

CHAPTER X
ACCIDENT INQUIRIES

10.01 Object of accident inquiries. -

- i) The main purpose of an accident inquiry is to prevent future accidents. This can be achieved only if the real cause(s) of the accident and the underlying circumstances, which has caused the accident is/are established.
- ii) The inquiry committee shall not be satisfied merely with the determination of the immediate cause or causes of the accident, but shall look for, elicit necessary evidence and ascertain the contributing factors, if any which have led the staff to commit the breach of rules and shall also go fully into the matter of the extenuating circumstances, if any.
- iii) To examine whether there has been any laxity/delay in rendering relief and restoring through communications.
- iv) To formulate proposals for preventing recurrence.

10.02 Classification of accident inquiries. -

Inquiries are classified as under. -

- v) Inquiry held by the Commissioner of Railway Safety.
- vi) Joint Inquiry ordered by the General Manager/Chief Safety Officer of which the Commissioner of Railway Safety, the Magistrate and the Police are to be advised.
- vii) Inter-Departmental Inquiry of Officers ordered by the General Manager/Chief Safety Officer or Inter-Departmental Inquiry of Officers or Senior Subordinates ordered by the Divisional Railway Manager.
- viii) Where Joint Inquiry is not considered necessary, Departmental Inquiry by the departments concerned ordered by the Divisional Railway Manager.

10.03 Preliminary inquiry.-

An Officer or senior subordinate conducting a Preliminary Inquiry is authorised to examine and take the deposition of employees of all departments. These depositions shall be produced at any subsequent inquiry and shall be included in the general evidence.

10.04 Accident Inquiry by the Railways:-

- (i) All serious accident shall be inquired into by the Commissioner of Railway Safety.
- (ii) In case CRS or CCRS is not in a position to inquire into serious accident cases involving coaching train, notified to him under section 113 of Railway Act, the inquiry shall be carried out by a Committee of SA Grade Officers and CSO of the Railway shall be the Convener/Chairman of such Committee. The Accident Inquiry Report of the Committee shall be accepted by the General Manager of the Zonal Railway. **(CM No.5 dated 16.01.2018)**
- (iii) All cases of collisions falling under A-1 to A-4 categories shall be inquired into by a Committee of SAG Officers unless the same is being inquired by CRS with GM as the Accepting Authority.
 - (iii) (a) In all SAG level accident inquires, PCSO/CSO should be made Convenor of the Inquiry Committee. **(CM No.8 dated 04.01.2023)**
- (iv) All other consequential train accidents shall be inquired by Dy.CSOs from Safety Department to be nominated by GM with the GM as the accepting authority.
- (v) All other accidents shall be inquired into by a Committee of Senior Scale or Junior Scale Officers as decided by respective DRMs with DRM as the accepting authority.
- (vi) All yard accidents shall be inquired into by a committee of Senior Supervisors with Sr. DSO/ DSO as accepting authority.
- (vii) All cases of Indicative Accidents shall be inquired into by a committee of Senior or Junior Scale Officers with DRM as the accepting Authority except

all cases of Signal Passing at Danger (SPAD) which shall be inquired into by a JA Grade Committee of officers at Divisional level with Sr.DSO/DSO as one of the members. **(CM No.5 dated 16.01.2018)**

- (a) In all JAG level inquiries, Dy CSO/Sr.DSO should be the convenor of the Inquiry Committee. **(CM No.8 dated 04.01.2023)**
- (viii) General Manager or DRM can have the inquiry conducted by a Committee of higher levels of officers than the above mentioned levels depending upon the seriousness of accident.
- (ix) In accident cases wherein the inquiry Committee determines responsibility on the Staff of Foreign Railway, the inquiry Report should be put up to the Principal Head of the Department of concerned department of the Railway on which the accident took place through CSO after which such inquiry report shall be accepted by the AGM (instead of DRM). Finalization of Inter-Railway DAR cases arising out of such inquiry reports be followed up by the Principal Head of the Department of the concerned department of the Railway on which the accident took place. If suitable response is not received from the respondent Railway at General Manager' level, then the case should be referred to Railway Board. In case foreign Railway staff held "blameworthy" only, the accident inquiry case may be accepted by DRM. **(CM No.5 dated 16.01.2018)**
- (x) All cases of equipment failure shall be inquired into by Senior Supervisors/ Supervisors of respective departments.
- (xi) All inquiries will be ordered by the concerned DRM except for inquiries falling under item (ii), (iii) and (iv) of the above wherein the General Manager will order the inquiries. **(CM No. 04 dated 21.11.2017)**

10.05 Acceptance of responsibility by departments concerned. -

- i) (a) Except as provided for in clauses (ii) and (iii) below and irrespective of whether or not a Joint or Interdepartmental Enquiry has been ordered by the Chief Safety Officer, the Divisional Safety Officer shall be advised, within two days immediately after the date of occurrence of an accident by the other Divisional Officers concerned whether or not their respective departments accept responsibility.
- (b) If no advice is received from a Divisional Officer concerned within this time limit, the Divisional Safety Officer shall assume that no department accepts responsibility.
- (c) When any department accepts responsibility, the Divisional Safety Officer shall immediately put up the case to the Divisional Railway Manager who may order a Departmental Enquiry.
- (d) If no department accepts responsibility, the Divisional Safety Officer shall at once put up the case to the Divisional Railway Manager who will decide and order an Interdepartmental Enquiry.
- ii) No advice regarding acceptance of responsibility need be sent in the case of accidents at level crossings, accidents resulting in injury to persons and accidents resulting in damage to public property.
- iii) No advice regarding acceptance of responsibility need be sent in cases where the railway is not responsible for the accident, e.g., accident due to heavy rain or wind or other 'Act of God', trespassers run over and killed or injured.

Note: Accidents connected with the fixed signal or the Trap (derail or derailing switch or trap points) or the junction points between the traffic yard and locomotive yard or between the traffic yard and an engineering siding shall be considered as having taken place in the traffic yard.

10.06 Special report. -

- i) (a) A Special Report on an accident is a brief narrative report and it shall be submitted in the cases indicated in Rule 10.28
- (b) It shall contain only the facts of the case, relevant particulars from the statement of staff, the conclusions regarding the cause of the accident and the culpability of staff, together with the Rules infringed.
- (c) When a Special Report contains any detail, which is in supersession of

what has been furnished already in the accident message, this supersession shall be specifically indicated at the relevant place in the Special Report.

- (d) The 'matters brought to light' in the course of the investigation of the accident and suggestions, if any, regarding the steps to be taken to avoid a recurrence of the accident shall be incorporated in separate paragraphs.
 - (e) Neither in the Special Report nor in the covering letter forwarding the report nor in the remarks on Special Report shall any reference be made to the disciplinary action to be taken against the staff held culpable. Only on receipt of the orders of the Chief Safety Officer regarding the finding in the Special Report, shall disciplinary action be taken by the appropriate authorities in accordance with the Discipline and Appeal Rules. The actual punishment imposed on the staff shall be communicated, in due course to the Chief Safety Officer.
- ii) (a) The Divisional Officers concerned shall frame the Special Reports.
 - (b) In the case of accidents where only the staff of the Railway Protection Force and the Fire Service are involved, the Chief Security Commissioner, Railway Protection Force shall submit a Special Report (in duplicate) to the Chief Safety Officer.
 - (c) In the case of accidents where the Transportation (Traffic) Department accepts sole responsibility but the crew of the locomotive or electric unit are involved, the Divisional Safety Officer and the Divisional Mechanical Engineer or the Divisional Electrical Engineer (Traction) shall submit the Special Report jointly.
 - (d) Where a Special Report is submitted jointly by more than one Divisional Officer a joint Special Report shall be framed and signed by all the Divisional Officers concerned.
- iii) In the case of Special Reports by departments other than the Transportation (Traffic) Department where Transportation (Traffic) staff are involved, the Divisional Officer of the department concerned shall consult the Divisional Safety Officer to enable the responsibility on the Transportation (Traffic) staff involved to be adjudged properly.

10.07 (A) Joint and inter - departmental inquiries. –

- i) Joint inquiries will be ordered by the General Manager/Chief Safety Officer specifying the Officers who shall constitute the inquiry committee.
- Inter - departmental inquiries will normally be ordered by the Divisional Railway

Managers. In such cases, the inquiry Committee shall generally consist of Officers or Senior Subordinates of at least three departments including the departments prima facie and likely to be responsible for the accident. In specific cases, where considered necessary, Inter-departmental inquiries will be ordered by the Chief Safety Officer. In such cases, the Chief Safety Officer will specify the Officers or Senior Subordinates who shall constitute the inquiry Committee.

- ii) The Senior most Officer in all cases shall preside. Seniority shall be decided by rank and Officers officiating or temporary in a rank shall be on par with Officers confirmed in that rank. The relative seniority in any one rank shall be based on the date of increment on junior time scale. In the event of the date for increment on junior time scale being the same in the case of two Officers of the same rank, the basic pay shall decide seniority; if the basic pay is also the same, the length of service in the rank shall decide seniority; if the length of service in that rank is also the same age shall decide seniority. Group A Officers shall rank higher than Group B Officers. When the inquiry Committee consists of Senior Supervisors only, the seniormost official, belonging to any department, shall preside.

(B) Joint inquiry when dispensed with. –

- i) Whenever a Reportable train accident, such as described in section 113 of the Act, has occurred in the course of working a Railway, the Head of Railway Administration concerned shall cause an inquiry to be promptly made by a committee of Railway Officers (to be called a ‘Joint Inquiry’) for the thorough investigation of the causes which led to the accident.

Provided that such an inquiry may be dispensed with-

- (a) If any inquiry is to be held by the Commissioner of Railway Safety under Rule 2 of the Statutory Investigation into Railway Accidents Rule, 1998 or a Commission of Inquiry appointed under the Commissions of Inquiry Act, 1952 (60 of 1952) or any other authority appointed by the Central Government to which all or any of the provisions of the said Act have been made applicable under Rule 2 of the Statutory Investigation into Railway Accident Rules, 1998; or
 - (b) If there is no reasonable doubt as to the cause of the accident; or
 - (c) If any department of the Railway administration concerned intimates that it accepts all responsibility in the matter.
- ii) Where such inquiry is dispensed with under any of the clause (b) or (c) of the Provision to sub rule (i) it shall be the duty of the Head of the Department

of the railway administration responsible for the accident to make such inquiry (to be called a 'Departmental Inquiry') as he may consider necessary and if his staff or the system of working is at fault, to adopt or suggest such measures as he may consider necessary for preventing a recurrence of similar accidents.

(C) Notice of joint inquiry. –

- i) Whenever a joint inquiry is to be made, the Head of the Railway Administration concerned shall cause notice of the date and time at which the inquiry will commence to be given to the following Officer, namely:
 - (a) The District Magistrate of the district in which the accident occurred or such other Officer as the State Government may appoint in this behalf, the Superintendent of the Railway Police and the District Superintendent of Police;
 - (b) The Commissioner of Railway Safety for the section of the railway on which the accident occurred; and
 - (c) The Head of the Railway Police having jurisdiction at the place where the accident occurred or if there are no Railway Police, the Officer in charge of the police station having jurisdiction at such place.
- ii) The date and time at which the inquiry will commence shall be fixed so as to give the Officers mentioned in sub rule (i) sufficient time to reach the place where the inquiry is to be held.
- iii) When a Joint Inquiry is held into an accident on receipt of information about the inability of the Commissioner of Railway Safety to hold an inquiry under sub rule (5) of rule (2) of the Statutory Investigation into Railway Accidents rules 1998, the Head of the Railway Administration concerned shall also issue a press note in this behalf inviting the public to tender evidence at the inquiry or send information relating to the accident to the Joint Inquiry Committee at an address specified in the press note.

(D) Arranging of joint and inter-departmental inquiries. –

- i) When a Joint or Inter-departmental inquiry is ordered and the date of the enquiry is not fixed, the Divisional Railway Manager shall settle the date and place, in concert with and, as far as can be arranged, to suit the convenience of all departments; but, in all cases, the inquiry shall be held at the station nearest to the site of the accident and within three days after the accident.
- ii) The date once fixed shall not be changed except in case of absolute necessity.
- iii) The representative of each department shall be responsible for summoning

and arranging for the attendance at the inquiry of the staff of his own department who may be able to give evidence in the case.

- iv) The Presiding Officer shall arrange for the attendance of any other witness whose presence he considers desirable or whom any other member of the committee wishes to have examined.

(E) Method of conducting joint and inter - departmental inquiries. –

- i) Before starting the inquiry, issues shall be framed and the evidence confined to settling these issues as far as possible. Witnesses shall not be permitted to make long irrelevant statements, but from the outset shall be asked questions relevant to the point at issue, after which their evidence, as recorded shall be read over to them, and they shall be asked if they have anything to add. Witnesses shall be cross-examined and re-examined if necessary to elicit important details. Irrelevant matter shall be excluded as much as possible.
- ii) If a witness has given a statement prior to the inquiry, that statement shall first be read over to him and recorded as his deposition. The witness shall also be specifically asked to state whether he has anything to depose in addition to, or in modification of, that statement and his reply recorded and his signature obtained. Any further evidence on the part of the witness shall be the outcome of cross-examination and no fresh independent statements shall be recorded. The questions put to the witness in the cross-examinations and the answers shall be recorded then and there.
- iii) If a witness in his statement gives evidence of facts which have occurred and which are contrary to the rules and regulations and which render him culpable of neglect or violation of the rules and regulations, it shall be elicited from the witness, during his examination, whether he is aware that the facts stated by him are contrary to the rules and regulations in force.
- iv) The evidence of any Officer (including a member of the committee) who might have been present when the accident occurred shall be recorded.
- v) The Inquiry Officer or Committee shall not be satisfied merely with the determination of the immediate cause or causes of the accident, but shall look for, elicit necessary evidence, and ascertain the contributory factors, if any, which have led the staff to commit the breach of rules and shall also go fully into the matter of the extenuating circumstances, if any, which have a bearing on the accident. Contributory factors are such factors as an irregular and unauthorized method of working followed at the station as a matter of custom, general laxity in the working having taken root at the station for want of proper supervision, etc., which have conducted to the breach of rules in

the particular accident enquired into. Extenuating circumstances are such circumstances as inadequacy of signalling and interlocking equipment or other safety devices (such as interlocking key box, point indicator, etc.), inadequacy or absence of communication equipment (such as telephones, key transmitters, etc.) resulting in frequent trips on the part of the station staff over long distances, impossibility, especially at peak periods of carrying out all the operations and duties and operations laid down for the staff, absence of minimum staff required to perform all the duties and operations laid down, impracticability of complying with the Station Working Rules, staff working overtime owing to want of timely relief, etc. Considerable care shall be exercised in assessing the extenuating circumstances. The standards considered desirable shall be correlated to the workload at the station and shall be comparable to the standards obtaining at other similar stations.

- vi) The Inquiring Officer or Committee shall also duly note matters brought to light in the course of the inquiry, which, though not having a direct bearing on the accident, are such as might lead to accidents of any other descriptions as it is essential that such potential dangers shall be taken note of and shall be eradicated without delay.
- vii) In the case of Joint Inquiries, it is not necessary for the members of the Magistracy and Police to attend the deliberations in regard to the findings or to sign the Joint Inquiry Proceedings, but they may ask any questions while the examination of witnesses is going on and the answers given to such questions shall be recorded as part of the proceedings.

Note: Before commencement of inquiry, the witnesses while tendering evidence before the inquiry committee should be advised to speak only the truth and nothing but the truth. They should be warned that they will be taken up under DAR/ Railway Service Conduct Rules if found lying.

(F) Proceedings of joint or interdepartmental inquiries. –

A report of the proceedings shall be written by the president or by some one deputed by him for this duty. The report may be typed, in Acc.18 (A) to 18(J) and any correction in it shall be initialed by the president. The signature of the witness shall be obtained then and there, all corrections being attested by the witness. It shall contain the following sequence: -

Proforma of Accident Inquiry Report:

- i) Form Acc. 18 (A) – Summary;
- ii) Form Acc.18 (B) – List of members of the committed and other officials attending;
- iii) Form Acc.18(C) – Descriptive account of the accident, which shall be brief record of the actual facts and shall inter alia, contain the information as given in Specimen Form Acc.18.C in Appendix F:-

The descriptive account shall be confined to a brief but clear description of the accident and shall contain no reference to the evidence. The evidence shall be left to speak for itself.

Note: Only such of the above items as are directly relevant to the accident under inquiry shall be included.

- iv) Form Acc.18(D) – List of witnesses examined with their names, designation and staff numbers;

Each witness shall be assigned a number which, in addition to being entered after the name of the witness at the signature at the end, as ‘Witness No ’ and in the proceedings, wherever he is referred to.

All particulars required by Form Acc.18(E) of the inquiry proceedings shall be given in the case of each witness. In the case of witnesses belonging to train or station staff, the hours of duty and rest shall also be recorded.

- v) Form Acc.18(E) – Deposition of witnesses;
- vi) Form Acc.18(F) – Reasons for findings;

The reasons for findings should, after arriving at the cause of the accident, also indicate the sequence of events and the dynamics of the accident. Only as a result of discussion of evidence whereby conflicting evidence is discussed and evaluated and valid evidence brought out can conclusions be reached. This shall embody the following three items in the three separate paragraphs: -

- (a) Discussions of all conflicting evidence and the committee's deductions there from;
- (b) The contributory factors, if any; and
- (c) The extenuating circumstances, if any.

In the absence of either conflicting evidence, contributory factors or extenuating circumstances in a particular accident, this shall be specifically mentioned.

vii) Form Acc. 18(G) – Joint Finding;

- (a) The finding shall be concise and clear.
- (b) It shall state the cause or causes of the accident, the staff responsible therefor (the staff primarily held responsible being separated from others) and the Rule or Rules or Instructions violated by each of the staff held responsible.
- (c) When the committee is of the opinion that the evidence given by a witness is willfully false, they shall record this under the heading 'matters brought to light'.

viii) Form Acc. 18(H) – Matters brought to light during the inquiry;

Matters brought to light during the inquiry which, though not having a direct bearing on the accident, indicate irregularities in working which might lead to accidents of any other description, shall be mentioned. In the absence of any such matter, a 'Nil' entry shall be made in Form Acc. 18 (H) and submitted.

ix) Form Acc. 18(I) – Suggestions;

Suggestions for the prevention of similar accidents, based not only on the cause or causes of the accident but also the contributory factors (if any) and the extenuating circumstances (if any), shall be made. If there is no suggestions to be made a 'Nil' entry shall be made in Form Acc. 18 (J) and submitted.

- x) Form Acc.18(J) – Relief measures, etc.

An important aspect of all accidents is the relief arrangements made. It is, therefore, absolutely essential that the inquiry committee shall go into the adequacy and promptness of relief arrangements. A detailed note on this aspect along with failures should be highlighted in every accident inquiry, fixing staff responsibility wherever possible.

- xi) An ‘Appendix’ stating the damage (if any) sustained by the permanent way and/or rolling stock and embodying a list of passengers and/or Railway employees injured or killed.

- xii) When necessary a detailed dimensioned sketch illustrative of the accident, which must be jointly signed.

- xiii) The following basic records and documents must necessarily accompany the accident inquiry report;

- (a) Combined Train Report of crew.
- (b) Brake Power Certificate of train.
- (c) Speedometer chart.
- (d) Train Signal Register entries of adjacent stations.
- (e) The Control Chart.
- (f) The statement of senior supervisors and Officers at site.
- (g) Doctor’s report, in case staff have been examined by a Doctor.
- (h) Map showing jurisdiction of concerned inspectors
- (i) Track diagram showing GMT carried.
- (j) Joint observation of coaches/wagons involved.
- (k) PRO/POH details of coaches/wagons involved.
- (l) Copy of Rough Journal.
- (m) Keyman and Gangman diary.
- (n) Photos and video taken at the site.
- (o) Extract of coach repair register.
- (p) Extract of logbook of loco.
- (q) Details of Rail crack/weld crack in the section for the past six months.
- (r) GMT report if any.

(G) Signing of joint or interdepartmental 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 ‘finding’ or ‘reasons for the finding’ or ‘suggestion’, the dissenting member shall record his opinion separately and sign there under.

The president of the committee shall arrange for typed copies of the proceedings when the Joint or Interdepartmental enquiry proceeding is 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.

10.08 Departmental inquiry. –

A departmental inquiry will be ordered by the Divisional Railway Manager. The proceedings of the departmental inquiry shall be drawn up in the same forms as those prescribed for interdepartmental inquiries and the rules in regard to the conduct of interdepartmental inquiries shall apply to the conduct of departmental inquiries also.

10.09 Requirements in a departmental, interdepartmental and joint inquiry. –

- i) The report should be prepared in the prescribed format and the summary should invariably be given as the top sheet in accordance with pro-forma in Acc.18(A) followed by other details subsequently;
- ii) The sketch and all the details of the inquiry proceedings should be legible and in such a fashion so that some facts can be comprehended from these details;
- iii) It is the primary responsibility of the inquiry committee to work out the mechanics of the accident and not only mention certain defects and deficiencies in rolling stock or in the track or signalling or driving technique or operational deficiencies.
- iv) A copy of a few photographs having bearing on inquiry findings or mentioned in the proceedings should be invariably annexed; and

- v) In case of sabotage or accidents at level crossings not attributable to dereliction on the part of Railway or its employees, brief details of Police Report should be indicated with their current status.

10.10 Particulars to be furnished in the special report or inquiry proceedings. –

i) In the case of accidents at level crossings :-

- (a) When road vehicles are run into, particulars regarding number, position and damage to vehicles.
- (b) Whether the level crossings are manned or not.
- (c) (1) Whether the gates are single or double leaf or lifting barrier
- (2) Whether the gates close across the rail and road or across the road only.
- (3) Whether the gates are protected by signals and if, so of what description.
- (4) If the gates are not protected with signals, what is the normal position of the gates, whether usually kept open for road traffic or otherwise.
- (5) Whether the gates are lighted at night and if so how.
- (6) Description of the scene of occurrence: -
- (a) Whether on straight or curve.
- (b) Length of clear view for the road user obtainable in both directions.
- (c) Whether the line is fenced or not.
- (7) Whether the engine was fitted with electric headlight.
- (8) Particulars of road vehicle involved, whether damaged or not. Position of vehicles, in comprised in a string passing over a level crossing.
- (9) The distance at which the gate is visible to the Loco Pilot of the approaching train.
- (10) Whether the level crossing is connected by bell or telephone with the adjacent block station.
- (11) Whether red discs are painted on the gates of the level crossings.
- (12) Whether the gates are opened and closed electrically or mechanically or by hand.
- (13) Are the gates situated at or between stations.

- (14) Whether the level crossing is situated on level surface or on a gradient. If on a gradient, indicate the gradient with reference to the direction of movement of the train.
- (15) Whether the level crossing is provided with road signs on road approaches.
- (16) Whether the level crossing is on a curve; whether there is clear visibility for the road users at 5 metres from the center of the track on both up and down directions for the Loco Pilot of all trains.
- (17) Whether W/L boards are provided for train Loco Pilot.

ii) In the case of accidents in which the signalling is particularly involved:

- (a) Under what standard the station is interlocked.
- (b) Are the signals visible from the place where they are operated? If not how and where they are repeated?
- (c) Is the Home signal visible from the Outer? If not from what distance the Home is visible?
- (d) What method of locking the points is in use?
- (e) Are the points provided with point indicators or protected by signals?
- (f) Are the points and signals worked from ground frame or from end cabins or from central cabin or from Station Master's control/panel?
- (g) Are the points operated by rodding or by double wire or bypower?
- (h) (1) Are the signals semaphore type or colour light type?
(2) If the signals are of semaphore type indicate whether Lower Quadrant or Upper Quadrant and means of operation whether single wire or double wire or by motor.

iii) In the case of over running of trains where the adequacy or the efficiency of the brake power is in question: -

- (a) The composition, number of axles and load of the train.
- (b) The normal composition and load.
- (c) The class of engine, which work the train at the time of the occurrence and the normal load of this class on the section in question.
- (d) The number and braking capacity of the brake vans on the train, the number of wheels braked, the nature of the engine brakes and the number of wheels braked by them.
- (e) Whether Air brakes or vacuum brakes were in working order or not.
- (f) Gradients.

iv) In the case of parting of trains resulting from the breakage of coupling gear:

- (a) Maximum gradient of the section at 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 or not.
- (i) Distance by which, the rear parted portion rolled back.
- (j) Distance between the parted portions.

v) In the case of rail fracture on main or running line: -

- (a) Length of rail.
- (b) Weight per metre.
- (c) Brand and stamp marks.
- (d) Distance; 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 foolscap size, to show the position of the fracture, in which a section to the full size of the worn rail and the profile of a new rail of the same section to indicate the wear, shall be embodied.

vi) In the case of fractures of axles of engines or vehicles: -

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

vii) In the case of accidents attributable to breakage of journals of vehicles, etc: -

- (a) The last P.O.H. date of the vehicle.
- (b) The tare weight .
- (c) The carrying capacity.

viii) In the case of public knocked over or run over by trains or vehicles:-

- (a) Whether the scene of the accident is level crossing or not?
- (b) If the scene of the accident is not a level crossing, the nearest level crossing.
- (c) Whether the level crossing is manned or not?
- (d) Whether the train was worked with vacuum/air brake or not?
- (e) Whether the accident was noticed by the Loco Pilot or not?
- (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 the accident.
- (h) Whether the Loco Pilot was whistling continuously?

ix) In accident, involving persons falling out of trains, the description, type, and number of the carriage from which the person fell out, the condition of the door and its fastenings and the fact whether warning notices were exhibited shall be mentioned.

Note: In the case of persons falling out of trains, etc, the party's statement shall be obtained. When the party's statement could not be obtained and recorded immediately after the accident, due to the injuries sustained by the party or for any other reason, the statements of witnesses on the train shall be obtained. If the statements of the witnesses also could not be obtained, the party's statement shall be obtained subsequently, as early as possible either through the hospital authorities or the Railway Police.

x) In the accidents involving falling of shutters, the condition of the shutter and the fact whether warning notice was exhibited shall be specially furnished.

xi) (a) In the case of fires attributed to sparks from the engine it shall be stated whether the engine was fitted with a spark arrestor and if so, of what pattern, as also the description of the fuel used.

- (b) In the case of fire to a passenger coach, the battery boxes under the coach shall be specially examined to see whether or not the fire had originated there.
- xii)** In all cases of actual collisions between running trains or between a running train and another train or vehicles, the actual lengths of the concerned trains and vehicles shall be mentioned.
- xiii)** In all cases of deaths caused by accidents, in which an Inquest is held by the Police, the Inquest Proceedings shall be obtained by the Divisional Officer concerned and the verdict at the Inquest indicated in his report.
- xiv)** In all cases of accidents, in which application for assistance was made, the special report or enquiry proceedings shall indicate the following:
 - (a) Time 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) Reason for undue delay, if any, in the receipt of assistance.
- xiv)** In the case of averted collisions, the exact distance by which collision was averted shall be indicated in the special report or enquiry proceedings.

Report of the joint or departmental inquiry to be sent to the head of the railway administration and action to be taken thereon. –

- i) As soon as any Joint or 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-
 - (a) A brief description of the accident;
 - (b) A description of the locality of the accident;
 - (c) A detailed statement of the evidence taken;
 - (d) The conclusions arrived at together with a note of dissent, if any;
 - (e) Reasons for conclusions arrived at together with a note of dissent, if any;

- (f) The nature and extent of the damage done;
 - (g) When necessary a sketch illustrative of accident;
 - (h) The number of Railway Servants killed or injured;
 - (i) The number of passengers killed or injured;
 - (j) An appendix containing extracts of the rules violated by the staff responsible for the accident.
- ii) The Head of the Railway Administration concerned shall forward with his remarks as to the action that it is 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 referred to in sub - rule (i)-
- (a) To the Commissioner of Railway Safety for the section of the railway on which the accident occurred;
 - (b) If no inquiry or investigation has been made under rule 10.12(i) or if a joint or departmental inquiry has been held first, to the District Magistrate or the Officer appointed under 10.07(C)(i)(a); and if any judicial inquiry is being made, the Magistrate making such inquiry.
 - (c) If any judicial inquiry is being made to the Magistrate making such inquiry.
- iii) The copy of the report aforesaid shall be accompanied-
- (a) In the case referred to in clause (b) of sub-rule (ii) by a statement of the persons involved in the accident whose prosecution the Head of the Railway Administration concerned considers to be desirable;
 - (b) In the case referred to in clause (c) of sub-rule (ii) by a copy of the evidence taken at the inquiry.

Inquiry by the Commissioner of Railway Safety: -

- i) Section 114 of the Railways Act, 1989. –
1. On the receipt of a notice under Section 113 of the occurrence of an accident to a train carrying passengers resulting in loss of human life or grievous hurt causing total or partial disablement of permanent nature to a passenger or serious damage to railway property the Commissioner shall as soon as may be, notify the Railway Administration in whose jurisdiction the accident occurred of his intention to hold an inquiry into the causes that led to the accident and shall at the same time fix and communicate the date, time and place of inquiry.

Provided that it shall be open to the Commissioner to hold an inquiry into any other accident, which in his opinion requires the holding of such an inquiry.

2. If for any reason, the Commissioner is not able to hold an inquiry as soon as may be after the occurrence of the accident, he shall notify the Railway Administration accordingly.

ii) Inquiry into serious accidents by the Commissioner of Railway Safety

1. (a) Where the Commissioner of Railway Safety receives notice under section 113 of the Railways Act, 1989 (24 of 1989) of the occurrence of an accident which he considers of sufficiently serious nature to justify such a course, he shall, as soon as may be, notify the Chief Commissioner of Railway Safety, the Railway Board and the Head of the Railway Administration concerned of his intention to hold an inquiry and shall, at the same time, fix and communicate the date, time and place for the inquiry. He will also issue or cause to be issued a press note in this behalf inviting the public to tender evidence at the inquiry and send information relating to the accident to his office address.
- (b) While notifying his intention to hold an inquiry as aforesaid, the Commissioner of Railway Safety shall also inform the District Magistrate and the Superintendent of Police of the District concerned.

For the purpose of this rule, every accident to a train carrying passengers which is attended with loss of human life, or grievous hurt as defined in the Indian Penal Code to a passenger or passengers in the train or with serious damage to railway property of the value exceeding Rs.2 Crores and any other accident which in the opinion of the Chief Commissioner of Railway Safety, or the Commissioner of Railway Safety requires the holding of an inquiry shall be deemed to be an accident of such a serious nature as to require the holding of an inquiry. These accidents shall be termed as '**Serious train accidents**'.

2. However, for any accident the Chief Commissioner of Railway Safety may either hold the inquiry himself or direct any Commissioner of Railway Safety to do so.

Explanation: - The inquiry under this rule shall be obligatory only in those cases where the passengers, killed or grievously hurt were travelling in the train carrying passengers. If an accident involving a train carrying passengers leads to loss of life or grievous injury to any Railway Servant(s) irrespective of whether he was travelling in that passenger train or not, inquiry under this rule shall be obligatory. However, if a person being a Railway Servant or holding valid pass or ticket or otherwise travelling outside the rolling stock of a passenger train (such as on the foot-board or roof or buffers but excluding the inside of vestibules between coaches) is killed or grievously hurt, or is run over at the level crossing or elsewhere on the railway track, an inquiry under this rule shall not be obligatory.

Similarly, if in a collision between a road vehicle and a passenger train at a level crossing, no passenger in the train is killed or grievously hurt, it shall not be obligatory to hold an inquiry.

For the purpose of this rule, workmen's train or material trains or accident relief trains or tower wagons or such other trains carrying workmen or cattle specials/military specials carrying

3. When an accident requiring the holding of an inquiry occurs at a station where the jurisdiction of two or more Commissioners of Railway Safety meet, the duty of complying with this rule shall devolve with the Commissioner of Railway Safety within whose jurisdiction the Railway working such station lies. At other such locations where the issue cannot be resolved then it shall be finalised by the Chief Commissioner of Railway Safety.
4. (a) If, for any reason, the Commissioner of Railway Safety is unable to hold an inquiry at an early date after the occurrence of such an accident, he shall intimate by the fastest means of communication without any delay to the Chief Commissioner of Railway Safety of the reasons why the inquiry cannot be held by him. The Chief Commissioner may choose to conduct the inquiry by himself or direct any other Commissioner to take up the inquiry or decide to let the inquiry be conducted by the Railway administration. The concerned Commissioner shall thereafter notify the Railway administration and the Railway Board accordingly.

(b) On receipt of the proceedings of the joint inquiry (inquiry made by a committee of Railway Officers) from the Head of the Railway Administration in accordance with Rule 15 of Railway (Notices of an Inquiries into Accidents) Rules, 1998, the Commissioner of Railway Safety shall scrutinize the same and in case if he agrees with the findings of the joint inquiry, shall forward a copy of the report to the Chief Commissioner of Railway Safety along with his view on the findings and recommendations made. In case the Commissioner feels, he may direct the Railway Administration either to conduct inquiry de-novo or re-examine specific issues and submit revised findings. On the other hand the Commissioner of Railway Safety, after examination of the joint inquiry proceedings, considers that an inquiry should be held by himself, he shall as soon as possible, notify the Chief Commissioner of Railway Safety, the Railway Board and the Head of the Railway Administration concerned, of his intention to hold an inquiry and he shall at the same time fix and communicate the date, time and place for the inquiry.

5. (a) Where having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into the accident under the Commission of Inquiry Act, 1952 (60 of 1952) or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority, the Commissioner of Railway Safety to whom notice of the accident has been given shall not hold his inquiry and where has already commenced his inquiry, he shall not proceed further with it and shall hand over the evidence, records or other documents, in his possession relating to the inquiry to such authority as may be specified by the Central Government in this behalf.

(b) If, as a result of the Police investigation, a regular case is lodged in a criminal court by the Police or arising out of the accident, a case is lodged in a civil court by interested person(s), the Commissioner of Railway Safety shall finalise his report and circulate the same as per rule 10.12(ii) as strictly confidential document.

(B) Commissioner of Railway Safety to submit a brief preliminary narrative report. –

Where the Commissioner of Railway Safety has held an inquiry in respect of accident described in sub rule (2) of 10.12(ii)(A), he shall submit a brief

preliminary narrative report to the Chief Commissioner of Railway Safety and to the Railway Board simultaneously. In case Chief Commissioner of Railway Safety has held an inquiry in terms of rules 10.12(ii)(A) 3 & 5, he shall submit the brief preliminary narrative report to the Railway Board. The report shall be factual and shall not contain any reference to persons implicated.

(C) Commissioner of Railway Safety to submit a report. –

1. Whenever the Commissioner of Railway Safety has made an inquiry, he shall submit a confidential report in writing to the Chief Commissioner of Railway Safety and shall forward a copy of the report each to–
 - (a) The Railway Board;
 - (b) The Railway Administration of all the Zonal Railways;
 - (c) In the case of a railway under the control of State Government or Local Administration to such Government or Administration if the accident has occurred in that Railway;
 - (d) Other Commissioner of Railway Safety; and
 - (e) The Director, Intelligence Bureau, Ministry of Home affairs, Government of India, if the Commissioner of Railway Safety finds that the accident was caused by sabotage or train wrecking.
2. In case the inquiry has been held by the Chief Commissioner of Railway Safety he shall forward his report to the Authorities mentioned in (a) to (e) of sub rule 1 above.

(D) Publication of reports. –

Recommendation in regard to the publication of reports shall be made by the Chief Commissioner of Railway Safety and Railway Board (Ministry of Railways) informed accordingly. In case the Railway Board has reservations on the recommendations of the Chief Commissioner, the matter shall be finally decided by the Central Government (Ministry of Civil Aviation).

(E) District Magistrate or his representative to attend the inquiry conducted by the Commissioner or Railway Safety. –

Where no Magisterial Inquiry is being made under clause (a) or (b) of Rule 10.21(i) the District Magistrate shall as far as possible, attend the inquiry conducted by the Commissioner of Railway Safety personally or depute some other Officer to represent him at the inquiry.

(F) The District Superintendent of Police shall, as far as possible, also attend the inquiry conducted by the Commissioner of Railway Safety personally, or depute some other Officer to represent him at the inquiry.

(G) Powers of the Commissioner of Railway Safety. –

Nothing in these rules shall, except to the extent provided in sub rule 6 of rule 10.12(ii)(A) be deemed to limit or otherwise affect the exercise of any of the powers conferred on Commissioner of Railway Safety by section 7 and 8 of the Railways Act, 1989.

10.13 Facility for reaching the site of accident. –

Whenever any accident has occurred in the course of working a railway the Head of the Railway Administration concerned shall give all reasonable aid to the District Magistrate or the Magistrate appointed or deputed under the rule 10.21(i) or to the Commission of Inquiry appointed under the Commissions of Inquiry Act, 1952 (60 of 1952), or any other authority to which all or any of the provisions of the said Act have been made applicable and to the Commissioner or Railway Safety, Medical Officer, the Police and others concerned to enable them to reach the scene of the accident promptly and shall also assist those authorities in making inquiries and in obtaining evidence as to the cause of the accident.

10.14 Arranging attendance of railway servants at the place of judicial inquiry or inquiries conducted by commissioner of railway safety or magistrate. –

When an inquiry under rule 2 of the Statutory Investigation into Railway Accidents Rules 1998 or under rule 17 of the Railway (Notices of and Inquiries into accidents) Rules, 1998 or a Judicial Inquiry is being made, the Head of the Railway Administration concerned shall arrange for the attendance, as long as may be necessary, at the place of inquiry of all Railway Servants whose evidence is likely to be required at such inquiry and if the inquiry is to be held by the Commissioner of Railway safety under rule 2 of the Statutory Investigation into Railway Accidents

Rule 1998, the Head of the Railway Administration concerned shall cause notice of the date, hour and place at which the inquiry will begin to be given to the Officer mentioned in clauses (a) and (c) of rule 10.07(c). He shall also arrange for the attendance of the Divisional Officers, Railway Servants required as witness at the inquiry.

10.15 Officers to assist Commissioner of Railway Safety. –

When an enquiry under rule 10.12 is being held, the General Manager will nominate an Officer of at least Junior Administrative rank who shall attend the enquiry by the Commissioner of Railway Safety along with other Officers of lower rank who are nominally required to assist the Commissioner of Railway Safety.

10.16 Technical assistance to be given to Commissioner of Railway Safety. –

Whenever the Commissioner of Railway Safety desires assistance in connection with an accident on the electrified section of this railway or an accident in electrical works in this railway in connection with the generation, transmission supply or use of electric energy, the technical experience and knowledge of the Chief Electrical Engineer and/or the Divisional Electrical Engineer (Traction) shall be placed at the disposal of the Commissioner of Railway Safety.

Note: When such assistance is required by the Commissioner of Railway Safety in connection with some technical issues arising on the electrical sections of other Railways, he shall be requested to approach the Railway Board through the Chief Commissioner of Railway Safety.

10.17 General information to be furnished by railways at the time of an inquiry by Commissioner of Railway Safety. –

- i) Railways are required to furnish information at the time of an inquiry by a Commissioner of Railway Safety. The questionnaire has been evolved based on past experience to cover all types of accidents.
- ii) It, therefore, follows that the questionnaire will have to be carefully scrutinised in each case and the items not relevant to particular inquiry need not be answered. But such items for omission should be got approved by the Commissioner of Railway Safety beforehand.

- iii) A reply should be given under each question i.e., by repeating the question first and not by quoting the question number. The draft replies should be got approved by the Commissioner of Railway Safety to ensure that all the points are covered before the same are finalised. Only two final copies of the replies need be submitted duly signed by the Officers concerned.
- iv) Answers to the questionnaire will not absolve the Railway Administration of their responsibility in:-
 - 1. Preserving clues,
 - 2. Recording all relevant data in respect of track, rolling stock, etc., before restoration is ordered; and
 - 3. Recording evidence of witnesses immediately after an accident so that truth may not get distorted in course of time.
- v) (a) The Divisional Safety Officer of the division is responsible to co-ordinate, get the replies from various branches and submit all the replies at the end or during the course of an inquiry with a covering letter signed by the Divisional Railway Manager in token of his approval.
- (b) All departmental Officers should start gathering information soon after an accident has occurred so that as much information as possible is available before the commencement of the inquiry.
- (c) This procedure will enable the Commissioner of Railway Safety to conduct the inquiry with least inconvenience to the Railway Officers concerned.

i. Questionnaire. –

The questionnaire is given as Annexure to Chapter X.

10.18 Action to be taken by the head of the Railway administration on receipt of the report of the Commissioner of Railway Safety. –

- ii. Whenever the Head of the Railway Administration concerned receives a copy of the report of the Commissioner of Railway Safety under rule 4 of the Statutory Investigation into Railway Accidents Rules 1998, he shall at once acknowledge its receipt, and-

- (a) Submit his remarks, on the views expressed in the Report, to the Chief Commissioner of Railway Safety with copy to the Commissioner of Railway Safety immediately on receipt of the report by the Railway Administration and if he is not able to submit his remarks immediately he shall in his acknowledgement of the report indicate his intention to submit his remarks later as early as possible;
 - (b) If the Head of the Railway Administration concerned agrees with the views expressed in the Report and considers the prosecution of any person or persons desirable, he shall immediately forward a statement of such persons to the District Magistrate of the district in which the accident occurred, or to such other officer as the State Government may appoint in this behalf and to the concerned police authorities;
 - (c) In case the District Magistrate or Police authorities require copies of the Report, it may be sent to them, and the confidentiality of the report should be made clear to the District Police Authorities, and the Police authorities shall as soon as possible, intimate the Head of the Railway Administration concerned about their decision regarding launching any prosecution.
- ii) If the head of the railway administration differs from the views expressed in the report he shall at the same time submit his remarks thereon or if he is not able to do so immediately, he shall in his acknowledgement of the report, inform the Commissioner of Railway Safety of his intention to submit his remarks later. If the Head of the Railway considers the prosecution of any person or persons desirable he shall immediately forward a copy of the report together with the statement of such person concerned to Police authorities. On receipt of the finding of the Commissioner of Railway Safety the Police authorities shall as soon as possible intimate the Head of the Railway Administration concerned about their decision regarding launching of any prosecution.

iii) Report to Commissioner of Railway Safety. –

Whenever the Chief Safety Officer is required to submit his report to the Commissioner of Railway Safety in accordance with this rule, he shall submit it within a fortnight of the receipt of the draft report from the Commissioner of Railway Safety. Heads of departments who are referred to hereon shall submit their remarks within five days of receipt of the reference from the Chief Safety Officer.

iv) Advice to the Chief Commissioner of Railway Safety and the Railway Board.

In every case in which, in accordance with this rule, the Chief Safety Officer submits his remarks to the Commissioner of Railway Safety or advises him of his intention to submit his remarks later, a copy of the remarks or of the advice of his intention to submit his remarks later, as the case may be as also a copy of every communication issued by the Chief Safety Officer in regard to the Commissioner of Railway Safety's report, shall be sent by the Chief Safety Officer direct to the Chief Commissioner of Railway Safety with a copy to the Railway Board.

v) Commissioner of Railway Safety to be informed of punishment awarded.

In cases where departmental action is taken against Railway Servants held responsible for an accident as a result of an enquiry by the Commissioner of Railway Safety he shall on request be informed of the punishment finally awarded to the Railway Servant concerned. This information is intended only for the Commissioner of Railway Safety's record and the action taken by the Railway Administration is not open to criticism by the Commissioner of Railway Safety.

10.19 Head of the railway administration to offer remarks on the suggestion made in the report of the Commissioner of Railway Safety. –

Whenever the report of the Commissioner of Railway Safety points to the necessity for or suggests a change in any of the rules or in the system of working of the railway, the Head of the Railway Administration concerned, shall intimate the action which has been taken and which it proposes to take to prevent a recurrence of similar accidents to the Chief Commissioner of Railway Safety with a copy to the Commissioner of Railway Safety.

10.20 Commission of inquiry. –

The Commission of Inquiry may be appointed by Central Government under the Commissions of Inquiry Act, 1952 (60 of 1952). Where a Commission of Inquiry is appointed under the Commission of Inquiry Act, 1952 (60 of 1952) to inquire into an accident, any inquiry, investigation or other proceeding pending in relation to that accident shall not be proceeded with, and all records or other documents to

such inquiry shall be forwarded to such authority as may be specified by the Central Government in this behalf.

Commissioner of Railway Safety to assist the Magistrate or the Commission of Inquiry in clarifying technical matters. –

The Commissioner of Railway safety shall, as far as possible, assist any Magistrate making a judicial inquiry or an inquiry under Rule 8.21 or a Commission of Inquiry appointed under the Commissions of Inquiry Act, 1952 (60 of 1952), or any other authority appointed by the Central Government to which all or any of the provisions of the said Act have been made applicable whenever he may be called upon to do so for the purpose of clarification of any technical matters.

10.21 Magisterial inquiry. –

- i) Whenever an accident is described in section 113 of the Act, has occurred in the course of working a railway, the District Magistrate or any other Magistrate who may be appointed in this behalf by the State Government may either –
 - (a) Himself make an inquiry into the causes which led to the accident; or
 - (b) Depute a Subordinate Magistrate who if possible should be a Magistrate of the first class to make such an inquiry; or
 - (c) Direct investigation into the causes which led to the accident, to be made by the Police;

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commission of Inquiry Act, 1952 (60 of 1952) or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that authority a Magistrate or a Police Officer shall not make his inquiry or investigation under this rule and where he has already commenced his inquiry or investigation, shall not proceed further with it and such Magistrate or Police Officer shall hand over the evidence records or other documents in his possession relating to the inquiry or investigation to such authority as may be specified by the Central Government in this behalf.

ii) Notice of Magisterial Inquiry. -

Whenever it is decided to make an inquiry under clause (a) or clause (b) of Rule 10.21(i) the District Magistrate or other Magistrate appointed as aforesaid or the Magistrate depute under clause (b) of rule 10.17(i) as the case may be shall at once inform the Head of the Railway Administration concerned and the Divisional Railway Manager by message of the date and time at which the inquiry will commence so as to enable the Railway Administration to summon the requisite expert evidence. After sending such information he shall proceed to the scene of the accident and conduct the inquiry there.

iii) The result of Magisterial Inquiry to be communicated to the Head of the Railway Administration. -

The result of every inquiry or investigation made under rule 10.21(i) shall be communicated by the Magistrate who has held such inquiry or investigation to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety.

10.22 Judicial inquiry. –

- i) A Magistrate, making an inquiry under rule 10.21(i), may summon any Railway Servant, and any other person whose presence he may think necessary and after taking the evidence and completing the inquiry shall if he considers that there are sufficient grounds for holding a judicial inquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident. Whenever technical points are involved, the Magistrate shall call for the opinion of the Commissioner of Railway Safety or the other professional persons.
- ii) Procedure for summoning the Commissioner of Railway Safety and Railway Servants to assist the Magistrate holding Judicial Inquiry. –
 - (a) If, in the course of any judicial inquiry into an accident occurring in the course of working a railway, the Magistrate holding such inquiry desires the assistance of the Commissioner of Railway Safety or the Head of the Railway Administration concerned, he issue a requisition to the Chief Commissioner of Railway Safety or the Railway Board for the presence of the Commissioner of Railway Safety or the Head of the railway administration, stating at the same time the nature of the assistance

required, and if the assistance of any Railway Officer is required the Magistrate shall issue a requisition to the Head of the railway administration for his attendance in the court.

- (b) The requisition referred to in sub section (a) shall state the nature of the assistance required. In summoning railway officials, the Magistrate shall take care not to summon on the same day so a large number of the employees, especially of one class, as to cause in convenience to the working of the railway. In the case of serious accidents, the Magistrate may obtain reports from the Commissioner of Railway Safety and the Head of the Railway Administration concerned in regard to the accident, before finally concluding the Judicial Inquiry.
- iii) Communication of the decision of judicial inquiry to the Railway Administration, Commissioner of Railway Safety and the State Government.

On the conclusion of the judicial inquiry the Magistrate shall send a copy of his decision to the Head of the Railway Administration concerned and to the Commissioner of Railway Safety and shall unless in any case he thinks it unnecessary to do so, report the result of the inquiry to the State Government.

10.23 Police inquiry. –

- i) The Railway Police may make an investigation into the causes which led to any accident occurring in the course of working a Railway and shall do so whenever—
 - (a) Any such accident is attended with loss of human life or with grievous hurt or with serious damage to railway property of the value of exceeding Rs.2 Crores or has prima facie been due to any criminal act or omission;
or
 - (b) The District Magistrate or the Magistrate appointed under rule 10.21 (i) has given a direction under clause (c) of that rule:

Provided that where, having regard to the nature of the accident, the Central Government has appointed a Commission of Inquiry to inquire into it under the Commissions of Inquiry Act, 1952 (60 of 1952), or has appointed any other authority to inquire into it and for that purpose has made all or any of the provisions of the said Act applicable to that

authority, or where a Magisterial inquiry is being held under clause (a) or (b) of rule 10.21(i), the Railway Police shall not make an investigation under this rule, and where they have already their investigation, shall not proceed further with it; and shall hand over the records or other documents in their possession relating to the investigation to such authority as may be specified by the Central Government in this behalf.

ii) Status of Police Officer investigating into the accident. –

(c) Whenever an investigation is to be made by the Railway Police –

1. In a case in which an accident is attended with loss of human life or with grievous hurt or with a serious damage to railway property of the value exceeding Rs.2 Crores or
2. in pursuance of a direction given under clause (c) of rule 10.21(i), the investigation shall be conducted by the Head of the Railway Police of the area in which the accident has occurred or if that officer is unable to conduct the investigation by himself, by an officer to be deputed by him.

(b) The Officer deputed under sub-rule (a) shall ordinarily be the senior Officer available and shall whenever possible be a Gazetted Officer, and shall in no case be of rank lower than that of an Inspector.

Provided that the investigation may be carried out by an officer-in-charge of a police station-

- (1) In a case such as is referred to in clause (1) of sub rule (a), if no loss of life or grievous hurt has been caused to more persons than one or no damage to railway property of value exceeding Rs.2 Crores has been caused or there is no reason to suspect that any servant of the railway has been guilty of neglect of any rule relating to the working of the railway; or
- (2) In a case referred to in clause (2) of sub rule (a), if the District Magistrate so desires.

iii) Notice of Police investigation. –

The Officer who is to conduct an investigation in pursuance of rule 10.23(ii) shall at once advise the Head of the Railway Administration concerned and the Divisional Railway Manager by message of the date and time at which the investigation will commence so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the Officer making the investigation. After sending such advice he shall proceed without delay to the scene of the accident and conduct the investigation there. The absence of a railway official shall not, however, be allowed to delay the investigation, which shall be conducted as soon as possible after the accident has taken place.

iv) Assistance by the District Police. –

(a) In every case to which rule 10.23(ii) applies, immediate information shall be given by the Railway Police of the area to the District Police, who if so required, shall afford all necessary assistance and shall if occasion arises, carry the investigation beyond the limits of the railway premises. But the Railway Police of the area shall primarily be responsible for carrying on the investigation within such limits.

(b) Subject to the provisions contained in these rules, the further prosecution of the case, on the conclusion of the Police investigation shall rest with the Railway Police.

v) Communication of the result of the Police Investigation. –

The result of every Police investigation shall be reported at once to the District Magistrate or other Officer appointed in this behalf by the State Government, to the Head of the Railway Administration concerned or other Officer appointed by him and to the Commissioner of Railway Safety.

vi) District Police to discharge duties of Railway Police. –

Where there are no Railway Police in the area, the duties imposed by rule 10.23(i), (ii), (iii)(iv)(b) and (v) on the Railway Police of the area or on such Head of such Railway Police, shall be discharged by the District Police or by the District superintendent of Police as the case may be.

10.24 Reports of inquiries into accidents not covered by section 113 of the Railways act, 1989 to be forwarded to Commissioner of Railway Safety. –

- (i) Whenever any accident not of the nature specified in section 113 of the Railways Act, 1989 such as averted collisions, breach of block rules or other technical accidents, occurs in the course of working a railway the Railway Administration concerned may cause an inquiry either Joint or Departmental to be held into the accident.
- (ii) Where an inquiry is held as provided under sub-rule (i) the Head of the Railway Administration concerned shall forward a copy of the report of the inquiry to the Commissioner of Railway Safety for the section of the railway on which the accident occurred.

10.25 Accidents at junction stations, etc. –

- i) Accidents occurring at junction stations shall be treated as accidents of the working railway and the responsibility of initiating, conducting and finalising the enquiry proceedings should devolve on the railway working the junctions.
- ii) In case a train belonging to the using railway or worked by staff belonging to the using railway is involved in an accident, the railway working the junction shall inform the other railway concerned and an Officer of the appropriated level of that railway should be appointed as a member of the inquiry committee.
- iii) This would be desirable as the staff working the particular train would have to be examined by the enquiry committee and the presence of an Officer of that railway to which the staff belongs would facilitate the smooth conduct of the inquiry.
- iv) In the case of an accident to a train (running power), the responsibility of initiating, conducting and finalising the inquiry proceedings should rest with the working railway. An Officer of the appropriate level of the railway exercising the running powers should be appointed as a member of the inquiry committee.
- v) A similar procedure should be followed in the case of trains which, even though not running power trains, are worked by staff of another railway.

Note: ‘Running power section’ is a portion of the railway on which foreign railway has running powers.

10.26 Schedule of procedure for completion of Accident Inquiry. –

- (i) In order to ensure timely completion of accident inquiry report/DAR following model time schedule should be adapted.

Sl. No.	Model Time	Remarks	Maximum Time
1.	D	Date of Accident	D
2.	D + 1	DRM/GM* shall order the inquiry, if no particular department accepts the responsibility	D + 1 day
3.	D + 3	Committee shall convene the inquiry into the accident	D + 3 days
4.	D + 7	Committee shall submit the inquiry report to DRM/GM*	D + 7 days
5.	D + 10	Acceptance of inquiry report by the DRM/GM*	D +10 days
6.	D + 15	Inquiry reports will be finalized by CSO/ AGM	D + 15days
7.	D + 20	Submission of inquiry report to CRS for the section of the Railways on which the accident occurred with the remarks. A copy of findings of the inquiry report to be sent to Railway Board	D + 20 days
8.	D + 90	DAR action against responsible officials to be completed	D + 90 days

* For SAG level Inquiries

- (ii) In case of Consequential Accident inquiry report/DAR following model time, schedule should be adapted (CM No.9 dated 01.06.2023)

Sl. No.	Model Time	Remark	Maximum Time
1.	D	Date of Accident	D
2.	D + 1	DRM/GM* shall order the inquiry, if no particular department accepts the responsibility	D + 1 day
3.	D + 3	Committee shall convene the inquiry into the accident	D + 3 days
4.	D + 7	Committee shall submit the inquiry report to DRM/GM*	D + 7 days
5.	D + 30	Acceptance of inquiry report by the DRM/GM*	D +30 days
6.	D + 35	Inquiry reports will be finalized by CSO/ AGM	D + 35days
7.	D + 40	Submission of inquiry report to CRS for the section of the Railways on which the accident occurred with the remarks. A copy of findings of the inquiry report to be sent to RB.	D + 40 days
8.	D + 90	DAR action against responsible officials to be completed	D + 90 days

Note: a) DRM/GM may decide to have inquiry conducted even if a particular department accepts the responsibility for enabling through review of associated systems involved in the accident

b) The time limits prescribed above are the maximum period of time. Efforts should be taken to finalise the inquiry report and DAR action as early as possible but within the prescribed time limit.

ii) Responsibilities of the President of the Inquiry Committee. –

The President of the inquiry committee shall ensure that the accident inquiry is completed within D + 10 days. Whenever the inquiry is not completed within D + 10 days the President of the inquiry committee shall personally circumstances.

10.27 D.A.R. INQUIRY. –

- i) Promptness and adequacy of DAR action is very essential to serve the intended purpose of accident inquiries.
- ii) Progress of each DAR case should be monitored by the Disciplinary Authority and Branch Officer concerned.
- iii) The Divisional Railway Manager shall be advised of the progress in the safety meetings in order to ensure adequacy of punishment.

- iv) Whenever staff concerned have been placed under suspension, the revocation of suspension should be done only with the personal approval of the Divisional Railway Manager.
 - v) All accident related DAR cases which burst the target of D + 90 days must be reviewed by the Divisional Railway Manager and the reasons furnished for the delay in finalising the cases to the General Manager.
 - vi) Systematic and timely review of punishment and also of those cases where either disciplinary action has not been initiated or the charges have been dropped must be undertaken at appropriate time by the Divisional Officers.
- viii) In the Headquarters Office, the Safety Branch should examine the inquiry reports and put up the cases to the Chief Safety Officer. The cases shall also be put up to other Heads of Departments concerned for scrutiny and follow up action, if necessary.

10.28 Acceptance and disposal of findings etc. –

Sl. No.	Classification	Acceptance and Disposal
Class A - COLLISION		
1	A - 1	<ul style="list-style-type: none"> i) The SAG level Committee will submit the proceedings to GM for acceptance who shall send a copy of the same to CRS with his remarks. ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.
2	A - 2	<ul style="list-style-type: none"> i) The SAG level committee will submit the proceedings to GM for acceptance who shall send a copy of the same to CRS with his remarks. ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.

3	A - 3	<p>i) The SAG level Committee will submit the proceedings to GM for acceptance who shall send a copy of the same to CRS with his remarks.</p> <p>ii) Findings of the inquiry Committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
4	A - 4	<p>i) The SAG level Committee will submit the proceedings to GM for acceptance who shall send a copy of the same to CRS with his remarks.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
5	A - 5	Sr.DSO/DSO after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO.

Class B – FIRE IN TRAIN ETC.,

1	B - 1	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information
2	B - 2	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information
3	B - 3	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information
4	B - 4	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information
5	B - 5	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO
6	B - 6	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO
7	B - 7	Sr.DSO/DSO after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO.

**Class C – TRAIN RUNNING IN TO THE ROAD TRAFFIC AT LEVEL
CROSSING**

1	C - 1	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
2	C – 2	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
3	C -3	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
4	C -4	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
5	C -5	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
6	C – 6	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>

7	C - 7	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
8	C - 8	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
9	C - 9	<p>i) Sr.DSO/DSO after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>

Class D – DERAILMENTS

1	D – 1	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
2	D – 2	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
3	D – 3	<p>i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO for review and to CRS for information.</p> <p>ii) Findings of the inquiry committee and action taken against staff found responsible shall be communicated to the Railway Board.</p>
4	D – 4	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO who shall review the case.
5	D – 5	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO.

6	D - 6	Sr.DSO/DSO after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO. The DRM should submit a monthly statement in ACC-16 to the CSO so as to reach him not later than 15 th of the month following that which it relates.
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Class E – OTHER TRAIN ACCIDENTS

1	E - 1	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO for review and to CRS for information
2	E – 2	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO.

Class F – AVERTED COLLISION

1	F – 1	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO and send a copy of the same to CRS with his remarks.
2	F – 2	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO and send a copy of the same to CRS with his remarks.
3	F – 3	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO and send a copy of the same to CRS with his remarks.
4	F - 4	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO.

Class G – BREACH OF BLOCK RULES

1	G – 1	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO and send a copy of the same to CRS with his remarks.
2	G – 2	DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO.
3	G – 3	i) DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO. ii) In case of train not carrying passengers, DRM after acceptance of the report shall send a copy of the same with his remarks to CSO.

4	G - 4	<p>i) DRM after acceptance of the report shall forward a copy of the proceeding with his remarks to CSO.</p> <p>ii) In case of train not carrying passengers, DRM after acceptance of the report shall send a copy of the same with his remarks to CSO.</p>
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Class H – TRAIN PASSING SIGNAL AT DANGER

1	H - 1	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO and send a copy of the same to CRS with his remarks.
2	H - 2	DRM after acceptance of the report shall forward a copy of the proceedings with his remarks to CSO.

Class J – FAILURE OF ROLLING STOCK AND ENGINE

1	J - 1	DRM shall send individual report and a commnsolidated monthly statement to CME of CEE(in case of electric engine and single or multiple unit train)
2	J - 2	DRM shall send individual report and consolidated monthly statements to CME or CEE(in case of electric engine and single or multiple unit trains)
3	J - 3	DRM shall send a special report in duplicate to CSO with his remarks and send a copy of the same to CRS with his remarks
4	J - 4	DRM shall send a special rept in duplicate to CSO with his remarks
5	J - 5	DRM shall send a special report in duplicate to CSO with his remarks.
6	J - 6	DRM shall send a special report in duplicate to CSO with his remarks
7	J - 7	<p>i) DRM shall send individual report and a consolidated monthly statement to CME or CEE (in case of electric engine and single or multiple unit trains).</p> <p>ii) DRM shall send a special report in duplicate to CSO with his remarks in case of failure of axle and damage to pantograph of electric engine or unit.</p>
8	J - 8	<p>i) DRM shall send individuall report and a consolidated monthly statement to CME or CEE(in case of electric engine and single or multiple unit trains.)</p> <p>ii) DRM shall send a special report in duplicate to CSO with his remarks in case of failure of axle and damage to pantograph of electric or unit.</p>

9	J - 9	DRM shall send individual report and a consolidated monthly statement to CME or CEE(in case of electric engine and single or multiple unit trains) DRM shall send a special report in duplicate to CSO with his remarks in case of failure of axle and damage to pantograph of electric engine or unit.
10	J - 10	DRM shall send individual report and a consolidated monthly statement to CME or CEE (in case of electric engine and single or multiple unit trains). DRM shall send a special report in duplicate to CSO with his remarks in case of failure of axle and damage to pantograph of electric engine or unit.

Class K – FAILURE OF PERMANENT WAY

1	K - 1	DRM Shall send a special report in duplicate to CSO with his remarks
2	K - 2	DRM Shall send a special report in duplicate to CSO with his remarks
3	K - 3	DRM Shall send a special report in duplicate to CSO with his remarks
4	K - 4	DRM Shall send a special report in duplicate to CSO with his remarks
5	K - 5	DRM Shall send a special report in duplicate to CSO with his remarks
6	K - 6	DRM Shall send a special report in duplicate to CSO with his remarks
7	K - 7	DRM Shall send a special report in duplicate to CSO with his remarks

Class L – FAILURE OF ELECTRICAL EQUIPMENT

1	L - 1 to L - 4	DRM shall send a special report in duplicate to CSO with his remarks
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Class M – FAILURE OF SIGNALLING & TELECOMMUNICATION.

1	M - 1 to M - 7	DRM shall send a special report in duplicate to CSO with his remarks
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Class N – TRAIN WRECKING

1	N – 1 to N - 3	DRM shall send a special report in duplicate to CSO & CCO with his remarks
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Class P – CASUALTIES

1	P – 1	DRM shall dispose the case and send a statement to CRS and submit a monthly statement in duplicate in Form Acc.17 to CSO and CCO to reach him not later than 12 th of the following month
2	P – 2	DRM shall dispose the case and submit a monthly statement in duplicate in Form. Acc.13 to CSO and CCO to reach him not later than 12 th of the following month.
3	P – 3	DRM shall dispose the case and submit a monthly statement in duplicate in Form Acc. 17 to CSO and CCO to reach him not later than 12 th of the following month in case of persons falling out of trains only.
4	P - 4	DRM shall dispose the case and submit a monthly statement showing the total number of cattle accidents to CSO to reach him not later than 7 th of the following month.

Class Q – UNUSUAL INCIDENCE

1	Q – 1	If the Railway servant is involved i) DRM shall dispose the case ii) In case of staff or other persons engaged in work for the Railway pertaining to departments not coming under the control of DRM, HOD concerned shall dispose the case. iii)A copy of this report shall be sent to CCO concerned
2	Q – 2	DRM shall dispose the case.A copy of this report shall sent to CCO concerned.
3	Q – 3 to Q - 6	DRM shall send a special report in duplicate to CSO with his remarks. A copy of this report shall be sent to CCM concerned.

Class R – MISCELLANEOUS

1	R – 1, R - 2	DRM shall dispose the case
2	R – 3 to R - 5	DRM shall send a special report in duplicate to CSO with his remarks

Note:

- i) 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 the other for his Headquarters Office.
- ii) If, in such cases, the inquiry committee holds the staff of 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 works to the Headquarters of the other Railway who in turn will advise their own division or offices, the same, so that their records could be completed.
- iii) In case the Divisional Officers do not accept the finding 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 Headquarters level only.

10.29 REPEAL. –

- i) The Railway (Notices of and inquiries into Accidents) Rules, 1973, are hereby repealed.
- ii) The ‘Statutory Investigation into Railway Accident Rules 1973’, published with notification of Government of India in the Ministry of Tourism and Civil Aviation No.22 dated 02.06.73, part II, section 3 is hereby repealed.
- iii) Notwithstanding such repeal anything done or any action taken under the rules hereby repealed shall be deemed to have been done or taken under the corresponding provisions of these rules.

ANNEXURE TO CHAPTER X

QUESTIONNAIRE:

(A) INFORMATION TO BE FURNISHED BY THE CIVIL ENGINEERING DEPARTMENT.

1.
 - a) Brief description of damage to P.Way
 - b) Cost of damage to P.Way.
2. Description of site:-
 - a) Kilometre of site, in between stations- section, single/double line.
 - b) Civil District
 - c) Nature of country around the site (Open, cultivated, plain/undulating, etc.)
 - d) Direction of the track at site (North to south, etc.)
 - e) Straight, curve, gradients with distances etc., in the vicinity (Index plan and section to be attached)
 - f) Height of bank/cutting
 - g) Kind of soil
 - h) Details of bridges and level crossings within one Km on either side of the site (to the extent they are relevant to the inquiry)
3. Permanent Way:-
 - a) Rails-weight, length, age, wear, if welded, LWR, CWR, SWR, etc.
 - b)
 - (i) Sleepers – type, age, density
 - (ii) Percentage of U/S sleepers in track in the vicinity of the accident site.
 - c) Fish-plates – weight, length, number of holes with dia
 - d) Fish-bolts – weight, length, dia, weather any spring / other washers used and number used per joint
 - e) Spikes – of wooden sleepers – number of spikes on each sleeper, how many inside and how many outside
 - f) Bearing plates – if used, type, number of holes, weight, etc.
 - g) Ballast – its kind, section, depth below sleeper, cubic metres per metre
 - h) Policy followed in driving the keys
 - i) Anti-sabotage measures adopted in the vicinity

4. Kilometre and T.P. of important stations and points on the section and number of T.P.s per Km and how numbered? (Important stations points may be taken from the CRS)
5.
 - a) Headquarters and jurisdiction of DEN/AEN/SE/JE(P.Way)
 - b) Gang– Headquarters, jurisdiction, strength, location of tool box and gang hut
 - c) Details of casual labour employed and discharged in the last three months
6.
 - a) Maximum permissive speed on this section
 - b) Permanent speed restrictions in the vicinity
 - c) Temporary speed restrictions in force on the day of the accident in the vicinity
 - d) Where there any reports of over speeding in the recent past
7.
 - a) Whether monsoon patrolling has been in force and if so give details
 - b) Whether Security/Police patrolling has been in force and give details
 - c) Furnish copies of patrol diagrams
8.
 - a)
 - (i) Creep
 - (ii) Extent of expansion gaps in joints 1/2 Km before and after the point of accident
 - (iii) Time when observations have been made
 - b) Date when track last attended to around the accident spot and the details of work done
 - c)
 - (i) Date when JE/SE(P.Way)/PWI/AEN and DEN inspected the track last prior to the accident
 - (ii) If any defects had been noted by them
 - (iii) If so, give details and action taken, if any
 - d) If the track at site required frequent attention in the past – old records to be looked up and dates furnished with details of work done
 - e) Results of last run of Amsler/Hallade/RTRC etc.
 - f) Reports of rough running by the Loco Pilot

9. Rainfall:-
 - a) Record of last three months with the name of the recording station and its distance from the site
 - b) Daily record of seven days prior to the accident
 - c) Comments on the rainfall (compared mean rainfall)
10. Details of marks on rails, sleepers and whether any indication of any obstruction on line. Wheel mounting marks to be specifically noted.
11. Site plan (30 cm wide and length as required) with damaged vehicles, etc. All measurements to be connected and gradients shown. (in case of an accident in yard, yard plan to be attached)

Note: Site Plan to include location plan, north point, direction of travel of trains, kms/T.P.s, etc.

12. Produce the following registers relevant to the inquiry;
 - a) Gang chart/diary
 - b) Curve register
 - c) Points and crossing register
 - d) JE/(P.Way)/AEN's note book of inspection
 - e) Creep register
 - f) Bridge inspection register
 - g) Section register
13. Quote Code, Rules, Instruction in Way and Works Manual and circulars relevant to this accident
14. Enclose particulars of track jointly taken after the accident
15. Where there any similar accidents in the vicinity in the last ten years?
16. What is the probable cause of the accident according to you?
17. Bio-data of the staff involved (date of appointment, promotion, punishments and awards – in brief)
18. Do you suggest any improved methods of working or improvements to equipment as a result of this accident?

19. In the case of level crossing accidents, the following information may be furnished.
- a) Number of trains and vehicles passing through the level crossing on an average per day as per the census taken last (date of taking census may be given)
 - b) A longitudinal section along the road.

Note: If some of the above particulars are given in the accident sketch, the same need not be repeated in the above accident.

(B) INFORMATION TO BE FURNISHED BY THE LOCO DEPARTMENT
(MECHANICAL FOR DIESEL AND ELECTRICAL FOR AC LOCO)

1. Loco:
 - a) Type
 - b) Number
 - c) Year and place of manufacture
 - d) Date of commissioning
 - e) Whether provided with headlight, speedometer & speed recorder, vigilance control device and whether they were in working order
 - f) Whether running engine foremost/tender foremost/short hood leading/ long hood leading/ cab 1 or cab 2 leading
 - g) Length and weight of the loco
 - h) Braking force on the loco and the type of brakes provided on the loco
 - i) Date of last POH/IOH
 - j) Kilometers earned after last POH/IOH
 - k) Date and place of last trip inspection
 - l) Whether any schedules are overdue?
 - m) Comments on the brakes available on the locomotive
2. Give brief particulars of the safety items not provided and provided but missing /not working
3.
 - a) Damage to the loco (brief description)
 - b) Cost of damage to the loco (in Rs.)
4. Engine diagram in cases where loco is derailed

5. a) Position of control handles, regulators, etc., after the accident
b) Condition of synchronizing valve
c) Position of brake blocks after the accident whether applied or not
6. Enclose the particulars of the locomotive jointly recorded after the accident
7. Extracts from engine logbook
8. Last eye test of the engine crew and next when due
9. Bio-data of engine crew (date of first appointments, promotions, punishments and awards – in brief)
10. Quote instruction from manuals and circulars relevant to the accident
11. Submit the following:-
a) Speed recorder chart
b) Brake power certificate issued to the Loco Pilot
12. Were there any similar accidents involving the type of loco in the last 10 years?
13. What is the probable cause of the accident according to you?
14. Do you suggest any improved method of working or improvements to equipment as a result of this accident?

(C) INFORMATION TO BE FURNISHED BY THE CARRIAGE AND WAGON DEPARTMENT

1. Damage and disposition may be given in the following proforma:

Sl. No. from the Engine	Coach No.	Disposition	Damage (brief description)

2. Marshalling order of the train(s) in the following forms:

Sl.No. from the engine	Coach No.	Body & type (ICF, IRS, BEML, etc) AT or non AT	Year built	Date of last POH	Date of Return	Remarks

3. a) Total length of coaches/train excluding the engine
- b) Total weight of train excluding engine
- c) Total brake force of train excluding the loco
- d) Whether fully vacuum braked or not
- e) Number of cylinders per coach and total number of active/inactive cylinders on the train and % of brake power
4. Cost of damage to rolling stock
5. a) Position of brake blocks/handles after the accident
- b) Maximum and minimum piston strokes
6. Enclose the particulars of C&W jointly recorded after the accident
7. a) Maintenance – last train examining / safe to pass exam / repacking of boxes
- b) Extracts from the register maintained by the JE(C&W), etc.
8. Quote instructions from Manuals, Conference Rules, and circulars relevant to the accident
9. Bio-data of the staff involved (dates of first appointments, promotions, punishments and awards – in brief)
10. Where there any similar accidents involving the same type of rolling stock in the last ten years
11. What is the probable cause of the accident according to you?
12. Do you suggest any improved methods of working or improvements to equipment as a result of this accident?

(D) INFORMATION TO BE FURNISHED BY TRANSPORTATION DEPARTMENT

1. Accident
 - a) Date and time of accident
 - b) Train numbers involved
 - c) Kilometre of accident, between stations and section
2.
 - a) Speed of train at the time of the accident
 - b) Time of departure and arrival of the ill-fated train at the last 3 stations and at last stopping station
 - a) Time when previous 3 trains passed over the accident site
 - b) Was the ill-fated train running late, if so how much?
3. Weather and visibility at the time of the accident.
4. Capacity of the train and number of passengers in occupation at the time of accident (as estimated)
5.
 - a) First information about the accident, who conveyed and how and at what time?
 - b) How were the injured passengers dealt with?
 - c) Disposal of dead and injured with time of removal from the site and admission in hospitals
6. ARME Vans and Accident Relief Trains. (Details to be furnished separately for each station)
 - a) Time of ordering
 - b) Time of blowing the siren
 - c) Time of arrival at bar line
 - d) Time of despatch from the station
 - e) Time of arrival at the station immediately in the rear of the accident site and at accident site
7. Time of arrival of various officials including Police
8. Interruption to traffic
 - a) Details of delay to trains, termination and cancellation of trains and running of duplicate trains etc.
 - b) Time of clearance and through running

9. Passenger complaint, if any (loss of property, etc.) and how they have been dealt.
10. Guard – date of last vision test, refresher course passing and first aid and date when next due
11. In the case of accident at a station copy of SWR with rule diagram
12. Details of any special dispensations obtained from CRS by the railway administration and approved special instructions issued, if any
13. Name and designation of Administrative Officers, Police Officers, etc., attending the CRS inquiry on each day.
14. Log of various activities undertaken by the railway administration arising out of the accident (Give as an annexure)
15. Brief details of ex-gratia payments arranged
16. Bio-data of the traffic staff involved (date of appointments, promotions, punishments and awards)
17.
 - a) Enclose press cutting of news published in connection with the accident
 - b) Press notification and advertisements issued in connection with the inquiry
 - c) Messages issued to the Police and the Civil authorities regarding the accident inquiry
18. Were there any similar accidents in the vicinity in the last 10 years
19. Do you suggest any improved methods of working as a result of this accident

(E) INFORMATION TO BE FURNISHED BY THE MEDICAL DEPARTMENT

1. Causalities:
 - a) Number killed
 - b) Number grievously hurt
 - c) Number with simple injuries
 - d) Number with trivial injuries

2. Timings of the arrival of the first doctor (Railway or otherwise) at the site and other doctors subsequently
3. Timings of:
 - a) The receipt of the accident message at the station where medical van is stabled
 - b) Despatch of the medical van from that station
 - c) Arrival of the medical van with the injured from the site
 - d) Departure of the medical van with the injured from the site
 - e) Arrival of the medical van with the injured at the hospital station;
 - f) Admission of the patients into the hospital
4. a) Details of the medical aid rendered and whether any surgical treatment resorted to at site
 - b) Give reasons for delay in rendering medical aid
5. Whether any pain relieving drug administered such as Morphine and if so how many?
6. Disposal of the injured and the dead with timings
7. List of casualties (dead/injured) with details of names, their address and particulars of admission and discharge in various hospitals till the date of the inquiry
8. a) Did you receive full co-operation from the doctors of the civil hospitals?
 - b) If not, where was the failure?
9. What difficulties have been encountered while dealing with the injured?
10. Have you any suggestions to make to improve the methods of rendering medical aid to the injured?

(F) INFORMATION TO BE FURNISHED BY THE ELECTRICAL DEPARTMENT :-

1. OHE:
 - i) Timings of power supply interruption and shut down
 - ii) Action taken to safeguard passengers
 - iii) Record of last inspection of OHE at site

2. COACHES:
 - i) Condition of electric equipment
 - ii) Particulars of electric protection
 - iii) Record of last inspections
 - iv) Whether supply for fans and lights was switched on
3. DAMAGES:
 - a) Brief description
 - b) Cost
4. What is the cause of the accident according to you? (in case of fire, etc.)
5. What are the Code, rules, circulars pertinent to this accident?
6. Bio-date of staff involved (dates of appointments, promotions, punishments and awards)
7. Where there any similar accidents in the last 10 years involving electrical equipment? Give details
8. Do you suggest any improved methods of working or improvements to equipment as a result of this accident?

(G) INFORMATION TO BE FURNISHED BY THE SIGNAL ENGINEERING DEPARTMENT

1. Damage to S & T assets :-
 - (a) Brief descriptions
 - (b) Cost of damage
2. A detailed note on signaling and interlocking arrangements in the area and at the Station in the case of yard accident.
3. Head quarters, jurisdiction of signal maintenance staff including officers.
4. In case of an accident in a yard signal plan of the yard to be furnished.
5. Date of last overhaul of block instruments, lever frame etc.,

6. (a) Date of last testing by Inspectors /ASTE / DSTE, prior to the accident.
(b) Results of their tests and action taken.
7. (a) Details of signal failures at the Station in the last three months.
(b) Details of unsafe failures.
(c) Produce the relevant registers for scrutiny.
8. Instructions from the Signal Engineering Manual etc.,
9. Bio data of staff involved (Date of appointments, promotions, punishments and awards).
10. (a) What are the possibilities of failure of S & T equipment in this case.
(b) How do you eliminate these possibilities?
11. Where there any similar accidents involving signaling in the last 10 years? Give details.
12. Do you suggest any improved methods of working or improvements to equipment as a result of this accident?
