Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1919-20

DATED 2nd December

[Despatch Abstract.]

Return of accidents, Madras Railway, for the third quarter of 1890.— Ordered that the memorandum from the Consulting Engineer for Railways subjoining certain information having reference to the — be forwarded to the Director-General of Railways.

Forwarded

Indexed:

[P. W. Ry. 500—8-6-00.]

TABLE No. 1.

NUMBER of PERSONS reported during the _____ MONTHS ending _____ 189 , as KILLED or INJURED ON THE _____ RAILWAY (open line) by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon the LINE 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.

RAILWAY.		PASSENGERS.														SERVANTS.																										OTHERS.										TOTAL ALL CLASSES.		REMARKS.
		From accidents to trains, &c., see Table No. 2 or Part I.		From Part II.										Total from Part II.		Total passengers.		From accidents to trains, &c., see Table No. 2 or Part I.		From Part III.																																		Total from Part III.		Total servants.		From Parts I and II.										Total others.			
				From falling between carriages and platforms.		Falling on to the platform, ballast, &c., when getting in to or out of trains.		Whilst crossing the line at stations.		By the closing of carriage doors.		Falling out of carriages during the travelling of trains.		Other accidents.						During shunting operations.		Falling off engines, vans, wagons, &c.		Coming in contact with over-bridges, &c., during the travelling of trains.		Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines.		Getting on or off trains, engines, &c.		Whilst loading, unloading or sheeting.		Whilst breaking, spragging or chocking wheels.		Whilst working at cranes or capstans.		Whilst working on the permanent-way, or in sidings.		Whilst walking along the line on the way home or to work.		Whilst walking, crossing, or standing on the line.		Whilst passing between vehicles.		Whilst attending to the machinery of engines, cleaning them, &c.		Whilst attending to gates at level-crossings.		Falling or being caught between vehicles and platforms.		Falling off ladders, scaffolds, platforms, &c.		By falling of lamps, wagon-doors, timber, weights, &c.		Whilst coupling or uncoupling wagons.		Miscellaneous.						Whilst passing over the railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.					
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.

TABLE No. 2.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c, reported during the _____ months ending _____ 189 , as having occurred on the _____ RAILWAY (open line), distinguishing the different Classes of Accidents, and the Number of Passengers and Others, and of Railway Servants, KILLED or INJURED, in each Class of Accidents.

FROM PART I.

	_____ RAILWAY.									_____ RAILWAY.								
	Number.			Number of passengers and others (a).		Number of servants.		Total all classes.		Number.			Number of passengers and others. (a)		Number of servants.		Total all classes.	
	Accidents reported to Local Government 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 Government 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																		
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line																		
3. Collisions between goods trains or parts of goods trains																		
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, &c., leaving the rails																		
7. Trains or engines travelling in the wrong direction through points																		
8. Trains running into stations or sidings at too high a speed																		
9. Trains running over cattle on the line																		
10. Trains running over obstructions on the line																		
11. Trains running through gates at level-crossings																		
12. The bursting of boilers of engines																		
12. (a) The bursting of tubes, &c., of engines																		
13. The failure of machinery, springs, &c., of engines																		
14. „ „ of tyres																		
15. „ „ of wheels																		
16. „ „ of axles																		
17. „ „ of break apparatus																		
18. „ „ of couplings																		
19. „ „ of tunnels, bridges, viaducts, culverts, &c.																		
20. Broken rails																		
21. The flooding of portions of permanent-way																		
22. Slips in cuttings or embankments																		
23. Fire in trains																		
24. Fire at stations, or involving injury to bridges or viaducts																		
25. Other accidents																		
Total all classes																		
Mean mileage worked.																		
Number of servants employed																		
Train-mileage of all descriptions																		
Number of passengers carried																		
Passenger mileage																		
Per mile open—																		
Train-mileage of all descriptions																		
Number of passengers carried																		
Passenger mileage																		
Total Passengers—																		
Killed per million of passengers																		
Injured per do. do.																		
Killed per million of passenger miles																		
Injured per do. do.																		

(a) Where persons other than passengers are killed or injured, the fact should be stated in a foot-note, the number of such persons being given.

TABLE No. 3.

RAILWAY.

Statement showing the number of enquiries into train accidents, classified under certain heads for the year 189 , as compared with ten previous years.

Class of accident.	189 .	189 .	189 .	189 .	189 .	189 .	189 .	189 .	189 .	189 .	189 .
A.—From engines or vehicles meeting with obstructions, or leaving the rails in consequence of obstructions, or from defects in connection with the permanent-way or works											
B.—From boiler explosions, failures of axles, wheels, or tyres, or from other defects in the rolling stock.											
C.—From trains entering stations at too great speed											
D.—From collisions between engines and trains following one another on the same line of rails, excepting at junctions, stations, or sidings .											
E.—From collisions at junctions .											
F.—From collisions within fixed signals at stations or sidings . . .											
G.—From collisions between engines or trains meeting in opposite directions											
H.—From collisions at level-crossings of two railways . . .											
I.—From engines or trains being wrongly run or turned into sidings, or otherwise through facing points .											
J.—On inclines											
K.—From trains on fire											
L.—Miscellaneous											
TOTAL .											

Circular No. XIX Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL AND THE NORTH-WESTERN PROVINCES AND OUDH.
THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, BURMA, AND ASSAM
THE RESIDENT AT HYDERABAD.
THE AGENT TO THE GOVERNOR GENERAL FOR RAJPUTANA.
THE DIRECTOR GENERAL OF RAILWAYS.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, CENTRAL DIVISION, AND LUCKNOW.

Revised forms of returns of accidents on Indian Railways.

SIR, Simla, the 18th September 1890.

With reference to Public Works Department Circular No. 4 Railway, dated the 5th March 1878, prescribing the forms of quarterly returns of accidents on Indian Railways, I am directed to state that the mere entry of the total number of accidents in the tables without any distinction between serious accidents and those of a minor character, is sometimes misleading, and is apt to place the railway concerned in an unfavourable position. I am therefore to request that in classifying the accidents in column 3, "For classification, see key to this part," in Part I, the word "Serious" should be put above the number in order to show which accidents were reported to the Local Government under Section 83 of the Railways Act of 1890. Two forms of Tables Nos. 1 and 2 are also forwarded herewith which should be substituted for Tables 1, 2, 3 and 4 issued with the Circular quoted above.

2. It appears desirable with a view to more closely assimilate the procedure with that followed in the preparation of the returns presented by the Board of Trade to the Houses of Parliament, that the accident returns should be cumulative, *i.e.*, for 3 months, 6 months, 9 months and 12 months, respectively, instead of as at present for each quarter separately. I am accordingly to request that the tables for the 2nd quarter should include the figures for both the first and second quarters, those for the third quarter the figures for three quarters, and those for the fourth quarter for the whole 12 months, Parts I to V containing information, as heretofore, for the quarter only.

3. In submitting the returns for the 4th quarter (which will embrace the whole year) a comparative statement showing the number of enquiries into train-accidents for the ten previous years, prepared in the accompanying form (Table No. 3) should be attached to the returns. The first comparative statement should be submitted for the year, 1891, in which the figures should be compared with those of 1890 only, the statement for succeeding years comparing with two previous years, three previous years and so on until 10 years are reached.

4. I am to request that the change of procedure indicated herein should be brought into operation with effect from the 1st July 1890.

I have the honour to be,
SIR,
Your most obedient Servant,

F. B. HEBBERT,
Offg. Under-Secretary.

Documents accompanying.
Forms of three Tables.

606 R d/24th October 1890.

Communicated to the
Consulting Engineers for
Tribunal's for information
and guidance.

/Signed/ S. Gracey Lt Col RE.
Offg: R.

Capt: Cuyler for Dy:

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras ~~and South Indian~~ Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railways is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
July	2nd	While an Engine was proceeding from the Engine shed to the second line at Jalarpet station the trailing tender wheels became derailed at points owing to the carelessness of the native fireman who held the points. He has been punished.	6				1						
	2nd	A circular patch about 6" in diameter on cushions of bottom and middle berths of a 2nd class carriage attached to a mail train was burnt at Madur station. Engine burning wood Spark-arrester and ash pan reported to be in good order.	23										
	6th	During shunting at Raichur station a G.I.P. composite was derailed at points owing [illegible] ing master who has been punished.	5										

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
July	11th	During shunting at Banga-lore city station an O. G. wagon collided with an I. C. G. wagon through the care-lessness of the pointsman and was derailed.	3										
	23rd	While an Engine was being backed into shed at Cuddapah station, all six wheels of the tender were derailed owing to provokable slacks in the line.	6										
	24th	During shunting at Podanur the Engine of a mixed train passed over unmanned points, and collided with a train of vehicles standing near. The leading wheels of a horse box were derailed. The shunting ~~must~~ ~~have~~ ~~proceeded~~ ~~at~~ ~~a~~ ~~rate~~ ~~which~~ ~~could~~ ~~not~~ fault have been reduced.	2										

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
July	31st	During shunting at Banga= =lore city station the leading wheels of a pilot Engine struck and broke off the nose of a ~ switch rail. The occurrence was due to the carelessness of the pointsman	20										
August	1st	During shunting at Banga= =lore city station the tender trailing wheels of an Engine left the rails on a curve owing to slight slacks in the road on account of heavy rains	6										
	10th	While an engine was pro= =ceeding to the carriage shed line at Cuddapah station, the leading and driving ~ wheels became derailed owing to the carelessness of the shed ~~mistry~~ in not closing and ~ locking the catches. The ~ mistry has been punished											

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
August	13th	While a down-passenger-train was standing on the platform line at Bangalore city station, a Mysore train which had received the signal to enter the second line was turned by the carelessness of the pointsman on to the platform line and collided with the former. The pointsman has been prosecuted	1										
	18th	While an Engine was returning to its train from the laterite siding at Ambatur station, all six wheels of its tender left the rails on a sharp curve.	6										
	4	Four berths and the boarding of two compartments of 1st class [illegible] train were very much burnt and damaged at 144/9 M, S. W. L. Engine burning wood. Spark-arrester and ash-pan reported to be in good order. The train was delayed 15 minutes.	23										

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
August	23rd	A stack of Borakur coal at Royapuram from 25 to 30 ft high ignited sponta=neously. The damage is estimated at 80 to 100 tons.	24										
September	2nd	Inside boards of an O. G. wagon were slightly singed in 3 or 4 places and some of the goods in it were burnt at Krishnaraja=puram station. Engine burn=ing wood. Spark-arrester and ash-pan reported to be in good order.	23										
	3rd	During shunting both the leading and the left driving wheels of an Engine were de=railed at Jalarpet station owing to the road having become soft from heavy rain	6										

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
September	12th	While the Engine of a mixed train was being brought to the turn table at Royapuram station its leading wheels and the six wheels of its tender were de=railed at points which were not manned. The driver has been punished for his care=lessness.	5										
	15th	While an Engine was pro=ceeding from the shed to be attached to an extra train at Salem, the trailing wheels of its tender became derailed owing to the points being un=manned. The Driver has been punished.	6										

R. Lod.

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
September	19th	The N. W. down mail train of the 18th September timed to cross an Extra train at Puttur at 3.16 am, collided, on leaving the station, with the rear of the Extra train and derailed 2 I. O. G. wagons, 1 O. G. wagon and the brake van by which the line was fouled. Mail Engine was also derailed. The mail train was delayed 5 hours and 42 minutes. The Chief Steward of the extra train and the Assistant Station Master were punished.	Section 2.										
	24th	The driving and trailing wheels of an Engine became de-railed at Bangalore city station owing to the careless manner in which the points [illegible] has been punished.	6										

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N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
September	30th	Two tender wheels of an Engine and one pair of covered goods wagon wheels were derailed at points at Gooty station owing to the snapping of a bolt head, which dropped between the Switch and the stock rail and prevented the Switch from properly closing home. The pointsman's mistry has been reduced.	6										

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railway during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
" —*The Cow-catcher in use on the South Indian Railway is known as the South India Railway pattern.*

DATE. Month.	DATE. Day.	Nature and Cause of Accident.
July	2	A calf was run over by a passenger train between Gudiyatam and Virinjipuram Stations. Also fences reported to be in good order. Animal not Killed
	7	A bullock was run over by a mixed train at Avadi Station. Came through a level crossing Gate. Engine was fitted with a Cow-catcher but it failed to throw the animal off. Also and wire fences reported to be in good orders.
	12	Engine of a mixed train ran through the level crossing gate at 215 miles Bangalore Branch, owing to the carelessness of the Salesman who has been prosecuted.
	13	A cow was run over by an extra train between Jerrapettai and Kamalapuram Stations. Also fences reported to be in good order. Animal not Killed.
	14	A calf was run over by a passenger train between Ambur & Vaniyambadi Stations. Came through a self closing Gate. Also fences reported to be in good orders. Animal not Killed.
	16	A buffalo was run over by a mixed train between Tyagal and Perambur stations. Also fences reported to be in good orders. Animal not Killed.
	17	A cow was run over by an extra train between Kundapuram and Buddiresipatti Stations. Also fences reported to be in good order. Animal not Killed.

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railway during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
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DATE.		Nature and Cause of Accident.
Month.	Day.	
July	21st	A cow was run over by a light Engine between madukkarai and walayar stations. Stone wall fence reported to be in good order.
	26"	A cow was run over by a goods train between Avadi and Tiruvanur stations. Aloe fence reported to be in good order.
	29"	A calf was run over by a mixed train between Sankaridrug and Cauvery stations came through gate. Aloe fence reported to be in good order.
August	12th	A bull was run over by a goods train between Vandalur and Vantimitta stations Aloe fence reported to be in good order.
	25"	A cow was run over by a mail train between Guddapah and Krishnapuram stations. Aloe and wire fences reported to be in good order.
September	4th	A bull was run over by a mail train between Viringipuram and Gudiyatam station Prickly pear and aloe fence reported to be in good order.
	8"	A bull was run over by a goods train between Mannarpur and Reddipad stations. Aloe fence reported to be in good order.
	7	A calf was run over by a mail train at a level ~~crossing~~ gate between Guddapah and Krishnapuram stations. Aloe fence reported to be in good order.
	17"	A calf was run over by a mail train between Devankundi and malur stations Aloe fence reported to be in good order.
	18"	A cow was run over by a train (description unknown) between Bundi and Renigunta stations. Aloe fence reported to be in good order.

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railway during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
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DATE.		Nature and Cause of Accident.
Month.	Day.	
September	20th	A goat was run over by a mixed train between Renigunta and Namandur stations. Also fence reported to be in good order.
"	"	A buffalo-Calf was run over by a train between Uttukuli and Tirupur stations. Also mud stone wall fences reported to be in good order.

N. B. The action of the Cow-catchers except when the contrary is stated was generally efficient.

PART I.

Return of Rails found fractured in the Permanent Way reported by the Madras Railway during the 3rd quarter of 1890.

Date when found fractured.		Nature and Cause of Fracture.
Month.	Day.	
		Nil

buffers.

			3	"	"	"	"	"	"	"	/	"	"	"			
17		A man suffering from an alleged committed suicide between Nagur and Tirumalikuppam by allowing train to pass over him.	6	-	"	"	"	"	"	"	1	"	"	"			
30		A child about 10 years of age was knocked down between Salt Colairs and Veasarpady Junction stations while endeavouring to cross the line.	6	"	"	"	"	"	"	/	"	"	"	"			

PART II.

Return of Accidents to Passengers, Persons passing over Level-crossings, Trespassers, and others on the Madras ~~and South Indian~~ Railways during the 3rd quarter of 1890, exclusive of those killed or injured by Accidents to Train, &c., printed in Part I.

Date of Accident.	Nature and Cause of Accident.	Classification.	Passengers.				Other Persons.					
			Causes beyond own Control.		Misconduct or want of Caution.		While passing over Railway at Level-crossings.		Trespassers and Suicides.		Miscellaneous not included in previous Columns.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
July 10th	A passenger holding a ticket from Mailpati to Gudiyatam station — Jumped out of a mixed train at Villi station while it was in motion.	2	"	"	"	1	"	"	"	"	"	"
24"	A passenger, in order to get a bundle which he had left behind — Jumped out of a mixed train while in motion at Jalarpet station.	2	"	"	"	1	"	"	"	"	"	"
August 10	A trespasser, while endeavouring to cross the line whilst hand shunting was being performed, was jammed in between two wagons											
25th	Musthan Saib	Cooly	Between Goody and Palamottacherry stations.	"	1	"	"	8	Fall on his hand.			
August 9th	Narainsawmy	Porter	At Salt Colours yard.	"	"	"	1	6	By the slip of a rope on a crab winch.			
16"	Moonisawmy	Carpenter	Between Tungabhadra and Matmanis stations.	1	"	"	"	19	A cotton bale fell on his foot.			
29"	Boodiah	Cooly	Do	"	1	"	"	6	Bitten by a venomous snake.			
30"	Jansen	Fitter	At Royapuram station	"	1	"	"	8	While a cross beam was being loaded on a truck it fell on his finger.			
September 1st	Ponen	Riveter	Between Goody and Palakottacherry stations	"	"	"	1	16	A log slipped while being lifted by a crane.			
3rd	Hanumenthoo	Firemans	Between and Gudapully stations	"	"	1	"	13	While riveting fell from the top of a bridge.			
8th	Soolay	Gang Cooly	Between Salem and Shimmapatti stations	"	"	"	1	9	By the bursting of a gauge glass.			
12th	Alloogadu	Cooly	Between Tungabhadra and Matmanis stations.	"	1	"	"	16	Jammed his right toe while lifting a rail.			
17th	Sayagadoo	Do.	Between Penny and Royalchenu stations	"	"	"	1	2	While walking on a bridge — slipped off the pathway plank and fell into the river.			
									Fell off a ballast wagon in motion.			

PART III.

Return of Accidents reported during the 3rd quarter of 1890, by the Madras Railway, as having occurred to servants in the Company's own employ, or in the employ of contractors, whilst performing duties connected directly with the transit of passengers and goods, exclusive of those killed or injured by accidents to trains, &c., in Part I.

Date of Accident.	Name of Person.	Class of service.	Place where the accident happened.	Causes beyond own control.		Misconduct or want of caution.		See key to this part.	Remarks.
				Killed.	Injured.	Killed.	Injured.		
July 1st	Chamoo	Cooly	Between Olavakode and Palghat stations.	"	"	1	"	19	Land slipping owing to the coolies having undercut the face of the hill.
"	Navoor	Do.	Do.	"	"	1	"	19	Do.
"	Chungaren	Do	Do	"	"	"	1	19	Do.
"	Navoor	Do	Do	"	"	"	1	19	Do.
4th	Hawkeer Saib	Gang Cooly	Between Pudivand Reinigunta stations	"	"	"	1	5	Jumped out of a truck in motion.
15th	Shaik Moideen	Pointsman	At Mangapataw station	"	"	"	1	11	Struck by mail engine when crossing the rails to hold his points.
1"	Manavala Naik	Sub Porter	Between Central station and Perambur station.	"	"	"	1	6	While unloading a wagon.

PART IV.

The following Accidents to Railway Servants and others not included in Part I, II, and III have also been reported by the Madras ~~and South Indian~~ Railways during the 3rd quarter of 1890.

Date of Accident.	Nature and Cause of Accident.	Passengers and others.				Railway Servants.			
		Causes beyond own control.		Misconduct or want of caution.		Causes beyond own control.		Misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
2nd September	An apprentice lost the sight of one eye by some molten metal flying into it during casting operations.	"	"	"	"	"	1	"	"

1	A native passenger was found dead near the third class waiting room at Salem.	July 21st	Natural Causes	-	1	40	
1	On arrival of a mail train at Arkonam, a native passenger was found dead in a third class compartment.	July 31st	Do	-	1	25	

Delivery Smith

D. for Rc E,

for Offg. Comptg. Engr for Rys.

Kms

1

PART V.

List of Deaths of Passengers in Carriages and Stations on the Madras ~~and South Indian~~ Railways during the 3rd quarter of 1890, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex. Female.	Sex. Male.	Age.	Remarks.
1	A native third class passenger expired at Jalarpet.	July 2nd	Fever	–	1	25	
1	On arrival of a mixed train at Jalarpet, a 3rd class passenger suffering from Cholera was removed to the Cholera shed where he died the next day.	July 5th	Cholera	–	1	27	
11	Engine of a mail train stopped between Ammapet & Saliamangalam stations owing to its big end and side rod brasses running hot. The driver in fault has been punished.		13				
4"	Engine of a ballast train was disabled between Valavanur & Villupuram station owing to its tubes leaking from wear and tear.		12(a)			25	
5th	Engine of an Extra train was disabled at Manaparai station owing to a tube bursting from wear and tear.		12(a)				

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
July	3rd	Engine of a mail train was disabled between Karadacheri and Kulikarai stations owing to the breaking of its left hand cylinder. The train was delayed one hour and ten minutes.	13										
	4	Engine of a mixed train stopped between Gangaikondan and Tinnevelly stations owing to its R. H. piston gland working out from wear and tear.	13										
	13th	The Engine tender and brake van of a goods train were derailed at Ammayanayakanur station owing to points not being properly held.	6										
	"	A mixed train was stopped between Gudur and Sendodu stations and again between Kalahasti and Yerpedu stations owing to want of steam occasioned by Engine steam and blast pipe joints blowing badly from wear and tear	12(a)										
	16th	At Kodamudi station the draw bar of a C. G. truck attached to an Extra train broke from wear & tear	18										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
July	6th	In the Madura station yard, five vehicles collided with some other trucks and one was derailed. The Shunter in fault has been punished.	3										
	11th	A ballast truck loaded with iron material on construction line ran into Tirupati station and collided with the Renigunta local train and damaged the brake van.	2										
		punished for neglecting to look back from his train.	18										
	23rd	Engine of a special goods train was disabled at Koilpati station owing to tubes leaking and bursting from wear and tear.	12(a)										
	24th	Engine of a special goods train was disabled at Virupatti station [illegible] steam pipe joint blowing.	12(a)										
	25th	An Extra train from Erode collided with a loaded G. S. truck standing on lay-bye in the Pasur station yard and derailed it.	3										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
July	21st	Some old sleepers loaded in an iron H. S. truck caught fire between Tuticorin and Sataparai stations. Engine burning coal. Ash pan cock reported to be in good order.	e3										
	22nd	At Pulayar station, the Engine of a special goods train parted from the train owing to coupling hook becoming detached and the side chains parting											
		fire at Kailpati station. Engine burning wood. Spark arrester and ash pan cock reported to be in good order	23										
	"	A 24 feet steel rail was found broken between Gudur and Monobolu stations.	20										
	6th	Two leading wheels of the Engine of a stone train were derailed when going round a sharp curve, 200 feet radius on the Harbour works quarry line near Pallavaram station.	6										
	8"	Engine of a mail train was dis-abled at Manigachi station owing to tubes leaking from wear and tear.	12(a)										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed	Injured	Killed.	Injured.	Killed.	Injured.
July	26th	Engine of an extra train was disabled between Vaiyampati and Ayyalur station owing to its R. H. top clack blowing badly from failure of injector.	13										
August	1st	At Dindigul station the draw bar of a clemenson's 3rd class carriage attached to a mail train broke from wear & tear	18										
	4th	Bamboo mat round a H. S. wagon											
	"	A mixed train stopped between Kolatur South and Trichinopoly Junction stations owing to the breaking of the Engine draw bar hook.	18										
	18th	A local mail Engine was disabled at Chetipat station.	13										
	24th	Engine of an Extra train was disabled at Virudupati station owing to its tubes leaking from wear & tear.	12(a)										
	"	Engine of a mixed train was disabled at Kolatur South station owing to its tubes bursting from wear & tear. Train delayed 1 hour and 42 minutes.	12(a)										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
August.	13th	A goods train stopped between Acharapakam and Maadurantakam stations owing to Engine working badly. The driver has been fined for his carelessness.	13										
	15th	Four wheels of a local mail Engine were derailed after passing the points at Cognare station owing to the carelessness of the pointsman who has been fined for his carelessness.	13										
	30th	A special goods Engine was disabled at Virudupatti station owing to its cylinder cocks not being in proper order. The driver in fault has been fined.	13										
	"	Two trailing wheels of tender of Engine of a mixed train were derailed at Maadura station owing to points not being held. The driver has been fined	6										
	31st	Two wheels of Engine of a mixed train were twice derailed at a cross over road at Villupuram station. Cause not known. Train delayed 3½ hours.	6										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
August.	25th	Engine of a ballast train was disabled at Kille station owing to its left hand piston gland breaking from wear and tear.	13										
	27th	Engine of a mixed train stopped between Kalahasti and yerpedu stations and again between yerpedu and Renigunta stations owing to its fire box being damaged. The driving curve	Serious 6										
	12th	Bolts tongue rails, locking bolt and rod of points at Chunglepet station were bent by the passing of Engine of a mixed train through it owing to the pointsman having held the points in the wrong direction.	7										
	14th	Engine of a mail train was disabled between Villiambakam and walajahbad stations owing to left hand steam pipe breaking from wear and tear	12(a)										
	16th	A light Engine was disabled at Tiruvalur station owing to the coupling pin of the regulator falling out from wear and tear	13										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
September	6th	The Engine of an Extra train stopped between Saliamangalam and Tanjore stations owing to its right hand trailing spring becoming loose from wear and tear.	13										
	11th	2 covered goods wagons and 1 cattle truck were derailed and capsized and 3 c. g. wagons were derailed at Kordam-bakam station. Cause doubtful but Pasur and Erode stations owing to its steam pipe bursting from wear and tear.	12(a)										
	25th	Engine of an Extra train was disabled at Shiyali station owing to tubes bursting from wear and tear	12(a)										
	27th	A 3rd class carriage was shunted against a stop buffer and derailed at Trichinopoly Fort station owing to the carelessness of the shunter.	5										
	30th	Engine of a mixed train stopped between Tiruparan-kundram and madura stations owing to its right hand big end cotter falling off.	13										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 3rd/71 quarter of 1870, together with the Number of Persons killed and injured thereby.

N.B.—The Spark-arrester in use on the Madras Railway is known as the Madras Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
September	17th	Engine of an Extra train was disabled at Lalapet station owing to its tube bursting from wear and tear.	12(a)										
	21st	During shunting at madura an Engine collided with Engine shed door which was partially closed by a gust of wind. one corner of the door was broken.	25										

Lalapet stations. wire fence reported to be in good order. Animal not killed

5th An ass was run over by a special light engine between Lalapet and Kulitalai stations. wire fence reported to be in ...der. Animal not killed.

6th A buffalo was run over by a mixed tr... between Vallavanur & Kanda-mangalam stations. Bund alog. fence re... d to be in good order. Animal not killed. Engine wa. gilted with cow-catcher, ...ut the animal was caught under it and the train had to be stopped to extricate it.

7th A goat was run over by a mixed train between Tirupati & Renigunta stations. The line is unprovided with fencing.

9th Two calves were run over by a goods train between Samayavallur & madura stations. Alog fence reported to be not fully grown. One calf not killed.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
" —*The Cow-catcher in use on the South Indian Railway is known as the South India Railway pattern.*

DATE. Month.	Day.	Nature and Cause of Accident.
July	2nd	A calf was run over by a ballast train between Villupuram & Vallavanur stations. Aloe & wire fences reported to be in good order.
"		A bull was run over by a mixed train between Venkatagiri & Vendodu stations. The line is unfenced with fencing. Animal not killed
"		A stone about 8 inches in diameter was placed on the rails between Viruvadamarudur and Kumbakonam stations by some unknown person. The matter was reported to the police.
"		A cow was run over by a mail train between Chidambaram & Kille stations. Came through the turn stile near by. Aloe fence reported to be in good order. Animal not killed.
13th		A cow was run over by a mixed train between Villupuram & Vallavanur stations. Aloe fence reported to be in good order. Animal not killed.
"		A buffalo was run over by a mixed train between Narasingampet & Viruvadamarudur stations. Supposed to have come through the fence. Animal not killed.
16th		A buffalo was run over by a goods train between Antandavapuram & mayavaram stations. Came through an unprotected gate. Aloe fence reported to be in good order. Animal not killed.
17th		A calf was run over by a goods train between Samayanallur & madura stations. Came through an unprotected gate. Aloe fence reported to be in good order.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
" —*The Cow-catcher in use on the South Indian Railway is known as the South India Railway pattern.*

DATE. Month.	Day.	Nature and Cause of Accident.
July	10th	Stones from one to three inches in diameter were placed on the rails between Kuttalam & narasingampeti stations by some unknown person. The matter was reported to the police.
"		Two stones about three inches in diameter were placed on the rails on a small bridge between Antandavapuram & mayavaram stations by some person or persons unknown. The matter was reported to the police.
"		Stones from one to three inches in diameter were placed on the rails between Antandavapuram & mayaveram stations by some person or persons unkno[wn]
	28"	A bull was run over by a mixed train between Vallavanur & Kanda-mangalam stations. Found aloe fence reported to be in good order. Animal not killed.
	30"	A cow was run over by a mixed train between Antandavapuram & Vaithiswarankoil stations. Came through an unprotected gate. Aloe fence reported to be in good order. Animal not killed.
August	4th	A calf was run over by a mixed train between Vendodu & Venkatagiri stations. The line is unprovided with fencing.
	10th	Engine of an extra train ran through the level crossing gate between Tirupparangundram & Madura stations as there was no lamp on the gate. The gate keeper was punished.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railways during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
" —*The Cow-catcher in use on the South Indian Railway is known as the South India Railway pattern.*

DATE.		Nature and Cause of Accident.
Month.	Day.	
July	19th	A buffalo was run over by a mixed train between Trichinopoly Fort & Elamanur stations. Wire fence reported to be in good order. Animal not killed.
	21st	A cow was run over by a mixed train between Gudur & Vendodu stations. The line is unprovided with fencing.
	21st	A goat was run over by a mixed train between Tiruvalur & Kivalur stations. Supposed to have come through the fence. Wire fence reported to be in good order.
	22nd	A cow was run over by a special goods train between Lalapet & Gate. Aloe fence reported to be in good order. Animal not killed.
	18th	A calf was run over by a mail train between Trichinopoly Fort & Elamanur stations. Wire fence reported to be in good order.
	20th	A bullock was run over by a mixed train between Gudiwancheri & Vandalur stations. Came through an unprotected gate. Aloe fence reported to be in good order.
	26th	A buffalo was run over by a mixed train between Nellore & Venkatachellum stations. The line is unprovided with fencing. The Engine was fitted with a cow-catcher but as the line was not fully ballasted up it failed to throw the animal off the line.
	27th	A cow was run over by a mixed train between Lalapet & Katalai stations. Wire fence reported to be in good order. Animal not killed.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
" —*The Cow-catcher in use on the South Indian Railway is known as the South India Railway pattern.*

DATE. Month.	Day.	Nature and Cause of Accident.
August	12th	A buffalo was run over by a mixed train between Venkatagiri & yellakur stations. The line is unprovided with fencing.
"	"	A buffalo was run over by a mixed train between Nellore & Venkatachellam stations. The line is unprovided with fencing.
"	14th	A calf was run over by a mixed train between Vendodu & Venkatagiri stations. The line is unprovided with fencing.
"	"	A buffalo was run over by a train (not known) between Mayava- [illegible]
"	12th	A cow jumped over aloe fence which is reported to be in good order & was run over by a mixed train between Sholavandam & Ammayanayakanur stations. Train had to be stopped to extricate the animal.
"	13th	A calf was run over by a mixed train between Guduvancheri & vandalur stations. Supposed to have come through an unprotected gate. Aloe fence reported to be in good order.
"	19th	Two goats were run over by a mixed train between Tiruvalur & Tivalur stations. Wire fence reported to be in good order.
"	26th	A bull was run over by a mixed train between Villupuram & Panruti stations. Supposed to have come through an unprotected gate. Aloe fence reported to be in good order. Animal not killed.

N.B. The action of the cow-catchers except when the contrary is stated was generally efficient.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

NOTE.—*The Cow-catcher in use on the Madras Railway is known as the Madras Railway pattern.*
" —*The Cow-catcher in use on the South Indian Railway is known as the South India Railway pattern.*

DATE.		Nature and Cause of Accident.
Month.	Day.	
August	2nd	A buffalo was run over by a mixed train between Gudur & Venkadu stations. The line is unprovided with fencing. Animal not killed.
September	2nd	A lamb was run over by a mixed train between Ammapet & Nidamangalam stations. wire fence reported to be in good order.
	4th	A bullock was run over by a mixed train between St Thomas Mount & Pallaveram stations. Came through gate which has only a day gatekeeper. Aloe fence reported to be in good order.

PART I.

Return of Rails found fractured in the Permanent Way reported by the South Indian Railway during the third quarter of 1890.

Date when found fractured.		Nature and Cause of Fracture.
Month.	Day.	
August	4th	Between Gudiro and Manobolu stations a 24 feet steel rail was found broken between 2nd and 3rd sleepers from Joint and at 5 feet 3 inches from end. The brand on the rail is I. S. R steel 41¼ lbs 1884, North Eastern steel Company Limited Sn. B.o.

									you ... my name Porter ... Di... gul station ... ...

PART I.

Return of Failure of Wheels reported by the South Indian Railway during the 3rd quarter of 1890.

Date of Failure.		Nature and Cause of Failure.
Month.	Day.	
		Nil

Officer for Railways,

PART II.

Return of Accidents to Passengers, Persons passing over Level-crossings, Trespassers, and others on the ~~Madras and~~ South Indian Railway$ during the 3rd quarter of 1890, exclusive of those killed or injured by Accidents to Train, &c., printed in Part I.

Date of Accident.	Nature and Cause of Accident.	Classification.	Passengers.				Other Persons.					
			Causes beyond own Control.		Misconduct or want of Caution.		While passing over Railway at Level-crossings.		Trespassers and Suicides.		Miscellaneous not included in previous Columns.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
9th July	A 3rd class passenger having tampered with the door fastening of a carriage fell out of a moving train between Pakanasam and Sundaraperumal Koil stations.	5	—	—	—	1	—	—	—	—	—	—

Sidney Smith
Major R.E.,
for offg. Consg. Engr. for Rys.

Form No. 2.

Number of passengers carried		2507,069	170,280
Passenger mileage		67,829,548	4,029,087
Per mile open—			
Train-mileage of all descriptions		895.93	414.56
Number of passengers carried		3,066.05	2,053.54
Passenger mileage		1036 33.53	48,690.05
Total Passengers—			
Killed per million of passengers		"	"
Injured per do. do.		.91	"
Killed per million of passengers		"	"
Injured per do. do.		.02	"

(a) Where persons other than passengers are killed or injured, the fact should be stated in a foot-note, the number of such persons being given.

S.I.R. Of Villupuram Gudalur Railway.

* These figures do not include traffic on the Pondicherry Railway in French Territory.

Sidney Smith Major R.E.

for RAILWAYS,

PART III.

Return of Accidents reported during the 3rd quarter of 1890, by the South Indian Railway, as having occurred to servants in the Company's own employ, or in the employ of contractors, whilst performing duties connected directly with the transit of passengers and goods, exclusive of those killed or injured by accidents to trains, &c., in Part I.

Date of Accident.	Name of Person.	Class of service.	Place where the accident happened.	Causes beyond own control.		Misconduct or want of caution.		See key to this part.	Remarks.
				Killed.	Injured.	Killed.	Injured.		
2nd July	Avady	Pointsman	At Virudhapatti station	"	1	"	"	6	A piece of lead which he was removing from a truck slipped and fell on his foot.
8th "	Rungasawmy	Porter	At Valajahad station	"	1	"	"	1	The man slipped while hand-shunting.
10th "	Yoke	Inspector	Between Courjeeveram and Pallavaram stations.	"	1	"	"	16	Fell from the last abutment of bridge at 57 10 miles.
13th "	Shiva Shiva	Porter	At Tanjore station	"	"	"	1	11	Fell into the ash-pit.

Form No. 2.

OFFICE OF [illegible]

PART III.

Return of Accidents reported during the 3rd quarter of 1890, by the South Indian Railway, as having occurred to servants in the Company's own employ, or in the employ of contractors, whilst performing duties connected directly with the transit of passengers and goods, exclusive of those killed or injured by accidents to trains, &c., in Part I.

Date of Accident.	Name of Person.	Class of service.	Place where the accident happened.	Causes beyond own control.		Misconduct or want of caution.		See key to this part.	Remarks.
				Killed.	Injured.	Killed.	Injured.		
24th August	Ramasawmy Naidu	Porter	At Madura station	"	1	"	"	6	Injured by etc falling of a loading board.
14th September	Mootheveraw	Porter	At Trichinopoly Fort station.	"	"	"	1	6	While unloading barrels.
19th —"—	Palaniammal	Cooly	Between Kariur and Pulingur stations.	"	"	1	"	2	While she was standing on a truck another truck collided with it which caused her to fall off and she was run over.
30th —"—	Rungasawmy Pillay	Porter	At Mayavaram station	"	"	"	1	8	In unhooking. The wagons while shunting placed.

Form No. 2.

OFFICE OF CONSTR...

PART IV.

The following Accidents to Railway Servants and others not included in Part I, II, and III have also been reported by the ~~Madras~~ and South Indian Railways during the 3rd quarter of 1880.

Date of Accident.	Nature and Cause of Accident.	Passengers and others.				Railway Servants.			
		Causes beyond own control.		Misconduct or want of caution.		Causes beyond own control.		Misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
5th July	A painter in the Locomotive workshops at Negapatam received a wound on one of his legs owing to a trestel falling on his leg.	"	"	"	"	"	1	"	"
11th "	A smith in the Negapatam workshops, while punching a draw bar plate under the steam hammers was wounded on one foot by a piece of iron.	"	"	"	"	"	1	"	"

Office of Commissioner

PART V.

List of Deaths of Passengers in Carriages and Stations on the ~~Madras and~~ South Indian Railways during the Quarter of 1880, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	Remarks.
				Female.	Male.		
1	A native woman was found dead in a well in the Railway Compound at Tirupati Station.	4th July	suicide	1	-	20	
1	An intending passenger expired near the booking office at Cuddalore Old Town station.	7th July	Heart-disease	-	1	65	
1	A man was found dead						

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 28th October 1890.

Return of accidents on the Madras and Southern Mahratta Railways for the three months ending September 1890.

No. 739

SUBMITTED for the information of Government and for transmission to the Director General of Railways.

2. The statistics such as passenger mileage &c relating to the Madras Railway will be submitted on receipt from the Agent and Managers.

3. It is requested that thirty copies of the general return of accidents for all railways in India may be obtained for distribution to the Agents and for record in this office.

4 A slight delay has occurred in the submission of these returns on account of their having to be recast in accordance with the order laid down in Circular No XIX R, dated 18th September 1890.

Sidney Smith
Major RE
for offg. Chief Engr
for Rys.

Rms

4 A slight delay occurs

B Form No. 8. 1679 R&S 3rd Nov/90.

31/10 Ordered that the following letter be forwarded to the Director General of Railways.

H.E. No 1680 R&S 3rd Nov 1890

To 22/11/90 31/10

The Director General of Railways

Sir

In forwarding, in original, Return of accidents on the Madras and South Indian Railways for the third quarter of 1890, I am directed to request that this Government may be furnished with 40 copies of the General Return of accidents for all Railways in India.

2. The statistics as to passenger mileage for the Madras Railway will be furnished.

24/11 30 x 40 Rs 17

From THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS.

No. 739

Dated 28th October 1890.
Received

No. of Enclosures. 2

Subject.

Submitting to Government Return of accidents on the Madras and South Indian Railways for the three months ending September 1890.

B
No. 1679-80 R&S 3rd Nov/90.

Consg. Engr.'s No. 13.

Office of Consulting Engineer for Railways,
Madras, 24th November 1890.

No. 829

MEMORANDUM.

With reference to paras 2 of this office Endorsement No. 739, dated 28th October 1890, the undersigned has the honour to submit the following information having reference to the Return of accidents, Madras Railway for the 3rd quarter of 1890:—

Number of passenger miles —	88,429,594 6/6 82 1/3
do Servants Employed —	
Train Mileage of all descriptions	629,740 ms. ch. dec.
Mean Miles of Railway open —	839-23-54
No. of passengers carried —	2,140,799 1/2

Sidney Smith
Major R.E.
for offg: Consg: Engr. for Rys

Kms

To
The Joint Secretary to Government

B 1

Form No. 3.

3 No. 1919 R 2nd Dec 90

J. J. No 2871 11/90

Orders to be for.
to be sent to the Director Genl
of Railways in continuation
of P.W.D. letter No. 1680 R
dated 3rd Nov. 1890.

Rly. No 1920 of 92 2nd Dec. 90

Forwarded.

B.Y.R

B.S.R

No. 1679 to Rly 3.XI.90.
" 1606 R of 11. X. 90

P. W. C. No. 11167

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 829

Dated 21st
Received 21 } November 1890.

No. of Enclosures. 2

Subject.

Submitting statistics
to accidents, Madras Railw
for the 3rd quarter of 189

B

No. 1919 - 20 R Rly 2nd Dec 90