

(1) Number of pages 18(2) Date of repair 11/2/47(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 532-533	Press
475-76-77	Mis-
Dated	18/11/47

Not to be folded or roughly handled

No. 475. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st January 1871, No. 50.

I HAVE the honour to forward the Returns of Accidents on the Madras, the Great Southern of India, and the Carnatic Railway Companies' Lines during the year 1870.

TABLE No I .

[illegible]

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

Date	Description	No.	Time	Place	Remarks
31st do 10th Feb	The brake stay rod of the engine broke, thereby causing a detention of 10 minutes	1	D		
	A cow was run over at 363½ mile	1	D		
	Sawyer Sawmy, aged 25 years, had the thumb of his right-hand cut off while working at the sawing machine in the Madras Terminal Workshops, Royapooram				
12th do	A bullock was run over at the 326th mile	1	D		
15th do	A bullock was run over at the 303rd mile	1	D		
21st do	The driver of the 7 A train from Salem to Coimbatore reported that he ran over a piece of broke sleeper at the 259th mile The train was delayed 10 minutes in consequence, but no damage caused to the engine. The linewatchman was tried for 'neglect of duty' and was fined Rs 20	1	N		
21st do	The 8-15 A train ran over a bullock at the 183rd mile between Mullapooram and Shervaroy Hills The 3 brake stay rods of the tender were bent	1	D		
21st do	A bull was run over at 334½ mile	1	D		
22nd do	A bullock was run over at the 99th mile	1	D		
23rd do	A cow was run over at 347½ mile	1	D		
5th March	A bullock was run over at the 336th mile	1	D		
16th do	A Native fireman at Arcot, after being informed by the driver that the engine was about to be moved, carelessly put his arm, unknown to the driver, through the spokes of one of the driving wheels and had it caught and broken				
19th do	A cow was run over at 317½ mile	1	D		
22nd do	Two buffalo calves were run over at the 317th mile	1	D		

Return of the number and nature of the Accidents and the Injuries to life and limb, etc --(Continued)

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

[illegible]

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

Date	Description	No.	Sex	Age	Color	Remarks
27th do	A cow was run over at 350½ mile	1	D	..	..	..
28th do	A bull was run over at the 328th mile	1	D	..	..	..
5th April	A cow was run over at the 32nd mile	1	D	.	..	..
11th do.	An empty waggon was thrown off the line at Salt Cotaurs through the carelessness of a pointsman	1	I	.	..	..
20th do	A man lay down in front of the 11-30 A M goods train from Bangalore to Jollarett at 18th Telegraph post, 183rd mile Both legs were cut off After the train had passed over him, he rolled down the parapet of the bridge and fell, and then rolled under the arch where he had been sleeping He was perfectly naked, and at 6 P M on the same day he expired	..	..	..	..	..
21st do	A 3rd class carriage broke away from a siding at Jollarett station during a storm, passing over or through the ordinary scotch block and locked points on to the main line, and ran about 9 miles west of Jollarett, where it came into collision with a goods train, severely damaging the carriage and slightly damaging the engine of the train	1	A	..	..	..
22nd do	Two bullocks were run over at 372½ mile	1	D	..	..	..
6th May	The tender of an engine got off the road at a bridge, 175th mile	1	B	..	..	..
6th do	A cow-calf was run over at the 324th mile	1	D	..	..	..
7th do	A cow was run over at 344½ mile	1	D	..	..	..
9th do	A cow was run over at 379½ mile	1	D	..	..	..
15th do -	A cow was run over at the 353rd mile	1	D	..	..	..
15th do	A bull was run over at the 402nd mile	1	D	..	..	..

Return of the number and nature of the Accidents and the Injuries to life and limb, etc — (Continued.)

Date.	Nature and cause of Accidents	CLASSIFICATION OF ACCIDENTS TO TRAINS					PASSENGERS		SERVANTS OF COMPANIES OR OF CONTRACTORS			OTHER PERSONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		Main Heads.				Sub-heads of column in Return No	From causes beyond their own control		From causes beyond their own control		Whilst crossing at level crossings	Whilst trespassing 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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
20th May	MADRAS RAILWAY. South-West Line — (Continued) A few wagons standing at the Salt Cotaur Junction by some means ran away, and on coming in contact with the shunting engine the fireman was knocked off and run over by a wagon. The man expired shortly after. At the request the Coroner returned a verdict against Driver Thomas Cartwright of "Culpable homicide not amounting to murder." He was sentenced to one month's imprisonment.	1	...	.	..	...	E	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Proceedings of the Madras Government, Public Works Department, 23rd February 1871.													
28th do	...	...	...	...	1	N.	...	...	...	...	...	...	...
28th do.	...	...	...	...	1	D.	...	...	...	...	...	...	...
10th June	...	...	...	...	1	D	...	...	...	...	...	...	...
10th do.	...	...	...	...	...	...	...	...	...	...	...	...	...
13th do	...	...	...	...	1	A.	...	...	...	...	...	...	...
29th do	...	...	...	...	...	1	N	...	...	...	...	...	...
29th do.	...	...	...	...	1	A&D	...	...	...	...	...	...	...
30th do	...	...	...	...	1	A&D	...	...	...	...	...	...	...
18th July	...	...	...	...	1	D	...	...	...	...	...	...	...
20th do	...	...	...	...	1	D	...	...	...	...	...	...	...
1st August	...	...	...	...	1	D	...	...	...	...	...	...	...

committed the crime were found and prosecuted, but were released.

A bullock was run over at the 320th mile.

A night watchman fell through a girder bridge and was either drowned in the tank below, or killed in the fall. A severe cut in the back of the head and a bruise on each shoulder were found on the body.

A buffalo was run over at 242½ mile.

Upon the arrival of the train at the Shoranoor station two wagon loads of loose cotton were discovered to be on fire, 23 bales were entirely destroyed and eight others partly burnt. The fire is said to have been caused by a spark from the engine.

The 1-50 A M train from Jollarett ran over four stones which were placed on the rails at the 150th mile. No damage done. The man was found, prosecuted, and sentenced to 7 years' rigorous imprisonment.

A bullock was run over at the 98th mile between Goriatham and Mailputty, and a carriage truck was thrown off the line in consequence.

A buffalo was run over at the 98th mile. In consequence of the accident a wagon was thrown off the rails and was dragged along the line for two miles.

A cow was run over at the 403rd mile.

A cow was run over at the 396th mile.

A cow was run over at the 400th mile.

A cow was run over at the 22nd mile.

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

the 311th mile The horse-box was much damaged, also the engine buffer plank No further injury occurred An old woman while crossing the line was knocked down by the 9 A. M train from Bangalore Her left arm was broken, and foot cut by the fall in passing through the Codumbathoor station with the train, Fireman W Gray, who was holding out his arm to the guard for the "all-right" signal, had it caught and broken by the platform fencing

Whilst the ballast train was running from the 45th to the 36th mile, a Cooly Mastry, in attempting to alight from a waggon while the train was in motion, fell between the wheels and had his right foot crushed

A special train with empties from Madras to Arcconum ran over a man at the level crossing, 1st mile The back of the man's head was hurt, and the right shoulder bruised and cut

A line watchman jumped off the front of a material trolley, loaded with ballast, whilst in motion and fell across the rail Both wheels passed over his body The man died on the way when he was being taken to the Mallool station

The tender and 4 goods waggons of the 6 A. M train from Jollarpett were thrown off the line at Perambore Workshop west points, by the undecision of the man who was working the points The line was blocked for about 7 hours, and the trains were delayed in consequence Several pots, tie-bars, and chairs were broken The porter who held the points was sentenced to 6 months' rigorous imprisonment

5

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

North-West Line	
3rd Jan	The 6 A M train from Ghooty ran over a buffalo at the 203rd mile causing damage to the three cross brake-stays of the tender
25th do.	The 6 A M train from Madras to Ghooty ran over a buffalo at 135½ mile
	The blow-off cock pipe of the centre of the boiler and the brake-stay of the tender were bent
11th Feb.	A Cooly was cut along the left foot while the engine was being turned in the turn-table, Cuddapah Station-yard
23rd do	A Porter had his leg run over and smashed from the knee downward by an empty waggon whilst being shunted at Camalapur station, the man died shortly after
10th March	Four waggons laden with cotton attached to the 6 A M train from Ghooty caught fire at the 101st mile and were completely destroyed
30th do.	The Driver of the 6 A M train from Madras to Ghooty reported that he observed a fire in the waggon next to his engine containing cases of bolts and nuts at the 348th mile
	He stopped his train, and with the assistance of the Guard extinguished the fire, which caused a detention of five minutes
6th April	Two covered goods waggons caught fire about two miles from Ghooty and were totally burnt
14th do.	A bullock was run over at the 204th mile
26th do	A Ballast Cooly had two toes crushed whilst trying to run through between the waggons
3rd May	A Cow was run over at the 162nd mile.

Return of the number and nature of the Accidents and the Injuries to life and limb, etc. — (Continued)

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

[illegible]

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

[illegible]

Date.	Nature and cause of Accidents
30th Sept	MADRAS RAILWAY. <i>North-West Line —(Continued)</i> A man aged about 60 years was struck by buffer of a train from Cuddapah and died immediately The 6 A M train from Ghooty was not able to pass the 201st mile, in consequence of the washing away of the ballast The passengers and mails of that train, as well as of another train from Cuddapah, were transferred from one side of the break to the other .. A Night Watchman aged about 25 years was knocked down by the 7-15 P M train of the 11th, his head and back were bruised A Night Watchman aged about 40 years was knocked down by the 5-30 P M train and died the next day The ballast on the 72nd mile was washed away, and the 6 A.M train
8th Oct	
12th do	
18th do.	
20th do	

[illegible]

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

[illegible]

MADRAS,
31st January 1871

(Signed) **II L PRENDERGAST, Captain, R.E.,**
Acting Consulting Engineer for Railways

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

Proceedings of the Madras Government, Public Works Department,
23rd February 1871.

TABLE No. I A.
Abstract of the number and nature of the Accidents and of the Injuries to life and limb which have occurred on the Railways open for traffic during the year 1870

Presidency	Mean mileage open.	Railways	CLASSIFICATION OF ACCIDENTS TO TRAINS, ETC.						PASSENGERS				SERVANTS OF COM- PANIES OR OF CONTRACTORS				OTHER PERSONS						Total persons of all classes																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
			Main Heads.						From causes beyond their own control.				From their own misconduct and want of caution				From causes beyond their own control.				From their own misconduct and want of caution				Whilst crossing at level crossings		Whilst trespassing including suicide		Miscellaneous																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
			I Collisions						Killed				Injured				Killed				Injured				Killed				Injured				Killed		Injured		Killed		Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
			II Getting off proper line						Killed				Injured				Killed				Injured				Killed				Injured				Killed		Injured		Killed		Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
III Fire						Killed				Injured				Killed				Injured				Killed				Injured				Killed		Injured		Killed		Injured		Killed		Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
IV Running over cattle						Killed				Injured				Killed				Injured				Killed				Injured				Killed		Injured		Killed		Injured		Killed		Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
V. Other causes						Killed				Injured				Killed				Injured				Killed				Injured				Killed		Injured		Killed		Injured		Killed		Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Total						Killed				Injured				Killed				Injured				Killed				Injured				Killed		Injured		Killed		Injured		Killed		Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
689	Madras, South-West and North-West Lines, 1869	1	9	2	34	4	50	3	1	5	10	10	10	1	1	1	2	1	1	1	2	1	1	17	21	33																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
711	Do do. 1870	3	6	6	53	14	82	3	1	6	2	11	8	1	1	1	2	1	1	1	2	1	1	22	12	34																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
168	Great Southern of India, 1869	..	..	..	41	..	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

(Signed) H L PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways
MADRAS,
31st January 1871.

Proceedings of the Madras Government, Public Works Department,
23rd February 1871.

TABLE No II.

Numerical Abstract of Accidents to persons of all Classes on the Railways in the Madras Presidency open for traffic during the year 1870

	MADRAS.						Total		
	Madras		Great Southern of India		Carnatic.		Killed	Injured	Killed and injured.
	Killed	Injured.	Killed	Injured	Killed	Injured	Killed	Injured	Killed and injured.
PASSENGERS									
From causes beyond their own control, viz.	3	..	..	..	..	..	3	..	3
From accidents to Trains	3	..	..	..	..	..	3	..	3
From other causes	1434	..	..	..	..	..	..	..	..
Total	1434	..	..	..	..	..	..	..	..
Per million of passengers	..	..	..	..	..	..	..	..	..
From their own misconduct or incaution	..	..	..	..	..	..	3	..	3
Per million of passengers	3	..	..	..	..	..	..	..	..
Total from all causes	6	2	..	..	..	..	6	2	8
Servants of Companies and of Contractors	11	8	1	..	..	..	12	8	20
From causes beyond their own control	17	10	1	..	..	..	18	10	28
From their own misconduct or incaution	..	..	..	..	..	..	..	..	..
Total from all causes	..	2	..	..	..	..	2	2	2
Other Persons.	2	..	..	..	..	..	2	2	4
Crossing at level crossings	2	2	..	..	..	..	2	2	4
Trespassers, including suicide	..	..	..	..	..	..	..	..	..
Miscellaneous	2	2	..	..	..	..	2	2	4
Total from all causes	22	12	1	..	..	..	23	12	35
Grand total of all classes from all causes	711	168	19	..	..	..	898	..	..
Mean length of railway open during the year	2,091,886	767,584	79,572	..	..	..	2,939,042	..	..
Number of passengers carried	106,354,372	25,868,961	1,397,728	..	..	..	133,621,061	..	..
Passenger mileage	1,966,399	309,562	29,360	..	..	..	2,305,321	..	..
Engine mileage (goods and passengers)	7,261	1,697	87	..	..	..	9,045	..	..
Number of servants employed	..	..	..	..	..	..	..	..	..

MADRAS,
31st January 1871.

(Signed) H L PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

TABLE No II-A
Classified Abstract of Accidents to Servants of Companies and of Contractors
during the year 1870

		MADRAS.					
		Madras Railway		G S of I Railway		Carnatic Railway	
		Killed	Injured	Killed	Injured	Killed	Injured
I—FROM CAUSES BEYOND THEIR OWN CONTROL, VIZ							
(a) Servants employed on Trains in motion							
1	Collisions	1	...	..	...	...	..
2	Trains running into sidings or off their proper line through points being wrong ...	...	...	..	...	...	...
3	Trains or Engines getting off rails	...	...	..	...	...	...
4	Accidents arising from defects in rolling stock	...	...	..	...	...	...
5	Miscellaneous	5	1	..	...	...	...
Total ..		6	1	...	...	...	...
(b) Servants employed in Stations or on Line							
1	Run over or crushed between buffers while coupling or uncoupling carriages or waggons	...	1	..	...	...	...
2	Run over while shunting Trains	...	...	..	...	...	...
3	Run over or struck while properly performing other duties	...	...	..	...	...	...
4	Miscellaneous	...	1	..	...	...	...
Total ..		...	1	..	...	...	...
II—FROM INCAUTION OR MISCONDUCT							
(a) Servants employed on Trains in motion							
1	Collisions	...	...	...	...	...	...
2	Attempting to get upon, off, or falling from Engines or carriages in motion	...	...	...	...	...	...
3	Miscellaneous	2	1	1	...	...	...
Total		2	2	1	...	...	...
(b) Servants employed in Stations or on Line							
1	Crushed between buffers or run over while coupling or uncoupling carriages and waggons ..	...	...	...	...	...	...
2	Run over or struck while shunting Trains	...	...	...	...	...	...
3	Run over or struck while incautiously crossing, standing, or walking upon railway	2	...	...	...	...	...
4	Miscellaneous	4	2	...	...	...	...
Total		3	3	...	...	...	...
Grand Total		9	5	...	...	...	...
Engine mileage		17	10	1	..	..	..
Number of servants employed		1,966,399	309,562	29,360			
		7,261	1,697	87			

Engine mileage
Number of servants employed

MADRAS
21st January 1871.

(Signed)

H. L. PRENDLERGAST, Captain, R. E.
Acting Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

TABLE No. III.
Numerical Abstract of Accidents to Trains, etc., on open lines of Railway in the Madras Presidency during 1870 showing their causes and the number of persons killed and injured thereby.

[illegible]

TABLE No. III — (Concluded)

Nature of Accidents	Number of Accidents								Classification of Accidents														
	Number of passengers		Number of servants of Companies or of Contractors		Other persons, not passengers or servants of Companies or of Contractors		Total		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 and under the control of the Company.				
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	A	B	C	D	E	F	G	H	I	K	L	M	N
Carnatic Railway—Holes open, 19.	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
I—Collisions	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
II—Getting off proper line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
III—Fire	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
IV—Running over cattle	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
V—Other causes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total...	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Madras,
31st January 1871

(Signed) H. L. ...

H. L. FRENDRIGAST, Captain, R. F.,
Acting Consulting Engineer for Railways

Madras,
31st January 1871

TABLE No III-A	
<i>Numerical Abstract of Accidents to Passenger Trains on Railways open for traffic during 1910</i>	
	Number of Passengers killed and injured thereby
1. Total	1,000
2. By collisions	250
3. By falling from trains	150
4. By striking buildings, bridges, etc.	100
5. By other causes	500

[illegible]

TABLE No III-A —(Concluded)
Numerical Abstract of Accidents to Passenger Trains on Railways open for traffic during 1870, etc —(Concluded)

Nature of Accidents.	CLASSIFICATION OF ACCIDENTS											
	Defects in rolling stock or road and works				Neglect or defects in management or discipline				In proper interference by persons not under the control of the Company			
	A	B	C	D	E	F	G	H	I	K	L	M
Carnatic Railway—Miles open, 19	Rolling stock				Locomotive Department				Working staffs			
	Rolling stock	Locomotive Department	Guard	Traffic Department	Working staffs	Porters	Police	Workmen employed on line	In proper interference by persons not under the control of the Company			
I—Collision	Apparently unavoidable or not				Defects in rolling stock or road and works				Neglect or defects in management or discipline			
	Number of passengers	Number of servants of Companies and Contractors	Number of passengers, not servants of Companies and Contractors	Total	Number of passengers	Number of servants of Companies and Contractors	Number of passengers, not servants of Companies and Contractors	Total	Number of passengers	Number of servants of Companies and Contractors	Number of passengers, not servants of Companies and Contractors	Total
II—Getting off proper line	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	...	...	...	...	...	...	...	...	...	...	...	...
III—Fire	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	...	...	...	...	...	...	...	...	...	...	...	...
IV—Running over cattle	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	...	...	...	...	...	...	...	...	...	...	...	...
V—Other causes	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...

MADRAS,
31st January 1871

(Signed) H L PRENDERGAST, Captain, R E.
Acting Consulting Engineer for Railways.

TABLE No IV
Showing the total number of Accidents to Persons of all kinds and to Trains, etc, in the Madras Presidency during the year 1870—

Presidency	Mean length of railway open	Total number of Train miles	Train miles per mile open.	Total number of accidents to Trains, etc, of all kinds.	Total number of passengers carried.	Total of passenger mileage.	Average number of passengers per mile	PASSENGERS		SERVANTS				TRESPASSERS, ETC		TOTAL			
								Killed	Injured.	Beyond	Within	Killed	Injured.	Killed.	Injured.	Killed.	Injured.		
Madras	1870	898	2,734,230	3,044 80	85	2,939,042	133,621,061	3,272	3	...	6	2	12	8	2	2	23	12	35
	1869	876½	2,266,500	2,585 85	92	3,094,630	136,213,283	3,530	.	1	5	10	10	10	3	2	18	23	41

MADRAS,
31st January 1871.

(Signed) H L PRENDERGAST, Captain, R E.
Acting Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
23rd February 1871.*

*Statement showing the number of Passengers, etc., who died in Stations or in Carriages
by natural causes during the year 1870*

Date and Year	NUMBER OF DEATHS		Sex.	Age.	Cause of Death.
	In Station	In Carriage			
<i>Madras Railway</i>					
28th January 1870	1	.	Male	35 years.	Cholera.
21st March ..	...	1	Female	45 "	Asthma.
28th ..	1	...	Male	20 "	Fever.
6th May ..	1	...	Do	Not known	Do
9th ..	1	...	Do	35 years.	Cholera.
31st ..	1	...	Female	36 "	Diarrhoea.
4th July ..	1	..	Male	50 "	Chronic dysentery.
6th August ..	1	...	Do	60 "	Not known.
21st November ..	..	1	Do	60 "	Fever
15th December ..	1	...	Female	60 "	Do and general debility.
16th ..	1	...	Male	30 "	Fever.
17th ..	1	...	Female	2 months	Whooping cough.
27th ..	...	1	Female	Not known	Fever
<i>Great Southern of India Railway</i>					
23rd April 1870 ...	...	1	Female	Not known	Fever
<i>Carnatic Railway</i>					
Nil.					

MADRAS,
31st January 1871.

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Acting Consulting Engineer for Railways.

No. 476.

ORDER THEREON, 23rd February 1871, No. 532.

RAILWAY, No. 62.

ORDERED that these Statements be
forwarded to the Government of India.
(Here enter No. 533, dated 23rd February 1871.
(True Extract)

Colonel, R. E.,
Secretary to Government

To the Acting Consulting Engineer for Railways
Exd T. O Connor.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 23rd February 1871.

No 477.

No. 533.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No 63

SIR,—With reference to Major
Williams' letter, No. 1,954-R, of the
29th December 1869, I am directed
herewith to forward a letter from the Acting Consulting Engineer for Railways
giving cover to the Return of Accidents on the Railways in this Presidency during
the year 1870.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd A. S. Rodgers

15

CONSULTING ENGINEER'S OFFICE

Railway Department

From *No 50-
Captain H. L. Prendergast, R.E.,
A^o Consulting Engineer for Railways,*

To *Colonel C. A. Orr, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George*

SIR,

*I have the honour to
forward the Returns of Accidents
on the Madras, the Great Southern
of India, and the Carnatic Rail-
way Companies' lines during the
year 1870.*

*I have the honour to be
Sir,*

*Madras
31st January
1871* } *your most obedient servant
Wm L. Orr, R.E.,
A^o Consulting Engineer for Railways*

10/11/1871 Kept
Proc of Govt of Railway
RAILWAY DEPARTMENT

From
No. 494
The Consulting Engineer
for Railways,

To
The Secretary to Government
P.W. Department,
Fort St. George

Dated 1st Jan 1871.
Received 2nd Feb 1871
No. 532

Enc. 6. D.
According to the Return of accidents
on the Railways during
the year 1870.
No. 532-533-25 Feb 1871

No. 475

No. 6 Feb 1871 CR-62

Public Works Department
No. 532

Proceedings of the Madras Government
Read the following

From

The Consulting Engineer (H. E. Esq.) 31st January 1871.
for Railways

Ordered that these
statements be forwarded
to the Govt. of India.

Enc. 2 for P.W.
Dec 27/2/71

No. 533

The Secy to the Govt.
of India P. W. D.

Sir

With reference to
Major William's letter
No. 1954 P. of the 29th
December 1869, I am
directed herewith to
forward a letter from
the

the only Engineer for
Railways giving cover
to the Return of Accidents
on the Railways in
this Presidency during
the year 1870.

[Signature]

Recd 27/1/71 into 26
Cdn of Gen 532 of 1871

66 Feb 7/71 Q. 62

11:494

Oct 10 1871 Madras

PUBLIC WORKS.

1st Messrs. J. & C. P. & Co. Ltd.
for Railways

To The Secretary to the
Govt. of India
.. 6

23rd Feb 1872 5329533.

No. 475-476/1872

accidents. Papering orders to
the Messrs. J. & C. P. & Co. Ltd.
giving cover to the
accidents on the
railways in the Madras
Railway during the year
1871.

11/1
In sending a letter to the
Messrs. J. & C. P. & Co. Ltd.
giving cover to the
accidents on the
railways in the Madras
Railway during the year
1871.