

CHAPTER IX

NOTICES AND REPORTING OF ACCIDENTS

9.01 GENERAL:

Sections 113 and 122 of the Railways Act, 1989 and other Acts enacted by legislatures make the Railway Administration responsible for reporting accidents to various agencies. According to section 122 of the Railways Act, 1989, it is also obligatory for the Railways to detail the manner of sending the notices of accidents including the class of accidents. Based on the requirements of Section 113 and 122 of the Railways Act 1989.

9.02 Reportable Train Accidents:

- (i) All accidents falling under the purview of Section 113 of the Railways Act, 1989 are termed as reportable train accidents and include the 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 2 Crores which have not actually occurred but which 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.

(ii) **Responsibility for sending notices, to whom to be sent and mode thereof:**

Whenever any accident falls under section 113 of the Act (hereinafter referred to as “Reportable train accident”) occurs in the course of working a railway, the Station Master nearest to the place at which the accident has occurred, or, where there is no Station Master, the Railway Servant in-charge of the section of the railway on which the accident has occurred or any other Station Master in charge of a section of a railway to whom the report of the accident is made, shall give notice of the accident through telephone to the Commissioner of Railway Safety, the District Magistrate and the District Superintendent of Police of the district in which the accident has occurred or such other Magistrate or Police Officer as may be appointed in this behalf by the State Government concerned and by telephone or through special messenger or such other quick means as may be available, to the Superintendent of Railway Police, and to the Officer-in-charge of the Police station within the local limits of which the accident has occurred.

(iii) The Railway administration within whose jurisdiction the accident occurs, as also the railway administration to whom the train involved in the accident belongs, shall without delay, give notice of the accident to the State Government and the Commissioner having jurisdiction over the place of the accident.

9.03 Particulars to be given in the notices:

The notices mentioned shall contain the following particulars, namely: -

- i) Kilometrage or station or both, at which the accident occurred.
- ii) Time and date of the accident.
- iii) Number and description of the train or trains.
- iv) Nature of the accident.
- v) Number of people killed or injured, as far as is known.
- vi) Cause of the accident as far as known.
- vii) Probable detention to traffic.

9.04 Railway servant to report accidents

(a) Every Railway servant shall report, with as little delay as possible, every accident occurring in the course of working the railway, which may come to his notice and such report shall be made to the nearest station master or where there is no Station Master to the Railway servant in charge of the section of the Railway of which accident has occurred.

- (b) The Station Master or the incharge of the section shall report all accidents in accordance with rules laid down by the railway administration concerned for the reporting of accidents.
- (c) The responsibility of ensuring correct reporting of accidents shall be of the Divisional Railway Manager (DRM) at Divisional level and the General Manager (GM) at Zonal level.

9.05 Railway administration to report serious accidents:

- (1) Whenever a serious accident as defined in sub rule 2 of rule 2, the Statutory Investigation into Railway Accidents Rules, 1998, occurs, the Railway Administration concerned shall, as soon as after the accident as possible, by telephone to the Press such particulars as are mentioned in rule 2 and as are till then available, and by supplementary messages, if necessary, immediately after further information is available. A message shall be sent simultaneously to the Railway Board, the Commissioner of Railway Safety of the circle concerned and the Chief Commissioner of Railway Safety. In addition, the Commissioner of Railway Safety shall be informed, telephonically, of any serious accident, by the control of the Division in which the accident has occurred.
- (2) For the purpose of sub rule (1), an accident shall be serious Railway accident where
 - (i) 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 Crores and any other accident which in the opinion of the Chief Commissioner of Railway Safety requires the holding of an inquiry by the Commissioner of Railway Safety shall be deemed to be a serious accident. A workmen's train or a ballast train or a material or Accident Relief train or a Tower Wagon or such other train carrying workmen or cattle special, military special carrying authorised escorts or similar such train shall be treated as a passenger train.
 - (ii) An accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant irrespective of whether he was travelling in that passenger train or not, it shall come under the purview of inquiry by the Commissioner of Railway Safety and shall be treated as a 'Serious Railway Accident'.

Provided that-

- (a) Cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness and
- (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 passenger train and
- (c) Collision between a road vehicle and a passenger train at a level crossing where no passenger or Railway Servant is killed or grievously hurt shall not be treated as a 'serious railway accident' even if those travelling in the road vehicle are killed or grievously hurt shall not be treated as serious railway accident, 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.

9.06 Officers responsible for reporting and receiving telephonic messages in connection with accidents at divisional level / Zonal Level:

- (i) **To Zonal Railway:** Atelephonic advice should be relayed to nominated officer in Zonal Head Quarters immediately after the accident in case of the following category of accidents.
 - (a) All train accidents
 - (b) 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.
 - (c) Landslides, 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 Headquarters in prescribed proforma.
 - (d) In addition to this periodic (monthly) statement of accidents in all categories shall be submitted to Zonal Headquarters in prescribed proforma.
- (ii) The following Officers are responsible depending on availability at the time of accident :
 1. Assistant Operations Manager (Safety)
 2. Divisional Safety Officer/Senior Divisional Safety Officer
 3. Assistant Operations Manager (Coaching)/
Divisional Operations Manager (Coaching)

4. Assistant Operations Manager (Goods)/
Divisional Operations Manager (Goods)
5. Senior Divisional Operations Manager
6. Additional Divisional Railway Manger

The Officer mentioned, as item (1) will be responsible if available. If Officer listed, as (1) is not available the responsibility will devolve on the next Officer indicated (2) and so on.

iii) (a) Similarly the Officers of Railway Headquarters shall report cases of accidents to the nominated Officers in Boards Office and Commissioner of Railway Safety:

1. Deputy Chief Operations Manager (Safety)/
Senior Transportation Mangers (Safety)/
Assistant Transportation Manager (Rules)
2. Deputy Chief Operations Manager (Coaching)/
Senior Transportation Manager (Coaching)
3. Senior Transportation Manger (Special Duty)
4. Chief Safety Officer
5. Chief Passenger Transportation Manager
6. Chief Freight Transportation Manager
7. Chief Operations Manager

Note: In case of passenger carrying train derailments and collisions involving casualty the General Manger shall advise Executive Director/Safety.

- (b) Officers concerned shall keep the Central Control in Headquarters and officer nominated to receive information are the next Officer in the order of priority, immediately on receipt of information regarding an accident.
- (c) These Officers will be responsible for telephonically communicating not only the initial information about the accident but also for keeping the nominated Officers in the Board/HQ advised from time to time about the important developments such as, prima-facie cause, casualties, hospitalisation, progress of the injured, identification of the dead and restoration of through communications, etc. Therefore full details as and when available should be communicated by the Divisions to the Central Control.

9.07 Special instructions for reporting of accidents to the railway board:

(A) Accidents reportable to the Railway Board. -

A telephonic advice has to be relayed to the nominated Officer in the Board's Office from the Headquarters Office immediately after an accident in case of the following categories of accidents: -

1. All consequential train accidents
2. 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.
3. Landslides, breaches, OHE breakdown, etc. which result in dislocation of traffic more than the threshold value as indicated above.
4. (a) Averted collision
(b) Train passing signal at danger.

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

(B) 'All concerned' messages regarding accidents. -

- (i) The Railway Board shall be included in the 'all concerned' messages in the case of the following accident classes:-
A-1 to A-5, B-1 to B-6, C-1 to C-4, D-1 to D-5, E-1, E-2, F, G, H, K-6, N-1, P-1 & R-3.
- (ii) In the 'all concerned' messages, the Railway Board shall be addressed as 'RAILWAYS NDLS'. The names of the stations and the designation of the officials concerned shall be communicated in full.
- (iii) **List of nominated Officers in the Railway Board in the order of priority to whom the telephonic messages in connection with accidents should be conveyed is as follows:-**
 1. Director (Safety) II
 2. Director (Safety) I
 3. Deputy Director (Safety)

4. Joint Director, TT(c)
5. Deputy Director, TT(c)
6. Joint Director, T(Pol)
7. Joint Director, TT-III
8. Joint Director, TT-I
9. Joint Director, TT-IV
10. Advisor (Safety)
11. Executive Director, Traffic (T)
12. Secretary Railway Board

For office and residential telephone numbers, the telephone directories issued from time to time should be referred to.

(C) Additional reports to be sent to the Railway Board in the case of Accidents.

(i) Initial report to the Railway Board. -

In the case of accidents mentioned in the paragraph (B) above, apart from the 'all concerned' messages, the Divisional Railway Manager shall send a initial report (Fax message), not later than the day following the date of the accident, to the Railway Board, with copy to the Chief Safety Officer, so that any avoidable delay in the issue of the accident report is eliminated. The initial report shall contain only important details of the accident. A confirmation copy of the initial report shall be despatched to the Director Safety, Railway Board, New Delhi, immediately. To enable this to be done, the first Officer arriving at the scene of the accident shall collect all the necessary details and report to the Divisional Railway Manager concerned by telephone/fax, immediately after the accident.

(ii) Detailed report to the Railway Board. -

The initial report, see clause (a) above, shall be followed by a detailed report on the accident, in the Form prescribed by the Railway Board. The Divisional Railway Manager shall arrange to collect all the necessary particulars and submit the detailed report (in duplicate), duly signed, in the prescribed Form, with a covering letter to the Chief Safety Officer, so as to reach him not later than the 7th day after the accident.

(D) (i) Copies of messages sent to the Railway Board shall also be sent to the Director of Wagon Interchange, New Delhi, if the accident involves serious interruption to traffic and if the messages contains particulars of

interruption to traffic. When advice is sent to the Railway Board by a code telegram, the words 'please advice D.W.I.' shall be added to.

- (ii) All messages to the Railway Board in connection with accidents shall be confirmed by post, under advice to the Chief Safety Officer.
- (iii) For important through lines of communication of this railway see rule No9.10.
- (iv) Immediately after the occurrence of a serious accident, the Chief Safety Officer has to send a brief report to the Railway Board with a copy to the Chief Commissioner of Railway Safety giving particulars of the accident, relief measures undertaken, etc. To enable this to be done, the Divisional Railway Manger shall immediately after the accident, shall collect all available information and submit a brief report to the Chief Safety Officer.

9.08 Special instruction for reporting of accidents to the Commissioner of Railway Safety:

(A) Telephonic advice to the Commissioner of Railway Safety. -

The Commissioner of Railway Safety shall be given telephonic advice in case of the following accidents.

- i) Any accident to a passenger train, workmen's special or material train resulting in loss of life and/or grievous injury (as defined in the Indian Penal Code) to any one travelling in the train and/or damage to Railway property to the value of more than Rs. One Lakh and all accidents such as land slides, breaches by rain or flood and derailments which cause interruption of any important through line of communication for at least 24 hours.
- ii) Accident at manned and unmanned level crossing involving collisions between trains and road vehicle in which there is loss of life or grievous injury to passengers of the train and/or road vehicles. Passengers in the road vehicles include both crew and other occupants of road vehicles.
- iii) Collision and derailment of goods train in which there is loss of life or grievous injury to any person.

The telephonic advice should normally be given by any of the following Officers of the division.

1. Senior Divisional Safety Officer/Divisional Safety Officer.
2. Divisional Operations Manager/Assistant Operations Manager
3. Senior Divisional Operations Manager
4. Additional Divisional Railway Manager
5. Divisional Railway Manager.

The information to the **Commissioner of Railway Safety** shall be ensured by the Additional Divisional Railway Manager/Divisional Railway Manager.

(B) 'All concerned' messages to the Commissioner of Railway Safety. -

The Commissioner of Railway Safety shall be included in the all concerned messages in the case of the following accident classes: -

A-1 to A-4, B-1 and B-2, C-1 to C-4, D-1 to D-3, E-1, K-6, N-1, P-1

Note: 1. In case of C-3 Commissioner of Railway Safety need to be advised only if passenger casualty is involved.

2. In case of C-4 accidents at manned level crossings also Commissioner of Railway Safety is to be informed, if the accident involves casualty to road users/passengers or crew of road vehicles.

(C) Accidents to be reported to the Commissioner of Railway Safety by post.

The Divisional Railway Manger shall send, as soon as possible, a typed copy of the accident telegram by post to the Commissioner of Railway /Safety in the case of the following classes of accidents: -

F-1 to F-3, G-1, H-1 , J-3, P-1.

(D) Reporting of accidents to the Commissioner of Railway Safety. -

Apart from the accidents mentioned in paragraphs (B) and (C) above, which are reportable to the Commissioner of Railway Safety by messages or by post, occurrences of the following nature falling under the respective classifications should also be reported by fax to the Commissioner of Railway Safety: -

- i) Accidents to light engines, lorries/trolleys or fire in diesel/electric locomotives resulting in deaths, grievous hurt or loss of railway property exceeding Rs. 2 Crores
- ii) An explosion taking place due to bursting of a bomb, etc., inside or outside the carriage causing casualties among the passengers, when-
 - (a) the train is in motion, and
 - (b) the train is standing at a station.
- iii) A passenger rake with passengers in a siding bumping against a buffer stock or other vehicles causing injuries to passengers.
- iv) A shunting engine colliding with a coaching rake in siding or along a platform line causing death or injuries to passengers in the rake.
- v) Passenger standing at the carriage door (reasonably inside the moving train) being struck and grievously injured by an open door due to the rebounding effect of an infringing structure outside.
- vi) Passengers being injured by jumping from a train out of fear from outbreak of fire.
- vii) A passenger sitting in a train compartment with his elbow resting on the window sill getting injured due to the road vehicle crashing at a level crossing, etc.

In the accident message to the Railway Board and to the Commissioner of Railway Safety under the rules, none of the particulars required to be furnished in accordance with this rule shall be omitted; also, as soon as possible, additional information shall be given regarding the approximate cost of the damage to railway property, number of persons travelling in the train carrying passengers who have been killed or have sustained grievous or minor injury, under 'passengers' and 'railway staff' separately. The number of persons in other trains, if any, e.g., a goods train, or in other vehicles, e.g., trolleys or road vehicles, or persons not travelling in either of these (e.g., travelling on the foot-boards or on the track) who are killed or have sustained grievous or minor injury, under 'passengers', railway staff' and 'outsiders', separately, shall also be furnished. In reporting accidents to material trains, details as to whether the train concerned was carrying workmen shall be given.

Note: For the purpose of this rule, a passenger travelling on the foot-board of a train shall not be deemed as a passenger in the train.

9.09 (a) Advice to press:

- i) Press shall be advised without delay after consultation with the Chief Public Relations Officer or in his absence with other Officers of Public Relation Branch when no Officer from the Public Relations Branch is available the Senior Deputy General Manager shall be consulted.
- ii) As soon as possible, full particulars shall be obtained about the number and names of passengers and Railway Servants killed, seriously injured and slightly injured, and communicated to the Chief Public Relations Officer.
- iii) As far as possible it should be ensured that the information regarding an accident is given by the Railways to the press before the press gets it from the local source.

(b) Daily bulletin to stations if communication is interrupted:

In the case of an accident resulting in the interruption of communication, the Divisional Railway Manager in charge of the interrupted section shall issue a daily bulletin to all important stations, specifying the possibility of restoration of through communication and, if there be none, shall specify by what route traffic may be diverted and the probable date of restoration of through communication. It shall also be stated whether this through communication will mean the transshipment of passenger, etc., or the restoration of through running. This advice is necessary to enable Station Masters to reply to questions from passengers who may wish to travel beyond the interrupted section.

9.10 Important through lines of communication:

Broad Gauge

- i) Jolarpettai Junction – Mysuru Junction (via Bengaluru City Jn.)
- ii) Chennasandra – Dharmavaram Junction
- iii) Bengaluru City – Hubballi Junction
- iv) Hubballi Jn. – Ballari Jn.
- v) Hubballi Jn. – Miraj Jn.
- vi) Gadag - Hotgi

9.11 Notices to the state government:

The notices of accidents required under section 113 of the Act, to be sent without delay by the Railway administration, to the State Government-

- (a) By fax/other messages in the case of –
 - (i) Accidents deemed to be serious by reason of loss of human life;
 - (ii) Accidents by reason of which the permanent way is likely to be blocked for more than twenty four hours; and
 - (iii) Train wrecking or attempted train wrecking; and
- (b) By letter in all other cases.

9.12 Notice to other officials namely military authorities, postal authorities, other railways and chamber of commerce:

(A) Notice to the military authorities. -

- i) In all cases of accidents where the interruption of any line is likely to last for 24 hours or more, the Divisional Railway Manager shall advise by telephone and confirm by messages:-

Army Headquarters (India),

Quarter-Master General's Branch,

Q.Mov.S (I), New Delhi.

Milrail, New Delhi.

The message shall state-

The locality of the breach or accident.

The extent of the damage.

The effect of the damage to movement.

Details of Military Traffic held up or delayed.

Time by which railway expects to restore communications, whether alternative routes are available or if any arrangements have been made for transshipment.

Any of the above details, which cannot be advised immediately, shall be advised as soon as possible.

- ii) If military personnel are injured or killed while on railway premises, the Divisional Railway Manager shall advise by telephone and confirm by fax/messages, Advice by fax/messages also be sent by the Divisional Railway Manager to-
- Army Headquarters (India),
 - Quarter-Master General's Branch,
 - Q.Mov.S (I), New Delhi.
- Milrail, New Delhi.

Note: The advice referred to above is in addition to the usual accident message.

(B) Notice to the postal authorities. –

When an accident causes or likely to cause-

- i) Delay of more than 6 hours to any trains carrying mails or mail bags, or
- ii) Any detention to any train carrying foreign mails or mail bags, or
- iii) Diversion or transshipment or loss of or damage to mails or mail bags, or
- iv) Loss of life or injury to mail service staff,

a copy of the accident messages shall be sent to the Superintendent, Railway Mail Service of the division concerned.

When a train carrying mail is involved in an accident irrespective of whether the Mail Van is involved or not, information should be furnished immediately to the concerned Postmaster-General, the Regional Director, Railway Mail Service and the concerned Senior Superintendent, Railway Mail Service in advance of any accident advice necessary under this rule. The Central Control of the Headquarters Office shall inform the Regional Director, Railway Mail Service telephonically. The Postmaster General and Senior Superintendent, Railway Mail Service concerned shall be informed by the Divisional Railway Manager telephonically.

(C) Notice to other Railways.–

- i) A message shall be sent by the Chief Operations Manager to all Railways where traffic is likely to be blocked for more than a week.
- ii) If stock belonging to another railway is likely to be detained as a result of an accident, telephonic advice shall be sent by the Divisional Railway Manager to the Chief Operations Manager who shall advise the other Railways concerned.

(D) Notice to the Chambers of Commerce. -

On receipt of information regarding an accident involving serious interruption to traffic the Divisional Railway Manager, shall immediately advise by messages to the Chamber of Commerce in their respective jurisdictions.

(E) Notice to the Chief Inspector of Explosives, New Delhi, under section 8 of the Indian explosives Act of 1884 and section 27 of the petroleum Act 1934

All accidents by explosion or by fire in connection with the storage, handling or transport of explosives occurring in trains or vehicles or elsewhere within Railway limits and all accidents by explosion or by fire attended with loss of human life or serious injury to person or serious damage to property resulting from the ignition of petroleum or petroleum vapour which occur in train or vehicles or elsewhere within the railway limits shall be promptly reported to the Chief Inspector of Explosives, New Delhi. The report shall be in the form of a special report and submitted in duplicate by DRM with a copy to General Manager.

(F) Report in the case of Accidents on Assisted and Private sidings;

Accidents occurring on assisted and private sidings shall be reported in the same way as accidents occurring at station yards of the Railway. The private party or parties connected with the siding shall also be advised.

(G) Report in the case of Accidents in workshops coming under factories Act.

Accidents resulting in loss of human life (death due to natural causes excluded) or grievous hurt and /or serious damage to property shall be reported in the usual way apart from the necessary report submitted under the Indian factories act.

(H) Report in the case of Accidents on Construction Lines

Whenever an accident which is attended with loss of human life or with grievous hurt or with serious damage to property occurs on any construction line irrespective of whether the work is being carried out by the open line or construction staff the Engineer in chief (construction), or Divisional Engineer in charge shall first report the matter to the nearest station and all the Officers concerned.

(I) Notice the government Electrical Inspector under section 33 of the Indian Electricity Act.-

- i) In the case of accidents (other than traction accidents) occurring in A.C. traction area in electrical works in connection with the generation, transmission, supply or use of electric energy which involve loss of life, accident message shall be delivered to the Chief Electrical Engineer and Electrical Inspector, South Western Railway. If loss of life is not involved, a report containing particulars of time, place and the nature of the accident and of any personal injury and the extent of injury actually occasioned by the accident and also the cause of the accident shall be sent by the Station Master, within 24 hours, as under-cover message to the Chief Electrical Engineer and Electrical Inspector, South Western Railway, with the copy to the Divisional Electrical Engineer. The Divisional Electrical Engineer shall in all cases follow up the Station Master's initial advice by a detailed report to the Chief Electrical Engineer and Electrical Inspector, South Western Railway.
- ii) In the case of traction, accidents occurring in the A.C. traction area of this railway, copies of all telegrams regarding accidents caused by electrical appliances shall be sent to the Chief Electrical Engineer and Electrical Inspector, South Western Railway.

(J) Notice to the Commissioner for Workmen's Compensation under Section 10-A of the Workmen's Compensation Act. -

- i) In the case of accidents which result in the death or serious bodily injuries to railway servants; or contractor's servants doing work for the railway, employed otherwise than in electrical capacity, within railway premises, the Divisional Railway Manager shall within 7 days of the death of serious bodily injuries send a report to the Commissioner for Workmen's Compensation, in Form Acc.5.
- ii) This report shall always be sent irrespective of whether the deceased workman was on duty or not at the time. If the deceased was not on duty at the time, the Commissioner's attention shall be drawn to it specifically.
- iii) Copies of such reports shall be sent to the Chief Safety Officer.

Note: failure to send the report within the stipulated time is punishable under Section 18-A of the Workmen's Compensation Act, with a fine, which may extend to Rs.100.

9.13 Reporting of unusual occurrences other than those as "accidents" to division, Zonal and railway board officials

- vii) Whenever there is any important unusual occurrence not falling in the category of an accident, similar procedure for dissemination of information to all concerned should be followed as done in accident cases, i.e. copies of the notes should be sent to all concerned and in important cases, the Officer dealing with the matter should inform others in telephone. This would apply to all unusual occurrences irrespective of which department they are dealt with viz. operating, Commercial, Engineering etc.
- viii) Whenever any important unusual occurrence takes place in Division, the Divisional Officer concerned, apart from taking action, he may have to see that the information is also given to the Divisional control office, who shall circulate like an accident message to all concerned and also to the central control of the zonal Railway Head Quarters.
- ix) The Official in charge of the Central control shall in consultation with the Senior Officer if necessary, decide whether the information is to be conveyed to the Railway Board emergency cell (in the absence of the regular emergency office, the punctuality cell of the Railway Board which works round the clock shall function as emergency office).

9.14 Officials to whom accidents are to be reported. –

Sl. No.	Accident Classification	To be reported to.
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Class A – COLLISIONS

1.	A-1 & A - 2	CSO, CRS, NDRB, DRM, CCM, CMD, DMO, DEN, AEN, SE/P.Way, DEE, DEE/RS, DEE/TRD, LF, LI, SE/C&W, JE/C&W, SE/S&T, CSC, DSC, ASC, SI/RPF, DME, DSTE, DOM, DSO, DCM, AO, TI, CCI, Chief Secretary to State Government, SP/GRP, SP, District Magistrate, District Collector.
2.	A-3 & A-4	CSO, CRS, NDRB, DRM, DEN, AEN, SE/P.Way, DEE, DEE/RS, DEE/TRD, SSE/PSI, SSE/OHE, LF, LI, SE/C&W, JE/C&W, SE/S&T, CSC, DSC, ASC, SI/RPF, DME, DSTE, DOM, DSO, DCM, AO, TI, CCI, Chief Secretary to State Government, SP/GRP, SP, District Magistrate, District Collector.
3.	A-5	CSO, DRM, DEN, AEN, SE/P.Way, DEE/RS, DEE/TRD, SSE/PSI, SSE/OHE, LF, LI, SE/C&W, SE/S&T, DME, DSTE, DOM, DSO, AO, TI.

Class B – FIRE IN TRAINS etc

4.	B-1	CSO, NDRB, CRS, DRM, DOM, DSO, AO, TI, DCM, CCI, DME, SE/ C&W, DEE/RS, CSC, ASC, SI/RPF SP/GRP, SP, Chief Secretary to State Government .
5.	B-2, B-3,B-4	CSO, NDRB, CRS, DRM, DOM, DSO, AO, TI, DME, LI, LF, SE/ C&W, DEE/RS, CSC, ASC, SI/RPF SP/GRP.
6.	B-5 to B-7	CSO, DRM, DOM, DSO, AO, TI, DME, LI, LF, SE/C&W, DEE/RS, CSC, ASC, SI/RPF, SP/GRP.

Class C–

TRAIN RUNNING INTO ROAD TRAFFIC AT LEVEL CROSSINGS

7	C-1	CSO, NDRB, CRS, DRM, DOM, DSO, AO, TI, DEN, AEN, SE/P.Way, DCM, CCI, DEE/RS, DME, LI, LF, SE/C&W, DSTE, SE/S&T, SP/GRP, SP, Chief Secretary to State Government, District Magistrate,
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8.	C-2	CSO, NDRB, CRS, DRM, DOM, DSO, AO, TI. DEN, AEN, SE/P.Way, DCM, CCI, DEE/RS, DME, LI, LF, SE/C&W, DSTE, SE/S&T, SP/GRP, SP, District Magistrate,
9.	C-3	CSO, NDRB, CRS, DRM, DOM, DSO, AO, TI. DEN, AEN, SE/P.Way, DCM, CCI, DEE/RS, DEE/TRD, SSE/OHE, SSE/PSI, DME, LI, LF, SE/C&W, DSTE, SE/S&T, SP/GRP, SP, District Magistrate.
10.	C-4	CSO, NDRB, CRS, DRM, DOM, DSO, AO, TI. DEN, AEN, SE/P.Way, DEE/RS, DEE/TRD, SSE/OHE, SSE/PSI, DME, LI, LF, SE/C&W.
11	C-5	CSO, CRS, DRM, DOM, DSO, AO, TI. DEN, AEN, SE/P.Way, DEE/RS, DME, LI, LF, SE/C&W, DCM, CCI, DSTE, SE/S&T, SP/GRP, SP, Chief Secretary to State Government, District Magistrate,
12	C-6 to C -9	CSO, DRM, DOM, DSO, AO, TI. DEN, AEN, SE/P.Way, DEE/RS, DME, LI, LF, SE/C&W, DCM, CCI, DSTE, SE/S&T, SP/GRP, SP,

Class D – DERAILEMENTS

13.	D-1 & D-2	CSO, CRS, NDRB, DRM, CEE, CME, DEN, AEN, SE/P.Way, DEE, DEE/RS, DEE/TRD, LF, LI, SE/C&W, JE/C&W, SE/S&T, CSC, DSC, ASC, SI/RPF, DME, DSTE, DOM, DSO, DCM, AO, TI, CCI, Chief Secretary to State Government, SP/GRP, SP, District Magistrate, District Collector.
14	D-3	CSO, CRS, NDRB, DRM, CEE, CME, CE, DEN, AEN, SE/P.Way, DEE, DEE/RS, DEE/TRD, LF, LI, SE/C&W, JE/C&W, SE/S&T, CSC, DSC, ASC, SI/RPF, DME, DSTE, DOM, DSO, DCM, AO, TI, CCI, Chief Secretary to State Government, SP/GRP, SP, District Magistrate.
15	D-4	CSO, NDRB, DRM, CEE, CME, CE, DEN, AEN, LF, LI, SE/C&W, JE/C&W, SE/S&T, DME, DSTE, DOM, DSO, DCM, AO, TI, CCI, SP/GRP, District Magistrate.
16	D-5 & D-6	CSO, DRM, DEN, AEN, SE/P.Way, DEE/RS, DME, LF, LI, SE/C&W, DSTE, SE/S&T, DOM, DSO, AO, TI.

Class E – OTHER TRAIN ACCIDENTS

17.	E-1	CSO, CRS, NDRB, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, SE/S&T, SP/GRP, SP, District Magistrate.
18.	E-2	CSO, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, SE/S&T, SP/GRP, SP, District Magistrate.

Class F – AVERTED COLLISIONS

19.	F-1 & F-2	CSO, CRS, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/P.Way, DCM, DEE/RS, DME, LF, SE/C&W, DSTE, SE/S&T.
20.	F-3 & F-4	CSO, CRS, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/P.Way, DCM, DEE/RS, DEE/TRD, SSE/OHE, SSE/PSI, DME, LF, SE/C&W, DSTE, SE/S&T.

Class G – BREACH OF BLOCK RULES

21.	G-1 & G-2	CSO, CRS, DRM, DSO, DOM, AO, TI, DME, LI, LF, SE/C&W, DSTE, SE/S&T,
22.	G-3 & G-4	CSO, DRM, DSO, DOM, AO, TI, DME, LI, LF, SE/C&W, DSTE, SE/S&T, DEE/RS.

Class H – TRAIN PASSING SIGNAL AT DANGER

23.	H-1 & H-2	CSO, CRS, DRM, DEN, AEN, SE/P.WAY, DEE/RS, DME, LF, SE/C&W, DSTE, SE/S&T, DOM, DSO, DCM, AO, TI
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Note: DEN, AEN, SE/P.WAY, are informed only when Engineering Officials are involved.

Class J –EQUIPMENT FAILURE

24.	J-1 & J-2	CSO, DRM, CEE, CME, DEE/OP, DEE/RS, LF, LI, SE/C&W, DME, DOM, DSO, AO, TI.
25.	J-3	CSO, CRS, DRM, DEE/RS, LF, LI, SE/C&W, DME, DOM, DSO, AO, TI
26.	J-4, J-5 & J-6	CSO, DRM, CME, DEE/RS, LF, LI, SE/C&W, DME, DOM, DSO, AO, TI

27	J-7, J-8 & J-9	CSO, DRM, CEE, CME, DEE/RS, LF, LI, SE/C&W, DME, DOM, DSO, AO, TI
28	J-10	DEE/RS, LF, LI, SE/C&W, DME, DOM, DSO, AO, TI

Class K – FAILURE OF PERMANENT WAY

29.	K-1, K-2, K-3 & K-7	CSO, CE, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/ P.Way,
30	K-4	CSO, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/P.Way,
31	K-5	CSO, CE, CCM, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/P.Way.
32	K-6	CSO, CRS, NDRB, CCM, CE, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SI/RPF, DOM, DSO, AO, TI, Chief Secretary to State Government, SP/ GRP, District Magistrate.
33	K-7	CSO, CE, DRM, DSO, DOM, AO, TI, DEN, AEN, SE/ P.Way,

Class L – FAILURE OF ELECTRICAL EQUIPMENT

34	L-1, L-2, L-3 & L-4	CSO, CEE, DRM, DSO, DOM, AO, TI, DEE/TRD, AEE/ TRD, SSE, OHE, SSE/PSI, LF, LI, TI.
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Class M – FAILURE OF SIGNAL AND TELECOMMUNICATION

35	M-1 to M-7.	CSO, DRM, CSTE, Sr.DSTE, DSO, DOM, ASTE, TI, SE/S&T
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UNUSUAL INCIDENTS

Class N – TRAIN WRECKING

36.	N-1,	CSO, CRS, NDRB, CE, CCO, DRM, DEN, AEN, SE/ P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SI/RPF, DOM, DSO, AO, TI, SP/GRP, District Magistrate.
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37.	N-2 & N-3	CSO, CE, CCO, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SI/RPF, DOM, DSO, AO, TI, SP/GRP, District Magistrate.
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Class P – CASUALITIES

38	P-1	CSO, CRS, CCM, CCO, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SI/RPF, DOM, DSO, AO, TI, SP, SP/GRP, SI/RPF, District Magistrate.
39.	P-2	CSO, CCM, CCO, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SP, SP/GRP, SI/RPF, DOM, DSO, AO, TI, District Magistrate.
40	P-3	CSO, CCO, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SP, DOM, DSO, AO, TI, SP/GRP, DistrictMagistrate.

CLASS ‘Q’ - OTHER ACCIDENTS

41	Q-1	CSO, CCM, CCO, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SP, SP/GRP, SI/RPF, DOM, DSO, AO, TI,
42	Q-2	CSO, CCO, DRM, LF, LI, CSC, DSC, SP, SP/GRP, SI/RPF, DOM, DSO, AO, TI.
43	Q-3	CSO, DRM, LF, LI, CSC, DSC, SP, SP/GRP, SI/RPF, DOM, DSO, AO, TI
44	Q-4	CSO, DRM, DEN, AEN, SE/P.Way, DME, LF, LI, CSC, ASC, , SP/GRP, SI/RPF, DOM, DSO, AO, TI
45	Q-5 & Q -6	CSO, DRM, DEN, AEN, SE/P.Way, SE/BRI, DEE/RS, DME, LF, LI, SE/C&W, CSC, ASC, SP/GRP, SI/RPF, DOM, DSO, AO, TI

Class ‘R’ – Miscellaneous.

46	R-1	CSO, DRM, DEE/RS, DME, LF, LI, SE/C&W, DOM, DSO, AO, TI
47	R-2	CSO, DRM, DEN, SE/P.Way, DOM, DSO, AO, TI
48	R-3	CSO, CRS, NDRB, CE, CCM, DRM, DEN, AEN, SE/P.Way, DEE/RS, LF, LI, SE/C&W, CSC, DSC, SI/RPF, DOM, DSO, AO, TI, SP/GRP, Chief secretary to State Government, District Magistrate.
49	R-4	CSO, DRM, CE, DEN, AEN, SE/P.Way, DOM, DSO, AO, TI
50	R-5	CSO, DRM, DOM, DSO, and all concerned Supervisors.

Explanation of abbreviations used in Rule 9.14.

1. AEN –Assistant Engineer
2. AO – Area Officer
3. ASC – Assistant Security Commissioner
4. CCM – Chief Commercial Manager
5. CE – Chief Engineer
6. CEE – Chief Electrical Engineer
7. SSE/OHE – Sr. Section Engineer/Over Head Equipment
8. CMD – Chief Medical Director
9. CME – Chief Mechanical Engineer
10. CCI – Commercial Inspector
11. CRS – Commissioner of Railway Safety
12. CSC – Chief Security Commissioner
13. CSO – Chief Safety Officer
14. SSE/PSI – Sr. Section Engineer/Power Supply Installations
15. DCM – Divisional Commercial Manager
16. DEE/OP – Divisional Electrical Engineer/Operations
17. DEE/RS – Divisional Electrical Engineer/Rolling Stock
18. DEE/TRD – Divisional Electrical Engineer/Traction Distribution
19. DEN – Divisional Engineer
20. DME – Divisional Mechanical Engineer
21. DOM – Divisional Operations Manager
22. DSC – Divisional Security Commissioner
23. DSO – Divisional Safety Officer
24. DSTE – Divisional Signal and Telecommunication Engineer
25. DRM – Divisional Railway Manager

26. JE/C&W – Junior Engineer/Carriage and Wagon
27. LF – Loco Foreman
28. LI – Loco Inspector
29. NDRB – Railway Board, New Delhi
30. SE/BRI – Section Engineer/Bridges
31. SE/C&W – Section Engineer/Carriage and Wagon
32. SE/P.Way – Section Engineer/Permanent Way
33. SE/S&T – Section Engineer/Signal and Telecommunication
34. SI/RPF – Sub Inspector/Railway Protection Force
35. SI/GRP – Sub Inspector/Government Railway Police
36. SP – District Superintendent of Police
37. SP/GRP – Superintendent of Police/Government Railway Police
38. TI – Transportation (Traffic) Inspector
