

**EAST CENTRAL RAILWAY
CORRECTION SLIP NO. 01
(ACCIDENT MANUAL BOOK - 2007)**

The following correction and addition containing 05 items to be made in Accident manual Book -2007.

These instructions to be implemented henceforth.

ITEM No:1 2.05 (b) : Threshold Value:

Delete the existing last para of rule No. 2.05 (b) appearing on page No. 5 of accident manual and substitute the following in its place: -

Duration of interruption is defined as duration from the time of accident till starting of **First Commercial Train** on line clear from adjacent station for movement over the affected line in that section.

ITEM No. 02

Add the following as rule No. 2.05 (c) : -

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 categorized 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.

ITEM No. 03

APPENDIX - M (5) : Resumption of Normal working :-

Delete the last para of **Appendix - M** rule No. 5 appearing on page No. 207 of Accident Manual and substitute the following -

Duration of interruption is defined as duration from the time of accident till starting of **first Commercial Trains** on line clear from adjacent station for movement over the affected line in that section.



ITEM No. - 04

2.11 Serious damage to property :

In the existing para 2.11 , delete the the amount Rs. 25 Lakhs appearing on page no. 8 and substitute Rs. 2 crore in it's place.

ITEM No. - 05

Add the following as 'NOTE' to rule no. 2.11 below the existing para.

Note: Read the threshold value for serious damage to Railway property as Rs. 2 crore wherever it is mentioned as **Rs. 25 Lakhs** in the accident manual.

If the damage to Railway property exceeds **Rs. 2 crore**, which may not have actually occurred but by the nature of the accident might reasonably have been expected to occur, the accident is required to be reported to the CRS under section 113 and 114 of the Railways Act, 1989 for holding of an enquiry or otherwise.

All concerned will correct accident manual book of East Central Railway Addition 2007 accordingly and the same to be brought to the notice of all the officials concerned.

Hajipur, Dated: 21.10.10



**Chief Operations Manager
East Central Railway
Hajipur**

Note :- Last correction slip No. 01 dated, 21.10.10

EAST CENTRAL RAILWAY
CORRECTION SLIP NO.02
(ACCIDENT MANUAL BOOK -2007)

40

The following correction containing 03 items to be made in Accident Manual Book-2007

These instructions to be implemented henceforth.

ITEM No. 01

Delete the existing Para (1) of **Appendix-D** on page no. 162- 163 and substitute the following as (1) (A) & (1) (B) in it's place -

- (1) (A) **Amount of ex gratia for Train Accidents :-** The amount of ex gratia relief payable to the dependents of dead or injured bonafied passengers involved in only Train accidents as defined under section 124 of the Railway Act, 1989 which is as under :-

Type of Accident	Amount of Ex-gratia for Death	Amount of Ex-gratia for Grievous injury	Amount of Ex-gratia for Simple injury
In case of train accident (as defined under section 124 of the Act)	Rs. 50,000/- (Rupees Fifty Thousand only)	Rs. 25,000/- (Rupees Twenty Five Thousand only)	Rs. 5000/- (Rupees Five Thousand only)

- (1)(B) **Amount of ex gratia for death/injury in untoward incidents:-** The amount paid as ex gratia relief for death/injury in untoward incident, as defined under Section 124-A of the Railway Act, 1989 should be as under :-

- (a) In case of death - Rs. 15000/- (Rupees Fifteen Thousand only)
- (b) In case of grievous injury - Rs. 5000/- (Rupees Five Thousand only)
- (c) In case of simple injury - Rs. 500/- (Rupees Five Hundred only)

- (i) This ex-gratia payment will be exclusively for passengers who are grievously injured in train accidents & untoward incidents as defined under Section 123 of the Railway Act , 1989 and stay in hospital as indoor patients.
- (ii) The maximum period for which ex-gratia payment is payable to the grievous injured will be 13 months
- (iii) the period for treatment as indoor patient for more than 30 days would need to be certified by a Railway Doctor for the purpose of further ex-gratia payment up to the 13 months. in case where the injured is taking treatment in other than railway hospital, the treatment has to be certified by Railway Doctor.
- (iv) Senior Divisional Medical Officers shall also keep track of such injured person taking treatment in other than Railway hospitals. Sr. DCM/DCM shall keep co-ordination with Sr.DMO for the purpose and arrange payment of ex-gratia every week at the doorstep of injured person. Every care shall be taken by the Sr.DCM/DCM to avoid any in convenience to injured person in such cases.

ITEM No. 02

Amount of ex-gratia for manned level crossing gate accidents (due to Railway's prima facie liability)

Delete the existing amount shown against (a), (b) & (c) in Para (2) of **Appendix-D** on page no. 163 and substitute the following in it's place :-

- (a) In case of death - Rs. 50,000/- (Rupees Fifty Thousand only)
- (b) In case of grievous injury - Rs. 25,000/- (Rupees Twenty Five Thousand only)
- (c) In case of simple injury - Rs. 5000/- (Rupees Five Thousand only)

8/29

ITEM No. 03

Add the following new point as Para (6) of **Appendix-D** on page no. 163

(6) These ex-gratia payments, except in case of road users at manned level crossings, are not to be taken into account at the time of formal claims for compensation.

The above instructions is brought into force from 1st August, 2012

All concerned will correct accident manual book of East Central Railway addition 2007 accordingly and the same to be brought to the notice of all officials concerned.


(Deepak Nath)
Chief Operations Manager
East Central Railway

Hajipur, dated: 22.10.2012

Authority:- Rly. Bd.'s letter No. 2011/TC-III/27/29/Ex-gratia Dated, 26.07.2012

p-59

Note :- Last correction slip No. 02 dated, 26.10.2012

EAST CENTRAL RAILWAY
CORRECTION SLIP NO.03
(ACCIDENT MANUAL BOOK -2007)

The following correction containing 02 items to be made in Accident Manual Book-2007
These instructions to be implemented henceforth.

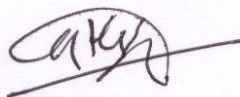
ITEM No. 01

Delete the existing Location and Beat of ART, Crane & Medical Van on page no.158
and substitute the following modifications in it's place -

SONPUR DIVISION								
Stn of ART	Gauge	Class of Relief Train	Type	Provision/ Capacity of Crane	Provision of ARMV	Beat of ART	Beat of B.D. Crane	Beat of ARME/ARMV
SEE	BG	A	MFD	140T Diesel Gottwald	Yes	SEE-MFP	Same as ART	SEE-SPP(inkl) via HJP
						SEE-CPR-SV		SEE-MFP- DOL(inkl),
						SEE-CPR-PEP-ARJ		SEE-MFP-NKE(excl)
						SEE-CPR-PEP-IAA		SGL- RXL
						SEE-BCA-BJU-KIR(Excl.)		SEE-CI
BJU	BG	B	Lucas	NA	Yes (Scale-II)	BJU - DOL(Excl) (via SPJ)	NA	SPJ - DOL (Excl)
						BJU -DBG (via SPJ)		BJU-MNE-KIR(Excl)
						BJU - MNE - SHC		BJU - MNE - SHC
						BJU - MNE - HPO		BJU - SPJ - DBG
						BJU - SPP (Excl).		BJU - SPP (Excl)

SAMASTIPUR DIVISION							
Stn of ART	Gauge	Class of Relief Train	Type	Provision/ Capacity of Crane	Provision of ARMV	Beat of ART & B.D.Crane	Beat of ARME/ ARMV
SPJ	BG	A	MFD	140 T Diesel Gottwald	NA	SPJ-MFP-NKE(Excl.)	NA
						SPJ-MFP(Excl)-SGL-RXL	
						SPJ-DBG-JYG	
						SPJ-DBG-SKI-BIROUL	
						SPJ-DBG-SMI-RXL-NKI(Excl.)	
						SPJ-HPO-MNE-SHC-DMH-BNKI	
						SPJ-BCA(Excl.)	

Authority:- CMPE's letter No. ECR/MEC/OPR/ART/SPJ dtd. 05.07.13



ITEM No. 02

8-58

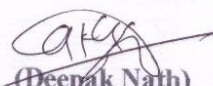
Delete the existing Location and Beat of (MG) ART, Crane and ARME/ARMV on page no.159, and substitute the following in it's place-

SAMASTIPUR DIVISION								
Stn of ART	Gauge	Class of Relief Train	Type	Provision/ Capacity of Crane	Provision Of ARMV	Beat of ART	Beat of B.D. Crane	Beat of ARME/ ARMV
NKE	MG	A	LUCAS	35T	YES	NKE- BGU NKE- BKF	Same as ART	NKE - BGU NKE - BKF
SHC	MG	A	MFD	35T	YES	SHC- FBG BNKI- BHGJ	Same as ART	SHC - FBG SHC- BNKI- BHGJ
JJP	MG	A	LUCAS	35T	YES	JJP,SKI JJP-LKQ JJP-NMA	Same as ART	JJP,SKI JJP-LKQ JJP-NMA

Note:-

- (1) Class II ARMV is available at MNE,DBG,THB and MFP
- (2) For ART/BD Van, the target time of being ready for dispatch is fixed as 30 mts. for day and 45 mts for night, reckoning from the time of its being ordered.
- (3) For Medical Van, the target time of being ready for dispatch is fixed as 15 mts. for Double exit Siding and 25 mts. for Single exit Siding for all Locations irrespective of day and night.
- (4) After Gauge conversion, the location and beat of BG ART, Crane and ARMV in Samastipur division, is subject to modification.

All concerned will correct Accident Manual book of East Central Railway edition 2007 accordingly and the same to be brought to the notice of all officials concerned.


(Deepak Nath)
Chief Operations Manager
East Central Railway

Hajipur, dated: 5. 8. 2013

Authority:- CMPE's letter No. ECR/MEC/OPR/ART/SPJ dtd. 05.07.13

Note :- Last correction slip No. 03 dated,05.08.2013

EAST CENTRAL RAILWAY
CORRECTION SLIP NO.04
(ACCIDENT MANUAL BOOK -2007)

The following correction to be made in Accident Manual Book-2007

Under APPENDIX-1 (A), on page no.182, delete the existing contents up to concluding para (1) ,and insert the following in it's place--

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

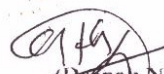
NOTIFICATION

New Delhi, the 2nd August, 2013

G.S.R. 526 (E). – 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 Accident) Rules, 1998, namely :-

1. (1) These rules may be called the Railway (Notices of and inquiries into Accidents) Amendment Rules, 2013.
- (2) They shall come into force on the date of their publication in the Official Gazette.
2. In the Railway (Notices of and Inquiries into Accidents) Rules, 1998, for the words "twenty five lakh rupees" and letters and figures "Rs.25,00,000" wherever they occur, the words "rupees two crore" shall be substituted.

Authority:- Gazette Notification of India GSR 526 (E) dated 02.08.13


(Deepak Nath)
Chief Operations Manager
East Central Railway

Hajipur, dated: 30.09 .2013

Note :- Last correction slip No. 04 dated,30.09.2013

EAST CENTRAL RAILWAY

CORRECTION SLIP NO.05

(ACCIDENT MANUAL BOOK -2007)

The following correction containing 03 items to be made in Accident Manual Book- 2007

These instructions to be implemented henceforth.

ITEM No. 01

Add the following as sub rule (ii) of rule No. 4.18 (**Arrangement for Photographs**) appearing on page no.44 of accident manual and re- number the existing sub rule (ii) as sub rule (iii) –

- (ii) The video cassette of the serious accident should be prepared not by taking clippings here and there but in a continuous manner by specifically showing the position of coaches, engine, under gears of coaches & engines, rails, track, etc. and the clues which may in turn provide some information to the inquiring authority. Similarly, still photographs should also be taken in a judicious manner.

(Authority:- ED/Safety/RB's letter No.2014/Safety(A&R)/19/6 dtd. 19.02.14)

ITEM No. 02

Add the following as '**Note**' no. (6) to rule No. 3.06 appearing on page no. 16 of accident manual and re-number the existing no.(6) as no. (7) -

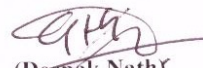
- (6) Supervisors should record evidence fully and preserve material. Analysis at the time of collecting evidence is not considered desirable as it can result in leaving out some evidence as not relevant, but which, later on may be required for analysis and arriving at the correct conclusion.

(Authority:- Director/Safety/RB's letter No.2013/Safety(A&R)/19/3 dtd. 22.04.13)

ITEM No. 03

Name the Annexure already added to Accident Manual For Dealing With Serious Train Accidents which may be Declared as Disaster as Appendix- T and re-name existing Appendix-T as Appendix-U

Hajipur dtd. 26.03.2014


(Deepak Nath)

Chief Operations Manager
East Central Railway