

Note :- Last correction slip No. 05 issued dated, 26.03.2014

EAST CENTRAL RAILWAY

CORRECTION SLIP NO.06

(ACCIDENT MANUAL BOOK -2007)

The following correction/addendum containing 02 items to be made in Accident Manual Book- 2007

These instructions are to be implemented henceforth.

ITEM No. 01

Add the following Sections of Indian Railway Act, 1989, in 'Appendix- 'H' of accident manual, on page no. 169- 181, in order of sequence –

Section - 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.

Section - 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.


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- (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.

Section -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.

Section-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.

Section - 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.

Section - 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).



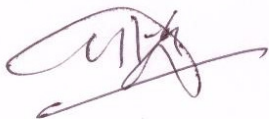
- (3) Any person arrested under this section shall be produced before the nearest Magistrate within a period of twenty-four hours of such arrest excluding the time necessary for the journey from the place of arrest to the court of the Magistrate unless he is released earlier on giving bail or if his 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.

Section - 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 willful 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.



ITEM No. 02

Insert the following as **Annexure – I** to **Chapter-IX** of accident manual after page no.118.

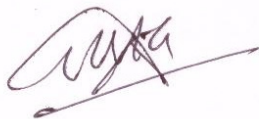
Annexure – I**GENERAL INFORMATION TO BE FURNISHED BY RAILWAYS AT THE TIME OF AN INQUIRY BY A COMMISSIONER OF RAILWAY SAFETY.****GENERAL INSTRUCTIONS.**

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 scrutinized 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 finalized. 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 stationssection, 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. Kilometer & T.P. 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/AEN/CPWI/PWI.
(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 CPWI, PWI, AEN & 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 Drivers.
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) PWIs/AEN's Note Book
- (c) Points & Crossing (d) Creep Register 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, Speedometer & 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) Kilometers 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 Driver.
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.



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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.	Disposition	Damage (Brief description)

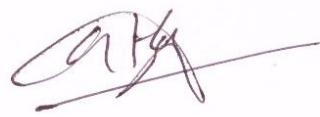
2. Marshalling order of the train(s) in the following form :—

Sl. No. from the engine	Coach no.	Body & type (ICF, IRS, BEML etc.)	Year built	Date of last POH	Date of return	Remarks

3. (a) Total length of coaches/train excluding the engine.
- (b) Total weight of train excluding engine.
- (c) Total brake force of train excluding the loco.
- (d) Whether fully vacuum braked or not.
- (e) No. of cylinders per coach and total no. of active/inactive cylinders on the train and % of brake power.
4. Cost of damage to rolling stock
5. (a) Position of brake blocks/handles after the accident.
- (b) Maximum and minimum piston strokes.
6. Enclose the particulars of C & W jointly recorded after the accident.
7. (a) maintenace-last TXRing/Safe to pass exam./re-packing of boxes.
- (b) Extracts from the registers maintained by the TXRs 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) Kilometere of accident, between stations and section.



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 arrival at bar line
 - (d) Time of despatch from the station.
 - (e) 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. Guard- date of last vision test, Refresher Course passing and first aid and date when next due.
11. In the case of accident at a station copy of 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.

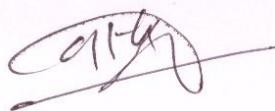
1. Casualties :—
 - (a) No. killed.
 - (b) No. grievously hurt.
 - (c) No. with simple injuries.
 - (d) No. with trivial injuries.
2. Timings of the arrival of the first doctor (Railway or otherwise) at the site and other doctors subsequently.
3. Timings of :—
 - (a) the receipt of the accident message 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.
 - (a) Brief description
 - (b) 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 ?

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


(Deepak Nath)
Chief Operations Manager
East Central Railway

Hajipur, dated: 24.04.2014