

CHAPTER IX

INVESTIGATION AND INQUIRIES

901 Investigation on the spot: The Officers and Senior Subordinates present at the site of accident must jointly investigate the cause and advise DRM and other Officers concerned, their opinion, mentioning the department or departments responsible and person or persons responsible for the occurrence. The investigation on the spot includes recording of statements of staff concerned and, if necessary, other independent witnesses. These depositions shall be produced at any subsequent enquiry and included in the general evidence.

901.1 Staff alleged to be guilty of offences which, in the opinion of the Divisional Railway Manager or the concerned Divisional Officer would, if proved, amounting in their removal from service /dismissal, shall be placed under suspension, pending the result of the inquiry.

901.2 In case of a Loco Pilot passing a fixed stop signal at ON or Engineering Stop Indicator or running into banner flags, and if there are grounds for suspecting that the accident may be due to defective vision, the Loco Pilot shall be placed under suspension and directed immediately for vision test.

901.3 Whenever any member of the staff is placed under suspension in consequence of an accident, the usual procedure regarding suspension of staff shall be observed.

902 Information to be collected on the spot to facilitate Inquiry Committee to arrive at the cause of the Accident: After every accident certain vital information bearing on the cause of the accident is to be collected on the spot which may not be available later, on account of clearance operations undertaken and the resumption of normal traffic. If such information is not collected, it often becomes difficult for the Inquiry Committee to ascertain the cause of that accident. The information to be collected in different cases is given below:

902.1 Loco Pilot passing Signal at Danger:

- i. In order to avoid any dispute later, the fact that a Loco Pilot has passed a signal at danger, should be formally brought to his notice through a written memo by the station master of the concerned station.
- ii. The SM / ASM / Points-man must confront the Loco Pilot and Guard with regard to the position of the signal and the position of the lever / knob concerned. The position of the signal and route should be recorded by the SM and signed by the SM, Loco Pilot, Guard and other witnesses, if available.
- iii. The distance by which the train has passed the signal shall be recorded with respect to the length of engine + coach/wagons and / or telegraph/OHE posts, or by measuring the actual distance in metres.
- iv. In the night time, the brightness of the signals should be noted. The weather condition such as foggy/tempestuous condition shall also be recorded.
- v. If the Loco Pilot is required to use glasses, it should be checked whether he was in possession of them and using them.
- vi. Arrangement for testing brake power of the train shall be made by Officers / Sr. Subordinates at the nearest C&W examination point.
- vii. Breathalyzer test on the Loco Pilot/ALP should be done immediately and blood samples of LP/ALP shall be collected. The Loco Pilot /ALP shall be sent for further medical examination.
- viii. Data logger output in relation to this incident should be obtained from S&T officials.