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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th July 1869.*

No. 147. Read the following Circular from the Government of India, Public Works Department, (Railway,) dated Simla, 8th June 1869, No. 11:—

Read—

The Returns of the number and nature of the accidents, and of the injuries to life and limb, which have occurred on all the Railways open for traffic in India during the year 1868.

READ also—The following Office Note thereon:—

The Provincial Returns have been submitted in better time than heretofore. The last information connected with the Returns was received on the 8th March 1869.

The general result is an increase in the number of accidents, arising mainly from a large increase in the number of cases of trains running off the line on the Great Indian Peninsula Railway. Compared with the previous year, there were 259 accidents to trains against 201 in 1867, or an increase of twenty-nine per cent. against an increase in the open mileage of six per cent., but a decrease in the train-mileage of three per cent.

The decreased train-mileage occurs entirely on the Bengal lines. The increase in the number of accidents on the Madras and Bombay lines was in excess of the additional mileage run by trains in 1868 compared with 1867.

The total number of persons killed and injured on all lines, passengers, servants, trespassers, and others, also increased largely, or nineteen per cent. For the first time the Returns exhibit injuries to passengers on the Madras lines.

Leaving out for the present any consideration of the trespassers and others, it appears that out of the total of 25 passengers killed and 64 injured, the number who suffered from their own imprudence or want of caution were 9 and 22, respectively: these consisted chiefly of persons falling or jumping out of trains in motion. The rest (16 killed and 42 injured) suffered from causes beyond their control, that is, chiefly from accidents to trains.

The Railway servants were affected differently from the passengers; for, while among the latter the number suffering from causes beyond their own control bore a large proportion to those suffering from their own carelessness, amongst the former the reverse is seen to have been the case, and that in a larger ratio.

But it is to be remembered that, while the passengers coming under this category are strictly those who have suffered from imprudence, nearly every case of a servant injured is, from the nature of things, returned as due to incaution, even though it be that he slipped under a heavy load.

Thus, during the year under notice, 10 servants of Companies or Contractors were killed and 50 injured from causes beyond their control, while 100 were killed and 139 injured from their own incaution.

The causes of accidents, so far as they affected the Companies' servants and those of the Contractors, will be noticed further on. The question of the number of passengers who suffered from their own fault does not demand serious notice, though, as a statistical result, measuring the average of human neglect and incaution, it may be noted that out of every 1,000,000 passengers, 0.55 were killed, and 1.35 were injured from their own imprudence or folly. These proportions are in excess of those that occurred in 1867, when for every million of passengers travelling, 0.13 were killed, and 1.09 were injured from the same causes.

The number of passengers who travelled, it may here be noted, is not a correct standard to go by in this investigation. The risk of injury from incaution or from any other cause is not the same, whether a passenger goes 100 or 1,000 miles. The total number of miles travelled by passengers would afford the means of applying a more reliable test of the risks attending a traveller, as those risks could then be equated over each passenger-mile. There would still be a residuum of error, as there are special risks attending the getting in and out of trains, and at stations, which are constant be the journey short or long, whereas the other risks vary, it may be said, directly as the length of the journey. It is not possible in the present case to refer the results to such a standard, but the desirability of doing so in future should be kept in view, if even the average mileage of each passenger be only approximately arrived at.

The accidents to trains from which the majority of injuries to the life and limb of passengers result, and from which Railway servants also suffer, though not to the extent assignable to other causes, constitute the legitimate risks of Railway travelling; and a careful investigation into their causes, in view of ascertaining how far the Railway Companies were responsible for their occurrence, and how far preventive measures may be applied to them, is the chief consideration involved.

This subject, therefore, will be principally reviewed. The following figures show the nature of the accidents to trains during 1868 and 1867, and the injuries sustained therefrom:—

					No. of accidence	PASSENGERS		SERVANTS	
						Killed.	Injured.	Killed.	Injured.
Collisions,...	...	...	{	1868	64	14	37	3	28
				1867	58	2	10	5	7
Getting off line, ...	...	...	{	1868	104	1	3	...	3
				1867	57	11	22	3	8
Fire, ...	...	...	{	1868	27	2	5	...	...
				1867	20	...	...	...	1
Running over cattle, ...	...	...	{	1868	34	...	...	...	3
				1867	31	...	...	...	...
Other causes, ...	...	...	{	1868	30	...	...	...	4
				1867	35	...	2	1	6

From this Table it appears that the risks to passengers have been almost entirely confined to two sources, viz., trains coming into collision and getting off the line.

The number of collisions in 1868 was larger than in 1867, and the results also were more disastrous. On the comparatively limited Indian Railway system, the occurrence of one or two serious accidents makes a wide difference in the figures, and in examining the details, it is seen that of the total of 14 killed and 37 injured

* This was a very serious accident, and formed the subject of special inquiry.

in 1868, 14 were killed and 6 were injured in one* accident on the Eastern Bengal Railway, while 13 were injured in one accident on the East Indian Railway, 7 in a second, 5 in a third, and 4 in a fourth.

The increase in the number of collisions occurred chiefly on the East Indian and Great Indian Peninsula Railways, being 37 against 31 in the case of the former line, and 20 against 14 in the case of the latter.

The Bombay, Baroda, and Central India Railway shows a large decrease, the number of collisions being 3 against 11 in 1867.

Viewing this matter of collisions with reference to the number of miles run by trains, the number on the several lines was as follows:—For every 1,000,000 miles run by trains, there were 8 collisions on the East Indian, 3 on the Eastern Bengal, 3 on the Punjab, 7 on the Great Indian Peninsula, 4 on the Bombay, Baroda, and Central India, and 11 on the Sindh Railway. On the other lines there were no collisions. No comparisons can, however, be drawn as to the risks on different Railways without taking into consideration the number of miles run per mile open, indicating, as they do, the frequency with which trains cross or follow each other. But this test to be reliable would require the ratio of double to single track on each line to be considered; and it must be remembered, in dealing with this class of accidents especially, that Indian lines have, for the most part, only a single track.

Comparing the train-miles with the collisions per mile open, respectively, the following results are obtained:—

Railways.	Train-miles per mile open.	Number of collisions per mile open.	COMPARATIVE FIGURES PER MILE OPEN. PUNJAB RAILWAY=1.		Comparative frequency of collisions. Punjab Rail- way=1.
			Train miles.	Collisions.	
Punjab, ...	1,101	004	100	100	100
Sindh, ...	1,584	018	113	100	398
Bombay, Baroda, and Central India,	2,594	010	185	250	135
Eastern Bengal, ...	3,109	009	222	225	101
Great Indian Peninsula, ...	3,356	023	240	575	240
East Indian, ...	3,642	028	260	700	269

Looking at the last column the proportion is against the East Indian, Great Indian Peninsula, and Sindh Railways; but the number of collisions on the Sindh Line was absolutely small, being only two, and they did not occur to passenger-trains. The Eastern Bengal contrasts most favourably with the East Indian and Great Indian Peninsula, the numbers of which suggest that the greater frequency of this class of accidents must be due in some measure to the greater difficulties attending the working of long than short lines. The remedy is that long lines should be worked in sections.

In examining the causes of the collisions, it is found that six have been described as unavoidable or not accounted for. All these occurred on the East Indian Railway. Some of them, as described, admit of doubts as to their being accidental, and it would appear that the causes might have been ascertained.

There were no collisions due to any defects in the rolling-stock and permanent way.

The large majority of the collisions were due to the neglect or inefficiency of Company's servants. One-fourth were due to bad or reckless driving, one-seventh

*Proceedings of the Madras Government, Public Works Department,
7th July 1869.*

to the carelessness or mismanagement of guards, another one-seventh to faults of other servants of the Traffic Department, one-fifth to pointsmen, and one-sixth to workmen leaving trollies on the line. Of the ten instances of trollies left on the line, eight occurred on the East Indian Railway, indicating a greater want of care in their use than on other lines.

Turning to the other important source of accidents we find that there were 104 cases of getting off the line in 1868 against 57 in 1867. This is a very large increase, but the injuries resulting to passengers were much less, being 1 killed and 3 injured, against 11 killed and 22 injured in the preceding year. Nearly the whole number for 1867 was, however, due to a single accident on the Great Indian Peninsula Railway.

It is singularly fortunate that so large a number of accidents should have resulted in so small a return of casualties. The consequences might, however, have been very serious, and as most of the accidents were due to preventible causes, the Companies have a grave responsibility in the matter. Of the whole number, 44 or two-fifths were due to defects of rolling-stock and way and works, and 35 of these occurred on the Great Indian Peninsula Railway. The matter is one demanding attention at the hands of the Officers of that Company.

In 30 cases pointsmen were to blame, and in 12 cases drivers.

In 10 cases the causes were either not apparent or were unavoidable. One of them was occasioned by a Government elephant which, having escaped from its keeper, got on to the East Indian Railway, and was run over by a goods train.

There was only one instance in which a train was thrown off the line from improper interference by persons not under the control of the Company.

The number of accidents by fire was 27 against 20 in 1867. Two men were killed and five injured from this class of accident. The men are represented as having suffered from their own imprudence, because they jumped out of the train, but jumping out under the circumstances was a choice between two evils.

Of the total number, 13 occurred on the Oudh and Rohilkhund Railway, and 10 on the Madras Railway. Wood-fuel is used on both lines, and mixed trains are run on both, almost entirely so on the former line.

The use of wood-fuel is almost compulsory on some lines, but in weighing the advantages it apparently presents over coal, it should be considered how far the sums paid as compensation for losses by fire and the damage done to rolling-stock, counterbalance any saving arising from its use.

Cattle were run over 34 times in 1868, against 31 times in 1867. In some cases the trains were derailed, but no loss of life or injury resulted.

Of these 34 cases, 31 occurred on the lines in the Bombay Presidency, 17 having taken place on the Bombay, Baroda, and Central India Railway.

The state of fencing on these lines requires attention. It is known to have been deliberately neglected on the Bombay, Baroda, and Central India Railway.

The cases of accidents to trains which it has not been possible to classify under the above heads, are 30 in number. Of these, one consisted of a locomotive boiler bursting, five of trains parting from couplings giving away, five of running through gates, and three of running over obstacles dropped by a preceding train, and were clearly such as might be termed preventible.

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7th July 1869.*

Of the aggregate number of 259 accidents to trains, 81 resulted from defects in the rolling-stock, way and works and fencing, and 98 from the negligence and mismanagement of the Companies' servants, chiefly of engine-drivers and pointsmen. The defects in the former are chiefly confined to the Bombay lines, and in the latter to the East Indian and Great Indian Peninsula Railways. Though theoretically it is possible to suppose that almost all these accidents might have been guarded against, in practice the results would be different. Still there is no doubt that the number of accidents might be materially reduced by more attention to the condition of the stock and permanent-way, and by the employment of a better class of persons for the working of the traffic.

It may here be noted that a large number of passengers died either in trains, or at stations on the East Indian Railway, in consequence of having undertaken journeys when they were too ill to have done so; at least this is the general conclusion, but the matter is one which should, perhaps, receive the attention of the Police. Doubtless, similar casualties occurred on other lines, but have not been reported, as they do not properly fall within the scope of the Returns here dealt with. Reports have, however, been called for in respect of all lines, and will be separately considered.

The 53 deaths on the East Indian Railway occurred as follows :—

	Bengal Division.	N.-W. Division.	Total.
Cold months, ... { January February November December }	16	10	26
Hot months, ... { March April May June }	5	11	16
Rainy months, ... { July August September October }	6	5	11
Total ...	27	26	53

The largest number occurred in the cold season, and the maximum in any one month was 8 in both February and November. In August and October there were, respectively, 1 and 2 deaths: the former in the North-Western Provinces; the latter in Bengal; these were the minima.

Table II A. shows in a classified form the accidents to servants of Companies and of Contractors.

The following figures relate to those who suffered from their misconduct or want of caution :—

	Killed.	Injured.
Servants employed on trains, ...	16	52
Servants in stations or on line, ...	84	87
Total ...	100	139

Of these, three-fourths occurred on the East Indian and Great Indian Peninsula Railways, on which, however, two-thirds of the entire train-mileage were run. A comparison of the casualties on these two lines is somewhat against the East-Indian Railway, for the proportion of killed and injured on it was in excess of that borne by the train-mileage of the two lines.

The numbers are somewhat in excess of those for the preceding year, and it is well worthy of the serious consideration of the Railway Companies whether they cannot do something to mitigate this great waste of human life. Constant familiarity with trains, and the business connected with them, is apt to engender a spirit of recklessness, or want of care amongst Railway employes, but preventive and precautionary measures may be applied with considerable success.

As a point in statistics, it may be noted that 1 servant was killed or injured for every 299 employed in 1868, against 1 in 284 in 1867; or, from another point of view, for every 1,000,000 miles run by trains, 26 servants were killed or injured in 1868, against 21 in 1867.

The engine-mileage is a better measure for this class of accident, but with the exception of the Madras lines, the engine-mileage has not been reported.

Of trespassers, including suicides, there were 58, of whom 45 were killed. This is less than in the preceding year, when there were 65, of whom 52 were killed.

Three persons were killed and three injured at level-crossings: the number was not large, but the accidents were such as might apparently have been prevented.

In conclusion, a few remarks are made on some particular accidents which have attracted attention.

In a collision on the 24th April between a goods and a ballast train on the East Indian Railway, a passenger is said to have been injured. It is not clear how a passenger came to be in these trains, unless in charge of cattle.

In one or two instances Railway servants fell off trains without sustaining injury. These have been struck out from Table I.

A memorandum giving a concise narrative of serious accidents should always accompany the Returns; such a narrative of the collision on the Eastern Bengal Railway should have accompanied the Bengal Returns.

OBSERVATIONS.—There were 3,953 miles of Railway open in all India in 1868, against 3,705 miles in 1867, but the train-mileage run was less. The increase under such circumstances of twenty-nine per cent. in the number of accidents to trains arising chiefly from a large increase in the number of cases of trains running off, the line on the Great Indian Peninsula Railway, must, therefore, be regarded as indicative of less efficient working.

2. This is the first year in which passengers have been injured on the Madras lines.

3. There is an increase in the number of collisions principally on the East Indian and Great Indian Peninsula Railways. It appears from the record of these

collisions that the great majority of them occurred at stations, showing that the preponderance of single line has not directly affected their frequency much. It should be considered whether any additional length of double lines at stations, or increased siding space may not be desirable.

4. In regard to the table in the Office Note showing the comparative frequency of collisions on the several lines, it is to be observed that deduced percentages are not trustworthy where small absolute numbers are dealt with. For instance, it appears that the Sindh Railway, as compared to the Punjab Railway, had nearly four times as many collisions; but the actual numbers show that there was only one case of collision on the Punjab line against two on the Sindh Railway. One collision more or less on either line would alter these proportions considerably, and in such cases it is therefore safer to follow the actual numbers of the accidents. On the average there seem to have been about seven collisions for every million miles run by trains.

5. The proportionally large number of accidents with trolleys on the East Indian Railway requires that measures should be taken for securing greater caution in their use by the servants of this Company.

6. The large number of cases of trains leaving the rails, due to defects of rolling-stock and of way and works, demands serious attention on the part of all concerned especially of the Officers of the Great Indian Peninsula Railway on which the large majority of such accidents occurred.

7. The precise causes and nature of the accidents on the East Indian Railway are not specified as in the other Returns. This should be done in future.

8. The number of accidents due to the inefficiency of pointsmen continues to be very large. This matter has been noticed on previous occasions and the Governor-General in Council desires that the attention of the Railway authorities may be again drawn to the matter.

9. The large number of cases of cattle run over on the lines in the Bombay Presidency, and especially on the Bombay, Baroda, and Central India Railway points to defective fencing, which should be remedied without delay.

10. The destruction of life amongst the servants of the two largest Railway Companies, more particularly the East Indian Railway Company, is especially noticed by the Governor-General in Council. The subject should be earnestly considered, and precautionary measures calculated to lessen this great loss of human life, devised and stringently enforced by the heads of departments of the several lines.

11. The engine-mileage and the average mileage per passenger conveyed, should be given with the annual Returns in future; the passenger-mileage only, rather than that the submission of the Returns should be delayed. Concise narratives of the more serious accidents should also be appended to the Returns of future years, giving the particulars and the result of the investigations held.

5

Madras.		Punjab.
Bombay		Oudh.
Bengal.		

• Home Department.	Mysore.
Government, N.-W. P.	Central India.
Central Provinces.	Rajpootana.
Hyderabad.	

(Signed) R. STRACHEY, Colonel, R.E.,
Offg. Secy. to the Govt. of India.
(Signed) E. C. S. WILLIAMS,
Under-Secy. to the Govt. of India.

No. 148. ORDER THEREON, 7th July 1869, No. 2,203.

• COMMUNICATED to the Consulting Engineer for Railways for information and guidance.

Colonel, R.E.,
Secretary to Government.

Exd. F. R. Bantleman.

Return of the Number and Nature of the Accidents and Injuries to Life and Limb which have occurred on all Railways open for Traffic in India during the year 1868.

[illegible]

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.					PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.						
		MAIN HEADS.			V. Other causes.	Disturbing letter of 24 hr. turn No. 11.	FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILEST CROSSING AT LEVEL CROSSINGS.		WHILEST TRESPASSING (INCLUDING SUICIDE).		MISCELLANEOUS.				
		I. Collisions.	II. Getting off proper line.	III. Fire.			IV. Running over cattle.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	
EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.																					
	<i>Brought forward</i>	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
18 Jan.	Two engines and six wagons went off the line at Dhulpoor	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
18 "	A native fire-man fell off his engine between Mullarpoor and Rampoor Halt	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
19 "	A points-man, in the discharge of his duty, was struck by the buffers of an engine at the Copai	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
21 "	A woman, in trying to cross the line before an approaching train at Bhauulpoor, was run over and killed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
23 "	A man run over by a passenger train between Cawnpoor and Sirsoul	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
25 "	A collision between a coal train and some wagons at the Jamalpoor yard	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
27 "	A native woman and her son were run over at the Howrah coal-shed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
28 "	A porter fractured his leg in consequence of a bale having bounded from the ground and fallen on the leg	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
29 "	A man crushed on the line about five miles from Agra	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
31 "	A native fire-man, whilst unhooking an engine at Buxar station, got two fingers of his right hand jammed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
2 Feb.	A khallashee, whilst uncoupling an engine from a train at Hooghly, had his right hand five fingers cut off	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	A woman run over near Raneunge	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	A pilot engine came in collision with some wagons at Allahabad	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	A native in the employ of Messrs. Dunn and Co. had both his legs cut off by a goods train at Bhauulpoor, and died subsequently	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
3 "	A native woman run over at Mujgowan station and was slightly hurt	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

5 "	Collision between a goods train and a coal train at Back-tearpoor station	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6 "	A khallashee at the Howrah yard, in attempting to cross from a tender to the engine, fell down and had his right foot cut off	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7 "	Collision between a coal train and a passenger train between Kanoo and Burdwan	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7 "	Engine, tender and four wagons of a pick-up train went off the line at a pair of points at Raneeunge	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12 "	A box of engine fittings fell and fractured the leg of a khallashee who was balancing himself upon it at the Howrah yard	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15 "	A fire-man, whilst oiling his engine at Burhea station, was run over	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20 "	A Government railway policeman was knocked over by an engine at Puhare station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21 "	A native woman and two others fell out of a troop special at a station on the Jubbulpoor line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22 "	A native fire-man, whilst standing between two engine tenders to couple them, had his arm broken at Sutna station (Jubbulpoor line)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25 "	A contractor's cooly was run over and killed at Hooghly	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26 "	Two coolies in the employ of Captain Bird injured, and one wagon off the line in the goods yard at Cawnpoor	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
27 "	A Government railway police constable was run over at Dinapoor	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28 "	A cooly woman, in trying to get into a wagon, fell down and had both legs cut off by the train at Raneeunge	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29 "	A native fire-man, whilst oiling the cylinder, slipped off his engine at Burhea station and was injured	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2 Mar.	A cooly was bruised between the buffers of two wagons at the Howrah station yard	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2 "	A cooly fractured his nose at the Howrah goods-shed in attempting to lift a box on his head	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2 "	A woman run over and killed by a passenger train near Bechea station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3 "	A native was run over and killed between Kanoo and Gooshaara	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Carried over</i>		6	3	..	1	..	1	1	1	3	8	17	1	1	6	1	1	1	1	1

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.										PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		MAIN HEADS.					Sub-Heads. Disturbing letter in Return No. 11.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILE CROSSING AT LEVEL CROSSINGS.		WHILE TRAVELLING (INCLUDING SUICIDE).		MISCELLANEOUS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		I. Collisions.	II. Getting off proper line.	III. Fire.	IV. Running over cattle.	V. Other causes.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Mar.	Brought forward	6	3	...	...	1	...	...	...	...	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.

31	The engine of a passenger train ran into her own train in endeavouring to couple herself to the train at Mooraree station	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	The body of a native woman, supposed to have been run over by a train, was found on the line near Sakteeghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	A coolie was run over at the Pampur brick-fields, Jubbulpore line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	A key-man had both his hands cut off by a ballast train between Luckesra and Burhea	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	An engine-cleaner fell off the engine and was run over in the station yard at Sahibganje	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	The child of a European passenger fell out of a train near Teenpohar in consequence of the sudden opening of the door of the carriage	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	A man run over and killed at Kanoo Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	In consequence of a fire breaking out in a train at Kanoo, two men jumped out, one of whom was killed and the other injured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	A coolie was knocked over by an engine on the Jubbulpore line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Collision between two goods trains at Burdwan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	A passenger train went off the line at Ghazeeabad station	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	A native fire-man fell off his engine about five miles below Khaga station and was injured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Two wagons of a coal train went off the line at a pair of points at Goolkara station	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	A locomotive coolie was run over by a pilot engine at Etawah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	A coolie was run over by a ballast train at Doornraon station	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	A coolie was pushed against the buffers of a wagon at Agra and was injured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Collision between a goods train and a passenger train near Ghoga	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	A lascar, in endeavouring to couple an engine to a break-van, had his right arm broken at Howrah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	A fire-man and an engine-driver had their legs cut at Sukuldeah station	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	10	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

DATE.	NATURE AND CAUSE OF ACCIDENTS	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.				
		MAIN HEADS.			Sub-Heads. Letter of No. in Particular.	Disturbing Cause.	Turn No. in Particular.	FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILE CROSSING AT LEVEL CROSSINGS.		WHILE TRESPASSING (INCLUDING SCISSORS).				
		I Collisions.	II Getting off proper line.	III Fire.				IV. Running over cable.	V. Other causes.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.																				
April	15	Brought forward	10	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
"	16	The engine of a wood train went off the line at Manick-poor station	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
"	16	A coolie was run over and killed at Etawah station																		
"	18	A native, in attempting to cross the line at the Allahabad yard, was run over and injured, and died subsequently...																		
"	18	A khallashee, whilst engaged in pinching an engine to get her to start, was jammed against a wall at Allahabad...																		
"	20	A coolie, in attempting to get into a ballast train whilst it was in motion, fell down and was run over and injured near Bechea station																		
"	20	A contractor's trolley was run over between Nynsee and Jusrab by a ballast train	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
"	21	A coolie was run over by a ballast train between Buxar and Doonraon																		
"	21	A fitter was slightly burnt at Buxar in consequence of the European fire-man opening the blow-off cock and the regulator at the same time																		
"	22	The engine of a goods train went off the line at a pair of points at Arrah station	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
"	24	Collision between a goods train and a ballast train between Neemcha and Assensole	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
"	28	A native passenger was run over by a pilot engine at Burdwan																		
"	28	The driver of a pilot engine fell from his engine and broke his arm at Luckesrai station																		
May	1	A fire-man, whilst underneath an engine, oiling her, was run over at the Howrah yard																		
"	1	The body of a native, who was supposed to have been run over by an engine, was found on the up-platform at Patna																		

"	2	Collision between a down-goods and an up-goods at Sirsa road station	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
"	5	A young lad was run over at the Mirzapoor yard whilst picking up coal from the ash-pit																	
"	6	Collision between a passenger and a goods train at Maharaipur	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
"	7	A khallashee was caught between the wagons of a goods train at Burreapoor and died from the injuries																	
"	9	A lascar injured whilst hand-shunting some wagons in the Howrah yard																	
"	13	A coolie, in trying to jump off a ballast train before it came to a stand, fell and was run over																	
"	14	A porter, in coupling the engine to a train, had his hand crushed at Bhulpoor station																	
"	17	An engine came in slight collision with a brake-van and some wagons at Allahabad through fault of points-man	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
"	18	A coal train ran into a wagon near Colgong station	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
"	18	A coolie broke his leg in consequence of a log of wood falling upon it at Cawnpoor station																	
"	18	A khallashee got scalded at Allahabad in consequence of the blow-off cock of the engine being opened																	
"	18	A boy, whilst doing duty for a gate-keeper, was knocked down and injured by a coal train near Rampoor Hatt																	
"	19	A goods train came in collision with a wagon at Colgong	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
"	21	A porter, in uncoupling an engine and a vehicle at Allahabad, fell and was run over																	
"	21	A porter, in endeavouring to jump on one of the vehicles shunting at Hattass station, fell down with one leg on the rail																	
"	21	A native fire-man fell off his engine between Futtahpoor and Mulwa																	
"	23	One coolie killed and another injured by the falling of some timber from a truck between Nulhattee and Mooraroo																	
"	23	A Government railway police constable had his foot badly crushed at Allyghur station and died from the injury																	
Carried over			17	8	1	1	1	23	3	6	1	18	42	1	1	9	1	2	3

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.					
		MAIN HEADS.			Sub-HEADS.	FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILST CROSSING AT LEVEL CROSSINGS.		WHILST TRESPASSING (INCLUDING SUICIDES).		MISCELLANEOUS.					
		I. Collisions.	II. Getting off proper line.	III. Fire.		IV. Running over cattle.	V. Other causes.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.			
EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.																					
May	25	Brought forward	17	8	1	..	1	..	23	3	5	1	18	19	42	1	1	9	1	2	3
"	"	A driver, whilst oiling his engine at Sahibgunge, was run over and died from the injuries	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..
"	25	A cooly woman, in endeavouring to mount a ballast train, was thrown off and killed between Buxar and Ghumer	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
"	26	A native, attempting to cross the line at Dinapore before an approaching train, was knocked down by the engine	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
"	27	An engine-man got both his hands scalded in consequence of the screw-plug of his engine blowing out	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
"	28	A native woman, trespassing on the line between Bidabatty and Serampoor, was knocked over and killed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..
"	29	Two khallasies were crushed between some spare wheels which were being rolled along at the Howrah yard	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..
June	1	A cooly woman was killed by a ballast train in the Rajmehal yard	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
"	4	Whilst some wagons were being hand-shunted at Chunar station, a boy, in attempting to pass between them, missed his footing and was run over	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..
"	5	A lascar was injured in the Howrah yard whilst hand-shunting a carriage	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
"	7	A horse box and a third class carriage went off the line at the Howrah yard	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	8	A porter got one of his thumbs crushed at Allahabad station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	8	A slip at bridge at Undal station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	9	A prisoner jumped out of a third class carriage, and the constable in charge pursued him at Ragoonathpore; both were injured	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

"	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	16	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	23	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	28	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	30	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
July	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		21	10	1	1	23	3	7	2	22	28	51	1	1	15	2	3	3	

Carried over

[illegible]

EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.

No.	Description	Sept.	Oct.	Nov.	Dec.	Total
9	A cooly boy run over by a wagon at Jamalpur ...	..	..	..	..	..
9	A native woman was run over and killed by a passenger train between Secundrabad and Chola ...	..	..	..	..	..
10	A Government railway police constable was knocked down and run over by a pilot engine at Sahibganje ...	..	..	..	..	..
13	Land slip in Setapahar cuttings ...	..	..	..	..	..
16	The steps of a passenger engine knocked against a pair of trolley wheels which were lying near the rails at Jheenjuk station ...	1	..	..	..	1
19	Collision between two passenger engines attached to a train at Mirzapoor ...	1	..	..	..	1
19	A pilot engine ran into a trolley at Arrah ...	1	..	..	..	1
21	A native jumped out of a third class carriage between Khaga and Sirathoo, and was picked up in an insensible state ...	..	..	..	..	..
31	A passenger jumped out of a train near Nulhattee, and was injured and died from the effects of the injury ...	..	..	..	..	..
31	Collision between an up-goods and a special coal at Undal station ...	1	..	..	..	1
9	A station porter was knocked down by a passenger train at Serampore and died from the injuries ..	..	..	..	..	..
9	A contractor's cooly dropped a bale of piece goods which he was loading into a wagon at Howrah and was injured	..	..	..	..	..
9	A ballast cooly, in attempting to mount a train at the Sohara road station, was run over and had a leg broken ...	..	..	..	..	..
12	A native cleaner got scalded as he was working the slide valve of an engine at Howrah ...	..	..	..	..	..
15	A cooly was injured at Howrah in consequence of a box of lac dye falling on his hand	..	..	..	..	..
15	A driver fell from his engine near Beehea station and was injured ...	..	..	..	..	..
15	A 12-foot iron girder bridge 3½ miles above Allahabad was damaged by a sudden flood ...	..	..	..	..	..
16	Collision between two up-goods trains between Maharaj-poor and Teenpahar ...	1	..	..	..	1
	Carried over	28	11	1	1	1

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.								
		MAIN HEADS			Sub-HEADS. Disturbing letter of co. or other causes	V Other causes	IV. Running over cattle.	III. Fire.	II. Getting off proper line.	FROM THEIR OWN CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILE CROSSING AT LEVEL CROSSINGS.	WHILE TRESPASSING (INCLUDING SUICIDE).	MISCELLANEOUS.						
		I Collisions.	II. Getting off proper line.	III. Fire.						IV. Running over cattle.	V Other causes	Disturbing letter of co. or other causes	Sub-HEADS.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—continued.																								
Sept.	16	A native fire-man of a passenger train fell off near Khaga station and was run over and died from the effects of the injuries ...	28	11	1	1	1	1	...	23	4	9	2	24	34	61	1	1	19	3	3			
"	17	A khallashee, whilst uncoupling wagons at Agra, had his foot run over ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...			
"	18	A Government railway police constable was run over near Sirsa road station ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...			
"	19	A trolley was run over by a ballast train about three miles above Pundooah station ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...			
"	19	A laascar had his finger crushed whilst hand-shunting some wagons at Howrah ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	19	A guard had his right leg run over at Chunar station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	20	A passenger fell out of a train near Zumanes...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	20	A points-man run over, Jubbulpoor line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	21	A native woman, in trying to get upon a wagon whilst the train was in motion, fell down and was injured in the Mogulserai yard ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	22	A native employé of the Store Department was knocked down by a goods train and was injured at Cawnpoor ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	25	The dead body of a man, supposed to have been either run over or murdered, was picked up on the line between Manource and Bharwaree ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	26	Dead body of a man who was run over by a train was found on the line near Futwa...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
"	27	A railway employé (native) was run over and injured at Cawnpoor ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...			
"	28	A goods train ran over a piece of wood which was laid across the rail between Chunar and Paharee ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...			

"	29	A native was run over and killed near Teenpahr station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	30	A cooly fell off the ballast train near Buxar and was injured ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oct.	3	A Government railway police constable was knocked down at Doonraon station, and died subsequently from the injuries ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	5	A khallashee received some injury from a carriage buffer at Howrah ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	5	An old woman was run over and killed between Burhee and Luckesrai (suicide) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	7	A native fitter, whilst coupling the tender of an engine at Dinapoor, had his right hand jammed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	7	A native woman was run over and killed at about 3 miles east of Kujrah station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	8	A local police constable jumped out of a carriage between Toondia and Badan, in consequence of his having misused a prisoner who was being conveyed in his charge ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	9	A woman was run over and killed between Bhita and Arrah ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	11	Engine and tender of goods train went off the line at Bucktearpoor ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	12	An express mail train came in collision with a pair of trolley wheels between Deorce and Sehora road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	12	A native girl fell over the goods platform at Raneegunge and was run over and injured ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	14	Collision between a goods and a passenger train at Bhaugulpoor ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	Collision between two goods trains near Connagur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	A passenger train knocked over a bar of iron which was thrown across the line at the Mogulserai station yard by some coolies who were working at the Government Telegraph ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	23	A points-man run over and killed at Raneegunge station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	27	A railway passenger jumped out of a train at Ahrowra road station and was slightly bruised ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nov.	1	A child run over by a goods train near Bharwarce station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Carried over ...	32	12	1	1	3	...	28	4	12	3	28	40	69	1	1	23	4	5

No.	Description	Date	Time	Place	Name	Age	Sex	Status	Cause
17	A cooly fell off a ballast train, and was run over between Fuwa and Bucktearpoor	"	"	"	"	"	"	"	"
17	Tender and one wagon of a goods train went off the line at Pakour	"	"	"	"	"	"	"	"
20	A points-man had his hand crushed by an engine at Toondla station	"	"	"	"	"	"	"	"
23	Engine of an express mail train went off the line at Markoondoe	"	"	"	"	"	"	"	"
25	A native woman was run over and killed by a goods train between Jamalpoor and Burrearpoor	"	"	"	"	"	"	"	"
27	A cooly woman was run over near Kanoo Junction and was so severely injured that she died from the effects of the injury	"	"	"	"	"	"	"	"
28	A native intending passenger was murdered in a third class waiting room at Allyghur station	"	"	"	"	"	"	"	"
29	A chuprassee run over and killed by a passenger train at Mokamch	"	"	"	"	"	"	"	"
30	A native was run over between Jheenjuk and Roorah	"	"	"	"	"	"	"	"
Dec. 1	A contractor's cooly, whilst unloading a chest of indigo in the Howrah yard, was injured	"	"	"	"	"	"	"	"
2	A driver crashed to death between the buffers of two wagons at Sirathoo station whilst engaged in shunting	"	"	"	"	"	"	"	"
2	A cooly was struck by the buffers of a wagon at Sutna station and was killed	"	"	"	"	"	"	"	"
5	Points-man injured at Ranegungo	"	"	"	"	"	"	"	"
7	Collision between up Jubbulpoor express and a pilot engine at Nynce	"	"	"	"	"	"	"	"
7	A native employé of the Carriage and Wagon Department was knocked down and injured by a pilot engine at Rampoor Hant	"	"	"	"	"	"	"	"
8	A fitter was injured at Allahabad in consequence of the engine having moved whilst he was underneath it	"	"	"	"	"	"	"	"
10	A Government railway police constable, in attempting to cross the line before an approaching engine, was knocked down and killed at Howrah	"	"	"	"	"	"	"	"
10	A porter run over and injured at Agra	"	"	"	"	"	"	"	"
11	A cooly woman injured at Cawnporee in consequence of the falling of a log of wood on her leg	"	"	"	"	"	"	"	"
						Carried over			

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.					PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.							
		MAIN HEADS.				Sub-HEADS. Letter of column in Return No. 11.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILE CROSSING AT LEVEL CROSSINGS.		WHILE TRAVELLING (INCLUDING SUICIDES).		MISCELLANEOUS.			
		I. Collision.	II. Getting off proper line.	III. Fire.	IV. Running over cattle.		V. Other causes.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.		
EAST INDIAN RAILWAY, MAIN AND JUBBULPOOR LINES—concluded.																						
Dec.	12	Brought forward	34	14	1	1	3	...	...	28	5	12	4	29	52	80	1	3	24	4	6	4
"	15	A trooper of the 12th Cavalry fell out of the train about five miles from Delhi, and was injured	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
"	20	A contractor's cooly injured in consequence of the falling of a bag of sugar on his thigh at Delhi station	...	...	...	1	...	...	...	...	...	...	...	3	...	1	...	...	...	...	...	...
"	20	A goods train ran over an elephant near Sahibganje	...	...	...	...	...	a	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	20	A down goods ran into a special down goods about five miles from Cawnpoor	1	...	...	...	...	e	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	22	A porter was knocked down and killed by a pilot engine at Buxar station	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	25	Native fire-man of an up-goods train was run over and killed at Jamalpoor	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
"	25	Collision on the Benares branch	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
"	27	A khallashee had his leg cut off at Sutna station	1	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...
"	27	A khallashee had his wrist bone crushed and his arm dislocated at Sutna station	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
"	31	Collision between a passenger train and a goods train between Dadree and Gazeenabad	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
		TOTAL	37	14	1	2	3	...	...	32	5	13	4	32	54	83	1	3	24	4	6	4

EASTERN BENGAL RAILWAY.

[illegible]

CALCUTTA AND SOUTH-EASTERN RAILWAY.

[illegible]

NULHATTEE—AZIMUNGE LIGHT RAILWAY.

[illegible]

OUDII AND ROHILKHUND RAILWAY.

[illegible]

[illegible]

PUNJAB RAILWAY.

[illegible]

DELHI RAILWAY.

111

MADRAS RAILWAY.

[illegible]

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.							
		MAIN HEADS.			SUB-HEADS.	Disturbances in running of trains.	V. Other causes.	FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		WHILE CROSSING AT LEVEL CROSSINGS.		WHILE TRIPPING (INCLUDING SUICIDE).		MISCELLANEOUS.			
		I. Collisions.	II. Getting off proper line.	III. Fire.				IV. Running over cattle.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
MADRAS RAILWAY—concluded.																							
March	12	Brought forward ...																					
"	19	An under-guard fell off the foot-board of one of the carriages at Jollarpett and fractured his right leg,—died from the effects ...																					
"	24	A wagon containing cotton on fire ...																					
"	27	Two wagons laden with cotton at Moodanoor on fire, and one of the empty wagons attached to the train on fire ...																					
"	31	The ropes securing a carriage loaded with cotton on fire; no damage was done ...																					
April	14	An under-guard injured by being jammed between the buffers of two wagons ...																					
"	20	A high-sided open goods wagon laden with jungle posts on fire ...																					
"	25	A timber truck on fire ...																					
"	25	A man run over by a train and killed ...																					
"	25	A boy run over by a train and killed ...																					
"	30	A native fitter was jammed between an engine and tender at Coimbatore station and killed ...																					
May	1	A covered goods wagon on fire ...																					
"	3	An empty coke wagon on fire ...																					
June	10	A cooly had his right leg fractured while rolling a coil of hemp rope over a rail ...																					
July	17	A goods train ran into a through siding; the guard irons of the engine coming in contact with the south block on the siding, threw the engine off the rails, and the sudden stoppage of the engine caused very considerable damage to two of the wagons, and some damage to eleven other wagons ...																					
Aug.	11	A villager was run over by a train from Moodanoor ...																					

"	18	A man was run over and killed by a train from Arcotum ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	29	A man was run over by a train when he was crossing the line at Tripetty station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sept.	20	A woman threw herself between the rails and was run over ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	23	A native fire-man fell off the brake of the engine and was injured ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	28	A watchman knocked down by a train from Bangalore and killed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oct.	10	A watchman knocked down by a train from Beypoor and killed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	15	A cooly boy wounded while shunting at Salt Cotaurs ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	30	An old woman run over by a train from Jollapett and killed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nov.	8	A porter, while loosening the ropes of a wagon loaded with cotton, was severely injured by a bale falling from the top of the wagon ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec.	23	A European fire-man jammed between engine and tender and first wagon in consequence of a part of the train becoming detached when in motion, and the front part of the train having stopped before the detached part was brought to a stand ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	31	A porter, while shunting, was jammed between the buffer of one wagon and the side of another and killed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL			2	10	...	1	...	2	4	...	1	8	7	1	...	6	...	...	...	...
Jan.	8	A mile watchman had his foot injured by the engine of the train passing over it ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Feb.	26	A man learning shunting fell across the rails while engine was shunting, trucks passed over his body, and was killed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mar.	14	An open truck, consisting chiefly of valuable cloths, on fire ...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
April	2	A wagon got off the line, seven pots were broken thereby; this accident was caused by two cows having been run over by the train ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Carried over			...	1	1	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...

GREAT SOUTHERN OF INDIA RAILWAY.

[illegible]

CONJEVERAM TRAMWAY.

[The page contains faint horizontal lines, suggesting it was part of a lined document or notebook.]

GREAT INDIAN PENINSULA RAILWAY.

[illegible]

No.	Description of accident.	Date.	Locality.	Time of day.	Direction of travel.	Train.	Engine.	Locomotive.	Passenger.	Freight.	Accident.	Verdict.	Remarks.
8	A woman laborer (contractor's) engaged on the line near 481½ miles, in crossing the line before a passenger train in motion, was run over and killed. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...
8	Three wagons No. 2 municipal train off the line at Coorla through breakage of a draw-bar hook in the centre of the train	...	...	...	...	...	...	...	...	...	...	...	...
11	Special goods came into collision with some wagons at Chandoor; rolling stock slightly injured	...	...	...	...	...	...	...	...	...	...	...	...
11	Collision between No. 2 sweeping train and engine No. 120 which was standing foul of the crossing at Coorla owing to the fault of station-master in working the distant semaphore; cow-catcher and buffer broken	...	...	...	...	...	...	...	...	...	...	...	...
12	A fire-man standing on the boiler of the engine while shunting came in contact with the telegraph wire, and was thrown off near the reversing station and injured	...	...	...	...	...	...	...	...	...	...	...	...
17	A number-taker at Kusara station had the top of his thumb cut off between two trucks while shunting	...	...	...	...	...	...	...	...	...	...	...	...
18	A points-man at the Kusara station, whilst hand-shunting, had his head jammed between two wagons and injured	...	...	...	...	...	...	...	...	...	...	...	...
19	End and head stock of low-sided wagon No. 296 of special rails train between Lashgaum and Munmar came out and fell across road, and next wagon passing over it was thrown off all four wheels; from appearance of bolts it was believed that want of nuts caused the accident	...	...	...	...	...	...	...	...	...	...	...	...
23	A native (contractor's) was crushed between the buffers of two ballast wagons at Sukee Nuddee. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...
27	A native coke-man was run over by an engine at Byoculla running shed and killed. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...
31	A native coke-man at Nagpoor, in attempting to jump on the cattle-guard of down mixed engine to prevent a fish-plate which was inserted into one of the links of the coupling falling out, was knocked down and killed. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...
31	A European fire-man of No. 7 up-goods train had his right hand injured in trying to stop the train from moving back when uncoupled at Barsee road station in order to take water by placing ballast on the rails... ..	...	...	...	...	...	...	...	...	...	...	...	...

Carried over

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.							
		MAIN HEADS.			Sub- HEADS. Letter in Roman No. in Roman	V. Other causes.	IV. Running over cattle.	III. Fire.	II. Getting off proper line.	I. Collision.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.		
		I. Collision.	II. Getting off proper line.	III. Fire.																		IV. Running over cattle.	V. Other causes.
GREAT INDIAN PENINSULA RAILWAY—continued.																							
April 11	Brought forward	8	23	1	1	1	1	..	..	..	..	..	7	11	7	..	4	..	..	..	..		
"	Engine No. 111 at Kusara off the road, pointsman asleep at his post; points out of gauge and three chairs broken	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
"	Two wagons of No. 5 up-goods train near Mohombarra crossing station off the road owing to point handle coming off; three chairs broken	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
"	A trimmer (Locomotive Department) killed in attempting to pass between wagons whilst shunting. Verdict of inquest—accidental death	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..		
"	Four trucks No. 14 down goods train at Massawud off the line, driver pushing back; one axle box broken and 27 chairs and point rod broken	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
"	A European guard fell from the foot-board of the rear brake of No. 5 down mixed train on leaving the Chandoor station and smashed his left leg, since dead. Verdict of inquest—accidental death	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..		
"	A native (hamal) got injured at the Taptee viaduct whilst hand-shunting	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..		
"	A native (hamal), whilst shunting a wagon at Nagpoor station, was caught between the wagon and the station platform and was injured	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..		
"	Collision between engine No. 35 up-goods and wagons at 8½ mile South-Eastern line, caused by driver detaching engine from train whilst in motion, to water at a descending gradient of 1 in 330 and train running into it; engine and several trucks damaged	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
"	Four wagons of No. 22 down goods train at Mokhana viaduct 7¾ mile off the line, pointsman turning train into wrong line; end board of wagon stored in, road out of gauge and several chairs broken	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
"	No. 7 up-mail train at summit of incline near Lanowlee coming in contact with a stone lying near the line, foot-boards and step of carriages and brakes wrenched off	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

" 29	Front brake No. 17 down-passenger train between mileage 308 and 309 off the line, caused by running over a bullock; a few chairs broken	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 29	At Kurjut a weigh bridge broken, No. 8 down ghaat engine passing over it	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
May 2	A (European) guard in charge of a special goods train over the Bhore Ghaat, on nearing the stopping place in the tunnel, walked from the rear to the front of the brakes to show the necessary signal and to notice any against his train; he forgot that he was on the front brake and continued to walk forward and fell between the brake and the engine on the line and got his right hand crushed	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
" 3	Guard iron of engine Callian down local broken, caused by pot sleepers fixed on the line; engine slightly damaged	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 4	A (native) muckadem, whilst walking on the line near Titwala, was run over and killed. Verdict of inquest—that the man was drunk	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 6	Engine of No. 12 down-passenger train off the line near Warangaum; fault of driver	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 8	A native child run over by the No. 16 up-train between mileage 381 and 382 North-Eastern line, and severely injured	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..
" 10	A native trespasser at mileage 510½, North-Eastern line, was run over by the express mail train and killed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 21	Two wagons of No. 14 down-goods train off the road at Koirwade, owing to a chain of one of the trucks which was left down catching the handle of the facing points	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 25	A native lad slightly injured at the Godavery viaduct whilst some wagons were being shunted	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
" 25	Collision at Nimbora between No. 27 down goods train and a cotton van standing on main line, pointsman not holding the points for train to enter into platform siding; head stock and cross beams of cotton van smashed	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 26	A native coal-man killed at Budneira through attempting to pass between a train and the wall of the engine shed. Verdict of inquest—accidental death	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
" 31	A native woman trespasser was run over and killed at mileage 352 on the North-Eastern line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
June 6	A native merchant killed in the goods siding at Poona by coming between a wagon and the coping of the platform whilst some trucks were being hand-shunted	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Carried over		10	29	1	2	4	..	..	..	..	..	7	15	11	..	6	..	..	1	1

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.										
		MAIN HEADS.			Sub-HEADS. Distinguishing letter of accident in return No. 11.	I. Collisions.	II. Getting off proper line.	III. Fire.	IV. Running over cattle.	V. Other causes.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM MISCONDUCT OR WANT OF CAUTION.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		WHILE CROSSING AT LEVEL CROSSINGS.		WHILE TRAMPING (INCLUDING SUICIDES).		Killed.	Injured.	Killed.	Injured.		
		I. Collisions.	II. Getting off proper line.	III. Fire.							IV. Running over cattle.	V. Other causes.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					Killed.	Injured.
GREAT INDIAN PENINSULA RAILWAY—continued.																										
Aug.	6	Brought forward																								
"	13	1	..	..	..	..	..	..	..	g	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	14	1	..	..	..	..	..	..	..	j	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	14	..	1	..	..	..	..	..	..	o	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	14	..	1	..	..	..	..	..	..	o	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	20	..	..	..	..	..	..	..	..	j	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	26	..	..	..	..	..	..	..	..	m	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
"	26	..	..	..	..	..	..	..	..	o	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

"	29	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	29	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sept.	3	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	5	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	6	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	12	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	17	...	48	1	3	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Carried over																							

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.						
		MAIN HEADS.			Sub-Heads.	Letter of enquiry.	Other causes.	FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM OTHERS BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM OTHERS BEYOND THEIR OWN CONTROL.		WHILST CROSSING AT LEVEL CROSSINGS.		WHILST TRAVELLING (INCLUDING RAILCARS).		MISCELLANEOUS.		
		I Collisions	II Getting off proper line	III Fire.				IV. Running over cattle	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.		Injured.	Killed.
GREAT INDIAN PENINSULA RAILWAY—continued.																						
Sept.	18	13	48	1	3	7	...	...	...	2	2	11	18	22	...	10	1	1	1	1	1	
"	23	...	1	...	...	...	b	...	...	...	...	...	...	...	...	...	...	...	...	...		
"	24	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...		
"	28	...	...	...	...	...	d	...	1	...	...	...	...	...	...	...	...	...	...	...		
"	30	...	1	...	...	...	a	...	...	...	...	...	...	...	...	...	...	...	...	...		
Oct.	1	...	1	...	...	...	c	...	...	...	...	...	...	...	...	...	...	...	...	...		
"	1	...	1	...	...	...	c	...	...	...	...	...	...	...	...	...	...	...	...	...		
"	2	...	1	...	...	...	a	...	...	...	...	...	...	...	...	...	...	...	...	...		
"	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
"	6	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...		
"	6	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...		
"	7	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		

"	8	...	1	...	...	...	f	...	...	...	...	...	...	...	...	...	...	...	...	...
"	8	...	...	...	...	...	g	...	...	2	1	...	...	...	...	...	...	...	...	...
"	12	...	1	...	...	...	e	...	...	...	...	...	...	...	...	...	...	...	...	...
"	12	...	1	...	...	...	e	...	...	...	...	...	...	...	...	...	...	...	...	...
"	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	20	...	1	...	...	...	h	...	...	...	...	...	...	...	...	...	...	...	...	...
"	21	...	...	...	...	...	e	...	...	...	...	...	...	...	...	...	...	...	...	...
"	21	...	1	...	...	...	e	...	...	...	...	...	...	...	...	...	...	...	...	...
"	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	25	...	1	...	...	...	f	...	...	...	...	...	...	...	...	...	...	...	...	...
"	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	28	...	1	...	...	...	e	...	...	...	...	...	...	...	...	...	...	...	...	...
Carried over		14	61	1	4	8	...	...	...	3	4	12	20	24	...	10	3	1	1	1

Four wagons off the road at Patas owing to the guard signalling the train too far back; permanent way slightly damaged ...

Two fire-men killed and one engine-driver injured at No. 5 viaduct Bhore Ghat, by an engine coming into collision with a wagon at the tramway owing to mistake of the sprag-man taking out too many sprags at once; rolling stock damaged. Verdict of inquest—accidental death...

Tender of engine of No. 7 mixed-down train off the line at Myjee owing to nut of punt rails having worked itself out leaving points only partly closed; permanent way slightly damaged ...

Tender of No. 7 mixed-down train engine thrown off the line owing to tongue of facing points broken ...

A native trespasser had his finger injured by a passenger train when passing Carnao Bunder over bridge ...

Rock weighing five tons fell on the line at No. 2 tunnel Thull Ghat, bending one rail ...

Level crossing gate run into by down-passenger train at Dapoor, owing to all right signal being shown when gates were not opened...

No. 2 municipal engine off the line at Coorla owing to sleepers not being ballasted ...

Tender of engine off the line at Thull Ghat reversing station owing to driver uncoupling his engine and starting a head without any reason which confused the points-man that he held the points loosely; permanent way damaged ...

A European municipal inspector, in jumping out of a train in Coorla siding, fractured his arm ...

A native passenger fell between two carriages when attempting to enter a carriage in motion and killed. Verdict of inquest—accidental death ...

Four timber trucks and one cotton wagon off the road owing to hoister chain of one of the trucks catching in a crossing in Poona yard ...

A native cooly run over and killed at the Thull Ghat reversing station ...

Light engine No. 197 off the line at Egutpoora, owing to plate-layer unsprinkling points and not giving notice of the same ...

DATE.	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.				
		MAIN HEADS.			SUB-HEADS. Distinguishing letter of train No. in Report.	FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		WHILE CROSSING AT LEVEL CROSSINGS.		WHILE TRESPASSING (NOT OF STUDENTS).		MISCELLANEOUS.		
		I. Collisions.	II. Getting off proper line.	III. Fire.		IV. Running over cattle.	V. Other causes.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
GREAT INDIAN PENINSULA RAILWAY—continued.																				
	Brought forward	14	61	1	4	8	...	2	3	4	12	20	24	...	10	3	1	1	...	
Oct.	No. 18 goods down-train parted near Deewa station owing to draw-bar of low-sided wagon No. 731 coming out; one wagon damaged	...	...	...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...
"	Two wheels of ghaut engine No. 109 off the line at reversing station Thull Ghaut owing to driver moving without points-man being at his post	...	1	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...
"	A native engine-driver's servant, in attempting to jump on an engine in motion, fell and was injured	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
"	A native child trespasser was run over and slightly injured by the 11 down-passenger train near Nandoora station	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
"	A native cooly (contractor's), asleep on the line near Myjee, was slightly hurt by the No. 14 down-train	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
Nov.	Two wagons ran into No. 7 down-mixed train when starting from station, owing to wagons being shunted into siding with brakes up; rolling stock damaged	1	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...
"	A native woman (gate-man's wife) killed at No. 10 gate between Bombay and Byculia by the Bombay shunting engine. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...
"	A native trespasser slightly injured by the No. 6 up-train between Shegaum and Nandoora	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	Wagons off the line at Kurkulla owing to points-man holding points loosely; one chair broken	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	B. B. and C. I. Railway engine off the line near Carnac Bunder; accident attributable to engine	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	Collision between No. 8 goods down train and wagons at Bhoasani owing to wagons being shunted foul of crossing when train was approaching; rolling stock slightly damaged	1	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...

"	8	A native watchman, whilst sleeping across the rails at No. 3 Bhore Ghaut, was severely injured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	11	No. 2 passenger up-train ran over a bullock at mileage 38½; foot board of brake broken	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	15	A native cook was run over at Carnac Bunder and killed. Verdict of Inquest—accidentally run over by engine when carelessly crossing the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	No. 18 goods down train parted at Tanna, leaving two wagons and brake behind owing to draw-bar of second wagon from the rear brake coming out at starting	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	Three wagons of special down-train on fire between Pachora and Myjee, cause unknown; wagons slightly damaged	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	16	A native woman trespasser found dead on the line at mileage 25, supposed to have been run over by a train. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	20	A wagon off the line near Atgaum owing to one of the springs of wagon breaking; permanent way slightly damaged	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	20	Leading pair of wheels of No. 7 up-goods train, tender of second engine off the line at Nandoora, cause unknown	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	21	Brake van, road van, and one third class carriage (empty) of goods train off the line at Sholapoor owing to a bullock jumping on to the line while train was being shunted	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	24	No. 14 goods down-train parted between Atgaum and Khurdee owing to draw-bar of wagon No. 271 breaking	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
"	26	A native trespasser was killed by the engine of No. 5 up-mixed train near Chandnee. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	28	No. 14 goods down-train, wagon damaged at Mokana viaduct, cause unknown; rolling stock slightly damaged	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec.	1	No. 9 goods up-train, wagon damaged at Khurdee owing to driver starting with a jerk	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	2	A native points-man died through injuries sustained whilst shunting at the Kurjat station. Verdict of inquest—accidental death	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Carried over	16	66	2	6	13	...	...	...	...	...	...	...	...	...	...	...	...	...

[illegible]

No.	Description of accident.	20	21	2	6	14	...	...	...	...	2	3	5	14	23	32	1	...	12	5	2	1
17	A porter at Wassind station was killed whilst unhooking incline brakes for the No. 2 down-train ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
18	A points-man doing duty at the Bhagoor siding fell out of the brake of No. 4 up-goods train and was killed. Verdict of inquest—accidental death ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
18	A peon, Locomotive Department, was knocked down between Bombay and Byculla by a light engine and injured ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
18	A European guard at Munmar station was injured through both his legs getting caught between the platform and the wooden footstep of the brake of the No. 15 up-train ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	An engine of a goods train ran through the level crossing gate near Barsee and injured the gateman, fault of pointsman ...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...
24	A native fire-man fell from an engine at the reversing station 'Bhore Ghaut', and had his right leg cut off below the knee ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Five wagons of goods down train at Munmar thrown off the line on train being shunted to allow down passenger to precede it, pointsman not being at his post ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
25	A European carriage foreman fell out of a special incline brake near No. 4 tunnel 'Bhore Ghaut', and was injured ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Two wagons of goods down train at Byculla off the line; pointsman not holding the points firmly over, head stock of one wagon broken, ...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	20	71	2	6	14	...	...	...	...	2	3	5	14	23	32	1	...	12	5	2	1

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

[illegible]

DATE	NATURE AND CAUSE OF ACCIDENTS.	CLASSIFICATION OF ACCIDENTS TO TRAINS, &c.						PASSENGERS.				SERVANTS OF COMPANIES OR OF CONTRACTORS.				OTHER PERSONS.				
		MAIN HEADS.				Sub-HEADS Return No., or letter of column distinguishing cause.	FROM THEIR OWN NEGLIGENCE OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN NEGLIGENCE OR WANT OF CAUTION.		FROM CAUSES BEYOND THEIR OWN CONTROL.		WHILE WORKING AT LEVEL CROSSINGS.		WHILE TRAINING (INCLUDING SUICIDE).		MISCELLANEOUS.	
		I. Collision.	II. Getting off proper line.	III. Fire.	IV. Running over cattle.		V. Other causes.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
		1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28 Jan.	A porter had his foot run over by a wagon as he was jumping on to it ought forward	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..
14 Feb.	A police peon fell from platform and was run over by a passing goods train. Verdict of inquest—Deceased met with his death through his own rashness...	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
" 21	A harnal while shunting fell from wagon and was run over. Verdict of inquest—accidental death ..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
11 Mar.	Down-goods ran into some ballast wagons standing on the main line at Santa Cruz; engine and two wagons slightly damaged and permanent way slightly injured; fault of guard of Back Bay train ..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
" 14	Engine, tender, and two carriages of up-mixed off the line, Broach station, through the neglect of pointsman, who was sentenced to one month's imprisonment ..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 31	Inspector's servant run over by down-goods in attempting to jump on the train while in motion, the man died in hospital	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3 April	Seven wagons of No. 21 down-goods off the line through the neglect of points-man, who was sentenced to one month's imprisonment	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
" 13	A cooly (contractor's) run over and killed by ballast train. Verdict of inquest—accidental death	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
" 13	A points-man severely injured, sleepers falling upon him from a loaded wagon	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
" 17	A native plate-layer severely injured while sitting on the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 21	A cooly (contractor's) injured while hooking ballast wagons	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" 27	A guard severely injured by up special goods from Broach .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Month	No.	Description of Accident	Deaths	Injuries	Property Lost	Notes
May	9	A hawal had one of his legs broken by a bale falling upon his leg while unloading in Bombay goods shed.	1	...	...	...
"	11	A Parsee (contractor's) crushed between the buffers of a ballast wagon. Verdict of inquest—accidental death.	1	...	...	...
"	18	A loader injured while unloading timber in the Ahmedabad yard.	1	...	...	...
"	24	A native passenger hurt in attempting to get into a carriage while the train was in motion.	1	...	...	...
"	25	A points-man had the toes of one of his feet crushed by wheels of a ballast wagon.	1	...	...	...
June	21	A native woman (trespasser) killed between Surat and Amrolee by light engine of up-passenger train. Verdict of inquest—accidental death.	1	...	...	...
"	30	One engine, one horse box, and three third class carriages of down-passenger train off the rails at Golwud owing to imperfect packing under a crossing; rolling stock and permanent way damaged.	1	...	...	...
July	3	A ballast-loader killed at Nowsaree in attempting to jump on a truck while the ballast train was in motion. Verdict of inquest—accidental death.	1	...	...	...
"	4	A bullock run over by down-passenger train between Etola and Baroda.	1	...	...	...
"	13	A bullock run over by up-passenger train engine between Wassud and Mhye bridge.	1	...	...	...
"	21	A bullock run over by light engine between Amrolee and Surat; feed pipe of engine broken.	1	...	...	...
"	28	A native male passenger killed at Dheelar owing to three carriages and the break of down-passenger train going off the line. Verdict of inquest—accidental death.	1	...	...	...
"	29	A bullock run over by down-passenger train near Mhye bridge.	1	...	...	...
Augt.	11	A bullock run over by down-passenger train between Bheelar and Damaun.	1	...	...	...
"	19	A porter fell over the culvert while cleaning a carriage and was severely bruised.	1	...	...	...
"	27	A European (trespasser) struck by engine of down-goods train near Nowsaree and slightly injured.	1	...	...	...
Sept.	21	A laborer (native) killed between Ahmedabad and Barajree, having fallen off a wagon. Verdict of inquest—accidental death.	1	...	...	...
Carried over			1	4	6	...

[illegible]

	No.	Date	Description	Miles run	Horses engaged	Cattle engaged	Pigs engaged	Birds engaged	Fish engaged	Total value of goods lost	Name of person or persons responsible	Remarks
"	1	Dec. 1907	A cooly (permanent way) was killed while engaged in shunting a wagon at Baroda		1						Baroda	
"	3	" "	One wagon of shunting engine at Parell off line, cause not yet ascertained		1		a				Parell	
"	3	" "	Two bullocks run over by the up-local between Dysur and Bandora ...		1	d	d				Dysur	
"	3	" "	Two horses run over by engine of up-through passenger train near Baroda		1	d	d				Baroda	
"	5	" "	Four wagons of Back Bay train off the line at Santa Cruz; one wagon broken and permanent way slightly damaged ; cause unknown		1	e	e				Santa Cruz	
"	5	" "	A bullock run over by engine of down Dysur local train near Andaree		1	f	f				Dysur	
"	8	" "	A bullock run over by engine No. 13 goods train between Boisar and Palghat ...		1	j	j				Boisar	
"	12	" "	A native carriage-cleaner fell from off the top of [one of] the carriages and slightly injured			k	k				[Name]	
"	21	" "	A native trespasser was killed by being run over by engine of down local train near Bombay			m	m				Bombay	
TOTAL				17	7	3						

SINDH RAILWAY.

[illegible]

TABLE N^o. II.
Numerical Abstract of Accidents of all Classes on all Railways open for Traffic in India during the year 1883.

	BENGAL, NORTH-WESTERN PROVINCES, OUDH AND PUNJAB.						MADRAS.				BOMBAY.				TOTAL	
	E INDIAN.		E. BENGAL.		C & S. E.	O. & R.	N. & A.	PUNJAB.	DELHI.	MADRAS.	G. S. OF I.	CONVEY- TRAMWAY.	G. I. P.	B. E. & C. I.	SINDH.	Total
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS.																
From causes beyond their own control, viz.:—																
From accidents to trains. . .	..	31	14	6	.	.	.	..	..	..	3	..	..	1	..	40
From other causes ...	..	1	..	..	.	.	.	.	.	..	1	..	..	..	..	2
Total	..	32	14	6	.	.	.	..	..	..	4	..	..	..	..	58
Per million of passengers	..	6'36	10'80	4'62	..	..	..	..	..	..	127	5'00	..	..	..	3'58
From their own misconduct or incaution ..	..	5	13							2	4	..	..	..	9	31
Per million of passengers	..	0'99	2'58							0'94	1'88	..	..	..	0'60	1'90
Total from all causes	..	5	45	14	6					2	4	1	4	1	25	89
SERVANTS OF COMPANIES OR OF CONTRACTORS.																
From causes beyond their own control ...	4	32	1							1	7	1	3	2	1	60
From their own misconduct or incaution ..	54	83	3	1				2	1	8			23	9	2	239
Total from all causes	58	115	4	1				2	1	8	1	3	28	12	3	299
OTHER PERSONS.																
Crossing at level crossings.	1	3														
Trespassers including suicide ..	21	4	1							1			12	2	1	68
Miscellaneous ...	6	4											2	1		14
Total from all causes	31	11	1							7			15	3	1	79
Grand Total of all classes from all causes	94	171	19	7				2	1	17	12	8	45	15	4	466
Mean length of railway open during the year (miles) ..	1,345	113			29	42		246	53	656	168	19	872	906	109	3,958
Number of passengers carried ..	5,028,018	1,297,543	311,631		318,054	338,054	6,026,590	280,452	280,452	2,122,527	785,972	93,696	3,493,312	1,655,988	146,076	16,228,859
Train mileage (goods and passengers) ...	4,898,427	351,410	41,037		41,037	65,236	344,700	80,453	80,453	1,416,471	808,654	28,709	2,935,154	793,713	172,702	11,431,656

TABLE No. IIA.

CLASSIFICATIONS.	BENGAL.								MADRAS.				BOMBAY.				Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	E. I. RAILWAY.		E. B. RAILWAY.		C & S. E. RAILWAY.		O. & R. RAILWAY.		N. & A. RAILWAY.		PUNJAB RAILWAY.		DELHI RAILWAY.		MADRAS.		G. S. OF I RAILWAY.		CONVEYER- RAM TRANWAY.		G. I. P. RAILWAY.		B. B. & C. I. RAILWAY.		SINDH RAILWAY.		Killed.	Injured.	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
I.—FROM CAUSES BEYOND THEIR OWN CONTROL, viz.— (a).— <i>Servants employed on trains in motion</i> — 1.—Collisions 2.—Trains running into sidings or off their proper line through points being wrong. 3.—Trains or engines getting off rails 4.—Accidents from defects in rolling stock 5.—Miscellaneous TOTAL (b).— <i>Servants employed in stations or on line</i> — 1.—Run over or crushed between buffers while coupling or uncoupling carriages or wagons 2.—Run over while shunting trains 3.—Run over or struck while properly performing their duties 4.—Miscellaneous TOTAL II.—FROM INCAUTION OR MISCONDUCT— (a).— <i>Servants employed on trains in motion</i> — 1.—Collisions 2.—Attempting to get upon or off, or falling from engines or carriages in motion 3.—Miscellaneous TOTAL (b).— <i>Servants employed in stations or on line</i> — 1.—Run over or crushed between buffers while coupling or uncoupling carriages or wagons 2.—Run over or struck while shunting trains 3.—Run over or struck while incautiously standing, or walking upon the line 4.—Miscellaneous TOTAL GRAND TOTAL Train Mileage Number of servants employed	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...</

TABLE No. III.

RAILWAYS AND NATURE OF ACCIDENTS.	Number of Accidents.	PASSENGERS.		SERVANTS OF COMPANIES OR CONTRACTORS.		OTHER PERSONS NOT PASSENGERS OR SERVANTS OF COMPANIES OR OF CONTRACTORS.		TOTAL SERVANTS, PASSENGERS, AND OTHERS.		Apparently unavoidable for. See or not accounted.	DEFECTS IN ROLLING STOCK, OR ROAD AND WORKS.				NEGLECT OR DEFECTS IN MANAGEMENT OR DISCIPLINE.						Improper interference by persons not under the control of the Company.	Malicious acts of persons not under the control of the Company.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Rolling Stock.	Road and Works.	Fences.	Locomotive Department.	Guard.	Traffic Department.	Working Signals and Telegraph.	Pointsmen.	Gate-men and Police.	Workmen employed on line.			
EAST INDIAN—(1,345 MILES OPEN).																							
I.—Collisions	*37	...	31	1	24	...	3	1	58	a	b	c	d	e	f	g	h	i	j	k	l	m	n
II.—Getting off proper line	14	...	...	...	3	...	...	...	3	2	...	2	...	11	6	2	...	6	...	...	8	...	...
III.—Fire	1	1	...	...	...	...	...	1	1	1	...	...	...	1	...	1	...	...	...	...	...	...	...
IV.—Running over cattle	2	...	...	...	3	...	...	...	3	...	...	...	...	...	...	...	...	...	...	1	...	...	...
V.—Other causes	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
TOTAL	57	1	32	1	30	...	3	2	65	10	...	2	1	12	5	3	...	13	1	9	1	1	1
1867—(1,224 MILES)	62	...	4	3	5	...	...	3	9	16	...	3	1	16	3	6	...	9	2	4	1	...	...
EASTERN BENGAL—(113 MILES OPEN).																							
I.—Collisions	1	14	6	...	...	...	...	14	6	...	...	...	...	...	...	...	...	1	...	...	...	...	...
1867—(113 MILES OPEN)—Nil.																							
CALCUTTA AND SOUTH-EASTERN—(29 MILES OPEN)—Nil.																							
1867—(28 MILES OPEN)	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
ODISH AND ROHILKHAND—(42 MILES OPEN).																							
II.—Getting off proper line	7	...	...	...	...	...	...	...	...	13	4	1	...	...	...	...	...	2	...	...	...	...	...
III.—Fire	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	*20	...	...	...	...	...	...	...	...	13	4	1	...	...	...	...	...	2	...	...	...	...	...
1867—(28 MILES OPEN)	3	...	...	...	3	...	...	...	3	...	...	1	...	...	...	...	...	2	...	...	...	...	...
NULHATER AND AZIMUNGEE—(27 MILES OPEN). (No return received).																							
PUNJAB—(246 MILES OPEN).																							
I.—Collisions	1	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...
1867—(246 MILES OPEN)	6	...	...	...	...	...	...	...	...	3	1	...	...	...	...	...	...	2	...	...	...	...	...

• One of these collisions has been classified under both "e" and "f" and "f"

RAILWAYS AND NATURE OF ACCIDENTS.		Number of Accidents.	PASSENGERS.		SERVANTS OF COMPANIES OR CONTRACTORS.		OTHER PERSONS NOT PASSENGERS OR SERVANTS OF COMPANIES OR CONTRACTORS.		TOTAL SERVANTS, PASSENGERS, AND OTHERS.		CLASSIFICATION OF ACCIDENTS.												Improper interference by persons not under the control of the Company.	Malicious acts of persons not under the control of the Company.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	DEFECTS IN ROLLING STOCK, ROAD AND WORKS.				NEGLECT OR DEFECTS IN MANAGEMENT OR DISCIPLINE.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
											Rolling Stock.	Road and Works.	Fences.	Apprently unable or not accounted for.	a	b	c	d	e	f	g	h			i	j	k	l	m	n																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
DELHI—(53 MILES OPEN)—Nil.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</

BOMBAY, BARODA AND CENTRAL INDIA—(306 MILES OPEN).																					
I.—Collisions	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	27	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867—(306 MILES OPEN)	31	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
SINDH—(109 MILES OPEN).																					
I.—Collisions	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867—(109 MILES OPEN)	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ABSTRACT OF ALL LINES.																					
I.—Collisions	* 61	14	37	3	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	104	1	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III.—Fire	27	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1868—(3958 MILES OPEN)—(TRAIN MILEAGE 11,431,656)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	559	17	45	3	38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867—(3732 MILES OPEN)—(TRAIN MILEAGE 11,766,389)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	201	13	34	9	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* One of these collisions has been classified under both "e" and "f."

TABLE No. IV.

Showing the Total Number of Accidents to Persons of all kinds and to Trains, &c. on all Railways open for Traffic in each Presidency of India during the year 1868.

Showing the Total Number of Accidents to Persons of all kinds and to trains, &c., on the railways of India.																
PRESIDENCIES.	MEAN LENGTH OF RAILWAY OPEN.	TOTAL NO. OF TRAIN MILES.	TRAIN MILES PER MILE OPEN.	TOTAL NO. OF ACCIDENTS TO TRAINS, &c., OF ALL KINDS.	TOTAL NO. OF PASSENGERS CARRIED.	AVERAGE NO. OF PASSENGERS PER MILE OPEN.	PASSENGERS		SERVANTS.				TOTAL.			
							Killed.	Injured.	BEYOND OWN CONTROL.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
									Killed.	Injured.						
BENGAL	...	...	...	...	...	...	19	52	5	32	59	85	32	11	205	
	{ 1868	1,828	5,781,253	3,162	79	7,931,288	2	17	4	8	41	69	32	12	185	
	{ 1867	1,690	6,334,941	3,706	74	7,134,090	...	...	...	1	9	10	7	1	39	
MADRAS	...	...	...	...	...	...	3	8	...	2	5	4	6	...	19	
	{ 1868	843	1,748,834	2,074	16	3,002,195	...	...	2	17	32	44	18	9	132	
	{ 1867	780	1,599,883	2,051	10	2,495,787	3	4	5	13	49	45	24	7	186	
BOMBAY	...	...	...	...	...	...	13	31	4	13	49	45	24	7	186	
	{ 1868	1,287	3,901,569	3,031	164	5,295,376	23	61	10	60	100	139	57	21	466	
	{ 1867	1,262	3,831,565	3,035	117	5,246,653	15	48	10	23	95	118	62	19	390	
INDIA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	{ 1868*	3,958	11,431,656	2,888	259	16,228,859	...	...	...	...	...	...	...	...	...	
	{ 1867†	3,705	11,766,389	3,176	201	14,806,530	...	...	...	...	...	...	...	...	...	

* Exclusive of figures for the Nulhattee and Azimgunge Light Railway, but including those for the Conjeram Tramway.

† Exclusive of figures for both the above lines.

2

*RETURN of the Number and Nature of the
Accidents and Injuries to Life and Limb,
which have occurred on all Railways open
for Traffic in India during the year 1868.*

C. P. 2575/69.

Printed by - July 14/69 in No. 127.

P.W. 1869 Dept.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To

Mr. 2575

CIRCULAR No. 11 RAILWAY.

Dated Simla, 8th June 1869.

Received. 21st July

Encl. 1.

No 2203

No 2203 - 7th July 1869

Forwards Returns of Accidents on Railways open
for traffic in India during the year 1868.

With an Order

W. A. B. 1869
Railways for information and guidance

11. The last day of the
month of June -
1869
Recd. 21st July 1869
Sent to Secy. 1st
7th July 1869

[Signature]

Cue 2575
Govt. of 1869 Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Recd.

Encl. /

G. O 7th July 1869, No. 2203

Nos. 147-148

Accidents (By) Circular from
the Govt of India regarding acci-
dents in Railways & from
for traffic in India during
1868. And to the Offs. con-
-cerned.

With an Ord

Recd 12/8/1869

To 2nd July 1869