

- 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:
  - i. When road vehicles are run into rail traffic, particulars regarding number, position and damage to vehicles.
  - ii. Whether the gates are manned or unmanned.
  - iii. 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:-
  - i. Whether on straight or curve.
  - ii. Length of clear view obtainable in both directions both for the road user and the Loco Pilot.
  - iii. Gradients if any, both from rail side and road side.
  - iv. 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
  - i. Distance at which the level crossing becomes visible to the Loco Pilot of an approaching train from the direction concerned.
  - ii. 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:**

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

- f) Is there any detection between the Home signal and Outer signal? If so, what type, electrical or mechanical?
- g) Are the points worked by levers, at the points location or from a cabin?
- h) What method of locking the points is in use?
- i) Are the points provided with a point indicator or governed by a starting signal?
- j) In case of a stations with Multiple Aspect signalling , state whether the Home signal is visible from the Distant signal and if not at what distance from the Distant signal it is visible?
- k) If the stations are provided with Centre Panel / RRI / end panels, the required information shall be collected on the above lines, the position of knobs etc.,
- l) Is the relay room in double locked condition?
- m) Any S& T gear is under disconnected?
- n) Analysis of events recorded by data loggers.

**927.2 Cases of Loco Pilots passing signals at 'ON' and where the adequacy or the efficiency of the brake power is in question:**

- b) The composition, number of axles and load of the train.
- c) The normal composition and load.
- d) The class of engine which worked the train at the time of the occurrence and the normal load for this class on the section in question.
- e) If brakes were in working order, the number and braking capacity of the brake vans on the train, the number of wheels braked, the type of engine brakes applied, and the number of wheels braked by them.
- f) Total No. of inoperative vacuum brake cylinders on the trains before the occurrence of accident.
- g) Gradients.

**927.3 Parting of Trains resulting from the Breakage of Coupling Gear :**

- a) Gradient on which the train parted.
- b) Number of vehicles on train in terms of units.
- c) Total tonnage of vehicles.
- d) Tonnage behind breakage.
- e) Type of coupling.
- f) Manufacturer's name.
- g) Period in use.
- h) Train worked with vacuum / air brake or non-vacuum.
- i) Distance by which the rear parted portion rolled back.

**927.4 Cases of Rail Fractures on Main or Running Line:**

- a) Length of rail.
- b) Weight per metres.
- c) Brand and stamp marks.
- d) The distances, centre to centre of the sleepers on either side of the breakage and from each of these to the next sleeper.
- e) The probable date the broken rail was laid.
- f) The heaviest class of engine using the rail.
- g) Information regarding the position of rail, description of ballast, curvature of track, etc.
- h) A sketch (blue print) to full scap size, to show the position of the fracture, in which a section to full size of the worn out rail and the profile of a new rail of the same section to indicate the wear, shall be included.

**927.5 Cases of Fractures of Axles of Engines / Vehicles:**

- a) Drawing / sketch showing the position of fracture.
- b) Position and nature of fracture.
- c) Stamps on the axle showing manufacturer's name, contract number, cast number, name of steel, date etc.
- d) If a vehicle axle, the diameter of broken journal;
- e) if an engine axle, kilometreage run.
- f) Date of issue.

**927.6 Accidents attributable to Breakage of Journals of Vehicles etc :**

- a) The last POH date of the vehicle.
- b) The tare weight.
- c) The carrying capacity.

**927.7 Public Knocked down or Run over by Trains or Vehicles:**

- a) Whether the site of the accident is a level crossing.
- b) If the site of the accident is not a level crossing, the nearest level crossing.
- c) Whether the level crossing is manned or unmanned.
- d) Whether the accident was noticed by the Loco Pilot.
- e) Whether the train was worked with vacuum/air brake or non-vacuum.
- f) Whether the engine was fitted with headlight and; if so, whether it was in working order.
- g) Particulars of fencing at the site of accident.
- h) Whether the Loco Pilot was whistling continuously.

**927.8 Terminal stations - Train running into buffer end:**

- a) Particulars of fixed Stop signals and their location.
- b) Whether any hydraulic buffer stop provided or not.
- c) (i) In accidents involving persons falling out of trains, the description, type and number of the carriage from which the person fell out, the fact whether the person fell through the window or door-way and, if through the door-way, the condition of the window or door and its fastenings, and the fact whether warning notices were exhibited.

**Note: -**

- i. In the case of persons falling out of trains, etc, the person's statement should be obtained. When the person's statement could not be obtained and recorded immediately after the accident due to the injuries sustained by the person or for any other reason, the statements of witnesses on the train should be obtained. If the statements of the witnesses also could not be obtained, the person's statement should be obtained subsequently as early as possible either through the hospital authorities or the Railway Police.
- ii. In accidents involving falling of shutters, the condition of the shutter and the fact, whether warning notice was exhibited should be specially furnished.
- iii. In case of fire to a passenger coach, the battery boxes under the coach should be specially examined to see whether the fire has originated from them.
- iv. In all cases of actual collision between running trains or between a running train and another train or vehicle, the actual length of the concerned trains and vehicle must be mentioned.
- v. In all cases of death caused by accidents in which an inquest is held by the police, the inquest proceedings must be obtained by the Divisional Officer concerned and the verdict at the inquest indicated in his report.
- vi. In all cases of accidents in which application for assistance was made, the special report or inquiry proceedings should indicate the following-
  - a) Time at which the application was made out and by whom.
  - b) Station to which and means by which application was sent.
  - c) Particulars of assistance asked for.

- d) Time at which the station received the application.
  - e) Action taken by the station.
  - f) Time of arrival of assistance.
  - g) Particulars of assistance received.
  - h) Reasons for undue delay, if any, in the receipt of assistance.
- vii. In case of averted collisions, the exact distance by which collision was averted should be indicated in the inquiry proceedings.
- viii. In case of accidents in which a running train runs into road traffic at level crossings, the inquiry proceedings should contain the following information
- a) Distance at which the level crossing becomes visible to the Loco Pilot of an approaching train from the direction concerned.
  - b) Particulars of visibility of the track in the direction concerned to the approaching road user.

#### **928 Report of inquiry to the Head of the Railway Administration:**

- a) As soon as any joint or inter departmental inquiry has been completed, the President of the Committee of Railway Officers or the Head of the Department, as the case may be, shall send to the Head of the Railway Administration concerned a report which, shall contain:
  - i. Brief description of the accident ;
  - ii. Description of the locality of the accident ;
  - iii. Detailed statement of the evidence taken;
  - iv. The conclusions arrived at together with a note of dissent, if any;
  - v. Reasons for conclusions arrived at ;
  - vi. The nature and extent of the damage caused;
  - vii. Where necessary, a sketch illustrative of the accident;
  - viii. The number of passengers killed or injured;
  - ix. The number of railway employees killed or injured;
  - x. An appendix containing extracts of the rules violated by the staff responsible for the accident.
- b) The Head of the Railway Administration concerned shall forward, with his remarks as to the action intended to be taken in regard to the staff responsible for the accident or for the revision of the rules or the system of working, a copy of the report –
  - i. To the Commissioner of Railway Safety for the section of the railway on which the accident occurred;
  - ii. If no Inquiry or Investigation has been made (under rule 216) or if a Joint or inter Departmental Inquiry has been held first, to the District Magistrate or the Officer appointed under clause (a) of Sub-rule (1) of rule 213 and
  - iii. If any Judicial Inquiry is being made, to the Magistrate making such Inquiry.
- c) The copy of the report aforesaid shall be accompanied.
  - i. In the case referred to in clause (b) of sub-rule (2), by a statement of the persons involved in the accident whose prosecution the Head of the Railway Administration concerned considers to be desirable;
  - ii. in the case referred to in clause (c) of sub-rule (2) by a copy of the evidence taken at the Inquiry.
- d). The President of the Committee shall arrange for
  - i Typed copies of the proceedings to be taken while the Joint or Inter-departmental Inquiry is in Progress. When completed, the copies, after verification, shall be signed by each member of the Committee, and the President shall send sufficient number of copies to the Divisional Railway Manager. The Divisional Railway Manager shall forward copies of proceedings in triplicate or as directed to the Chief Safety Officer with his remarks.