

### 1. BRIEF HISTORY OF COMMISSION OF RAILWAY SAFETY

- 1.1 To exercise effective control over the construction and operation of the first railways in India, which were entrusted to private companies, **CONSULTING ENGINEERS** were appointed under the Government of India. Later when the Government undertook the construction of Railways, the Consulting Engineers were designated as **GOVERNMENT INSPECTORS**. In 1883, their position was statutorily recognized. Later, the Railway Inspectorate was placed under the **RAILWAY BOARD** which was established in **1905**.
- 1.2 Under the Indian Railway Board Act, 1905 and Notification No.801 dated 24<sup>th</sup> March, 1905 of the Department of Commerce and Industry the Railway Board was vested with powers and functions of the Central Government under various sections of the Railway Act and was authorized to make General Rules for the operation of Railways. The Railway Board is thus the Safety Controlling Authority for the working and operation of Government and Company managed Railways.
- 1.3 Section **181(3)** of the **GOVERNMENT OF INDIA ACT of 1935** provided that functions for securing the safety, both of the travelling public and of persons operating the railways, including the holding of inquiries into the causes of accidents, should be performed by an authority independent of the Railway Authority. Due to the outbreak of the war, the constitution of the Federal Railway Authority did not materialize and the Inspectorate continued to function under the Railway Board.
- 1.4 To avoid direct subordination of the RAILWAY INSPECTORATE to the Railway Board, the Pacific Locomotive Committee, headed by Lt.Colonel A.H.L.Mount , then Chief Inspecting Officer of the British Railways suggested in Para 210 of their report, submitted in 1939, as under:-

*“We understand that, under the Govt. of India Act, 1935, it is contemplated that the Inspectorate will be separated from the control of the Railway Board. This is very desirable in so far as it will eradicate the present anomaly of the Board being the Inspecting as well as the Executive Authority. We were informed that the Board fully appreciates the position, and would welcome the change, although it appears that in practice, Government Inspectors have generally retained their freedom of judgment.....”*
- 1.5 The principle of separation of the RAILWAY INSPECTORATE from the Railway Board was endorsed in 1940 by the Central Legislature who recommended that **“Senior Government Inspectors of Railways should be placed under the Administrative control of some authority of the Govt. of India other than the Railway Board.”** Accordingly the Railway Inspectorate was placed under the administrative control of the Department of “Posts and Air” in May 1941 and continuously thereafter under whichever Ministry that held the portfolio of Civil Aviation.

## CRS-BRIEF HISTORY AND FUNCTIONS

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1.6 The erstwhile RAILWAY INSPECTORATE was re-designated as the **COMMISSION OF RAILWAY SAFETY** on **01.11.1961**.

1.7 The responsibility for safety in the working and operation of Railway rests solely with the Railway Board and the Zonal Railway authorities. The main task of the Commission of Railway Safety is to **direct, advise and caution the Railway executives with a view to ensure that all reasonable precautions are taken in regard to soundness of rail construction and safety of train operation**. The Railway Board refers to the Commission matters relating to modification or enhancement of standards in respect of operations of trains, track, locomotive, rolling stock and revision of rules embodied in the General Rules, Rules for the opening of New Lines, Manuals, IRCA Regulations, Schedules of Dimensions and other publications. Suggestions made by the Commission of Railway Safety are duly considered by the Railway Board before necessary revisions are notified.

## 2. DUTIES OF COMMISSIONER OF RAILWAY SAFETY:-

2.1 **“DUTIES”** (As spelt out in **Chapter III of the RAILWAYS ACT 1989**)

- ❖ to inspect new railways with a view to determine whether they are fit to be opened for the public carriage of passengers and to report thereon to the Central Government as required by or under this Act;
- ❖ to make such periodical or other inspections of any Railway or of any rolling stock used thereon as the Central Government may direct;
- ❖ to make inquiry under this Act into the cause of any accident on a Railway;
- ❖ to perform such other duties as are imposed on him by this Act or any other enactment for the time being in force relating to Railways.

2.2 **“SUCH OTHER DUTIES”** ( As mentioned in Para 2.2 has been detailed in Sections **22 to 24** of the Act ):-

- ❖ sanctioning the opening of new railway lines after inspection on behalf of the Central Government;
- ❖ sanctioning the execution of all works, including new works, affecting the safety of running lines;
- ❖ when, after inspecting a line already in use or a rolling stock already authorized, the Commissioner is of the opinion that their continued use will be attended with danger to the travelling public, he may report his opinion to the Central Government, who may then order the closure of the line or the discontinuance of the use of rolling stock;
- ❖ to inspect such a closed line and sanction its reopening for carriage of passengers and also report to the Central Government on the fitness for use of discontinued rolling stock.

### 2.3 DUTIES as mentioned in other “Technical Publications”

- ❖ **GR & SR** (General Rules for all open lines of railways in India administered by the Government)
- ❖ Rules for the opening of a Railway or Section of a Railway for the public carriage of passengers;
- ❖ **Engineering Code** (Indian Railways Code of practice for the Engineering department)
- ❖ Indian Railway Way, Works and Signal Engineering Manuals;
- ❖ **SOD** (Schedules of Dimensions)
- ❖ Conference Rules of the Indian Railway Conference Association;
- ❖ Statutory Investigation into Railway Accidents Rules, 1998;
- ❖ Railway(Notices of and Inquiries into accidents) Rules, 1998.

### 2.4 DUTIES of CCRS (Chief Commissioner Of Railway Safety)

After its separation from the Railway board in May, 1941, a post of Chief Government Inspector of Railways, later designated as Chief Commissioner of Railway Safety, was created to enable the Central Government to exercise “effective technical control”. The Chief Commissioner of Railway Safety directs the activities of the Organization and is responsible for advising the Central Government in all matters relating to Railway Safety, recruitment of officers, postings and promotions, budget and expenditure etc. The Chief Commissioner deals principally with:-

- ❖ Matters appurtenant to Field Inspections and statutory inquiries into accidents;
- ❖ Inspection Reports of Commissioners of Railway Safety;
- ❖ Reports of statutory inquiries held into accidents by the Commissioners. After careful study he forwards his considered opinion to the Controlling Ministry and the Railway Board with such recommendations as he considers necessary;
- ❖ Railway Board’s suggestions pertaining to corrections or amendments to General Rules, Rules for Opening of a Railway, Schedule of Dimensions, the P.Way, Works and Signal Engineering Manuals, Procedures for inquiries into accident, Codes of Practice for Engineering Works and other publications; and
- ❖ Preparation of the Annual Report on the working of the Commission of Railway Safety and its placement in each House of Parliament.
- ❖ All the Technical publications indicated in Para 2.4 above including others issued by Railway Board from time to time.

#### 2.4.1 FIELD DUTIES of CCRS (Chief Commissioner Of Railway Safety)

Field duties of the Commissioner of Railway Safety consist of inspections of sections of Railways, visits to the Railway Headquarters and Divisional Offices, Railway installations and Circle Offices. If considered necessary by him, he may himself hold inquiries into important accidents.