4-5-26 II

Public Works (1897) Department.

G.O., No. 812R

DATED 12 Oct 97

[Despatch Abstract.]

Accidents: Govt of India order forwarding a review of the Returns of — on Indian Railways for the three months ending with the 31st March 1897 Comments of Railway Administrations Concerned

14 Oct 97

[P.W. 25. 5,000—30-11-96.]

Indexed. 18/10/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works (1897) Department.

CURRENT No. 9848

B/

From The Govt. of India

Order No. 812. dated 12/10/97

No. 419 R. St at

Communicates to the Railway Administrations concerned for information.

Dated 24th September 1897

Received } 5. 10. 97.

Registered }

Enclosures

Spare copies

GW 9/10/97

R

SUBJECT.

Returns of Accidents on Indian railways. for 3 months ending with the 31st March 1897

To.

The Agent & Manager Br. Ry. R 14/10/97

" Agent S. I. Ry

" Agent & Chief Engr. N. Bengal Ry. with S. C.

Ob 622

GW 9/10/97

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Enclosure to Government of India Order No. 419 R. Stat.,
dated the 24th September 1897.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE THREE MONTHS ENDING WITH THE 31ST MARCH 1897.

C. I. C. P. O.—No. 141 P. W. D.—28-9-97.—612.—J. C.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the THREE months ending with the 31st March 1897, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS :—								
From accidents to trains, rolling stock, permanent-way, etc.	4	29	...	...	...	...	4	29
By accidents from other causes, including accidents from their own want of caution or misconduct	12	44	2	14	...	...	14	58
SERVANTS :—								
From accidents to trains, rolling stock, permanent-way, etc.	3	11	1	...	...	...	4	11
By accidents from other causes, including accidents from their own want of caution or misconduct	36	53	13	14	...	...	49	67
OTHER PERSONS :—								
Whilst passing over railways at level-crossings	3	5	3	2	...	...	6	7
Trespassers	62	13	18	12	...	1	80	26
Suicides	31	6	4	1	...	...	35	7
Miscellaneous, not included in either of the above	7	...	...	1	...	...	7	1
TOTAL	158	161	41	44	...	1	199	206

ABSTRACT

NUMBER of PERSONS reported during the THREE months ending with the 31st March 1897, as KILLED or INJURED in INDIA PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

SER

Classification Number.	RAILWAY.	PASSENGERS.																						SER											
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																				From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN											
				1. From falling between trains and platforms.		2. Falling on to the platform, ballast, etc., when getting into or out of trains.		3. Whilst crossing the line at stations.		4. By closing of carriage doors.		5. Falling out of carriages during the travelling of trains.		6. Other accidents.		TOTAL.		Total Passengers.				1. Whilst coupling or uncoupling vehicles.		2. By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.		3. Whilst passing over or standing upon buffers during shunting.		4. When getting on or off, or falling off, engines, wagons, etc., during shunting.		5. Whilst braking, spragging, or chocking wheels.		6. Whilst attending to ground points, marshalling trains, etc.		7. Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	
		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.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Standard gauge.																																		
	State lines worked by companies.																																		
I	East Indian (*a*)	...	2	...	1	2	7	...	1	...	...	3	11	...	...	5	20	5	22	..	2	1	1	...	1	...	...	...	...	...	...	...	...	...	...
II	Bengal Central (*b*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nágpur	..	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	2		..	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
IV	Indian Midland (*c*)	...	...	...	...	1	...	...	...	...	...	2	...	...	...	1	2	1	2	..	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
	State lines worked by the State.																																		
XI	North Western (*d*)	...	...	1	1	1	1	...	...	...	...	1	7	...	...	3	9	3	9	2	2	1	..	...	...	...	...	...	...	..	...	...	...	...	...
XIII	Oudh and Rohilkhand	...	2	...	...	..	...	...	1	...	...	...	...	...	...	...	1	...	3	..	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
XIV	Eastern Bengal	...	3	1	...	...	1	...	...	...	...	1	...	...	...	1	2	1	5	..	2	...	1	1	...	...	...	...	...	1	...	...	...	...	...
XVI	East Coast	...	...	...	...	...	...	...	1	...	...	3	...	...	...	4	...	4		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines worked by guaranteed companies.																																		
XVIII	Great Indian Peninsula (*e*)	...	...	...	1	...	...	...	...	...	...	1	2	...	...	1	3	1	3	..	3	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XIX	Bombay, Baroda and Central India (*f*)	4	22	...	...	...	...	...	...	...	...	1	...	...	...	1	...	5	22	1	2	...	1	...	...	...	...	...	...	...	1	...	...	...	...
XX	Madras (*g*)	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	1		..	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																																		
XXXII	The Nizam's Guaranteed state (*h*)	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
	TOTAL	4	29	2	4	4	9	...	3	...	...	6	28	...	...	12	44	16	73	3	11		7	1	1	...	...	...	...	3	...	3	...	...	...
	Average for 2 previous corresponding periods	1	20	3	3	2	5	...	...	...	1	7	15	2	2	14	26	15	46	3	11	1	8	...	2	...	...	...	...	4	...	1	...	...	...
	Metre gauge.																																		
	State lines worked by companies.																																		
XXXVIII	Bengal and North-Western—																																		
	Tirhoot section. } Company's „ . }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	Rajputana-Malwa (*i*)	...	...	...	1	...	...	...	...	...	...	1	...	...	...	2	...	2		..	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
XLII	Southern Mahratta (*j*)	...	...	...	...	...	...	...	...	...	...	1	...	...	..	1	...	1		..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	South Indian (*k*)	..	...	...	...	...	...	...	...	...	1	..	...	...	1	...	1	...		..	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XLVII	Assam-Bengal	...	...	..	..	...	...	...	...	...	...	...	...	...	...	..	...	...		..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVIII	Burma	...	...	...	2	...	...	...	...	...	...	6	...	...	...	8	...	8		1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
	Carried over	..	...	..	3	...	...	...	...	...	1	8	...	..	1	11	1	11		1	...	...	...	...	...	...	...	...	...	2	1	1	...	...	...

(*a*) Including the Delhi-Umballa-Kalka and the Tarkesur railways.
(*b*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company. The railway was worked by State Agency upto the 31st December 1896, after which date the working of the line was undertaken by the Bengal Central Railway Company.
(*c*) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
(*d*) „ the Hyderabad-Shadipalli, the Rájpura-Bhátinda, and the Jammu and Kashmir railways.
(*e*) „ the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.

No. 2.

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

VANTS.																																				OTHERS.														Classification Number.
ACCIDENTS TO TRAINS, ETC.																																																	
8. By other accidents during shunting operations not included in the preceding.		9. From falling off engines, etc., during the travelling of trains.		10. By coming in contact with overbridges, or erections on the sides of the line during the travelling of trains.		11. When getting on or off engines, vans, etc., during the travelling of trains.		12. Whilst attending to or by the failure of machinery, etc., of engines in steam.		13. Whilst working on the permanent-way, sidings, etc.		14. Whilst attending to gates at level-crossings.		15. Whilst walking, crossing or standing on the line on duty.		16. From being caught between vehicles.		17. From falling or being caught between trains and platforms, walls, etc.		18. Whilst walking, etc., on the line on the way home or to work.		19. Miscellaneous.		TOTAL.		Total Servants.		Whilst passing over the railway at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total Others.		Total all classes.		
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.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	1	...	...	3	1	...	2	1	...	...	7	1	...	..	2	...	...	...	14	7	14	9	1	1	25	5	10	1	...	...	36	7	55	38	I
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	..	1	..	1	...	...	...	...	...	...	...	...	...	...	...	...	1	II
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	1	1	1	...	...	2	..	3	..	...	...	5	.	6	3	III
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	1	1	1	1	1	6	2	4	1	...	...	11	4	13	7	IV
...	...	1	4	...	...	...	...	...	...	...	...	...	...	2	3	..	1	...	...	...	...	1	1	1	5	10	7	12	1	13	2	1	...	...	...	15	2	25	23	XI
...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4	.	...	...	...	7	4	7	...	14	4	14	11	XIII
...	1	...	...	...	...	1	...	...	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	2	3	7	3	9	...	6	3	...	...	...	...	6	3	10	17	XIV
...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1	2	...	...	1	...	1	...	...	2	...	3	6	XVI
...	1	...	1	...	...	...	...	1	...	...	...	3	1	1	1	...	...	...	...	...	...	1	5	7	5	10	..	2	6	...	4	..	...	...	10	2	16	15	XVIII
...	3	...	1	...	...	1	...	...	...	...	...	1	.	.	...	...	...	...	...	...	...	2	6	3	8	...	1	2	...	...	...	...	...	...	2	1	10	31	XIX
...	1	...	1	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	1	...	4	4	4	4	...	...	1	...	1	..	...	...	...	2	...	6	5	XX
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	..	3	...	3	...	...	...	1	...	...	...	...	...	1	...	4	XXXII
...	7	1	8	2	..	1	6	1	..	3	1	1	..	16	6	3	3	3	..	...	1	2	7	36	53	39	64	3	5	62	13	31	6	7	..	103	24	158	161	
4	8	2	...	...	..	3	13	..	2	...	3	1	6	4	2	.	...	2	3	...	2	8	24	55	27	66	2	2	51	13	18	...	3	3	74	18	116	130	
...	...	...	1	...	..	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	2	1	2	...	...	3	4	2	..	..	...	5	...	6	6	XXXVIII
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	..	2	3	2	3	2	...	3	3	1	..	...	...	6	3	8	8	XL
...	...	...	2	...	...	...	1	..	1	...	...	...	...	...	...	...	...	...	...	...	1	..	1	4	1	4	...	...	2	...	...	...	...	2	..	3	5	XLII
...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	3	1	3	1	1	...	3	1	..	1	..	...	4	2	8	3	XLV
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	2	...	...	...	...	5	1	..	..	..	5	1	7	1	XLVII
...	...	...	...	...	...	...	...	2	...	...	1	...	...	...	...	...	...	...	...	...	...	4	...	5	...	...	...	...	2	...	...	1	...	3	5	11	XLVIII
...	...	5	...	3	1	...	1	2	...	1	2	...	...	...	...	..	...	1	3	..	13	10	14	10	3	...	16	11	3	1	...	1	22	13	37	34	

(*f*) Including the Godhra-Rutlam-Nágda, the Nágdá-Ujjain and the Gaekwar's Petlad railways.
(*g*) „ the Madras-Emur section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
(*h*) „ the Bezwada extension (East Coast State railway).
(*i*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána railways.
(*j*) „ the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
(*k*) „ the Mayavaram-Mutupet railway.

BACK PAPERS.

ABSTRACT No. 2—*concluded.*

NUMBER of PERSONS reported during the three months ending with the 31st March 1897, as KILLED or INJURED in INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—*concluded.*

PASSENGERS.

Classification Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4. Killed.	Injured.	From causes other than accidents to trains, etc. — 1. From falling between trains and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, etc., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	Total Passengers. Killed.	Injured.
	Brought forward	...	...	..	3	...	...	...	...	...	...	1	8	...	...	1	11	1	11
	Metre gauge—concld.																		
	State lines worked by the State.																		
XLIX	Eastern Bengal(*a*)	...	...	...	..	...	1	...	...	...	...	1	...	...	..	1	1	1	1
L	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted companies.																		
LI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	2	...	2
LIII	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																		
LXVI	Jodhpore-Bickaneer—Jodhpore section } Bickaneer ,, }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVII	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar(*c*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	4	...	1	...	...	...	...	2	9	...	...	2	14	2	14
	Average for 2 previous corresponding periods	...	1	...	...	1	1	1	...	...	...	1	9	1	...	4	10	4	11
	Special gauges.																		
	State line worked by the State.																		
LXXV	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																		
LXXVI	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																		
LXXVIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																		
LXXX	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																		
LXXXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Average for 2 previous corresponding periods	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GRAND TOTAL	4	29	2	8	4	10	...	3	...	...	8	37	...	...	14	58	18	87
	Average for 2 previous corresponding periods	1	21	3	3	3	6	1	...	..	1	8	24	3	2	18	36	19	57

SERVANTS.

Classification Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4. Killed.	Injured.	From causes other than accidents to trains, etc. — 1. Whilst coupling or uncoupling vehicles. Killed.	Injured.	2. By coming in contact, whilst riding on vehicles, during shunting, with other vehicles, etc., standing on adjacent lines. Killed.	Injured.	3. Whilst passing over or standing upon buffers during shunting. Killed.	Injured.	4. When getting on or off, or falling off, engines, wagons, etc., during shunting. Killed.	Injured.	5. Whilst braking, spragging, or chocking wheels. Killed.	Injured.	6. Whilst attending to ground points, marshalling trains, etc. Killed.	Injured.	7. Whilst moving vehicles by capstans, turn-tables, props, etc., during shunting. Killed.	Injured.
	Brought forward	1	...	..	...	...	...	...	...	2	1	1	...	...	...	...	...
	Metre gauge—concld.																
	State lines worked by the State.																
XLIX	Eastern Bengal(*a*)	..	...	..	..	..	...	...	...	..	1	...	...	...	...	...	...
L	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted companies.																
LI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																
LXVI	Jodhpore-Bickaneer—Jodhpore section } Bickaneer ,, }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVII	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar(*c*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	1	..	..	..	...	...	...	...	2	2	1	...	...	...	...	...
	Average for 2 previous corresponding periods	..	2	3	4	...	...	...	...	2	1	...	...	...	...	...	...
	Special gauges.																
	State line worked by the State.																
LXXV	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																
LXXVI	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																
LXXVIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																
LXXX	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																
LXXXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Average for 2 previous corresponding periods	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GRAND TOTAL	4	11	2	7	1	1	...	...	2	5	1	3	...	...	...	...
	Average for 2 previous corresponding periods	3	13	4	12	...	2	...	...	2	5	...	1	...	...	...	...

SERVANTS (*continued*).

Classification Number.	RAILWAY.	8. By other accidents, during shunting operations not included in the preceding. Killed.	Injured.	9. From falling off engines, etc., during the travelling of trains. Killed.	Injured.	10. By coming in contact with over-bridges or erections on the sides of the line during the travelling of trains. Killed.	Injured.	11. When getting on or off engines, vans, etc., during the travelling of trains. Killed.	Injured.	12. Whilst attending to or by the failure of machinery, etc., of engines in steam. Killed.	Injured.	13. Whilst working on the permanent-way, sidings, etc. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.	15. Whilst walking, crossing or standing on the line on duty. Killed.	Injured.	16. From being caught between vehicles. Killed.	Injured.	17. From falling or being caught between trains and platforms, walls, etc. Killed.	Injured.	18. Whilst walking, etc., on the line on the way home or to work. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	TOTAL. Killed.	Injured.	Total Servants. Killed.	Injured.
	Brought forward	...	...	...	5	...	...	3	1	...	1	2	...	...	1	2	...	...	...	...	...	...	1	3	...	13	10	14	10
	Metre gauge—concld.																												
	State lines worked by the State.																												
XLIX	Eastern Bengal(*a*)	...	1	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4
L	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted companies.																												
LI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																												
LXVI	Jodhpore-Bickaneer—Jodhpore section } Bickaneer ,, }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVII	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar(*c*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	1	..	5	...	...	3	1	...	3	2	...	...	1	2	...	...	...	...	...	...	1	3	...	13	14	14	14
	Average for 2 previous corresponding periods	1	3	...	1	..	1	3	3	1	...	...	...	1	...	1	2	1	1	..	...	...	...	1	3	14	19	14	21
	Special gauges.																												
	State line worked by the State.																												
LXXV	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																												
LXXVI	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																												
LXXVIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																												
LXXX	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																												
LXXXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Average for 2 previous corresponding periods	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
	GRAND TOTAL	..	8	1	13	2	..	4	7	1	3	5	1	1	1	18	6	3	3	3	...	...	2	5	7	49	67	53	78
	Average for 2 previous corresponding periods	5	11	2	1	...	1	6	17	1	2	...	3	2	...	7	6	3	1	...	2	3	..	3	11	38	75	41	88

OTHERS.

Classification Number.	RAILWAY.	Whilst passing over the railway at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Others. Killed.	Injured.	Total all classes. Killed.	Injured.	Classification Number.
	Brought forward	3	...	16	11	3	1	...	1	22	13	37	34	
	Metre gauge—concld.													
	State lines worked by the State.													
XLIX	Eastern Bengal(*a*)	...	1	1	...	..	...	...	...	1	1	2	6	XLIX
L	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	L
	Assisted companies.													
LI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	LI
LII	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	...	1	...	...	...	1	..	1	2	LII
LIII	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	LIII
LIV	Dibru-Sadiya	...	...	1	...	...	...	...	...	1	..	1	...	LIV
	Lines owned and worked by native states.													
LXVI	Jodhpore-Bickaneer—Jodhpore section } Bickaneer ,, }	...	...	...	...	...	...	...	...	...	...	...	...	LXVI
LXVII	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	LXVII
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar(*c*)	...	1	...	1	...	...	...	...	...	2	...	2	LXVIII
	TOTAL	3	2	18	12	4	1	..	1	25	16	41	44	
	Average for 2 previous corresponding periods	3	1	22	8	5	1	...	...	30	10	48	42	
	Special gauges.													
	State line worked by the State.													
LXXV	Jorhát (2′ 0″)	...	...	...	1	...	...	...	...	...	1	...	1	LXXV
	Assisted company.													
LXXVI	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	LXXVI
	Line owned by native state and worked by company.													
LXXVIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	LXXVIII
	Line owned by native state and worked by state railway agency.													
LXXX	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	LXXX
	Line owned and worked by native state.													
LXXXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	LXXXI
	TOTAL	...	...	...	1	...	...	...	...	...	1	...	1	
	Average for 2 previous corresponding periods	...	...	...	...	...	...	...	...	...	...	...	1	
	GRAND TOTAL	6	7	80	26	35	7	7	1	128	41	199	206	
	Average for 2 previous corresponding periods	5	3	73	21	23	1	3	3	104	28	164	173	

(*a*) Including the Kaunia-Dharlla 2′ 6″ gauge branch.
(*b*) ,, the Lucknow-Bareilly section (Rohilkund and Kumaon).
(*c*) ,, the Jetalsar-Rájkot railway.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

STANDARD GAUGE.

	East Indian (a). No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.	Bengal Central. (b) No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	2	...	...	...	2	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	1	...	1	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	35	35	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	4	5	...	(d)1	...	...	...	1	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	17	17	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
25. Other accidents	1	6	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	6	84	90	...	(e)3	...	2	...	5	...	13	13	...	...	...	...	...	...

	Bengal-Nagpur. No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.	Indian Midland (c). No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	16	16	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	1	1	2	...	...	...	...	...	...	1	...	1	...	(d)1	...	...	...	1	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	24	25	...	...	...	...	...	...	1	17	18	...	(d)1	...	...	...	1	

(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company. The railway was worked by State Agency up to the 31st December 1896, after which date the working of the line was undertaken by the Bengal Central Railway Company.
(c) Including the Bhopal-Itarsi, the Bina-Goona and the Bhopal-Ujjain railways. (d) Not a passenger. (e) Of these one was not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued.*

STANDARD GAUGE—*contd.*

	North Western state (a). No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.	Oudh and Rohilkhand state. No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	1	1	...	...	...	...	...	...	...	2	2	...	2	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	25	25	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	2	3	...	...	2	2	2	2	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	13	13	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	1	77	78	...	...	2	2	2	2	1	23	24	...	2	...	...	...	2

	Eastern Bengal state. No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.	East Coast state. No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Injured.	Number of servants: Killed.	Injured.	Total all classes: Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	2	...	2	...	3	...	1	...	4	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	1	2	3	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	1	6	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	30	30	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
14. The failure of tyres	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
TOTAL ALL CLASSES	4	50	54	...	3	...	2	...	5	...	17	17	...	...	...	...	...	...	

(a) Including the Hyderabad-Shadipalli, the Rājpura-Bhātinda and the Jammu and Kashmir railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

STANDARD GAUGE—*concld.*

	GREAT INDIAN PENINSULA (a).									BOMBAY, BARODA AND CENTRAL INDIA (b).									MADRAS (c).									THE NIZAM'S GUARANTEED STATE (d).								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
7. Trains or engines travelling in the wrong direction through points	...	9	9	...	...	...	1	...	1	1	1	2	4	22	1	2	5	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
8. Trains running into stations or sidings at too high a speed	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	7
9. Trains running over cattle on the line	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
10. Ditto over obstructions on the line	...	5	5	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	33	33	...	...	...	...	...	...	...	18	18	...	...	...	...	...	9
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12(a). Ditto of tubes, etc., of engines	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
13. The failure of machinery, springs, etc., of engines	...	21	21	...	...	...	...	...	...	...	21	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
15. Ditto of wheels	1	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
16. Ditto of axles	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
18. Ditto of couplings	...	2	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
22. Slips in cuttings or embankments	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
23. Fire in trains	...	21	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	23
25. Other accidents	...	13	13	...	...	...	2	...	2	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
																													2	2	...	...	...	...	...	25
TOTAL ALL CLASSES	1	102	103	...	...	...	3	...	3	1	55	56	4	22	1	2	5	24	...	35	35	...	...	...	...	...	...	...	22	22	...	...	...	...	...	

(a) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amraoti railways.
(b) Including the Godhra-Ratlam-Nágdá, the Nágdá-Ujjain and the Gaekwar's Petlád railways.
(c) Including the Madras-Ennur section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
(d) Including the Bezwada extension, East Coast State railway.

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ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE.

	BENGAL AND NORTH-WESTERN. (TIRHOOT AND COMPANY'S SECTIONS.)									RAJPUTANA-MALWA (a).									SOUTHERN MAHRATTA (b).									SOUTH INDIAN (c).								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
4. Collisions between light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	7	8	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	5
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	2	...	...	...	...	7
9. Trains running over cattle on the line	...	2	2	...	...	...	...	...	...	...	31	31	...	...	...	...	...	...	...	64	64	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	2	...	...	...	...	9
11. Ditto through gates at level-crossing	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	2	...	...	...	...	10
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	12
13. The failure of machinery, springs, etc., of engines	...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	13
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	...	...	4	4	...	...	...	...	15
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
18. Ditto of couplings	...	4	4	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	18
20. Broken rails	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	19
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	20
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	1	1	...	...	...	23
25. Other accidents	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	24
																																			25
TOTAL ALL CLASSES	1	23	24	...	...	...	...	...	...	1	50	51	...	...	...	...	...	...	2	92	94	...	...	...	...	...	...	5	60	65	...	...	...	...	...	

(a) Including the Palanpur-Deesa and the Gaekwar's Mehsána railways.
(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
(c) Including the Máyavaram-Mutupet railway.

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ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE—*contd.*

	ASSAM-BENGAL.									BURMA.									EASTERN BENGAL (a).								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	4	5	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	2	...	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	29	29	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	...	1	23	24	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	2	1	3	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	...	2	1	3	...	(b)1	...	...	...	1	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	3	3	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	24
25. Other accidents	...	1	1	...	...	...	...	...	...	1	...	1	...	...	1	...	1	...	...	...	3	3	...	...	...	...	...	...	25
TOTAL ALL CLASSES	5	43	48	...	...	...	...	...	...	3	43	46	...	...	1	...	1	...	...	9	35	44	...	(b)1	...	...	...	1	...

	EASTERN BENGAL (a).									CAWNPORE-BURHWAL.									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	3	4	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	

(a) Including the Kaunia-Dharla 2' 6" gauge branch.

(b) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued*.

METRE GAUGE—*contd.*

	DROGHUR.									ROHILKUND AND KUMAON (COMPANY'S SECTION) (a).									BENGAL DOOARS.								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	...	...	...	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	

	DIBRU-SADIYA.									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	...	1	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	2	2	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	6	7	...	...	...	...	...	...	

(a) Including the Lucknow-Bareilly section, Rohilkund-Kumaon railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*continued.*

METRE GAUGE—*concld.*

	JODHPORE-BICKANEER (JODHPORE AND BICKANEER SECTIONS).									ODDEYPORE-CHITOR.									BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR. (a)								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	8
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	(b)2	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	25
TOTAL ALL CLASSES	...	13	13	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	16	16	...	(b)2	...	...	2	

SPECIAL GAUGES.

	JORHÁT (2′ 0″).									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	2	...	2	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	13
14. Ditto of tyres	...	1	1	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	2	2	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	..	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	2	4	6	...	...	...	...	...	...	

(a) Including the Jetalsar-Rájkot railway. (b) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—*concluded.*

SPECIAL GAUGES—*concld.*

	DARJEELING HIMALAYAN (2′ 0″).									THE GAEKWAR'S DABHOI (2′ 6″).									COOCH BEHAR (2′ 6″).									MORVI (2′ 6″).								
	No.			Numb er of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accident.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	5	5	...	...	...	...	9
10. Ditto over obstructions on the line	...	..	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	..		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	3	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	13	13	...	...	...	...	

ABSTRACT

No. 4.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the THREE MONTHS ending with the 31st March 1897, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.

	STANDARD GAUGE LINES.												METRE GAUGE LINES.											
	Average number of accidents during the two previous corresponding periods of 1895 and 1896.			THREE MONTHS ENDING WITH THE 31st MARCH 1897.									Average number of accidents during the two previous corresponding periods of 1895 and 1896.			THREE MONTHS ENDING WITH THE 31st MARCH 1897.							
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	2	3	1	...	1	...	2	...	...	...	2	...	1	1	1	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	3	2	5	4	3	7	...	5	...	1	...	6	4	3	7	1	...	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	1	22	23	2	5	7	...	..	...	3	..	3	1	5	6	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	5	5	...	1	1	...	..	...	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	5	5	10	...	3	3	...	...	...	..	...	...	6	7	13	3	4	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	3	43	46	..	10	10	...	...	...	...	...	..	1	27	28	3	15	18	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	20	21	2	24	26	4	22	1	3	5	25	2	10	12	4	7	11	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	2	5	7	...	3	3	...	...	...	...	...	...	...	3	3	...	3	3	...	...	...	...	...	...
9. Trains running over cattle on the line	...	201	201	...	223	223	...	...	...	...	...	...	1	196	197	2	236	238	...	(a)	...	...	...	...
10. Trains running over obstructions on the line	3	22	25	4	17	21	...	(a) 2	2	2	2	4	3	13	16	6	13	19	...	(a) 3	...	...	...	...
11. Trains running through gates at level-crossings	1	11	12	1	4	5	...	...	...	..	...	...	...	...	5	1	5	6	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	23	23	...	5	5	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	34	34	...	21	21	...	...	...	...	...	...	...	48	48	...	34	34	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	85	85	...	79	79	...	...	...	...	...	...	...	3	3	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	3	3	...	...	...	...	...	..	...	3	3	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	1	2	3	...	...	...	...	...	..	...	1	1	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	5	5	...	4	4	..	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	1	9	10	4	12	16	...	...	...	...	...	...
18. Ditto of couplings	...	23	23	...	15	15	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	1	32	33	...	26	26	...	...	...	...	...	...
20. Broken rails	...	14	14	...	16	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1		...	3	3	...	...	...	...	...	...	...	9	9	...	16	16	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	3	3	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	33	33	...	34	34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	11	12	...	8	8	...	...	...	...	...	...	...	27	27	...	8	8	...	...	...	...	...	...
25. Other accidents	2	45	47	1	38	39	...	...	...	2	...	2	2	5	5	1	9	10	...	...	...	...	...	...
TOTAL FOR THE THREE MONTHS ENDING WITH THE 31st MARCH 1897	...	...	...	16	519	535	4	(b) 31	3	11	7	42	...	...	...	27	405	432	...	(a) 3	...	...	...	...
Average for the two previous corresponding periods of 1895 and 1896	...	...	...	23	593	616	1	(b) 22	3	11	4	33	...	...	...	22	454	476	(a) 2	1	...	...	...	...

Mean mileage worked	11,692	8,325
Number of servants employed	131,669	59,102
Train-mileage of all descriptions	11,902,687	5,368,224
Number of passengers carried	20,668,659	13,985,973
Passenger-mileage	1,002,364,332	521,954,117
Per mile open—		
Train-mileage of all descriptions	1,018	645
Number of passengers carried	1,768	1,680
Passenger-mileage	86,731	62,697
Total passengers—		
Killed per million of passengers	0·194	.....
Injured per million of passengers	11·403	.....
Killed per million of passenger miles	0·004	.....
Injured per million of passenger miles	0·028	.....

LINES.				SPECIAL GAUGE LINES.										TOTAL ALL GAUGES.										
31st MARCH 1897.				Average number of accidents during the two previous corresponding periods of 1895 and 1896.			THREE MONTHS ENDING WITH THE 31st MARCH 1897.							Average number of accidents during the two previous corresponding periods of 1895 and 1896.			THREE MONTHS ENDING WITH THE 31st MARCH 1897.							
Number of servants.		Total all classes.					Number.			Number of passengers and others.		Number of servants.	Total all classes.				Number.			Number of passengers and others.		Number of servants.	Total all classes.	
Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of heading.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3	4	2	...	2	...	2	...	...	...	2	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	5	12	5	3	8	...	5	...	1	...	6	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	27	29	2	6	8	...	...	...	3	...	3	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	2	2	...	...	...	...	...	...	4
...	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	...	11	12	23	6	8	14	...	...	...	...	...	...	5
...	...	...	...	1	5	6	...	3	3	...	...	...	...	...	...	...	5	75	80	3	28	31	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	30	33	6	31	37	4	22	1	3	5	25	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	8	10	...	6	6	...	...	...	...	...	...	8
...	...	...	...	...	3	3	...	10	10	...	...	...	...	...	...	...	1	0	401	2	469	471	...	...	...	...	...	...	9
...	...	...	3	...	1	1	...	...	...	...	...	...	...	...	...	...	6	36	42	10	30	40	...	(a) 5	2	2	2	7	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	16	17	2	9	11	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57	57	...	26	26	...	...	...	...	...	...	12(a)
...	...	...	...	...	3	3	...	6	6	...	...	...	...	...	...	...	...	136	136	...	119	119	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	4	4	...	...	...	...	...	...	14
...	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	...	...	2	2	1	3	4	...	...	...	...	...	...	15
...	...	...	...	...	3	4	...	2	2	...	...	...	...	...	...	...	2	17	19	4	18	22	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	55	57	...	41	41	...	...	...	...	...	...	18
...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	23	...	32	32	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	3	3	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	3	3	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...		60	...	43	43	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	16	17	1	17	18	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	70	74	2	47	49	...	...	1	2	1	2	25
1	.	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	46	948	994	4	(c) 34	4	11	8	45	
1	...	1	3	...	...	...	3	24	27	...	...	...	...	...	...	...	...	..	...	48	1,063	1,111	(b) 3	(b)	3	13	6	36	
...	2	2	3	...	...	...	3	16	19	...	...	...	...	...	...	...	...	...	...										

	267	20,284
	1,618	192,389
	125,572	17,396,483
	218,016	34,872,648
	5,688,964	1,530,007,413
		858
	470	1,719
	817	75,429
	21,307	
		0·115
	.....	0·832
	.....	0·003
	.....	0·019
	.....	

(a) Not passengers. (b) Of these, two were not passengers. (c) Of these, five were not passengers.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the three months ending with the 31st March 1897, as having occurred on the several railways open

Appendix A

to the abstract returns of accidents on Indian railways for the three months ending with the 31st March 1897.

To

THE GOVERNMENT OF INDIA,

(*through the* SENIOR GOVERNMENT INSPECTOR OF RAILWAYS, BOMBAY).

In accordance with the orders contained in Government of India, Public Works Department, Railway Circular No. 7 Railway of 19th April 1895, I have the honour to report that I attended the joint committee of enquiry which assembled at Gholvad station (mileage 85) on the Bombay, Baroda and Central India railway on the 9th January 1897 to enquire into the collision which occurred at this station at about 4-10 A.M. on the morning of the 9th January, between No. 7 down mixed and No. 2 up mail.

The Committee was composed of the following officers :—

Mr. W. H. WOLFF, *District Engineer* . . . President.
Mr. F. C. TURNER, *Assistant Loco. Superintendent* . . } Members.
Mr. C. TUDBALL, *District Traffic Superintendent* . . }

There were also present—

Mr. C. A. R. CROMMELIN, *Traffic Manager.*
Mr. MANECKSHAW D. DOCTOR, *Inspector, Railway Police.*

Description.

1. Gholvad station, where this accident occurred, is a small passenger station, situate at about mile 85 on the main line (single) of the Bombay, Baroda and Central India railway. There is a single loop siding through the station on which the passenger platform is placed, the main line through the station being on the straight. There is a short dead end siding for loading grass trucks, leading out of the south end of the loop siding. There is a falling gradient of 1 in 500 for a distance of 7,000 feet into Gholvad station from the north. This gradient continues into the station yard for about 750 feet beyond the north facing points ; the remainder of the yard is on the level. The approach to the station from the north is on the straight for several miles. The loop siding has a clear length of 1,600 feet with crossings of 1 in 10 at either end from the main line. A small culvert—one 10 feet girder span—passes under the station yard at about 400 feet from the nose of the crossing at the north end of the station.

No. 2 up mail is timed to cross No. 7 down mixed at this station.

On the morning of the 9th January 1897 No. 7 down mixed, which had arrived at Gholvad at 3-45, 2 minutes early, had been taken in on the platform siding and was standing there, waiting for No. 2 up mail to pass through on the main line. The engine of this train was on the culvert mentioned above.

The up mail appears to have been running a little late, for, though booked to pass Gholvad at 3-50, it did not actually arrive until 4-13 as per the train signal register at Gholvad station : *vide* copy, annexure No. II.

The distant and home signals had been lowered for the mail, and the pointsman had been sent out to attend to the facing points. What happened from this time up to the time of the accident is not very clear, but from the evidence it appears that the point indicator was showing a white light, which indicates that the points are set for the main line. However that was, there is no doubt that, when the engine of No. 2 up mail came on them, they were set for the siding, and that, when the engine and four leading vehicles, consisting of a brake-van, two intermediate class 6-wheel carriages, and a 1st and 2nd class Bogie Composite, had passed, the points were suddenly thrown over for the main line, thus splitting the train, which was badly damaged. The three following vehicles, the mail van, the 4-wheel 2nd class and the 1st and 2nd Bogie Composite, which were derailed, were all very badly damaged. The remaining vehicles on the mail were practically intact. The permanent way of the through line was consideraby torn up and damaged for a distance of some 300 feet from the crossing.

The point lever is a Bransome and Rapier, and the Switch rails are locked over by a cotter and padlock locking the lever.

In all five persons were killed including the porter who went down to the points to hand over "line clear" to the driver of the up mail, the other four being passengers, and 24 were injured including the 2nd Guard and the 1st Fireman of No. 2 up mail. All persons killed or injured, except the porter, were in the mail train.

The main line was quickly cleared for traffic, and on the arrival of fresh engines and rolling stock the up mail was despatched to Bombay in two portions, the first leaving at 12-8 and the 2nd at 13-8. In the second portion most of those injured in the collision who had been attended by the Company's Medical Officers were sent to Bombay. No. 7 down mixed left Gholvad at 13-35. In annexure No. III will be found a list of the killed and wounded, and in annexures Nos. IV and V a list of the damage to rolling stock and permanent way.

Evidence.

W. Little, Driver of Up Mail, 18 years' service next April.—I arrived at Daman (mileage 108) at 3-10 and left at 3-30 correct time. When I approached Gholvad, I saw all signals given all right; the north distant and home signals both showed green, and the south starting signal showed all right. The point indicator showed a bright white light, and the pointsman's hand signal showed a green light. Just to the south of the points, between the two lines, I saw the porter with the line-clear hoop and a white light. The white indicator light was perfectly steady and facing me full. I saw the two white lights distinctly up to the last. I was running about 15 miles an hour over the points. I saw No. 7 down standing on the platform siding showing a bright red head light. When I was about over the points, I felt I was not going on the main line, and I applied the vacuum brake, and immediately afterwards I collided with the engine of No. 7 down mixed. During the accident both my gauge glasses broke, and I was enveloped in steam. I then got out of my engine and asked for the 2nd Guard, as I saw the brake-van was telescoped, and I saw him sitting on a box outside. He was injured in the face. I then went back to the facing points and saw they were properly set for the main line, and the indicator showing a white light. I did not notice anything wrong with the points. I asked the pointsman what he had been doing. He told me he did not know anything, that the points were properly set for the main line. The day Station Master was the first person I saw at the points. The Head Guard came up some little time afterwards. He informed me that he had noticed I had applied the vacuum brake. I hand in the card of a gentleman, a passenger by the mail, who will corroborate my statement as to seeing a white light at the points.

W. Little, recalled.—I did not see the points moved to and fro. I do not know whether the points were locked or not. I did not look to see.

C. C. Fernandez.—I was 2nd Fireman of No. 2 up mail engine No. 102. I have two years' service. I saw the indicator light showing white as we approached Gholvad station. I was standing on the right of my engine to take the line clear ticket, and the collision threw me off. I afterwards remained near the engine.

N. F. DeSouza, 23 years' service.—I was Driver of No. 7 down. I was standing in the platform siding of Gholvad station. My engine was over the culvert. I saw the in-coming mail and told my fireman to put on coal. I saw the indicator light showing white (the indicator shows the same before and behind). When I saw the engine of the mail coming on the siding, I called to my fireman to reverse the lever, which being a screw lever took time. Meanwhile I whistled and opened my regulator wide, the collision occurred and I was thrown to the ground. I cannot say whether my train was in motion backwards when the collision occurred.

About 45 minutes afterwards I walked to the points, and the pointsman worked the points, and I believe they moved all right, the pointsman remarked "my points are all right." Later on, when it was day-light, I noticed the rod was uncoupled. The mail engine was some distance from the points when I noticed the white indicator light.

Re-called.—I did not notice any padlock on the lever bolt.

(*Note.*—The 1st Fireman was injured in the accident and sent to Bombay. His evidence accordingly was not taken.)

M. S. Francis, 1st Fireman of Engine No. 157 of No. 7 Down Mixed.—I saw the points indicator light showing white. I did not go up to the points.

T. Phipps, Permanent-Way Inspector, 18 years' service.—I have been on this district one month. I was on the site of the collision about half an hour after the accident occurred. When I arrived, I met a pointsman, who told me that the points were all right. I said 'Never mind' and went up to the points myself. The points were not then locked. I threw the point lever over and the points and the indicator moved all right, and the pointsman said, "The points are all right, sahib."

My Sub-Inspector was then busy at the site of the collision, and I then joined him. I saw neither the Station Master nor the Deputy Station Master until about day-light. Later on at about day-break I again went to the points with Mr. Turner and the Assistant Collector, Mr. DuBoulay, and found the points and indicator disconnected from the lever, two pins having been removed. I do not know by whom this was done.

Prajee Wasinjee, Sub-Inspector, 17 years' service.—Directly after the accident my night line guard came to call me. I live just opposite to where the accident occurred. I at once came out and went to the north points. I asked the pointsman on duty what is the matter with your points. He said, "My points are all right." Then I tested the points myself and found everything in good order. There was no padlock on the cotter when I went up. I did not see any padlock about. After this I returned to the scene of the accident, and sent a man to call my Inspector.

Pointsman Gunpat Rowjee, 3 years' service as pointsman.—Before this I was 8 or 9 years as porter. I was on duty at the north points on the morning of the 9th. The last train that passed over the points before the accident was an up goods, over an hour before the mail. She came into the station on the main line, stopped and did some shunting over the south points. After the passage of this train I did not touch the points, but came to the platform and assisted in putting packages into the goods. The points were not locked. When No. 7 down left Dáhánu, I went to my north points again. The padlock was at the station. I looked at my points, the lever was properly set and cottered for the main line, and the indicator was also all right. I was at my points until the mail had passed them. I did not notice that the mail had gone on the siding. I did not show the Sub-Inspector my points. I did not see him test my points. The Deputy Station Master did not come and see my points before the mail came in. The Deputy Station Master did not come at all. The Station Master came to see the points about 15 minutes after the accident.

Deputy Station Master Damubhoy Brijlall, 13 years' service.—I have been Deputy Station Master here for the last four years. I did not go to the north facing points before the mail came in, as No. 7 down was in the siding. The last train that passed was the up pick-up goods, and was received on the main line. I did not go to the points and lock them, because I saw from the indicator that they were set for the main line. The padlock for the points was in my office. I did not go to the points after the accident. I was engaged in sending messages.

Station Master Talubhoy Surbhoy, 20 years' service, 10 years in this Station.—I went to the

points after the accident at about 4-30. The points were then all right. They were set for the main line. Driver Little was with me. I again went at day-light with a Mr. Knox and some other 1st Class passengers, and showed them that the points were all right for the main line. Soon after the day signalman, Burka Devaji, before taking charge, came to me and said the pin of the connecting-rod of the points is missing. I then went with the Assistant Collector and found two of the pins had been removed and were missing. These pins were subsequently found down the bank near the points.

Burka Devaji, Pointsman, about 7 years' service.—I went to the north facing points at 6 o'clock, and when I turned them, I found two pins had gone. I brought this to the notice of the Station Master.

Muneckji Sorabji Dalal, 18 years' service, Head Guard of 2 Up Mail on 9th instant.—When approaching Gholvad, I saw all signals clear for the train to pass. When passing north main points, I felt a shock. I was looking out on the western side. The indicator light showed white before and after the accident. The points indicator showed white before the engine entered the points. We were, when at the points, travelling at about 10 to 15 miles per hour. I went to look back at the points after the accident, and everything at the points after the accident was in perfect order. If any bolts had been out, I should have noticed it, but I did not actually turn the points. I went at about 7 o'clock with another party to the points, and we then saw that the connecting-rod pin was out without having turned the handle. When I first saw the points, they were set for the main line.

Mr. John Clarkson, Agent and traveller of the Incandescent Oil Lamp Company, 65 and 67, Esplanade Road.—I was a passenger by the up mail on the 9th instant. I was awake before arriving at the Gholvad station. I noticed the speed of the train slackening and looked out and forward on the right-hand side. I saw nothing then, but when I noticed that the train was still reducing its speed, I looked out again forward and noticed one white steady light. I did not notice any green light. When I noticed the light, I should say we were then travelling at 25 miles per hour; when we got up to the light, we were going about 15 miles per hour. I passed this white light, but before I passed the white light, I noticed the front portion of the train turn to the right. Something seemed to go wrong with centre of the train, and there was a crash and the train stopped. After that I did not look for the light at the points again. When I returned later, just before day-light, I did not see the indicator burning, but met a person who had found the bolt removed from the connecting-rod. I have been running as Guard on the G. I. P. Railway from 3rd February 1890 to 22nd December 1891, as shown per certificate by Mr. H. Conder.

Finding.

We are of opinion that the points were set for the main line to receive No. 46 up goods, and remained so until just before the up mail reached them. The pointsman at this moment, through one of those errors of judgment it is so difficult to account for, threw them over for the siding, or it is possible he may have dropped off to sleep, and on being waked up by the in-coming mail almost unconsciously threw them over. Either way on seeing he had made a mistake, he tried to rectify it too late and so split the train.

We hold also the Deputy Station Master to blame for not examining the points before the train came in, in accordance with Rule No. 36 of the Working Time Table, page 40. His excuse that he had not time is untenable. He gave the departure of No. 46 up goods to Dáhánu at 2-15, and he did not receive warning for the down mixed until 2-54, an interval of 39 minutes.

The evidence, we also think, shows that the Deputy Station Master did not even take the precaution of sending out the points padlock with instructions to the pointsman to lock the points. Had he done even this, the accident in every probability would not have happened. We are of opinion that the two bolts being out of the working parts of the points had nothing to do with the accident. They were, we think, taken out afterwards by the pointsman to try and screen himself from blame.

We think both men should be prosecuted.

Summary.

From an inspection of the site of the collision, the following points were amply clear:—

(*i*) The engine and four leading vehicles of the mail train took the platform siding on which No. 7 down mixed was standing, whilst the remaining portion in rear took the main line.

(*ii*) The points had been tampered with, the bolts connecting the lever with the switch rails and the disc indicator having been removed.

(*iii*) The engines of No. 2 up mail and No. 7 down mixed collided at about 400 feet from the nose of the facing crossing, and the latter train was driven back a distance of about 120 feet.

Taking now the evidence given by the witnesses before the joint committee of enquiry I find—

(*i*) That the disc indicator at the north facing points showed a white light to the approaching train, which, assuming that the points and indicator were in working order, would indicate that the points were set for the main line.

(*ii*) That the speed of the mail over the facing points probably exceeded the maximum speed of 10 miles an hour laid down by the Government of India in Rule 131, Part I, Chapter XIII, of the General Rules for open lines of Railway, 1895. The evidence to the effect that the disc indicator showed a white light to the approaching mail, whilst we have the fact that the front portion of the up mail took the platform siding, would at first lead to the supposition that the point bolt had been

tampered with prior to the accident; but had this been the case, I am of opinion that the whole of the mail train would, in all probability, have followed the fore portion into the siding; and, in any case, had the fact that the switch rails were loose and disconnected from the lever handle been the cause of the derailment of the centre portion of the mail train, I am of opinion that the derailment would have occurred at or near the heel of the switch rails, and not, as actually happened, at or near the crossing. Had disconnected switch rails been the cause of the splitting of the train, the wheels of the first derailed vehicle would have run on the outer rails of the main line and siding through the points, until, owing to the divergence of the two lines, the wheels on one or other side would have dropped off. In this case the tendency would have been for the wheels to have left the main line rail, and the chairs and sleepers between the heel of the switch rails and the nose of the crossing would have been marked and broken: whereas, in fact, the first mark caused by the derailment was only some 25 feet from the nose of the crossing. In other words, to have effected such a distinct splitting of the train as actually occurred, I am of opinion that the switch rails must have been thrown over firmly and sharply, and that this must have been done by the pointsman moving the lever on finding out that the mail had taken the platform siding. If the evidence as to the disc indicator showing a white light to the approaching train is to be accepted, the only explanation compatible with the above argument is that the pointsman in a fit of absence of mind, thinking the points wrongly set, suddenly threw them over for the siding and then too late realised his mistake. Personally I accept the evidence as to the disc indicator showing a white light with reservation, for both the pointsman and the porter with the "line-clear" hoop held hand lamps showing white lights in their hands, and either of these might very easily have been mistaken for the indicator light.

I inspected the switch rails and disc indicator and lever immediately on my arrival and with bolts replaced. They were all in perfectly good order.

The missing bolts which connected the switch rails and disc indicator with the lever were, I may add, picked up later on at the foot of the bank below the points, where they had evidently been thrown down.

The Deputy Station Master on duty at the time admits in his evidence that he omitted to examine and lock the facing points prior to the arrival of No. 2 up mail, in accordance with Rule No. 36 (*a*) of the Bombay, Baroda and Central India Railway Company's Working Time Table.

Conclusion.

In conclusion I agree generally with the finding of the joint committee of enquiry.

I am of opinion that the Deputy Station Master who was on duty at the time of the accident was primarily to blame for not carrying out the orders laid down in Rule 36 (*a*) of the Company's Working Time Table, which runs as follows:—

"*Locking Facing Points.*—At all stations on the single line of rail where Mails, Special Mails, Special Passenger, Special Mixed or Special Goods Trains are to be passed without stopping, the Station Master or Deputy Station Master, whoever may be on duty, must invariably, in ample time before the train is due to be signalled from the station in advance, proceed to the points facing the train and see that they are securely laid over. He must then lock them and take the key with him, so that the points cannot be altered until the train has passed over them."

Had he carried out these orders, the accident could not have occurred. I consider the pointsman on duty at the points at the time to blame also for neglect of duty under Rule 36 (*d*) of the Company's Working Time Table. This rule is as follows:—

"The fact of the points being locked will not in any way interfere with the rule that pointsmen are in all cases to hold the levers of facing points as heretofore in order to steady the points, nor does it in any way relieve them from the responsibility for the proper working of the points entrusted to their charge."

The Driver of the up mail is, I think, to blame for running at a higher speed than 10 miles an hour through facing points. In his evidence he himself admits that he was running at about 15 miles an hour over the facing points.

As is shown in the finding of the joint committee of enquiry, the Deputy Station Master had ample time to go out and lock the north facing points for the up mail, and to his neglect in doing so the collision is primarily attributable.

Finally, I am of opinion that, in order to lessen the liability of an accident of a similar nature in the future, some system of interlocking both home and distant signals with the points should be introduced at all stations on the single line of the Bombay, Baroda and Central India Railway.

BOMBAY,
The 22nd January 1897.

W. D. WAGHORN, *Lieut., R.E.,*
Government Inspector.

Annexures—

I.—Sketch Plan of Gholvad station yard showing the site of accident.
II.—Train signal register at Gholvad station.
III.—List of passengers killed and injured.
IV.—List showing damage done to the rolling stock.
V.—List of damage to the permanent way.
VI.—Composition of the trains.

Note by the Senior Government Inspector.

This report reached me on 1st February. I have discussed the whole matter with Mr. Waghorn. The cause of the accident seems to me quite clear, *i.e.*, that the facing points were set to admit the up mail on to the platform siding, and that they were altered whilst the train was passing over them.

That they were set for the platform siding is primarily due to the negligence and disobedience of orders of the Deputy Station Master on duty—Damubhoy Brijlal—in not having gone himself and, after having seen them properly set, locked them and taken away the key. He has been placed on his trial, which is now in progress.

2. This is quite proper and right so far, but of course the duty of keeping a constant watch and ensuring that rules are obeyed and not allowed to become dead-letters, rests with the responsible officers of any department that appoints and controls the staff.

3. I am exceedingly doubtful regarding the speed of the mail train at the time she passed the facing points. It is said in the evidence to have been about 15 miles an hour, and the Driver says he noticed that he was on the wrong road, which he saw had a train on it, "when I was about over the points," or 498 feet from the point of collision, *i.e.*, the culvert. Now, this was a vacuum brake train, and 15 miles an hour is 22 feet a second; so the engine must, at that speed, have taken 22 seconds to do this distance, or even allowing 6 seconds as necessary to get the full effect of the brake, there would have been 16 seconds in which the brake would have been acting fully, or say through 370 feet: even neglecting any retarding effect of the splitting of the train, I incline to think that had she only been going 15 miles an hour her speed would have been so materially reduced before she reached the culvert that she never could have pushed No. 7 down back 120 feet. I know that in certain experiments in England a train 500 feet long weighing 195 tons and running at 50 miles an hour on the level was brought to rest in 21 seconds and 770 feet, and when the same train was running 36 miles an hour she was brought to rest in 459 feet. It is true that in this case the train was on a down grade of 1 in 500, but judging from the results of the accident I incline to think that (*a*) the brake was not applied when the Driver says it was, or (*b*) it did not act effectively, or (*c*) the speed was considerably over 15 miles an hour.

4. It would be interesting if the Bombay, Baroda and Central India Railway authorities, whose line is admirably suited for the purpose, could carry out experiments to determine the actual distance at which, under normal circumstances, a train can be brought to rest when travelling at various speeds.

BOMBAY,
The 3rd February 1897.

H. O. SELBY,
Senior Government Inspector.

ANNEXURE No. II IN APPENDIX A TO THE ABSTRACT RETURNS OF ACCIDENTS FOR THE THREE MONTHS ENDING WITH THE 31ST MARCH 1897.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Train signal register at Gholvad station, Saturday, the 9th day of January 1897.

Warning received.	Obstruction Danger signal received.	Departure received.	Warning given.	Obstruction Danger signal given.	All clear signal given.	Departure given.	All clear signal received.	Description of Train.	Number of Engine.	Arrived.	Name of Driver.	Name of Guard.	Number of Vehicles arrived.	Number of Vehicles on departure.	Departed or passed.	Signaller's Initials.	Remarks; also the time and description of any signal given or received for which a special column is not provided.
								46 Up Goods.									
1·32	1·32	1·35	1·56	1·56	2·2	2·15	2·37	46 Goods	...	2·2	Little, Junior.	Savakshaw.	25	28	2·15	(Signed) D'AMOOBHOY B., *Deputy Station Master.*	
								2 Up Mail.									
3·46	3·46	3·56	3·56	3·56	4·13	...	...	2 Mail	...	4·13	W. Little, Senior.	Manekjee.	...	...	...	(Signed) D'AMOOBHOY B., *Deputy Station Master.*	
								7 Down Mixed.									
2·54	2·54	3·25	13·27	13·27	3·45	13·35	14 o'clock	7 Down Mixed.	...	3·45	DeSouza	Peroshaw.	20	20	13·35	(Signed) D'AMOOBHOY B., *Deputy Station Master.*	

ANNEXURE No. III IN APPENDIX A TO THE ABSTRACT RETURNS OF ACCIDENTS FOR THE THREE MONTHS ENDING WITH THE 31ST MARCH 1897.

List showing names of people found dead after the accident, 9th January 1897.

(1) Gopal Vala, *Hindu* . . — He had his friends with him. Body given over to the friends.

(2) Dahood Ismail . . . — Gholvad station porter. Dead body given to his relatives, who took the body to Navsári.

(3) Abdul Hussein Abdul Tyab . — Body taken to Surat by his friends.

(4) One Mahomedan, name *unknown* . . . . — Body taken to Surat.

(5) One Bori Mahomedan, name *unknown* . . . . — " "

Names of passengers injured during the Collision of Up Mail with the No. 7 Down Mixed Train on 9th January 1897.

Name of Passenger.	Caste.	Sex.	Amount of Injury.	Nature of injury.
1. Ratanji Sorabji . . .	Parsi . .	Male .	Dislocation, right arm, and contused wound of scalp.	Serious.
2. Sorabji Nowroji . . .	" . .	" .	Wound of scalp . . .	"
3. Vithal Tukaram, Tailor . .	Hindu . .	" .	Fracture, leg . . .	"
4. Narsu Naran Lavan . .	" . .	" .	Fracture of upper arm . .	"
5. Pandu Balu	" . .	" .	Contused wound, leg . .	"
6. Deoraj Naran Lavan . .	" . .	" .	" face . .	"
7. Ratansi Karamsi . . .	" . .	" .	Lacerated wound, hand . .	"
8. Shriband Wandrasingh . .	" . .	" .	" " . .	"
9. Itadin Mahomed . . .	Mussalman .	" .	Contused wound, face . .	"
10. E. M. Majia	Parsi . .	" .	" " . .	"
11. Parsidas Jetha . . .	Hindu . .	" .	" " . .	"
12. Rupchand Anupchand . .	" . .	" .	Compound commuted fracture, thigh.	"
13. Popat Manekchand . . .	" . .	" .	Simple fracture, right arm and thigh.	"
14. Fireman	...	" .	Wound scalp . . .	"
15. Abdul Hussain . . .	Mussalman .	" .	Fracture, base of skull . .	"
16. Mr. Mitchell . . .	European .	" .	Lacerated wound, scalp and shoulder.	"
17. Surka Bheran . . .	Hindu . .	" .	Contused wound, scalp . .	"
18. Abdul Karim	Mussalman .	" .	" heel . .	"
19. Byramji M., 2nd Guard, Up Mail.	Parsi . .	" .	" face . .	"
20. Tribhowan Bansi . . .	Hindu . .	" .	" hand . .	"
21. Jiwan Bhanu	" . .	" .	Dislocation	"
22. Lallu Mahadeo . . .	" . .	" .	Contused wound, scalp . .	"
23. Premchand Anupchand . .	" . .	" .	" leg . .	"
24. Jankisondas Sambolal . .	" . .	" .	" " . .	"

Annexure No. IV in appendix A to the abstract returns of accidents for the three months ending with the 31st March 1897.

List showing damage done to Rolling stock in the collision between Up Mail and No. 7 Down Mixed Trains at Gholvad, on 9th January 1897.

Engine No. 102	Frames broken off square with front of smoke box; leading axle of bogie bent; right wheel partially forced off the axle; axle-box broken; centre pin broken; cattle guard and buffer beam smashed; right cylinder cover broken; right driving horn check studs broken; intermediate spring and buffer sockets broken, and also a hole in the bottom of smoke-box.
Engine No. 157	Buffer beam bent back on to the cylinder covers; cattle guard smashed and head lamp damaged.
No. 446.—P. L. Brake-van	Smashed to pieces and telescoped in the end of intermediate carriage No. 911.
„ 911.—Intermediate class carriage	Half the carriage smashed and two buffers broken and one pair of wheels derailed.
„ 136.—Bogie composite carriage (Godhra-Rutlam Railway).	One end compartment smashed. Two foot-boards and two buffers broken and one draw-bar bent.
„ 918.—Intermediate class carriage	One buffer casting broken and buffer rod bent.
„ 55.—Second class carriage	Carriage derailed and smashed to pieces.
„ 511.—Intermediate class carriage with mail compartment.	„ „ „
„ 137.—Bogie composite carriage	Capsized and thrown off on one side; two axles broken; foot-boards, sun-shade boards and one end smashed to pieces and one draw-bar bent.
„ 7244.—B. class wagon	Seriously damaged and badly bent.
„ 11101.—D. class wagon	Both pair wheels derailed, capsized and thrown off the road; six axle-boxes, 3 axle-guards and 4 cross-bars broken; 3 axle-guards and sole-bars bent.
„ 476.—Horse-box	Smashed to pieces and telescoped in one end of Bogie third class carriage No. 621.
„ 621.—Bogie third class carriage	Two buffers broken and two foot-boards broken; one end with two compartments smashed to pieces.
„ 448.—P. L. Brake-van	One gas lamp bottom glass cracked.

Total estimated cost Rs. 48,750.

Annexure No. V in appendix A to the abstract returns of accidents for the three months ending with the 31st March 1897.

List of damage to permanent-way caused by the collision at Gholvad station on the 9th March 1897.

	Cost of materials when new. Rs.	a.	p.
95 Intermediate chairs broken	51	2	0
4 Rails broken	44	0	0
10 Bolts broken	0	10	0
1 Rail slightly damaged	7	0	0
24 Sleepers broken	60	0	0
25 Spikes damaged	1	6	0
1 in 10 crossing broken, unserviceable	90	0	0
	254	2	0

ANNEXURE No. VI IN APPENDIX A TO THE ABSTRACT RETURNS OF ACCIDENTS FOR THE THREE MONTHS ENDING WITH THE 31ST MARCH 1897.

Composition of No. 2 Up Mail and No. 7 Down Mixed in the Gholvad Accident of the 9th January 1897.

No. 2 UP MAIL.

(ALL VEHICLES FITTED WITH THE VACUUM BRAKE.)

Mail Class Engine (badly damaged).
1st.—Brake-van (broken up and telescoped into six-wheel intermediate class carriage in rear).
2nd.—Six-wheel intermediate class carriage (very badly damaged).
3rd.—Six-wheel intermediate class carriage (intact).
4th.—First and second class composite bogie (badly damaged).
5th.—Mail van (thrown off the road and broken up).
6th.—Four-wheel second class carriage (thrown off road and very badly damaged).
7th.—First and second class composite bogie (thrown off road and very badly damaged).
8th.—Six-wheel intermediate class carriage,
9th.—Six-wheel intermediate class carriage,
10th.—First and second class composite bogie,
11th.—Road van,
12th.—Brake-van,
} Intact and standing on the main line.

No. 7 DOWN MIXED.

L. Class Engine (badly damaged).
1st.—B. Class iron wagon (badly damaged).
2nd.—D. Class wagon (six-wheel) (badly damaged and turned over).
3rd.—Horse-box (very badly damaged and slightly telescoped into third class bogie carriage in rear).
4th.—Third class bogie carriage (badly damaged, end broken in).
In addition to above there were in rear of these—
Eight four-wheel third class carriages,
One first and second class composite bogie,
Two luggage vans,
One road van,
One brake van,
} All intact,
Making a total of 17 vehicles including two bogies and one six-wheel vehicle.

G. I. C. P. O.—No. 91 P. W. D.—10-7-97—513—P. C. M.

B. B. & C. I. R.

SKETCH PLAN SHEWING POSITION OF VEHICLES AFTER THE COLLISION BETWEEN No. 2 UP MAIL AND No. 7 DOWN MIXED AT GHOLVAD ON JANUARY 9th, 1897.

No. 419 R. Stat.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

Simla, the 24th September 1897.

RECEIVED 5 OCT. 1897 MADRAS.

Returns of accidents on Indian railways for the three months ending with the 31st March 1897.

Read again—

Government of India order No. 10 R. Stat., dated the 16th January 1896.

Government of India order No. 469 R. Stat., dated the 25th November 1896.

Read also—

The following note by the Director General of Railways, No. 350 Stat., dated the 17th September 1897, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the three months ending with the 31st March 1897.

1.—Accidents to trains, rolling stock, permanent-way, etc.

Accidents to trains, rolling stock, permanent-way, etc., during the three months ending with the 31st March 1897, as shown under abstract No. 4, on pages 14 and 15 of the accompanying returns, caused the death of 8 and injury to 45 persons. The table below shows that, while the number of persons killed and injured was somewhat above the average (due mainly to the accident at Gholvad station, on the Bombay, Baroda and Central India railway, on the 9th January 1897, in which 5 persons were killed and 24 injured), the total number of accidents was considerably below the average.

The forms of accident returns having been revised with effect from the 1st January 1895, under the orders in Government of India Circular No. 7 Railway, dated the 19th April 1895, the averages with which comparison is made are those of the corresponding periods of 1895 and 1896 only. From the year 1900 the averages will be those of the corresponding periods of the previous five years.

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.									
Three months ending with the 31st March 1897 .	16	519	535	4	(a)31	3	11	7	42
Average of the corresponding periods of the two previous years	23	593	616	1	(a)22	3	11	4	33
Metre gauge.									
Three months ending with the 31st March 1897 .	27	405	432	...	(b) 3	1	...	1	3
Average of the corresponding periods of the two previous years	22	454	476	(b)2	1	...	2	2	3
Special gauges.									
Three months ending with the 31st March 1897 .	3	24	27	...	...	...	...	...	...
Average of the corresponding periods of the two previous years	3	16	19	...	...	...	...	...	...
Total all gauges for the three months ending with the 31st March 1897	46	948	994	4	(c)34	4	11	8	45
Average of the corresponding periods of the two previous years	48	1,063	1,111	(a)3	(a)23	3	13	6	36

(a) Of these, two were not passengers.
(b) Not passengers.
(c) Of these, five were not passengers.

2. The following table compares the variations in the mean mileage worked, the train-mileage and the number of accidents with the average, and shows that, notwithstanding an increase of 5·53 per cent. in the mean mileage worked and of 1·10 per cent. in the train-mileage run during the three months ending with the 31st March 1897, the number of accidents decreased by 117 or 10·53 per cent. as compared with the average of the corresponding periods of the two previous years:

	INCREASE OR DECREASE, AS COMPARED WITH THE AVERAGE OF THE CORRESPONDING PERIODS OF THE TWO PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	No.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	— 81	—13·15	+ 562	+ 5·05	— 71,937	— 0·60
Metre	— 44	— 9·24	+ 501	+ 6·40	+ 251,731	+ 4·92
Special	+ 8	+42·11	...	...	+ 9,450	+ 8·14
TOTAL	—117	—10·53	+1,063	+ 5·53	+189,244	+ 1·10

3. The following table, showing the increase and decrease of accidents of different classes on the standard and metre gauge lines, brings out the fact that, although the general total showed a decrease, there were large variations in the number of accidents of different classes, as compared with the average of the corresponding periods of the two previous years:

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
Standard gauge.				
Collisions between goods trains or parts of goods trains	+ 1	—17	—16	—69·57
Goods trains or parts of goods trains, engines, etc., leaving the rails	— 3	—33	—36	—78·26
Trains running over cattle on the line	...	+22	+22	+10·95
The bursting of tubes, etc., of engines	...	—13	—13	—38·24
Metre gauge.				
Goods trains or parts of goods trains, engines, etc., leaving the rails	+ 2	—12	—10	—35·71
Trains running over cattle on the line	+ 1	+40	+41	+20·81
The bursting of tubes, etc., of engines	...	—18	—18	—78·26
The failure of machinery, springs, etc., of engines	...	—14	—14	—29·17
Fire in trains	...	—19	—19	—70·37
Under the head "Other accidents"	— 1	—16	—17	—62·96

It will be observed from the foregoing that, except the head "Trains running over cattle on the line", all the other heads showed decreases.

4. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 64; next to that line comes the South Indian railway with 52, then the East Indian railway with 35, the Madras railway with 33, the Rajputana-Malwa railway with 31, and the Eastern Bengal State railway (standard gauge) with 30. This is believed to be, to some extent, due to a larger number of animals having strayed or been driven on to railway land for grazing purposes, owing to the scarcity of fodder due to the prevailing drought.

In relation to the train-mileage run, the highest proportion was on the Cooch Behar railway, which gave an average of 1 accident in 1,894 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 4,961; then the Bengal Dooars, the Morvi, the Jorhát, and the Jodhpore-Bickaneer railways with averages of 1 in 6,912, 1 in 8,646, 1 in 9,794 and 1 in 10,515, respectively.

The lowest proportion was on the Bengal and North-Western railway, *viz.*, 1 in 234,949 train-miles run, the Great Indian Peninsula railway coming next with 1 in 216,396, then the East Indian railway with 1 in 93,985, the North Western State railway with 1 in 87,662, the Burma railways with 1 in 61,535, and the Oudh and Rohilkhand State railway with 1 in 58,121.

5. Taking the total number of accidents to trains, rolling stock, permanent-way, etc., the proportion of accidents to train mileage run was highest on the Jorhát State railway, on which 1 accident occurred on an average in 1,632 train-miles; next to that line comes the Cooch Behar railway, with 1 accident in 1,894, train-miles; then the Assam-Bengal, the Morvi, the Bengal Dooars and the Rohilkund and Kumaon (including the Lucknow-Bareilly section) railways, with averages of 1 in 2,997, 1 in 3,325, 1 in 3,456, and 1 in 6,553, respectively. The lowest proportion was on the East Indian railway, *viz.*, 1 in 36,550 train-miles, the North Western State railway coming next with 1 in 28,097, then the Indian Midland railway with 1 in 27,442, the Rajputana-Malwa railway with 1 in 25,573, the Great Indian Peninsula railway with 1 in 25,211 and the Oudh and Rohilkhand State railway with 1 in 24,217.

II.—Accidents from other causes not involving accidents to trains, etc.

6. The casualties to passengers, servants in the employ of railways or of contractors, and to others, from causes not involving accidents to trains (which are detailed in abstract No. 2) are compared separately, for each gauge, with the average of the corresponding periods of the two previous years in the table below:

GAUGES	THREE MONTHS ENDING WITH THE 31ST MARCH 1897.								AVERAGE OF THE CORRESPONDING PERIODS OF THE TWO PREVIOUS YEARS.							
	PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.		PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	12	44	36	53	103	22	151	119	14	26	24	55	74	16	112	97
Metre	2	14	13	14	25	13	40	41	4	10	14	19	28	10	46	39
Special	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1
TOTAL	14	58	49	67	128	36	191	161	18	36	38	75	102	26	158	137

It will be seen from the foregoing table that, except under "Passengers killed", and "Servants injured" the number of persons killed and injured compares unfavourably with the average of the corresponding periods of the two previous years. The increase is attributable, to some extent, to the additional mileage worked, due to the opening of new lines.

III.—Accidents in which the movement of vehicles used exclusively upon railways was not concerned.

7. The following table shows, for the several gauges, the number of persons reported to have been killed or injured by accidents in which the movement of vehicles used exclusively upon railways was not concerned. Comparative figures for the corresponding previous quarter are also given:

	THREE MONTHS ENDING WITH THE 31ST MARCH 1897.		THREE MONTHS ENDING WITH THE 31ST MARCH 1896.	
	Killed.	Injured.	Killed.	Injured.
Standard	8	28	14	41
Metre	10	12	...	9
Special	...	1	...	1
TOTAL	18	41	14	51

IV.—Statistical results.

8. The following table gives certain statistical results for the period under review, comparing the number of passengers killed and injured by accidents to trains and from all causes with the number carried and the number of passenger-units carried one mile. Comparative results based on the average figures of the corresponding periods of the two previous years are also given:

Particulars.		Three months ending with the 31st March 1897.				Average of the corresponding periods of the two previous years.			
		Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked	Miles	11,692	8,325	267	20,284	11,130	7,824	267	19,221
Train-mileage run	Miles	11,902,687	5,368,224	125,572	17,396,483	11,974,624	5,116,493	116,122	17,207,239
Number of passengers carried	No.	20,668,659	13,985,973	218,016	34,872,648	22,213,477	13,372,786	231,683	35,817,946
Number of passenger-units carried one mile	No.	1,002,364,332	521,954,117	5,638,964	1,530,007,413	1,083,415,176	526,970,747	6,067,634	1,616,453,557
Number of accidents	No.	535	432	27	994	616	476	19	1,111
Do. do. per 100,000 train-miles run	No.	4·49	8·05	21·50	5·71	5·14	9·30	16·36	6·46
Number of passengers killed by accidents to trains	No.	4	...	...	4	1	...	...	1
Proportion of above to number carried	No.	1 in 5,167,165	...	...	1 in 8,718,162	1 in 22,213,477	...	...	1 in 35,817,946
Number of passengers injured by accidents to trains	No.	29	...	...	29	20	1	...	21
Proportion of above to number carried	No.	1 in 712,712	...	...	1 in 1,202,505	1 in 1,110,674	1 in 13,372,786	...	1 in 1,705,616
Number of passengers killed from all causes	No.	16	2	...	18	15	4	...	19
Proportion of above to number carried	No.	1 in 1,291,791	1 in 6,992,987	...	1 in 1,937,369	1 in 1,480,898	1 in 3,343,197	...	1 in 1,885,155
Number of passengers injured from all causes	No.	73	14	...	87	46	11	...	57
Proportion of above to number carried	No.	1 in 283,132	1 in 998,998	...	1 in 400,835	1 in 482,902	1 in 1,215,708	...	1 in 628,385
Number of passengers killed and injured from all causes	No.	89	16	...	105	61	15	...	76
Proportion of above to number carried	No.	1 in 232,232	1 in 874,123	...	1 in 332,120	1 in 364,155	1 in 891,519	...	1 in 471,288
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile.	No.	1 in 11,262,521	1 in 32,622,132	...	1 in 14,571,499	1 in 17,760,905	1 in 35,131,383	...	1 in 21,269,126

It will be seen that the comparison is generally unfavourable for the reasons explained in paragraph I (1) *ante*.

V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the first quarter of 1897.

9. The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of life or injury to person, and shows the railways on which they occurred:

Railway.	Number of accidents reported during the 1st quarter of 1897.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
East Indian	3	...	3	...	2	...	5
Indian Midland	1	...	1	...	...	...	1
North Western	1	...	...	2	2	2	2
Oudh and Rohilkhand	1	...	2	...	...	...	2
Eastern Bengal	2	...	3	...	2	...	5
Great Indian Peninsula	2	...	...	...	3	...	3
Bombay, Baroda and Central India	1	4	22	1	2	5	24
Metre gauge.							
Burma	1	...	...	1	...	1	...
Eastern Bengal	1	...	1	...	...	...	1
Bhávnagar-Gondal-Junágarh-Porbandar	2	...	2	...	...	...	2
Total	15	4	34	4	11	8	45
Average of the two corresponding quarters of 1895 and 1896.	16	3	23	3	13	6	36

The increase in the total number of persons killed and injured during the first quarter of 1897, as compared with the average of the corresponding quarters of the two previous years, was mainly, as already explained in paragraph 1, due to the accident at Gholvad station on the 9th January 1897 on the Bombay, Baroda and Central India railway. Particulars of this accident are briefly given in paragraph 10.

10. A brief description of accidents which resulted in loss of life or injury to person is given below.

East Indian railway.—On the 7th January 1897, an up goods train collided with another standing on the home line at Gangpur station. The accident was due to the carelessness of the station master, who assuming that the latter train had passed his station allowed the former train in. Two railway servants were injured.

On the 11th January 1897, an outgoing engine of a mail train collided with the front brake-van while backing on to the train at Tundla. Two passengers were slightly injured.

On the 3rd February 1897, a country cart was run into by the branch train on the Cawnpore Mills branch, owing to the bullocks having taken fright. One of the occupants of the cart was injured.

Indian Midland railway.—On the 17th February 1897, a down mail train ran into a bullock-cart at the level crossing at mile 281, between Antri and Gwalior stations, owing to the gates not having been closed by the gate-keeper before the arrival of the train. The cartman was injured.

North Western State railway.—On the 23rd January 1897, a sub-inspector's trolly was run into by an up Quetta mail train in a deep cutting at mile 479—17 near Kóchálí, owing to neglect on the part of the sub-inspector. Two railway servants were killed and the sub-inspector and a trolly man were injured.

Oudh and Rohilkhand State railway.—On the 12th February 1897, the engine of an up mail train while backing collided with the train at Fyzabád. Two passengers were slightly injured by the shock.

Eastern Bengal State railway.—(standard gauge). On the 15th January 1897, during shunting operations, an Eastern Bengal State railway up goods train collided with an East Indian railway up goods train at Naiháti station, owing to the carelessness of the shunter. A railway servant was injured.

On the 13th March 1897, a Bengal Central railway mixed train collided with an Eastern Bengal State railway goods train at Ránaghat junction station, owing to the carelessness of the assistant station master. Three passengers and one railway servant were injured.

Great Indian Peninsula railway.—On the 16th January 1897, an engine, while entering the locomotive yard at Sohágpur, was turned on to the wrong siding and collided with another. A railway servant was injured.

On the 26th January 1897, the traffic between Jalamb and Murtajápur, Nágpur branch, was blocked and the telegraphic communication stopped owing to trees having fallen on the wires and across the line during a heavy storm. Two railway servants were also injured by the pilotman's hut having blown down.

Bombay, Baroda and Central India railway.—On the 9th January 1897, after the engine and four leading vehicles of an up mail train, which was booked to run through Gholvad station, had passed the north points on the platform line, on which a down mixed train was standing, the pointsman discovering his mistake threw over the points for the main line, thus splitting the train and causing derailment of some of the vehicles. The front portion of the mail train collided with the mixed train, resulting in serious damage. Four passengers and a railway servant were killed and twenty-two passengers and two railway servants were injured. *A detailed report of this accident will be found in Appendix A to the abstract returns of accidents.*

Burma railways.—On the 27th January 1897, a shunting engine was allowed on to the second line, Malogon siding, at Pasundaung station, and collided with a train of empty wagons standing there, due to carelessness of the head pointsman. A railway servant was killed.

Eastern Bengal State railway.—(metre gauge). On the 17th March 1897, a down mail train ran into a cart while it was crossing the line at the level crossing at mile $\frac{16}{3}$ within the station points of Málánchi. The cartman was injured.

Bhâvnagar-Gondal-Junágarh-Porbandar railway.—On the 10th February 1897, a bullock-cart was knocked off the line by the engine of an up mail train at a level crossing near Vadal station. The cartman was injured.

On the 12th March 1897, a plough drawn by bullocks, whilst crossing the line when a down mixed train was approaching, was smashed by the engine of the train, and the ploughman was injured.

ORDER.—Ordered that the above note, with the abstract returns and appendix thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab and Burma.
The Chief Commissioners of the Central Provinces, Assam and Coorg.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor-General for Rajputana, Central India, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered, further, that the above note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

P. A. Nuttall
Under Secretary.

Documents accompanying.

1. Abstract returns of accidents for the three months ending with the 31st March 1896, and appendix thereto.

To The Joint Secy: to the Govt of Madras
Public Works Deptt,
Railway Branch

G. C. Press, Simla.—No. 1106 P. W. D.—25-9-97.—25.