

ORDINARY, MS.

<i>Public</i> DEPARTMENT
G.O., DATED <i>25-9-91</i> .
No. <i>830</i> .

When given for copying 28/

[Despatch Abstract.]

*From under the
Civil Procedure Code.*

BACK PAPER, No.

OF 18

FURTHER PAPER, No.

OF 18

READ AGAIN ORDER OF GOVERNMENT, DATED
18, No., MISCELLANEOUS.

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

LETTER OF GOVERNMENT.

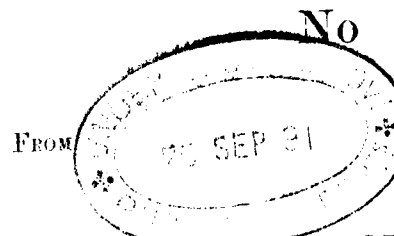
STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Judicial { 189/ } Department.



THE REGISTRAR OF THE HIGH COURT
OF JUDICATURE AT MADRAS,
APPELLATE SIDE.

Dated 18th September } 1891.
Received 20
Pgd 21

No. 2311.
Enc.

Approving the suggestion
of the Superintendent, Govern-
ment Press, regarding the storing
of the Civil Procedure Code
Forms.

WITH ORDER

25/9

Hu.

Order: dated 25th September 1891 N^o 830

Comm: to the Supt.
Govt: Press, for guidance.

22 Sep

20/9.

To the Hon: the C. J. (with C. J.)
" Judicial Dept. 20 SEP 91
" Supt. Govt: Press.

N^o 2311.

High Court of Judicature,
Madras, 18th September 1891

From

H. W. Foster Esquire,
Registrar of the High Court
of Judicature, Appellate Side,
Madras.

To

The Honorable J. F. Price,
Chief Secretary to Government,
Fort Saint George.

Sir,

With reference to G. O. dated 3rd ultimo, No. 657, Public, requesting an expression of opinion of the Honorable the Judges on the suggestion of the Superintendent, Government Press, regarding the storing of forms, I am directed to state that the High Court approves the proposal as no necessity is apparent for keeping more than a year's stock of forms in hand.

I have the honor to be,

Sir,

Your most obedient servant,



Registrar.

No. 86 R.T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

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

Revised Rules for reporting Accidents on Indian Railways.

Sd/-, the 20th February 1891.

SIR,

In forwarding for information copy of a draft resolution prescribing revised rules for reporting accidents on Railways in India, which it is proposed to issue in accordance with section 84 of the Indian Railways Act, 1890, I am directed to request that the rules may be carefully scrutinized by the Railway Administrations under your control, and that the Government of India may be favoured with any suggestions as regards alterations, modifications and additions which may seem desirable in connection with the duties herein assigned to the departments and officers concerned.

I have the honor to be,

SIR,

Your most obedient Servant,

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

Documents accompanying.
Draft Resolution referred to.

No. 86 R.T.

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PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

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THE GOVERNMENTS OF MADRAS, BOMBAY, BENARAS, NORTH-WESTERN PROVINCES
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THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, BURMA AND ASSAM.
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Simla, the 20th February 1891.

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SIR,

Your most obedient Servant,

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

Documents accompanying.
Draft Resolution referred to.

[DRAFT.]

(Accompaniment to the Government of India, Public Works Department,
No. 86 R.T., dated the 20th February 1891.)

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 20th February 1891.

*Read the following extracts from the Indian Railways Act, No. IX of 1890,
in regard to Accidents:—*

Report of railway accidents.

Section 83.—When any of the following accidents occurs
in the course of working a railway, namely:—

(a) *Indian Penal Code, Act XLV
of 1860, Section 320.*—The follow-
ing kinds of hurt only are designated
as "grievous":—

First.—Emasculation.
Secondly.—Permanent privation
of the sight of either eye.
Thirdly.—Permanent privation
of the hearing of either ear.
Fourthly.—Privation of any
member or joint.
Fifthly.—Destruction or perma-
nent impairing of the powers of any
member or joint.

Sixthly.—Permanent disfigura-
tion of the head or face.
Seventhly.—Fracture or disloca-
tion of a bone or tooth.

Eighthly.—Any hurt which en-
dangers life, or which causes the
sufferer to be, during the space of
twenty days, in severe bodily pain,
or unable to follow his ordinary
pursuits.

(a) any accident attended with loss of human life, or
with grievous hurt as defined in the Indian Penal
Code, (a) or with serious injury to property;

(b) any collision between trains of which one is a train
carrying passengers;

(c) the derailment of any train carrying passengers, or of
any part of such a train;

(d) any accident of a description usually attended with
loss of human life or with such grievous hurt as
aforesaid or with serious injury to property;

(e) any accident of any other description which the Gov-
ernor General in Council may notify in this behalf
in the *Gazette of India*;

the railway administration working the railway and, if the accident happens to a train
belonging to any other railway administration, the other railway administration also shall,
without unnecessary delay, send notice of the accident to the Local Government and to the
Inspector appointed for the railway; and the Station Master nearest to the place at which
the accident occurred or, where there is no Station Master, the railway servant in charge of the
section of the railway on which the accident occurred shall, without unnecessary delay, give
notice of the accident to the Magistrate of the district in which the accident occurred, and
to the officer in charge of the police-station within the local limits of which it occurred, or
to such other Magistrate and police-officer as the Governor General in Council appoints in
this behalf.

Section 84.—The Governor General in Council may make rules, consistent with this
Act and any other enactment for the time being in force,
Power to make rules regarding notices of and inquiries into acci- dents:—
for all or any of the following purposes, namely:—

(a) for prescribing the forms of the notices mentioned in the last foregoing section,
and the particulars of the accident which those notices are to contain;

(b) for prescribing the class of accidents of which notice is to be sent by telegraph
immediately after the accident has occurred;

(c) for prescribing the duties of railway servants, Police Officers, Inspectors and
Magistrates on the occurrence of an accident.

Section 85.—Every railway administration shall send to the Governor General in Council
Submission of return of acci- a return of accidents occurring upon its railway, whether at-
dents. tended with personal injury or not, in such form and manner
and at such intervals of time as the Governor General in Council directs.

Section 103.—If a Station Master or a railway servant in charge of a section of a
railway omits to give such notice of an accident as is required
Omission to give notice of acci- by section 83 and the rules for the time being in force under
dent. section 84, he shall be punished with fine which may extend to fifty rupees.

Resolution.—In accordance with the above sections of the Indian Railways
Act, No. IX of 1890, the following rules are hereby laid down for reporting
and investigating railway accidents.

RULES FOR REPORTING AND INVESTIGATING RAILWAY ACCIDENTS.

Duties of the Railway Administration.

1. Every railway servant is required to report to the nearest Station Master, with as little delay as possible, any accident on the railway which may come to his notice.

2. The Station Master will obtain from the railway servant making the report answers to so many of the questions given in Form No. 1 (*vide* Appendix A) as may be necessary with regard to the accident reported. The answers given must be as short and concise as possible, and the form, after being jointly signed by both the Station Master and the railway servant making the report, will be carefully filed for future reference.

3. The Station Master, after recording the particulars of the accident in Form No. 1, will immediately advise the persons mentioned in Appendix B by telegraph according to the clause under which the accident may come. In order to reduce the length of the telegraphic advices, which are to be sent to the officers named in the different clauses of Appendix B, the Station Master will address such messages as follows. A telegraphic message from, say Adamwahan, advising an accident under Class A should be worded:—

From

A. D. W. (Adamwahan.)
S. M. (Station Master.)

To

L. H. R. (Lahore.)
[And any other station that may be required.]

Acct. Class A.—[Then enter particulars as ordered in Appendix B for an accident falling under Class A.]

Class A [or other letter] will denote clause of Appendix B of these Rules: and "Acct." will be the code signal for "All concerned—Accident rules, Appendix B," *i.e.*, for the officials who are to have a copy of the message sent to them under the special clause of that paragraph to which letter "A" refers.

N.B.—The presence of a superior officer at a station does not relieve the Station Master of his individual responsibility under this order. Guards, Permanent-way Inspectors, and Drivers should not, as a rule, telegraph to "All concerned," but they may send separate or joint messages to their own departmental officers if they consider it necessary to do so.

4. In cases of emergency when assistance is urgently required, the Station Master may telegraph short particulars to "all concerned" before completion of the joint report with the remark, "details to follow;" but so soon as the report is completed, further information must at once be telegraphed.

5. Signallers receiving accident messages are to immediately inform the Station Master on duty, although the message may not be addressed to him, so that every preparation may be made for rendering all the assistance which is required.

6. After despatching the telegrams required in paragraph 3, the Station Master will send by the first opportunity a written copy of the report on Form No. 1 (*vide* Appendix A) to the District Traffic Superintendent for information. In the case of all accidents coming under Class A, a copy of this written report will also be sent by the Station Master to the nearest Magistrate, and in Classes A and C to the senior policeman present at the station, as also to the Inspector or Deputy Inspector of Police of the District. A copy of the report on Form 1 must also be sent to the senior policeman present at the station in cases under all other classes of accident where any malicious attempt to cause damage or other breach of the Criminal law is apparent.

7. The railway servant who reports an accident to a Station Master must also, without delay, submit a written report in Form No. 1 (*vide* Appendix A), to the officer under whom he is directly serving, who will take such action departmentally, and will furnish such advice to the Head of his Department as he may consider necessary.

8. These written reports, referred to in paragraphs 6 and 7, should not be mere copies of the entries of the original report filed in the Station Master's office, but should give the fullest particulars known regarding the accident at the time the written report is despatched.

9. On receipt of the Station Master's written report, the District Traffic Superintendent will, in all serious cases coming under Class A, send a copy of the Station Master's report by the earliest possible opportunity to the Traffic Superintendent (or Traffic Manager) and to the Agent (or Manager). He will then in all necessary cases convene a Committee to hold a departmental investigation into the accident. The constitution of this committee will, to a great extent, depend on the nature of the accident; for trivial accidents, the Traffic Inspector, the Platelayer, and the Locomotive Foreman of the length on which the accident occurred will suffice. For more serious accidents, the District Traffic Superintendent, the Executive Engineer, and the District Locomotive Superintendent will form the committee; it being desirable in all possible cases that the three executive departments should be represented. Notice should in every instance be given to the Police Officer of the date of the investigation in order that he may, if necessary, arrange to attend it himself or to depute some subordinate to represent him. In more serious cases the Agent (or Manager) or some special officer deputed by him may himself conduct the investigation. Failing any telegraphic instructions from the Agent (or Manager), the District Traffic Superintendent will arrange for the meeting of the committee at the earliest possible moment.

10. In the absence of the Agent (or Manager), the senior railway officer present will act as President, and he will record the evidence, which, in the case of a witness who understands English, shall be signed by such witness. In other cases, it will be certified at foot by the President that the evidence has been explained to the witness, and acknowledged by him as correct.

11. The finding, if unanimous, will be signed by the President and Members; in other cases a separate opinion may be signed by any member or members, and attached to the proceedings.

12. The President will send the proceedings through the Traffic Superintendent (or Traffic Manager) to the Agent (or Manager), who will issue orders thereon. District officers may take such copies or notes of the proceedings as are temporarily required for their own purposes, and for submission to the Heads of their Departments.

13. The steam-boat ferry service (if any) is to be considered to form a portion of the railway, and the preceding rules, where they apply, are to be observed in all cases of accident thereon; but accidents in workshops, or accidents unconnected with the working of the railway, will be reported by the department concerned in Form No. 1 without passing through Traffic Manager (or Traffic Superintendent).

14. Joint enquiries must invariably be held in every case of fatal accident, Class A (i) (ii) and (iii) (*vide* Appendix B), and in every case when the accident would under these rules require to be reported to the Director General of Railways, *vide* paragraph 15.

15. The Agent (or Manager) on receipt of the telegram from the Station Master (*vide* paragraph 3) will in all cases coming under section 83 of the Indian Railways Act, 1890, send the usual advice by wire direct to the Government Inspector, the Director General of Railways, and the Secretary to the Local Government in the Judicial Department. The Local Government in this case is to be the Local Government of the District in which the accident occurs and not necessarily the Local Government which controls the line on which the accident occurs. The Agent (or Manager) will also issue necessary instructions to ensure the report in Form 1 being sent by the Station Master direct to the Magistrate of the District, if in his opinion the accident falls under Section 83 (d) of the Indian Railways Act, 1890, and has not been reported by the Station Master, in the first instance, under Class A. On receipt of the written report, and of the proceedings of the Committee of the Inquiry, the Agent (or Manager) will, in the case of any accident falling under Class A (i), (ii) and (iii), communicate the result of the enquiries to the Magistrate, and on the conclusion of the proceedings will, if necessary, submit the final report to the Government Inspector and to the Local Government.

16. As regards the rules for the guidance of the Railway Police enjoining that the police are to take cognizance of breaches of Railway rules and regulations, when a charge is made and duly signed by a responsible officer, such as a Station Master, or his Assistant in charge, it is to be distinctly understood that before handing over to the police for safe custody a railway employé alleged to have committed a breach of Railway regulations bringing him within the provisions of the Indian Railways Act, 1890, the Station Master, or other responsible officer, should, in all possible cases, obtain the approval by wire, or otherwise, of the Head of the Department concerned.

Duties of the Railway or District Police.

17. In accordance with regulations, the Government Railway Police, or in the event of there being no Government Railway Police, the District Police will make an investigation in all cases when a railway accident causes death, or grievous hurt; or in all cases when the action has, *prima facie*, been caused by a criminal act.

18. In case of very serious accidents, the Assistant Inspector General of the Government Railway Police, if any, or the District Superintendent of Police where there is no Government Railway Police, shall proceed without delay to the scene of the accident. If either officer be himself unable so to proceed, he shall depute an officer who in the case of the District Police, shall be an Assistant Superintendent of Police, if there be one, or where there is no such officer, an Inspector of Police. If in such cases the Police Officer is unable to proceed to the accident, he shall at once inform his Departmental Superior and the nearest Magistrate in the District.

19. On the police deciding that the accident is one that must be investigated, the Police Officer concerned will at once advise the Agent (or Manager) and the District Traffic Superintendent by wire of the date and hour of the proposed enquiry, so that if possible, the police enquiry and the departmental enquiry prescribed under paragraph 9 may be held jointly. As the police enquiry must be held forthwith, the District Traffic Superintendent will be held responsible for giving the very earliest advice to all the officers concerned, so that all three Executive Departments may, if possible, be represented at the joint enquiry. The presence of a railway officer should, if possible, be secured in all cases when the police investigation is not held at the same time as the joint enquiry; but the absence of such an officer cannot be allowed to stop the police enquiry, which, as stated above, should be held as soon as possible after the serious accident has taken place.

20. The result of the police enquiry should at once be reported to the Magistrate and to the Agent (or Manager) of the Railway.

21. If the enquiry be held by the Government Railway Police, immediate information shall be given to the District Police, either direct or through the Magistrate of the District. Should the assistance of the District Police be called for, the District Police shall afford all necessary assistance, and shall, if occasion arise, carry the investigation beyond the limits of the Railway premises. But the Assistant Inspector General of the Government Railway Police is primarily entrusted with the duty of enquiry within such limits. Subject to any provisions elsewhere contained in these rules, the further prosecution of the case, on the conclusion of the police enquiry, shall rest with the Government Railway Police.

Duties of the Civil Officers.

22. It shall be in the discretion of the Magistrate of the District or of the Sub-divisional Magistrate, on receiving information of the occurrence of a serious Railway accident coming within the meaning of sub-section (a) of section 83 of the Indian Railways Act, 1890, either—

- (a) himself to proceed to the scene of the accident, and make enquiry,
- (b) to depute a Subordinate Magistrate to make enquiry; or
- (c) to direct investigation to be made by the Government Railway or District Police, as the case may be.

23. On deciding that a Magisterial enquiry is to be held, the Magistrate of the District or the Sub-divisional Magistrate, as the case may be, shall at once advise by telegraph the Agent (or Manager,) the District Traffic Superintendent and the Government Inspector of the date and hour of the proposed Magisterial enquiry, so that the Railway Administration may be able to summon the requisite expert evidence. The Superintendent of Police on receiving an order under head (c) will proceed as previously directed in paragraph 19.

24. Should a Magisterial enquiry be held, it will, as a rule, supersede the Railway Departmental enquiry prescribed under paragraph 9 and also the police enquiry under paragraph 17 if such enquiries have not already been held.

25. The Agent (or Manager,) and the District Traffic Superintendent on receiving telegraphic advice from the Civil Officer that a Magisterial enquiry is to be held, will arrange for all railway officers being present at the enquiry whose evidence they think will be required.

26. The Magistrate or other officer shall summon any railway servant, and all other persons whose presence he may think necessary; and in cases where technical points are concerned, the Magistrate should be careful to call for and take the evidence of the officers of the Railway or other professional persons. In summoning the railway servants, he will take care not to summon so many of the employés, especially of one class, on the same day, as to cause inconvenience to the working of the railway.

27. If, in course of the enquiry, the Magistrate wishes for the assistance of the Government Inspector or of the Agent (or Manager) of the railway, or for the attendance of any officer of the railway, to explain or give evidence upon any matter relating to railway supervision, management or working, he will issue a requisition to such officers to attend the Court. In very serious accidents, it will be generally advisable for the Magistrate to receive either the evidence of, or report from, both the Government Inspector and the Agent (or Manager) in regard to the accident, before finally concluding his enquiry. Should a Railway Departmental enquiry have been held before the Magisterial enquiry, a copy of the evidence taken before the officers who conducted the Railway Departmental enquiry, and of their report should be furnished to the Magistrate.

28. On the conclusion of the enquiry, the Magistrate will decide whether any *prima facie* evidence exists for the prosecution of any of the railway servants under the Indian Railways Act, 1890; and if so, will arrange for their prosecution.

29. A copy of the decision arrived at by the Magistrate at the conclusion of the enquiry should be forwarded to the Agent (or Manager) of the Railway, and if considered necessary, to the Local Government.

30. Magistrates through whose jurisdiction a railway passes, shall maintain a list of railway officers (such list to be furnished by the Railway Administration) to whom summonses may be sent for service on subordinate railway servants, and the Local Government shall furnish the Agent (or Manager) with a list of Magistrates or other officers to whom reports of accidents should be made.

Duties of the Government Inspector.

31. On receiving notice of an accident serious enough in his opinion to warrant enquiry being held, or in any case on requisition from the Magistrate conducting the enquiry under paragraph 26, the Government Inspector shall proceed himself or by Deputy to the scene of the accident, to note the facts and to enquire generally into the causes that led to the accident. In such cases, he will, if practicable, be present at the joint enquiry held by the railway officers and the police under paragraphs 9 and 19, or at the Magisterial enquiry held under paragraph 22, the object being that as far as possible only one enquiry should be held for one accident. And when present at such inquiries, the Government Inspector should be allowed, either directly, or through the Magistrate, to put any questions to the witnesses that he thinks would elucidate the facts under enquiry.

32. The Government Inspector shall assist the Magistrate in his enquiry as far as he can in person or by deputy, whenever called upon to do so.

33. He shall submit his report, to the Director General of Railways, forwarding a copy to the Agent (or Manager) of the Railway concerned, and also, in the event of a Magisterial enquiry being held, to the Magistrate who conducts the enquiry.

34. In all serious accidents, the reports of the Government Inspector should be submitted in the form adopted by the Inspecting Officers of the Board of Trade, in order to admit of their reproduction in a uniform shape in the publication of the quarterly accident returns. Such reports should contain—

- (1) A brief description of the accident.
- (2) A description of the locality of the accident.
- (3) A detailed statement of the evidence taken.
- (4) The conclusion arrived at by the Inspecting Officer.
- (5) An appendix stating the damage done.
- (6) A sketch illustrative of the accident. (Where necessary.)

Duties of the Civil Surgeon.

35. The Civil Surgeon of the District, the Police Surgeon in a Presidency town or any District Medical Officer, at the requisition of either the Agent (or Manager) of the Railway or of the Magistrate of the District, or of the Assistant Inspector General of the Government Railway Police or the Superintendent of the District Police, as the case may be, shall proceed to the scene of any railway accident attended with serious personal injury, for the purpose of rendering medical aid, or of rendering, at the enquiry, any professional evidence that may be required, and it shall be the duty of such Civil or Police Surgeon or District Medical Officer to proceed accordingly.

Accident Returns.

36. With reference to section 85 of the Indian Railways Act, 1890, quarterly returns of all Railway accidents in the form shown in Appendix C shall be submitted to the Government of India not later than three weeks after the close of the quarter to which they refer, together with all necessary remarks and explanations by the officials of the railways concerned, and by the controlling authorities by whom the returns are forwarded.

37. With a view to secure uniformity in the system of reporting accidents, attention should be paid to the following rules regarding the nature and classes of accidents that should be exhibited in the returns, and regarding the classes of railway servants to be included therein.

The nature and classes of accidents to be exhibited are—

- I.—All cases of cattle run over without exception.
- II.—All cases of injury to the way, stock or works, whether attended or not by injury to life or limb.
- III.—All accidents of any kind likely to have endangered life or limb or to have caused serious loss of property. Such for example as cases of trains running over chairs placed on the line, or of fires in trains, not resulting in injury to the way, stock or works, &c.
- IV.—All cases of injury to life or limb from causes connected with the working of railways.
- V.—All cases of dead bodies being found on a railway.

VI.—All deaths of passengers, or intending passengers, in stations or trains from causes unconnected with the working of railways.

VII.—In case of fire attributed to sparks from the engine, it should be recorded whether the engine is fitted with a spark-arrester, and, if so, the pattern should be stated, as also the description of the fuel used. In cases in which there is reason to suppose that the sparks escaped from the ashpan, it should be stated what, if any, precaution has been taken to check the escape of sparks therefrom.

VIII.—In cases of running over cattle, it should be invariably stated whether the engine is fitted with a cow-catcher; and, if so, the pattern should be specified.

The classes of Railway servants to be included are—

IX.—All persons employed in stations, including police.

X.—All persons employed in the maintenance of Way and Works, exclusive of men entertained for special works, that is, for railway works involving no risk from the working of trains e.g., spurs in a river on which railway work-people are employed.

XI.—All persons employed on trains or running engines, also all gate-keepers.

38. In reporting accidents under class I, the condition of the fencing should be reported.

39. Accidents coming under class VI should not be embodied in the general returns, but reported in a separate list in the form adopted in the returns now circulated (Part V).

40. As regards classes II and III, it is not intended that accidents of a trivial nature, such as petty accidents in shunting, &c., shall be included in the quarterly returns. All should be, however, recorded in the office of the Agent (or Manager) of the railway concerned, to whom it is left to decide what may be omitted from the returns as trivial.

41. Accidents not coming under any of the classified heads in Parts I, II and III of the returns now circulated, but of such a kind as to have caused, or to be likely to cause, loss of life or personal injury, should be entered in Part IV.

42. Accidents connected with the bursting of boilers should be shown separately from those connected with the bursting of tubes. A detailed account of each recorded case of the bursting of a boiler should invariably be given in the general statement appended to Part I.

43. The specimen entries in this and other parts explain sufficiently the nature of the accidents which should be included therein.

44. In preparing the Returns of Accidents the orders laid down in Public Works Department Circular No. XIX Railway, dated the 18th September 1890, should be carefully adhered to.

Appendix A.

FORM NO. 1.

Railway—Accident Report.

N. B.—The questions in this report entered in italics, are those to some of which answers will probably be required to be given by the railway servant making the report to the Station Master, see circular for reporting accidents, para. 2. The questions entered in Roman are those to which answers may be given in the subsequent written report, vide paras. 10 and 11 of same circular.

1. *Station or mileage at which accident occurred.*
2. *Time and date of accident.*
3. *No. and description of train.*
4. *Nature of accident.*
5. *Cause of accident.*
6. *Persons injured, nature and extent of their injuries.*—The result of medical examination; caste, sex, age, occupation, &c., to be given.
7. *Individual numbers of vehicles damaged, extent of damage; position of vehicle or vehicles in relation to engine.*—How disabled vehicles were disposed of.
8. *Damage to Permanent way.*
9. *Particulars of damage to property in train, or within station limits.*—Rough estimate of cost of damage.
10. *Speed of train.*
11. *Probable (actual) detention to train to which accident occurred, and to other trains.*
12. *Assistance required if any.*
13. *If necessary to transfer goods or mails, state number and description of vehicles required.*
14. IN CASE OF OBSTRUCTION ON LINE, CATTLE RUN OVER, &c.—
(a) *What was cause of obstruction?* (b) *Did it appear wilful or accidental?*
(c) *Is any one suspected?* (d) *Was the line fenced?* (e) *If so, the state of the fencing?* (f) *Was the engine fitted with a cow-catcher?* (g) *Has obstruction been removed?*
15. IN CASE OF TRAINS PARTING, BROKEN TYRES, WHEELS, AXLES, HOT AXLES, FIRES IN TRAINS—
(a) *How far was vehicle from engine?* (b) *How many vehicles on the train?* (c) *Was engine fitted with a spark-arrester?* (d) *What class of fuel was being used?*
16. IN CASE OF DEATHS IN TRAINS—
(a) *Give description of deceased, caste, name, age, sex; whether railway servant, passenger, or trespasser. Cause of death* (b) *If passenger. No. and class of ticket.* (c) *Number of persons in same compartment.*
(d) *List of property belonging to deceased, and how disposed of, residence, employment or vocation.*
(e) *State what has been done with body; whether made over to the police, buried, or sent to Civil Surgeon.*
17. IN CASE OF DEAD BODIES OF INJURED PERSONS DISCOVERED ON LINE OR WITHIN STATION LIMITS—
(a) *State in what position body was lying, and give details of any apparent injury to the body or other circumstances which may have caused death or injury.*
18. IN CASE OF DERAILMENTS, TRAINS PUT ON A WRONG LINE, COLLISIONS, &c.—
(a) *State whether points and signals were properly fastened or set in the right direction, if line clears were duly observed, and signals respected, also whether lights were visible, flags properly exhibited, &c.*
19. IN CASES OF VEHICLES BLOWN AWAY FROM STATIONS—
(a) *State how the vehicles were fastened and how they broke adrift.*
20. *How long was road blocked and to what extent?*
21. *Measures taken to re-establish traffic.*
22. *Time assistance sent for, and time arrived.*
23. *Station arrived from.*
24. *Cause of delay, if any, in getting assistance.*
25. *Measures taken in regard to persons to whom accident is supposed to be due. Give their names, staff numbers and designations.*
26. *What became of injured persons?*
27. *Site of accident, mileage if on straight or curved grade, whether with or against train.*
28. *Sketch showing lines at site of accident, and position of vehicles.*
29. *Remarks.*

Question No.

Below write replies to as many of the above questions as may be required.

Station Master.

Copy forwarded to the (a) _____ for information in continuation of telegram sent _____ The (b) matter has been duly reported to the Manager, to the Heads of Departments of the railway, and to the railway Police, who will take all necessary steps for instituting the usual departmental enquiries, upon completion of which a further detailed report will be sent you by the Manager. (a).

(a) To be sent to District Traffic Superintendent, and signed by Station Master, see para. 10 of rules for reporting accidents and in class A cases, to the Magistrate of District ditto.
and to the Senior Policeman at the station ditto.
or to the District Officer of his department signed by any railway employé, reporting a railway accident, see para. 10 of rules for reporting accidents.
(b) This sentence may be struck out except in reports of class A accidents sent by Station Masters to the District Magistrate.

Appendix B.

Telegraphic Reports of Accidents.

CLASS A.—ACCIDENTS RESULTING IN LOSS OF LIFE, OR GRIEVOUS HURT TO PERSON, OR IN SERIOUS INJURY TO PROPERTY.

- (i) *Persons killed or injured from any cause whatever when either travelling by train or intending to do so, whether passengers or railway servants.*
- (ii) *Servants of the railway or of contractors killed or injured from any cause whatever while working or walking within railway limits. [Slight abrasions or bruises which are incidental to a man's ordinary duties need not be reported.]*
- (iii) *Trespassers or others within railway limits killed or injured from any cause whatever.*
- (iv) *Collisions between trains one of which is a train carrying passengers.*
- (v) *Derailment (of any train carrying passengers or of any part of such train.)*
- (vi) *Collisions between engines, trains, vehicles, or trollies not coming under heads (i), (ii), (iii) or (iv), but resulting in serious injury to property, road, or stock.*
- (vii) *Serious damage to railway stock or to public or private property.*

On the occurrence of an accident under any of the above heads, the following persons are to be advised by telegraph :—

Agent (or Manager).	(a) District Traffic Superintendent.	} Of district on which the accident occurs.
(a) Traffic Manager (or Traffic Superintendent).	(a) District Locomotive Superintendent.	
(a) Locomotive Superintendent.	(a) District Engineer.	} Of length on which the accident occurs.
(a) Chief Engineer (or Superintendent of Way and Works).	(a) Traffic Inspector.	
	(a) Platelayer.	
Superintendent of Police.	(a) Locomotive Foreman.	
	(a) Carriage and Wagon Examiner.	

(a) or such officers as may be prescribed by the Railway Administration concerned.

These accidents must also be reported to the Magistrate of the district in which the accident occurs, and when the accident comes under heads (i), (ii) or (iii), to the nearest railway Medical Officer. In serious cases of loss of life to passengers, where a local Medical Officer is nearer than any railway Medical Officer, he should be communicated with.

The following information is to be given when reporting by telegraph an accident under Class A.

Mileage at which the accident occurred.

Time, and date, of accident, and number of train.

Nature of accident.

Cause of accident as far as known.

Probable detention to traffic.

Assistance required.

CLASS B.—*Running into or over cattle,* level-crossing gates, or obstructions of any kind, not causing an accident under Class A.*

On the occurrence of an accident under the above head, if loss of life occurs, or grievous hurt to person, or if damage is done to the line or rolling-stock, the accident would come under Class A; but if no damage is done, the following officers alone should be advised by telegraph :—

(a) Traffic Manager (or Traffic Superintendent).	(a) District Traffic Superintendent.	} Of the district on which the accident occurs.
(a) Locomotive Superintendent.	(a) District Locomotive Superintendent.	
(a) Chief Engineer (or Superintendent of Way and Works).	(a) District Engineer.	} Of length on which the accident occurs.
Superintendent of Police.	(a) Platelayer.	

(a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class B.

Mileage where the accident occurred.

Date of accident and number of train.

Whether the obstruction was removed or thrown off the line.

Nature of the casualty.

Whether the engine was fitted with a cow-catcher.

Nature of the obstruction.

And in the case of cattle being run over, if the line in the vicinity of the site of the accident was fenced, and the state of the fencing.

CLASS C.—(i) *Passengers, intending passengers, railway servants, or others dying from natural or other causes in trains on the line, at stations, or within railway limits, excluding natural deaths in staff-quarters.*

(ii) *Dead bodies found on the line.*

On the occurrence of a casualty of the above nature, the following officers should be advised by telegraph :—

Agent (or Manager).	
(a) Traffic Manager (or Traffic Superintendent).	
(a) Locomotive Superintendent.	
(a) Chief Engineer (or Superintendent of Way and Works).	
(a) Superintendent of Police.	
(a) District Traffic Superintendent.	} Of district on which accident occurs.
(a) District Locomotive Superintendent.	
(a) Carriage Examiner.	} Of length on which accident occurs.

Nearest Surgeon or Assistant Surgeon attached to the Railway.

(a) or such officers as may be prescribed by the Railway Administration concerned.

* N.B.—The term *cattle* does not include sheep, goats, pigs, dogs, vultures, alligators, &c.

The following information is to be given when reporting by telegraph an accident under Class C.

Mileage, if known, at which death occurred, time, date, and number of train.

Cause of death, if known.

- CLASS D.—(i) Vehicles blown away from stations.
 (ii) Trains put on a wrong line.
 (iii) Averted collisions.
 (iv) Derailments within, or outside, station limits not coming under Class A (v).
 (v) Trains parting.
 (vi) Fires in trains or in railway limits.
 (vii) Damage to telegraph, and telegraph failures.
 (viii) Damage to the line of such a nature as to render it unsafe for the passage of trains, or to probably cause delay to trains.
 (ix) Any other unusual occurrence affecting, or likely to affect, the safety of persons, or causing, or likely to cause, serious delay to traffic or mails or damage to the line, works or railway stock.

On the occurrence of an accident under any of the above heads, the following officers should be advised by telegraph :—

- | | | |
|---|---|---|
| Agent (or Manager.) | (a) District Traffic Superintendent. | } Of district on which accident occurs. |
| (a) Traffic Manager (or Traffic Superintendent.) | (a) District Locomotive Superintendent. | |
| (a) Locomotive Superintendent. | (a) District Engineer. | } Of length on which accident occurs. |
| (a) Chief Engineer or (Superintendent of Way and Works) | (a) Traffic Inspector. | |
| (a) Superintendent of Police. | (a) Locomotive Foreman. | |
| | (a) Platelayer. | |
| | (a) Carriage Examiner. | |

(a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class D.

Mileage where the accident occurred, time, date, and number of train.

Nature of accident.

Cause of accident.

Whether or not traffic can be worked through.

Damage done.

How long the line is likely to be blocked.

Assistance required.

CLASS E.—Engine failures which do not cause an accident coming under any of the preceding classes of this paragraph.

Should be reported by telegraph to :—

- | | | |
|--|---|---|
| Agent (or Manager.) | (a) District Traffic Superintendent. | } Of district on which accident occurs. |
| (a) Traffic Manager (or Traffic Superintendent.) | (a) District Locomotive Superintendent. | |
| (a) Locomotive Superintendent. | (a) Locomotive Foreman. | } Of length in which accident occurs. |
| | (a) Traffic Inspector. | |

(a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class E.

Mileage, time, date, and number of train.

The nature of the accident.

The cause which produced it.

Whether or not assistance required.

Appendix C.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the _____ Railway during the—quarter of 18____, with the number of persons killed or injured thereby.

KEY.

This table distinguishes the different classes of accidents included in this Part, and is referred to by the figures in column

	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SEEVANTS.		TOTAL ALL CLASSES.	
	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 ...						
12A. The bursting of tubes of engines ...						
13. The failure of machinery, springs, &c., of engines...						
14. The failure of tyres ...						
15. Ditto of wheels ...						
16. Ditto of axles ...						
17. Ditto of brake apparatus ...						
18. Ditto of couplings ...						
19. Ditto of tunnels, bridges, viaducts, or culverts ...						
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 Railways						

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

GENERAL.	Date of accident.	Name of Railway with nature and cause of accident.	* For classification, see key to this Part.	PASSENGERS AND OTHERS.				RAILWAY SERVANTS.				TOTAL ALL CLASSES.	
				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.	Killed.	Injured.
18		EAST INDIAN—											
October 26th ...		A goods train parted inside the up distant signal at Baidyabati, actual cause unknown; the front portion was taken on to Bhadreswar in spite of signals shewn by the staff. The parties in fault were punished.	18	...	...	...	...	...	...	...	...	...	...
" 27th ...		A Pilot engine was derailed at Cawnpore causing several detentions to the Up Mail and other trains.	6	...	...	...	...	...	...	...	...	...	...
Total			...										

N.B.—Only such accidents, included in the Returns of "Failure of tyres" attended with injury to life or limb, should be entered in this Return coming under these heads in the columns provided for them.

* In classifying the accidents in this column

N.B.—Only such accidents, included in the Returns of "Failure of tyres," "Failure of axles," "Failure of wheels," &c., as are attended with injury to life or limb, should be entered in this Return; but care should be taken to show the total number of accidents coming under these heads in the columns provided for them in Table 2.

* In classifying the accidents in this column the word "Serious" should be put above the number in order to shew which accidents were reported to the Local Government under section 83 of the Indian Railways Act No. IX of 1890.

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued.)

Return of the FAILURES of TYRES, reported by the _____ RAILWAY during the _____ quarter of 18 ____.

Date of failure.	Name of Railway, with nature and cause of failure.	FAILURES OF TYRES.
18	Rajputana-Malwa.	
	An engine of Dübs and Co's. make attached to a local train failed at mile 150 between Bhankori and Dausa owing to the tyre of the right hand centre wheel of the tender working off.	
	East Indian.	
May 11th ...	The right hand middle tender wheel tyre of the engine working the up mail broke into pieces near Shikoad. Cause unknown.	
	Southern Maratha.	
December 19th ...	Engine of No. 113 up mixed train failed within Badami Station yard owing to the tyre of the left hand tender wheel having come off.	

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of the FAILURES of AXLES, reported by the _____ RAILWAY during the _____ quarter of 18____.

FAILURES OF AXLES.	Date of failure.	Name of Railway, with nature and cause of failure.
18		Rajputana-Malwa.
December 27th	...	While shunting at Bandikui the axle of a covered goods wagon broke owing to a flaw in the metal.
January 2nd	...	The left hand trailing journal of a goods wagon broke between Sendra and Beawar owing to a previous failure.
July 1st	...	Whilst a local mixed train was running near Umardeshi the driving axle of the engine broke, owing to a flaw in the metal. The engine was of Dübs and Co's. make and was placed on the rails in 1884.

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of the FAILURES of WHEELS reported by the _____ RAILWAY during the _____ quarter of 18____.

FAILURES OF WHEELS.	Date of failure.	Name of Railway, with nature and cause of failure.
18		Morvi.
December 24th	...	A lower class carriage on an up passenger train was derailed between miles Nos. 58 and 57 owing to a wheel being loose on the axle. The carriage was thrown off the rails and the train proceeded. No damage was done to Rolling-Stock or Permanent-Way, nor was any one hurt.
		The Gaekwar's.
August 12th	...	The front wheel of a wagon attached to a goods train broke at mile 8 between Philapur and Kelanpur. The wagon was derailed.
		Darjeeling-Himalayan Railway.
August 27th	...	The flange of a wheel of a wagon attached to a goods train broke at mile 43½ and the wagon was derailed.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &C.—(continued).

Return of RAILS found FRACTURED in the permanent-way, reported by the _____ RAILWAY during the _____ quarter of 18 _____.

BROKEN RAILS.	Date when found fractured.	Name of Railway, with nature and cause of fracture.
	18	East Indian.
	December 1st	As No. 14 Down Goods train was drawing into Dadri Station, a rail was found broken near the point, train came to a stand and the rail was replaced.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &C.—(continued).

Return of cases reported during the _____ quarter of 18 _____ of trains running through level-crossing gates over cattle straying on _____ Railway, or other obstructions, but in which no personal injury was caused, nor any damage done to the trains or permanent-way.

Date of accident.	Name of Railway, with nature and cause of accident.	Running through level- crossing gates, over cattle and other obstruc- tions.
18	East Indian.	
October 3rd	A bullock was run over and killed at mile 278 between Burhee and Mokameh by an up special goods train. The engine was not fitted with a cowcatcher, but the fencing was good.	
20th	Southern Maratha.	
	A mixed train ran through the level-crossing gate near Bellary Cantonment owing to the gateman not having opened it in time.	
30th	East Indian.	
	A passenger train ran over and killed a buffalo at mile 819½ between Ferozabad and Tundla. The engine was fitted with a cowcatcher and the fencing was good. The animal got on to the line through a level-crossing gate which had been left open.	

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(concluded).
Return of the damage done to the PERMANENT-WAY of the _____ Railway by FLOODS reported during
the _____ quarter of 18 _____.

FLOODS.

Date of accident.	Name of Railway, with nature and cause of accident.
18	Southern Maratha.
October 18th	Owing to excessive rain a large gap was caused in the earthwork in the south end of the Yerla bridge between Ashta Road and Sangle.
	Rajputana-Malwa.
July 3rd	Owing to very heavy rain the whole of the line from mile 385 to 389½ between Ajanta and Ghaspura was under water and dangerously out in many places.
	North-Western.
July 15th	The line between Nasik and Hurnai stations was partially breached and washed away. The traffic was interrupted for about 5 hours and the embankment was slightly damaged.

PART II.

RETURN of ACCIDENTS to PASSENGERS, Persons passing over LEVEL CROSSINGS, TRESPASSERS, and others
on _____ Railway during the _____ quarter of 18 _____, exclusive of those killed or injured by
accidents to trains, &c., reported in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by figures in the column

	PASSENGERS.	
	Killed.	Injured.
1. From falling between carriages and platforms	...	...
2. Falling on to the platform, ballast, &c., 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 all Railways	...	...

Date of accident.	Name of Railway, with nature and cause of accident.	PASSENGERS.				See Key to this Part.	OTHER PERSONS.					
		CAUSES BEYOND OWN CONTROL		MISCONDUCT OR WANT OF CAUTION			WHILST PASSING OVER RAILWAYS AT LEVEL-CROSSINGS,		TRESPASSERS AND SUICIDES.		MISCELLANEOUS NOT INCLUDED IN PRECEDING COLUMNS.	
		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1889.	East Indian.				1	2	...	...	...	...	...	...
October 14th	A native passenger in stepping out of the Branch train at Tinpahar missed his footing and fell down the bridge breaking his leg.	...	...	...			...	...	...	...	...	...
October 26th	A native boy trespassing on the line between Sitarampur and Mihijam was run over and killed by a pilot engine.	...	...	...	...	6	...	...	1	...	...	...
Total		...	...	...	1	8	...	...	1	...	...	...

PART III.

RETURN of ACCIDENTS reported during the quarter of 18 by the Railway as having occurred to SERVANTS in their 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.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by figures in the column

	No. of SERVANTS.	
	Killed.	Injured.
1. During shunting operations	...	...
2. Falling off engines, vans, wagons, &c.	...	...
3. Coming in contact with over-bridges, &c., during the travelling of trains	...	...
4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	...
5. Getting on or off trains, engines, &c.	...	...
6. Whilst loading, unloading, or sheeting	...	...
7. Whilst breaking, spragging or chocking wheels	...	...
8. Whilst working at cranes or capstans	...	...
9. Whilst working on the permanent-way or in sidings	...	...
10. Whilst walking along the line on the way home, or to work	...	...
11. Whilst walking, crossing, or standing on the line	...	...
12. Whilst passing between vehicles	...	...
13. Whilst attending to the machinery of engines, cleaning them, &c.	...	...
14. Whilst attending to gates at level-crossings	...	...
15. Falling or being caught between vehicles and platforms	...	...
16. Falling off ladders, scaffolds, platforms, &c.	...	...
17. By falling of lamps, wagon-doors, timber, weights, &c.	...	...
18. Whilst coupling or uncoupling wagons	...	...
19. Miscellaneous	...	...
Total all Railways	...	...

PART III.

Railway—(continued).

RETURN of ACCIDENTS to SERVANTS employed on the

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.	ACCIDENTS TO SERVANTS.
				Killed.	Injured.	Killed.	Injured.			
		East Indian.								
October 18th ...	Phagoo	Lineman	Luakeesara	...	1	...	...	9		
November 14th...	Esmile	Khallasie	Magra	...	...	1	...	11		
		Great Indian Peninsula.								
" 17th...	Rameo Pandoo	Pointsman	Wadi	...	...	1	...	11		
TOTAL				...	1	...	2	...	...	...

PART IV.

The following accidents to RAILWAY SERVANTS and others not included in Parts I, II and III, have been reported by the _____ Railway during the _____ quarter of 18 _____.

Date of accident.	Name of Railway, with 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.
	Great Indian Peninsula.								
October 2nd	At Parel a carpenter working on the boiler of an engine fell on to a man working on the same engine and injured his spine.	...	...	...	...	...	1	...	...
" 24th	A woman who was crossing a bridge at the approach of a Passenger train fell and was seriously injured and died from the effects.	...	...	1	...	...	...	...	...
December 20th	A cooly while working in the Workshops at Parel got his foot between the rails and the traverser	...	...	...	...	...	...	...	1

Accidents not coming under any of the classified heads in Parts I, II, and III but of such a kind as to have caused or to be likely to cause loss of life or personal injury should be entered in this part.

PART V.

Statement of deaths of Passengers in carriages and stations on the _____ Railway during the _____ quarter of 18 _____, from causes unconnected with the working of the line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	REMARKS.
				Male.	Female.		
1	On arrival of a down train at Burdwan, a native passenger was observed to be ill on alighting from the train, but after proceeding a short distance, he expired	20th April	Heat apoplexy	1	...	50	Years.
1	A native female was taken out from a down passenger train at Nawadi in a very sickly state and sent to hospital, where she expired	23rd "	Gastritis	...	1	...	Unknown.
1	The dead body of a native passenger was found in a down mail train at Sahibgunge	24th "	Cholera	1	...	...	Ditto.
1	On arrival of a down Jubbulpore mixed train at Alhabad Station, a native female, 3rd class passenger, was found dead in a carriage	11th May	Fever	...	1	26	years.
				2		2	

TABLE No. I.

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.

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

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) distinguish-
ing 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 good 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.

[illegible]

[D R A F T .]

(Accompaniment to the Government of India, Public Works Department,
No. 86 R.T., dated the 20th February 1891.)

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 20th February 1891.

*Read the following extracts from the Indian Railways Act, No. IX of 1890,
in regard to Accidents :—*

Report of railway accidents.

(a) *Indian Penal Code, Act XLV of 1860, Section 320.*—The following kinds of hurt only are designated as "grievous":—

First.—Emasculation.
Secondly.—Permanent privation of the sight of either eye.
Thirdly.—Permanent privation of the hearing of either ear.
Fourthly.—Privation of any member or joint.
Fifthly.—Destruction or permanent impairing of the powers of any member or joint.
Sixthly.—Permanent disfiguration of the head or face.
Seventhly.—Fracture or dislocation of a bone or tooth.
Eighthly.—Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, in severe bodily pain, or unable to follow his ordinary pursuits.

Section 83.—When any of the following accidents occurs in the course of working a railway, namely :—

- (a) any accident attended with loss of human life, or with grievous hurt as defined in the Indian Penal Code, (a) or with serious injury to property;
- (b) any collision between trains of which one is a train carrying passengers;
- (c) the derailment of any train carrying passengers, or of any part of such a train;
- (d) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property;
- (e) any accident of any other description which the Governor General in Council may notify in this behalf in the *Gazette of India*;

the railway administration working the railway and, if the accident happens to a train belonging to any other railway administration, the other railway administration also shall, without unnecessary delay, send notice of the accident to the Local Government and to the Inspector appointed for the railway; and the Station Master nearest to the place at which the accident occurred or, where there is no Station Master, the railway servant in charge of the section of the railway on which the accident occurred shall, without unnecessary delay, give notice of the accident to the Magistrate of the district in which the accident occurred, and to the officer in charge of the police-station within the local limits of which it occurred, or to such other Magistrate and police-officer as the Governor General in Council appoints in this behalf.

Section 84.—The Governor General in Council may make rules, consistent with this Act and any other enactment for the time being in force, Power to make rules regarding notices of and inquiries into accidents. for all or any of the following purposes, namely :—

- (a) for prescribing the forms of the notices mentioned in the last foregoing section, and the particulars of the accident which those notices are to contain;
- (b) for prescribing the class of accidents of which notice is to be sent by telegraph immediately after the accident has occurred;
- (c) for prescribing the duties of railway servants, Police Officers, Inspectors and Magistrates on the occurrence of an accident.

Section 85.—Every railway administration shall send to the Governor General in Council Submission of return of accidents. a return of accidents occurring upon its railway, whether attended with personal injury or not, in such form and manner and at such intervals of time as the Governor General in Council directs.

Section 103.—If a Station Master or a railway servant in charge of a section of a railway omits to give such notice of an accident as is required by section 83 and the rules for the time being in force under section 84, he shall be punished with fine which may extend to fifty rupees.

Resolution.—In accordance with the above sections of the Indian Railways Act, No. IX of 1890, the following rules are hereby laid down for reporting and investigating railway accidents.

RULES FOR REPORTING AND INVESTIGATING RAILWAY ACCIDENTS.

Duties of the Railway Administration.

1. Every railway servant is required to report to the nearest Station Master, with as little delay as possible, any accident on the railway which may come to his notice.

2. The Station Master will obtain from the railway servant making the report answers to so many of the questions given in Form No. 1 (*vide* Appendix A) as may be necessary with regard to the accident reported. The answers given must be as short and concise as possible, and the form, after being jointly signed by both the Station Master and the railway servant making the report, will be carefully filed for future reference.

3. The Station Master, after recording the particulars of the accident in Form No. 1, will immediately advise the persons mentioned in Appendix B by telegraph according to the clause under which the accident may come. In order to reduce the length of the telegraphic advices, which are to be sent to the officers named in the different clauses of Appendix B, the Station Master will address such messages as follows. A telegraphic message from, say Adamwahan, advising an accident under Class A should be worded:—

From

A. D. W. (Adamwahan.)
S. M. (Station Master.)

To

L. H. R. (Lahore.)
[And any other station that may be required.]

Acct. Class A.—[Then enter particulars as ordered in Appendix B for an accident falling under Class A.]

Class A [or other letter] will denote clause of Appendix B of these Rules: and "Acct." will be the code signal for "All concerned—Accident rules, Appendix B," *i.e.*, for the officials who are to have a copy of the message sent to them under the special clause of that paragraph to which letter "A" refers.

N.B.—The presence of a superior officer at a station does not relieve the Station Master of his individual responsibility under this order. Guards, Permanent-way Inspectors, and Drivers should not, as a rule, telegraph to "All concerned," but they may send separate or joint messages to their own departmental officers if they consider it necessary to do so.

4. In cases of emergency when assistance is urgently required, the Station Master may telegraph short particulars to "all concerned" before completion of the joint report with the remark, "details to follow;" but so soon as the report is completed, further information must at once be telegraphed.

5. Signallers receiving accident messages are to immediately inform the Station Master on duty, although the message may not be addressed to him, so that every preparation may be made for rendering all the assistance which is required.

6. After despatching the telegrams required in paragraph 3, the Station Master will send by the first opportunity a written copy of the report on Form No. 1 (*vide* Appendix A) to the District Traffic Superintendent for information. In the case of all accidents coming under Class A, a copy of this written report will also be sent by the Station Master to the nearest Magistrate, and in Classes A and C to the senior policeman present at the station, as also to the Inspector or Deputy Inspector of Police of the District. A copy of the report on Form 1 must also be sent to the senior policeman present at the station in cases under all other classes of accident where any malicious attempt to cause damage or other breach of the Criminal law is apparent.

7. The railway servant who reports an accident to a Station Master must also, without delay, submit a written report in Form No. 1 (*vide* Appendix A), departmentally, and will furnish such advice to the Head of his Department as he may consider necessary.

8. These written reports, referred to in paragraphs 6 and 7, should not be mere copies of the entries of the original report filed in the Station Master's office, but should give the fullest particulars known regarding the accident at the time the written report is despatched.

9. On receipt of the Station Master's written report, the District Traffic Superintendent will, in all serious cases coming under Class A, send a copy of the Station Master's report by the earliest possible opportunity to the Traffic Superintendent (or Traffic Manager) and to the Agent (or Manager). He will then in all necessary cases convene a Committee to hold a departmental investigation into the accident. The constitution of this committee will, to a great extent, depend on the nature of the accident; for trivial accidents, the Traffic Inspector, the Platelayer, and the Locomotive Foreman of the length on which the accident occurred will suffice. For more serious accidents, the District Traffic Superintendent, the Executive Engineer, and the District Locomotive Superintendent will form the committee; it being desirable in all possible cases that the three executive departments should be represented. Notice should in every instance be given to the Police Officer of the date of the investigation in order that he may, if necessary, arrange to attend it himself or to depute some subordinate to represent him. In more serious cases the Agent (or Manager) or some special officer deputed by him may himself conduct the investigation. Failing any telegraphic instructions from the Agent (or Manager), the District Traffic Superintendent will arrange for the meeting of the committee at the earliest possible moment.

10. In the absence of the Agent (or Manager), the senior railway officer present will act as President, and he will record the evidence, which, in the case of a witness who understands English, shall be signed by such witness. In other cases, it will be certified at foot by the President that the evidence has been explained to the witness, and acknowledged by him as correct.

11. The finding, if unanimous, will be signed by the President and Members; in other cases a separate opinion may be signed by any member or members, and attached to the proceedings.

12. The President will send the proceedings through the Traffic Superintendent (or Traffic Manager) to the Agent (or Manager), who will issue orders thereon. District officers may take such copies or notes of the proceedings as are temporarily required for their own purposes, and for submission to the Heads of their Departments.

13. The steam-boat ferry service (if any) is to be considered to form a portion of the railway, and the preceding rules, where they apply, are to be observed in all cases of accident thereon; but accidents in workshops, or accidents unconnected with the working of the railway, will be reported by the department concerned in Form No. 1 without passing through Traffic Manager (or Traffic Superintendent).

14. Joint enquiries must invariably be held in every case of fatal accident, Class A (i) (ii) and (iii) (*vide* Appendix B), and in every case when the accident would under these rules require to be reported to the Director General of Railways, *vide* paragraph 15.

15. The Agent (or Manager) on receipt of the telegram from the Station Master (*vide* paragraph 3) will in all cases coming under section 83 of the Indian Railways Act, 1890, send the usual advice by wire direct to the Government Inspector, the Director General of Railways, and the Secretary to the Local Government in the Judicial Department. The Local Government in this case is to be the Local Government of the District in which the accident occurs and not necessarily the Local Government which controls the line on which the accident occurs. The Agent (or Manager) will also issue necessary instructions to ensure the report in Form 1 being sent by the Station Master direct to the Magistrate of the District, if in his opinion the accident falls under Section 83 (d) of the Indian Railways Act, 1890, and has not been reported by the Station Master, in the first instance, under Class A. On receipt of the written report, and of the proceedings of the Committee of the Inquiry, the Agent (or Manager) will, in the case of any accident falling under Class A (i), (ii) and (iii), communicate the result of the enquiries to the Magistrate, and on the conclusion of the proceedings will, if necessary, submit the final report to the Government Inspector and to the Local Government.

16. As regards the rules for the guidance of the Railway Police enjoining that the police are to take cognizance of breaches of Railway rules and regulations, when a charge is made and duly signed by a responsible officer, such as a Station Master, or his Assistant in charge, it is to be distinctly understood that before handing over to the police for safe custody a railway employé alleged to have committed a breach of Railway regulations bringing him within the provisions of the Indian Railways Act, 1890, the Station Master, or other responsible officer, should, in all possible cases, obtain the approval by wire, or otherwise, of the Head of the Department concerned.

Duties of the Railway or District Police.

17. In accordance with regulations, the Government Railway Police, or in the event of there being no Government Railway Police, the District Police will make an investigation in all cases when a railway accident causes death, or grievous hurt; or in all cases when the action has, *prima facie*, been caused by a criminal act.

18. In case of very serious accidents, the Assistant Inspector General of the Government Railway Police, if any, or the District Superintendent of Police where there is no Government Railway Police, shall proceed without delay to the scene of the accident. If either officer be himself unable so to proceed, he shall depute an officer who in the case of the District Police, shall be an Assistant Superintendent of Police, if there be one, or where there is no such officer, an Inspector of Police. If in such cases the Police Officer is unable to proceed to the accident, he shall at once inform his Departmental Superior and the nearest Magistrate in the District.

19. On the police deciding that the accident is one that must be investigated, the Police Officer concerned will at once advise the Agent (or Manager) and the District Traffic Superintendent by wire of the date and hour of the proposed enquiry, so that if possible, the police enquiry and the departmental enquiry prescribed under paragraph 9 may be held jointly. As the police enquiry must be held forthwith, the District Traffic Superintendent will be held responsible for giving the very earliest advice to all the officers concerned, so that all three Executive Departments may, if possible, be represented at the joint enquiry. The presence of a railway officer should, if possible, be secured in all cases when the police investigation is not held at the same time as the joint enquiry; but the absence of such an officer cannot be allowed to stop the police enquiry, which, as stated above, should be held as soon as possible after the serious accident has taken place.

20. The result of the police enquiry should at once be reported to the Magistrate and to the Agent (or Manager) of the Railway.

21. If the enquiry be held by the Government Railway Police, immediate information shall be given to the District Police, either direct or through the Magistrate of the District. Should the assistance of the District Police be called for, the District Police shall afford all necessary assistance, and shall, if occasion arise, carry the investigation beyond the limits of the Railway premises. But the Assistant Inspector General of the Government Railway Police is primarily entrusted with the duty of enquiry within such limits. Subject to any provisions elsewhere contained in these rules, the further prosecution of the case, on the conclusion of the police enquiry, shall rest with the Government Railway Police.

Duties of the Civil Officers.

22. It shall be in the discretion of the Magistrate of the District or of the Sub-divisional Magistrate, on receiving information of the occurrence of a serious Railway accident coming within the meaning of sub-section (a) of section 83 of the Indian Railways Act, 1890, either—

- (a) himself to proceed to the scene of the accident, and make enquiry,
- (b) to depute a Subordinate Magistrate to make enquiry; or
- (c) to direct investigation to be made by the Government Railway or District Police, as the case may be.

23. On deciding that a Magisterial enquiry is to be held, the Magistrate of the District or the Sub-divisional Magistrate, as the case may be, shall at once advise by telegraph the Agent (or Manager,) the District Traffic Superintendent and the Government Inspector of the date and hour of the proposed Magisterial enquiry, so that the Railway Administration may be able to summon the requisite expert evidence. The Superintendent of Police on receiving an order under head (c) will proceed as previously directed in paragraph 19.

24. Should a Magisterial enquiry be held, it will, as a rule, supersede the Railway Departmental enquiry prescribed under paragraph 9 and also the police enquiry under paragraph 17 if such enquiries have not already been held.

25. The Agent (or Manager,) and the District Traffic Superintendent on receiving telegraphic advice from the Civil Officer that a Magisterial enquiry is to be held, will arrange for all railway officers being present at the enquiry whose evidence they think will be required.

26. The Magistrate or other officer shall summon any railway servant, and all other persons whose presence he may think necessary; and in cases where technical points are concerned, the Magistrate should be careful to call for and take the evidence of the officers of the Railway or other professional persons. In summoning the railway servants, he will take care not to summon so many of the employés, especially of one class, on the same day, as to cause inconvenience to the working of the railway.

27. If, in course of the enquiry, the Magistrate wishes for the assistance of the Government Inspector or of the Agent (or Manager) of the railway, or for the attendance of any officer of the railway, to explain or give evidence upon any matter relating to railway supervision, management or working, he will issue a requisition to such officers to attend the Court. In very serious accidents, it will be generally advisable for the Magistrate to receive either the evidence of, or report from, both the Government Inspector and the Agent (or Manager) in regard to the accident, before finally concluding his enquiry. Should a Railway Departmental enquiry have been held before the Magisterial enquiry, a copy of the evidence taken before the officers who conducted the Railway Departmental enquiry, and of their report should be furnished to the Magistrate.

28. On the conclusion of the enquiry, the Magistrate will decide whether any *prima facie* evidence exists for the prosecution of any of the railway servants under the Indian Railways Act, 1890; and if so, will arrange for their prosecution.

29. A copy of the decision arrived at by the Magistrate at the conclusion of the enquiry should be forwarded to the Agent (or Manager) of the Railway, and if considered necessary, to the Local Government.

30. Magistrates through whose jurisdiction a railway passes, shall maintain a list of railway officers (such list to be furnished by the Railway Administration) to whom summonses may be sent for service on subordinate railway servants, and the Local Government shall furnish the Agent (or Manager) with a list of Magistrates or other officers to whom reports of accidents should be made.

Duties of the Government Inspector.

31. On receiving notice of an accident serious enough in his opinion to warrant enquiry being held, or in any case on requisition from the Magistrate conducting the enquiry under paragraph 26, the Government Inspector shall proceed himself or by Deputy to the scene of the accident, to note the facts and to enquire generally into the causes that led to the accident. In such cases, he will, if practicable, be present at the joint enquiry held by the railway officers and the police under paragraphs 9 and 19, or at the Magisterial enquiry held under paragraph 22, the object being that as far as possible only one enquiry should be held for one accident. And when present at such inquiries, the Government Inspector should be allowed, either directly, or through the Magistrate, to put any questions to the witnesses that he thinks would elucidate the facts under enquiry.

32. The Government Inspector shall assist the Magistrate in his enquiry as far as he can in person or by deputy, whenever called upon to do so.

33. He shall submit his report, to the Director General of Railways, forwarding a copy to the Agent (or Manager) of the Railway concerned, and also, in the event of a Magisterial enquiry being held, to the Magistrate who conducts the enquiry.

34. In all serious accidents, the reports of the Government Inspector should be submitted in the form adopted by the Inspecting Officers of the Board of Trade, in order to admit of their reproduction in a uniform shape in the publication of the quarterly accident returns. Such reports should contain—

- (1) A brief description of the accident.
- (2) A description of the locality of the accident.
- (3) A detailed statement of the evidence taken.
- (4) The conclusion arrived at by the Inspecting Officer.
- (5) An appendix stating the damage done.
- (6) A sketch illustrative of the accident. (Where necessary.)

Duties of the Civil Surgeon.

35. The Civil Surgeon of the District, the Police Surgeon in a Presidency town or any District Medical Officer, at the requisition of either the Agent (or Manager) of the Railway or of the Magistrate of the District, or of the Assistant Inspector General of the Government Railway Police or the Superintendent of the District Police, as the case may be, shall proceed to the scene of any railway accident attended with serious personal injury, for the purpose of rendering medical aid, or of rendering, at the enquiry, any professional evidence that may be required, and it shall be the duty of such Civil or Police Surgeon or District Medical Officer to proceed accordingly.

Accident Returns.

36. With reference to section 85 of the Indian Railways Act, 1890, quarterly returns of all Railway accidents in the form shown in Appendix C shall be submitted to the Government of India not later than three weeks after the close of the quarter to which they refer, together with all necessary remarks and explanations by the officials of the railways concerned, and by the controlling authorities by whom the returns are forwarded.

37. With a view to secure uniformity in the system of reporting accidents, attention should be paid to the following rules regarding the nature and classes of accidents that should be exhibited in the returns, and regarding the classes of railway servants to be included therein.

The nature and classes of accidents to be exhibited are—

- I.—All cases of cattle run over without exception.
- II.—All cases of injury to the way, stock or works, whether attended or not by injury to life or limb.
- III.—All accidents of any kind likely to have endangered life or limb or to have caused serious loss of property. Such for example as cases of trains running over chairs placed on the line, or of fires in trains, not resulting in injury to the way, stock or works, &c.
- IV.—All cases of injury to life or limb from causes connected with the working of railways.
- V.—All cases of dead bodies being found on a railway.

VI.—All deaths of passengers, or intending passengers, in stations or trains from causes unconnected with the working of railways.

VII.—In case of fire attributed to sparks from the engine, it should be recorded whether the engine is fitted with a spark-arrester, and, if so, the pattern should be stated, as also the description of the fuel used. In cases in which there is reason to suppose that the sparks escaped from the ashpan, it should be stated what, if any, precaution has been taken to check the escape of sparks therefrom.

VIII.—In cases of running over cattle, it should be invariably stated whether the engine is fitted with a cow-catcher; and, if so, the pattern should be specified.

The classes of Railway servants to be included are—

IX.—All persons employed in stations, including police.

X.—All persons employed in the maintenance of Way and Works, exclusive of men entertained for special works, that is, for railway works involving no risk from the working of trains e.g., spurs in a river on which railway work-people are employed.

XI.—All persons employed on trains or running engines, also all gate-keepers.

38. In reporting accidents under class I, the condition of the fencing should be reported.

39. Accidents coming under class VI should not be embodied in the general returns, but reported in a separate list in the form adopted in the returns now circulated (Part V).

40. As regards classes II and III, it is not intended that accidents of a trivial nature, such as petty accidents in shunting, &c., shall be included in the quarterly returns. All should be, however, recorded in the office of the Agent (or Manager) of the railway concerned, to whom it is left to decide what may be omitted from the returns as trivial.

41. Accidents not coming under any of the classified heads in Parts I, II and III of the returns now circulated, but of such a kind as to have caused, or to be likely to cause, loss of life or personal injury, should be entered in Part IV.

42. Accidents connected with the bursting of boilers should be shown separately from those connected with the bursting of tubes. A detailed account of each recorded case of the bursting of a boiler should invariably be given in the general statement appended to Part I.

43. The specimen entries in this and other parts explain sufficiently the nature of the accidents which should be included therein.

44. In preparing the Returns of Accidents the orders laid down in Public Works Department Circular No. XIX Railway, dated the 18th September 1890, should be carefully adhered to.

Appendix A.

Form No. 1.

Railway—Accident Report.

N. B.—The questions in this report entered in *Tables*, are those to some of which answers will probably be required to be given by the railway *agent* making the report to the Station Master, see circular for reporting accidents, para. 2. The questions entered in *Roman* are those to which answers may be given in the subsequent written report, vide paras. 10 and 11 of same circular.

1. Station or mileage at which accident occurred.
2. Time and date of accident.
3. No. and description of train.
4. Nature of accident.
5. Cause of accident.
6. Persons injured, nature and extent of their injuries.—The result of medical examination; caste, sex, age, occupation, &c., to be given.
7. Individual numbers of vehicles damaged, extent of damage; position of vehicle or vehicles in relation to engine.—How disabled vehicles were disposed of.
8. Damage to Permanent way.
9. Particulars of damage to property in train, or within station limits.—Rough estimate of cost of damage.
10. Speed of train.
11. Probable (actual) detention to train to which accident occurred, and to other trains.
12. Assistance required if any.
13. If necessary to transfer goods or mails, state number and description of vehicles required.
14. IN CASE OF OBSTRUCTION ON LINE, CATTLE RUN OVER, &c.—
(a) What was cause of obstruction? (b) Did it appear wilful or accidental?
(c) Is any one suspected? (d) Was the line fenced? (e) If so, the state of the fencing? (f) Was the engine fitted with a cow-catcher? (g) Has obstruction been removed?
15. IN CASE OF TRAINS PARTING, BROKEN TYRES, WHEELS, AXLES, HOT AXLES, FIRES IN TRAINS—
(a) How far was vehicle from engine? (b) How many vehicles on the train? (c) Was engine fitted with a spark-arrester? (d) What class of fuel was being used?
16. IN CASE OF DEATHS IN TRAINS—
(a) Give description of deceased, caste, name, age, sex; whether railway servant, passenger, or trespasser. Cause of death (b) If passenger. No. and class of ticket. (c) Number of persons in same compartment.
(d) List of property belonging to deceased, and how disposed of, residence, employment or vocation.
(e) State what has been done with body; whether made over to the police, buried, or sent to Civil Surgeon.
17. IN CASE OF DEAD BODIES OF INJURED PERSONS DISCOVERED ON LINE OR WITHIN STATION LIMITS—
(a) State in what position body was lying, and give details of any apparent injury to the body or other circumstances which may have caused death or injury.
18. IN CASE OF DERAILMENTS, TRAINS PUT ON A WRONG LINE, COLLISIONS, &c.—
(a) State whether points and signals were properly fastened or set in the right direction, if line clears were duly observed, and signals respected, also whether lights were visible, flags properly exhibited, &c.
19. IN CASES OF VEHICLES BLOWN AWAY FROM STATIONS—
(a) State how the vehicles were fastened and how they broke adrift.
20. How long was road blocked and to what extent?
21. Measures taken to re-establish traffic.
22. Time assistance sent for, and time arrived.
23. Station arrived from.
24. Cause of delay, if any, in getting assistance.
25. Measures taken in regard to persons to whom accident is supposed to be due. Give their names, staff numbers and designations.
26. What became of injured persons?
27. Site of accident, mileage if on straight or curved grade, whether with or against train.
28. Sketch showing lines at site of accident, and position of vehicles.
29. Remarks.

Question No.

Below write replies to as many of the above questions as may be required.

Station Master.

Copy forwarded to the (a) _____ for information in continuation of telegram sent _____. The (b) matter has been duly reported to the Manager, to the Heads of Departments of the railway, and to the railway Police, who will take all necessary steps for instituting the usual departmental enquiries, upon completion of which a further detailed report will be sent you by the Manager.

(a).

(a) To be sent to District Traffic Superintendent, and signed by Station Master, see para. 10 of rules for reporting accidents and in class A cases, to the Magistrate of District ditto.
and to the Senior Policeman at the station ditto.
or to the District Officer of his department signed by any railway employé, reporting a railway accident, see para. 10 of rules for reporting accidents.

(b) This sentence may be struck out except in reports of class A accidents sent by Station Masters to the District Magistrate.

Appendix B.

Telegraphic Reports of Accidents.

CLASS A.—ACCIDENTS RESULTING IN LOSS OF LIFE, OR GRIEVOUS HURT TO PERSON, OR IN SERIOUS INJURY TO PROPERTY.

- (i) Persons killed or injured from any cause whatever when either travelling by train or intending to do so, whether passengers or railway servants.
- (ii) Servants of the railway or of contractors killed or injured from any cause whatever while working or walking within railway limits. [Slight abrasions or bruises which are incidental to a man's ordinary duties need not be reported.]
- (iii) Trespassers or others within railway limits killed or injured from any cause whatever.
- (iv) Collisions between trains one of which is a train carrying passengers.
- (v) Derailment (of any train carrying passengers or of any part of such train.)
- (vi) Collisions between engines, trains, vehicles, or trolleys not coming under heads (i), (ii), (iii) or (iv), but resulting in serious injury to property, road, or stock.
- (vii) Serious damage to railway stock or to public or private property.

On the occurrence of an accident under any of the above heads, the following persons are to be advised by telegraph:—

- | | | |
|--|---|---|
| Agent (or Manager). | (a) District Traffic Superintendent. | } Of district on which the accident occurs. |
| (a) Traffic Manager (or Traffic Superintendent). | (a) District Locomotive Superintendent. | |
| (a) Locomotive Superintendent. | (a) District Engineer. | } Of length on which the accident occurs. |
| (a) Chief Engineer (or Superintendent of Way and Works). | (a) Traffic Inspector. | |
| (a) Superintendent of Police. | (a) Platelayer. | |
| | (a) Locomotive Foreman. | |
| | (a) Carriage and Wagon Examiner. | |

(a) or such officers as may be prescribed by the Railway Administration concerned.

These accidents must also be reported to the Magistrate of the district in which the accident occurs, and when the accident comes under head (i), (ii) or (iii), to the nearest railway Medical Officer. In serious cases of loss of life to passengers, where a local Medical Officer is nearer than any railway Medical Officer, he should be communicated with.

The following information is to be given when reporting by telegraph an accident under Class A.

- Mileage at which the accident occurred.
- Time, and date, of accident, and number of train.
- Nature of accident.
- Cause of accident as far as known.
- Probable detention to traffic.
- Assistance required.

CLASS B.—Running into or over cattle,* level-crossing gates, or obstructions of any kind, not causing an accident under Class A.

On the occurrence of an accident under the above head, if loss of life occurs, or grievous hurt to person, or if damage is done to the line or rolling-stock, the accident would come under Class A; but if no damage is done, the following officers alone should be advised by telegraph:—

- | | | |
|--|---|---|
| (a) Traffic Manager (or Traffic Superintendent). | (a) District Traffic Superintendent. | } Of the district on which the accident occurs. |
| (a) Locomotive Superintendent. | (a) District Locomotive Superintendent. | |
| (a) Chief Engineer (or Superintendent of Way and Works). | (a) District Engineer. | |
| (a) Superintendent of Police. | (a) Platelayer. | Of length on which the accident occurs. |
- (a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class B.

- Mileage where the accident occurred.
- Date of accident and number of train.
- Whether the obstruction was removed or thrown off the line.
- Nature of the casualty.
- Whether the engine was fitted with a cow-catcher.
- Nature of the obstruction.
- And in the case of cattle being run over, if the line in the vicinity of the site of the accident was fenced, and the state of the fencing.

CLASS C.—(i) Passengers, intending passengers, railway servants, or others dying from natural or other causes in trains on the line, at stations, or within railway limits, excluding natural deaths in staff-quarters.

(ii) Dead bodies found on the line.

On the occurrence of a casualty of the above nature, the following officers should be advised by telegraph:—

- | | | |
|--|--|---|
| Agent (or Manager). | (a) Traffic Manager (or Traffic Superintendent). | } Of district on which accident occurs. |
| (a) Locomotive Superintendent. | (a) Locomotive Superintendent. | |
| (a) Chief Engineer (or Superintendent of Way and Works). | (a) Superintendent of Police. | } Of length on which accident occurs. |
| (a) Superintendent of Police. | (a) District Traffic Superintendent. | |
| (a) District Traffic Superintendent. | (a) District Locomotive Superintendent. | |
| (a) Carriage Examiner. | | |

Nearest Surgeon or Assistant Surgeon attached to the Railway.

(a) or such officers as may be prescribed by the Railway Administration concerned.

* N.B.—The term cattle does not include sheep, goats, pigs, dogs, vultures, alligators, &c.

The following information is to be given when reporting by telegraph an accident under Class C.

Mileage, if known, at which death occurred, time, date, and number of train.

Cause of death, if known.

- CLASS D.—(i) Vehicles blown away from stations.
 (ii) Trains put on a wrong line.
 (iii) Averted collisions.
 (iv) Derailments within, or outside, station limits not coming under Class A (v).
 (v) Trains parting.
 (vi) Fires in trains or in railway limits.
 (vii) Damage to telegraph, and telegraph failures.
 (viii) Damage to the line of such a nature as to render it unsafe for the passage of trains, or to probably cause delay to trains.
 (ix) Any other unusual occurrence affecting, or likely to affect, the safety of persons, or causing, or likely to cause, serious delay to traffic or mails or damage to the line, works or railway stock.

On the occurrence of an accident under any of the above heads, the following officers should be advised by telegraph :—

- | | | |
|---|---|---|
| Agent (or Manager.) | (a) District Traffic Superintendent. | } Of district on which accident occurs. |
| (a) Traffic Manager (or Traffic Superintendent.) | (a) District Locomotive Superintendent. | |
| (a) Locomotive Superintendent. | (a) District Engineer. | } Of length on which accident occurs. |
| (a) Chief Engineer or (Superintendent of Way and Works) | (a) Traffic Inspector. | |
| (a) Superintendent of Police. | (a) Locomotive Foreman. | |
| | (a) Platelayer. | |
| | (a) Carriage Examiner. | |

(a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class D.

Mileage where the accident occurred, time, date, and number of train.

Nature of accident.

Cause of accident.

Whether or not traffic can be worked through.

Damage done.

How long the line is likely to be blocked.

Assistance required.

CLASS E.—Engine failures which do not cause an accident coming under any of the preceding classes of this paragraph.

Should be reported by telegraph to :—

- | | | |
|--|---|---|
| Agent (or Manager.) | (a) District Traffic Superintendent. | } Of district on which accident occurs. |
| (a) Traffic Manager (or Traffic Superintendent.) | (a) District Locomotive Superintendent. | |
| (a) Locomotive Superintendent. | (a) Locomotive Foreman. | } Of length in which accident occurs. |
| | (a) Traffic Inspector. | |

(a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class E.

Mileage, time, date, and number of train.

The nature of the accident.

The cause which produced it.

Whether or not assistance required.

Appendix C.

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the _____ Railway during the—quarter of 18____, with the number of persons killed or injured thereby.

KEY.

This table distinguishes the different classes of accidents included in this Part, and is referred to by the figures in column

	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	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						
12A. The bursting of tubes of engines						
13. The failure of machinery, springs, &c., of engines...						
14. The failure of tyres						
15. Ditto of wheels						
16. Ditto of axles						
17. Ditto of brake apparatus						
18. Ditto of couplings						
19. Ditto of tunnels, bridges, viaducts, or culverts						
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 Railways						

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

GENERAL.	Date of accident.	Name of Railway with nature and cause of accident.	* For classification, see key to this Part.	PASSENGERS AND OTHERS.				RAILWAY SERVANTS.				TOTAL ALL CLASSES.		
				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.	Killed.	Injured.	
18		EAST INDIAN—												
October 26th ...		A goods train parted inside the up distant signal at Baidyabati, actual cause unknown; the front portion was taken on to Bhadreswar in spite of signals shewn by the staff. The parties in fault were punished.	18	...	...	...	...	...	...	...	...	...	...	...
" 27th ...		A Pilot engine was derailed at Cawnpore causing several detentions to the Up Mail and other trains.	6	...	...	...	...	...	...	...	...	...	...	...
Total			...											

N.B.—Only such accidents, included in the Returns of "Failures of ... attended with injury to life or limb, should be entered in this ... coming under these heads in the columns provided for ...

* In classifying the accidents ...

N.B.—Only such accidents, included in the Returns of "Failure of tyres," "Failure of axles," "Failure of wheels," &c., as are attended with injury to life or limb, should be entered in this Return; but care should be taken to show the total number of accidents coming under these heads in the columns provided for them in Table 2.

* In classifying the accidents in this column 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 Indian Railways Act No. IX of 1890.

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued.)

Return of the FAILURES of TYRES, reported by the _____ RAILWAY during the _____ quarter of 18 _____.

Date of failure.	Name of Railway, with nature and cause of failure.	FAILURES OF TYRES.
18	Rajputana-Malwa.	
	An engine of Dübs and Co's. make attached to a local train failed at mile 150 between Bhankori and Dausa owing to the tyre of the right hand centre wheel of the tender working off.	
	East Indian.	
May 11th	...	The right hand middle tender wheel tyre of the engine working the up mail broke into pieces near Shikoad. Cause unknown.
	Southern Maratha.	
December 19th	...	Engine of No. 113 up mixed train failed within Badami Station yard owing to the tyre of the left hand tender wheel having come off.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of the FAILURES of AXLES, reported by the _____ RAILWAY during the _____ quarter of 18 _____

FAILURES OF AXLES.	Date of failure.	Name of Railway, with nature and cause of failure.
18		Rajputana-Malwa.
December 27th	...	While shunting at Bandikui the axle of a covered goods wagon broke owing to a flaw in the metal.
January 2nd	...	The left hand trailing journal of a goods wagon broke between Sendra and Beawar owing to a previous failure.
July 1st	...	Whilst a local mixed train was running near Umardeshi the driving axle of the engine broke, owing to a flaw in the metal. The engine was of Dübs and Co's. make and was placed on the rails in 1884.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of the FAILURES of WHEELS reported by the _____ RAILWAY during the _____ quarter of 18 _____

FAILURES OF WHEELS.	Date of failure.	Name of Railway, with nature and cause of failure.
	18	Morvi.
	December 24th	... A lower class carriage on an up passenger train was derailed between miles Nos. 58 and 57 owing to a wheel being loose on the axle. The carriage was thrown off the rails and the train proceeded. No damage was done to Rolling-Stock or Permanent-Way, nor was any one hurt.
		The Gaekwar's.
	August 12th	... The front wheel of a wagon attached to a goods train broke at mile 8 between Philapur and Kelanpur. The wagon was derailed.
		Darjeeling-Himalayan Railway.
	August 27th	... The flange of a wheel of a wagon attached to a goods train broke at mile 43½ and the wagon was derailed.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of RAILS found FRACTURED in the permanent-way, reported by the _____ Railway, the _____ quarter of 18 _____.

BROKEN RAILS.	Date when found fractured.	Name of Railway, with nature and cause of fracture.
18 December 1st	...	East Indian. As No. 14 Down Goods train was drawing into Dadri Station, a rail was found broken near the train came to a stand and the rail was replaced.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of cases reported during the _____ quarter of 18 _____ of trains running through level-crossing gates over cattle straying on _____ Railway, or other obstructions, but in which no personal injury was caused, nor any damage done to the trains or permanent-way.

Date of accident.	Name of Railway, with nature and cause of accident.	Running through level- crossing gates, over cattle and other obstruc- tions.
18	East Indian.	
October 3rd	A bullock was run over and killed at mile 278 between Burhee and Mokameh by an up special goods train. The engine was not fitted with a cowcatcher, but the fencing was good. Southern Maratha. A mixed train ran through the level-crossing gate near Bellary Cantonment owing to the gateman not having opened it in time. East Indian. A passenger train ran over and killed a buffalo at mile 819½ between Ferozabad and Tundla. The engine was fitted with a cowcatcher and the fencing was good. The animal got on to the line through a level-crossing gate which had been left open.	
" 20th		
" 30th		

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(concluded).
Return of the damage done to the PERMANENT-WAY of the _____ Railway by FLOODS reported during the _____ quarter of 18 _____.

Date of accident.	Name of Railway, with nature and cause of accident.
18 October 18th	Southern Maratha. ... Owing to excessive rain a large gap was caused in the earthwork in the south end of the Yerla bridge between Ashta Road and Sangle.
July 3rd	Rajputana-Malwa. ... Owing to very heavy rain the whole of the line from mile 385 to 389½ between Ajanta and Ghaspura was under water and dangerously cut in many places.
July 15th	North-Western. ... The line between Nasik and Hurnai stations was partially breached and washed away. The traffic was interrupted for about 5 hours and the embankment was slightly damaged.

PART II.

RETURN of ACCIDENTS to PASSENGERS, Persons passing over LEVEL CROSSINGS, TRESPASSERS, and others on _____ Railway during the _____ quarter of 18 _____, exclusive of those killed or injured by accidents to trains, &c., reported in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by figures in the column

	PASSENGERS.	
	Killed.	Injured.
1. From falling between carriages and platforms	...	...
2. Falling on to the platform, ballast, &c., 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 all Railways	...	...

Date of accident.	Name of Railway, with nature and cause of accident.	PASSENGERS.				See Key to this Part.	OTHER PERSONS.						
		CAUSES BEYOND OWN CONTROL		MISCONDUCT OR WANT OF CAUTION			WHILST PASSING OVER RAILWAYS AT LEVEL-CROSSINGS,		TRESPASSERS AND SUICIDES.		MISCELLANEOUS NOT INCLUDED IN PRECEDING COLUMNS.		
		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1889.	East Indian.												
October 14th	A native passenger in stepping out of the Branch train at Tinpahar missed his footing and fell down the bridge breaking his leg.	...	...	...	1	2	...	...	...	...	...	...	...
October 26th	A native boy trespassing on the line between Sitarampur and Mihijam was run over and killed by a pilot engine.	...	...	...	...	6	...	...	1	...	...	...	...
	Total	...	...	...	1	8	...	...	1	...	...	...	...

PART III.

RETURN of ACCIDENTS reported during the quarter of 18 by the Railway as having occurred to SERVANTS in their 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 in accidents to trains, &c., in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by figures in the column

	No. of SERVANTS	
	Killed.	Injured.
1. During shunting operations	...	...
2. Falling off engines, vans, wagons, &c.	...	...
3. Coming in contact with over-bridges, &c., during the travelling of trains	...	...
4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	...
5. Getting on or off trains, engines, &c.	...	...
6. Whilst loading, unloading, or sheeting	...	...
7. Whilst breaking, spragging or chocking wheels	...	...
8. Whilst working at cranes or capstans	...	...
9. Whilst working on the permanent-way or in sidings	...	...
10. Whilst walking along the line on the way home, or to work	...	...
11. Whilst walking, crossing, or standing on the line	...	...
12. Whilst passing between vehicles	...	...
13. Whilst attending to the machinery of engines, cleaning them, &c.	...	...
14. Whilst attending to gates at level-crossings	...	...
15. Falling or being caught between vehicles and platforms	...	...
16. Falling off ladders, scaffolds, platforms, &c.	...	...
17. By falling of lamps, wagon-doors, timber, weights, &c.	...	...
18. Whilst coupling or uncoupling wagons	...	...
19. Miscellaneous	...	...
Total all Railways	...	...

PART III.

RETURN of ACCIDENTS to SERVANTS employed on the Railway—(continued).

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.	ACCIDENTS TO SERVANTS.
				Killed.	Injured.	Killed.	Injured.			
		East Indian.								
October 18th ...	Phagoo	Lineman	Luckeesarai	1	...	...	...	9		
November 14th...	Esmile	Khallaseie	Magra	...	...	1	...	11		
		Great Indian Peninsula.								
" 17th...	Ramoo Pandoo	Pointaman	Wadi	...	...	1	...	11		
TOTAL				...	1	...	2	...	...	...

TABLE No. I.

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.

[illegible]

TABLE NO. 2.

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

	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.

RAILWAY.

[illegible]

No. 86 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, NORTH-WESTERN PROVINCES
AND OUDH, AND THE PUNJAB.
THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, BURMA AND ASSAM.
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, CAL-
CUTTA, CENTRAL DIVISION AND LUCKNOW.

Revised Rules for reporting Accidents on Indian Railways.

Simla, the 20th February 1891.

SIR,

In forwarding for information copy of a draft Resolution prescribing revised rules for reporting accidents on Railways in India, which it is proposed to issue in accordance with section 84 of the Indian Railways Act, 1890, I am directed to request that the rules may be carefully scrutinized by the Railway Administrations under your control, and that the Government of India may be favoured with any suggestions as regards alterations, modifications and additions which may seem desirable in connection with the duties therein assigned to the departments and officers concerned.

I have the honor to be,

SIR,

Your most obedient Servant,

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

Documents accompanying.
Draft Resolution referred to.

236
661
[DRAFT.]

(Accompaniment to the Government of India, Public Works Department,
No. 86 R.T., dated the 20th February 1891.)

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 20th February 1891.

Read the following extracts from the *Indian Railways Act, No. IX of 1890*,
in regard to Accidents:—

Report of railway accidents.

Section 83.—When any of the following accidents occurs
in the course of working a railway, namely:—

(a) *Indian Penal Code, Act XLV
of 1860, Section 320.*—The follow-
ing kinds of hurt only are designated
as "grievous":—

First.—Emasculation.
Secondly.—Permanent privation
of the sight of either eye.
Thirdly.—Permanent privation
of the hearing of either ear.
Fourthly.—Privation of any
member or joint.

Fifthly.—Destruction or perma-
nent impairing of the powers of any
member or joint.

Sixthly.—Permanent disfigura-
tion of the head or face.

Seventhly.—Fracture or disloca-
tion of a bone or tooth.

Eighthly.—Any hurt which en-
dangers life, or which causes the
sufferer to be, during the space of
twenty days, in severe bodily pain,
or unable to follow his ordinary
pursuits.

(a) any accident attended with loss of human life, or
with grievous hurt as defined in the Indian Penal
Code, (a) or with serious injury to property;

(b) any collision between trains of which one is a train
carrying passengers;

(c) the derailment of any train carrying passengers, or of
any part of such a train;

(d) any accident of a description usually attended with
loss of human life or with such grievous hurt as
aforesaid or with serious injury to property;

(e) any accident of any other description which the Gov-
ernor General in Council may notify in this behalf
in the *Gazette of India*;

the railway administration working the railway and, if the accident happens to a train
belonging to any other railway administration, the other railway administration also shall,
without unnecessary delay, send notice of the accident to the Local Government and to the
Inspector appointed for the railway; and the Station Master nearest to the place at which
the accident occurred or, where there is no Station Master, the railway servant in charge of the
section of the railway on which the accident occurred shall, without unnecessary delay, give
notice of the accident to the Magistrate of the district in which the accident occurred, and
to the officer in charge of the police station within the local limits of which it occurred, or
to such other Magistrate and police officer as the Governor General in Council appoints in
this behalf.

Section 84.—The Governor General in Council may make rules, consistent with this
Act and any other enactment for the time being in force,
Power to make rules regarding notices of and inquiries into acci- dents. for all or any of the following purposes, namely:—

(a) for prescribing the forms of the notices mentioned in the last foregoing section,
and the particulars of the accident which those notices are to contain;

(b) for prescribing the class of accidents of which notice is to be sent by telegraph
immediately after the accident has occurred;

(c) for prescribing the duties of railway servants, Police Officers, Inspectors and
Magistrates on the occurrence of an accident.

Section 85.—Every railway administration shall send to the Governor General in Council
Submission of return of acci- a return of accidents occurring upon its railway, whether at-
dents. tended with personal injury or not, in such form and manner
and at such intervals of time as the Governor General in Council directs.

Section 103.—If a Station Master or a railway servant in charge of a section of a
railway omits to give such notice of an accident as is required
Omission to give notice of acci- by section 83 and the rules for the time being in force under
dent. section 84, he shall be punished with fine which may extend to fifty rupees.

Resolution.—In accordance with the above sections of the Indian Railways
Act, No. IX of 1890, the following rules are hereby laid down for reporting
and investigating railway accidents.

RULES FOR REPORTING AND INVESTIGATING RAILWAY ACCIDENTS.

Duties of the Railway Administration.

1. Every railway servant is required to report to the nearest Station Master, with as little delay as possible, any accident on the railway which may come to his notice.

2. The Station Master will obtain from the railway servant making the report answers to so many of the questions given in Form No. 1 (*vide* Appendix A) as may be necessary with regard to the accident reported. The answers given must be as short and concise as possible, and the form, after being jointly signed by both the Station Master and the railway servant making the report, will be carefully filed for future reference.

3. The Station Master, after recording the particulars of the accident in Form No. 1, will immediately advise the persons mentioned in Appendix B by telegraph according to the clause under which the accident may come. In order to reduce the length of the telegraphic advices, which are to be sent to the officers named in the different clauses of Appendix B, the Station Master will address such messages as follows. A telegraphic message from, say Adamwahan, advising an accident under Class A should be worded:—

From

A. D. W. (Adamwahan.)
S. M. (Station Master.)

To

L. H. R. (Lahore.)
[And any other station that may be required.]

Acct. Class A.—[Then enter particulars as ordered in Appendix B for an accident falling under Class A.]

Class A [or other letter] will denote clause of Appendix B of these Rules: and "Acct." will be the code signal for "All concerned—Accident rules, Appendix B," *i.e.*, for the officials who are to have a copy of the message sent to them under the special clause of that paragraph to which letter "A" refers.

N.B.—The presence of a superior officer at a station does not relieve the Station Master of his individual responsibility under this order. Guards, Permanent-way Inspectors, and Drivers should not, as a rule, telegraph to "All concerned," but they may send separate or joint messages to their own departmental officers if they consider it necessary to do so.

4. In cases of emergency when assistance is urgently required, the Station Master may telegraph short particulars to "all concerned" before completion of the joint report with the remark, "details to follow;" but so soon as the report is completed, further information must at once be telegraphed.

5. Signallers receiving accident messages are to immediately inform the Station Master on duty, although the message may not be addressed to him, so that every preparation may be made for rendering all the assistance which is required.

6. After despatching the telegrams required in paragraph 3, the Station Master will send by the first opportunity a written copy of the report on Form No. 1 (*vide* Appendix A) to the District Traffic Superintendent for information. In the case of all accidents coming under Class A, a copy of this written report will also be sent by the Station Master to the nearest Magistrate, and in Classes A and C to the senior policeman present at the station, as also to the Inspector or Deputy Inspector of Police of the District. A copy of the report on Form 1 must also be sent to the senior policeman present at the station in cases under all other classes of accident where any malicious attempt to cause damage or other breach of the Criminal law is apparent.

7. The railway servant who reports an accident to a Station Master must also, without delay, submit a written report in Form No. 1 (*vide* Appendix A), to the officer under whom he is directly serving, who will take such action departmentally, and will furnish such advice to the Head of his Department as he may consider necessary.

8. These written reports, referred to in paragraphs 6 and 7, should not be mere copies of the entries of the original report filed in the Station Master's office, but should give the fullest particulars known regarding the accident at the time the written report is despatched.

9. On receipt of the Station Master's written report, the District Traffic Superintendent will, in all serious cases coming under Class A, send a copy of the Station Master's report by the earliest possible opportunity to the Traffic Superintendent (or Traffic Manager) and to the Agent (or Manager). He will then in all necessary cases convene a Committee to hold a departmental investigation into the accident. The constitution of this committee will, to a great extent, depend on the nature of the accident; for trivial accidents, the Traffic Inspector, the Platelayer, and the Locomotive Foreman of the length on which the accident occurred will suffice. For more serious accidents, the District Traffic Superintendent, the Executive Engineer, and the District Locomotive Superintendent will form the committee; it being desirable in all possible cases that the three executive departments should be represented. Notice should in every instance be given to the Police Officer of the date of the investigation in order that he may, if necessary, arrange to attend it himself or to depute some subordinate to represent him. In more serious cases the Agent (or Manager) or some special officer deputed by him may himself conduct the investigation. Failing any telegraphic instructions from the Agent (or Manager), the District Traffic Superintendent will arrange for the meeting of the committee at the earliest possible moment.

10. In the absence of the Agent (or Manager), the senior railway officer present will act as President, and he will record the evidence, which, in the case of a witness who understands English, shall be signed by such witness. In other cases, it will be certified at foot by the President that the evidence has been explained to the witness, and acknowledged by him as correct.

11. The finding, if unanimous, will be signed by the President and Members; in other cases a separate opinion may be signed by any member or members, and attached to the proceedings.

12. The President will send the proceedings through the Traffic Superintendent (or Traffic Manager) to the Agent (or Manager), who will issue orders thereon. District officers may take such copies or notes of the proceedings as are temporarily required for their own purposes, and for submission to the Heads of their Departments.

13. The steam-boat ferry service (if any) is to be considered to form a portion of the railway, and the preceding rules, where they apply, are to be observed in all cases of accident thereon; but accidents in workshops, or accidents unconnected with the working of the railway, will be reported by the department concerned in Form No. 1 without passing through Traffic Manager (or Traffic Superintendent).

14. Joint enquiries must invariably be held in every case of fatal accident, Class A (i) (ii) and (iii) (*vide* Appendix B), and in every case when the accident would under these rules require to be reported to the Director General of Railways, *vide* paragraph 15.

15. The Agent (or Manager) on receipt of the telegram from the Station Master (*vide* paragraph 3) will in all cases coming under section 83 of the Indian Railways Act, 1890, send the usual advice by wire direct to the Government Inspector, the Director General of Railways, and the Secretary to the Local Government in the Judicial Department. The Local Government in this case is to be the Local Government of the District in which the accident occurs and not necessarily the Local Government which controls the line on which the accident occurs. The Agent (or Manager) will also issue necessary instructions to ensure the report in Form 1 being sent by the Station Master direct to the Magistrate of the District, if in his opinion the accident falls under Section 83 (d) of the Indian Railways Act, 1890, and has not been reported by the Station Master, in the first instance, under Class A. On receipt of the written report, and of the proceedings of the Committee of the Inquiry, the Agent (or Manager) will, in the case of any accident falling under Class A (i), (ii) and (iii), communicate the result of the enquiries to the Magistrate, and on the conclusion of the proceedings will, if necessary, submit the final report to the Government Inspector and to the Local Government.

16. As regards the rules for guidance of the Railway Police enforcing that the police are to take cognizance of breaches of Railway rules and regulations, when a charge is made and duly signed by a responsible officer, and a Station Master, or his Assistant in charge, it is to be distinctly understood before handing over to the police for safe custody a railway employé alleged to have committed a breach of Railway regulations bringing him within provisions of the Indian Railways Act, 1890, the Station Master, or other responsible officer, should, in all possible cases, obtain the approval by wire, otherwise, of the Head of the Department concerned.

Duties of the Railway or District Police.

17. In accordance with regulations, the Government Railway Police, in the event of there being no Government Railway Police, the District Police will make an investigation in all cases when a railway accident causes death, grievous hurt; or in all cases when the action has, *prima facie*, been caused by a criminal act.

18. In case of very serious accidents, the Assistant Inspector General of the Government Railway Police, if any, or the District Superintendent of Police, where there is no Government Railway Police, shall proceed without delay to the scene of the accident. If either officer be himself unable so to proceed, he shall depute an officer who, in the case of the District Police, shall be an Assistant Superintendent of Police, if there be one, or where there is no such officer, an Inspector of Police. If in such cases the Police Officer is unable to proceed to the accident, he shall at once inform his Departmental Superintendent and the nearest Magistrate in the District.

19. On the police deciding that the accident is one that must be investigated, the Police Officer concerned will at once advise the Agent (or Manager) and the District Traffic Superintendent by wire of the date and hour of the proposed enquiry, so that if possible, the police enquiry and the departmental enquiry prescribed under paragraph 9 may be held jointly. As the police enquiry must be held forthwith, the District Traffic Superintendent will be held responsible for giving the very earliest advice to all the officers concerned, so that all three Executive Departments may, if possible, be represented at the joint enquiry. The presence of a railway officer should, if possible, be secured in all cases when the police investigation is not held at the same time as the joint enquiry; but the absence of such an officer cannot be allowed to stop the police enquiry, which, as stated above, should be held as soon as possible after the serious accident has taken place.

20. The result of the police enquiry should at once be reported to the Magistrate and to the Agent (or Manager) of the Railway.

21. If the enquiry be held by the Government Railway Police, immediate information shall be given to the District Police, either direct or through the Magistrate of the District. Should the assistance of the District Police be called for, the District Police shall afford all necessary assistance, and shall, if occasion arise, carry the investigation beyond the limits of the Railway premises. But the Assistant Inspector General of the Government Railway Police is primarily entrusted with the duty of enquiry within such limits. Subject to any provisions elsewhere contained in these rules, the further prosecution of the case, on the conclusion of the police enquiry, shall rest with the Government Railway Police.

Duties of the Civil Officers.

22. It shall be in the discretion of the Magistrate of the District or of the Sub-divisional Magistrate, on receiving information of the occurrence of a serious Railway accident coming within the meaning of sub-section (a) of section 83 of the Indian Railways Act, 1890, either—

- (a) himself to proceed to the scene of the accident, and make enquiry;
- (b) to depute a Subordinate Magistrate to make enquiry; or
- (c) to direct investigation to be made by the Government Railway or District Police, as the case may be.

23. On deciding that a Magisterial enquiry is to be held, the Magistrate of the District or the Sub-divisional Magistrate, as the case may be, shall at once advise by telegraph the Agent (or Manager,) the District Traffic Superintendent and the Government Inspector of the date and hour of the proposed Magisterial enquiry, so that the Railway Administration may be able to summon the requisite expert evidence. The Superintendent of Police on receiving an order under head (c) will proceed as previously directed in paragraph 19.

24. Should a Magisterial enquiry be held, it will, as a rule, supersede the Railway Departmental enquiry prescribed under paragraph 9 and also the police enquiry under paragraph 17 if such enquiries have not already been held.

25. The Agent (or Manager,) and the District Traffic Superintendent on receiving telegraphic advice from the Civil Officer that a Magisterial enquiry is to be held, will arrange for all railway officers being present at the enquiry whose evidence they think will be required.

26. The Magistrate or other officer shall summon any railway servant, and all other persons whose presence he may think necessary; and in cases where technical points are concerned, the Magistrate should be careful to call for and take the evidence of the officers of the Railway or other professional persons. In summoning the railway servants, he will take care not to summon so many of the employés, especially of one class, on the same day, as to cause inconvenience to the working of the railway.

27. If, in course of the enquiry, the Magistrate wishes for the assistance of the Government Inspector or of the Agent (or Manager) of the railway, or for the attendance of any officer of the railway, to explain or give evidence upon any matter relating to railway supervision, management or working, he will issue a requisition to such officers to attend the Court. In very serious accidents, it will be generally advisable for the Magistrate to receive either the evidence of, or report from, both the Government Inspector and the Agent (or Manager) in regard to the accident, before finally concluding his enquiry. Should a Railway Departmental enquiry have been held before the Magisterial enquiry, a copy of the evidence taken before the officers who conducted the Railway Departmental enquiry, and of their report should be furnished to the Magistrate.

28. On the conclusion of the enquiry, the Magistrate will decide whether any *prima facie* evidence exists for the prosecution of any of the railway servants under the Indian Railways Act, 1890; and if so, will arrange for their prosecution.

29. A copy of the decision arrived at by the Magistrate at the conclusion of the enquiry should be forwarded to the Agent (or Manager) of the Railway, and if considered necessary, to the Local Government.

30. Magistrates through whose jurisdiction a railway passes, shall maintain a list of railway officers (such list to be furnished by the Railway Administration) to whom summonses may be sent for service on subordinate railway servants, and the Local Government shall furnish the Agent (or Manager) with a list of Magistrates or other officers to whom reports of accidents should be made.

Duties of the Government Inspector.

31. On receiving notice of an accident serious enough in his opinion to warrant enquiry being held, or in any case on requisition from the Magistrate conducting the enquiry under paragraph 26, the Government Inspector shall proceed himself or by Deputy to the scene of the accident, to note the facts and to enquire generally into the causes that led to the accident. In such cases, he will, if practicable, be present at the joint enquiry held by the railway officers and the police under paragraphs 9 and 19, or at the Magisterial enquiry held under paragraph 22, the object being that as far as possible only one enquiry should be held for one accident. And when present at such inquiries, the Government Inspector should be allowed, either directly, or through the Magistrate, to put any questions to the witnesses that he thinks would elucidate the facts under enquiry.

32. The Government Inspector shall assist the Magistrate in his enquiry as far as he can in person or by deputy, whenever called upon to do so.

33. He shall submit his report, to the Director General of Railways forwarding a copy to the Agent (or Manager) of the Railway concerned, also, in the event of a Magisterial enquiry being held, to the Magistrate who conducts the enquiry.

34. In all serious accidents, the reports of the Government Inspector should be submitted in the form adopted by the Inspecting Officers of the Board of Trade, in order to admit of their reproduction in a uniform shape the publication of the quarterly accident returns. Such reports should contain—

- (1) A brief description of the accident.
- (2) A description of the locality of the accident.
- (3) A detailed statement of the evidence taken.
- (4) The conclusion arrived at by the Inspecting Officer.
- (5) An appendix stating the damage done.
- (6) A sketch illustrative of the accident. (Where necessary.)

Duties of the Civil Surgeon.

35. The Civil Surgeon of the District, the Police Surgeon in a Presidency town or any District Medical Officer, at the requisition of either the Agent (or Manager) of the Railway or of the Magistrate of the District, or of the Assistant Inspector General of the Government Railway Police or the Superintendent of the District Police, as the case may be, shall proceed to the scene of any railway accident attended with serious personal injury, for the purpose of rendering medical aid, or of rendering, at the enquiry, any professional assistance that may be required, and it shall be the duty of such Civil or Police Surgeon or District Medical Officer to proceed accordingly.

Accident Returns.

36. With reference to section 85 of the Indian Railways Act, 1890, quarterly returns of all Railway accidents in the form shown in Appendix C shall be submitted to the Government of India not later than three weeks after the close of the quarter to which they refer, together with all necessary remarks and explanations by the officials of the railways concerned, and by the controlling authorities by whom the returns are forwarded.

37. With a view to secure uniformity in the system of reporting accidents attention should be paid to the following rules regarding the nature and classification of accidents that should be exhibited in the returns, and regarding the classes of railway servants to be included therein.

The nature and classes of accidents to be exhibited are—

- I.—All cases of cattle run over without exception.
- II.—All cases of injury to the way, stock or works, whether attended or not by injury to life or limb.
- III.—All accidents of any kind likely to have endangered life or limb or to have caused serious loss of property. Such for example as cases of trains running over chairs placed on the line, or of fires in trains, not resulting in injury to the way, stock or works, &c.
- IV.—All cases of injury to life or limb from causes connected with the working of railways.
- V.—All cases of dead bodies being found on a railway.

VI.—All deaths of passengers, or intending passengers, in stations or trains from causes unconnected with the working of railways.

VII.—In case of fire attributed to sparks from the engine, it should be recorded whether the engine is fitted with a spark-arrester, and, if so, the pattern should be stated, as also the description of the fuel used. In cases in which there is reason to suppose that the sparks escaped from the ashpan, it should be stated what, if any, precaution has been taken to check the escape of sparks therefrom.

VIII.—In cases of running over cattle, it should be invariably stated whether the engine is fitted with a cow-catcher; and, if so, the pattern should be specified.

The classes of Railway servants to be included are—

IX.—All persons employed in stations, including police.

X.—All persons employed in the maintenance of Way and Works, exclusive of men entertained for special works, that is, for railway works involving no risk from the working of trains e.g., spurs in a river on which railway work-people are employed.

XI.—All persons employed on trains or running engines, also all gate-keepers.

38. In reporting accidents under class I, the condition of the fencing should be reported.

39. Accidents coming under class VI should not be embodied in the general returns, but reported in a separate list in the form adopted in the returns now circulated (Part V).

40. As regards classes II and III, it is not intended that accidents of a trivial nature, such as petty accidents in shunting, &c., shall be included in the quarterly returns. All should be, however, recorded in the office of the Agent (or Manager) of the railway concerned, to whom it is left to decide what may be omitted from the returns as trivial.

41. Accidents not coming under any of the classified heads in Parts I, II and III of the returns now circulated, but of such a kind as to have caused, or to be likely to cause, loss of life or personal injury, should be entered in Part IV.

42. Accidents connected with the bursting of boilers should be shown separately from those connected with the bursting of tubes. A detailed account of each recorded case of the bursting of a boiler should invariably be given in the general statement appended to Part I.

43. The specimen entries in this and other parts explain sufficiently the nature of the accidents which should be included therein.

44. In preparing the Returns of Accidents the orders laid down in Public Works Department Circular No. XIX Railway, dated the 18th September 1890, should be carefully adhered to.

Appendix A.

FORM NO. 1.

Railway—Accident Report.

N. B.—The questions in this report entered in *italics*, are those to some of which answers will probably be required to be given by the railway servant making the report to the Station Master, see circular for reporting accidents, para. 2. The questions entered in Roman are those to which answers may be given in the subsequent written report, vide paras. 10 and 11 of same circular.

1. Station or mileage at which accident occurred.
2. Time and date of accident.
3. No. and description of train.
4. Nature of accident.
5. Cause of accident.
6. Persons injured, nature and extent of their injuries.—The result of medical examination; caste, sex, age, occupation, &c., to be given.
7. Individual numbers of vehicles damaged, extent of damage; position of vehicle or vehicles in relation to engine.—How disabled vehicles were disposed of.
8. Damage to Permanent-way.
9. Particulars of damage to property in train, or within station limits.—Rough estimate of cost of damage.
10. Speed of train.
11. Probable (actual) detention to train to which accident occurred, and to other trains.
12. Assistance required if any.
13. If necessary to transfer goods or mails, state number and description of vehicles required.
14. IN CASE OF OBSTRUCTION ON LINE, CATTLE RUN OVER, &c.—
(a) What was cause of obstruction? (b) Did it appear wilful or accidental?
(c) Is any one suspected? (d) Was the line fenced? (e) If so, the state of the fencing? (f) Was the engine fitted with a cow-catcher? (g) Has obstruction been removed?
15. IN CASE OF TRAINS PARTING, BROKEN TYRES, WHEELS, AXLES, HOT AXLES, FIRES IN TRAINS—
(a) How far was vehicle from engine? (b) How many vehicles on the train? (c) Was engine fitted with a spark-arrester? (d) What class of fuel was being used?
16. IN CASE OF DEATHS IN TRAINS—
(a) Give description of deceased, caste, name, age, sex; whether railway servant, passenger, or trespasser. Cause of death. (b) If passenger. No. and class of ticket. (c) Number of persons in same compartment.
(d) List of property belonging to deceased, and how disposed of, residence, employment or vocation.
(e) State what has been done with body; whether made over to the police, buried, or sent to Civil Surgeon.
17. IN CASE OF DEAD BODIES OF INJURED PERSONS DISCOVERED ON LINE OR WITHIN STATION LIMITS—
(a) State in what position body was lying, and give details of any apparent injury to the body or other circumstances which may have caused death or injury.
18. IN CASE OF DERAILMENTS, TRAINS PUT ON A WRONG LINE, COLLISIONS, &c.—
(a) State whether points and signals were properly fastened or set in the right direction, if line clears were duly observed, and signals respected, also whether lights were visible, flags properly exhibited, &c.
19. IN CASES OF VEHICLES BLOWN AWAY FROM STATIONS—
(a) State how the vehicles were fastened and how they broke adrift.
20. How long was road blocked and to what extent?
21. Measures taken to re-establish traffic.
22. Time assistance sent for, and time arrived.
23. Station arrived from.
24. Cause of delay, if any, in getting assistance.
25. Measures taken in regard to persons to whom accident is supposed to be due. Give their names, staff numbers and designations.
26. What became of injured persons?
27. Site of accident, mileage if on straight or curved grade, whether with or against train.
28. Sketch showing lines at site of accident, and position of vehicles.
29. Remarks.

Question No.

Below write replies to as many of the above questions as may be required.

Station Master.

Copy forwarded to the (a) _____ for information in continuation of telegram sent _____. The (b) matter has been duly reported to the Manager, to the Heads of Departments of the railway, and to the railway Police, who will take all necessary steps for instituting the usual departmental enquiries, upon completion of which a further detailed report will be sent you by the Manager.

(a).

(a) To be sent to District Traffic Superintendent, and signed by Station Master, see para. 10 of rules for reporting accidents and in class A cases, to the Magistrate of District ditto.
and to the Senior Policeman at the station ditto.
or to the District Officer of his department signed by any railway employé, reporting a railway accident, see para. 10 of rules for reporting accidents.

(b) This sentence may be struck out except in reports of class A accidents sent by Station Masters to the District Magistrate.

Appendix B.

Telegraphic Reports of Accidents.

CLASS A.—ACCIDENTS RESULTING IN LOSS OF LIFE, OR GRIEVOUS HURT TO PERSON, OR IN SERIOUS INJURY TO PROPERTY.

- (i) Persons killed or injured from any cause whatever when either travelling by train or intending to do so, whether passengers or railway servants.
- (ii) Servants of the railway or of contractors killed or injured from any cause whatever while working or walking within railway limits. [Slight abrasions or bruises which are incidental to a man's ordinary duties need not be reported.]
- (iii) Trespassers or others within railway limits killed or injured from any cause whatever.
- (iv) Collisions between trains one of which is a train carrying passengers.
- (v) Derailment (of any train carrying passengers or of any part of such train.)
- (vi) Collisions between engines, trains, vehicles, or trolleys not coming under heads (i), (ii), (iii) or (iv), but resulting in serious injury to property, road, or stock.
- (vii) Serious damage to railway stock or to public or private property.

On the occurrence of an accident under any of the above heads, the following persons are to be advised by telegraph:—

- | | | |
|--|---|---|
| (a) Agent (or Manager). | (a) District Traffic Superintendent. | } Of district on which the accident occurs. |
| (a) Traffic Manager (or Traffic Superintendent). | (a) District Locomotive Superintendent. | |
| (a) Locomotive Superintendent. | (a) District Engineer. | } Of length on which the accident occurs. |
| (a) Chief Engineer (or Superintendent of Way and Works). | (a) Traffic Inspector. | |
| (a) Superintendent of Police. | (a) Platelayer. | |
| | (a) Locomotive Foreman. | |
| | (a) Carriage and Wagon Examiner. | |

(a) or such officers as may be prescribed by the Railway Administration concerned.

These accidents must also be reported to the Magistrate of the district in which the accident occurs, and when the accident comes under heads (i), (ii) or (iii), to the nearest railway Medical Officer. In serious cases of loss of life to passengers, where a local Medical Officer is nearer than any railway Medical Officer, he should be communicated with.

The following information is to be given when reporting by telegraph an accident under Class A.

- Mileage at which the accident occurred.
- Time, and date, of accident, and number of train.
- Nature of accident.
- Cause of accident as far as known.
- Probable detention to traffic.
- Assistance required.

CLASS B.—Running into or over cattle,* level-crossing gates, or obstructions of any kind, not causing an accident under Class A.

On the occurrence of an accident under the above head, if loss of life occurs, or grievous hurt to person, or if damage is done to the line or rolling-stock, the accident would come under Class A; but if no damage is done, the following officers alone should be advised by telegraph:—

- | | | |
|--|---|---|
| (a) Traffic Manager (or Traffic Superintendent). | (a) District Traffic Superintendent. | } Of the district on which the accident occurs. |
| (a) Locomotive Superintendent. | (a) District Locomotive Superintendent. | |
| (a) Chief Engineer (or Superintendent of Way and Works). | (a) District Engineer. | |
| (a) Superintendent of Police. | (a) Platelayer. | Of length on which the accident occurs. |

(a) or such officers as may be prescribed by the Railway Administration concerned.

The following information is to be given when reporting by telegraph an accident under Class B.

- Mileage where the accident occurred.
- Date of accident and number of train.
- Whether the obstruction was removed or thrown off the line.
- Nature of the casualty.
- Whether the engine was fitted with a cow-catcher.
- Nature of the obstruction.

And in the case of cattle being run over, if the line in the vicinity of the site of the accident was fenced, and the state of the fencing.

CLASS C.—(i) Passengers, intending passengers, railway servants, or others dying from natural or other causes in trains on the line, at stations, or within railway limits, excluding natural deaths in staff-quarters.

(ii) Dead bodies found on the line.

On the occurrence of a casualty of the above nature, the following officers should be advised by telegraph:—

- | | |
|--|---|
| Agent (or Manager). | |
| (a) Traffic Manager (or Traffic Superintendent). | } Of district on which accident occurs. |
| (a) Locomotive Superintendent. | |
| (a) Chief Engineer (or Superintendent of Way and Works). | } Of length on which accident occurs. |
| (a) Superintendent of Police. | |
| (a) District Traffic Superintendent. | |
| (a) District Locomotive Superintendent. | |
| (a) Carriage Examiner. | |

Nearest Surgeon or Assistant Surgeon attached to the Railway.

(a) or such officers as may be prescribed by the Railway Administration concerned.

* N.B.—The term cattle does not include sheep, goats, pigs, dogs, vultures, alligators, &c.

The following information is to be given when reporting by telegraph an accident under Class C.
 Mileage, if known, at which death occurred, time, date, and number of train.
 Cause of death, if known.

- CLASS D.—(i) Vehicles blown away from stations.
 (ii) Trains put on a wrong line.
 (iii) Averted collisions.
 (iv) Derailments within, or outside, station limits not coming under Class A (v).
 (v) Trains parting.
 (vi) Fires in trains or in railway limits.
 (vii) Damage to telegraph, and telegraph failures.
 (viii) Damage to the line of such a nature as to render it unsafe for the passage of trains, or to probably cause delay to trains.
 (ix) Any other unusual occurrence affecting, or likely to affect, the safety of persons, or causing, or likely to cause, serious delay to traffic or mails or damage to the line, works or railway stock.

On the occurrence of an accident under any of the above heads, the following officers should be advised by telegraph:—

- | | | |
|---|---|--|
| Agent (or Manager).
(a) Traffic Manager (or Traffic Superintendent.)
(a) Locomotive Superintendent.
(a) Chief Engineer or Superintendent of Way and Works
(a) Superintendent of Police.
(a) or such officers as may be prescribed by the Railway Administration concerned. | (a) District Traffic Superintendent.
(a) District Locomotive Superintendent.
(a) District Engineer.
(a) Traffic Inspector.
(a) Locomotive Foreman.
(a) Platelayer.
(a) Carriage Examiner. | Of district on which accident occurs.
Of length on which accident occurs. |
|---|---|--|

The following information is to be given when reporting by telegraph an accident under Class D.

- Mileage where the accident occurred, time, date, and number of train.
 Nature of accident.
 Cause of accident.
 Whether or not traffic can be worked through.
 Damage done.
 How long the line is likely to be blocked.
 Assistance required.

CLASS E.—Engine failures which do not cause an accident coming under any of the preceding classes of this paragraph.
 Should be reported by telegraph to:—

- | | | |
|---|--|--|
| Agent (or Manager).
(a) Traffic Manager (or Traffic Superintendent.)
(a) Locomotive Superintendent.
(a) or such officers as may be prescribed by the Railway Administration concerned. | (a) District Traffic Superintendent.
(a) District Locomotive Superintendent.
(a) Locomotive Foreman.
(a) Traffic Inspector. | Of district on which accident occurs.
Of length in which accident occurs. |
|---|--|--|

The following information is to be given when reporting by telegraph an accident under Class E.

- Mileage, time, date, and number of train.
 The nature of the accident.
 The cause which produced it.
 Whether or not assistance required.

Appendix C.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the _____ Railway during the—quarter of 18____, with the number of persons killed or injured thereby.

KEY.

This table distinguishes the different classes of accidents included in this Part, and is referred to by the figures in column

	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SEEVANTS.		TOTAL ALL CLASSES.	
	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 ...						
12A. The bursting of tubes of engines ...						
13. The failure of machinery, springs, &c., of engines...						
14. The failure of tyres ...						
15. Ditto of wheels ...						
16. Ditto of axles ...						
17. Ditto of brake apparatus ...						
18. Ditto of couplings ...						
19. Ditto of tunnels, bridges, viaducts, or culverts ...						
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 Railways ...						

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).												
GENERAL.	Date of accident.	Name of Railway with nature and cause of accident.	* For classification, see key to this Part.	PASSENGERS AND OTHERS.				RAILWAY SERVANTS.				TOTAL CLASS.
				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.	
	18	EAST INDIAN—										
	October 26th ...	A goods train parted inside the up distant signal at Baidyabati, actual cause unknown; the front portion was taken on to Bhadreswar in spite of signals shewn by the staff. The parties in fault were punished.	18	...	...	...	...	...	...	...	...	...
	" 27th ...	A Pilot engine was derailed at Cawnpore causing several detentions to the Up Mail and other trains.	6	...	...	...	...	...	...	...	...	...
		Total	...									

N.B.—Only such accidents, included in the Returns, attended with injury to life or limb, should be coming under these heads in the Returns.

* In classifying the accidents, the following were recommended:

N.B.—Only such accidents, included in the Returns of "Failure of tyres," "Failure of axles," "Failure of wheels," attended with injury to life or limb, should be entered in this Return; but care should be taken to show the total number of coming under these heads in the columns provided for them in Table 2.

* In classifying the accidents in this column the word "Serious" should be put above the number in order to show which were reported to the Local Government under section 83 of the Indian Railways Act No. IX of 1890.

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued.)

Return of the FAILURES of TYRES, reported by the _____ RAILWAY during the _____ quarter of 18 ____.

Date of failure.	Name of Railway, with nature and cause of failure.	FAILURE OF TYRE
18	Rajputana-Malwa. An engine of Dübs and Co's. make attached to a local train failed at mile 150 between Bhankori and Dausa owing to the tyre of the right hand centre wheel of the tender working off.	
May 11th	East Indian. The right hand middle tender wheel tyre of the engine working the up mail broke into pieces near Shikocabad. Cause unknown.	
December 19th	Southern Maratha. Engine of No. 113 up mixed train failed within Badami Station yard owing to the tyre of the left hand tender wheel having come off.	

4 **PART I.**

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of the FAILURES of AXLES, reported by the _____ RAILWAY during the _____ quarter of _____

GENERAL

FAILURES OF AXLES.

Date of failure.	Name of Railway, with nature and cause of failure.
18	Rajputana-Malwa.
December 27th ...	While shunting at Bandikui the axle of a covered goods wagon broke owing to a flaw in the metal.
January 2nd ...	The left hand trailing journal of a goods wagon broke between Sendra and Bawar owing to a fracture.
July 1st ...	Whilst a local mixed train was running near Umardehi the driving axle of the engine broke, owing to a flaw in the metal. The engine was of B&O and Co's. make and was placed on the rails in 1884.

N.B.—
attended with
coming under
in class
were reported

5

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(continued).

Return of the FAILURES of WHEELS reported by the _____ RAILWAY during the _____ quarter of 18 _____

Date of failure.	Name of Railway, with nature and cause of failure.
18	Morvi.
December 24th ...	A lower class carriage on an up passenger train was derailed between miles Nos. 58 and 57 owing to a wheel being loose on the axle. The carriage was thrown off the rails and the train proceeded. No damage was done to Rolling-Stock or Permanent-Way, nor was any one hurt.
	The Gaekwar's.
August 12th ...	The front wheel of a wagon attached to a goods train broke at mile 8 between Philapur and Kelanpur. The wagon was derailed.
	Darjeeling-Himalayan Railway.
August 27th ...	The flange of a wheel of a wagon attached to a goods train broke at mile 43½ and the wagon was derailed.

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &C.—(continued).

Return of RAILS found FRACTURED in the permanent-way, reported by the _____ RAILWAY in the _____ quarter of 18 ____.

BROKEN
RAILS.

FAD

Date when found fractured.	Name of Railway, with nature and cause of fracture.
18 December 1st	East Indian. As No. 14 Down Goods train was drawing into Dadri Station, a rail was found broken near the point, train came to a stand and the rail was replaced.

PART I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &C.—(continued).

Return of cases reported during the _____ quarter of 18 ____ of trains running through level-crossing gates over cattle straying on _____ Railway, or other obstructions, but in which no personal injury was caused, nor any damage done to the trains or permanent-way.

Date of accident.	Name of Railway, with nature and cause of accident.	Running through level-crossing gates, over cattle and other obstructions.
18 October 3rd	East Indian. A bullock was run over and killed at mile 278 between Burhee and Mokameh by an up special goods train. The engine was not fitted with a cowcatcher, but the fencing was good.	
" 20th	Southern Maratha. A mixed train ran through the level-crossing gate near Bellary Cantonment owing to the gateman not having opened it in time.	
" 30th	East Indian. A passenger train ran over and killed a buffalo at mile 819½ between Ferozabad and Tundla. The engine was fitted with a cowcatcher and the fencing was good. The animal got on to the line through a level-crossing gate which had been left open.	

PART I.

RETURN of ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c.—(concluded).

Return of the damage done to the PERMANENT-WAY of the _____ Railway by FLOODS reported
the _____ quarter of 18 _____.FALL
A

FLOODS.

Date of accident.	Name of Railway, with nature and cause of accident
18	Southern Maratha.
October 18th	Owing to excessive rain a large gap was caused in the earthwork in the north end of the Yerla bridge Ashta Road and Sangle.
	Rajputana-Malwa.
July 3rd	Owing to very heavy rain the whole of the line from mile 355 to 380½ between Ajanta and Ghaspura was water and dangerously cut in many places.
	North-Western.
July 15th	The line between Nasik and Hurnai stations was partially breached and washed away. The traffic was rupted for about 5 hours and the embankment was slightly damaged.

PART II.RETURN of ACCIDENTS to PASSENGERS, Persons passing over LEVEL CROSSINGS, TRESPASSERS, and others
on _____ Railway during the _____ quarter of 18 _____, exclusive of those killed or injured by
accidents to trains, &c., reported in Part I.**KEY.**This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by
figures in the column

	PASSENGERS.	
	Killed.	Injured.
1. From falling between carriages and platforms	...	...
2. Falling on to the platform, ballast, &c., 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 all Railways	...	...

Date of accident.	Name of Railway, with nature and cause of accident.	PASSENGERS.				See Key to this Part.	OTHER PERSONS.						
		CAUSES BEYOND OWN CONTROL		MISCONDUCT OR WANT OF CAUTION			WHILST PASSING OVER RAILWAYS AT LEVEL-CROSSINGS,		TRESPASSERS AND SUICIDES.		MISCELLANEOUS NOT INCLUDED IN PRECEDING COLUMNS.		
		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1889.	East Indian.												
October 14th	A native passenger in stepping out of the Branch train at Tinpahar missed his footing and fell down the bridge breaking his leg.	...	...	...	1	2	...	...	...	...	...	...	...
October 26th	A native boy trespassing on the line between Sitarampur and Mihijam was run over and killed by a pilot engine.	...	...	...	...	6	...	...	1	...	...	...	...
	Total	...	...	...	1	8	...	...	1	...	...	...	...

PART III.

RETURN of ACCIDENTS reported during the quarter of 18 by the Railway
 occurred to SERVANTS in their own employ, or in the employ of Contractors, whilst performing
 connected directly with the transit of passengers and goods, exclusive of those killed or injured
 accidents to trains, &c., in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is
 by figures in the column

	No. of accidents	
	Killed.	Injured.
1. During shunting operations	...	...
2. Falling off engines, vans, wagons, &c.	...	...
3. Coming in contact with over-bridges, &c., during the travelling of trains	...	...
4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	...
5. Getting on or off trains, engines, &c.	...	...
6. Whilst loading, unloading, or sheeting	...	...
7. Whilst breaking, spragging or chocking wheels	...	...
8. Whilst working at cranes or capstans	...	...
9. Whilst working on the permanent-way or in sidings	...	...
10. Whilst walking along the line on the way home, or to work	...	...
11. Whilst walking, crossing, or standing on the line	...	...
12. Whilst passing between vehicles	...	...
13. Whilst attending to the machinery of engines, cleaning them, &c.	...	...
14. Whilst attending to gates at level-crossings	...	...
15. Falling or being caught between vehicles and platforms	...	...
16. Falling off ladders, scaffolds, platforms, &c.	...	...
17. By falling of lamps, wagon-doors, timber, weights, &c.	...	...
18. Whilst coupling or uncoupling wagons	...	...
19. Miscellaneous	...	...
Total all Railways	...	...

PART III.

RETURN of ACCIDENTS to SERVANTS employed on the Railway—(continued).

RETURN of ACCIDENTS to SERVANTS employed										ACCIDENTS TO SERVANTS.
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.			
		East Indian.								
October 18th ...	Phagoo	... Lineman	... Luckeesarai	...	1	...	...	9		
November 14th...	Esmile	... Khallassie	... Magra	...	...	...	1	11		
		Great Indian Peninsula.								
" 17th...	Ramoo Pandoo...	Pointsman	... Wadi	...	...	...	1	11		
TOTAL				...	1	...	2	...	...	

PART IV.

The following accidents to RAILWAY SERVANTS and others not included in Parts I, II and III, have also been reported by the _____ Railway during the _____ quarter of 18 _____.

Date of accident.	Name of Railway, with 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.
	Great Indian Peninsula.								
October 2nd	At Parel a carpenter working on the boiler of an engine fell on to a man working on the same engine and injured his spine.	...	...	...	...	...	1	...	...
" 24th	A woman who was crossing a bridge at the approach of a Passenger train fell and was seriously injured and died from the effects.	...	...	1	...	...	...	...	...
December 20th	A cooly while working in the Workshops at Parel got his foot between the rails and the traverser	...	...	...	...	...	...	...	1

Accidents not coming under any of the classified heads in Parts I, II, and III but of such a kind as to have caused or to be likely to cause loss of life or personal injury should be entered in this part.

PART V.

List of deaths of Passengers in carriages and stations on the _____ Railway during the _____ quarter of 18 _____, from causes unconnected with the working of the line.

No.	Particulars.	Date.	Assigned cause.	SEX.		Age.	REMARKS.
				Male.	Female.		
1	On arrival of a down train at Burdwan, a native passenger was observed to be ill on alighting from the train, but after proceeding a short distance, he expired	20th April	Heat apoplexy	1	...	50	Years.
1	A native female was taken out from a down passenger train at Nawadi in a very sickly state and sent to hospital, where she expired	23rd "	Gastritis	...	1	...	Unknown.
1	The dead body of a native passenger was found in a down mail train at Sahibgunge	24th "	Cholera	1	...	...	Ditto.
1	On arrival of a down Jubbulpore mixed train at Allahabad Station, a native female, 3rd class passenger, was found dead in a carriage	11th May	Fever	...	1	26	years.
					2	2	

TABLE NO. 2.

RAILWAY, (open line) distinguish-
 ing the different Classes of Accidents and the Number of Passengers, and Others and of Railway Servants, KILLED or INJURED, in each Class of Accidents.
 months ending 189 , as having occurred on the

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.	Total.	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.	Total.	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 good 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. 2.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the _____ months ending 189____, as having occurred on the _____ RAILWAY, (open line) distinguished
ing 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.	Total.	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.

(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.

RAILWAY.

[illegible]