

502 Examination to certify fitness for movement of Locomotive and Rolling Stock of the Trains involved in Accident:

502.1 Locomotives —

- a) Locomotive of the accident involved train, if derailed or damaged should be permitted to move from the site of accident after visual examination and written certification by either ART supervisor/TXR or Loco Pilot (in that order). Depending upon the extent of damage, it can be permitted dead / light / with load upto the next station / yard or beyond. If necessary, speed restriction may be imposed and escort may be provided to check enroute. However, its regular use should be permitted only after proper examination and fitness certification by the shed.
- b) When locomotive of the accident involved train is not derailed or damaged, it can be permitted for restricted use based on visual examination and written certification by either ART supervisor/TXR or Loco Pilot (in that order), but its regular use should be permitted only after proper examination and fitness certification by the shed.

502.2 Coaches —

- a) Coaches of the accident involved train, if derailed or damaged should be permitted to move from the site of accident after visual examination and written certification by either ART supervisor/TXR or Loco Pilot & Guard (in that order). Depending upon the extent of damage, the coaches can be permitted, with or without speed restriction, upto the next station/yard or beyond, but should be permitted for regular use only after proper examination on pit line and fitness certification by TXR.
- b) Other coaches of the accident involved trains, which are not derailed or damaged, can be permitted for restricted use based on visual examination and written certification by either ART supervisor/TXR or Loco Pilot & Guard (in that order) but their regular use should be permitted only after proper examination on pit line and fitness certification by the TXR

502.3 Wagons —

- a) Wagons of accident involved trains, affected or unaffected, should be permitted to move from the site of accident after visual examination and written certification by either ART supervisor/TXR or Loco Pilot & Guard (in that order) who may allow with or without speed restriction upto the next station/yard or beyond depending upon the extent of damage. Such wagons should be permitted for regular use only after intensive examination at the nearest TXR point.

503 The Sketch of the Site of Accident:

The engineering representative should prepare dimensioned sketches adequate for the preparation of scale plan covering the entire site of the accident. In preparing the sketch due regard should be paid to the following instructions:

- a) The sketch giving train number, date and KM/TP(OHE post) of the site of accident should be properly labeled.
- b) The north point should be indicated.

- c) It should indicate prominently the direction of movement and also the names of stations in rear and advance of the accident site.
- d) It should cover a length of about 300 metres behind the point of mount and almost an equal distance in front.
- e) Each track of the permanent way must be denoted by a pair of lines.
- f) The position of level crossings, OHE posts, bridges, tunnels, gradient posts with gradient symbols, curves demarking the beginning and end giving details of degree of curvature prescribed, super elevation and length of transitions should be indicated.
- g) It should also indicate:-
 - i. The position of all derailed vehicles and the marks left by them either on sleepers, rails or ballast.
 - ii. Point of Mount with position of rail joints on either side.
 - iii. Point of Drop.
 - iv. The pair of wheels of the first derailling vehicle.
 - v. The position in which every displaced rail/wagon or part of a rail/wagon and detachable components were found.
 - vi. In all cases dimensions from nearest kilometre post and centre line of track should be given.
- h) In cases of accidents within station limits, sufficient details about the station layout should be shown in order to fully explain the movement of the affected train in relation to the topography of the place. The signal aspects at the time of accident should be correctly depicted.
- i) The distance of the site of accident from a permanent structure to show the site of accident precisely should be indicated.
- j) The distances should be indicated to show the extent of the disturbance caused in the permanent way or train composition on account of the accident.
- k) A good sketch should always accompany the proceedings duly signed by the President of the enquiry committee. If necessary more than one sketch should be enclosed, one clarifying the yard layout and the system of working and the other giving details such as, position of wheels, wheel marks etc. In the former, one line should be used to represent both the rails of a track and as much portion of the station yard (in case of accidents within station limits) should be covered as may be necessary. All necessary details relevant to the issue should be embodied in the sketch. The terminal station in the down direction should be mentioned on the right extremity of the sketch, the terminal station in the up direction being mentioned on the left extremity. If the accident takes place within station limits, the shorter sketch should be based on the diagram of the Station Working Rules.
- l) Any other details considered necessary.

Note: Typical sketch of the Accident site is given at 508. (*Item No.5 of AS-6*)

504 Pro-forma to be filled up in case of Derailment:

The relevant paras 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 the proceedings of the inquiry and should be sent along with the proceedings.