



संरक्षा विभाग / मुख्यालय
SAFETY DEPARTMENT/HQ
दक्षिण पूर्व मध्य रेलवे, बिलासपुर (छ.ग.) 495004
SOUTH EAST CENTRAL RAILWAY, BILASPUR (C.G.) 495004
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No. PCSO/Safety/AM/2014/152

Dt.: 19.06.2024

SUB: Addendum Corrigendum No.8 of SECR's Accident Manual-2014


REF: i) Railway board letter no: 2023/TC-III/49/1/Ex-Gratia dated 18.09.2023.

ii) Railway board notification (F.No. 2015/TC-III/26/1) dated 22.12.2016.

iii) Railway Boards letter no: 2018//Safety/(A&R)/1/8 dated 25.01.2019

In the Accident Manual Book /SECR , Edition 2014, following Rules are revised/deleted with the approval of competent authority (PCSO/SECR):-

1. Ex-Gratia payments and compensation in chapter IX are revised vide item no. A.
2. Measurement Proforma for Accident Investigation/Inquiry in chapter VI are revised vide item no. B.


(D.K.Singh) 19/06/2024
Dy. Chief Safety Officer/Traffic
For Principal Chief Safety Officer
S.E.C. Railway, Bilaspur

Circulations:

1. DG/Safety/Railway Board, New Delhi
2. Sec. to GM for kind information of GM/SECR.
3. PCOM, PCME, PCEE, PCSTE, PCE, PCCM/SECR .
4. DRM/BSP, R & NAG.
5. Sr.DSO, Sr.DSTE, Sr.DOM, Sr.DME, Sr.DEN(Co.), Sr.DEE/BSP, R & NAG
6. Principal-ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.


19/06/2024
Dy. Chief Safety Officer/Traffic

Addendum & Corrigendum no. 8 of Accident Manual Book (2014) of S.E.C.Railway.

- A. All existing details under Chapter -IX of accident Manual Book (2014) of SECR are replaced as follows:

CHAPTER-IX

EX-GRATIA PAYMENTS

(Appendix-'A')

9.01 The amount of ex-gratia relief to be paid to the dependents of dead and injured passengers involved in Train Accidents and Untoward Incidents as defined under Section 123 read with Section 124 and 124-A of the 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 are as below:-

1. Amount of Ex-gratia for Train Accidents, Untoward Incidents and Manned Level Crossing Gate Accidents

SN	Type of accident	Amount of ex-gratia for Death	Amount of ex-gratia for Grievous Injury	Amount of ex-gratia for Simple Injury
1.	Train Accident (as defined 1) under Section 124 of the Railways Act, 1989)	Rs. 5,00,000/- (Rupees Five lakh only)	Rs. 2,50,000/- (Rupees Two lakh Fifty thousand only)	Rs. 50,000/- (Rupees Fifty Thousand only)
2.	Untoward Incident (as defined under Section 124-A of the Railways Act, 1989)	Rs. 1,50,000/- (Rupees One lakh Fifty Thousand only)	Rs. 50,000/- (Rupees Fifty Thousand only)	Rs. 50,000/- (Rupees Fifty Thousand only)
3.	Accident at Manned Level Crossing (due to Railway's prima facie liability)	Rs. 5,00,000/- (Rupees Five lakh only)	Rs. 2,50,000/- (Rupees Two lakh Fifty thousand only)	Rs. 50,000/- (Rupees Fifty Thousand only)

9.02. Additional Ex-gratia relief in case of Hospitalization of Grievously Injured Passengers beyond 30 days.

In case of Train Accident	In case of Untoward Incident
Rs. 3,000/- per day to be released at the end of every 10 day period or date of discharge, whichever is earlier.	Rs. 1,500/- per day to be released at the end of every 10 day period or date of discharge, whichever is earlier upto further six month of hospitalization.

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	Thereafter, Rs. 750/- per day be released at the end of every 10 day period or date of discharge, whichever is earlier upto further five month of hospitalization
(a) Lump sum amount of ex-gratia for hospitalization of grievously injured passenger upto first 30 days is as mentioned in table at para (1) above.	
(b) The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	

9.02.01 This ex-gratia payment will be exclusively for passengers who are grievously injured in train accidents or untoward incidents as defined under Section 123 of the Railway Act, 1989 .

9.02.02 The period for treatment as indoor patient for more than 30 days would need to be certified by a Railway Doctor for the purpose of further ex-gratia payment upto the period of remaining 11 months. In case where the injured is taking treatment in other than Railway hospital, the treatment has to be certified by Railway Doctor.

9.02.03 Sr. Divisional Medical Officers shall also keep track of such injured person taking treatment in other than Railway hospitals. Sr. DCM/DCM shall keep coordination with Sr. DMO for the purpose and arrange payment of ex-gratia as per the prescribed schedule mentioned in the table in Para-2 above at the doorstep of injured person. Every care shall be taken by Sr. DCM/DCM to avoid any inconvenience to injured person in such cases.

9.03. Mode of Payment of ex-gratia/enhanced ex-gratia

9.03.01 Maximum amount of upto Rs. 50,000/- to be paid in cash as an immediate relief for taking care of initial expenses.

9.03.02 Remaining amount to be paid by Account Payee Cheque / RTGS/NEFT/Any other online payment mode.

9.03.03 Notwithstanding anything contained in Para 3.1 and 3.2 above, Railways may disburse the entire amount of ex-gratia/enhanced ex-gratia by Account Payee Cheque /RTGS/NEFT/Any other online payment mode, if deemed appropriate.

9.04. Other terms and conditions:

9.04.01 No ex-gratia relief would be admissible to road users in case of accident at Unmanned Level crossing, trespassers, person electrocuted by OHE (Over Head Equipment).

9.04.02 Ex-gratia payment in case of train accidents and untoward incidents are not to be taken into account at the time of final claim for compensation.

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- 9.04.03** 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 an award is actually granted by a Court of Law
- 9.04.04** Ex-gratia payments should also be made to railway servants killed or injured by a moving train while performing their duty, for example, gangman working on track run over accidentally by a moving train.
- 9.04.05** Payments 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.
- 9.04.06** Withdrawal of money from station earnings for making ex-gratia payments is permissible. The amount required for making ex-gratia payments should be drawn on the authority of Station Pay Orders form.
- 9.04.07** Immediately after payments are made, the DRMs concerned will submit a full report of the payments made to the Divisional Accounts Officer concerned to whom each payee's acquittance in original should be sent, sending copies to FA & CAO (Headquarter Expenditure Section) Bilaspur and Chief Commercial Manager (Claims Branch) Bilaspur giving full particulars of the accident, the names and addresses of the persons who were injured or killed, the amounts of ex-gratia payments made and the names and addresses of the payee's and their relationship to the deceased etc., and also certify that the payments have been made in deserving cases after satisfying himself that the person concerned was of limited means quoting the name and designation of the officer who made the ex-gratia payments.
- 09.4.08 Compensation:** Claims for compensation for death / injury of a passenger in train accident or the Railway Claims Tribunal having jurisdiction over the site of the accident decides untoward incident.

The Tribunal has 21 benches at 18 major cities in the Country viz.

Ahmedabad	Banglore	Bhopal
Bhubneshwar	Mumbai	Kolkata-3
Chandigarh	Ernakulam	Guwahati
Gorakpur	Jaipur	Lucknow
Chennai	Delhi (2 benches)	Nagpur
Patna	Secunderabad	Ghaziabad

- 9.04.09 Procedure for Filing Application:** The Claimant or his agent or his duly authorized legal practitioner should present the application in Form II (specimen enclosed) in triplicate to the Registrar of the Tribunal having jurisdiction over the place of accident / untoward incident. The application can also be sent by registered post to the Registrar of the Bench concerned. Application is to be filed within one year from the date of the accident.

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SPECIMEN APPLICATION FORM

**BEFORE THE RAILWAY CLAIMS TRIBUNAL, BHOPAL BENCH, NEAR RANI KAMLAPATI
RAILWAY STATION CAMPUS, BHOPAL-16**

FORM II

Application under section 16 of the Railway Tribunal Act, 1987 read with Sections 124 and 125 of Railway Act, 1989 in respect of claims for compensation arising out of accident to a train:

PART-1

Original accident Application No.-----date-----

Between -----Applicant/Applicants and General Manager, South East Central Railway,
Bilaspur
RESPONDENT

PART-II

S.No. Page No. Description of documents attached

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

For the use in Tribunal's office Signature of the applicant

Date of filling or

Date of receipt by post

Registration No.

For Registrar

PART-III

To

THE RAILWAY CLAIMS TRIBUNAL,
NEAR RANI KAMLAPATI RAILWAY STATION CAMPUS,
BHOPAL-16

I, -----Son/Daughter/Wife Widow of -----residing at ---having been injured in the Railway Accident, hereby apply for the grant of compensation for injury sustained.

I, -----Son/Daughter/Wife/Widow of -----residing at -----hereby apply as dependent for the grant of compensation on account of the Death/injury sustained by Shri/Kumari/Shrimati-----who died/was injured in the Railway Accident referred to hereunder.

Necessary particulars in respect of the deceased/injured in the accident are given below:

1. Name and father's name of the person injured/dead (husband's name in the case of married woman or widow).
2. Full address of the person injured/dead.
3. Age of the person injured/dead.
4. Occupation of the person injured/dead:
5. Name and address of the employer of the deceased, if any
6. Brief particulars of the Accident indicating the date and place of accident and the name of the train involved.
7. Class of travel, and ticket/pass number, to the extent known.
- 7A. Journey from and Journey to:

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8. Nature of injuries sustained along with medical certificate.
9. Name and address of the medical officer/practitioner, if any who attended on the injured/dead and period of treatment.
10. Disability for work, if any, caused:
11. Details of the loss of any luggage on account of the accident.
12. Has any claim been lodged with any other authority? If so, particulars thereof.
13. Name and permanent address of the applicant.
14. Local address of the applicant, if any.
15. Relationship with the deceased/injured.
16. Amount of compensation claimed.
17. When the application is not made within one year of the occurrence of the accident, the grounds thereof.
18. Any other information or documentary evidence that may be necessary or helpful in the disposal of the claim.
19. Mention the documents, if any, filed along with application.

I,----- solemnly declare that (a) the particulars given above are true and correct to the best of my knowledge and (b) I have not claimed or obtained any compensation in relation to the injured/dead which is the subject matter of the application.

Place:

Date: Signature/LTI of the applicant

Name of witness and his address in case left thumb impression is put by applicant.

VERIFICATION

I,----- (Name of the applicant) S/o, Do/o, W/o--- age----- do hereby verify that the contents of paragraph -----to----- are true to my personal knowledge and paragraphs -----to----- are believed to be true to the best of my knowledge of the legal advice given to me and that I have not suppressed any material fact.

Place:

Date: Signature of the applicant

Full address

To
The Registrar,
Railway Claims Tribunal,
Bhopal Bench,
Near Rani Kamalapati Railway station Campus
Bhopal-16

[Signature]
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THE GAZETTE OF INDIA: EXTRAORDINARY SCHEDULE
(See Rule 3 of Railway Accident (Compensation) Rules, 1990)

Compensation Payable for Death and Injuries Amount of Compensation

PART - I

For death _____ 8,00,000

PART - II

- | | |
|---|----------|
| 1. For loss of both hands or amputation at higher sites - | 8,00,000 |
| 2. For loss of hand and a foot- | 8,00,000 |
| 3. For double amputation through leg or thigh or amputation through leg or thigh on one side and loss of other foot- | 8,00,000 |
| 4. For loss of sight to such an extent as to render the claimant unable to perform any work for which eye sight is essential- | 8,00,000 |
| 5. For very severe facial disfigurement- | 8,00,000 |
| 6. For absolute deafness- | 8,00,000 |

PART - III

- | | |
|---|-----------|
| 1. For amputation through shoulder joint- | 7,20,000 |
| 2. For amputation below shoulder with stump less than 8" from tip of acromion- | 6,40,000 |
| 3. For amputation from 8" from tip of acromion to less than 4 1/2" below tip of olecranon- | 5,60,000 |
| 4. For loss of a hand or the thumb and four fingers of one hand or amputation from 4 1/2" below space tip of olecranon- | 4,80,000. |
| 5. For loss of thumb- | 2,40,000 |
| 6. For loss of thumb and its metacarpal bone - | 3,20,000 |
| 7. For loss of four fingers of one hand- | 4,00,000 |
| 8. For loss of three fingers of one hand- | 2,40,000 |
| 9. For loss of two fingers of one hand- | 1,60,000 |
| 10. For loss of terminal phalanx of thumb - | 1,60,000 |
| 11. For amputation of both feet resulting in end bearing stump - | 7,20,000 |
| 12. For amputation through both feet proximal to the metatarso - phalangeal joint- | 6,40,000 |
| 13. For loss of all toes of both feet through the metatarso-phalangeal joint- | 3,20,000 |
| 14. For loss of all toes of both feet proximal to the proximal interphalangeal joint- | 2,40,000 |
| 15. For loss of all toes of both feet distal to the proximal inter-phalangeal joint- | 1,60,000 |
| 16. For amputation at hip- | 7,20,000 |

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17. For amputation below hip with stump not exceeding 5" in length measured from tip of great trochanter but not beyond middle thigh-	6,40,000
18. For amputation below hip with stump exceeding 5" in length measured from tip to great trochanter but not beyond middle thigh -	5,60,000
19. For amputation below middle thigh to 3 1/2 below knee -	4,80,000
20. For amputation below knee with stump exceeding 3 1/2 but not exceeding 5"-	4,00,000
21. Fracture of spine with paraplegia -	4,00,000
22. For Amputation below knee with stump with exceeding 5" -	3,20,000
23. For loss of one eye without complications to the other being normal -	3,20,000
24. For amputation of one foot resulting in end bearing-	2,40,000
25. For amputation through one foot proximal to the metatarsophalangeal joint-	2,40,000
26. Fracture of spine without paraplegia -	2,40,000
27. For loss of vision of one eye without complications of disfigurement of eye ball, the other being normal -	2,40,000
28. For loss of all toes of one foot through metatarsophalangeal joint -	1,60,000
29. Fracture of hip joint -	1,60,000
30. Fracture of major bone femur tibia of both limbs -	1,60,000
31. Fracture of major bone humerus radius both limbs-	1,20,000
32. Fracture of Pelvis not involving joint -	80,000
33. Fracture of major bone femur tibia one limb -	80,000
34. Fracture of major bone humerus radius ulna one limb -	64,000.

Note : The Principal rules published in the Gazette of India, Extraordinary, Part-II, section 3, sub-section (i) vide number G.S.R 555(E) dated 07.06.1990 and subsequently amended vide number G.S.R.592(E), dated 22.07.1994 and G.S.R.620(E), dated 25.10.1997

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- B. Existing Para no. 6.04, 6.04.1, 6.04.2, 6.05, 6.05.01, 6.06.1 of Chapter-VI to be replaced with and new Para 6.04 added along with Annexure A, B, C & D. Para 6.07 & 6.07.01 to be read as 6.05 and 6.05.01**

6.04 Pro-forma to be filled up in case of derailment:

The relevant papers in this pro-forma are required to be filled in by the inspectors/Officers of the respective departments before leaving the site of the accident and the complete pro-forma should be countersigned by the senior most officer present at the site of the accident.

This pro-forma should form part of proceedings of the inquiry and should be sent along with the proceedings.

Observation/Measurement proforma for Accident investigation/Inquiry for various parameters to track and rolling stock issued by Director/Safety-IV/Railway Board (Railway Board Letter no. 2018/Safety/(A&R)/1/8 Dat- ed: 25.01.2019) are as follows:

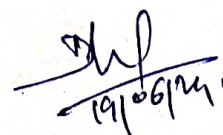
General Guidelines

1. Careful observation of clues and a comprehensive record thereof is vital for accident enquiry. In addition, a comprehensive record of track and rolling stock parameters and operating features is required for investigation of derailments.
2. There are two broad categories of derailment

Sudden derailment caused by wheel set jumping of the rails. Such a derailment indicates that the derailing forces were high enough to suddenly force the wheel off the rail. These are typically caused by failure of vehicle/ track components, obstruction on track, entanglement of hanging parts of rolling stock etc. These derailments are characterized by a short mark on rail table between Point of Mount and Point of Drop. In some cases the Point of Mount may even be absent.

Derailment by flange climbing, caused by wheel mounting the rail in a relatively gradual manner. It indicates that the derailing forces were powerful enough to overcome the normal stabilizing forces, yet not sufficient to cause a sudden derailment. Such derailments are characterized by a longer mark on the rail table between Point of Mount and Point of Drop. Track and rolling stock parameters and operating features influence the rail-wheel interaction forces and, hence, their complete record and a comprehensive analysis is required to arrive at the mechanism of derailment. Cause and consequence of derailment are required to be differentiated through this comprehensive analysis.

3. Locating and examining the wheel mounting mark(s) at the initial point of derailment is very important for identifying the category of derailment. Precise measurements and critical and detailed examination of the wheel mounting marks should be made e.g. their length, strong or faint, broken or continuous,


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single or multiple, etc. Photographs should be taken of such marks, not only on the rail, but also on the fastenings, sleepers and ballast.

4. Derailment proneness increases with increased Lateral wheel force, reduced Vertical wheel load (Off loading) and increased Positive Angularity of wheel. Derailment proneness becomes substantially higher in case of axle moving with a persistently positive angularity. Track and rolling stock parameters and operating features should be critically analyzed for their contribution towards these causes. In case of derailments in curve, proper functioning of Bogie rotation system to ensure undue angularity needs close examination. Contribution of track twist and spring defects and twist in bogie frame/ vehicle under frame to derailments caused by wheel Off loading needs to be analyzed. In case of derailments at high speed, parameters affecting vehicle oscillation and damping thereof needs a close analysis.
5. While analysing the mechanism of derailment, relative contribution of track and rolling stock parameters to the rail-wheel Interaction forces needs a comprehensive analysis. Reference should be made to the safety limits/ Maintenance limits specified in IRPWM/IRCA Rules/ Maintenance Manuals.
6. Pro-forma for measurement of locomotive, wagon, and carriage are attached as annexure-A, B and C respectively for recording the details. The joint measurement to be submitted by senior supervisors shall not be complete till all the measurement of rolling stock and track as per enclosed proforma have been recorded (Proforma for track measurement as per Annexure-D). Only completed joint measurement w.r.t. rolling stock and track shall become a document to be relied upon by the enquiry committee for drawing conclusion regarding cause of accident.
7. No enquiry shall be completed before the complete measurement of rolling stock and track is available and made part of the enquiry report. Enquiry Committee may get additional measurements done as per requirement of the derailment case.
8. The photographs of the concerned sections of track and part of rolling stocks shall be taken and annexed in the enquiry report. ART personnel should be trained for identifying such relevant part of track and rolling stocks involve in the accident.
9. In case of derailment of passenger trains causing injury to passengers, video recording of the concerned part of track and rolling stock shall be carried out by nominated ART personnel, trained for the purpose.

Photography & videography of accident site shall be with great care & precision, similar to a crime scene photography/videography. ART personnel nominated for this shall be suitably trained for the purpose. The photographs,

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videos should be self explanatory such that relevant conclusion can be drawn.

10. Site sketch of the derailment/accident location shall be prepared giving due care that all the relevant items are included along with the dimensions. A sample sketch is attached for the guidance. Instructions for the preparation of sketch of the site of accident have given in "Accident Manual shall be followed.

Preservation of relevant clues, documents & photographs/videography of the accident scene shall be done under supervision of Safety Officials of the Division.

11. M&C report from RDSO must also be part of accident enquiry report in case accident is attributed to breakage of any component of track or rolling stock.
12. In case of a suspected sabotage, Tell-tale sign must be preserved and recorded.
13. If rail/weld failure is suspected to be cause of derailment, assessment of impact loading to which the rail/weld was subjected to prior to its failure becomes important. In such cases, WILD data for few preceding trains shall be analyzed for critical alarms and any critical alarm shall be brought out and deliberated by enquiry committee.
14. Observations of SM's Panel need to be recorded in case accident takes place in station area.
15. Speed recorders and event recorders in the locomotives shall be freezed immediately post the accident. SM's control panel shall be freezed till the time position of the knobs, switches, points & crossings etc. are jointly recorded. It is the responsibility of the concerned controlling officer/ safety officials to ensure freezing of the above. Safety official shall take into custody of all the relevant documents, broken parts etc.

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ANNEXURE - A**Pro-forma for Motive Power/ Locomotive (Diesel & Electric)**

Pro-forma to be filled in case of accident/derailment when loco is involved in accident.

1. Basic information:

- a. Date of Accident:
- b. Train No.:
- c. Loco Class:
- d. Loco Number:
- e. Loco manufacture year and place:
- f. Base Shed of Loco
- g. Date & Place last POH:
- h. Kilometres earned after last POH:
- i. Date & place of last major inspection:
- j. Date & place of last schedule inspection:
- k. Whether any schedule is overdue?

2. Give brief particulars of the safety items not provided or provided but missing/not working

Whether Loco is provided with:

Safety fittings	Provided	Working
Headlight		
Speedometer		
Speed Recorder		
Flasher light		
Horn		
Brake system		
VCD		

TO BE JOINTLY SIGNED BY		
SUPERVISOR (C&W/LOCO)	SUPERVISOR(TRAFFIC)	SUPERVISOR (P.WAY)

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3. Check & record the observations as follows:

- (a) Position of control handles, cutout cocks etc after the accident.
- (b) Functioning of brake synchronizing valve-whether working or not.
- (c) Position of brake blocks after the accident- whether applied or not.
- (d) Condition of cattle guard.
- (e) Any sign of seizure of roller bearing in Axle box including condition of its components
- (f) Condition of Pivot and Side Bearer arrangement of bogie including obstruction to Bogie rotation.
- (g) Condition of Friction Damper components/Hydraulic Dampers
- (h) Condition of Traction Rod/ Guide Rod including its connection.
- (i) Condition of Traction Link including its connection.
- (j) Condition of Lateral Stop components between Bogie and Loco body underframe
- (k) Any other observation in respect to mechanical defect of the locomotive, which might have any bearing on safe running of loco.

Note: Defective or broken material should be sent to CMT for testing, if necessary.

TO BE JOINTLY SIGNED BY		
SUPERVISOR (C&W/LOCO)	SUPERVI- SOR(TRAFFIC)	SUPERVISOR (P.WAY)

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4.Measurement for Wheels for All Classes of Locomotives with wheel gauge (04 locations applicable for Bo-BoLocos)

S.No.	Description	Observed value			Remarks
1.	Particulars of axle (ID No.)	1			
		2			
		3			
		4			
		5			
		6			
2.	Diameter of wheel at tread		LH	RH	
		1			
		2			
		3			
		4			
		5			
		6			
3.	Wheel Flange thickness		LH	RH	
		1			
		2			
		3			
		4			
		5			
		6			
4.	Wheel Root wear		LH	RH	
		1			
		2			
		3			
		4			
		5			
		6			
5.	Tread wear		LH	RH	Tread wear should be measured from tread at 63.5 mm from wheel guage face (from the back face of flange)in BG and at 57 mm from the wheel guage face (from the back face of the flange)inMG.
		1			
		2			
		3			
		4			
		5			
		6			
6.	UST of axle Give the date of last UST test done	Axle	Observation		Information is relevant in case of axle breakage.
		1			
		2			
		3			
		4			
		5			
		6			

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Measurement for Wheels for All Classes of Locomotives with wheel gauge(04 locations applicable for Bo-BoLocos) (Continued)

Notes:

1. Wheel number one is the outer end axle of truck under the short hood and wheel count increases towards the Long hood on diesel loco, whereas for Electric Loco, wheel number one is the outer end axle under Cab-1(Cab-1 is that side of the loco which has the compressors and Cab-2 is that side of the loco which has the ARNO convertor) and wheel count increases towards the Cab-2.
2. The measurements of wheels are to be done using wheel gauges to RDSO drawing No.SKDL-3592 for all BG locomotives except WAP5 locos. For WAPS locos RDSO's drawing No. SKOL-4446 and SKDL-4447 may be followed.
3. All measurements are to be taken on a level, un-canted track at the nearest yard.
4. Service limits given in the Maintenance Manual are for good maintenance practice and these are not safety limits. However, the measured values shall be compared with the service limits and degradation in values shall be discussed while finalizing the findings.

S.N.	Description	Observed value (in mm)		Remarks
7.	Wheel guage: For checking wheel guage, three measurements at equal spacing on the inner periphery of two wheels on the same axle is to be recorded. Check for bent axle, if any.	1		All measurements shall be taken on a level tangent uncanted track. Information is relevant in case of wheel disc shifting/bent axle only. For safety, similar limits as applicable for track guage are relevant for wheel guage also.
		2		
		3		
		4		
		5		
		6		

TO BE JOINTLY SIGNED BY		
SUPERVISOR (C&W/LOCO)	SUPERVISOR (TRAFFIC)	SUPERVISOR (P.WAY)

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5. Measurement of other relevant items:

S.N.	Description		Observed value (in mm)	Remarks
1.	Buffer/coupler height Measurement of parameters such as buffer length etc may also be done to check possibility of buffer entanglement			All measurement shall be taken on a level tangent un-canted track. This measurement is required to be taken only in case of trailing stock is with buffers
2.	Lateral clearances	End Axles (1,3,4 & 6)		
		Middle Axles (2 & 5)		
3.	Lateral clearances	End Axles (1,2,3 & 4)		Applicable Bo-Bo for locomotives only.
4.	Longitudinal clearances, between axle box & bogie. Pedestal liner (for all axles)			Except WDP3A.WDG4.WDP4. WDP4B. WAP5, WAP7,WAG9 locomotives
5.	Longitudinal clearances between axle box & bogie pedestal liner (for middle axles)			Applicable to WDP3A locomotive only.
6.	Height of Rail Guard from Rail level			
7.	Condition of suspension Springs i.e. normal/ broken fresh and old fracture or deformities occurred after derailment due to sudden impact.			
8.	Deflected height of coil spring after re-railing on level, un-canted track			
9.	Condition of Rubber/ Elastomeric Spring Assembly at the Secondary stage.			

Note: Measurement of items (e) to (j) in para 3 & item 8 & 9 in para 5 will be done as per site condition.

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[Signature]
19/06/24.

Proforma for Wagon

Note: Details regarding all derailed vehicles should be given except: -

- 1.(i) Where vehicles have derailed due to locomotive derailment
(ii) When the obvious and indisputable cause is sabotage or an obstruction on track
2. Front and rear and left(L) and right (R) are with respect to direction of movement.
3. For an obvious cause of derailment such as a broken axle, spring dropping off the run, and/or some part of under gear hanging loose and causing obstruction only relevant particulars need be filled.
4. Particulars for each derailed vehicle should be given in one sheet. Information against columns(5), (6), (8), (16), (17), (21), (22) should invariably be given for adjacent wagons on the same sheet.
5. Relevant details of adjacent vehicles should also be given if cause of derailment is not apparent.

S.N.	Date of incident and time	Train no.	Details of BPC along with the name of the station from where it is issued and of engineer (C&W) who is sued.	Wagon No.	Type	Mech. Code	Tare in tonnes	Carring capacity and axle load	Built Load	Return date
1	2	3	4	5	6	7	8	9	10	11

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POH Particulars		ROH Particulars			Payload in Tonnes		Commodity loaded and remarks regarding uneven loading (give sketch for details of uneven loading)	Station		Position from Engine
12	13	14	15	16	17	18		From	To	

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Buffer/Coupler Height	Wheel and axle face Particulars (in case of breakage of wheel/ axle)	Stamping particulars on wheel disc regarding Manufacturing/RA/RD		
1. Measure Buffer / Coupler height after uncoupling & re-railing on uncanted level track. 2. Record whether there is buffer entanglement (YES/No)	Axle face particulars	Ultrasonic particulars on the hub of the disc		
22	23	24	25	
End 1L	1L	1L	1L	
End 1R	1R	1R	1R	
End 2L	2L	2L	2L	
End 2R	2R	2R	2R	
	3L	3L	3L	
	3R	3R	3R	
	4L	4L	4L	
	4R	4R	4R	

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Wheel and Axle									
Wheel Diameter (i) Measurement (ii) Record whether below Condemning size (Yes/No)	Wheel gauge in mm * (taken at three places)	Observation after measuring the profile with tyre defect gauge (Good/Rejectable)**							
26	27	28							
		Thin flange	Sharp flange	Worn-out root	Deep flange	Hollow tyre	Flat tyre		
	1	IL							
		1R							
	2	2L							
		2R							
3	3L								
	3R								
	4L								
4	4R								

*The wheel gauge is to be measured at the horizontal plane passing through the center of the axle.

**The wheel profile is to be checked with tyre defect gauge only (Ref:IRCA Pt. III RULE NO.3.2.2 (d) and 4.18.1 Plate no.57 to 66)

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Page 19/41

Addendum & Corrigendum no-08 of Accident Manual Book 2014 of SECR

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Roller Bearing		
(To be recorded incase of any abnormalities observed in Roller bearing/Axle Box)		
Condition of face cover plate	Condition of locking plates & studs	Condition of Roller Bearing and its components
29	30	31

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Axle Box (for IRS Stock/UTC) (To be recorded only when failure of plain bearing is involved as a cau				
Brass thickness mm	Condition of box and brass	Condition of the plates	Condition of the Journals	Clearance between brass and collar of journal in (mm)
32	33	34	35	36

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Axle Guard(for IRS/UIC Stock)			
Lateral clearance between axle box and axle guard in (mm)	Whether axle guard can work clear of axle box	Are the axle guard bent or otherwise damaged to prevent free movement of axle box	Remark regarding bridle bar
37	38	39	40

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Clearances for Casnub Bogle (Corresponding measurements to be taken for IRS/UIC Bogle)			
Type of Bogle	Lateral clearance between side frame and axle bolster in mm	Lateral clearance between side frame and axle box adopter in mm	Longitudinal clearance between side frame and axle box adopter in mm
41	42	43	44

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SPRING AND SPRING GEAR						
Any broken /cracked / missing /clearance of shackle and shackle pin and general condition(for UIC/IRS)	Thickness of packing plate under spring seat in mm	Remarkswhether any spring touches sole bar (for laminated spring only)	Condition of suspension i.e. spring normal, broken/fresh and old fractured or deformedities occurred after derailment due to sudden impact	Camber of spring in mm after re-railing on a level uncanted track (For laminated spring only)	Deflected height of coil spring after re-railing on level,uncanted track (for casnub)	Condition of elastomeric pad above adaptor (for casnub)
45	46	47	48	49	50	51

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Bogle		
Condition of center pivot including lubrication and wear (for casnub)	Condition of side Bearer including Vertical clearance at side bearers (for stock having clearance type side bearers only.)	Condition of Friction Snubber wedge Assembly (for Casnub)
52	53	54

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Whether load is placed on more than one wagon	Any other defects in vehicle which may have contributed to or caused to the derailment	Details of broken parts giving location w.r.t. point of mount and drop.	List of damages to the wagon due to accident	Other observation
55	56	57	58	59

Note: Measurement of item 3, 4 & 5 of opening note, item no. 42, 43, 44, 46, 47, 49, 50, 56 & 59 will be done as per site condition.

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Proforma for Carriage**Pro-forma to be filled in case of Derailments:**

Note: Details regarding all derailed vehicles should be given except:-

1. (i) Where vehicles have derailed due to locomotive derailment.
- (ii) When the obvious or indisputable cause is sabotage or an obstruction on the track or broken axle or wheel.
2. Particulars for each derailed vehicle should be given in one sheet. Information against columns nos. (5), (6), (7), (14), (50) and (51) should invariably be given for adjacent coaches on the same sheet.
3. Front and Rear, left (L) and Right (R) are with respect to direction of movement.
4. For an obvious case of derailment such as a broken axle, spring dropping off on run, and/or some part of undergear hanging loose and causing obstruction, only relevant particulars need to be filled.
5. Relevant details of adjacent vehicles should also be given if cause of derailment is not apparent.

S.N.	Date of incident and Time	Train No.	Details of BPC along with name of the station where issued and Engineer (C&W who issued it)	Vehicle no.	Type	Tare in tones	Carring capacity in tones	Built date	Return date	POH details
1	2	3	4	5	6	7	8	9	10	11

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Station	Position from Engine	Wheel guage in mm (to be measured at three locations) in empty condition at the horizontal plane passing through the centre of the axle	Wheel diameter		Any indication of bent axle or wheel having shifted on axle	Wheel and axle face particulars (in case of breakage of any wheel/axle)		Stamping particulars on wheel discs regarding manufacturer/RA/RD (in case of breakage of any wheel/axle)	Observations after measuring the profile with wheel guage (Good/Rejectable)	
			(i) Measurement whether below condemning size (Yes/No)	(ii) Record		Axle Face Particulars	Ultrasonic particulars on the hub of the disc		L	R
	From To									
12	13 14	15	16(i)	16(ii)	17	18	19	20	21	22
						1L	1L	1L		
						1R	1R	1R		
						2L	2L	2L		
						2R	2R	2R		
						3L	3L	3L		
						3R	3R	3R		
						4L	4L	4L		
						4R	4R	4R		

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ROLLER BEARING (To be recorded incase of any abnormalities observed in Roller bearing/ Axle Box)			
Condition of axle box, rear and front covers/end cap (FIAT)	Condition of face cover plate	Condition of bearing seal & studs/ locking plate and bolts (FIAT)	Condition of Roller Bearing and its components
23	24	25	26

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Spring and Spring Gear								
Condition of Coil suspension spring, i.e., Normal/ Fractured (old/fresh)	Condition of Rubber spring i.e. Normal/ Cracked including length of crack (for LHB only)	Condition of Spring including leakage in piping	Deflected height of Coil spring after re-railing on a level uncanted track	Vertical clearances (for ICF)			Condition of Rubber Disc and Bump of Stop Primary Suspension (for LHB)	Height of Bogie Bolster base plate from rail level (for LHB)
				Crown clearance	Bogie frame Bolster clearance	Body Bogie frame clearance		
27	28	29	30	31	32	33	34	35

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Condition of Bogie Components			
Condition of Hanger (for ICF)	Condition of Equalizing Stay (for ICF)	Condition of Anchor link (for ICF)	Condition of Control Arm, Rubber element and Bore (for LHB)
36	37	38	39

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Damping System		
Condition of Axle Guide Cum Dash Pot including Oil level (for ICF)	Condition of Hydraulic Dampers	Condition of Anti Roll Bar (for LHB)
40	41	42

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System of Bogie Rotation and clearances				Remarks re-garding free movement of bolster and pivot and their condition	Condition of Ground, Wheel slip Protection (WSP) and Speed sensor (for LHB)	Condition of Brake Gear Assembly
Condition of center Pivot Including verticality of Pivot Pin (for ICF)	Condition of Side bearer including oil level and Wear (for ICF)	Condition of longitudinal lateral flexibility of secondary spring (for LHB)	Clearance between traction center and Longitudinal/Lateral Bump Stop (for LHB)			
43	44	45	46	47	48	49

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Buffer/Coupler height (to be taken on a level uncoupled and re-railing) (in mm)	Condition of Side Buffers Working, dead, drooping, entanglement		Details of broken parts giving location w.r.t. point of mount and derailment and whether breakage considered due to accident	Any other defect in the vehicles which may have contributed to the derailment such as condition of coupler, draft gear, pocket, shearing plates etc	List of Damages to the Coach due to accident	Other Observations considered relevant to derailment to
	From	Rear				
50	51	52	53	54	55	56

Note- Measurement of Item 5 of opening note, item 24, item 28 to 49, item 54 & item 56 will be done as per site condition.

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Handwritten signature and date: 19/06/24

ANNEXURE-D

Proforma for Track measurement (PART-A)

Proforma showing the detailed particulars to be collected in the case of Permanent Way during an Accident

SL No.	Soil		Type of Formation	Rain Fall	Ballast		
	Type Sandy, loamy clay, Moorum, Black cotton etc.	e.g. firm, Wet, slushy etc			Type/stone, Moorum, Sand, Ash etc.	Depth below sleeper bottom In cms. Stating whether clean or caked	Drainage
1	2	3	4	5	6	7	8

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Width of shoulders in cm from outside of rail				Sleepers				
Left	Right	Left	Right	Type- Wooden, CST-9, Steel trough etc	Condition-New/second hand/damaged/unserviceable etc.	Density	Square or not	Packing loose or sound
9	10	11	12	13	14	15	16	17

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Rails			Rail fastenings			Rail joints		
Weight 52 kg./90 R/75R etc. (Year of manufacturing)	Condition of wear (attach rail profile if wear is heavy)	GMT carried	Dog/screw spikes, keys, tie bars, cotters, loose jaws etc.		Condition: Hogged battered, low etc.	Staggered or square	Creep-Direction and extent of creep, type of creep anchors used with numbers per rail in the affected section	
			Number per sleeper seat	Condition: Tight or loose or missing (in each sleeper)				
18	19	20	21	22	23	24	25	

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27/06/24.

General remarks about cracks or fracture of fish-plates, fish bolts and other components	Description of anti-sabotage measures like reverse jaws, welded rails etc	Location of points of mount		Location of points of derailment	
		Whether on straight, curve or transition	Whether on falling grade, level or rising grade and or on sag	Whether on straight, curve or transition	Whether on a falling grade, level or rising grade and or on sag
26	27	28	29	30	31

Note-

- (1) Left and right are with respect to direction of Train movement.
- (2) The data in Col. 2 to 26 need not be collected when the defect is obviously and indisputably on account of sabotage and/or obstruction on track.
- (3) Only broken track material which is not indisputably to be broken after the accident should be included in Col. 26 and should be preserved.
- (4) Col. 27 need be filled in only when there is a suspicion about sabotage being the cause of derailment.
- (5) Sag extends 90 meters on either side of theoretical junction of the grade lines col.29 and 31.

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26/10/24

Performa for Track measurement (PART-B)

Station no.	Distance apart (Meters)	Gauge slack or tight from the Exact in loaded condition (mm)	Cross level under loaded condition (mm)	Marks on sleepers or rail top	Grinding or rubbing marks on rail
1	2	3	4	5	6

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Examination of alignment for perceptible kinds of track distortion in the vicinity of the point of derailment	Subsidence of track	Versine in mm in loaded condition			Remarks regarding length of transition, degree of curve and specified super elevation general alignment etc.	Longitudinal level to be recorded in the case of M. G. and N. G. In case of sags and curves
		On 20 M. or 10mm chord depending on practice prevalent on the Railway For flat curves more than 600 M. radius	On 10 M. or such chords as considered necessary for sharp curves (less than 600 M radius on B. G. and M. G.)	On 10 M. or shorter chords as considered necessary for sharp curves (less than 600 M radius on B. G. and M. G.)		
7	8	9	10	11	12	

Note-

- The point of mount should be marked station No. 0 and the stations numbered serially as (+) for measurements ahead of site of derailment and (-) for measurements in rear.
- The cross level will be measured on the left rail only as determined from the direction of movement.
- Normally measurement will be taken at station 3 M. apart for a distance of 45 metres on either side of 0 station if the cause of derailment is indisputably known, otherwise they will be taken for a distance of 100 metres in rear and 45 metres ahead of zero station
- Where necessary measurements for Col. 3, 4 and 5 may in addition to be taken at individual sleepers.
- This proforma need not be filled when the cause of derailment is obviously established as due to sabotage, obstruction on track, broken axle, and/or spring having fallen off prior to point of derailment
- Longitudinal levels should be recorded for 300 metres on rear and 100 metres in front, in case of straights at the middle of each rail and at versine recording points on curves @ 20/10 M intervals.

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