

**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.