

North Eastern Railway  
Accident Manual (2009 Edition)  
**Amendment slip No. 01 dated 14-09-2010**  
(in 02 items)

- (1) **Delete the existing definition of duration of ‘interruption ’ as appearing on page 23 in Chapter-II under item No. 20(b): ‘Threshold value of interruption to communication’ and replace it with the following alongwith note-**

Duration of ‘interruption’ is defined as duration from the time of accident till starting of first Commercial train (Goods or Passenger) on line clear from adjacent station for movement over the affected line in that section.

**Note:-** First commercial train should start on line clear from adjacent station for movement over the affected line within 30 minutes after Track/OHE fit. Cases of movement of Commercial Train after 30 minutes 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 shall be made on 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) **Delete the existing para-7 of Chapter-IX appearing on page 106 and replace it with the following-**

- (7) Duration of ‘interruption’ is defined as duration from the time of accident till starting of first Commercial train (Goods or Passenger) on line clear from adjacent station for movement over the affected line in that section.

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North Eastern Railway  
 Accident Manual(2009 Edition)  
**Amendment slip No. 02 dated 10-08-2012**  
 (in 5 items)  
 Last amendment slip No.1 dated 14-9-2010

- (1) Replace the existing threshold value of damage to Railway Property as appearing in chapter II of Accident Manual on page 19, para (5) (iv) **from Rs. 25 lakhs to Rs. 2 crore.**
- (2) Replace the existing threshold value of damage to Railway Property as appearing in chapter II of Accident Manual on page 20 under item No. (6) **from Rs. 25 lakhs to Rs. 2 crore.**
- (3) Delete the existing threshold value of damage to Railway property as appearing on page 23, 24 and 25 in chapter II under sub-head ‘Classification of Accidents’ item no. (8) A-1(ii), A-2(ii), B-1(ii), B-2(ii), D-1(ii), D-2(ii) and replace it with the following-

“damage to Railway property of the value exceeding Rs. 2 crore and/or”

- (4) Re-number para D-1 as D-2 and replace the threshold value of damage to Railway Property from Rs. 25 lakhs to Rs. 2 crore on page 33 and insert the following as D-1:-

D-1	Derailment of a train carrying passengers resulting in (i) loss of human life and/or grievous hurt and/or (ii) damage to railway property of the value exceeding Rs. 2 crore and/or (iii) interruption of any important through line of communication for at least 24 hours.	-do-	-do-	-do-	JA Grade Inquiry Committee
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5- **Replace Item no. 2 as appearing in Chapter VII of Accident Manual on page 82 with the following:**

- (i) In the event of the Loco pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent train will take action as under:-
- (a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco pilot must inform the station master and Loco pilot of trains already left station in rear through available means of communications to stop movement of trains;
  - (b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master;
  - (c) the Station Masters on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section, and Junior Engineer/Section Engineer(P.Way), Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager;
  - (d) arrange to dispatch by rail maintenance machine/tower wagon/light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. He will advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco pilot.
  - (e) in the absence of engineering officials the train with a caution order instructing the Loco pilot to stop dead before the affected kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour till the track is certified to be safe by engineering officials.
  - (f) if the condition as reported earlier is confirmed by the Loco pilot, no train movement shall be allowed till certified to be safe by engineering officials;

**Note:** In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco pilot of his train through walkie-talkie or other available means of communication between the Loco pilot and the Guard about the occurrence, after which the Loco pilot shall take action as mentioned in para (i) (a) above. In the event of Guard unable to contact the Loco pilot, he should take action to stop the train and inform the Loco pilot.

- (ii) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges, or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line sections and will take action as per para (i) (d) above in consultation with the Section Controller except that only rail maintenance machine/tower wagon/light engine shall be sent to ascertain for the line to be safe for the movement of the train.
  
- (iii) In the event of the Loco pilot and /or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action:-
  - (a) Immediately switch on the flasher light of his loco;
  - (b) Inform the Station Master(s) concerned/control through the available means of communication, and concurrently;
  - (c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62
  - (d) thereafter, he will continue journey to the next station cautiously keeping flasher light on; and
  - (e) be prepared to stop any incoming train approaching on the affected portion by communicating on walkie talkie or other available means of communication and exhibiting danger hand signal;
  - (f) on arrival at the next station he shall inform the Station Master through a written memo about the occurrence;
  - (g) on receipt of such information the Station Master must take action as per para (i) (c) to (f) above.

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**Amendment slip No. 03 dated 24-08-2012**  
(In 1 item)  
Last amendment slip No.2 dated 10-8-2012

Replace the existing Appendix-III as appearing on page 143 of the Accident Manual with the following-

**APPENDIX-III**  
**EX-GRATIA**

Relief to persons involved in train accidents or untoward incidents- Ex-gratia payments to victims-

- 1- The amount of ex-gratia payable to dependents of dead or injured bona fide passengers involved in **Train Accidents** as defined in Section 124 of Railways Act, 1989 and to the road users who met with an accident due to Railway's prima facie liability at **Manned Level Crossing Gate Accident** shall be 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
1)	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. 5,000/- (Rupees Five thousand only)
2)	In case of Accident at Manned Level Crossing (due to Railway's prima facie liability)	Rs. 50,000/- (Rupees Fifty thousand only)	Rs. 25,000/- (Rupees Twenty Five thousand only)	Rs. 5,000/- (Rupees Five thousand only)

- 2- The rate of ex-gratia for death/injury in **Untoward Incident**, as defined under Section 124-A of the Railways Act, 1989 shall be as under-

- (i) In case of **death** Rs. **15,000/-**  
(ii) In case of **grievous injuries** Rs. **5000/-**  
(iii) In case of **simple injuries** Rs. **500/-**

- 3- No ex-gratia is admissible in case of accident at Unmanned Level Crossing.

- (i) No ex-gratia payment would be admissible to trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
- (ii) The amount of ex-gratia relief admissible to road users who meet with an accident due to Railway's prima facie liability at Manned Level Crossing Gate Accident will be counted towards the amount of compensation payable, if action is tenable against the Railways under the Law of Torts and award is actually granted by a Court of Law.
- (iii) Ex-gratia payment should also be made to railway servants killed or injured while on duty by a moving train for example Gangman working on track run over accidentally by a moving train.
- (iv) Payment should be sanctioned/arranged preferably on the spot by a Senior Scale Officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.

**NOTE**-These instructions are effective from 1st August/2012.

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North Eastern Railway  
 Accident Manual (2009 Edition)  
**Amendment slip No. 04 dated 15-04-2014**  
 (In 2 items)  
 Last amendment slip No.3 dated 24-8-2012

- 1- Delete the word “**caste**” appearing in the second sentence (third line) of para (9)(c) of Chapter VII on page 84.
- 2- Replace the threshold value of interruption to communication appearing on page 23 of Chapter II with the following:-

Interruption	BG-A, B, C or D Spl(in hours)	BG-D, E Spl or MG-Q, R(in hours)	BG-E, MG-S or NG route(in hours)
Total	3	4	6
or	or	or	or
Total+Partial	6	8	12

- 3- Replace item no. 14 under sub head ‘Acceptance of Findings’ in Chapter VIII ‘Enquiries into Accidents’ on page 97 with the following:

*14-* All accident inquiry cases, where DRM is the accepting authority and involve Foreign Railway staff(Primary and Secondary responsible) will be accepted by AGM and in the absence of the post of AGM, the senior most PHOD shall be nominated to discharge his duty.  
 In case where Foreign Railway staff is held blameworthy only, the Accident Inquiry case may be accepted by DRM.

- 4- Delete the word ‘XXR/XR’ under head ‘Class of wire’ appearing in ‘Classification of Accident/Other occurrences Consequential Train Accidents’ in Chapter II.
- 5- Add the following Note after para-5 under sub-heading ‘Photography’ of Chapter-V(Management at Accident site) on page 63.

**Note-** “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, engines, under gears of coaches and engines, rails , track, etc. and clues which may in turn provide some information to the inquiring authority, Similarly, still photographs should also be taken in a judicious manner.”

- 6- Add the following Note after para-8B under sub-heading ‘To Preserve clues and collect evidences’ of Chapter-V(Management at Accident site) on page 64.

**Note-** “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.”

North Eastern Railway  
Accident Manual(2009 Edition)  
**Amendment slip No. 05 dated 05-12-2017**  
(in 03 items)

**(1)** Replace the following as appearing on page 97 in Chapter VIII - ENQUIRIES INTO ACCIDENTS under item No. 17: ‘Acceptance of Findings’ :

7. In case CRS or CCRS is not in a position to inquire into serious accident cases involving coaching train, notified to him under section 113 of Railway Act, the inquiry shall be carried out by the Committee of SA Grade officers and CSO of the Railway shall be convener of such committee. The Accident Inquiry Report of the Committee shall be accepted by the General Manager of the Zonal Railway.
  
9. All other consequential train accidents shall be inquired into by Dy.CSO from Safety Department to be nominated by GM with the GM as the accepting authority.
  
10. All other accidents shall be inquired into by a Committee of Sr.Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
  
16. All inquiries will be ordered by the concerned DRM except for inquiries falling under item 7, 8 and 9 of the above wherein the General Manager will order the inquiries.

(Ref: Rly Bd’s letter No. 2005/Safety(A&R)/6/4 Pt. dated 17.10.2017).

**(2)** Add the following under “Classification of Accidents”, 1-Train Accident (a) “Consequential train accidents” of Chapter-II(Definition and Classification of Accidents) on page 22 :-

Miscellaneous: All cases under category E-1.

- (3) Replace Minimum Penalty as appearing at serial number 3 of Appendix-II “Train Passing Signal at Danger” with the following :-

1.0 Punishment in SPAD (in case of first instance):

S.N.	SPAD at	Condition	Punishment recommended
(i)	(ii)	(iii)	(iv)
1.1	During reception of Train: SPAD has occurred on any reception signal including Starter signal when train is being received.	1.1.1 Distance travelled beyond the Stop Signal is upto Signal Overlap/Block Overlap or less.	<p>(i) <u>For Loco Pilots:</u></p> <ul style="list-style-type: none"> <li>Reduction to a lower post/grade of Loco Pilot Shunter for a period of 02 years where the period of reduction shall operate to postpone future increments of pay, where SPAD is entirely due to neglect of Loco Pilot.</li> <li>Reduction to a lower grade/post of Loco Pilot Shunter for a period of 02 years, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.</li> </ul> <p>(ii) <u>For Assistant Loco Pilots:</u></p> <ul style="list-style-type: none"> <li>Reduction to a lowest grade for a minimum period of three years, where the period of reduction shall operate to postpone future increments of pay.</li> <li>Reduction to a lowest grade/post for a minimum period of three years, if there are contributory factors like loss of brake power on the run.</li> </ul> <p>(iii) Safety/monitoring category of involved crew should be kept as ' C' for 02 years after fit for main line duty.</p> <p>(iv) Loco Pilots involved in SPAD case will be immediately de-rostered, sent for refresher course and fresh psycho-test.</p> <p>(v) Competency Certificate should be re-issued after checking their knowledge by competent authority.</p>
		1.1.2 Distance travelled beyond the Stop Signal is more than the Signal Overlap/Block Overlap.	Removal from service or Compulsory retirement where entirely due to neglect of Loco Pilot; Reduction to a lower grade for a period of 02 years where the period of reduction shall operate to postpone future increments of pay, if there are contributory factors like loss of brake power on the run which he could



			<p>not have detected when he took charge of the locomotive.</p> <p>At the appeal stage, contributory factors and past records of Loco Pilot may be taken into account and punishment reviewed.</p> <p>In exceptional cases, running duty may also be restored to such loco pilots after re-training and fresh psycho-test.</p>
1.2	During Dispatch of the train- SPAD at Starter Signal, Advanced Starter Signal, IBS Signal and Automatic Signal.	SPAD	<p>Removal from service or Compulsory retirement where entirely due to neglect of Loco Pilot; Reduction to a lower grade for a period of 02 years where the period of reduction shall operate to postpone future increments of pay, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.</p> <p>At the appeal stage, contributory factors and past records of Loco Pilot may be taken into account and punishment reviewed.</p> <p>In exceptional cases, running duty may also be restored to such loco pilots after re-training and fresh psycho-test.</p>
1.3	Gate Signal at Manned Level Crossing.	SPAD	<p><b>1.3.1 For Loco Pilots :</b></p> <ul style="list-style-type: none"> <li>• Reduction to a lower post/grade of Loco Pilot Shunter for a period of 02 years where the period of reduction shall operate to postpone future increments of pay, where SPAD is entirely due to neglect of Loco Pilot.</li> <li>• Reduction to a lower grade/post of Loco Pilot Shunter for a period of 02 years, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.</li> </ul> <p>(ii) <u>For Assistant Loco Pilots:</u></p> <ul style="list-style-type: none"> <li>• Reduction to a lowest Scale for a period of two years, where the period of reduction shall operate to postpone future increments of pay.</li> <li>• Reduction to a lowest scale for a period of two years, if there are contributory factors like loss of brake power on the run, which he could not have detected when he took charge of the locomotive.</li> </ul> <p>1.3.3 Safety/monitoring category of involved crew should be kept as ' C '</p>

			<p>for 02 years after fit for main line duty.</p> <p>1.3.4 Loco Pilots involved in SPAD case will be immediately de-rostered, sent for refresher course.</p> <p>1.3.5 Competency Certificate should be re-issued after checking their knowledge by competent authority.</p>
1.4	Shunt Signal	Failure of LP/ALP in observing the shunt signal.	Withholding of increments for two years, however, Disciplinary Authority must record reasons for not imposing one of the major penalties.
1.5	SPAD in AWS/ATP territory.	SPAD	<p>Removal from service or Compulsory retirement where entirely due to neglect of Loco Pilot; Reduction to a lower grade/post for a period of 02 years where the period of reduction shall operate to postpone future increments of pay, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.</p> <p>At the appeal stage, contributory factors and past records of Loco Pilot may be taken into account and punishment reviewed.</p> <p>In exceptional cases, running duty may also be restored to such loco pilots after re-training and fresh psycho-test.</p>

2.0 In 1<sup>st</sup> instance of SPAD, for all cases other than item no. 1.1.1 and 1.3 in above table, punishment norms for ALP, will be as follows :

Any one of the major penalties will be awarded to ALP other than compulsory retirement/removal/dismissal from service, as decided by the competent authority.

3.0 Punishment in SPAD (in 2<sup>nd</sup> instance) :  
2<sup>nd</sup> instance of SPAD needs to be viewed seriously and thus needs to be viewed seriously and thus need to be penalized as per the following norms:

Removal from service or Compulsory retirement where entirely due to neglect of Loco Pilot; Reduction to a lower grade/post for a period of 02 years, where the period of reduction shall operate to postpone future increments of pay, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.

At the appeal stage, contributory factors and past records of Loco Pilot may be taken into account and punishment reviewed.

In exceptional cases, running duty may also be restored to such loco pilots after re-training and fresh psycho-test.

4.0 On 2<sup>nd</sup> instance of SPAD, at Appeal or revision stage, in no case should Loco Pilot be put back on foot-plate duties if found solely responsible for the SPAD in 1<sup>st</sup> and 2<sup>nd</sup> instances. He/she should be reinstated ordinarily to lower or equivalent to initial Loco Pilot/Shunter Grade and accordingly redeployed in non-running duty.

5.0 For Assistant Loco Pilot, in the 2<sup>nd</sup> instance of SPAD, he/she may be downgraded to initial stage of recruitment.

- 6.0 The performance of Loco Inspectors also needs to be monitored and they may be apportioned responsibility if repeated incidents of SPAD are noticed amongst LP/ALPs in their jurisdiction.
- 7.0 It is clarified that passing of penalty orders shall be governed by the statutory rules i.e. the Railway Servant (Discipline and Appeal) Rules, 1968 and the instant instructions are being issued to the Disciplinary Authorities for the guidance while their right to impose a penalty by independent application of mind in accordance with the provisions of the said rule is not being interfered with in any manner.
- 8.0 The above norms shall come into force with effect from the date of issue of this letter i.e. 08.01.2018.
- 9.0 SPAD cases which occurred before the date of issue of this letter shall be decided on the prior instructions.

(Ref: Rly Bd's letter No. 2017/Safety(A&R)/18/11 Pt. dated 08.01.2018)

**Principal Chief Operations Manager**

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