come to a stop, is 400 metres or more.

(b) If, within the station limits, there is an intervening fixed stop signal at danger which is governing the moving train; and compliance by the moving train with the indication conveyed by the fixed stop signal has averted the collision between the trains or between the train and the obstruction.

**105.11 Breach of Block Rules:**

The following incidents are treated as breach of block rules —

- a) When a train enters a block section without any authority to proceed, or
- b) When a train enters a block section with an improper authority to proceed, or
- c) when a train is received on a blocked line but not constituting an averted collision, or
- d) when a train enters or is received on a wrong line at a station or when a train enters catch/slip siding or sand hump.

**Note:** When a train is received on a blocked line but not constituting an averted collision (C above) means:- a train is received on to a line without keeping the adequate distance clear as per GR 3.40, and the said train has stopped short of starter signal which is at 'ON'.