

Correction slip No.1 to the Accident Manual 2003 edition

- 1- In Para 3.4.7 of appendix XIX at page no. 198, the following paragraph is revised to read as under:-

**Limits of wheel diameter variation on the same axle :** The workshop leaving limits for the difference in diameter are indicated in table 3.2.

( Ref: 1. DY CME (W/C) note no. M.153.C&W dated 2.03.2004. 2. DY CSO (Mech) note no. T102/P/Axle Counter dated 22.03.2004)

2. Para 706 (Chapter VII) at page 56 & 57 is revised to read as under:-

**706. Level of Inquiry:-**

- (1) All serious accidents shall be inquired into by the CRS.
- (2) In case CRS or CCRS is not in a position to inquire into serious accident cases, the Inquiry shall be done by JA Grade Inquiry Committee with DRM as the accepting authority subject to the review by CSO.
- (3) All cases of collisions falling under A1 to A4 categories shall be inquired into by a committee of SAG officers with General Manager as the accepting authority unless the same is being inquired into by CRS.
- (4) All other consequential train accidents except Unmanned Level Crossing Accidents shall be inquired into by a committee of J A Grade Officers and in its absence by Branch Officers. DRM shall be the accepting authority for these inquiries subject to the review by CSO.
- (5) Consequential Unmanned Level Crossing accidents and all other train accidents shall be inquired into by a committee of Senior Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (6) All yard accidents shall be inquired into by a Committee of Senior Supervisors with Senior DSO/DSO as the accepting authority.
- (7) All cases of indicative accidents shall be inquired into by a Committee of Senior or Junior Scale Officers with DRM as the accepting authority except all cases of signal passing at danger shall be enquired into by a JA grade Committee of officers at Divisional level with Sr.DSO/DSO as one of the members.
- (8) General Manager or DRM can have the inquiry conducted by a committee of higher levels of officers than the above mentioned levels depending upon the seriousness of accident.
- (9) In accident cases wherein the Inquiry Committee determines responsibility on the Staff of Foreign Railway, the Inquiry Report should be put up to the Principal Head of the Department of the concerned department of the Railway on which the accident took place through CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the



respondent railway at General Manager's level, then the case should be referred to Railway Board.

- (10) All cases of equipment failures shall be inquired into by Senior Supervisors/Supervisors of the respective department.
- (11) All inquiries will be ordered by the concerned DRM except for inquiries into collisions as per item (3) as above wherein General Manager will order the inquiries.

(Ref : Railway Board's letter No. 2005/Safety (A&R)/6/3 dated 03.01.06) & (Rly. Board's letter No. 2005/Safety (A&R)/6/3 dated 20.02.2006)

Para 703 at page 55 is revised to read as under:-

**703. Inquiries, Time limit for holding :** - Schedule of procedure for completion of accident Inquiry at Zonal Railway level.

| S.N | Model Time | Remarks  |
|-----|------------|--|
| 1   | D          | Date of Accident   |
| 2   | D+1        | DRM/GM* shall order the inquiry, if no particular department accepts the responsibility.   |
| 3   | D+3        | Committee shall convene the inquiry into the accident  |
| 4   | D+7        | Committee shall submit the inquiry report to DRM/GM*   |
| 5   | D+10       | Acceptance of inquiry report by the GM*/DRM/Sr.DSO(only for yard accident).  |
| 6   | D+15       | Inquiry reports will be finalized by CSO/AGM   |
| 7   | D+20       | Submission of inquiry report to CRS for the section of the Railways on which the accident occurred with the remarks. A copy of findings of the Inquiry Report to be sent to Railway Board. |
| 8   | D+90       | DAR action against responsible officials to be completed.  |

For SAG Level Inquiries.

- (i) DRM/GM may decide to have the inquiry conducted even if a particular department accepts the responsibility for enabling through review of associated systems involved in the accident.
- (ii) Time limits prescribed above are the maximum period of time. Railway should make efforts to finalize the Inquiry report and D&AR action as early as possible but not beyond the prescribed time limits.

(Ref: Rly. Board's letter No.2005/Safety (A&R)/6/4 dated 02.02.2006 & 24.02.2006)



4. Appendix xxvii at page 218 is revised to read as under:-

#### APPENDIX - XXVII

#### Format for reporting of accidents to Head Quarter and Railway Board

##### Category of Accident -

##### Class of Accident --

|    |  |  |
|----|--|--|
| 1  | Date and Time of accident  |  |
| 2  | Division   |  |
| 3  | Section  |  |
| 4  | Block Section  |  |
| 5  | At Station/Mid Section   |  |
| 6  | Gauge (BG/MG/NG)   |  |
| 7  | Traction (Elect./Non Elect.)                                       |  |
| 8  | Type of Route  |  |
| 9  | System of Working  |  |
| 10 | Class of Station<br>Type of Signalling<br>Standard of Interlocking |  |
| 11 | Train Particulars  | Train No.-      Engine No.-      Load-   |
| 12 | Brief Particulars  |  |
| 13 | Train Working condition<br>(Normal/Abnormal)/(In Brief)            |  |
| 14 | Procedural Failure, if any (In brief)                              |  |
| 15 | Casualty   | Killed -<br>Grievously injured -<br>Simple Injured -   |
| 16 | Relief Arrangements  | ARME-      Ordered at - hrs, left at - hrs, at site- hrs.<br>ART -      Ordered at - hrs, left at - hrs, at site- hrs.<br>CRANE-      Ordered at - hrs, left at - hrs, at site- hrs. |
| 17 | Officers visiting site   |  |
| 18 | Restoration  | Rerailment completed at _____ hrs/date,<br>Track fit at _____ hrs/date<br>OHE fit at _____ hrs/date,<br>S&T fit at _____ hrs/date  |
| 19 | Time of first train passed on the effected line/lines              |  |
| 20 | Prima Facie cause  |  |
| 21 | Gate Particulars   | (Annexure-A)   |
| 22 | Driver Particulars   | (Annexure-A)   |
| 23 | State/District   |  |
| 24 | Other Information, if any  |  |

(Officer reporting the Accident)



| Gate Particulars (Manned/Unmanned)       |                       |                         |       |
|--|-----------------------|-------------------------|-------|
| Traffic/Engineering gate =               | Class =               | Gate No. =              | Kms = |
| Lifting Barrier                          | /Flap                 | /Chain                  |       |
| TVU=                                     | Year=                 |                         |       |
| Interlocked=                             | or                    | Non Interlocked=        |       |
| Telephone provided=                      | or                    | Not provided =          |       |
| Normal position of gate                  | Open to Road traffic= | Closed to Road traffic= |       |
| Road Signs=                              | Speed Breakers=       | Whistle Board=          |       |
| Type of Road=                            | Pucca=                | Kachha=                 |       |
| Visibility (in meters) =                 |                       |                         |       |
| Gradient if any =                        |                       |                         |       |
| No. of accidents during last two years = |                       |                         |       |

#### Driver's Particulars

|   |  |
|---|--|
| Name  |  |
| Date of Birth   |  |
| Family Members  |  |
| Qualification   |  |
| Head Quarter  |  |
| Grade   | Pay =  |
| Breathalyser test:<br>(Positive=Intoxication)<br>/(Negative=Without toxication) | At the time of signing on = After accident = |
| Date of Appointment   | As =   |
| Promoted as Asst. Driver  |  |
| Promoted as Goods Driver  |  |
| Promoted as Pass Driver   |  |
| Promoted as Mail/Exp. Driver  |  |
| Date of Medical Examination   | Passed = Next Due=                           |
| With or Without glasses   |  |
| Date of Refresher   | Passed = Next Due=                           |
| Safety Camp   | Passed = Next Due=                           |
| Competency  | Automatic Section = Ghat section =           |
| Safety category Grading   |  |
| Psycho Test   |  |
| Awards/Punishment   |  |
| Nominated Loco Inspector  |  |
| Signing ON/OFF  |  |
| Rest availed before duty  |  |
| Last trip on the section  |  |
| Previous history of accident if any   |  |

(Ref: Rly. Board's letter No.2005/Safety (A&R)/3/5 dated 14.03.2006)



5. Appendix I Class 'B' at page 70 & Class 'N' at page 74 is revised to read as under:-

**Class 'B' Fire in trains-**

- B-1** Fire in a train carrying passengers resulting in  
(i) loss of human life and/or grievous hurt and/or  
(ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or  
(iii) interruption of any important through line of communication for at least 24 hours.
- B-2** Fire in a train not carrying passengers resulting in  
(i) loss of human life and/or grievous hurt and/or  
(ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or  
(iii) interruption of any important through line of communication for at least 24 hours
- B-3** Fire in a train carrying passengers not falling under B-1 above but (i) loss to Railway property is Rs.50,000 or above and/or (ii) interruption to traffic is more than the threshold value and/or (iii) resulting into detachment of coaching stock/stocks from the train.
- B-4** Fire in a train NOT carrying passengers not falling under B-2 above but (i) loss to Railway property is Rs.50,000 or above and/or (ii) interruption to traffic is more than the threshold value and/or (iii) resulting into detachment of Goods stock/stocks from the train.
- B-5** Fire in a train carrying passengers not falling under B-1 OR B-3 above.
- B-6** Fire in a train not carrying passengers and not falling under B-2 OR B-4 above.
- B-7** Fire occurs in shunting, marshalling yards, loco yards and siding etc. involving rolling stock but not involving a train.

Note: - In case of inquiry by a committee into a fire accident in Railway Premises or in a train leading to damage to Railway property and/or booked consignments a representative of the Railway Protection Force should also be included as a member of the Committee.

**Class 'N' - Train Wrecking or Sabotage to a train**

- N-1** Attempted wrecking of or Bomb Blast or Explosion or Hijacking or sabotage to a train carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway property.
- N-2** Attempted wrecking of or Bomb Blast or Explosion or Hijacking or sabotage to a train NOT carrying passengers with or without loss of human life and/or grievous hurt and/or damage to Railway property.
- N-3** Attempted wrecking of or Bomb Blast or Explosion or sabotage to signalling and track or forceful confinement of train running staff on duty and/or passengers but not involving a train.

(Rly. Board's letter No. 2006/Safety (A&R)/3/6 dated 29.11.2006).

Date: 17.04.07

R.N.Verma  
COM/C.Railway