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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	885	Press
598-77		Mis.-
Dated	22 3	18 11 .

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
24th March 1871.*

No. 598. Read the following Circular from the Government of India, Public Works Department, (Establishment—Railway,) dated Fort William, 27th February 1871, No. 2 :—

Read again :—

Returns of Casualties among the European and East Indian employés on Railways during the second-half of 1869.

Read also :—

Returns of Casualties among the European and East Indian employés on Railways during the first-half of 1870.

OBSERVATIONS.—These returns have been prepared in a form which shows separately the men engaged in England and India, and those employed upon moving engines or in working trains, that is, those upon whom the security of life and limb depends.

2. The average number of European and East Indian servants employed on the different Railways in the first-half of 1870 was 5,572. The casualties by death were 59; by resignation and discharge 639, and by dismissal on account of faults 379. The total casualties were thus at the rate of 38 per cent. per annum, as against 37 per cent. per annum in the second-half of 1869.

3. There were 1,707 East Indian and 3,865 European servants. The yearly per-centage of *casualties of all kinds* was 29.9 amongst the former, against 42.4 amongst the latter; but the yearly per-centage of *casualties by dismissal* alone was 7.2 amongst the former, against 16.4 amongst the latter. The dismissals on the Bombay, Baroda, and Central India, and Punjab, and Delhi, Railways were extremely high. The casualties amongst East Indians were largest on the Bengal Railways, but they occurred chiefly by resignation and discharge. The comparatively small number of casualties in the Traffic Department of the Madras Railways, and especially amongst those engaged in India, is remarkable.

4. The total number of Europeans and East Indians engaged in India, who were employed on moving engines and trains, was 2,749. Of these 269 were dismissed for some fault during the half-year, which is at the rate of 19.4 per cent. per annum.

Only 291 persons so employed were engaged in England, and of these only five were dismissed in the half-year, which is equivalent to 3.4 per cent. per annum.

5. The driving and stoking of locomotive engines was managed by 1,961 Europeans and East Indians. Of these 167 were dismissed for some fault during the half-year. That is to say, if this rate be maintained, nearly *one man out of every six is annually dismissed for a fault.*

The working of trains was managed by 1,079 men, such as Station Masters and Guards. Of these 107 were dismissed for faults, which is at the rate of *one man in five annually.*

6. Of 1,492 Europeans engaged in India on different duties in the Locomotive Department, 411 either died or left the service of the Railway Companies. This is at the rate of 55 per cent. per annum. In the Traffic Department the proportion was rather less, or 44.2 per cent. per annum. Amongst those engaged in England, on the other hand, the casualties in these departments were only 17.6 and 19 per

*Proceedings of the Madras Government, Public Works Department,
24th March 1871.*

cent. per annum, respectively. Amongst the Europeans engaged in England in both Departments, the casualties from all causes were at the rate of 18 per cent. yearly; and among the East Indians engaged in India in both Departments they were at the rate of 30.6 per cent.; but amongst the Europeans engaged in India, they were at the rate of 51 per cent. The total casualties amongst both Europeans and East Indians engaged in India in these two Departments were at the rate of 44.2 per cent.

The per-centage of casualties by dismissal alone in these departments was nearly three times as great amongst Europeans engaged in India as that amongst East Indians.

There were 4,038 servants in these departments, of whom 449 were engaged in England, and 3,589 in India; 1,171 of the latter being East Indians and 2,418 Europeans.

7. There are many facts connected with the engagement and discipline of Railway establishments which statistics of this kind fail to indicate, and there are special difficulties in this country in maintaining a permanent staff, on lines with a fluctuating traffic, that shall be at all times efficient and yet moderate in cost. If these returns establish that the Railway Companies may depend on the local supply for the chief part of their staff, they also establish that the European portion of that supply is being constantly changed. It is scarcely necessary to dwell upon the serious risk to safe working that this implies.

8. The Governor-General in Council desires to commend these remarks and the facts indicated in these returns to the serious consideration of the Agents and Heads of Departments of the different Railways, and of the Consulting Engineers to Government.

ORDER.—Ordered, that copies of the Returns now read, and of this Resolution, be communicated to the Governments and Administrations noted in the margin, for information and guidance.

Madras.
Bombay.
Bengal.

N. W. Provinces.
Punjab.
Oudh.

Also to the Secretary of State for information.

(Signed)

E. C. S. WILLIAMS, Major, R.E.,
Deputy Secretary to the Govt. of India.

No. 599.

ORDER THEREON, 24th March 1871, No. 885.

RAILWAY, No. 53.

COMMUNICATED to the Consulting
Engineer for Railways for communica-
tion to the Railway Agents in this Pre-
sidency.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.
Frd. S. T. Augustin.

CIRCULAR No. 2 RAILWAY.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ESTABLISHMENT.

Railway.

FORT WILLIAM, FEBRUARY 27, 1871.

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Madras.
Bombay.
Bengal.

N. W. Provinces.
Punjab.
Oudh.

Also to the Secretary of State for information.

L. P. M. K. Major, R. E.,
Deputy Secretary.

To
The Secretary to the Govt
of Madras

P. W. D. Press, -2, 3, 71-228.

†Heads of Departments
§These are shown under Engineer's Department in the original Return.

[illegible]

The Locomotive Department of all the Railways, with the exception of the East

I.
whether by death, &c.,—(concl'd).

[illegible]

Indian and Oudh and Rohilkhand, includes the Carriage and Wagon Department.

No. II.

General Abstract of Casualties, whether by death, resignation and discharge, or dismissal amongst the European and East Indian employes on Railways in India, during the half-year ending 30th June 1870.

RAILWAYS.	CASUALTIES IN												T. TOTAL CASUALTIES BY ALL KINDS.				AVERAGE NUMBER OF SERVANTS.					LENGTH IN MILES.		REMARKS.			
	GENERAL DEPART-MENT.		TRAFFIC DEPART-MENT.		LOCOMOTIVE DEPART-MENT.		CARRIAGE AND WAGON DEPART-MENT.		ENGINEER'S DEPART-MENT.		ELECTRIC TELEGRAPH DEPART-MENT.		STORES DEPART-MENT.		TRAFFIC.	ALL OTHER DEPARTMENTS.		TOTAL.	Open.	Under construction.							
	East Indians.		Europeans.		East Indians.		Europeans.		East Indians.		Europeans.		East Indians.			Europeans.					East Indians.						
	Deaths.	Discharges.	Deaths.	Discharges.	Deaths.	Discharges.	Deaths.	Discharges.	Deaths.	Discharges.	Deaths.	Discharges.	Deaths.	Discharges.		Deaths.	Discharges.				Deaths.	Discharges.					
Madras	2	2	4	31	22	...	...	2	6	...	1	...	38	35	1	6	28	90	150	241	67	116	213	417	707	124	* General Department includes Stores, and Traffic includes Telegraph.
Great Southern of India	1	1	2	10	2	...	...	3	7	...	...	...	14	12	5	1	1	18	27	18	22	25	50	62	168	...	
Carnatic	...	...	...	...	1	...	...	...	1	...	...	...	2	...	...	...	2	2	1	3	8	2	9	7	19	...	
Total, Madras	3	3	6	41	25	...	...	5	14	...	1	...	52	49	6	7	29	110	178	262	97	144	304	516	894	124	
Great Indian Peninsula	2	...	49	14	15	...	...	46	11	...	...	...	4	189	41	13	1	84	413	74	235	58	976	216	1,184	88	
Bombay, Baroda and Central India	2	4	11	12	36	18	...	11	1	...	...	...	3	60	38	1	...	37	110	63	40	19	179	119	312	...	
Sindh	1*	3*	1*	6	2	...	...	...	...	...	...	...	...	8	6	...	...	15	31	19	11	7	59	41	105	...	
Indus Steam Flotilla	6	...	...	12	1	...	...	...	...	...	...	...	...	18	1	...	...	6	34	6	20	21	57	33	...	...	
Total, Bombay	11	7	61	27	143	36	...	57	12	...	...	...	7	275	89	14	1	142	618	162	306	105	1,271	409	1,601	88	
East Indian	1	1	93	27	198	50	2	9	...	...	7	2	305	97	21	3	418	151	902	316	279	181	1,599	618	1,853	118	
Eastern Bengal	1	1	5	4	11	1	...	9	3	...	...	...	1	26	10	2	...	8	60	6	62	28	157	42	112	45	
Calcutta and South-Eastern	...	...	1	2	2	1	...	...	...	...	...	...	...	3	8	1	...	2	1	2	...	...	2	4	28	...	
Oudh and Rohilkhand	3	5	...	...	...	...	...	12	3	...	...	...	...	15	8	2	...	...	8	3	128	63	141	66	42	502	
Punjab and Delhi	...	...	47	...	49	...	...	10	...	19	...	4	...	145	...	2	...	...	132	7	126	15	391	22	510	9	
Total, Bengal	21	7	146	83	266	52	2	40	6	19	7	6	13	494	118	28	3	161	1,103	334	595	287	2,209	782	2,075	704	† Includes East Indians.
Total, India	33	17	209	66	447	113	2	102	32	19	8	9	20	821	256	48	11	413	1,899	753	998	536	3,865	1,707	4,570	916	

The Locomotive Department of all the Railways, with the exception of the East Indian and Oudh and Rohilkhand, includes the Carriage and Wagon Department.

No. III.

Table showing the percentage of the total number of European and East Indian employes on Railways in India in all Departments, who died; were discharged, or resigned; or were dismissed, during the half-year ending 30th June 1870.

RAILWAYS.	PERCENTAGE OF CASUALTIES BY DEATH.				PERCENTAGE OF CASUALTIES BY RESIGNATION AND DISCHARGE.				PERCENTAGE OF CASUALTIES BY DISMISSAL.				PERCENTAGE OF CASUALTIES BY ALL KINDS.				REMARKS.				
	EUROPEANS.		EAST INDIANS.		EUROPEANS.		EAST INDIANS.		EUROPEANS.		EAST INDIANS.		EUROPEANS.		EAST INDIANS.						
	Total, or all Depart- ments together.		Locomotive.		Total, or all Depart- ments together.		Locomotive.		Total, or all Depart- ments together.		Locomotive.		Total, or all Depart- ments together.		Locomotive.						
	Traffic.	Locomotive.	Traffic.	Locomotive.	Traffic.	Locomotive.	Traffic.	Locomotive.	Traffic.	Locomotive.	Traffic.	Locomotive.	Traffic.	Locomotive.	Traffic.	Locomotive.					
Madras	...	0.4	0.4	0.2	0.8	9.4	10.2	0.2	0.2	3.1	4.5	...	4.1	4.9	0.4	1.1	2.0	13.9	0.8	0.9	7.8
Great Southern of India	...	6.0	10.0	...	...	8.0	12.0	1.6	...	...	12.9	28.6	...	6.0	1.6	3.2	4.8	20.0	...	3.2	19.3
Carnatic	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28.6
Total, Madras	...	1.3	2.0	0.2	0.6	8.0	10.2	0.4	0.4	2.9	5.8	...	4.2	4.9	0.6	1.3	2.3	14.4	0.6	1.2	9.5
Great Indian Peninsula	...	0.7	1.3	...	2.7	5.1	11.9	4.2	3.7	13.4	11.9	...	3.3	6.1	2.3	2.8	6.5	...	...	...	...
Bombay, Baroda and Central India	...	0.6	0.6	...	3.9	13.4	20.7	5.9	10.9	19.3	16.7	...	6.1	12.3	4.2	4.2	12.6	...	...	...	...
Sindh	...	...	...	...	...	10.2	11.9	2.4	4.9	14.6	1.7	...	...	1.7	...	...	...	...	...	...	...
Indus Steam Flotilla	...	...	...	...	...	19.3	29.8	...	3.0	3.0	...	...	1.8	1.8	...	...	...	...	...	...	...
Total, Bombay	...	0.2	1.1	...	2.6	7.2	13.9	4.2	5.9	14.4	19	...	3.5	6.6	2.4	2.7	7.1	...	...	...	...
East Indian	...	0.4	0.6	0.2	2.1	7.0	9.8	3.5	5.6	11.9	11.9	...	4.9	8.0	0.5	2.0	2.6	...	...	...	...
Eastern Bengal	...	1.3	1.3	...	1.9	3.2	11.5	2.4	2.4	16.7	1.3	...	2.5	3.8	7.1	...	7.1	...	...	...	...
Calcutta and South-Eastern	...	50.0	50.0	...	...	50.0	50.0	25.0	25.0	50.0	50.0	...	50.0	50.0	25.0	...	25.0	...	...	...	...
Oudh and Rohilkhand	...	...	1.4	...	...	...	3.5	...	...	...	...	...	...	5.7	...	...	...	...	...	...	...
Punjab and Delhi	...	0.2	0.5	...	4.6*	5.9	17.4	...	...	...	...	...	6.6	19.2	...	...	...	...	...	...	...
Total, Bengal	...	0.4	1.2	0.1	2.4	6.1	10.8	3.2	4.9	12.0	3.6	...	4.7	9.5	0.9	1.7	2.7	...	...	...	...
Total, India	...	0.3	0.6	0.1	0.6	6.7	11.8	2.6	4.5	10.7	2.8	...	4.2	8.2	1.2	1.8	3.6	...	...	...	...

* Includes East Indians.

No. III A.

Table showing the percentage of Casualties by death, resignation and discharge, or dismissal amongst the European and East Indian employees in the Traffic and Locomotive Departments of the Railways in India, for the half-year ending 30th June 1870, distinguishing those engaged in India and in England.

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PERCENTAGE OF CASUALTIES BY DEATH.										PERCENTAGE OF CASUALTIES BY RESIGNATION AND DISCHARGE.										PERCENTAGE OF CASUALTIES BY DISMISSAL.								PERCENTAGE OF CASUALTIES OF ALL KINDS.									
ENGAGED IN ENGLAND.					ENGAGED IN INDIA.					ENGAGED IN ENGLAND.					ENGAGED IN INDIA.					ENGAGED IN ENGLAND.				ENGAGED IN INDIA.				ENGAGED IN ENGLAND.				ENGAGED IN INDIA.					
TRAFFIC.		LOCOMOTIVE.			TRAFFIC.		LOCOMOTIVE.			TRAFFIC.		LOCOMOTIVE.			TRAFFIC.		LOCOMOTIVE.			TRAFFIC.		LOCOMOTIVE.			TRAFFIC.		LOCOMOTIVE.			TRAFFIC.		LOCOMOTIVE.					
Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.	Europeans.	East Indians.						
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* Includes East Indians.

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P. W. D. Press—28-271—212.

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With an order

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For the Comm. Secy of
24 March 71
for communication to the Railway Agents in the Presidency
Commenced to the Consulting Engineer for Railway
No. 885
Recd 27/3/71
15 March 71

163 11/144
Govt. of 1871 Madras.

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To

The Ag. Consulting
Engineer for
Railways

Dated

Recd.

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Govt. of India forwarding Re-
turns of Casualties among the
European & East Indian em-
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during the first half of 1870,
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