

CHAPTER II

DEFINITIONS

2.01. Definition.—

- (i) **Train** :- A train is a set of vehicles, empty or loaded, worked by locomotive, or any other self-propelled unit including light engine/engines or rail-motor vehicles or a single rail-motor vehicle, empty or conveying passengers, livestock, parcels or goods, which cannot be readily lifted off the track and running under a particular number or a distinct name from fixed point of departure to a fixed destination. Part of a train shall also be treated as a train for the purpose of these definition, classification and statistics, The train engine or any other vehicle once put on the train continues to be a part of the train until the station is reached beyond which it is not required to go on the same train. At such stations, the moment the train engine or any other vehicle is cut off the load, it ceases to be a part of the train.
- (ii) **Passenger Train** :- A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. 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 authorized escorts or similar such train shall be treated as a passenger train.
- (iii) **Other Train** :- All other trains not covered under (ii) above shall be termed as 'other trains'.

2.02. Accident.—

For the purpose of Railway working, accident is an occurrence in the course of working of Railway which does or

may affect the safety of the Railway, its engine, rolling stock, permanent way and works, fixed installations, passengers or servants or which affect the safety of others or which does or may cause delay to train or loss to the Railway. For statistical purposes accidents have been classified in categories from "A" to "R" excluding "I" and "O".

2.03. Injuries.—

Injuries are classified as :

- (a) Grievous
- (b) Simple
- (a) **'Grievous'** injuries for purpose of these statistics should be taken as injuries as defined in Section 320 of Indian Penal Code reproduced below for ready reference. (Section 320, Indian Penal Code 45 of 1860)

Following kinds of hurt only are designated as 'grievous' :-

- (i) Emasculation.
- (ii) Permanent privation of the sight of either eye.
- (iii) Permanent privation of the hearing of either ear.
- (iv) Privation of any member (limb) or joint.
- (v) Destruction or permanent impairing of the powers of any member or joint.
- (vi) Fracture or dislocation of a bone or tooth.
- (vii) Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, or in severe bodily pain or unable to follow his ordinary pursuits.
- (b) **Simple Injuries** :
- (i) A person will be considered to have incurred simple injuries if these injuries incapacitate the injured

person to follow his customary vocation during 48 hours after the accident.

- (ii) A Railway servant is considered to have been injured if he/she is prevented from returning to work as a result of injuries for a period of 48 hours after the occurrence of the accident.

2.04. Threshold Value.—

For the purpose of accident, threshold value is the minimum value beyond which the accident will be treated as having serious repercussion on the basis of loss to railway property or interruption to communication. It shall constitute two portions:

(a) Threshold value of Railway property, loss of which is fixed at One lakh rupees;

or

(b) Threshold value of interruption to communication either partial or total where duration of interruption is equal to or more than number of hours specified against each cell.

Interruption	BG-A, B, C or D. Spl. (in hours)	BG-D and E, Spl (in hours)	BG-E (in hours)
Total	3	4	6
Or	Or	Or	Or
Total+Partial	6	8	12

Duration of interruption is defined as duration from the time of accident till starting of the first commercial train (Goods or Passenger) on line clear from adjacent station for movement over the affected line in that section.

A time frame of 30 minutes has been laid down within which the first commercial train should start on line clear from adjacent station for movement over the affected line. Cases of movement of commercial train after 30 minutes of fitness of track/OHE shall be categorised as delay in restoration of traffic. In case, there is no commercial train available to be run on that section after track fit/OHE fit, an exception may be made at the level of COM, who shall certify that there was no commercial train to pass over the affected section within 30 minutes of track fit/OHE fit.

2.05. Reportable Train Accidents .—

All accidents falling under the purview of Section 113 of the Indian Railway Act 1989 are termed as reportable train accidents and include following :-

- (a) any accident attended with loss of any human life, or with grievous hurt.
- (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) accidents which are attended with loss of human life in passenger trains involving train wrecking, or attempted train wrecking, cases of running over, obstruction placed on the line, passengers falling out of train or fire in trains, or grievous hurt as defined in the Indian Penal Code, or serious damage to railway property of the value exceeding Rupees Two Crores which may not have actually occurred but by the nature of the accident might reasonably have been expected to occur and also cases of land slides or of breach by rain or flood which cause interruption of any important through line of communication for at least 24 hours.

2.06. Serious Accident. —

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 Cores and any other accident which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway Safety requires the holding of any inquiry by the Commissioner of Railway Safety shall also be deemed to be a serious accident. However, the following shall be excluded :-

- (a) cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness;
- (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 train; and
- (c) Level crossing accident where no passenger or Railway Servant is killed or grievously hurt 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.

2.07. Sabotage means criminal interference with any part of the working machinery of a Railway with the object of rendering it inoperative or any act intended to cause loss of life and damage to Railway property.

2.08. Train Wrecking means wilful obstruction of or tampering with the permanent way, works, rolling stock, structures or equipment, resulting in an accident to a train with or without loss of life or damage to Railway.

2.09. Attempted train wrecking means wilful obstruction of or tampering with the permanent way, works, rolling-stock, structures or equipment, which if undetected, would have resulted in an accident to a train.

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

Provided, further, that such an occurrence may not be treated as an averted collision :-

- (a) If, outside the station limits, the distance between the two trains or the train and obstruction at the time the train or trains have finally come to a stop, is 400 metres or more.
- (b) If, within the station limits, there is an intervening stop signal at danger governing the moving train and compliance by the moving train with the indication conveyed by the stop signal averted the collision between the trains or between the train and the obstruction.

2.11. Breach of Block rules.— When a train enters a block section without any authority or without proper authority to proceed or passes an intermediate block signal without observing GR 3.75 and SRs there to or is received on a blocked line not constituting an averted collision, or when it enters or

received on a wrong line at a station or a catch siding or slip siding or sand hump, the incident constitutes a case of Breach of Block Rules.

2.12. Engine failure.— An engine is considered to have failed when it is unable to work its booked train from start to destination.

2.13. Partial failure of engine.— Reduction of the load for a part of the journey would constitute partial engine failure provided this is due to mechanical defect on the engine or mismanagement on the part of engine crew.
