1965 No. 2119

TRANSPORT

The Railways (Notice of Accidents) Order 1965

Made - - - - 14*th December* 1965

Coming into Operation 1*st January* 1966

The Minister of Transport in exercise of his powers under Section 6 of the Regulation of Railways Act 1871(**a**), as extended by Section 13(2) of the Railway Employment (Prevention of Accidents) Act 1900(**b**) and as amended by Section 43(1) of the Road and Rail Traffic Act 1933(**c**), (the said Acts being hereinafter referred to as " the Acts ") and of all other powers enabling him in that behalf, hereby makes the following Order:

1.—(1) This Order shall come into operation on the 1st January 1966 and may be cited as the Railways (Notice of Accidents) Order 1965

(2) The Railways (Notice of Accidents) Order 1945(**d**) is hereby revoked

(3) The Interpretation Act 1889(**e**) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament and as if for the purposes of Section 38 of that Act this Order were an Act of Parliament and the Order revoked by Article 1(2) of this Order were an Act of Parliament thereby repealed.

2. In this Order the following expressions have the meanings hereby respectively assigned to them:—

" passenger railway " means a railway which is used for passenger traffic or which is still maintained to passenger standards although no longer so used;

" goods train " includes a mineral or empty stock train;

" serious injury " means amputation of a limb, a fracture or dislocation, internal injuries, loss of an eye, burns or scalds and any other injury of similar serious character likely to cause protracted disablement.

3. Each of the following accidents is specified under paragraph (4) of Section 6 of the Regulation of Railways Act 1871 as an accident of a kind not comprised in the descriptions contained in paragraphs (1) (2) and (3) of the said section but which is of such a kind as to have caused or to be likely to cause loss of life or personal injury and in relation to which the provisions of the said section are accordingly to apply:—

(1) As regards the locomotive or other power unit (whether steam, diesel, electric or any other form) and rolling stock:—

(*a*) the bursting of a boiler;

(*b*) the failure of a rope in working an incline;

(**a**) 34 & 35 Vict. c. 78.
(**b**) 63 & 64 Vict. c. 27.
(**c**) 23 & 24 Geo. 5. c. 53.
(**d**) S.R. & O. 1945/1543 (Rev. XIX, p. 39: 1945 I, p. 1058).
(**e**) 52 & 53 Vict. c. 63.

(*c*) the failure of a wheel or tyre (including loose tyres unfit to run);

(*d*) the failure of an axle;

(*e*) the failure of any part of a traction unit or other vehicle which causes or is likely to cause an accident to a passenger train or to hazard the safety of passengers; and

(*f*) any fire, severe electrical arcing or fusing in any part of a passenger train or in a power unit thereof or any serious fire, severe electrical arcing or fusing in a goods train or in a power unit thereof.

(2) As regards the permanent way and works on or connected with a passenger railway:—

(*a*) the fracture of a rail in the permanent way;

(*b*) the buckling of a running track;

(*c*) the failure of a tunnel, bridge, viaduct or large culvert or any part of any of them which could endanger traffic;

(*d*) the failure of a roof or any important part of a station;

(*e*) important slips in cuttings or embankments;

(*f*) the failure of a revetment wall which could endanger traffic;

(*g*) the flooding of a portion of the permanent way which causes or is likely to cause an accident to a train or engine;

(*h*) the runaway of any passenger escalator, lift or moving path;

(*j*) the failure of any signal structure or of any part of the fixed electrical equipment of an electrified railway which causes or is likely to cause an accident to a train or engine or to hazard the safety of passengers;

(*k*) the failure of any other portion of the permanent way or works not included in the above which causes or is likely to cause an accident to a train or engine; and

(*l*) any serious fire in any signalbox or at a passenger station or involving damage to any bridge or viaduct on a passenger railway and all fires and severe arcings or fusings on any part of a railway arising from electrical equipment or which seriously affect the functioning of electrical signalling equipment.

(3) Miscellaneous accidents to rolling stock and permanent way:—

(*a*) all cases of collisions on a passenger railway between goods trains or between engines or between a goods train and a light engine or a vehicle or buffer stops;

(*b*) all cases of goods trains or light engines leaving the rails on a passenger railway;

(*c*) all cases of trains (passenger or goods) becoming divided on a passenger railway;

(*d*) any collision derailment or division occurring on a line other than a passenger railway which results in a passenger line being fouled;

Provided that notice need not be sent of accidents in the above categories of miscellaneous accidents (other than cases of passenger trains becoming divided) which occur during shunting operations unless a train not engaged in such operations is involved or notice is for any other reason required to be sent;

(*e*) an engine train or railway vehicle striking any horse beast or other obstruction on a passenger railway or the gate or gates of any level crossing; and

(*f*) any aircraft or vehicle of any kind landing on or running on to and coming to rest foul of the permanent way.

4. Notice of all fatal accidents (whether to passengers, railway servants, servants of contractors employed on the railway or other persons) and serious accidents to trains unless immediately given by telephone shall be sent to the Minister by telegraph and shall in either case be confirmed by the earliest practicable post.

5. Notice of non-fatal accidents to railway servants and to servants of contractors employed on the railway resulting in serious injury shall be sent to the Minister by the earliest practicable post.

6. Notice of non-fatal accidents to railway servants and to servants of contractors employed on the railway resulting in minor injury whenever they are such as to cause the servant to be disabled for more than three days from earning full wages at the work at which he was employed shall be sent to the Minister:

(1) if they are connected with:—

(*a*) the movement of any engine or rail vehicle;

(*b*) any mechanical or electrical fault or failure of material;

(*c*) the presence of electrical equipment;

(*d*) any machinery in motion;

(*e*) unprotected points etc. rods signal or stay wires or other similar obstructions; or

(*f*) circumstances of an exceptional or unusual character;

by the earliest practicable post; and

(2) in all other cases either separately by the earliest practicable post or by bulk returns furnished monthly.

7. Notice of non-fatal accidents connected with the movement of any engine or rail vehicle to persons other than railway servants and servants of contractors employed on the railway shall be sent to the Minister as follows:—

(*a*) In the case of accidents to passengers where serious injury results separate notices with full particulars shall be sent by the earliest practicable post.

(*b*) In the case of accidents to passengers which result in only minor injury notices shall be sent either separately by the earliest practicable post or by bulk returns furnished monthly and such bulk returns shall distinguish between accidents due to:—

(i) passengers falling off platforms and being struck or run over by trains;

(ii) passengers crossing lines at stations and being struck or run over by trains;

(iii) passengers falling out of carriages during the running of trains;

(iv) passengers falling between trains and platforms or on to platforms ballast etc. when entering or alighting from trains;

(v) the opening or closing of carriage doors at stations; and

(vi) other miscellaneous circumstances.

(*c*) In the case of accidents to persons other than passengers or trespassers separate notices with full particulars shall be sent by the earliest practicable post whatever the nature of the injury.

8. Notice of non-fatal accidents not connected with the movement of any engine or rail vehicle resulting in injury to persons other than railway servants and servants of contractors employed on the railway shall be sent to the Minister as follows:—

(i) In the case of accidents to passengers

(*a*) coming into electrical contact with " live " rails, " live " overhead electric traction wires or other " live " electrical equipment;

(*b*) due to defects in platforms footbridges etc. at stations; or

(*c*) due to carelessness of railway servants or servants of contractors employed on the railway;

separately with full particulars by the earliest practicable post.

(ii) In the case of accidents to passengers

(*a*) when using escalators or moving paths or in connection with power-worked doors;

(*b*) falling from platforms on to the line;

(*c*) crossing the line at stations;

(*d*) ascending or descending steps at stations;

(*e*) being struck by barrows or luggage falling therefrom;

(*f*) falling over packages, colliding with or tripping over other obstructions on or adjacent to platforms etc.;

(*g*) slipping, stumbling or falling on platforms or footbridges or in subways etc.; or

(*h*) injured in other miscellaneous accidents;

either separately or by bulk returns furnished monthly.

(iii) In the case of accidents to persons other than passengers or trespassers

(*a*) when using or due to lifts, hoists, escalators or moving paths;

(*b*) when assisting at cranes;

(*c*) due to their coming into electrical contact with " live " rails, " live " overhead electric traction wires or other " live " electrical equipment;

(*d*) crossing lines at stations or falling from platforms on to the line;

(*e*) due to defective rolling stock permanent way or part of station premises;

(*f*) when using level crossings;

(*g*) due to carelessness of railway servants or servants of contractors employed on the railway; or

(*h*) involving circumstances of an exceptional or unusual character;

separately with full particulars by the earliest practicable post.

(iv) In the case of accidents to persons on business

(*a*) injured by the falling of goods wagon flaps partitions etc. or the opening or closing of doors of vehicles;

(*b*) while loading unloading or sheeting road or rail vehicles or through falling from or when getting on to or off such vehicles or through being struck by road vehicles;

(*c*) slipping or falling on platforms steps etc. or falling off scaffolding ladders etc.;

(*d*) injured by the moving of goods in stations or collisions with barrows etc.; or

(*e*) injured in other miscellaneous accidents;

either separately or by bulk returns furnished monthly.

(v) In the case of accidents to persons other than passengers persons on business or trespassers

(*a*) ascending or descending steps at stations or falling on platforms etc.; or

(*b*) being struck by barrows or falling over obstructions; or

(*c*) injured in other miscellaneous accidents;

either separately or by bulk returns furnished monthly.

(vi) In the case of accidents to trespassers due to their coming into electrical contact with "live" rails, "live" overhead electric traction wires or other "live" electrical equipment separately with full particulars by the earliest practicable post.

9.—(1) The notices required to be given to the Minister (otherwise than by telegraph) by virtue of the Acts and of the foregoing provisions of this Order shall be given subject to and in accordance with the provisions of this Article.

(2) Every such notice shall be given in the appropriate form or forms set out in the Schedule to this Order or as nearly in that form as circumstances admit, in accordance with the following provisions:—

(*a*) Form A in the Schedule shall be the appropriate form for all accidents other than accidents at level crossings;

(*b*) Form B in the Schedule shall be the appropriate form for all accidents at level crossings;

(*c*) Forms C, D, E and F shall be the forms appropriate respectively for returns of failures of wheels or tyres (including loose tyres unfit to run), failures of axles, broken rails and trains becoming divided, and in those cases particulars shall be given in accordance with the said forms notwithstanding that separate notices may have been given on Form A or Form B as the case may be;

(*d*) Forms G1, G2 and G3 shall be the appropriate forms for the bulk returns of accidents as shown on the forms.

(*e*) All notices shall be given in duplicate, and shall be dated and signed and addressed to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London, S.E.1.

(3) Every notice of the failure of a boiler tyre or axle shall be accompanied by a diagram with particulars of construction and failure and by a description of the nature of the materials of which it was composed and the amount of work it had performed.

Given under the Official Seal of the Minister of Transport the 14th December 1965.

(L.S.)

C. P. Scott-Malden,
An Under Secretary of the Ministry of Transport.

THE SCHEDULE

(To be forwarded in duplicate)

FORM A

RETURN OF ANY ACCIDENT NOT AT A LEVEL CROSSING

..... Region/Railway

Date and time of accident	
Place at which accident occurred... ...	
Whether accident occurred in a building and if so the nature of the building ...	

Nature and circumstances of accident, including particulars of damage to trains and works

Particulars of person(s) killed or injured

Mr. Mrs. Miss	Name	Age	Nature of Injury	Status*

**Whether a servant of the Railway, servant of contractor (giving in either case the grade), passenger, trespasser, person on business or other person.*

Signature.....

Date..... 19.....

(To be forwarded in duplicate)

FORM B

RETURN OF AN ACCIDENT AT A LEVEL CROSSING

... ... Region/Railway

Date and time of accident	
Name, status and location of crossing ...	

Nature and circumstances of accident, including particulars of damage to trains and works

Particulars of person(s) killed or injured

Mr. Mrs. Miss	Name	Age	Nature of Injury	Status*

**Whether a servant of the Railway, servant of contractor (giving in either case the grade), passenger, trespasser, person on business or other person*

Particulars of Level Crossing

Are road signals/barriers/gates/wickets provided?—specify which ... ... Do gates close alternately across railway and road? ... Are gates equipped with either targets or discs and lamps?—specify which	
Are signals provided? ... ... If so, are they interlocked with gates?	
How is crossing controlled and worked; ... ... are wickets controlled, and ... ... how is warning of approach of train given?	
(1) Clear visibility—distance in yards:— (*a*) from Up train to gates across line or vehicle crossing. ... ... (*b*) from Down train to gates across line or vehicle crossing. ... ... (*c*) from gates or barriers, when closed across road, along line (*i*) from Up side to Up train. ... ... (*ii*) from Up side to Down train. ... ... (*iii*) from Down side to Up train. ... ... (*iv*) from Down side to Down train. ... (2) Maximum speed of trains (*a*) Up line. ... ... (*b*) Down line.	(*a*) (*b*) (*i*) (*ii*) (*iii*) (*iv*) (*a*) (*b*)

Signature .....

Date..... 19 . . .

(To be forwarded in duplicate)

FORM C

RETURN OF FAILURES OF WHEELS OR TYRES (INCLUDING LOOSE TYRES UNFIT TO RUN) DURING THE MONTH OF

..... 19..

..... Region/Railway

Place found Date found			
Description of vehicle belonging to:—	British Railways	Engine or tender	
		Passenger vehicle	
		Goods or mineral vehicle	
	Others (including owner's name)		
Description of tyre	Material, markings and maker's name		
	Sketch or diagram No.		
	Original thickness of tyre		
	Thickness at period of failure		
	Diameter of wheel		
Particulars of failure			
Did tyre or portion of it leave the wheel?			
Date first in service and number of miles run if known			
Did accident result? If so, date of Report on Form A or B			

Remarks

Signature .....

Date ..... 19.....

(To be forwarded in duplicate)

FORM D

RETURN OF FAILURES OF AXLES DURING THE MONTH OF

..... 19.....

..... Region/Railway

Place found Date found			
Description of vehicle belonging to:—	British Railways	Engine or tender	
		Passenger vehicle	
		Goods or mineral vehicle	
	Others (including owner's name)		
Description of axle	Whether driving or carrying		
	Material, markings and maker's name		
Type of axlebox; whether plain or roller bearing			
Position of fracture			
No. of diagram			
Dimensions	At journal		
	At wheel seat		
	At centre		
	At crank journal		
	Length of axle		
Nature of defect			
Age and mileage, if known and when last sonically tested			
Did accident result? If so, date of Report on Form A or B			
Was the vehicle loaded or empty?			

Remarks

Signature .....

Date ..... 19..

(To be forwarded in duplicate)

FORM E
RETURN OF FRACTURED RAILS DURING THE MONTH OF

..... 19

.....Region/Railway

Date when fracture was discovered	Place	Material	Date when first placed in road	Weight per yard		Position of fracture showing whether at weld, through bolt, hole, or over chair, etc. and at which end	British Railways Classification	REMARKS (including whether accident resulted and, if so, date of Report on Form A or B)
				When new	At time of fracture			

A drawing should be attached for each fracture showing section of rail when new with red or dotted lines showing section at time of fracture

Signature.....

Date ..... 19 ....

(To be forwarded in duplicate)

FORM F

RETURN OF CASES OF TRAINS BECOMING DIVIDED DURING THE MONTH OF

..... 19....

..... Region/Railway

NOTES—Separate forms should be rendered for (A) Passenger Trains and (B) Goods Trains
Each incident should be entered on a separate line

Day of Month	Description of train			Description of vehicle					Type of failure			Did division occur during running or when starting or stopping?		Cause of failure		Did accident result? If so, date of Report on Form A or B
	Class	Type of motive power (1)	Whether double-headed	Position in train	Type	Owner	Type of brake in use (2)	Type of coupling (3)	Uncoupling or release of automatic couplings	Pulling out or breakage of drawbars or hooks	Breakage of screw shackles or coupling links	Running	Starting or stopping	Defective material	Mis-management	
TOTAL																

(1) *Abbreviations, S, Steam; D, Diesel; EMU, Electric Multiple Unit, etc. may be used.*
(2) *Abbreviations, V, Vacuum; W, Westinghouse; EP, Electro-pneumatic, etc. may be used.*
(3) *Abbreviations, A, Automatic; S, Screw; I, Instanter; 3L, 3-link, etc. may be used.*

Signature.....

Date..... 19.....

(*To be forwarded in duplicate*)

FORM G1

Bulk Return of certain NON-FATAL MOVEMENT Accidents to PASSENGERS resulting in MINOR INJURY during the month of

..... 19

..... Region/Railway

Category	Number of Casualties
Minor injury caused:—	
1. by falling off platforms and being struck or run over by trains. ...	
2. by crossing lines at stations and being struck or run over by trains. ...	
3. by falling out of carriages during the running of trains.	
4. by falling between trains and platforms or on to platforms, ballast, etc. (*a*) when entering trains	(*a*)
(*b*) when alighting from trains. ...	(*b*)
5. by (*a*) opening or ... ... (*b*) closing of carriage doors at stations.	(*a*) (*b*)
6. by miscellaneous accidents not included in the above and not required to be reported separately.	

Signature .....

Date ..... 19 ....

(*To be forwarded in duplicate*)

FORM G2

Bulk Return of certain NON-FATAL NON-MOVEMENT Accidents to Passengers, Persons on Business and Persons other than Passengers, Persons on Business or Trespassers during the month of..... .....19.....

..... Region/Railway

Category	Number of Casualties	
	Serious Injuries	Minor Injuries
A. Passengers Injury caused:— 1. when using escalators or moving paths, or in connection with power-worked doors. ... ... 2. by ascending or descending steps at stations. ... 3. by being struck by barrows (hand or mechanically propelled) or luggage falling therefrom. ... ... 4. by falling over packages, colliding with or tripping over obstructions on or adjacent to platforms, etc. ... 5. by falling from platforms on to the line. ... ... 6. when crossing the line at stations. ... ... 7. by slipping, stumbling or falling on platforms or footbridges or in subways, etc. ... ... 8. by miscellaneous accidents not included in the above and not required to be reported separately. ...		
B. Persons on Business Injury caused:— 1. by falling of goods, wagon flaps, partitions, etc., or the opening or closing of doors of vehicles. ... 2. by loading, unloading or sheeting road or rail vehicles, through falling from or when getting on or off such vehicles, or through being struck by road vehicles. .. .. 3. by slipping or falling on platforms, steps, etc., or falling off scaffolding, ladders, etc. ... ... 4. by the moving of goods in stations, or collisions with barrows (hand or mechanically propelled), etc. ... 5. by miscellaneous accidents not included in the above and not required to be reported separately. ...		
C. Persons other than Passengers, Persons on Business or Trespassers Injury caused:— 1. by ascending or descending steps at stations, or falling on platforms, etc. ... ... 2. by being struck by barrows (hand or mechanically propelled) or falling over obstructions. ... ... 3. by miscellaneous accidents not included in the above and not required to be reported separately. ...		

Signature..... .....

Date..... .... 19 .....

(*To be forwarded in duplicate*)

FORM G3

Bulk Return of certain *NON-FATAL NON-MOVEMENT Accidents to RAILWAY SERVANTS resulting in MINOR INJURY during the month of

..... 19.....

..... Region/Railway

Category	Number of Casualties
Injury caused:—	
1. by being struck by vehicles (other than rail).	
2. by being struck by suspended loads, turntables, doors or equipment.	
3. by being struck by falling objects, doors or equipment.	
4. by being struck by sparks, flying particles or chippings.	
5. by contact with vehicles, obstructions, buildings, etc., whilst on road vehicles.	
6. by contact with vehicles, obstructions, buildings, etc., in other circumstances.	
7. by slipping or falling from rail or road vehicles, or being thrown from road vehicles.	
8. by slipping, falling or being thrown from platforms, ladders, staging etc., or into pits or holes.	
9. by slipping, falling, tripping or being thrown in other circumstances.	
10. by being trapped in or by road vehicles.	
11. by being trapped by doors, equipment or goods, or by chains, ropes or lifting tackle, etc.	—
12. when lifting or moving goods, equipment or materials, etc. ...	
13. when operating signal and points levers, ground points, gates, etc. ...	
14. when lifting or lowering couplings on stationary rail vehicles. ...	
15. by fire, fumes, steam or explosions, and by scalding or injurious liquids.	
16. when using hand or manual tools.	
17. by miscellaneous accidents not included in the above and not required to be reported separately.	

**NOTES*—1. *Minor injuries resulting from non-movement accidents must be reported separately when caused by:—*

(*a*) *mechanical or electrical fault or failure of material.*

(*b*) *electrical equipment.*

(*c*) *machinery in motion.*

(*d*) *unprotected points, etc., rods, signal or stay wires or other similar obstructions.*

(*e*) *any other accident which might be considered of an exceptional or unusual character.*

2. *Injuries that are reported separately must not be included in the bulk figures.*

Signature... ... ...

EXPLANATORY NOTE

(*This Note is not part of the Order.*)

This Order specifies certain classes of accidents on railways and railway premises which are to be reported to the Minister of Transport and contains provisions relating to the form and manner in which railway accidents are to be reported to the Minister. It supersedes the Railways (Notice of Accidents) Order 1945 (S.R. & O. 1945/1543).