

APPENDIX - 1**Important Sections of Indian Railways Act, 1989.**

5. Appointment of Chief Commissioner of Railway Safety and Commissioner of Railway Safety.— The Central Government may appoint a person to be the Chief Commissioner of Railway Safety and such other persons as it may consider necessary to be the Commissioners of Railway Safety.

6. Duties of Commissioner.— The Commissioner shall—

(a) inspect any railway with a view to determine whether it is fit to be opened for the public carriage of passengers and report thereon to the Central Government as required by or under this Act.

(b) make such periodical or other inspections of any railway or of any rolling stock used thereon as the Central Government may direct;

(c) make an inquiry under this Act into the cause of any accident on a railway; and

(d) discharge such other duties as are conferred on him by or under this Act.

7. Powers of Commissioner.— Subject to the control of the Central Government, the Commissioner, whenever it is necessary so to do for any of the purposes of this Act, may—

(a) enter upon and inspect any railway or any rolling stock used thereon;

(b) by order in writing addressed to a railway administration, require the attendance before him of any railway servant and to require answers or returns to such inquiries as he thinks fit to make from such railway servant or from the railway administration; and

(c) require the production of any book, document or material object belonging to or in the possession or control of any railway administration which appears to him to be necessary to inspect.

8. Commissioner to be a public servant.— The Commissioner shall be deemed to be a public servant within the meaning of Section 21 of the Indian Penal Code.

9. Facilities to be afforded to Commissioner— A railway administration shall afford to the Commissioner all reasonable facilities for the discharge of the duties or for the exercise of the powers imposed or conferred on him by or under this Act.

14. Temporary entry upon land to remove obstruction to repair or to prevent accident.— (1) Where in the opinion of a railway administration—

(a) there is imminent danger that any tree, post or structure may fall on the railway so as to obstruct the movement of rolling stock; or

(b) any tree, post, structure or light obstructs the view of any signal provided for movement of rolling stock; or

(c) any tree, post or structure obstructs any telephone or telegraph line maintained by it,

it may take such steps as may be necessary to avert such danger or remove such obstruction and submit a report thereof to the Central Government in such manner and within such time as may be prescribed.

(2) Where in the opinion of a railway administration—

(a) a slip or accident has occurred; or

(b) there is apprehension of any slip or accident to any cutting, embankment or other work on a railway,

it may enter upon any lands adjoining the railway and do all such works as may be necessary for the purpose of repairing or preventing such slip or accident and submit a report thereof to the Central Government in such manner and within such time as may be prescribed.

(3) The Central Government may, after considering the report under sub-section (1) or subsection (2), in the interest of public safety, by order, direct the railway administration that further action under sub-section (1) or sub-section (2) shall be stopped or the same shall be subject to such conditions as may be specified in that order.

24. Temporary suspension of traffic.— When an accident has occurred on a railway resulting in a temporary suspension of traffic, and either the original lines of rails and works have been restored to their original standard or a temporary diversion has been laid for the purpose of restoring communication, the original lines of rails and works so restored,

or the temporary diversion, as the case may be, may, without prior inspection by the Commissioner, be opened for the public carriage of passengers, subject to the following conditions, namely :—

(a) the railway servant incharge of the works undertaken by reason of the accident has certified in writing that the opening of the restored lines of rails and works, or of the temporary diversion will not in his opinion be attended with danger to the public; and

(b) a notice of the opening of the lines of rails and works or the diversion shall be sent immediately to the Commissioner.

60. Power to make rules in respect of matters in this chapter.— (1) The Central Government may, by notification, make rules to carry out the purposes of this chapter.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:

(a) the convenience and accommodation (including the reservation of seats or berths in trains) to passengers;

(b) the amount of refund for the cancellation of a ticket;

(c) the circumstances under which change of names of passengers, having reserved seats or berths, may be permitted;

(d) the carriage of luggage and the conditions subject to which luggage may be kept in the cloak rooms at the stations;

(e) diseases which are infectious or contagious;

(f) the conditions subject to which a railway administration may carry passengers suffering from infectious or contagious diseases and the manner in which carriages used by such passengers may be disinfected;

(g) generally, for regulating the travelling upon, and the use, working and management of the railways.

(3) Any rule made under this section may provide that a contravention thereof shall be punishable with fine which shall not exceed five hundred rupees.

(4) Every railway administration shall keep at every station on its railway a copy of all rules made under this section and shall also allow any person to inspect it free of charge.

LIABILITY OF RAILWAY ADMINISTRATION FOR DEATH AND INJURY TO PASSENGERS DUE TO ACCIDENT.

113. Notice of railway accident.— (1) Where, in the course of working a railway.—

(a) any accident attended with loss of any human life, or with grievous hurt, as defined in the Indian Penal Code (45 of 1860) or with such serious injury to property as may be prescribed; or

(b) any collision between trains of which one is a train carrying passengers; or

(c) the derailment of any train carrying passengers, or of any part of such train; or

(d) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property; or

(e) any accident of any other description which the Central Government may notify in this behalf in the Official Gazette, occurs, the station master of the station nearest to the place at which the accident occurs or where there is no station master, the railway servant in charge of the section of the railway on which the accident occurs, shall, without delay, give notice of the accident to the District Magistrate and Superintendent of Police, within whose jurisdiction the accident occurs, the officer in charge of the police station within the local limits of which the accident occurs and to such other magistrate or police officer as may be appointed in this behalf by the Central Government.

(2) The railway administration within whose jurisdiction the accident occurs, as also the railway administration to whom the train involved in the accident belongs, shall without delay, give notice of the accident to the State Government and the Commissioner having jurisdiction over the place of the accident.

122. Power to make rules in respect of matters in this Chapter.— (1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:-

(a) the injury to property which shall be considered serious under clause (a) of sub-section (1) of section 113 ;

(b) the forms of notice of accidents to be given under Section 113 and the particulars of the accident such notices shall contain ;

(c) the manner of sending the notices of accidents, including the class of accidents to be sent, immediately after the accident ;

(d) the duties of the Commissioner, railway administration, railway servants, police officers and Magistrates on the occurrence of an accident ;

(e) the persons to whom notices in respect of any inquiry under this chapter are to be sent, the procedure to be followed in such inquiry and the manner in which a report of such inquiry shall be prepared ;

(f) the nature of inquiry to be made by a railway administration into the causes of an accident under Section 120 ;

(g) the form and manner of sending a return of accidents by a railway administration under Section 121.

123. Definitions.— In this Chapter, unless the context otherwise requires—

(a) "accident" means an accident of the nature described in Section 124 ;

(b) "dependant" means any of the following relatives of a deceased passenger, namely :—

(i) the wife, husband, son and daughter, and in case the deceased passenger is unmarried or is a minor, his parent ;

(ii) the parent, minor brother or unmarried sister, widowed sister, widowed daughter-in-law and a minor child of a pre-deceased son, if dependant wholly or partly on the deceased passenger ;

(iii) a minor child of a pre-deceased daughter, if wholly dependant on the deceased passenger ;

(iv) the paternal grand parent wholly dependent on the deceased passenger.

(c) untoward incident means—

(1) (i) the commission of a terrorist act within the meaning of Sub-section (1) of Section 3 of the Terrorist and Disruptive Activities (Prevention) Act, 1987; or

(ii) the making of a violent attack or the commission of robbery or dacoity; or

(iii) the indulging in rioting, shoot-out or arson, by any person in or on any train carrying passengers, or in a waiting hall, cloak room or reservation or booking officer or on any platform or in any other place within the precincts of a railway station; or

(2) the accidental falling of any passenger from a train carrying passengers.

124. Extent of liability.— When in the course of working a railway, an accident occurs, being either a collision between trains of which one is a train carrying passengers or the derailment of or other accident to a train or any part of a train carrying passengers, then whether or not there has been any wrongful act, neglect or default on the part of the railway

administration such as would entitle a passenger who has been injured or has suffered a loss to maintain an action and recover damages in respect thereof, the railway administration shall, notwithstanding anything contained in any other law, be liable to pay compensation to such extent as may be prescribed and to that extent only for loss occasioned by the death of a passenger dying as a result of such accident, and for personal injury and loss, destruction, damage or deterioration of goods owned by the passenger and accompanying him in his compartment or on the train sustained as a result of such accident.

Explanation.— For the purposes of this section "passenger" includes a railway servant on duty.

124A. Compensation on account of untoward incidents.— When in the course of working a railway an untoward incident occurs, then whether or not there has been any wrongful act, neglect or default on the part of the railway administration such as would entitle a passenger who has been injured or the dependant of a passenger who has been killed to maintain an action and recover damages in respect thereof, the railway administration shall, notwithstanding anything contained in any other law, be liable to pay compensation to such extent as may be prescribed and to that extent only for loss occasioned by the death of, or injury to, a passenger as a result of such untoward incident :

Provided that no compensation shall be payable under this section by the railway administration if the passenger dies or suffers injury due to—

(a) suicide or attempted suicide by him ;

(b) self-inflicted injury;

(c) his own criminal act;

(d) any act committed by him in a state of intoxication or insanity;

(e) any natural cause or disease or medical or surgical treatment unless such treatment becomes necessary due to injury caused by the said untoward incident.

Explanation.— For the purposes of this section, "passenger" includes—

(i) a railway servant on duty; and

(ii) a person who has purchased a valid ticket for travelling, by a train carrying passengers, on any date or a valid platform ticket and becomes a victim of an untoward incident.

125. Application for compensation.— (1) An application for compensation under Section 124 or section 124-A may be made to the Claims Tribunal—

(a) by the person who has sustained the injury or suffered any loss, or

(b) by any agent duly authorized by such person in this behalf, or

(c) where such person is a minor, by his guardian, or

(d) where death had resulted from the accident, or the untoward incident by any dependant of the deceased or where such a dependant is a minor, by his guardian.

(2) Every application by a dependant for compensation under this section shall be for the benefit of every dependant.

126 Interim relief by railway administration.— (1) Where a person who has made an application for compensation under section 125 desires to be paid interim relief, he may apply to the railway administration for payment of interim relief along with a copy of the application made under that section.

(2) Where, on the receipt of an application made under sub-section (1) and after making such inquiry as it may deem fit, the railway administration is satisfied that circumstances exist which require relief to be afforded to the applicant immediately, it may, pending determination by the Claims Tribunal of the actual amount of compensation payable under section 124 or section 124-A pay to any person who has sustained the injury or suffered any loss, or where death has resulted from the accident, to any dependant of the deceased, such sum as it considers reasonable for affording such relief, so however, that the sum paid shall not exceed the amount of compensation payable at such rates as may be prescribed.

(3) The railway administration shall, as soon as may be, after making an order regarding payment of interim relief under sub-section (2), send a copy thereof to the Claim Tribunal.

(4) Any sum paid by the railway administration under sub-section (2) shall be taken into account by the Claims

Tribunal while determining the amount of compensation payable.

127. Determination of compensation in respect of any injury or loss of goods.— (1) Subject to such rules as may be made, the rates of compensation payable in respect of any injury shall be determined by the Claims Tribunal.

(2) The compensation payable in respect of any loss of goods shall be such as the Claims Tribunal may, having regard to the circumstances of the case, determine to be reasonable.

128. Saving as to certain rights.— (1) The right of any person to claim compensation under Section 124 or Section 124-A shall not affect the right of any such person to recover compensation payable under the Workmen's Compensation Act, 1923. or any other law for the time being in force; but no person shall be entitled to claim compensation more than once in respect of the same accident.

(2) Nothing in sub-section (1) shall affect the right of any person to claim compensation payable under any contract or scheme providing for payment of compensation for death or personal injury or for damage to property or any sum payable under any policy of insurance.

129 Power to make rules in respect of matters in this Chapter.— (1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—

(a) the compensation payable for death;

(b) the nature of the injuries for which compensation shall be paid and the amount of such compensation.

148. Penalty for making a false statement in an application for compensation.— If in any application for compensation under section 125, any person makes a statement which is false or which he knows or believes to be false or does not believe to be true, he shall be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

149. Making a false claim for compensation.— If any person requiring compensation from a railway administration for loss, destruction, damage, deterioration or non-delivery of any consignment makes a claim which is false or which he knows or believes to be false or does not believe to be true, he shall be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

150. Maliciously wrecking or attempting to wreck a train.— (1) Subject to the provisions of sub-section (2), if any person unlawfully,—

(a) puts or throws upon or across any railway, any wood, stone or other matter or thing; or

- (b) takes up, removes, loosens or displaces any rail, sleeper or other matter or things belonging to any railway; or
- (c) turns, moves, unlocks or diverts any points or other machinery belonging to any railway; or
- (d) makes or shows, or hides or removes, any signal or light upon or near to any railway; or
- (e) does or causes to be done or attempts to do any other act or thing in relation to any railway,

with intent or with knowledge that he is likely to endanger the safety of any person travelling on or being upon the railway, he shall be punishable with imprisonment for life, or with rigorous imprisonment for a term which may extend to ten years :

Provided that in the absence of special and adequate reasons to the contrary to be mentioned in the judgment of the court, where a person is punishable with rigorous imprisonment, such imprisonment shall not be less than—

- (a) three years, in the case of a conviction for the first offence; and
- (b) seven years, in the case of conviction for the second or subsequent offence.

(2) If any person unlawfully does any act or thing referred to in any of the clauses of sub-section (1)—

- (a) with intent to cause the death of any person and the doing of such act or thing causes the death of any person; or

- (b) with knowledge that such act or thing is so imminently dangerous that it must in all probability cause the death of any person or such bodily injury to any person as is likely to cause the death of such person,

he shall be punishable with death or imprisonment for life.

151. Damage to or destruction of certain railway properties.— (1) If any person, with intent to cause, or knowing that he is likely to cause damage or destruction to any property of a railway referred to in sub-section (2), causes by fire, explosive substance or otherwise, damage to such property or destruction of such property, he shall be punishable with imprisonment for a term which may extend to five years, or with fine, or with both.

(2) The properties of a railway referred to in sub-section (1) are railway track, bridges, station buildings and installations, carriages or wagons, locomotives, signalling, telecommunications, electric traction and block equipments and such other properties as the Central Government being of the opinion that damage thereto or destruction thereof is likely to endanger the operation of a railway may, by notification, specify.

152. Maliciously hurting or attempting to hurt persons travelling by railway.— If any person unlawfully throws or causes to fall or strike at against, into or upon any rolling stock forming part of a train, any wood, stone or other matter or thing with intent, or with knowledge that

he is likely to endanger the safety of any person being in or upon such rolling stock or in or upon any other rolling stock forming part of the same train, he shall be punishable with imprisonment for life, or with imprisonment for a term which may extend to ten years.

153. Endangering safety of persons travelling by railway by wilful act or omission.—

If any person by any unlawful act or by any wilful omission or neglect, endangers or causes to be endangered the safety of any person travelling on or being upon any railway, or obstructs or causes to be obstructed or attempts to obstruct any rolling stock upon any railway, he shall be punishable with imprisonment for a term which may extend to five years.

154. Endangering safety of person travelling by railway by rash or negligent act or omission.—

If any person in a rash and negligent manner does any act, or omits to do what he is legally bound to do, and the act or omission is likely to endanger the safety of any person travelling or being upon any railway, he shall be punishable with imprisonment for a term which may extend to one year, or with fine, or with both.

172. Penalty for intoxication.— If any railway servant is in a state of intoxication while on duty, he shall be punishable with fine which may extend to five hundred rupees and when the performance of any duty in such state is likely to endanger the safety of any person travelling on or being upon a railway, such railway servant shall be

punishable with imprisonment for a term which may extend to one year, or with fine, or with both.

175. Endangering the safety of persons.— If any railway servant, when on duty, endangers the safety of any person—

(a) by disobeying any rule made under this Act; or

(b) by disobeying any instruction, direction or order under this Act or the rules made thereunder; or

(c) by any rash or negligent act or omission.

He shall be punishable with imprisonment for a term which may extend to two year or with fine which may extend to one thousand rupees or with both.

179. Arrest for offences under certain sections.— (1) If a person commits any offence mentioned in Sections 137, 141 to 147, 150 to 157, 160 to 162, 164, 166, 168 and 172 to 175, he may be arrested without warrant or other written authority by any railway servant or police officer not below the rank of a head constable.

(2) The railway servant or the police officer may call to his aid any other person to effect the arrest under sub-section (1).

(3) Any person so arrested under this section shall be produced before the nearest Magistrate within a period of twenty-four hours of such arrest excluding the time necessary for the journey from the place of arrest to the court of the Magistrate.

180. Arrest of persons likely to abscond etc.— (1)

If any person who commits any offence under this Act, other than an offence mentioned in Section 179, or is liable to pay any excess charge or other sum demanded under Section 138, fails or refuses to give his name and address or there is reason to believe that the name and address given by him are fictitious or that he will abscond, any railway servant authorised in this behalf or any police officer not below the rank of a head constable may arrest him without warrant or written authority.

(2) The railway servant or the police officer may call to his aid any other person to effect the arrest under sub-section (1).

(3) Any person arrested under this section shall be produced before the nearest Magistrate within a period of twenty-four hours of such arrest excluding the time necessary for the journey from the place of arrest to the court of the Magistrate unless he is released earlier on giving bail or if his true name and address are ascertained on executing a bond without sureties for his appearance before the Magistrate having jurisdiction to try him for the offence.

(4) The provisions of Chapter XXIII of the Code of Criminal Procedure, 1973, shall so far as may be, apply to the giving of bail and the execution of bonds under this section.

181. Magistrate having jurisdiction under the Act.—

Notwithstanding anything contained in the Code of Criminal Procedure, 1973, no court inferior to that of a Metropolitan

Magistrate or a Judicial Magistrate of the first class shall try an offence under this Act.

186. Protection of action taken in good faith.— No suit, prosecution or other legal proceeding shall lie against the Central Government, any railway administration, a railway servant or any other person for anything which is in good faith done or intended to be done in pursuance of this Act or any rules or orders made thereunder.

Workmen's Compensation Act.

Section-3. (1) If personal injury is caused to a workman by accident arising out of and in the course of his employment, his employer shall be liable to pay compensation in accordance with the provisions of this chapter;

Provided that the employer shall not be so liable—

(a) In respect of any injury which does not result in the total or partial disablement of the workman for a period exceeding ten days;

(b) In respect of any injury to a workman resulting from an accident which is directly attributable to—

(i) The workman having been at the time thereof under the influence of drink or drugs, or

(ii) The wilful disobedience of the workman to an order expressly given, or to a rule expressly framed, for the purpose of securing the safety of workmen, or

(iii) The wilful removal or disregard by the workman of any safety guard or other device which he knew to have been provided for the purpose of securing the safety of workmen; or

(c) Except in the case of death or permanent total disablement, in respect of any workman employed in the construction, repair, or demolition of a building or bridge.

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APPENDIX - 2

(MEASUREMENTS AND READINGS TO BE SUBMITTED BY CONCERNED DEPARTMENT FOR JOINT INQUIRY)

Following particulars and readings are to be examined and recorded by Sr. Subordinate/Officers jointly and submit to joint inquiry committee (Refer Rule 9.22).

A. MEASUREMENT OF TRACK

1. Subsidence of Track.
2. Distortion of Track.
3. Change of grade on curve and grade at the site of accident.
4. Radius of curve, transitioned or non-transitioned.
5. Gauge, cross-levels, cant, amount of head wear on rails.
6. super-elevation.
7. Weight, length, age, makers, wear of rail involved in accident.
8. if the rail is welded-LWR, CWR, SWR, etc.
9. Percentage of loss of weight comparing with new rail of same kind.
10. Type, age, density of sleepers, condition of sleepers and other fittings.
11. Percentage of unserviceable sleepers in track in the vicinity of the accident site.

12. Number of spikes/keys on each sleepers.
13. Type and weight of Bearing plates.
14. Kind, section and depth of ballast.
15. Anti-sabotage measures.
16. Type of fish plates.
17. Direction of the track (north to south etc).
18. Straight, curve, gradients.
19. Height of bank/cutting, condition of bridge/ culvert.
20. Type of soil.
21. Details and condition of bridge if any.
22. Creep with no. of creep anchors per rail if any.
23. Extant of expansion gaps in joints at site and at a distance of 1/2 KM.
24. Rainfall on the day and 3 days preceding.
25. Water marks under bridges etc. if any.
26. Any marks on sleepers, rails and on other fittings especially between the point of mount and drop as also in other places, point of mount and drop.
27. Whether coach screws or spikes or other fittings were found missing, if so, the particulars in details.
28. Whether any fish plate has been found broken or bent or displaced.
29. Position of displaced rails or other fittings if any.
30. Whether any kind of obstruction found placed on the track or/and adjacent to it.

31. Detail damage to rails, sleepers and other fittings.
32. Examination of track in rear of the site of accident for atleast 800 metres.
33. Track reading as per P. Way manual para 707 and 708; Track reading should also be taken under load as far as possible.
34. Condition of ballast and packing.
35. Inventory of gang tools wherever necessary and as mentioned in para 7.05 (g) of this manual
36. Speed restriction if any in the vicinity of the accident, places of engineering signals/ indicators placed if any.
37. Whether monsoon patrolling is in force, if so details particulars.
38. Date when track was last attended to around the accident spot and the details of work done.
39. Brief description of damages.
40. Cost of damage.
41. Condition of switches, crossings, wing-rails, guard rails, rail joints, heel blocks and fastenings.
42. Any other items of interest.

(B) Measurement Table For Coaches :**B. MEASUREMENT TABLE FOR COACH INVOLVED IN ACCIDENT**

Note : Details regarding all derailed vehicles should be given except :-

- (i) Where vehicles have derailed due to locomotive derailment.*
- (ii) When the first derailed vehicle is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.*
- (iii) When the obvious and indisputable cause is sabotage or an obstruction on track.*

Sr. No.	Date of Incident	Train No.	Details of BPC along with the name of station where it is issued and Engineer (C&W) who issued it.	Coach No.	Type	Mech. Code	Tare in Tonnes	Carrying Capacity	Built Date	Return Date
1	2	3	4	5	6	7	8	9	10	11
To be jointly signed by										
Supervisor (C & W)			Supervisor (Traffic)				Supervisor (P. Way)			

POH PARTICULARS			'C' SCHEDULE/IOH PARTICULARS (D2/D3/D4 Schedule in case of LHB Coach)		TYPE OF BRAKE (AIR/VACUUM / DISC BRAKE SYSTEM)	POSITION FROM ENGINE	WHEEL AND AXLE FACE PARTICULARS (In case of breakage of any wheel/axle)	
DATE	SHOP	DATE	SHOP				Axle face particulars	Ultrasonic particulars on the hub of the disc
12	13	14	15	16	17	18	19	
						1L	1L	
						1R	1R	
						2L	2L	
						2R	2R	
						3L	3L	
						3R	3R	
						4L	4L	
						4R	4R	

To be jointly signed by	
Supervisor (C & W)	Supervisor (Traffic)
	Supervisor (P.Way)

WHEEL AND AXLE				
Stamping particulars on wheel Disregarding Manufacturer / RA / RD (in case of breakage of any wheel / axle)	Wheel gauge in mm. * (Taken in four places)	Any indication of bent axle or wheel having shifted on axle	Observation after measuring the profile with tyre defect gauge (Good / Rejectable) **	Condition of Brake/Disc (Good or rejectable)
20	21	22	23	24
			1L	
	1		1R	
			2L	
	2		2R	
			3L	
	3		3R	
			4L	
	4		4R	

* The wheel gauge is to be measured at the horizontal plane passing through the centre of axle.

** The wheel profile is to be checked with tyre defect gauge only (Ref : IRCA Pt. IV Rule No. 2.95, 3.2.2 and S4.22.1, Plate No. 45 to 53)

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

ROLLER BEARING

(When Roller Bearing is involved as cause)

Condition of Covers (in case of LHB condition of control arm upper or lower cover)	Condition of face cover plate	Condition of locking plate and studs	Condition of Roller bearing and its components
25	26	27	28

To be jointly signed by			
Supervisor (C & W)		Supervisor (Traffic)	Supervisor (P. Way)

Buffer height (to be measured on a level track in mm after uncoupling & re-railing)	Details of broken parts giving location w.r.t. point of mount and derailment & whether breakage considered due to accident	Any other defect in the coach contributed to or caused the derailment	List of damages to the coach due to accident	Other observations
29	30	31	32	33
End 1L				
End 1R				
End 2L				
End 2R				

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

(C) Measurement Table For Wagons :**(C) MEASUREMENT TABLE FOR WAGON INVOLVED IN ACCIDENT**

Note : Details regarding all derailed vehicles should be given except :-

- (i) Where vehicles have derailed due to locomotive derailment.*
- (ii) When the first derailed vehicle is obvious from examination of marks on wheel, then the details for first derailed vehicle need only be given.*
- (iii) When the obvious and indisputable cause is sabotage or an obstruction on track.*

Sr. No.	Date of Incident	Train No.	Details of BPC along with the name of station where it is issued and Engineer (C&W) who issued it.	Wagon No.	Type	Mech. Code	Tare in Tonnes	Carrying Capacity	Built Date	Return Date
1	2	3	4	5	6	7	8	9	10	11
To be jointly signed by										
Supervisor (C & W)			Supervisor (Traffic)				Supervisor (P.Way)			

POH PARTICULARS		ROH PARTICULARS		PAY LOAD IN TONNES		COMMO-DITY LOADED	STATION		POSITION FROM ENGINE
DATE	SHOP	DATE	DEPOT	FROM LABLES	FROM ACTUAL WEIGHMENT		FROM	TO	
12	13	14	15	16	17	18	19	20	21

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

BUFFER HEIGHT		WHEEL AND AXLE FACE PARTICULARS (in case of breakage of wheel/axle)		
Measurement to be taken after uncoupling & rerailing on level track)	22	23	24	25
1L		1L	1L	
1R		1R	1R	
2L		2L	2L	
2R		2R	2R	
3L		3L	3L	
3R		3R	3R	
4L		4L	4L	
4R		4R	4R	

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

WHEEL AND AXLE		
Wheel gauge in mm. *(Taken at four places)	Observation after measuring the profile with tyre defect gauge (Good / Rejectable)**	
	26	27
1		
2		
3		
4		

* The wheel gauge is to be measured in empty condition and at the horizontal plane passing through the center of the axle.
** The wheel profile is to be checked with tyre defect gauge only (Ref. : IRCA Pt. III Rule No. 3.2.2(d) and 4.18.1, Plate No. 57 to 66).

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

AXLE BOX (FOR IRS STOCK ONLY)				
(To be recorded only when failure of plain bearing is involved as a cause.)				
Brass thickness in mm.	Condition of box and brass	Condition of sole plate	Condition of journal	Clearance between brass and collar of journal in mm.
28	29	30	31	32

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

AXLE GUARD (FOR IRS STOCK ONLY) (to be recorded only when failure of plain bearing is involved as a cause.)				ROLLER BEARING (When Roller Bearing is involved as a cause)		
Lateral clearance between axle box and axle guard in mm.	Whether axle guard can work clear of axle box	Are the axle guard bent or otherwise damaged to prevent free movement of axle box	Remark regarding bridle bar	Condition of face cover plate	Condition of locking plates & studs	Condition of Roller Bearing and its components
33	34	35	36	37	38	39

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

[illegible]

BOGIE		
Vertical clearance at side bearers in mm. (For stock having clearance type side bearers only)	Whether a load is placed on more than one wagon	Any other defect in vehicles which may have contributed to or caused the derailment
43	44	45

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

Details of broken parts giving locations w.r.t. point of mount and derailment	List of damages to the wagon due to accident	Other observations
46	47	48

To be jointly signed by		
Supervisor (C & W)	Supervisor (Traffic)	Supervisor (P. Way)

Note : In case of privately owned wagon/container, representative of the private owner shall provide the last examination details and associate in taking joint wagon readings. If the representative does not associate; the readings taken by the railway engineers will be final and binding.

D. MEASUREMENT TABLE FOR LOCOMOTIVE (DIESEL & ELECTRIC) INVOLVED IN ACCIDENT.

(Information to be furnished by the loco depts.)

1. Basic Information :

- (a) Date of Accident
- (b) Train No.
- (c) Loco Class :
- (d) Loco Number:
- (e) Loco manufacture year & Place :
- (f) Base Shed of loco.
- (g) Date & Place last POH.
- (h) Kilometres earned after last POH.
- (i) Date & Place of last major inspection,
- (j) Date & Place of last schedule inspection,
- (k) Whether any schedules are overdue ?

2. Give brief particulars of the safety items not provided or provided but missing/not working. Whether Loco is provided with :

Safety fittings	Provided	Working
Headlight		
Speedometer		
Speed Recorder		
Flasher light		
Horn		
Brake System		

Particulars of electrical protection (for electric loco in case of fire only)

Relay	Working / Not Working / Isolated
Earth Fault in Auxiliary circuit (QOA)	
Over current in power circuit (QLM)	
Over current in Rectifier Block (QRSI)	
Earth Fault in Power circuit (QOP)	
Time Lag Relay (Q44)	

3.

(a)

Damage to the loco (brief description)

(b)

Cost of damage to the loco (in Rs.)
4.

Check & Record the observations as follows :

(a)

Position of control handles, cutout cocks etc.after the accident.

(b)

Functioning of brake synchronising valve-Whether working or not.

(c)

Position of brake blocks after the accident - whether applied or not.

(d)

Condition of cattle guard.

(e)

Any sign of seizure of roller bearing in axle box.

(f)

Comments if any coil spring is broken or displaced.

(g)

Any other observation in respect to mechanical defect of the locomotive, which might have any bearing on safe running of loco.

To be jointly signed by		
Supervisor (Loco)	Supervisor (Traffic)	Supervisor (P. Way)

5. Measurement for wheels for all classes of locomotives :

Sl.	Description	Observed Value (in mm)		Remarks
1.	Diameter of Wheel at tread		Left	Wheel size below condemning limit is relevant only in case of wheel breakage due to lesser rim thickness
		1	Right	
		2		
		3		
		4		
		5		
		6		
2.	Wheel flange thickness		Left	Information is normally relevant in case of two-road case.
		1	Right	
		2		
		3		
		4		
		5		
		6		

Sl.	Description	Observed Value (in mm)			Remarks
3.	Wheel Root wear		Left	Right	
		1			
		2			
		3			
		4			
		5			
		6			
4.	Tread wear		Left	Right	Tread wear should be measured from tread at 63.5 mm from wheel gauge face (from the back face of flange) in BG and at 57 mm from wheel gauge face (from the back face of flange) in MG.
		1			
		2			
		3			
		4			
		5			
		6			

Sl.	Description	Observed Value (in mm)		Remarks
5.	<u>UST of axle :</u> Give the date of last UST test done :	Axle	Observation	Information is relevant in case of axle breakage.
		1		
		2		
		3		
		4		
		5		
		6		
6.	<u>Wheel gauge :</u> For checking wheel gauge, average of three measurements at equal spacing on the inner periphery of the two wheels on the same axle is to be recorded	1		All measurements shall be taken on a level tangent un-canted track. These measurements are for un-loaded wheels, should be taken in workshop after dismantling information is relevant in case of wheel disc shifting/bent axle only. For Safety, similar limits as applicable for track gauge are relevant for wheel gauge also.
		2		
		3		
		4		
		5		
		6		

To be jointly signed by		
Supervisor (Loco)	Supervisor (Traffic)	Supervisor (P. Way)

Notes :

1. Wheel number one is the outer end axle of truck under the Short hood and wheel count increases towards the Long hood on diesel loco, where as for Electric loco, wheel number one is the outer end axle under Cab-1 (Cab-1 is that side of the loco which has the compressors and cab-2 is that side of the loco which has the ARNO converter) and wheel count increases towards the Cab-2.
2. The measurements of wheels are to be done using wheel gauges to RDSO drawing No. SK.DL-3592 for all BG locomotives except WAG, except WAP5 locos. For WAP5 locos RDSO's drawing No. SKDL 4446 and SKDL 4447 may be followed.
3. All measurements are to be taken in Shed on a level, un-canted track.
4. Service limits given in the Maintenance Manual are for good maintenance practice and these are not safety limits.

6. Pro-forma for measurement of electric and diesel locomotive after accident :

(Locomotives, which are not mentioned in this pro-forma, may be measured in similar manner.)

Sl.	Description	Observed Value (in mm)	Remarks
1.	Buffer Height		All measurements shall be taken on a level tangent un-canted track. This measurement is required to be taken only in case of trailing stock is with buffers.
2.	Lateral clearances		Applicable for WDM2, WDM2c, WDG4, WDS6, WAM4, WCG2, YDM4, WCAM1, WCAM2, YDM4A, WDG2, WCAM3, WAG5, WAG9, WAG7, WAP1, WCAG1 & WAP4 locomotives only.
	End Axles (1,3,4 & 6) Middle-Axle (2 & 5)		

Sl.	Description		Observed Value (in mm)	Remarks
3.	Lateral clearances	End Axles (1, 2, 3 & 4)		Applicable for WDP1 & WAP5 locomotives only.
4.	Longitudinal clearances between axle box and pedestal liner – (for all axles)			applicable for WDM2, WDM2c, WDM5, WDS6, WAM4, WCG2, WAG5, YDM4, YDM4A, WDG2, WCAM3, WAG7, WAP4, WDP1, WCAG1 & WAP1 locomotives only.
5.	Longitudinal clearances between axle box and pedestal liner– (for middle axle)			Applicable for WAP3, WAP6, WDP2 locomotives only.
6.	Height of Rail Guard from rail level			
To be jointly signed by				
Supervisor (Loco)		Supervisor (Traffic)	Supervisor (P. Way)	

E. SIGNALLING AND INTERLOCKING.

1. Position of block instrument in details including its handle, commutator, dial indication, locking, etc. in case of push button type block instrument, the indication available and the reading on the counter, etc. In the case of electrified section, the block filter unit attached to the block instrument.
2. Reading on all counters provided for route, block etc., and devices for crank handle, emergency operation of points, emergency route release, etc.
3. Position of points, locks, slots and their respective levers/ switches, as also the position of bolt locking, point detection.
4. Position of signals, their lamps/lights and respective levers/switches.
5. Position of traps / derails, their indicators and respective levers.
6. Position of SM's control, track circuit indication, signals indication in cabin/SM's office.
7. If any mismanupulation in any signalling and interlocking gear.
8. Locking of cabin basement, etc.
9. Date of last overhaul of Block instruments.
10. Date of last overhaul of lever frame and SM's control frame.

11. Date of testing the Block instruments and other interlocking gears by Inspectors/ Officers prior to the accident. Results of their tests and action taken.
12. Any interference with any signalling and interlocking gear.
13. Details of unsafe failures during the last three months.
14. Brief description of damages.
15. Cost of damage.
16. Any other items of interest.
17. Recent history of signal, interlocking gear and block instrument concerned.

NOTE : As a precautionary measure, the relay room cabin basement, block instrument, devices for crank handle/emergency operation of points/emergency route release, etc. should be locked immediately after the accident and the key kept in the safe custody of the Station master/responsible officials at the site, till joint observation and functional test of S&T gears are completed.

F. LEVEL CROSSING.

1. KM of the level crossing.
2. Class of the level crossing.
3. Manned / unmanned and number of gateman posted.
4. Location (within/outside station limit/section).
5. Between stations.

6. Interlocking.
7. Telephone.
8. Whistle Board.
9. Road signs.
10. Speed breakers / Rumble strip.
11. Visibility of gate from road and from rail line.
12. Curve / cutting / gradient for the rail line as also for road.
13. Position of gate in normal and at the time of accident.
14. Position of signal, signal lamp/light and lever.
15. Position of gate key, locking arrangement of gate in normal and at the time of accident.
16. Position of gate lamp.
17. Condition of level crossing and longitudinal section along the road.
18. No. and type of road vehicle, its loading condition, Driver's name, registration, no., licence no. etc.
19. Name of the gateman and duty roster.
20. Bio-data of the gateman.
21. No. of trains and vehicles passing through the level crossing on an average per day and last census taken.
22. Weather condition at the time of accident.
23. Brief description of damage.

24. Cost of damage.
25. Any other item of interest.

G. STATION RECORDS, ETC.

1. Train signal register/log book, entries therein referring to the train(s) concerned.
2. Train message Book.
3. Block ticket.
4. Caution order Register.
5. Caution Order.
6. Station Diary.
7. Private Number Book.
8. Authority to proceed without line clear.
9. Line admission Book.
10. Shunting Authority.
11. Use of lever collars and slide collars.
12. Securing of vehicles.
13. Any other item of interest.

H. GENERAL —

1. Date and time of accident, Train No.
2. Location-KM, between station line.
3. Weather condition at the time of accident.
4. Permissible speed of the train.

5. Time taken from the station in rear to the site of accident, and speed of the train at the time of accident.
6. Time of arrival and departure of the train at the last 3 stations,
7. If any wrong marshalling on train.
8. Condition of electrical equipment and electrical protection on coaches, record of last inspection of such equipments.
9. Breathalyser test conducted.
10. Prima facie cause.
11. Bio-data of staff involved in the accident.
12. If any failure/breakage of any material of rolling stock/ Permanent Way/OHE or S&T gear lead to the cause of accident.
13. If fallen of any loaded materials is the cause of accident.
14. In case of sabotage/suspected sabotage, if any suspicious objects found in the vicinity of the accident, and action for preservation of foot-prints and finger prints etc.
15. Collection of statements from any responsible passenger or eye-witness which may have a bearing on the cause of accident afterwards.
16. Preparation of complete and accurate dimensioned sketch showing the detail position.
17. Any other item of interest.

- NOTE :**
- (i) In addition to the particulars contained in this appendix, the items mentioned in para 9.17 of this manual should also be examined, which are relevant to the accident.
 - (ii) The above examination report shall be prepared jointly and signed by the all concerned officers or Senior Subordinates who will ensure the correctness of the report in all respect.

★★★

APPENDIX - 3

(NOTICE AND REPORT OF ACCIDENTS)

G.S.R. 5 & 64.— In exercise of the powers conferred by section 122 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Railway (Notices of and Inquiries into Accidents) Rules, 1998, namely :—

1. Short Title and Commencement –

- (1) These rules may be called the Railway (Notices of and Inquiries into Accidents) Amendment Rules, 2001.
- (2) They shall come into force on the date of their publication in the Official Gazette.

2. Particulars to be given in the notices – The notices mentioned in section 113 of the Railways Act, 1989 (24 of 1989) (hereafter referred to as the Act), shall contain the following particulars, namely :—

- (i) kilometrage, or station or both, at which the accident occurred;
- (ii) time and date of the accident;
- (iii) number and description of the train; or trains;
- (iv) nature of the accident;
- (v) number of people Killed or injured, as far as is known;
- (vi) cause of the accident, as far as is known; and
- (vii) probable detention to traffic.

3. Responsibility for sending notices, to whom to be sent and mode thereof - Whenever any accident, as falls under section 113 of the Act (hereinafter referred to as "Reportable train accident") occurs in the course of working a railway, the station master nearest to the place at which the accident has occurred, or, where there is no station master, the railway servant in charge of the section of the railway on which the accident has occurred or any other Station Master incharge of a section of a railway to whom the report of the accident is made, shall give notice of the accident by telegraph to the Commissioner of Railway Safety, the District Magistrate and the District Superintendent of Police of the district in which the accident has occurred or such other Magistrate or Police Officer as may be appointed in this behalf by the State Government concerned and by telegraph, telephone or through special messenger or such other quick means as may be available, to the Superintendent of Railway Police and to the officer-in-charge of the police station within the local limits of which the accident has occurred.

Explanation - For the purpose of this rule, "Reportable Train Accident" under section 113 of the Act also include those usually attended with loss of human life (such as accidents to passenger trains involving collisions, derailments, train wrecking, or attempted train wrecking, cases of running over obstructions placed on the line, of passengers falling out of trains or of fires in trains), or grievous hurt so defined in the Indian Penal Code (hereinafter referred to as the grievous hurt), or serious damage to railway property of the value exceeding Rs. 2 Crores which have not actually occurred but which by the nature of the accident might

reasonable have been expected to occur, and also cases of landslides or of breach by rain or flood which cause the interruption of any important through-line of communication for at least 24 hours.

4. Mode of sending notices to the State Government

- The notice of accidents, required under section 113 of the Act, shall be sent to the State Government by the Railway Administration without delay.

- (a) by fax in the case of -
 - (i) accidents deemed, under the Explanation to rule 3, to be serious by reason of loss of human life;
 - (ii) accidents by reason of which the permanent way is likely to be blocked for more than twenty four hours; and;
 - (iii) train wrecking or attempted train-wrecking; and
- (b) by letter in all other cases.

5. Railway servant to report accidents - Every railway servant shall report, with as little delay as possible, every accident occurring in the course of working the railway which may come to his notice and such report shall be made to the nearest station master, or, where there is no station master, to the railway servant in-charge of the section of the railway on which the accident has occurred.

6. Station Master or railway servant in charge of the section to report accidents – The Station Master or the railway servant in-charge of the section, shall report all accidents in accordance with the rules laid down by the railway administration concerned for the reporting of accidents.

6A. Responsibility of ensuring correct reporting of accidents.— The responsibility of ensuring correct reporting of accidents shall be of the Divisional Railway Manager (DRM) at divisional level and General Manager (GM) at Zonal Level.

7. Railway Administration to report serious accidents –

(1) Whenever a serious accident, as defined in sub rule 2 of rule 2 the Statutory Investigation into Railway Accidents Rules 1998, occurs, the railway administration concerned shall, as soon after the accident as possible, by fax, supply to the Press such particulars as are mentioned in rule 2 and as are then available, and by supplementary faxes, if necessary, immediately after further information is available. A copy shall be sent simultaneously by fax to the Railway Board, the Commissioner of Railway Safety of the circle concerned and the Chief Commissioner of Railway Safety. In addition, the Commissioner of Railway Safety shall be informed, telephonically, of any serious accident, by the control of the Division in which the accident has occurred.

(2) For the purpose of sub-rule (1), an accident shall be a serious Railway accident where

- (i) accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to railway property of the value exceeding Rs. 2 Crores and any other accident which in the opinion of the Chief Commissioner of

Railway Safety, shall be deemed to be a serious accident. A workman's train or a ballast train or a material or an Accident Relief train or a Tower wagon or such other train carrying workmen, or Cattle special/Military special carrying authorised escorts or similar such train shall be treated as a passenger train.

- (ii) an accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant irrespective of whether he was travelling in that passenger train or not, it shall come under the purview of inquiry by the Commission of Railway Safety and shall be treated as a 'Serious Railway accident'.

Provided that -

- (a) cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness, and
- (b) cases involving persons being Railway servant or holding valid passes/tickets or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board or roof or buffer but excluding the inside of vestibules between coaches, or run over at a Level Crossing or elsewhere on the Railway track by a passenger train, and
- (c) collision between a Road Vehicle and a passenger train at a Level Crossing where no passenger or

Railway Servant is killed or grievously hurt shall not be treated as a 'Serious Railway Accident' even if those travelling in the road vehicle are killed or grievously hurt shall not be treated as serious railway accident, unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

8. Facility for reaching the site of the accident-

Whenever any accident has occurred in the course of working a railway, the Head of the Railway Administration concerned shall give all reasonable aid to the District Magistrate or the Magistrate appointed or deputed under rule 1 7 or to the Commission of Inquiry appointed under the Commissions of inquiry Act, 1952 (60 of 1952), or any other authority to whom all or any of the provisions of the said Act have been made applicable, and to the Commissioner of Railway Safety, medical officers the police and other concerned to enable them to reach the scene of the accident promptly, and shall also assist those authorities in making inquiries and in obtaining evidence as to the cause of the accident.

9. Medical aid to the persons grievously hurt in accidents- Whenever any accident, occurring in the course of working a railway, has been attended with grievous hurt, it shall be the duty of the Head of the Railway Administration concerned to afford medical aid to the suffers, and to see that they are

properly and carefully attended to till they are removed to their homes or handed over to the care of their relatives or friends. In any such case, or in any case in which any loss of human life or grievous hurt has occurred, the nearest available local medical officer shall be sent for if such medical officer is nearer at hand than the railway medical officer.

10. Arranging attendance of railway servants at the place of judicial inquiries or inquiries conducted by Commissioner of Railway Safety or a Magistrate- When an inquiry under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998 or under rule 17 of these rules, or a judicial inquiry is being made the Head of the Railway Administration concerned shall arrange for the attendance, as long as may be necessary, at the place of inquiry, of all railway servants whose evidence is likely to be required at such inquiry, and if the inquiry is to be held by the Commissioner of Railway Safety under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998.

The Head of the Railway Administration concerned shall-

- (a) cause notice of the date, hour and place at which the inquiry will begin to be given to the officers mentioned in clauses (a) and (c) of sub-rule (1) of rule 14, and
- (b) arrange for the attendance of the divisional officers, railway servants required as witness at the Inquiry.

11. Action to be taken by Head of the Railway Administration on receipt of the report of Commissioner of Railway Safety - Whenever the Head of the Railway

Administration concerned receives a copy of the report of the Commissioner of Railway Safety under rule 4 of the Statutory Investigation into Railway Accidents Rules, 1998, he shall at once acknowledge its receipt, and-

- (a) submit his remarks, on the views expressed in the Report, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety immediately on receipt of the Report by the Railway Administration and if he is not able to submit his remarks immediately he shall in his acknowledgement of the report indicate his intention to submit his remarks later as early as possible;
- (b) if the Head of the Railway Administration concerned agrees with the views expressed in the Report and considers the prosecution of any person or persons desirable, he shall immediately forward a statement of such persons to the District Magistrate of the district in which the accident occurred, or to such other officer as the State Government may appoint in this behalf and to the concerned police authorities;
- (c) in case the District Magistrate or Police authorities require copies of the Report, it may be sent to them and the confidentiality of the report should be made clear to the District/Police Authorities, and the Police Authorities shall, as soon as possible, intimate the Head of the Railway Administration concerned about their decision regarding launching any prosecution.

12. Head of the Railway Administration to offer remarks on the suggestions made in the report of Commissioner of Railway Safety- Whenever the report of the Commissioner of Railway Safety points to the necessity for or suggests a change in any of the rules or in the system of working of the Railway, the Head of the Railway Administration concerned shall, intimate the action which has been taken, or which it proposes to take, to prevent a recurrence of similar accidents, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety.

13. Joint inquiry-when dispensed with- (1) Whenever a Reportable train accident, such as is described in section 113 of the Act has occurred in the course of working a railway, the Head of the Railway Administration concerned shall cause an inquiry to be promptly made by a Committee of railway officers (to be called a "joint inquiry") for a thorough investigation of the causes which led to the accident.

Provided that such an inquiry may be dispensed with-

- (a) if any inquiry is to be held by the Commissioner of Railway Safety under rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998, or a Commission appointed under the Commissions of Inquiry Act, 1952 (60 of 1952), or any other authority appointed by the Central Government to which all or any of the provisions of the said Commission of Inquiry Act have been made applicable under rule 2 of the said Statutory Investigation into Railway Accidents Rules, or

- (b) if there is no reasonable doubt as to the cause of the accident; or
- (c) if any department of the railway administration concerned intimates that it accepts all responsibility in the matter.

(2) Where such inquiry is dispensed with under clause (b) or clause (c) of the proviso to sub-rule (1), it shall be the duty of the Head of the department of the Railway Administration responsible for the accident to make such inquiry (to be called a "departmental inquiry") as he may consider necessary and, if his staff or the system or working is at fault, to adopt or suggest such measures as he may consider necessary for preventing a recurrence of similar accidents.

14. (1) Notice of joint inquiry- Whenever a joint inquiry is to be made, the Head of the Railway Administration concerned shall cause notice of the date and hour at which the inquiry will commence, to be given to the following officers, namely :—

- (a) the District Magistrate of the district in which the accident occurred or such other officer as the State Government may appoint in this behalf, the Superintendent of the Railway Police and the District Superintendent of Police;
- (b) the Commissioner of Railway Safety for the section of the railway on which the accident occurred; and
- (c) the Head of the Railway Police having jurisdiction at the place where the accident occurred or, if there are no Railway Police, the officer-in-charge of the police station having jurisdiction at such place.

(2) The date and hour at which the inquiry will commence shall be fixed so as to give the officers mentioned in sub-rule (1) sufficient time to reach the place where the inquiry is to be held.

(3) When a joint inquiry is held into an accident after receipt of information about the inability of the Commissioner of Railway Safety to hold an inquiry, under sub-rule (5) of rule 2 of the Statutory Investigation in Railway Accidents Rules, 1998, the Head of the Railway Administration concerned shall issue a Press Note in this behalf inviting the public to tender evidence at the inquiry or send information relating to the accident to the Joint Inquiry Committee at an address specified in the Press Note.

15. Report of joint inquiry or departmental inquiry to be sent to the Head of the Railway Administration and the action to be taken thereon- (1) As soon as any joint inquiry or departmental inquiry has been completed, the President of the Committee of Railway officers or the Head of the department, as the case may be, shall send to the Head of the Railway Administration concerned a report containing inter alia-

- (a) brief description of the accident;
- (b) description of the locality of the accident;
- (c) detailed statement of the evidence taken;
- (d) the conclusions arrived at together with a note of dissent, if any;
- (e) reasons for conclusion arrived at;
- (f) the nature and extent of the damage done;

- (g) when necessary, a sketch illustrative of the accident;
- (h) the number of railway servants killed or injured;
- (i) the number of passengers killed or injured;
- (j) an appendix containing extracts of the rules violated by the staff responsible for the accidents.

(2) The Head of the Railway Administration concerned shall forward, with his remarks as to the action that is intended to be taken in regard to the staff responsible for the accident or for the revision of the rules or the system or working, a copy of the report referred to in sub-rule (1)-

- (a) to the Commissioner of Railway safety for the section of the railway on which the accident occurred;
- (b) if no inquiry or investigation has been made under rule 17 or if a joint or departmental inquiry has been held first, to the District Magistrate or the officer appointed under clause (a) of sub-rule (1) of rule 14; and
- (c) if any judicial inquiry is being made, to the magistrate making such inquiry.

(3) The copy of the report aforesaid shall be accompanied-

- (a) in the case referred to in clause (b) of sub-rule (2), by a statement of the persons involved in the accident whose prosecution the Head of the Railway Administration concerned considers to be desirable;

- (b) in the case referred to in clause (c) of sub-rule (2) by a copy of the evidence taken at the inquiry.

16. Reports of inquiries into accidents not covered by section 113 to be forwarded to Commissioner of Railway Safety-

(1) Whenever any accident, not of the nature specified in section 113 of the Act, such as averted collisions, breaches of block rules or other technical accidents, occurs in the course of working a railway, the railway administration concerned may cause an inquiry, either a joint inquiry or a departmental inquiry, to be held into the accident,

(2) Where an inquiry is held as provided under sub-rule (1), the head of the Railway Administration concerned shall forward a copy of the report of the inquiry to the Commissioner of Railway Safety for the section of the railway on which the accident occurred.

17. Magisterial Inquiry - Whenever an accident, such as is described in section 113 of the Act, has occurred in the course of working a railway, the District Magistrate or any other Magistrate who may be appointed in this behalf by the State Government, may either-

- (a) himself make an inquiry into the causes which led to the accident; or
- (b) depute a subordinate Magistrate, who if possible, should be a Magistrate of the first class, to make such an inquiry; or
- (c) direct investigation into the causes which led to the accident, to be made by the police.

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry into it under the Commission of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, a Magistrate or a police officer shall not make his inquiry or investigation under this rule and, where he has already commenced the inquiry or investigation, shall not proceed further with it; and such Magistrate or police officer shall hand over the evidence, records or other documents in his possession relating to the inquiry or investigation to such authority as may be specified by the Central Government in this behalf.

18. Notice of Magisterial Inquiry-Whenever it is decided to make an inquiry under clause (a) or clause (b) of rule 17, the District Magistrate or other Magistrate appointed as aforesaid or the Magistrate deputed under clause (b) of rule 17 as the case may be, shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by fax, of the date and hour at which the inquiry will commence so as to enable the railway administration to summon the requisite expert evidence, and thereafter, he shall proceed to the scene of the accident and conduct the inquiry.

19. Judicial Inquiry- A magistrate, making an inquiry under rule 17, may summon any railway servant, and any other persons whose presence he may think necessary, and after taking the evidence and completing the inquiry shall, if he considers that there are sufficient grounds for holding a judicial inquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident.

20. The result of magisterial inquiry to be communicated to the Head of the Railway Administration-

The result of every inquiry or investigation made under rule 17 shall be communicated by the Magistrate who has held such inquiry or investigation, to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety.

21. Procedure for summoning railway servants to assist the Magistrate holding judicial inquiry-

(1) If in the course of any judicial inquiry into an accident occurring in the course of working a railway, the Magistrate holding such inquiry desires the assistance of the Commissioner of Railway Safety/Head of the Railway Administration concerned, he shall issue a requisition to the Chief Commissioner of Railway Safety or the Head of the Railway Administration, stating at the same time the nature of the assistance required, and if the assistance of any Railway Officer is required the Magistrate shall issue a requisition to the Head of the Railway Administration for his attendance in the Court.

(2) The requisition referred to in sub-section (1) shall state the nature of the assistance required. In summoning railway officials, the Magistrate shall take care not to summon on the same day so large a number of the employees, especially of one class, as to cause inconvenience to the working of the railway. In the case of serious accidents the Magistrate may obtain reports from the Commissioner of Railway Safety and the Head of the Railway Administration concerned in regard to the accident, before finally concluding the judicial inquiry.

22. Communication of the decision of judicial inquiry to the Railway Administration, Commissioner of Railway Safety and the State Government- On the conclusion of the judicial inquiry the Magistrate shall send a copy of his decision to the head of the Railway Administration concerned and to the Commissioner of Railway Safety, and shall, unless in any case he thinks it unnecessary to do so, report the result of the inquiry to the State Government.

23. Police investigation-when to be dispensed with report on loss of life, grievous hurt, or damage to Railway property- (1) The Railway Police may make an investigation into the causes which led to any accident occurring in the course of working a railway and shall do so whenever-

- (a) any such accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding Rs. 2 Crores or has prima facie been due to any criminal act or omission; or
- (b) the District Magistrate or the Magistrate appointed under rule 17 has given a direction under clause (c) of that rule :

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act, 1952, (60 of 1952), or has appointed any other authority to inquire into it and that purpose has made all or any of the provisions of the said Act applicable to that authority, or where

a magisterial inquiry is being held under rule clause (a) or clause (b) of rule 17, the Railway Police shall not make an investigation under this rule, and where they have already commenced their investigation, shall not proceed further with it; and shall hand over the records or other documents in their possession relating to the investigation to such authority as may be specified by the Central Government in this behalf.

(2) The Railway Police shall report, with as little delay as possible to the nearest station master, or where there is no station master, to the railway servant in-charge of the section of the railway, on which the accident has occurred, every accident which may come to their notice occurring in the course of working a railway attended with loss of human life, or with grievous hurt or with serious damage to railway property of the value exceeding Rs. 2 Crores or which has prima facie been due to any criminal act or omission.

24. (1) Status of Police officer investigating the accident-Whenever an investigation is to be made by the Railway Police-

- (a) in a case in which an accident is attended with loss of human life or with grievous hurt, or with serious damage to railway property of the value exceeding twenty five lakh rupees; or
- (b) in pursuance of a direction given under clause (c) of rule 17, the investigation shall be conducted by the Head of the Railway Police of the area in which the accident has occurred, or if that officer is unable to conduct the investigation himself, by an officer to be deputed by him.

(2) The officer deputed under sub-rule (1) shall ordinarily be the senior officer available, and shall whenever possible be a Gazetted Officer, and shall in no case be of rank lower than that of an Inspector:

Provided that the investigation may be carried out by an officer-in-charge of a police station -

- (i) in a case such as is referred to in clause (a) of sub rule (1), if no loss of life or grievous hurt has been caused to more persons than one or no damage to railway property of value exceeding Rs. 2 Crores has been caused or there is no reason to suspect that any servant of the railway has been guilty of neglect of any rule relating to the working of the railway; or
- (ii) in the case referred to in clause (b) of sub-rule (1), if the District Magistrate so directs.

25. Notice of police investigation- The Officer who is to conduct an investigation in pursuance of rule 24 shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by fax of the date and hour at which the investigation will commence so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the officer making the investigation, and thereafter, he shall proceed without delay to the scene of the accident and conduct the investigation there; so, however, that the absence of a railway official shall not, be allowed to delay the investigation which shall be conducted as soon as possible after the accident has taken place;

26. (1) Assistance by the District Police- In every case to which rule 24 applies, immediate information shall be given by the Railway Police of the area to the District Police, who if so required, shall afford all necessary assistance and shall, if occasion arises, carry the investigation beyond the limits of the railway premises. But the Railway Police of the area shall primarily be responsible for carrying on the investigation within such limits.

(2) Subject to the provisions of these rules, the further prosecution of the case, on the conclusion of the police investigation, shall rest with the Railway Police.

27. Communication of the result of police investigation- The result of every police investigation shall be reported at once to the District Magistrate or other officer appointed in this behalf by the State Government, to the Head of the Railway Administration concerned or other officer appointed by him, and to the Commissioner of Railway Safety.

28. District Police to discharge duties of Railway Police- Where there is no Railway Police in the area, the duties imposed by rules 23, 24 and 25 sub-rule (2) of rule 26, and rule 27 on the Railway Police of the area, or on the Head of such Railway Police, shall be discharged by the District Police or by the District Superintendent of Police, as the case may be.

29. Repeal and Saving- (1) The Railway (Notices of and Inquiries into Accidents) Rules 1973, are hereby repealed.

(2) Notwithstanding such repeal, anything done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions, of these rules.

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APPENDIX - 4**(INFORMATION TO BE SUBMITTED BY RAILWAY TO
CRS FOR INQUIRY)****GENERAL INSTRUCTIONS.**

1. Railways are required to furnish information at the time of an inquiry by a Commissioner of Railway Safety. The enclosed questionnaire have been evolved based on past experience to cover all types of accidents.
2. It, "therefore, follows that the questionnaire will have to be carefully scrutinised in each case and the items not relevant to a particular inquiry need not be answered. But such items for omission should be got approved by the Commissioner of Railway Safety beforehand.
3. A reply should be given under each question i.e. by repeating the question first and not by quoting the question No. The draft replies should be got approved by the Commissioner of Railway Safety to ensure that all the points are covered before the same are finalised. Only two final copies of the replies need be submitted duly signed by the Officers concerned.
4. Answers to the questionnaire will not absolve the Railway Administration of their responsibility in :—
 - (a) Preserving clues;
 - (b) recording all relevant data in respect of tracks, rolling stock, etc. before restoration is ordered; and

- (c) recording evidence of witnesses immediately after an accident so that truth may not get distorted in course of time.
- 5. The Divisional Safety Officer of the Division is responsible to co-ordinate, get the replies from various branches and submit all the replies at the end or during the course of an inquiry with a covering letter signed by the DRM in token of his approval. All Departmental Officer should start gathering information soon after an accident has occurred so that as much information so possible is available even before the commencement of an inquiry. This procedure will enable the Commissioner of Railway Safety to conduct the inquiry with least inconvenience to the Railway Officers concerned.

A. INFORMATION TO BE FURNISHED BY THE CIVIL ENGINEERING DEPARTMENT.

- 1. (a) Brief Description of Damage to P. Way.
(b) Cost of Damage to P. Way.
- 2. Description of Site :—
 - (a) Kilometre of site, in between stations-section, Single/Double line.
 - (b) Civil District.
 - (c) Nature of country around the site (Open, cultivated, plain/undulating etc)
 - (d) Direction of the track at site (North to South etc.)
 - (e) Straight, curve, gradients with distances etc, in the vicinity, (index plan & section to be attached).

- (f) Height of bank/cutting.
 - (g) Kind of soil.
 - (h) Details of bridges and level crossings within one Km. on either side of the site (to the extent they are relevant to the inquiry).
3. Permanent Way :—
- (a) Rails-weight, length, age, wear, if welded, LWR, CWR, SWR etc.
 - (b)
 - (i) Sleepers-type, age, density.
 - (ii) percentage of U/s sleepers in track in the vicinity of the accident site.
 - (c) Fish-plates-weight, length, number of holes with dia.
 - (d) Fish bolts-weight, length, dia, whether any spring/ other washers used and number used per joint.
 - (e) Spikes-if wooden sleepers-number of spikes on each sleeper, how many inside and how many outside.
 - (f) Bearing plates-if used, type, number of holes, weight etc.
 - (g) ballast-its kind, section, depth below sleeper, cubic metres per metre run.
 - (h) Policy followed in driving the keys.
 - (i) Anti-sabotage measures adopted in the vicinity.
4. Kilometre & T.R of important stations and points on the section and No. of T.P.s. per Km. & how numbered ? (Important stations and points may be taken from the CRS).

5.
 - (a) Headquarters and jurisdiction of DEN/ ADEN/ SSE(P.Way)/JE (P.Way).
 - (b) Gang-Headquarters, jurisdiction, strength, location of tool box & Gang hut.
 - (c) Details of casual labour employed and discharged in the last 3 months.
6.
 - (a) Maximum permissible speed on the section.
 - (b) Permanent speed restrictions in the vicinity.
 - (c) Temporary speed restrictions in force on the day of the accident in the vicinity.
 - (d) Were there any reports of over speeding in the recent past ?
7.
 - (a) Whether monsoon patrolling has been in force and if so give details.
 - (b) Whether security/Police patrolling has been in force and give details.
 - (c) Furnish copies of patrol diagrams.
8.
 - (a)
 - (i) Creep.
 - (ii) Extent of expansion gaps in joints 1/ 2 Km. before and after the point of accident.
 - (iii) Time when observations have been made.
 - (b) Date when track was last attended to around the accident spot and the details of work done.
 - (c)
 - (i) Dates when SSE(P.Way)/JE (P.Way), ADEN & DEN inspected the track last prior to the accident.

- (ii) if any defects had been noted by them.
 - (iii) if so, give details and action taken, of any.
 - (d) If the track at site required frequent attention in the past old records to be locked up and dates furnished with details of work done.
 - (e) Results of last run of Amsler/Hallade/ RTRC etc.
 - (f) Reports of rough running by the Loco Pilots.
9. Rainfall :—
- (a) Record of last 3 months with the name of the recording station and its distance from the site.
 - (b) Daily record of 7 days prior to the accident.
 - (c) Comments on the rainfall, (compared mean rainfall).
10. Details of marks on rails, sleepers and whether any indication of any obstruction on-line. Wheel mounting marks to be specifically noted.
11. Site plan (30 cm wide and length as required) with damaged vehicles etc. All measurements to be connected and gradients shown. (In case of an accident in Yard, Yard plan to be attached).
- Note :— Site plan to include location plan, North point, direction of travel of train, Kms/TPs etc.
12. Produce the following registers relevant to the inquiry :—
- (a) Gang Chart/Diary
 - (b) JE(P.Way)'s/ADEN's Note Book
 - (c) Points & Crossing Register
 - (d) Creep Register

- (e) Curve Register (f) Bridge Inspection Register
- (g) Section Register.

13. Quote code Rules, instructions in Permanent Way Manual, and circulars relevant to this accident.
14. Enclose particulars of track jointly taken after the accident.
15. Were there any similar accidents in the vicinity in the last 10 years ?
16. What is the probable cause of the accident according to you ?
17. Bio-data of the Staff involved. [Dates of appointment, promotion, punishments and awards-in brief]
18. Do you suggest any improved methods of working or improvements to equipment as a result of this accident.
19. In the case of level crossing accidents, the following information may be furnished :—
 - (a) No. of train & vehicles passing through the level crossing on an average per day as per the census taken last (date of taking census may be given).
 - (b) A longitudinal section along the road.

Note : If some of the above particulars are given in the accident sketch, the same need not be repeated in the above statement.

B. INFORMATION TO BE FURNISHED BY THE LOCO DEPARTMENT (MECHANICAL FOR DIESEL AND ELECTRICAL FOR ELECTRIC LOCO)

1. Loco :—
 - (a) Type.
 - (b) Number.
 - (c) Year and Place of manufacture.
 - (d) Date of commissioning.
 - (e) Whether provided with Headlight, Speedmeter & Speed Recorder, Vigilance Control Device and Whether they were in working order control device.
 - (f) Whether running Engine Foremost/Tender foremost.Short hood leading/Long hood leading/Cab 1 or Cab 2 leading.
 - (g) Length & weight of the loco.
 - (h) Braking force on the loco and the type of brakes.
 - (i) Date & Place of last trip inspection,
 - (j) Kilometres earned after last POH/IOH.
 - (k) Whether any schedules are overdue?
 - (l) Comments on the brakes available on the locomotive.
2. Give the brief particulars of the safety items not provided and provided but missing/not working.
3.
 - (a) Damage to the loco (Brief description.)
 - (b) Cost of damage to the loco (in Rs.).

4. Engine diagram in cases where loco is derailed.
5.
 - (a) Position of control handles, regulators etc. after the accident.
 - (b) Condition of synchronising valve.
 - (c) Position of brake blocks after the accident-whether applied or not.
6. Enclose the particulars of the locomotive jointly recorded after the accident.
7. Extracts from the engine repair book.
8. Last eye test of the engine crew and next when due.
9. Bio-data of engine crew (Dates of first appointments, promotions, punishments and awards-in brief).
10. Quote instructions from manuals and circulars relevant to the accident.
11. Submit the following :—
 - (a) Speed recorder chart.
 - (b) Brake power certificate issued to the Loco Pilot.
12. Were there any similar accidents involving the type of loco in the last 10 years?
13. What is the probable cause of the accident according to you?
14. Do you suggest any improved method of working or improvements to equipment as a result of this accident.

C. INFORMATION TO BE FURNISHED BY THE CARRIAGE & WAGON DEPARTMENT.

1. Damage and disposition may be given in the following proforma :—

Sl. No. from the engine	Coach no.	Description	Damage (Brief description)
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2. Marshalling order of the train(s) in the following form :—

Sl. No. from the engine	Coach No.	Body & type (ICF, RCF, BEML, etc). AT or Non-AT	Year built	Date of last POH	Date of last IOH	Date of Return	Remarks
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3. (a) Total length of coaches/train excluding the engine.
 (b) Total weight of train excluding engine.
 (c) Percentage of brake power of train excluding the loco.
 (d) Whether fully vacuum braked or not.
 (e) Type of brake system (vacuum/air brake)
4. Cost of damage to rolling stock
5. (a) Condition of brake blocks and position of ELP after accident.
 (b) Condition of piston (working/not working).
6. Enclose the particulars of C & W jointly recorded after the accident.
7. (a) Last C&W examination print & type of certifications.

- (b) Extracts from the registers maintained by JE/SE etc.
- 8. Quote instructions from manuals, conference rules, and circulars relevant to the accident.
- 9. Bio-data of staff involved. (Dates of first appointments, promotions, punishments and awards-in brief).
- 10. Were there any similar accidents involving the same type of rolling stock in the last 10 years?
- 11. What is the probable cause of the accident according to you?
- 12. Do you suggest any improved methods of working or improvements to equipment as a result of this accident?

**D. INFORMATION TO BE FURNISHED BY
TRANSPORTATION DEPARTMENT.**

- 1. Accident.
 - (a) Date & Time of accident.
 - (b) Train Nos. involved.
 - (c) Kilometre of accident, between stations and section.
 - (d) Composition of the train.
- 2.
 - (a) Speed of train at the time of the accident.
 - (b) Time of departure & arrival of ill-fated train at the last 3 stations and at last stopping station.
 - (c) Time when previous 3 trains passed over the accident site.

- (d) Was the ill-fated train running late, so how much?
- 3. Weather & visibility at the time of the accident.
- 4. Capacity of the train and number of passengers in occupation at the time of accident (as estimated).
- 5.
 - (a) First information about the accident, who conveyed & how & at what time.
 - (b) How were the uninjured passengers dealt with?
 - (c) Disposal of dead & injured with time of removal from site & admission in hospitals.
- 6. ARME Vans and Accident Relief Train. (Details to be furnished separately for each station)
 - (a) Time of ordering
 - (b) Time of blowing the siren.
 - (c) Time of despatch from the station.
 - (d) Time of arrival at the station immediately in the rear of the accident site and at accident site.
- 7.
 - (a) Time of arrival of various officials including Police, Magistrate who visited the site.
 - (b) Time of Police clearance.
- 8. Interruption to traffic.
 - (a) Details of delay to trains, termination and cancellation of trains and running of duplicate trains etc.
 - (b) Time of clearance and through running.
- 9. Passenger complaints, if any (loss of property etc.) and how they have been dealt.

10. Station Master and Guards date of last vision test, Refresher Course, Safety Camp passing and first aid and date when next due.
11. In the case of accident at a station copy of updated SWR with Rule diagram.
12. Details of any special dispensations obtained from CRS by the Railway Administration and approved special instructions issued, if any.
13. Names and designations of Administrative Officers, Police Officers etc. attending the CRS inquiry on each day.
14. Log of various activities undertaken by the Railway Administration arising out of the accident (Give as an Annexure).
15. Brief details of ex-gratia payments arranged.
16. Bio-data of the traffic staff involved (date of appointments, promotions, punishments and awards).
17.
 - (a) Enclose press cutting of News published in connection with the accident.
 - (b) Press Notifications and advertisements issued in connection with the inquiry.
 - (c) Message issued to the police and the civil authorities regarding the accident inquiry.
18. Were there any similar accidents in the vicinity in the last 10 years.
19. Do you suggest any improved methods of working as a result of this accident.

E. INFORMATION TO BE FURNISHED BY THE MEDICAL DEPARTMENT.

1. Casualties :—
 - (a) Number of passengers killed.
 - (b) Number of passengers grievously hurt.
 - (c) Number of passengers with simple injuries.
 - (d) Number of passengers with trivial injuries.
2. Timings of the arrival of the first doctor (Railway or otherwise) at the site and other doctors subsequently.
3. Timings of :—
 - (a) the receipt of the accident message at the station where medical van is stabled;
 - (b) despatch of the medical van from that station;
 - (c) arrival of the medical van at site;
 - (d) departure of the medical van with the injured from the site;
 - (e) arrival of the medical van with the injured at the Hospital station; and
 - (f) admission of the patients into the Hospital.
4.
 - (a) Details of the medical aid rendered and whether any surgical treatment resorted to at site.
 - (b) give reasons for delay in rendering medical aid.
5. Whether any pain relieving drug administered such as Morphia and if so to how many?

6. Disposal of the injured and the dead with timings.
7. List of casualties (dead)/injured) with details of names, their address and particular of admission and discharge in various hospitals till the date of the inquiry.
8. (a) Did you receive full co-operation from the doctors of the Civil Hospital?
(b) If not, where was the failure?
9. What difficulties have been encountered while dealing with the injured?
10. Have you any suggestions to make to improve the methods of rendering medical aid to the injured?

F. INFORMATION TO BE FURNISHED BY SIGNAL ENGINEERING DEPARTMENT.

1. Damage to S&T Assets :—
 - (a) Brief descriptions.
 - (b) Cost of damage.
2. A detailed Note on signalling and interlocking arrangements in the area and at the station in case of Yard accident.
3. Headquarters, jurisdiction of signal maintenance staff including officers.
4. In case of an accident in a yard, signal plan of the yard to be furnished.
5. Date of last overhaul of Block Instruments, lever frame etc.

6. (a) Date of testing by Inspectors/ASTE/DSTE, prior to the accident.
(b) Results of their tests and action taken.
7. (a) Details of signal failures at the station in the last 3 months.
(b) Details of unsafe failures.
(c) Produce the relevant registers for scrutiny.
8. Instructions from the signal engineering manual etc. and circulars pertinent to the accident may be quoted.
9. Bio-data of staff involved (dates of appointments, promotions punishments and awards).
10. (a) What are the possibilities of failure of S&T equipment in this case ?
(b) How do you eliminate these possibilities?
11. Were there any similar accidents involving signalling in the last 10 years? Give details.
12. Do you suggest any improved methods of working or improvements to equipment as a result of this accident.

G. INFORMATION TO BE FURNISHED BY THE ELECTRICAL DEPARTMENT.

1. OHE.
 - (i) Timings of power supply interruption and shut down.
 - (ii) Action taken to safeguard passengers,
 - (iii) Record of last inspection of OHE at site.

2. Coaches.
 - (i) Condition of electric equipment,
 - (ii) Particular of electric protection,
 - (iii) Record of last inspections.
 - (iv) Whether supply for fans and lights was switched on.
3. Damages.
 - (i) Brief description
 - (ii) Cost.
4. What is the cause of the accident according to you? (in cases like fire etc.)
5. What are the Code rules, circulars pertinent to this accident?
6. Bio-data of staff involved (dates of appointments, promotions, punishments and awards).
7. Were there any similar accidents in the last 10 years involving electrical equipment? Give details.
8. Do you suggest any improved methods of working or improvements to equipment as a result of this accident ?

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APPENDIX - 5

THE RAILWAY PASSENGERS (MANNER OF INVESTIGATION OF UNTOWARD INCIDENTS) RULES, 2003 AS AMENDED IN 2007

(Refer Chapter 10)

G.S.R.646(E). In exercise of the powers conferred by section 129 of the Railways Act, 1989(24 of 1989), read with section 22 of the General Clauses Act, 1897 (10 of 1897), the Central Government hereby makes the following rules, namely:-

1. Short title and commencement.- (1) These rules may be called Railway Passengers (Manner of Investigation of Untoward Incidents) Rules, 2003. (2) They shall come into force on the date of their publication in Official Gazette.

2. Definitions : (1) In these rules, unless the context otherwise requires; -

- (a) 'Act' means the Railways Act, 1989 (24 of 1989);
- (b) 'Claims Tribunal' means Tribunal constituted under the Railway Claims Tribunal Act, 1987;
- (c) 'Diary' means the station diary being maintained by the Station Suptd. for recording daily events happened at the station;
- (d) 'Divisional Office' means The Divisional Headquarter of the Zonal Railway;
- (e) 'Divisional Railway Manager' means the administrative in-charge of the divisional office or the Additional Divisional Railway Manager nominated by him;

- (f) 'Divisional Security Commissioner' means an officer, not below the rank of a Commandant, who is the head of the force of a division or a railway establishment at any other place connected with the railways;
- (g) 'Force' means the Railway Protection Force;
- (h) 'Form' means the form appended to these rules;
- (i) 'Inquest Report' means the report prepared by the police containing details of incident;
- (j) 'Jama Talashi' means the report about the recovery of any belongings of the person affected by the untoward incident;
- (ja) 'Officer of the Force' means the authroised officer as defined in clause (c) of section 2 of the Railway Property (Unlawful Possession) Act, 1966 and clause 26A of section 2 of the Railways Act, 1989;
- (k) 'Police' means a State Police;
- (l) 'Station Superintendent' includes Deputy Station Superintendent, Station Master and Asstt. Station Master or other officer being in-charge of the station;
- (m) Omitted vide GSR 540 (E), dt. 9th August 2007.
- (n) Omitted vide GSR 540 (E), dt. 9th August 2007.
- (o) 'Untoward Incident' means an incident defined under clause (c) of section 123 of the Act; and
- (p) 'Zonal Railway' means a Zonal Railway constituted under section 3 of the Act.

(2) The words and expressions used herein and not defined but defined in the Act shall have the meaning respectively assigned to them in the Act.

3. Report about untoward incident:

Any railway servant, including Guard and Driver of the train, on coming to know of the occurrence of an untoward incident, shall report the incident immediately to the nearest Station Superintendent.

4. Duties of Station Superintendent, Guard, Conductor and Train Ticket Examiner incharge of the train.—(1) If an untoward incident occurs at the station, the concerned Station Superintendent shall immediately arrange for medical assistance to the injured passengers and report such incident within twenty-four hours of the occurrence to the Divisional Security Commissioner in Form-1.

(2) If an untoward incident occurs in the mid-section, the Guard of the concerned train shall inform the Station Superintendent of the nearest station who shall perform the duties referred to in sub-rule (1).

(3) In case the Guard is injured in an untoward incident, the Conductor of the concerned train shall inform the Station Superintendent of the nearest station who shall perform the duties referred to in sub-rule (1).

(4) In case both the Guard and the Conductor are injured in an untoward incident, the Train Ticket Examiner incharge shall inform the Station Superintendent of the nearest station who shall perform the duties referred to in sub-rule (1).

(5) If an untoward incident occurs in mid-section, in the absence of officers mentioned in sub-rules (2), (3) and (4), the

Station Superintendent, if it comes to his notice, shall perform the duties referred to in sub-rule (1).

5. Omitted vide GSR 540 (E), dt. 9th August 2007.

6. Duties of Station Superintendent .- The Station Superintendent, on receipt of an information about the occurrence of untoward incident under rule 3, shall,-

- i) make necessary entries to this effect in the station diary;
- ii) arrange for medical assistance to the injured passengers;
- iii) make out a brief report in respect of spot of the untoward incident and forward copies thereof to the Divisional Office, Zonal Railways, Police and Divisional Security Commissioner of the Force.

7. Conducting of investigation and submission of report by the Force.- (1) On receipt of information under rule 6, an officer of the Force, shall carry out the investigation and shall, -

- i. Obtain copies of the inquest report, post mortem report and Jama Talashi report from the police investigating the incident'
- ii. Obtain a copy of the report specified under clause (iii) of rule 6;
- iii. Obtain information about the untoward incident in Form-2;
- iv. record statement of additional witnesses, if so required.

- v. collect any other evidence required by the circumstances of the case;

(2) The officer of the Force, shall complete the investigation within 60 days and submit a report to the authority specified under sub-rule (2) of rule 10.

8. Conducting of investigation and submission of report by the Police.-

(1) The Police on receipt of the report under clause (iii) of rule 6, shall immediately initiate investigation and prepare inquest report or Injury report in accordance with the procedure laid down in Criminal Procedure Code 1973.

(2) After preparation of report, as mentioned in sub rule (1), the Police shall immediately give clearance certificate for movement of trains from the site of incident so that minimum delay is caused in restoration of train movement.

9. The injured and the next of kin of the deceased passenger may submit evidence and assist Police and Force.- The injured and the next of kin of the deceased passenger may submit all the relevant evidence before the police and assist the police and the force to complete investigation.

10. Forwarding of Investigation report by the Police and the Force.-

(1) The police on completion of the investigation, shall forward the report thereof to the Magistrate, as required under the Criminal Procedure Code, 1973.

(2) The officer of the Force shall forward the report prepared under sub- rule (2) of rule 7 to the Divisional Security Commissioner of the Force.

(3) The Divisional Security Commissioner shall the report to the Divisional Railway Manager within 15 days of the receipt of report of investigation from officer of the force.

11. Action on the Report by the Divisional Railway Manager.- (1) The Divisional Railway Manager, on receipt of the report mentioned in sub rule -3 of rule 10 shall examine the same within 15 days.

(2) When, on examination, Divisional Railway Manager is satisfied that the investigation is complete, he shall pass an order accepting the said report.

(3) If the Divisional Railway Manager has reason to believe that some more inquiry is required in the matter, it shall refer the same back for investigation to the officer of the force along with his observations for further investigation.

(4) On receipt of the reference under sub-rule 3, the officer of the force shall investigate the matter further and submit the report immediately to the Divisional Railway Manager.

12. Communication of order.- Final orders passed on the report by the Divisional Railway Manager shall be communicated to the Station Superintendent who shall maintain the records and make necessary entries in the Station Diary to this effect.

13. Sending Report to Claims Office.-(1) The investigation report along with acceptance of the Divisional

Railway Manager thereon shall be sent within 15 days to the Administrative Incharge of the Claims Office of Zonal Railway where the incident has occurred.

(2) The Administrative Incharge of Claims Office of the Zonal Railway who has received the notice of claim for that particular incident shall arrange to collect the report from the claim office of railway where the incident has occurred and submit the same to the concerned Bench of the Railway Claims Tribunal along with the written statement.

Form-1

(See rule-4)

REPORT OF UNTOWARD INCIDENT

1. Kilometer at which untoward incident occurred:
2. Name of driver of the train with Headquarter:
3. Name of Guard of the train with Headquarter:
4. Name of train ticket examiner of train, if posted, with Headquarter:
5. Nature of the untoward incident:
 - (a) accidental fall
 - (b) bomb blast
 - (c) rioting/shootout
 - (d) others
6. Time of occurrence :
7. Position of human body in relation to track

8. Whether medical help was given to the injured:
9. Whether train stopped or not:
10. Condition of doors and occupation of coach:

Signature
Name and Designation

Date:

Form-2

(See rule-7)

BRIEF PARTICULARS OF UNTOWARD INCIDENT

1. In cases of death :
 - (a) time and place the body was detected.
 - (b) Position of the body in relation to the tracks,
 - (c) Blood stains on ballast or engine, extent of the injuries and whether prima facie inflicted by a train or otherwise;
 - (d) Position of any clothing etc. found on or near the rails.
 - (e) Name of informant, his parentage and address:
2. In case of accidental falling or other untoward incidents :
 - a. Kilometerage at which the passenger fell or person was knocked down.
 - b. Was the incident noticed by the Guard/Driver/TTE and the train stopped or was the alarm chain pulled to stop the train :

- c. Was the train backed to the incident spot :
- d. How the injured or dead person was dealt with:
- 3. In case of a passenger falling out:
 - a. Name, age, sex and address of the passenger, with the particulars of ticket, if any, held :
 - b. If child, also give the name and address of the guardian at the time, and his relationship to the child :
 - c. Where was the person or child seated or standing at the time last seen by fellow passengers :
 - d. Owning Railway, painted number, compartment number, type description and position of the carriage from the engine:
 - e. Condition of doors:
 - f. Officer of the Force on train:
 - g. Brief statement of the injured person containing cause of accident:
 - h. Name and signature of the passenger in whose presence the statement is recorded:
 - i. In the case of a child, the name and signature of guardian;
 - j. Statement of co-passengers:
 - k. Type of injuries sustained by the injured i.e temporary, permanent, partial or complete disablement.

Date:

Signature
Name and Designation

APPENDIX - 6

PROFORMA FOR RECORDING AND CONVEYING FIRST ACCIDENT REPORT TO ALL CONCERNED BY THE DIVISIONAL AS WELL AS CENTRAL CONTROL OFFICE IN CASE OF A SERIOUS ACCIDENT. (Refer 6.04 and 8.06)

1.	TRAIN NO. :	
2.	NAME OF THE TRAIN	
3.	ORIGINATING STATION	
4.	DESTINATION STATION	
5.	DATE & TIME OF ACCIDENT	

6. PLACE OF ACCIDENT

(a)	DIVISION	
(b)	SECTION	
(c)	SINGLE LINE / DOUBLE LINE	
(d)	BETWEEN STATIONS	and
(e)	KM	
(f)	STATE	DISTRICT

7. NATURE OF ACCIDENT (BRIEF PARTICULARS AS AVAILABLE)

8.	TOTAL NO. OF COACHES/WAGONS AFFECTED	
----	--------------------------------------	--

9. CASUALTY (NUMBER OF PERSONS)

(a)	KILLED	
(b)	GRIEVOUS INJURY	
(c)	SIMPLE INJURY	

10. EXTENT OF DAMAGES (According to available information)

(a)	TRACK	
(b)	OHE	

11.	WHETHER ADJACENT LINE IS CLEAR	YES	NO
-----	--------------------------------	-----	----

APPENDIX - 7

ACCIDENT BULLETINS (Refer 8.06 and 8.07)

BULLETIN NO. _____

(This bulletin is followed by First Information Report and all further bulletins are to be serially numbered. This is to be prepared by CHC/Dy.CHC and handover to emergency cell.

- 1. MODIFICATION OF FIRST INFORMATION REPORT IF ANY :
- 2. RELIEF & RESCUE OPERATIONS :

(a) ARME/SPART

Sl.	BASE STATION	TIME ORDERED	TIME DESPATCHED	TIME ARRIVED AT SITE	REMARKS
1.					
2.					
3.					
4.					
5.					

(b) ART / MFD / CRANE :

Sl.	ART/MFD/ CRANE	BASE STATION	TIME ORDERED	TIME DESPAT- CHED	TIME ARRIVED AT SITE	REMARKS

(c) OFFICERS AT SITE :

(d) PARTICULARS OF ASSISTANCE FROM CIVIL/POLICE/MILITARY AUTHORITY SOLICITED :

	AUTHORITY	PARTICULARS OF ASSISTANCE ASKED FOR
(I)	CIVIL	
(II)	POLICE	
(III)	DEFENCE	
(IV)	OTHERS	

3. EXTENT OF DAMAGES

(a)	ROLLING STOCK	
(b)	TRACK STRUCTURES	
(c)	OHE	

4. PROBABLE DURATION OF RESTORATION OF TRAFFIC :

5. PARTICULARS OF IMPORTANT PASSENGER TRAINS DETAINED :

Train No. & Name	Station where being Detained	Time of arrival at the station	Remarks

6. OPENING OF EMERGENCY ENQUIRY COUNTERS :

Station	Official nominated	Telephone No.

7. PRIMA FACIE CAUSE :

SIGNATURE

8. COST OF DAMAGE :

NAME :

9. ANY OTHER INFORMATION :

DESIGNATION :

East Coast Railway

G.A. 3

ACCIDENT REPORT FORM

(To be prepared by committee of Sr. Subordinates of respective department and submit to Sr. DSO within 72 hours from the time of accident. In case of CRS inquiry is ordered, this report shall be countersigned by Jr. Scale Officers or above before submission to Sr. DSO - Refer Rule 8.21)

Department.....

Station.....

Class.....

1. Kilometrage at which the accident occurred and name of the (SKETCH IS ATTACHED) nearest station to the spot.....

2. Date and time of accident.....

3. (a) Number and description of train, name and service number of the Loco Pilot and Engine number.....

(b) Speed of train.....

(c) State if accident occurred on straight road or curve, on level or on a grade.

If on a grade whether it was with or against train.....

(d) Weather conditions and visibility

APPENDIX - 8 (Contd.)

4.	Nature and cause of accident
5.	Persons injured, nature and extent of their injuries-
(a)	Names and address, number of tickets held, station from and to which travelling, number and class of carriage in which travelling, caste, sex, approximate age and occupation
(b)	The result of medical examination, caste, sex, approximate age, occupation, ticket number, station from and to & etc. to be given.
(c)	What became of the injured person ?
(d)	If a railway servant is injured on duty how long on duty at the time of accident, the probable time to resume duty may be stated.

APPENDIX - 8 (Contd.)		
6.	Individual number of vehicles damaged, extent of damage-	
(a)	Position of vehicles or vehicles in relation to engine	
(b)	How disabled vehicles were disposed of ?	
7.	Approximate cost of damages giving list -	
(a)	Permanent Way	Rs.
(b)	Locomotive	Rs.
(c)	Rolling Stock	Rs.
(d)	Signalling and interlocking	Rs.
(e)	Electrical equipment	Rs.
(f)	To property in train or within station limits	Rs.

APPENDIX - 8 (Contd.)

8.	In case of obstruction on line (Cattle run over, & etc.)	
(a)	What was the cause of obstruction ?	
(b)	Did it appear wilful or accidental ?	
(c)	Is any one suspected ?	
(d)	Was the line fenced ?	
(e)	If so, state of the fencing	
(f)	Was the engine fitted with a cow-catcher or cattle guard?	
(g)	Has obstruction been removed ?	
9.	In case of trains parting, broken tyres, wheels, axles, rails, hot axles, fires in trains-	
(a)	Composition of the train, details of load	
(b)	How far was vehicle from engine, motor coach, number and owning Railway	

APPENDIX - 8 (Contd.)

9. (Contd.		
(c)	Was engine fitted with a spark arrester, if so, pattern?	
(d)	Class of fuel	
(e)	Description of the content of the vehicles	
(f)	What was the cause of the breakage of tyres, wheels, axles and rails	
(g)	Condition of broken metal, how disposed of	
(h)	In case of persons falling out, or fires, & etc., in passenger trains, state if chain alarm was pulled.	
10.	In case of deaths in train –	
(a)	Give description of deceased, caste, name, age, sex, whether railway servant, passenger or trespasser, residence, employment or vocation	

APPENDIX - 8 (Contd.)

10. (Contd.)

(b)	If passenger, Number and class of tickets	
(c)	Number of persons in same compartment	
(d)	Number, type and class of carriage, if the death is due to infectious disease, whether carriage was detached and inaugurated ?	
(e)	Cause of Death	
(f)	List of property belonging to deceased and how disposed of	
(g)	State what has been done with body whether made over to the relatives, or police or sent to Civilian Surgeon	
(h)	In case of persons injured by open doors or fallen out of carriages, say if there was any latrine in carriages	
(i)	Whether depositor has been taken by Police Station staff	

APPENDIX - 8 (Contd.)

11.	In case of dead bodies or injured persons discovered on line or within stations limits --	
(a)	State in what position body was lying and give details of any apparent injury to the body or other circumstances which may have caused death or injury	
(b)	Whether passenger, railway servant, trespasser or suicide	
12.	If persons run over-	
(a)	Did the Engine crew see the person ?	
(b)	Was the Loco Pilots or Ass.t Loco Pilot view at the site of the accident obstructed ?	
(c)	Was it daylight or dark at the time ?	
(d)	If it was not definitely known by what train the person had been run over, was the Crew Controller at both end of the engine run to examine engines for traces of blood marks or other evidence.	

APPENDIX - 8 (Contd.)

13.	In case of derailments, trains put on a wrong line, collision or burst point. --	
(a)	Number, owning Railway and type of vehicles derailed or damaged and position of vehicle on train.	
(b)	State whether points and signals were properly fastened or set in the right direction and signals, disputed, also whether lights were visible, flags properly exhibited & etc.	
(c)	State if points or signals were interlocked	
13A.	In case of averted collisions, state--	
(a)	Load of train	
(b)	No. of vacuum-braked vehicles	
(c)	Speed of train when obstruction or danger was observed	

APPENDIX - 8 (Contd.)

13A. (Contd.)

	(d) Distance from engine to obstruction when latter was first observed	(e) Time and visibility
14.	In case of engine passing signals at danger --	
(a)	If signals are interlocked	
(b)	By what length did the Loco Pilot pass the signal at danger ?	
(c)	If danger signals exhibited and by whom ?	
(d)	Was the block section occupied and when did the last train leave ?	
15.	If vehicles blown away from stations, state how the vehicles were fastened and how they broke abrupt.	
16.	Detention to trains affected and further probable detention if no more running is yet resumed	

APPENDIX - 8 (Contd.)

17.	(a)	How long was road blocked and to what extent	
	(b)	If transhipment was necessary, what arrangements were made	
18.		What system of block working is in force and was everything regular? If, not, give details	
19.		Measures taken to re-establish traffic	
20.		Time assistance sent for and time arrived	
21.		Station arrived from	
22.		Cause of delay, if any, getting assistance	
23.		Report by Guard	
24.		Report by Loco Pilot	

APPENDIX - 8 (Contd.)

25.	In case of serious accidents--	
(a)	Whether R.M.S. authorities advised in case of accident to a train carrying mails.	
(b)	Whether local Government authorities duly advised (if accident comes within the purview of section 83 of the Indian Railway Act).	
26.	Action taken in regard to staff responsible, Name and designation and the department the staff belongs to, should be asked	
	Description and cause of accident*	
No.....		Dated.....
Forwarded to the.....for information.		
Station.....		Signature.....
Date.....20.....		Designation.....
*Note. - If additional space is required, add a sheet.		

APPENDIX - 9

PROFORMA FOR REPEATING ACCIDENT INFORMATION TO ALL PHODs AND RAILWAY BOARD

(To be prepared and submitted by DRM to all PHODs at Zonal HQ. and Railway Board within 24 hours from the time of accident - Refer rule 8.23)

.....of.....Train on.....Railway
information received from.....at
.....hrs. on date.

1. Date and Time of Accident :
2. Division :
3. Section :
4. Station / Block Section :
5. Location :
6. Electrified / Non Electrified
Route :
7. System of Working
(Absolute/Automatic/etc.) :
8. Train Particulars :
 - (i) Train No./Name :
 - (ii) Engine No. :
 - (iii) Load :

9. Rolling Stock involved :
10. Total No. of Coaches/
Wagons capsized /derailed :
11. First Officer reached at site
and time :
12. Casualty
 - (i) Dead :
 - (ii) Grievous Injury :
 - (iii) Simple Injury :
 - (iv) Trivial Injury :
13. Brief description of accident :
14. Time of Accident message
received, ARME/ART
despatched and reached
at site :
15. Cause of delay in despatch
of relief train if any :
16. Repercussions :
17. Prima Facie :
18. Time of Restoration :
19. State /Hd.Qrs. Civil District :
20. Any other information :

Signature :

Name :

Designation :

Date/Time

APPENDIX - 10

Details of concerned jurisdiction of District Magistrate, SP etc. to whom the accidents are to be reported. Concerned portion should be displayed at the Stations, Loco Shed, Coaching Depots, Workshops, Hospitals etc. (refer rule-1.04(a))

A. MAIN LINE

(BHC-PSA-VSKP-DVD)

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	287/15-17	319/33-35	KUR	Bhadrak	Orissa
2	319/33-35	385/17-19	KUR	Jajpur	Orissa
3	385/17-19	420/19-21	KUR	Cuttack	Orissa
4	420/19-21	537/7-9	KUR	Khurda	Orissa
5	537/7-9	620/9-11	KUR	Can jam	Orissa

Appendix-10 Contd.

6	620/9-11	629/43-45	KUR	Srikakulam	A.P
7	629/43-45	632/17-19	KUR	Ganjam	Orissa
8	632/17-19	678/9-11	KUR	Srikakulam	A.P
9	678/11	783/11	WAT	Srikakulam	A.P
10	783/11	857/21-23	WAT	Vizianagaram	HP
11	857/21-23	881/20	WAT	Visakhapatnam	A.P
12	759/27	771/23	WAT	Visakhapatnam	A.P

**B. BRANCH LINES
(KUR-PUI)**

1	2	3	4	5
S.No	Accidents occurred within Railway track Km	Division	District	State
	From			
	To			
1	456/8-9	498/28	KUR	Puri
				Orissa

Appendix-10 Contd.

(CTC- PRDP)

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	409/27-29	423/9-11	KUR	Cuttack	Orissa
2	423/9-11	491/42	KUR	Jagatsinghpur	Orissa

(NRG-TLHR)

1	2		3	4	5
S.No	Accidents occurred within Rly track Km		Division	District	State
	From	To			
1	397/24-26	430/26-28	KUR	Cuttack	Orissa
2	430/26-28	481/8-10	KUR	Dhenkanal	Orissa
3	481/8-10	491/15	KUR	Angul	Orissa
4	154/0	169/21	KUR	Angul	Orissa

Appendix-10 Contd.

(JKPR-DTR)

1	2		3	4	5
S.No	Accidents occurred within Rly track Km		Division	District	State
	From	To			
1	456/8-9	498/28	KUR	Jajpur	Orissa

(JRLI-TMKA)

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	16/3	123/1-2	KUR	Kendujhar	Orissa
2	123/1-2	154/2	KUR	Jajpur	Orissa

(JSG-TIG) *Appendix-10 Contd.*

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	515/1	524/1	SBP	Jharsuguda	Orissa
2	524/1	540/11	SBP	Sambalpur	Orissa
3	540/11	635/1	SBP	Bargarh	Orissa
4	635/1	647/3	SBP	Sonepur	Orissa
5	647/3	743/7	SBP	Bolangir	Orissa

(SBP-ANGL)

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	1/4	80/3	SBP	Sambalpur	Orissa
2	80/3	154/0	SBP	Angul	Orissa

(R-TIG-THV) *Appendix-10 Contd.*

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	4/3	43/0	SBP	Raipur	C.G
2	43/0	43/0	SBP	Mahasamund	G.G
3	102/12	134/7	SBP	Nuapada	Orissa
4	134/7	213/12	SBP	Bolangir	Orissa
5	213/12	252/4	SBP	Bhawanipatna	Orissa
6	252/4	327/2	SBP	Rayagada	Orissa

(SPRD-VZM)

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	365/9-10	465/35	WAT	Vizianagaram	A.P
2	327/2	365/9-10	WAT	Rayagada	Orissa -

(SPRD-RGDA)-KR LINE *Appendix-10 Contd.*

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	74/3	163/8	WAT	Rayagada	Orissa
2	0	74/3	WAT	Koraput	Orissa

(KTV-KRPU)- KK LINE

1	2		3	4	5
S.No	Accidents occurred within Railway track Km		Division	District	State
	From	To			
1	0	68/8	WAT	Vizianagaram	A.P
2	68/8	117/3	WAT	Visakhapatnam	A.P
3	117/3	275/12	WAT	Koraput	Orissa
4	275/12	367/0	WAT	Bastar	C.G
5	367/0	446/0	WAT	Dantewada	C.G

APPENDIX - 11

Format for list of hospitals and dispensaries to be displayed at all stations, coaching depots, sheds, workshop, etc. (Refer para 1.04 (b))

Name & Address of nearest major hospitals	Distance from the station / shed, etc.	Ambulance Facility	No. of beds available	Telephone Nos. with STD Code
1	2	3	4	5

Note : Any change in the particulars shall be entered as and when it takes place and the particulars shall be kept up-to-date by the Station Master.

[illegible]

Note : Any change in the particulars shall be entered as and when it takes place and the particulars shall be kept up-to-date by the Station Master.

APPENDIX - 13

LIST OF CONTROLLING STATIONS IN CASE OF ACCIDENTS

SS incharge of these controlling stations are to proceed to accident side occurred in his section as soon as he receives the message - refer rule 1.02 (f).

Khurda Road Division :

S.N.	Controlling Stations	Stations between
1.	BHC	RNTL (Jn Cabin) (IN) - JJKR (EX)
2.	JJKR	JJKR (IN) - BYY (IN)
3.	CTC	BYY (EX) - CTC - BRAG (EX) CTC - KDRP (IN) KIS / NRG (IN) - RJGR (EX)
4.	PRDP	PRDP -KDRP (EX)
5.	BBS	RTN (EX) - BBS - BRAG (IN)
		BRAG - NQR - RJGR (EX)
6.	KUR	RTN (IN) - KUR - KAPG (EX)
		KUR - DEG (EX)
7.	PUI	PUI - DEG (IN)
8.	BALU	KAPG (IN) - RBA (IN)
9.	BAM	RBA (EX) - PSA (IN)
10.	PSA	IPM (EX) - PSA (IN)
11.	DNKL	RJGR (IN) - HND (IN)
12.	TLHR	ANGL (IN) - TLSB (IN)
		HND (EX) - TLHD, Talcher Jn, Cabin-TLHR
13.	SKND	JKPR (EX) - CLKD (IN) / DATR
14.	KDJR	CLKD (EX) - NYG (IN)

Sambalpur Division :

S.N.	Controlling Stations	Stations between
1.	RGL	JSG (EX) - SLRA (EX)
2.	SBP	HKG (EX) - SLRA(IN) - JUJA (IN)
3.	RAIR	JUJA (EX) - SRGP (IN)
4.	BONA	SRGP (EX) - ANGL (EX)
5.	HKG	HKG (IN) - ATS (IN)
6.	BRGA	ATS (EX) - KHPL (IN)
7.	BLGR	KHPL (EX) - SFC (IN)
8.	TIG	SFC (EX) - TIG - MRBL (IN)

S.N.	Controlling Stations	Stations between
9.	KSNG	TIG (EX) - NRLR (IN)
10.	AMB	NRLR (EX) - DKLU (IN)
11.	MNGD	DKLU (EX) - THV (IN)
12.	KBJ	MRBL (EX) - LKNA (IN)
13.	KRAR	LKNA (EX) - BGBR (IN)
14.	MSMD	BGBR (EX) - BLSN (IN)
15.	MNDH	BLSN (EX) - RVH

Waltair Division :

S.N.	Controlling Stations	Stations between
1.	VSKP (SS/Gaz)	VSKP Station - GPT (IN) - DVD (IN)
1a.	VSPS (ARM/VSPS)	VSPS, VDPD, JGPM, NTPC Complex
1b.	WMY (ARM/WMY)	WMY Complex, Vizag Port
2.	SCMN	GPT (EX) - KUK (IN)
3.	VZM	KUK (EX) - CPP (IN) & VZM - GPI (IN)
4.	CHE	CPP (EX) - KBM (EX)
5.	NWP	KBM (IN) - PSA (EX) NWP - PDSN (IN)
6.	PLH	PDSN (EX) - HBE (IN)
7.	GNPR	HBE (EX) - GNPR
8.	VBL	GPI (EX) - SNM (IN) & VBL - SALR
9.	PVP	SNM (EX) - JMPT (IN)
10.	RGDA	JMPT (EX) - THV (EX) RGDA - LKMR (EX)
11.	KRPU	LKMR (IN) - KRPU DMRT - JRT (EX) KRPU - MKRD (EX)
12.	JYP	JRT (IN) - KPRR (EX)
13.	JDB	KPRR (IN) - SZY (EX)
14.	BCHL	SZY (IN) - KRDL
15.	ARK	MKRD (IN) - CMDP (EX)
16.	SUP	CMDP (IN) - KTV (EX)

NOTE : In case of any disaster, for Item No. 1a and 1b, the powers for requisition of medical assistance from the civil side and on the spot purchase of essential items including medicine in case of disaster is laid upon VSKP (GAZ).

APPENDIX - 14

Telephone Nos. of National Disaster Management Authority over ECoR (refer rule 11.09)

Sl	Name	Land line & Mobile No
	National Disaster Management Authority, NDMA Bhawan, A-I, Safdargunga Enclave, New Delhi, Pin - 110 029.	011-26701700
1.	Commandant, 4th CISF Mundali (Orissa), NDRF	0671-2879710 09437964574 099371 86222 (ControlRoom)
2.	Commandant, 4th CISF Barasat, (KOLKATTA), NDRF. (for Chemical)	033 - 25263077 & 25264394
3.	Andhra Pradesh State Disaster Management Authority, Secunderabad.	040-23452620, 23452143, 23235170 040-23455340, 23545028, 23412951
4	Chhatisgarh Disaster Management Authority, Raipur	0771-2221207, 2221328, 2272616
5.	Orissa State Disaster Management Authority (OSDMA), Bhubaneswar	0674 - 239S379 & 2395398/2396901
5.1	Orissa Disaster Rapid Action Force (ODRAF), Cuttack	0671-2442148 0671-2442259 94373 42784 94373 58292
5.2	Orissa Disaster Rapid Action Force (ODRAF), Balasore	06782-262004 06782-262009 06782-262005(Res)
5.3	Orissa Disaster Rapid Action Force (ODRAF), Chhatrapur	06811-260375 06811-2292471 94371 53366 98612 61402
5.4	Orissa Disaster Rapid Action Force (ODRAF), Jharsugda	06645-270096 06645-270079 94372 12794
5.5	Orissa Disaster Rapid Action Force (ODRAF), Koraput	06852-251344 06852-251258 94371 11879 94374 68623

APPENDIX - 15

HELPLINE BOOTHS IN EAST COAST RAILWAY (Ref Rule – 6.10(a))

Waltair Division		Khurda Division		Sambalpur Division	
Station	Telephone	Station	Telephone	Station	Telephone
NWP	08945-249728	BHC	06784-252440	JSG	06645-270977
CHE	08942-286313	JJKR	06726-221303	SBP	0663-252122
VZM	08922-224240	CTC	0671-2610406	RAIR	06644-253169
KTV	08966-273131	BBS	0674-2531637	BLGR	06652-232620
VSKP	0891-2746268	KUR	0674-2490670	TIG	06655-220525
DVD	0891-2587301	BALU	06756-220412		and 220490
PVP	08963-221038	BAM	0680-2201413	KSNG	06677-222040
RGDA	06856-222023	PSA	08945-241039		and 222033
LKMR	06855-268608	PURI	06752-223476	AMB	06863-244800
KRPU	06852-251442	DNKL	06762-228529	THV	06856-230008
ARK	08963-249632	TLHR	06760-240231	KBJ	06657-220484
JDB	07782-222408	ANGL	06764-232731	TRKR	06657-243289
KRDL	07857-255799	PRDP	06722-222182	KRAR	06678-222236
				MSMD	07723-222068
				Raipur	0771-2525018

APPENDIX - 16

Telephone Numbers of Disaster Management Rooms (Divisional and Zonal Emergency Cell) (Refer Rule- 6.08)

	Zonal HQ	Waltair Division	Khurda Division	Sambalpur Division
Railway	50525, 50625, 50725, 50825 and 50925	82088, 82089, 83082 and 83096	72819 and 72820	62500 and 62401
BSNL	0674-2301525 and 2301625	0891-2746266 and 2746255	0674-2492372	0663-2529091 and 2533037
Satellite (INMARSAT)	00870-763982056, 763982060	00870-763096143(WAT) 763096290(KRPU)	00870-763096090 763982052	00870-763096078 763982064

APPENDIX - 17

Addresses of Forensic Science Laboratories in jurisdiction of ECoR (Refer rule 7.03 and 8.03)

Address	Telephone No	Fax No
Director State Forensic Science Laboratory Police Line Campus Tikrapara, Raipur Chhattisgarh - 492 002	0771-2251258 9425208017	0771-2251258
Director Forensic Science Laboratory Reed Hillis, Opp. Niloufer Hospital Andhra Pradesh, Hyderabad - 500004	040-23390398	040-23394449
Director State Forensic Science Laboratory Rasulgarh, Bhubaneswar Orissa-751010	0674-2586187 0674-2586417	0674-2586187
Director State Forensic Science Laboratory 37/1/2, Belgachia Road West Bengal, Kolkata - 700 037	033-25565430	033-25565430

APPENDIX - 18

The following registers shall be maintained for each Relief Train. (Refer Rule 4.09)

1. A.R.T. Log Book

Movement of Accident Relief Trains bases at.....

1.	Serial No.		
2.	Date		
3.	Destination		
4.	Distance in KMs.		
5.	Time of accident		
6.	Time of ordering		
7.	Time ready		
8.	Bar line departure		
9.	Station arrival		
10.	Station departure		
11.	Destination arrival		
12.	Departure for accident spot		
13.	Arr. at accident spot		
14.	Time work commenced		
15.	Time work completed		
16.	Time left site of accident		
17.	Departure out station yard		
18.	Shed arrival		

19. Reason for delays beyond target time (if any)
20. Initial of ART in-charge
21. Initial of Breakdown Supervisor in-charge
2. Attendance Register :
- Serial No.
- Name
- Designation
- Whether trained in tent pitching
- Use of field phone
- First Aid
- Tillys & Petromaxes
- Diesel Engine Operation
- Electric flood light and generator
- Gas Cutting Date
3. List of Equipment.
- Vehicle No.....Compartment.....Total stock.....
- Remarks.....
- | Sr. No. | Description | No. |
|---------|-------------|-----|
| 1 | 2 | 3 |
4. Chain/Wire Ropes Testing Register.
- Chain/Wire Rope No.....of Crane No.....at station.....
- Description.....

Date Recd.	Date put into commission	Link size	Length	Testing load T.C.O.
1	2	3	4	5

Safe working load T.C.O.	Date tested	Certificate No.	Date due Testing	Date despatched to stores
6	7	8	9	10

5. Test Register. : (Rolling stock, First Aid Equipment, Field Telephone & Public address system, Detonators, Gas cutting equipment, Petromaxes & Tilly lamps, Generators, compressors and few blank sheets).

Date of Test	Identification No. of Equipment	Remarks	Initial of Inspector/ A.R.T.I./C
1	2	3	4

6. Inspection Register : (a) Headquarters Officers
(b) Other Officers (c)
Inspectors.

Date	Remarks	Action taken by ARTI/C	Initial of L.F.
1	2	3	4