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

No.2010/Safety(A&R)/3/15

New Delhi, Dated ²⁸09.2010

The Chief Operations Managers,
All Indian Railways
Including Konkan Railway, Navi Mumbai
and Metro Railway, Kolkata

Sub : Restoration of Traffic after Track/OHE Fit subsequent to Train Accident – Provisions in Accident Manual

**Ref : (i) CRB's D.O. of even no. dated 09.08.2010 to GMs.
(ii) Board's letters No. 2000/Safety(A&R)/19/20 dated 13.12.2000, 28.03.2003, 29.11.2006 and 16.08.2010.**

An analysis of accidents during the previous two years has revealed that there is considerable time gap between Track/OHE fitness and passage of first Commercial train subsequent to an accident. It has been decided with approval of MT/CRB that –

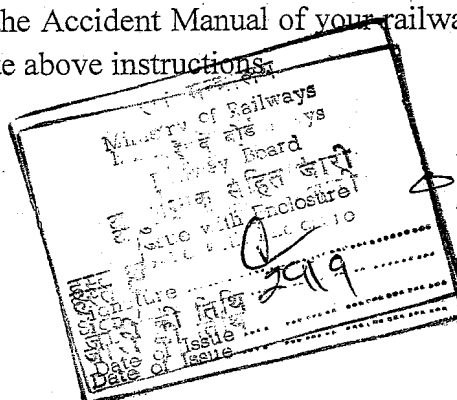
The movement of first Commercial Train (Goods or Passenger) shall be reckoned for the purpose of considering the restoration after an accident as complete. A time frame of 30 minutes has been laid down within which the first commercial train should start on line clear from adjacent station for movement 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.

In this regard, D.O. letter at reference (i) has been issued from the side of CRB to the GMs (Copy enclosed). An amendment to instructions contained in letters under reference (ii) has been issued vide letter dated 16.08.2010 (Copy enclosed).

Accordingly, para 4(b) and para 10(vii) of Board's letter No. 2000/Safety(A&R)/19/20 dated 13.12.2000 may be amended to replace the words '**first train**' with '**first Commercial train**'. Further, a criteria of 30 minutes stated above may be incorporated for movement of first 'Commercial Train' for treating the restoration as complete subsequent to an accident.

Provisions in the Accident Manual of your railway may be suitably amended from your end to incorporate above instructions.

Encl: as above



K Gupta 28/9/2010
(Kamlesh Gupta)
Adviser / Safety

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

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

New Delhi, Dated 16.08.2010

The General Managers,
All Indian Railways
Including Konkan Railway, Navi Mumbai
and Metro Railway, Kolkata

**Sub : Definition and Reclassification of Accidents on Indian Railways –
Amendment thereto.**

**Ref : (1) Board's letter of even No. dated 13.12.2000, 28.03.2003,
3.1.2006, 29.11.2006.
(2) CRB's DO No.2010/Safety(A&R)/3/15 dated 09.08.2010.**

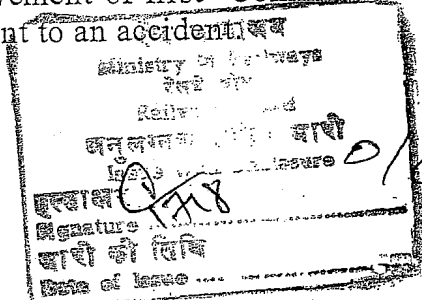
The instructions contained in Board's letter of even number dated 13.12.2000 prescribe threshold value of interruption to communication (partial or total) for treating an accident as consequential and having serious repercussions. At para 4(b) and para 10(vii), 'interruption' is defined as 'duration 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'.

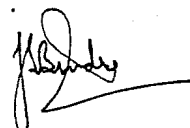
An analysis of movement of trains after Track Fit/OHE Fit has revealed that there is considerable delay in movement of 'commercial trains' after the restoration subsequent to an accident. Sometimes, movement of ART/ARME or a light engine over the affected line is treated as a train movement for declaring restoration as complete.

The matter has been reviewed. Board (MT/CRB) has instructed that the movement of **first Commercial Train (Goods or Passenger)** shall be reckoned for the purpose of considering the restoration after an accident as complete. 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.

Accordingly, para 4(b) and para 10(vii) of Board's letter of even number dated 13.12.2000 may be amended to replace the words '**first train**' with '**first Commercial train**'. Further, a criteria of 30 minutes stated above may be incorporated for movement of first '**Commercial Train**' for treating the restoration as complete subsequent to an accident.

कृपया जारी करें
दीपचन्द
16-8-10




(J.S. Bindra)
Joint Director/Safety
Railway Board



VIVEK SAHAI

S-204

अध्यक्ष, रेलवे बोर्ड
एवं
पदेन प्रमुख सचिव, भारत सरकार
रेल मंत्रालय
नई दिल्ली-110 001
CHAIRMAN, RAILWAY BOARD
&
EX-OFFICIO PRINCIPAL SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001

D.O. No. 2010/Safety(A&R)/3/15

09/08/10

My dear (All Gms - Open Line)

Sub: Delay in Restoration of Traffic after Track/OHE fit subsequent to Train Accident

The passage of trains even after Track/OHE fitness is received of the affected portion consequent to a train accident is often delayed abnormally. This could be as a result of over enthusiasm on the part of senior officials at site of a train accident to give the fitness of Track/OHE in advance so as to reduce the duration of disruption, or lack of coordination with the Control and Operating Officers.

An analysis of the time gap in the passage of the first train, after restoration of a train accident, during the previous 2 years (i.e. 2008-09, 2009-10, and April-July 2010) has revealed unacceptable length of delays. As per the enclosed statement, the analysis has revealed considerable scope for improvement. The time of passage of the first commercial train, i.e. a regular coaching/freight train, should be the one to decide the time of restoration.

As per Board's policy in instructions regarding "Reclassification of Accidents" contained in letter no. 2000/Safety(A&R)/19/20 dt. 14.12.2000, the threshold value of interruption of communication is prescribed in para 10(vii) of the above circular. It is indicated therein that "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 the section". The first train should be taken to mean a regular commercial train. I would like that the concern of the Board be emphasized to all Divisions for improved coordination between the Operating officers and Control with the officers at site. This is necessary to ensure the best utilization of the track is made use consequent to dislocation of traffic.

कुममजी की With best wishes,
दीपक
11-8-10 Encl: As above

Yours sincerely
(Vivek Sahai)

All General Managers / Open Line

2/12/8
O/C

Subject : Delays in Restoration of Commercial Traffic after Track/OHE Fitness subsequent to Train Accident.

Analysis of previous years (2008-09, 2009-10 and April-July 2010):

(A) Restoration of commercial train movement after TRACK FIT took:

- more than 1 hr. in 78 cases,
- more than 2 hrs. in 45 cases,
- more than 3 hrs. in 22 cases,
- more than 4 hrs. in 16 cases,
- more than 8 hrs. in 7 cases,
- more than 12 hrs. in 2 cases,
- 20 hrs. in 1 case.

(B) Restoration of commercial train movement after OHE FIT took:

- 30 minutes to 1 hour in 15 cases,
- 1 hr to 2 hrs in 4 cases,
- 2 hrs to 3 hrs in 4 cases,
- 3 hrs to 4 hrs in 2 cases

A few sample cases of delays are as under:-

- In the derailment of EMU train at CSTM in Kurla – CST Section of Mumbai Division, on 2.11.2009 track was declared fit at 06.20 hrs. (PF No. 5) and first train passed at 19.00 hrs. (after 12 hrs. 40 minutes).
- In the derailment of 2391 Shramjeevi Express in Bakhtiyarpur-Rajgir Section of Danapur Division, track was declared fit at 19.00 hrs. on 24.04.2008 and the first train 2392 passed at 04.16 hrs. on 25.04.2008 (9 hrs. 16 mts.)
- In the derailment of Goods Train in Sitabanji - Nilkanteshwar Section of Khurda Road Division on 01.06.2008, track was declared fit at 1630 hrs. and the first train (Goods) passed at 0030 hrs. on 02.06.2008. (8 hours)
- In the derailment of Goods Train in Lumding - Badarpur Section of Lumding Division on 04.01.2009, track was declared fit at 2135 hrs. on 04.01.2009 and the first train (Goods) passed at 0720 hrs. on 05.01.2009. (9 hrs. 45 mts.)

- In the derailment of 2203 Up Garib Rath in Barabanki - Gorakhpur Section of Lucknow Division on 01.12.2009, Up line track was declared fit at 2220 hrs. (01.12.2009 and the first train 5273 passed at 0600 hrs. on 02.12.2009. (7 hrs. 4 mts.)
- In the derailment of Dn JSME Special in Bandikui-Agra Section of Agra Division of NCR on 26.05.2008, track was declared fit at 0755 hrs. and the first Goods train passed after 11 hours 30 minutes.
- In the derailment of 2331 Howrah - Jammu Tawi Himgiri Express on Lucknow-Varanasi Section of Lucknow Division, Dn line track was declared fit at 1905 hrs. on 24.12.2008 and the first passenger train 8104 passed via Dn line at 1505 hrs. on 25.12.2008. (after 20 hours).