

CHAPTER - II

DEFINITIONS

2.01 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 accident has been classified in to categories from “A’ to “R” excluding “I” and “O”.

Note: Except where specially mentioned, nothing in these rules applies to workshop accidents, which are covered by the Factories Act 1948 and the rules made there under.

2.02 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.2 Crores 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, and
- (b) Cases involving persons being Railway Servant or holding valid passes / tickets or otherwise who are killed or grievously injured while traveling 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.

- 2.03 Serious interruption to traffic:** means interruption of an important through line of communication, which is likely to last for 24 hours or more.
- 2.04 Fire:** The statistics of fire shall include all cases of physical fire or smoke emission resulting in death or injury or damage to property amounting to Rs.5000/- and above.
- 2.05 Averted Collision:** An averted collision is a circumstance under which but for the vigilance shown by any person or persons, a collision would have occurred, either in the block section or within the station limits between two trains or between a train and an obstruction.
- Provided further that such an occurrence may not be treated as an “Averted Collision”:-
- (a) If, outside the station limits, the distance between the two trains or the train and the obstruction at the time the train or trains have finally come to a stop, is 400 meters or more.
 - (b) If, within the station limits, there is an intervening stop signal at danger governing the moving train, and compliance by the moving train with the indication conveyed by the Stop signal averted the collision between the trains or between the train and the obstruction.
- 2.06 Breach of Block Rules:** When a train enters a block section without any ‘Authority to proceed’ or with an improper authority to proceed, or is received on a blocked line not constituting an averted collision, or when it enters or is received on a wrong line at a station or a Catch/Slip siding or sand hump, it constitutes breach of Block Rules.
- 2.07 Sabotage :** Means the criminal interference with any part of the working machinery of a Railway with the object of rendering it inoperative or any act intended to cause damage to Railway property, includes train wrecking or attempted train wrecking as detailed in section 150 and 151 of Railways Act 1989.
- 2.08 Train Wrecking :** Means the willful obstruction of or tampering with the permanent way, works or rolling-stock, resulting in an accident to a train with or without loss of life or damage.
- 2.09 Attempted Train Wrecking :** Means the willful obstruction of or tampering with the permanent way or works, structures, equipment or rolling-stock, which, if undetected would have resulted in an accident.

2.10 Capsized Coach / Wagon : Capsized coach/wagon is one in which all wheels are off the ground and it is resting on its side, either on the ground or against an obstruction.

2.11 Engine failure and Time failure:

a) An engine is considered to have failed when it is unable to work its booked train from start to destination. Reduction of the load for a part of the journey would constitute a Engine failure provided this is due to a mechanical defect on the engine or mismanagement on the part of engine crew.

NOTE: In the event of an engine failure, the Loco Pilot shall give written advice of it to the Guard. The Guard shall advise the Station Master who shall issue the necessary 'all concerned' message.

b) When an engine causes a net delay of one hour or more through out the entire run owing to some mechanical defect or mismanagement on the part of the engine crew, it would constitute a time failure. Train stalling due to engine trouble or mismanagement by the engine crew necessitating working of the train in two portions would constitute a time failure provided the net loss of time on the entire journey exceeds an Hour.

2.12 Equipment failures :-An equipment will be considered as failed if it is not able to perform the prescribed function within the prescribed time limit. These include all failure of Railway equipment i.e. failure of locomotive, rolling stock, permanent way, overhead wire, signalling and telecommunication equipment and include cases falling under classification J,K,L & M.

2.13 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.

2.14 Threshold value :- For the purpose of reporting of accidents, 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** or;

(b) Threshold value of interruption to communication either partial or total, where duration of interruption to communication is equal to or more than Number of hours specified against each cell.

Interruption	BG-A,B,C, or D Spl.. route	BG-D, E Spl. Or MG – Q, R route	BG – E, MG– S or NG–route.
Total	3 Hrs.	4 Hrs.	6 Hrs.
Or	Or	Or	Or
Total + Partial	6 Hrs.	8 Hrs.	12 Hrs.

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.

Note : 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*”

2.15 Injuries : Injuries are classified as grievous and simple.

(i) **Grievous Injuries :** 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). The 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 of 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, in severe bodily pain or unable to follow his ordinary pursuits.

(ii) **Simple Injuries:-**

- (a) 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.

- (b) 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.

2.16 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, live stock, 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 this 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.

2.17 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 Train 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.

2.18. Other Trains: All other trains not covered under Para 2.17 above shall be termed as 'other trains'.

2.19 Railway Administration in relation to

- (a) A government railway , means the General Manager of a Zonal railway and
- (b) A Non – Government railway means the person who is the owner or lessee of the railway or the person working the railway under an agreement.

- 2.20 Department:** includes all branches concerned under the administrative set up.
- 2.21 Railway Servant :** Means any person employed by the central government or by a railway administration in connection with the service of a railway.
- 2.22 Railway property:** means rolling stock, locomotive, permanent way, signaling and interlocking equipment, electric equipment and other property owned by the railway.
- 2.23 Public property:** means all such property which does not belong to railway Viz. Goods, Parcels, i.e. luggage, live stock, and other materials tendered to and accepted by the railway for carriage from a fixed place of departure to a certain destination (excluding the luggage carried by passengers on train).
- 2.24 Cattle:** means and includes cows , bullocks, elephants, camels, buffaloes, horses, mares, geldings, ponies, colts, fillies and mules.
