

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2000/Safety(A&R)/19/20

New Delhi, dated 13.12.2000

The General Manager(Safety)/OSDs,
All Indian Railways
Including Metro Railway,
Konkan Railway Corporation and
Railway Electrification.

Sub : Definition and Re-classification of Accidents on Indian Railways.

1. In continuation of instructions contained in the Board's letter of even number dated 31.10.2000 on the subject mentioned above, the Board (CRB) has desired that:-

- (a) Follow up action on DAR cases should cover all accidents and not only those which are reportable to the Railway Board/Hqrts as per revised guidelines,
- (b) emphasis on relaying the prima-facie cause within 24 hours should be relevant to all type of accidents,
- (c) monitoring of adequacy of punishment should be for all type of accidents,
- (d) emphasis by the Divisional/Zonal offices in following the laid down schedules of accident inquiry, DAR cases and its finalisation, should be relevant for all types of cases,
- (e) Statistical information regarding incidents not relayed to Board should be covered in monthly Safety MCDO's along with action taken.

2. Railways are advised to follow above instructions without exception.

These may be incorporated in Accident Manual of respective Railways.

Sd/-
(Indra Ghosh)
Executive Director/Safety
Railway Board

DA: As above

No.2000/Safety(A&R)/19/20

New Delhi, dated 13.12.2000

Copy forwarded for information and necessary action to :-

1. The Chief Commissioner of Railway Safety/Lucknow (10 copies)
2. The Chief Safety Officers, All Indian Railways (10 copies each)
3. The Director General, RDSO, Lucknow.

4. The Director General, Railway Staff College, Vadodara.
5. The Principal, Indian Railway Institute of Advanced Track Technology, Pune.
6. The Principal, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
7. The Principal, Indian Railways Institute of Signal Engineering and Telecom, Secunderabad.
8. The Chairman, Bombay Port Trust Railway/Bombay, Calcutta Port Trust Railway/Calcutta, Kandla Port Trust Railway/Kandla, Madras Port Trust Railway/Madras and Visakhapatnam Port Trust Railway/Visakhapatnam.
9. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi (10 copies).

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DG/RPF, AM/C, AM(CE), AM(L), AM/ME, AM/Sig., AM/Traffic, AM/Tele, ED/Chg., EDTT(M), EDTT(S), ED/Stat, EDCE(G), EDME(Fr.), EDME(Traction),

CE-I, CE-II, Elec.(G), Elec.(TRS), Mech./C, Mech./L, Mech./N, Safety-I, Sig., TC(FM), TT-IV, Telecom, Punctuality Cell, Security and Library Branches of Railway Board.

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Railway Electrification.

Sub : Definition and Re-classification of Accidents on Indian Railways.

In supercession of instructions contained in Board's letter No.88/Safety(A&R)/29/8 dated 18.4.1988 and letters of even number dated 10.8.2000 and 17.10.2000 regarding classification of accidents, Board has re-examined the matter and has decided to re-define, interalia, accidents as follows :-

1. 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 1(ii) shall be termed as 'other trains'.

2. 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 servant 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".

3. 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’:-

- (A) Emasculation.
 - (B) Permanent privation of the sight of either eye.
 - (C) Permanent privation of the hearing of either ear.
 - (D) Privation of any member or joint.
 - (E) Destruction or permanent impairing of the powers of any member or joint.
 - (F) Fracture or dislocation of a bone or tooth.
 - (G) 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 occurrence of 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.

4. 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 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, E Spl or MG-Q,R (in hours)	BG-E, MG-S or NG route (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 first train on line clear from adjacent station for movement over the affected line in that section.

5. Classification of Accidents:

Accident are classified under following heads :-

- I. Train Accidents.
- II. Yard Accidents,
- III. Indicative Accidents.
- IV. Equipment Failures.
- V. Unusual Incidents.

Detailed classification is given in Annexure-I

I. Train Accidents:

Train accident is an accident that involves a train. Train accidents are further divided as :-

- (a) Consequential train accidents; and
- (b) Other train accidents

(a) **Consequential train accidents** include train accidents having serious repercussion in terms of loss of human life, human injury, loss to Railway property or interruption to Rail traffic. Train accident under following classification will be termed as consequential train accidents :-

Collision : *All cases under categories A-1 to A-4.*

Fire : *All cases under categories B-1 to B-4*

Level Crossing : *All cases under categories C-1 to C-4*

Derailment : *All cases under categories D-1 to D-4*

Miscellaneous : *All cases under category E-1*

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

II. Yard Accidents:

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

III. Indicative Accidents:

In real term they are not accidents but are serious potential hazards and include all cases of train passing signal at danger, averted collision, breach of block rule coming under classification F, G and H.

IV. Equipment Failure:

These include all failure of railway equipment i.e. failure of locomotive, rolling stock, permanent way, overhead wire, signaling and telecommunication equipment and include cases falling under classification J, K, L and M.

V. Unusual Incidents:

These include cases related to law and order but not resulting in train accidents and other incidents under classification N, P, Q and R.

6. Reportable Train Accidents:

All accidents falling under the purview of Section 113 of the 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 obstructions placed on the line, of passengers falling out of train or of fires in trains, or grievous hurt as defined in the Indian Penal Code, or serious damage to railway property of the value exceeding rupees twenty five lakhs which have not actually occurred but which by the nature of the accident might reasonably 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.

7. 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.25,00,000 and any other accident which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway Safety requires the holding of an 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.

8. Reporting of Accident :

- (a) **To Railway Board :** A telephonic advice should be relayed to nominated officer in Railway Board's Office immediately after the accident in case of following categories of accidents :-

- (i) **All consequential train accidents.**

- (ii) **Any yard accident having serious repercussion on movement of traffic on through/main line resulting in dislocation of traffic more than the threshold value as indicated above.**

- (iii) **Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value as indicated above.**

In addition to this, periodic(monthly) statement of Accidents in all categories shall be submitted to Railway Board in prescribed proforma.

- (b) **To Zonal Railway :** A telephonic advice should be relayed to nominated officer in Zonal HQ immediately after the accident in case of following categories of accidents :-

- (i) **All train accidents.**

- (ii) Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value as indicated above.
- (iii) Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value as indicated above.

In addition to this periodic (monthly) statement of Accidents in all categories shall be submitted to Zonal Headquarter in prescribed proforma.

9. Level of Enquiry :

- (i) All serious accident shall be inquired into by the Commissioner Railway safety.
- (ii) In case of Commissioner of Railway Safety or Chief Commissioner of Railway Safety is not in a position to inquire into the serious accident cases the Inquiry shall be done by JA Grade Inquiry Committee.
- (iii) All other consequential train accidents except Unmanned Level Crossing Accidents shall be inquired into by a committee of JA grade officers and in its absence by Branch officers. Consequential Unmanned Level Crossing Accidents shall be inquired into by a Committee of Junior Scale Officers.
- (iv) All other train accidents shall be inquired by a committee of Senior scale or Junior Scale Officers as decided by respective DRMs.
- (v) All yard accidents shall be inquired into by a Committee of Senior Supervisors
- (vi) Safety Officer shall be one of the members of all Departmental Accident Inquiry Committee. In case Safety Officer in same grade as of the inquiry committee is not available in the Division, Safety Officer of one grade below may be nominated for the Inquiry Committee.
- (vii) All cases of indicative Accidents shall be inquired into by a Committee of Junior Scale Officers.
- (viii) All cases of equipment failure shall be inquired into by a Senior Supervisors/Supervisors of respective departments.

10. Rules for the preparation of accident returns :

- (i) Accidents to trains shall be accounted for by the Railway which exercises jurisdiction over the site of accident. Engine failures shall be accounted for by the Railway owning the engines.

- (ii) A train intended solely or partly for the carriage of passengers shall be treated as passenger train. All other trains will come under the category of other trains.
- (iii) Statistical returns in the prescribed proforma showing cumulative data till the end of the month should be submitted so as to reach Board's Office not later than 7th Day of the next month.
- (iv) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. With regard to the accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that further details would follow.
- (v) Each accident must be shown only once and in the event of an accident falling in more than one category, it should be treated as an accident in the higher category.
- (vi) Derailments or bumping during reversing or shunting operations etc. on an incoming, outgoing or any other load, including a sectional carriage, etc. shall be deemed to be a 'train accident' only when the train engine or a vehicle still forming a part of the train derails or as a result of bumping casualty (including injuries) or loss to Railway property takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.
- (vii) Interruption is defined as duration from the time of accident till starting of first train on line clear from adjacent station for movement over the affected line in that section.
- (viii) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amount to Rupees 5000 and above.
- (ix) Equipment failure shall include all failures irrespective of date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category.
- (x) Details and Statistics for accident cases falling under Unusual incident categories "N", "P" and "Q" shall be maintained and provided by Security (RPF) Branch.
- (xi) DRM at the Divisional level and the General Manager at the Zonal Headquarters level will ensure the correct reporting of accidents to Zonal Headquarters and the Railway Board respectively.

11. **Collection, Compilation and Monthly statement of Accident Statistics :-**

- (a) Information about train accidents, yard accidents and indicative accidents falling under classification A, B, C, D, E, F, G and H will be compiled by the Safety Branch at Divisional and Zonal Railways.
- (b) Equipment failure falling under classification J, K, L and M will be compiled by the Divisional control on daily basis and shall be handed over to Safety Branch. Every equipment failure shall be classified under the category of avoidable and unavoidable by the Branch Officers concerned and summary shall be handed over to Safety Department of the Division. It is further clarified that all equipment failures should be taken into account irrespective of the date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category as the case may be. The Safety Branch shall forward the monthly summary to Chief Safety Officers of respective Zonal Railways. Chief Safety Officers after compilation of statement shall forward monthly statement to the Safety Directorate of Railway Board.
- (c) Unusual incidents falling under classification N, P and Q shall be collected and compiled by the Security (RPF) Branch at Divisional level and they shall take subsequent follow up action. Daily position will be given to the Safety Branch of the Division who after compilation of statistics shall forward monthly statement to Chief Safety Officers of the Zonal Railways concerned. Chief Safety Officers after compilation of statement shall forward monthly statement to the Safety Directorate of Railway Board.

12. Following system will be followed for reporting of accident to Railway Board :-

- (a) Information regarding consequential train accident and any yard accident leading to serious repercussion shall be reported by Divisional Control to Headquarters Central Control of Zonal Railway Headquarters. Central Control shall in turn inform all concerned at Headquarters office including GM, PHODs etc.
- (b) In case of accidents as in para (a) above, Chief Safety Officer/Dy COM(Safety) should thereafter inform nominated officer of Safety Directorate of Railway Board. At Board level Safety Directorate shall issue the message and take follow up action.
- (c) In case of land slide, breaches, OHE break down etc. which result in dislocation of more than threshold value and also cases due to public agitation shall be reported by Headquarters Control Office to Punctuality Cell of Railway Board and dealt with by the Coaching Directorate.
- (d) Cases falling under N, P and Q except Q-6 i.e. blockade of train services due to public agitation; shall be dealt with by Security Directorate.

Above instructions are in supercession of all previous instructions on the subject and have the approval of the competent authority.

These may be incorporated in Accident Manual of respective Railways.

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Detailed classification of Accidents

Class 'A' – Collisions

- A-1** Collision involving a train carrying passengers, resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.
- A-2** Collision involving a train NOT carrying passengers resulting (i) in loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.
- A-3** Collision involving a train carrying passengers, not falling under A-1 above.
- A-4** Collision involving a train NOT carrying passengers not falling under A-2 above.
- A-5** Other collisions, i.e. collisions occurring in shunting, marshalling yards, loco yards and siding etc. but not involving a train.

Class 'B' –Fire or Explosion in trains

- B-1** Fire or Explosion in a train carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.
- B-2** Fire or Explosion in a train NOT carrying passengers resulting (i) in loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.
- B-3** Fire or Explosion in a train carrying passengers not falling under B-1 above but (i) loss to Railway property and/or (ii) interruption to traffic is more than the threshold value and/or (iii) resulting into derailment of rolling stock/stocks from the train and/or (iv) requiring relief engine/s.
- B-4** Fire or Explosion in a train NOT carrying passengers not falling under B-2 above but (i) loss to Railway property and/or (ii) interruption to traffic is more than the threshold value and/or (iii) resulting into detachment of rolling/stocks from the train and/or requiring relief engines.
- B-5** Fire or Explosion in a train carrying passengers not falling under B-1 or B-3 above.
- B-6** Fire or Explosion in a train NOT carrying passengers and not falling under B-2 or B-4 above.

- B-7** Fire or Explosion occurring in shunting, marshalling yards, loco yards and siding etc. involving rolling stock but not involving a train.

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

Class ‘C’ – Train running into road traffic, and/or traffic running into trains, at level crossings.

- C-1** Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- C-2** Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- C-3** Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or interruption (iii) to traffic is more than the threshold value.
- C-4** Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property or/and (iii) interruption to traffic is more than the threshold value.
- C-5** Trains carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-1.
- C-6** Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at manned level crossings but not falling under C-2.
- C-7** Trains carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-3.
- C-8** Trains NOT carrying passengers running into road traffic and/or road traffic running into such trains at unmanned level crossings but not falling under C-4.
- C-9** Shunting engine with or without vehicles or loose vehicles running into road traffic and/or road traffic running into shunting engine with or without, vehicles or loose vehicles, at level crossings.

NOTE: If a road vehicle is not capable of being physically cleared off the track promptly by single person operating it, it should be termed as road traffic for the

purposes of classifying such an accident as a train accident, irrespective of its mode of traction.

Class 'D' – Derailments

- D-1** Derailment of a train carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.
- D-2** Derailment of a train NOT carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property of the value exceeding Rs.25,00,000 and/or (iii) interruption of any important through line of communication for at least 24 hours.
- D-3** Derailment of a train carrying passengers, not falling under D-1 above.
- D-4** Derailment of a train NOT carrying passengers not falling under D-2 above but loss to Railway property and/or interruption to traffic is more than the threshold value.
- D-5** Derailment of a train NOT carrying passengers not falling either under D-2 or D-4 above.
- D-6** Other derailments, i.e. derailments occurring in shunting, marshalling yards, loco yards and siding etc. but not involving a train.

Class 'E' - Other Train Accident

- E-1** Train running over or against any obstruction including fixed structure other than included under class "C" resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to Railway property and/or (iii) interruption to traffic is more than the threshold value.
- E-2** Trains running into any obstruction including fixed structure but not covered up under Class 'C' or 'E-1'.

INDICATIVE ACCIDENT

Class 'F' – Averted Collisions

- F-1** Averted collision between trains atleast one of which is carrying passengers.
- F-2** Averted collision between a train carrying passengers and an obstruction.
- F-3** Averted collision between trains NOT carrying passengers.
- F-4** Averted collision between trains NOT carrying passengers and an obstruction.

Class 'G' – Breach of Block Rules

- G-1** Trains carrying passengers, entering a block section without any authority or without a proper “Authority to Proceed”.
- G-2** Trains NOT carrying passengers, entering a block section without any authority or without a proper “Authority to Proceed”.
- G-3** Train received on a blocked line, not constituting an averted collision.
- G-4** Train received on or entering a wrong line at a station or Catch Siding or Slip Sliding or Sand Hump etc.

Class 'H' – Train passing signal at danger

- H-1** Train carrying passengers running past a “stop” signal at danger without proper authority.
- H-2** Train NOT carrying passengers running past a “stop” signal at danger without proper authority.

EQUIPMENT FAILURE

Class 'J' – Failure of Engine and Rolling Stock

- J-1** Failure of engine hauling a train carrying passengers.
- J-2** Failure of engine hauling a train NOT carrying passengers or light engine.
- J-3** Parting of train carrying passengers.
- J-4** Parting of a train not carrying passengers.
- J-5** Failure of Rolling Stock such as failure of tyres, wheels, axles, or braking apparatus etc. on a passenger carrying train leading to detachment of rolling stock/stocks from the train.
- J-6** Failure of Rolling Stock such as failure of tyres, wheels, axles, or braking apparatus etc. on train NOT carrying passenger leading to detachment of rolling stock/stocks from the train.
- J-7** Failure of Rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc. on passenger carrying trains, not leading to detachment of rolling stock/stocks from the train.
- J-8** Failure of Rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc. on train not carrying passengers, not leading to detachment of rolling stock/stocks from the train.
- J-9** A train or a portion of a train running away, out of control.

J-10 Poor brake power in a train but NOT covered in Class J-9.

Class 'K' – Failure of Permanent Way

K-1 Buckling of stock.

K-2 Weld failure.

K-3 Rail fracture.

K-4 An unusually slack or rough running or heavy lurch experienced by drivers of running trains while passing over any length of permanent way leading to blockage of communication.

K-5 Failure of Railway tunnel, bridge, viaduct/formation/cutting and culvert etc.

K-6 Damage to track of such a nature other than those covered under Class K-1 to K-5 so as to render it temporarily unsafe for passage of trains or likely to cause delay to traffic for period above threshold value.

K-7 Damage to track of such a nature as to render it temporarily unsafe for the passage of trains or likely to cause delays to traffic not covered up under class K-1 to K-6.

NOTE: In above classification those cases detected during regular maintenance and not affecting train movement will not be counted.

Class L – Failure of Electric Equipment

L-1 Snapping off or any damage to OHE were needing switching of OHE for more than three minutes.

L-2 No tension in OHE for more than three minutes.

L-3 Pantograph entanglement not covered up under J-1 and J-2.

L-4 Defect in AC or other electrical equipment leading to detachment of a rolling stock/s from a train.

Class 'M' – Failure of Signalling and Telecommunication

M-1 Failure of part or complete panel/RRI.

M-2 Failure of interlocking/track circuit or axle counter.

M-3 Failure of Block Instruments.

M-4 Failure of point machine and equipment.

M-5 Failure of signal/point.

- M-6** Failure of control/station communication for more than fifteen minutes.
- M-7** Failure of station to station or station to level crossing gate for communication for more than fifteen minutes.

NOTE: Signal/Point and Tele failure which were not informed to S&T department will not be taken into account of failure.

UNUSUAL INCIDENTS

Class 'N' – Train Wrecking

- N-1** Attempted wrecking of or sabotage to a train carrying passengers.
- N-2** Attempted wreckage of or sabotage to a train NOT carrying passengers.
- N-3** Attempted sabotage or tampering with track not involving any train.

Class 'P' – Casualties

- P-1** Person or persons falling out of a running train resulting in loss of human life or grievous hurt.
- P-2** Person or persons run over or knocked down by a train resulting in loss of human life or grievous hurt.
- P-3** Person or persons falling out of a running train or knocked down by a train or engine or railway vehicle, not resulting in loss of human life or grievous hurt.

Class 'Q' – Other Incidents

- Q-1** Accidental or natural death or grievous hurt to any person whether passenger, railway employee or tress passer (or any other person), within railway premises (excluding railway quarters).
- Q-2** Murder or suicide in a train or within railway premises.
- Q-3** Robbery, attempted robbery, theft or attempted theft in Railway premises, including trains.
- Q-4** Fire or explosion within Railway premises but not involving trains.
- Q-5** Fire or explosion resulting in damage to Railway bridge and viaduct etc.
- Q-6** Blockade to train services due to agitation.

Class 'R' – Miscellaneous

- R-1** Vehicle or vehicles running away.
- R-2** Train running over cattle.
- R-3** Floods, Breaches, and land slides, etc. resulting in interruption of an important through line of communication more than the threshold value.
- R-4** Other cases of Floods, Breaches, land slides etc. resulting in interruption to traffic.
- R-5** Any accident not included in the foregoing classifications.

- NOTE – (1)** The term 'cattle' does not include sheep, goats, pigs, dogs, donkeys, rams, ewe and lambs.
- (2)** A train includes a trolley, lorry, motor, motor trolley, when worked under the rules for working trains.

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