

Addendum & Corrigendum No. 6 to Accident Manual Book
(2014) of S.E.C.Railway.

In the Accident Manual Book/SECR, Edition 2014,

Following Rules are revised/deleted with the approval of the competent authority (PCOM/SECR):-

1. The existing Rule no. 6.01.2(vii) (g) is revised as follows:-

Rule no. 6.01.2(vii) (g):- Relay Room should be immediately locked with a new lock and key should be kept in the safe custody of Safety Officer. Data Logger, Relay Room and Other concerned Signaling equipments should also be sealed immediately after accident in station yard to preserve the clue.

2. The existing Rule no. 10.06(a)(i) is revised as follows:-

Rule no. 10.06(a)(i):- 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 a Committee of SA Grade Officers and CSO of the Railway shall be Convener/Chairman of such committee. The Accident Inquiry Report of the Committee shall be accepted by the General Manager of the Zonal Railway.

3. The existing Rule No. 10.06(a)(ii) is revised as follows:-

Rule No. 10.06(a) (ii):- All cases of collisions falling under A1 to A 4 categories shall be inquired into by a Committee of SAG Officers unless the same is being inquired by CRS with General Manager as the Accepting Authority.

4. The existing Rule No. 10.06 (b) is revised as follows:-

Rule No. 10.06 (b):- All Other consequential train accidents shall be inquired by Dy. CSOs from Safety Department to be nominated by GM with the GM as the accepting authority. **Conditions for composition of inquiry committee to be followed as per Accident Manual Rule no. 10.12.**

5. The existing rule no. 10.06(c) is revised as follows:-

Rule No. 10.06 (c):- 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.

6. The existing rule no. 10.06(e) is revised as follows:-

Rule No. 10.06 (e):- All cases of indicative accidents shall be inquired into by a Committee of Senior or Junior Scale officers with DRM as the accepting authority except all cases of Signal Passing at Danger (SPAD) which shall be inquired into by a JA Grade Committee of officers at divisional level with Sr.DSO/DSO as a member only for cases of SPAD.

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7. The existing Rule no. 10.06(g) is revised as follows:-

Rule No. 10.06 (g):- In accident cases wherein the inquiry Committee determines responsibility on the staff of Foreign Railway, the inquiry report should be put up to the Principal Head of the Department of concerned department of the Railway on which the accident took place though CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of inter-railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent railway at General Manager level, then the case should be referred to Railway Board. In case foreign Railway staff is held 'blameworthy' only, the accident inquiry case may be accepted by DRM.

8. The existing rule no. 10.06(i) is revised as follows:-

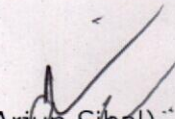
Rule No. 10.06 (i):- All inquiries will be ordered by the concerned DRM except for inquiries falling under item- (a)(i), (ii) & (b) of the above wherein the General Manager will order the inquiries.

9. The existing Rule no. 10.06(j) is deleted.

10. The existing Rule no. 10.06(k) is deleted.

11. The existing rule no. 10.29(d) is revised as follows:-

Rule 10.29 (d):- In Accident cases wherein the inquiry Committee determines responsibility on the staff of Foreign Railway, the inquiry report should be put up to Principal Head of the Department of concerned department of the Railway on which the accident took place though CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-Railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent railway at General Manager Level, then the case should be referred to Railway Board. In case foreign Railway staff is held 'blameworthy' only, the accident inquiry case may be accepted by DRM.


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For Principal Chief Operations Manager
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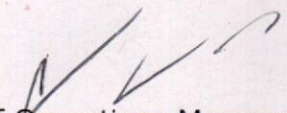
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Circulations:

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,
STC/BIA & DTTC/DGG.


Dy. Chief Operations Manager/Frt. & Plg.