

**922 Remarks and Reasons for Findings:** This should include the following three items in three separate paragraphs:

- a) Discussion of all conflicting evidences and the Committee's deductions from there;
- b) The contributory factors, if any, and
- c) The extenuating circumstances, if any;

In the absence of conflicting evidence, contributory factors or extenuating circumstances in a particular accident shall be specifically mentioned. The Committee shall state the reasons fully which have led them to arrive at their findings bearing in mind that the proceedings have to be considered by those who have not had the advantage of hearing the evidence and reviewing the circumstances on the spot. The description of the accident and the remarks should, therefore, be comprehensive and self explanatory. The value of evidence of each witness should be noted upon and it shall be stated in case of doubtful witnesses, whether the witness is impartial or not.

**923 Suggestions:** The Committee may suggest any improvements in the rules or practices of working, which in their opinion, would prevent similar accidents in future or improve the working in any way, based not only on the cause or causes of the accident, but also the contributory factors, if any, and the extenuating circumstances, if any. If there are no suggestions to be made, a 'nil' entry should be made in Form Acc. 9.(I).

**924 Matters Brought to Light during the Inquiry:** In the matters brought to light during the inquiry, the irregularities in working, which might lead to any accident, although not having a direct bearing on the present accident, should be indicated. In the absence of any such matter, a 'nil' entry should be made in Form Acc. 9 (H).

**925 Signing of Joint or Inter-Departmental Inquiry Proceedings:** The proceedings shall be drawn up and signed before the Committee disperses. If the members of the Committee are not unanimous regarding the findings or remarks and reasons for findings or suggestions, a note of dissent shall be drawn separately and signed. If a member is unable to agree with the findings wholly or any part, he shall record his note of dissent and reasons thereof. The note of dissent shall be drawn up on the spot and signed. This document shall accompany the proceedings together with the remarks of the President of the Inquiry Committee.

**926 Inquiries into Accidents at Joint stations:**

- a) Accidents occurring at Joint stations should be treated as accidents of the working railway and the responsibility for initiating, conducting and finalizing the inquiry proceedings should devolve on the railway working the joint stations. In case the train of the using railway is involved in an accident, the railway, working the junction shall inform the railway concerned and the Officer of the appropriate level of that railway should be appointed as a member of the Inquiry Committee. This would be desirable as the staff working the particular train would have to be examined by the inquiry Committee and the presence of an Officer of that railway to which the staff belong would facilitate the smooth conduct of the Inquiry.
- b) As a normal procedure whenever an Officer of another railway is appointed as a member of the Inquiry Committee constituted by another Railway, that Officer should be given two copies of the complete inquiry proceedings, one for his divisional office and other for his headquarters office.
- c) If, in such cases, the Inquiry Committee hold the staff of the other railway responsible for the accident, the punishment awarded to the staff shall be finally accepted and communicated by the headquarters of the railway under which the staff work, to the headquarters of the other railway, who in turn will advise the same, to their own divisional officers, so that their records would be completed.

- d) In case the Divisional officers do not accept the findings arrived at by the Inquiry Committee, they shall submit their own report to their own headquarters. The correspondence in this regard will be done between railways at the headquarters level only.

**927 Particulars to be furnished in the Special Report or Inquiry Report:** In regard to the following accidents, the particulars under each item shall be specially furnished in the Special Report or Inquiry Report:—

- a) Accidents at level crossings:
- When road vehicles are run into rail traffic, particulars regarding number, position and damage to vehicles.
  - Whether the gates are manned or unmanned.
  - Whether the gates are provided with single leaf or double leaves.
- b) Whether the gates close across the rail and road or across the road only.
- c) Whether the gates are protected by signals and if so, give the description.
- d) If the gates are not protected with signals, what is the normal position of the gates, whether usually kept open for road traffic or not.
- e) If the gates are provided with lifting barriers the same should be brought out
- f) Whether the gates are lighted at night and if so how.
- g) Description of the scene of occurrence:—
- Whether on straight or curve.
  - Length of clear view obtainable in both directions both for the road user and the Loco Pilot.
  - Gradients if any, both from rail side and road side.
  - Whether the line is fenced or not.
- h) In case of accidents in which a running train runs into road traffic at level crossings, the inquiry proceedings should contain the following information
- Distance at which the level crossing becomes visible to the Loco Pilot of an approaching train from the direction concerned.
  - Particulars of visibility of the track in the direction concerned to the approaching road user.
- i) Whether the engine was fitted with electric head light.
- j) Particulars as regards to the road vehicles, whether damaged or not, position of road vehicles, if forming part of a convoy of road vehicles passing over a level crossing.
- k) The distance at which the gate is visible to the Loco Pilot of an approaching train.
- l) Whether the level crossing is connected by telephone with the adjacent block station.
- m) Whether red discs are painted on the gates of the level crossing.
- n) Whether gates are opened and closed electrically or mechanically or manually.
- o) Whether the gates situated at or between stations
- p) Whether the level crossing is provided with road signs on road approaches.
- q) Whether whistle boards have been provided on either side of the level crossing.

**927.1 Accidents in which the question of signalling is particularly involved:**

- Is the station interlocked?
- If interlocked, what is the standard of interlocking?
- Where are the Home and Outer signal levers located?
- Are the signals visible from the place from which they are worked? If not, whether Arm and Light repeaters are provided?
- Is the Home signal visible from the Outer signal? If not, at what distance from the Outer signal the Home signal is visible?