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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2214	Press
B.P. No.		Mis.
99-100		
Dated	6-9-	195- 1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th September 1873.*

No. 99. Read the following Circular of the Government of India, Public Works Department, (Guaranteed Railways,) dated Simla, 9th August 1873, No. 26 R:—

Classes of Accidents on Railways that should be shown in the Annual Accident Returns.

Read again—

Public Works Department Resolution Nos. 2,181—85 R, dated 28th October 1871.

Public Works Department Circular No. 12 R, dated 8th April 1873.

Read also—

From Colonel J. A. FULLER, R.E., Acting Secretary to the Government of Bombay in the Public Works Department, (Railway Branch,) to the Secretary to the Government of India, Public Works Department, dated 26th June 1873, No. 768.

With reference to the observations of the Government of India on the Accident Returns for 1872 (paragraphs 1 to 4, Circular No. 12, dated 8th April 1873,) I am directed to say that the Railway Companies under the control of this Government have not in the past year departed from their established practice (as noticed in paragraph 3 of the above Circular) of reporting every accident, however trivial, to Government; but that, in accordance with the rules laid down by the Government of India in the 4th paragraph of your letter, No. 2,182 R., dated 28th October 1871, all *minor* accidents, which the rules do not recognize, were excluded from the Returns for 1871 and 1872, drawn up in the Consulting Engineer's Office for submission to the Government of India. Uniformity of practice was apparently thus introduced in the Return for 1871, as far as the East Indian and Great Indian Peninsula Railways were concerned. In the Return for 1872, however, the East Indian Railway has assumed the false position formerly occupied by the Great Indian Peninsula Railway, owing to trivial accidents being shown in the Return, a large proportion of which do not appear to this Government to fall within the scope of the rules—or if they do—the rules are not sufficiently definite to secure the uniformity aimed at. Cases of slight collisions of wagons, or of vehicles getting off the line while shunting in station yards—involving neither danger nor damage to property, are, in the opinion of this Government, excluded by the rules; but such accidents have been entered, together with many other insignificant occurrences, in the catalogue of the East Indian Railway Company. The Return for the Eastern Bengal Railway does not exhibit accidents of an equally unimportant character.

2. As the Returns of the several Railways are forwarded to the Government of India in manuscript, I am to suggest that they should, in future, be submitted by the Local Administration in full, and that the abridgment of the Returns, in accordance with the rules, should be left to the judgment of the single officer who compiles the General Return.

OBSERVATIONS.—With a view to ensure uniformity in the system of reporting accidents on all Indian Railways, it was deemed desirable to lay down rules for the guidance of the Local Governments and Consulting Engineers. These rules were promulgated with the Public Works Department Resolution read above. But in the review of the Railway Accidents for 1872, it was observed that the number of accidents on the East Indian Railway was unusually large as compared with the figures of the previous years, whereas on the Great Indian Peninsula Railway the numbers showed a decrease. The Agent of the Scinde, Punjab, and Delhi Railway also drew attention to the numerical increase of accidents in 1872, and attributed it to the operation of the new rules. The Government of India have, therefore, reason to believe that the Returns of accidents on the different Railways, especially those on the East Indian, Great Indian Peninsula, and Scinde, Punjab and Delhi Railways, have not been prepared on the same basis.

*Proceedings of the Madras Government, Public Works Department,
6th September 1873.*

2. It is explained by the Government of Bombay that, in the Returns from that Presidency, such occurrences as slight collisions of wagons, or of vehicles getting off the line while shunting in station yards, involving neither danger nor damage to property, were excluded from the Returns submitted to the Government of India. This is in accordance with the interpretation which was intended to be placed on the rules.

3. The Government of Bombay propose that uniformity shall be secured in future by the submission of detailed reports, from which trivial occurrences should be eliminated in the Secretariat of the Government of India. But it seems to His Excellency the Governor General in Council that the Consulting Engineers, who have the control of the Railways, will be better judges of what accidents should thus be excluded, than any officer who has to rely simply on the brief description in the Returns, in order to form a judgment of the gravity of any occurrence. His Excellency in Council would, therefore, with the explanation that such minor accidents as those above cited are not intended to be reported to the Government of India, leave the rules to stand as at present in the hope that in the Returns for 1873 practical uniformity may thus be secured. The classes of accidents to be in future included in the Returns of the Railways in the Bombay Presidency will thus be such as those shown for the year 1872, while the Returns for the East Indian and Scinde, Punjab and Delhi Railways will be of a less detailed character.

ORDER.—Ordered, that this Resolution be communicated to the Governments of Madras and Bombay, and to the Consulting Engineers to the Government of India for Guaranteed Railways at Calcutta, Lahore, and Lucknow, for information and guidance.

Also to the officers in charge of all State Railways, with copy of Public Works Department Resolution Nos. 2,181—85 R, dated 28th October 1871, for information and guidance.

(Signed) H. DRUMMOND, Colonel, R.E.,
Offg. Deputy Secretary.

No. 100. ORDER THEREON, 6th September 1873, No. 2,217.

RAILWAY, No. 19.

COMMUNICATED to the Consulting Engineer for Railways for information and guidance with reference to the undermentioned orders:—

G. O., 2,992, dated 27th November 1871.

„ 1,350, „ 15th May 1873.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies.

P. W. 1873 Department
No 464

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GUARANTEED RAILWAYS.

To

CIRCULAR No. 26 RAILWAY.

Dated SIMLA, August 9, 1873.

Received — 22 —

Dist

Communicated to the Consulting
Engineer for Railways for information
and guidance with reference to the
undermentioned order.

G.O. 2992 of 27. Nov. 1871.
1350-15 May 1873.

Wm.

E.C. 1873

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R. S.

Classes of accidents on Railways that should be
shown in Annual Accident Returns.

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Govt. of 1873 Madras.
PUBLIC WORKS.

1. The Consulting Engineer
for Railways

Dated

Recd.

Encl.

G. O. 6th Sept 1876. No. 2217

No. 99 @ 100

Accidents (Railways)

Proceedings of the Govern-
ment of India regarding
the classes of accidents
on Railways that should
be shown in Annual
Accident Returns, Com-
mitted to the Consulting
Engineer -