RAILWAY BRANCH.

G.O., No. 1852 Ry.

DATED 20th November

[Despatch Abstract.]

Return of accidents on Indian Railways.

Resolution of the Govt. of India submitting certain observations with respect to the — for the first quarter of 1890, Communicated to the Consulting Engineer for Railways.

[P. W. Ry. 500—8-L-00.]

Indexed.

Accidents to Trains, Rolling Stock, Permanent Way, &c., reported during the [illegible] Railways open for traffic in the Madras Presidency, distinguishing the different Classes of Accident and the number of Passengers and others, and of Railway Servants killed or injured in each Class of Accident.

FROM PART I. (See also Table 4.)

	Madras Railway.						South Indian Railway.					
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.
		Killed.	Injured.	Killed.	Injured.	Killed. Injured.		Killed.	Injured.	Killed.	Injured.	Killed. Injured.
Collisions between passenger trains or parts of passing trains	a						a					
Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	a						a					
Collisions between goods trains or parts of goods trains	1						1					
Collisions between light engines	a						a					
Passenger trains or parts of passenger trains leaving the rails	1						a					
Goods trains or parts of goods trains, engines, &c., leaving the rails	8						3					
Trains or engines travelling in the wrong direction through points	2						1					
Trains running into stations or sidings at too high a speed	a						a					
Trains running over cattle on the line	19						22					
Trains running over obstructions on the line	4						3					
Trains running through gates at level crossings	1						3					
The bursting of boilers of engines	a						a					
The bursting of tubes, &c., of engines	a						3					
The failure of machinery, springs, &c., of engines	1						7					
" " of tyres	a						a					
" " of wheels	a						a					
" " of axles	a						1					
" " of brake apparatus	a						a					
" " of couplings	a						2					
" " of tunnels, bridges, viaducts, culverts, &c.	a						a					
Broken rails	a						1					
The flooding of portions of permanent way	a						a					
Slips in cuttings or embankments	a						a					
Fire in trains	15						4					
Fire at stations, or involving injury to bridges or viaducts	a						a					
Other accidents	a						1					
Total all Classes	52						52					
Number of passenger miles												
Number of servants employed												
Train mileage of all descriptions												

Madras,
24th April 1890.

Sidney Smith
Major, R.E.,
Consulting Engineer for Railways.

TABLE No. 4.

Accidents to Trains, Rolling Stock, Permanent Way, &c., on the Railwe[ys] open for Traffic in the Madras Presidency during the 1st quarter of 1890, distinguishing the different Classes of Accidents, the Nu[mber] of Passengers and others, and the number of Railway Servants killed or injured thereby.

Railway.	Collisions between passenger trains, or parts of passenger trains.	Collisions between passenger trains and goods or mineral trains, engines, &c.	Collisions between goods trains, or parts of goods trains.	Collisions between light engines.	Passenger trains, or parts of passenger trains leaving the rails.	Goods trains, or parts of goods trains, engines, &c., leaving the rails.	Trains or engines travelling in the wrong direction through points.	Trains running into stations or sidings at too high a speed.	Trains running over cattle on the line.	Trains running over obstruction on the line.	Trains running through gates at level crossings.	The bursting of tubes, &c., of engines.	The failure of machinery, springs, &c., of engines.	The failure of tyres.	The failure of wheels.	The failure of axles.	The failure of brake apparatus.	The failure of couplings.	The failure of tunnels, bridges, viaducts or culverts.	Broken rails.	The flooding of portions of permanent way.	Slips in cutting or embankments.	Fire in trains.	Fire at stations, or involving injury to bridges or viaducts.	Other accidents.	Total, all Classes.	Number of Passengers and others.		Number of Servants.		Total, all Classes.		Mean miles of Railway open.	Number of passengers carried.	Train mileage of all descriptions.	Passenger mileage.	Per Mile open.			Total Passengers.			
																											Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					Number of passengers carried.	Train mileage of all descriptions.	Passenger mileage.	Per million of passengers.		Per million of passenger miles.	
																																						Killed.	Injured.	Killed.	Injured.
Madras Railway ..	"	"	1	"	1	8	2	"	19	4	1	"	1	"	"	"	"	"	"	"	"	"	15	"	"	52																	
South Indian Railway ..	"	"	1	"	3	1	"	22	3	3	3	7	"	"	1	"	2	"	1	"	"	4	"	1	52																	

MADRAS,
24th April 1890.

Sidney Smith
Major, R.E.,
Consulting Engineer for Railways.

TABLE No. I.

Number of Persons reported during the 1st quarter of 1890 as killed or injured on the Madras and South Indian Railways open for Traffic in India, distinguishing between Passengers, Railway Servants, and other persons; and distinguishing also, in the case of the two former classes, between Accidents happening from causes beyond their own control and Accidents happening otherwise.

der what ernment.	Mean Mileage open.	Railways.	Passengers.						Railway Servants, or Servants of Contractors.						Whilst passing over Railways at level crossings. g.		Other Persons.						Total, all Classes. l.	
			From causes beyond their own control. a.		From their own misconduct or want of caution. b.		Total. c.		From causes beyond their own control. d.		From their own misconduct or want of caution. e.		Total. f.				Trespassers and Suicide. h.		Miscellaneous not included in previous columns. i.		Total. k.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
		Madras Railway	"	"	"	1	"	1	2	"	1	11	3	11	"	"	3	1	"	1	3	2	6	14
		South Indian Railway	"	"	"	1	"	1	"	"	"	6	"	6	"	1	"	"	2	"	2	1	2	8

(*b*) and (*h*)—Totals for each Railway from Parts I and II.
(*c*)—The figures in this column should tally with the totals in Table 2, column (*a*).
(*d*) and (*e*)—Totals for each Railway from Parts I and III.
(*f*)—The figures in this column should tally with the Totals in Table 2, column (*b*).
(*g*), (*h*) and (*i*)—Totals for each Railway from columns (*a*), (*d*) and (*e*), from Part II.
(*k*)—The figures in this column should tally with the totals in Table 2, column (*c*).
(*l*)—Totals of each Railway should tally with the

Major, R.E.,
Consulting Engineer for Railways.

TABLE No. 2.

Number of Persons reported during the 1st quarter of 1890 as killed or injured on the Railways open for Traffic in the Madras Presidency, 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. — From Part II.

	From accidents to trains, &c., see Table No. 4 or Part I.		From falling between carriages and platforms.		Falling on to the platform, ballast, &c., when getting into or out of trains.		Whilst crossing the line at stations.		By closing the doors of carriages.		Falling out of carriages during the travelling of trains.		Other accidents.		Total from Part II.		(a) Total Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Madras Railway	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	1
South Indian Railway	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	1

SERVANTS. — From Part III.

	From accidents to trains, &c., see Table No. 4 or Part I		During shunting operations.		Falling off engines, vans, wagons, &c.		Coming in contact with over-bridges, &c., during the travelling of trains		Coming in contact while shunting with vehicles, &c., standing in adjoining lines.		Getting on or off trains, engines, &c.		Whilst loading, unloading, or sheeting.		Whilst breaking, spragging, or chocking wheels.		Whilst working at cranes or capstans.		Whilst working on the permanent way or in sidings.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Madras Railway	-	-	-	-	-	-	-	-	-	-	1	1	-	5	-	-	-	1	2	-
South Indian Railway	-	-	-	-	-	1	-	-	-	-	-	-	-	3	-	-	-	-	-	2

	Whilst walking along the line on the way home or to work.		Whilst walking, crossing or standing on the line.		Whilst passing between vehicles.		Whilst attending to the machinery of engines, cleaning them, &c.		Whilst attending to gates at level crossings.		Falling or being caught between vehicles and platforms.		Falling off ladders, scaffolds, platforms, &c.		By falling of lamps, wagon doors, timber, weight, &c.		Whilst coupling or uncoupling wagons.		Miscellaneous.		Total from Part III.		(b) Total Servants.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Madras Railway	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1	3	11	3	11
South Indian Railway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	6

OTHERS. — From Part II.

	Whilst passing over the line at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		(c) Total Others.		(d) Total all classes.		REMARKS.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Madras Railway	-	-	1	1	2	-	-	1	3	2	6	14	
South Indian Railway	-	1	-	-	-	-	2	-	2	1	2	8	

(a), (b), (c) and (d).—The totals for each Railway should tally with the totals in columns (c), (f), (k), and (l) in Table I.

MADRAS,
24th April 1890.

[signature]
Major, R.E.,
8/16 Consulting Engineer for Railways.

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PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
January	1st	During shunting, at the Central station Madras, a P.O. Van and D No 160 were damaged owing to pointsman allowing them to enter the wrong line.	7										
	14th	A K. S.O. G. wagon attached to a goods train was found on fire at Devankemdi station. Engine burning wood-Spark-arrester and ash-pan reported to be in good order.	23										
	18th	A Second class carriage attached to a mail train was found on fire at Gantakal Junction station-Engine burning wood-Spark-arrester and ash-pan reported to be in good order	23										
	"	A Second class carriage attached to a mail train was found on fire near Vontimitta station-Engine burning wood-Spark-arrester and ash-pan reported to be in good order. The carriage was burnt down to the framing. The train was delayed 78 minutes.	23										
	22	A K. S.O. G. wagon attached to a mixed train was found on fire at Kancherla station-Engine burning wood-Spark-arrester and ash-pan reported to be in good order.	23										

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
January	25th.	While the engine of a goods train was returning tender foremost from the bay-line siding at Polavaram station, the tender and the trailing wheels of the engine were derailed owing to points not being maintained.	6										
	28th.	A carriage attached to a mail train was found on fire between Vontimitta and Siddhavattam stations. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
	31st.	An A. G. wagon attached to a mixed train was found on fire at Vontimitta station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
February	5th.	During shunting at Bangalore City station the leading wheels of the engine were derailed at points, owing to the carelessness of pointsman.	6										
	9th.	During shunting at Cuddapah station pilot engine was derailed at points.	6										

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
February	11th	A. R. S. truck attached to a mixed train was found on fire at Rajampet station - Engine burning wood - Spark-arrester and ash-pan reported to be in good order.	23										
	17th	A B. G. wagon attached to a goods train was found on fire at Renigunta station - Engine burning wood - Spark-arrester and ash-pan reported to be in good order.	23										
	21st	A engine was derailed at Rajapuram station owing to the knuckle of the right trailing coupling giving way.	13										
		A pilot engine and two wheels of a brake van were derailed at points in Jalarpet station yard. The same engine was derailed again at the same points on the following day. These were due to the shape of the switch rail, and the worn condition of flanges of the wheels of the engine.	6										
	21st	A. S. G. wagon attached to a goods train was found on fire near Padanur station - Engine burning wood - Spark-arrester and ash-pan reported to be in good order.	23										
	27th	An engine was derailed at Rajapuram station owing to the knuckle of the right trailing coupling giving way.	13										

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Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed	Injured	Killed.	Injured.	Killed.	Injured.
March	6th	A ballast wagon was derailed between Kamalapuram and Jerragunta stations owing to the bolts in one of the flap-doors dropping down and fouling the rails.	6										
	8th	During shunting at Jalarpet station, pilot engine was derailed owing to the carelessness of pointsman.	6										
	19th	A mixed train was turned down to the lay-bye siding at Sankaridrug station instead of the platform line owing to the station master failing to see that the lay-bye points were properly manned.	7										
	22nd	Wood on tender of engine of a mail train was found on fire between Adoni and Kupgal stations. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
	23rd	During shunting in the Loco. yard at Katpadi station the driving wheels of the engine were derailed owing to the carelessness manner in which the points were held by the fireman.	6										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
March	6th	A ballast wagon was derailed between Ramalapuram and Zerragunta stations owing to the bolts in one of the flap-doors dropping down and fouling the rails.	6										
	8th	During shunting at Jalarpet station, pilot engine was derailed owing to the carelessness of pointsman.	6										
	19th	A mixed train was turned from the lay-bye siding at Sankaridrug station instead of the platform line owing to the station master failing to see that the lay-bye points were properly manned.	7										
	22nd	Road on tender of engine of a mail train was found on fire between Adoni and Kupgal stations. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
	23rd	During shunting in the Loco yard at Katpadi station the driving wheels of the engine were derailed owing to the carelessness manner in which the points were held by the fireman.	6										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras ~~and South Indian~~ Railway during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
March	23rd.	An extra train ran into Podanur station on main line under signals intended for another train and came into collision with thirteen loaded wagons which were standing there.	3										
	24th.	Two coke wagons attached to a Loco-wood train were found on fire while entering Ronigunta station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
	25th.	A 2nd class carriage attached to a mail train was found on fire at Kodur station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
	29th.	During shunting at Goody station the leading wheels of the engine were ~~driven~~ diverted owing to the carelessness of pointsman.	6										
	31st.	A postal van attached to a mail train was derailed at points at Arkonam station owning to the carelessness of pointsman.	5										

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Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed	Injured	Killed.	Injured.	Killed.	Injured.
March	31st	M.G.I.P.R. S. Truck attached to a mixed train was found on fire at Adoni station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
"	"	A.K.S. wagon attached to a goods train was found on fire at Mamandur station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
"	"	Two coke wagons attached to a Loco: wood train was found on fire at Reddipalle station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
1	2nd	P.C.A. Truck attached to a mixed train											

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

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

DATE.		Nature and Cause of Accident.
Month.	Day.	
January	8th.	A buffalo and two calves were run over by a mixed train between Salem and Ariyanur stations. Aloe fence in good order. One animal not killed.
	10th.	A bull was run over by a mail train between Vaicub and Kolar Road stations. Aloe fence in good order. Animal not Killed.
	13th.	Two stones which were placed on the rails at Adoni station by some person or persons unknown were run over by the engine of a mail train. The matter was reported to the Police.
	"	A buffalo was run over by a mixed train between Nandalur and Vontimitta stations. Aloe fence in good order.
	14th.	A buffalo was run over by a mail train between Tirupatur and Kajankarai stations. Aloe fence in good order.
	"	A calf was run over by one of the morning trains between Jalarpet and Pachur stations. Came through gate near by. Aloe fence in good order.
	15th.	A cow was run over by a mail train between Pallipuram and Kuttepuram stations. Aloe fence in good order. Animal not Killed.
	16th.	A cow was caught while in the act of placing two stones on the line between Vanyanur and Vadpatri stations. He was handed over to the Police.
	"	A buffalo was run over by one of the night trains between Puttur and Pudi stations. Aloe fence in good order.
	20th.	A donkey was run over by a mixed train between Sankaridrug and Bamery stations. Came through gate near by. Aloe fence in good order.

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railway during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

DATE. Month.	Day.	Nature and Cause of Accident.
January	24th	A bullock was run over by a goods train between Bangalore Cantonment and Krishnarajapuram stations - Came thro' gate - Also fence in good order - Animal not killed.
	27th	A bullock was run over by a goods train between Perutani and Arkonam stations - Came thro' gate near by - Also fence in good order. Animal not killed.
February	9th	A calf was run over by a goods train between Nagari and Perutani stations. Also fence in good order - Owner fined Rs 2.
	12th	A cast iron chair which was placed on the rails on a girder bridge at 71/15 Miles between Arcot and Tirivallam stations was run over & crushed by a passenger train. Thermometer 170 Deg.
	13th	A goat was run over by a goods train between Tiruvallam and Katpadi stations - Also fence in good order fined Rs 2.
	17th	A sheep was run over by a passenger train between Tiruvallam and Katpadi stations. Also fence in good order. Animal not killed - Owner fined Rs 2.
	19th	Two Cows were run over by a train the description of which is not known between Choultry and Sankariadrug stations. Also fence in good order. Animals
January	3rd	A C.G. Wagon attached to a mixed train [illegible] was
	28th	Two donkeys were run over by a passenger train between Krishnarajapuram and Katpadi stations - Came thro' gate - Also fence in good order.
March	1st	A pony was run over by a goods train between Kavasamudram and Kuppam stations. Also fence in good order - Animal not killed.
	14th	A broken pot sleeper was found fixed between the switch and check rail of No 15 point at Kolar Road station. This was removed before the arrival of the Up Madras mail train.

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

Date.		Nature and Cause of Accident.
Month.	Day.	
March	15th.	Engine of a goods train ran thro' the level crossing gate near Samalpatti station owing to the carelessness of gatemann in neglecting to properly fasten it.
	27th.	A bull was run over by a trial engine between Kommur and Ambeture stations. Also fence in good order. The engine was running tender foremost.
	29th.	A cow was run over by a light engine between Salem and Thinnappatti stations. Also fence in good order. Animal not killed.
	"	A bullock was run over by a mail train between Goody and Jakkulacheruvu stations. Also fence in good order. Animal not killed.

N. B. The action of the cow-catchers was generally efficient.

PART I.

Return of Rails found fractured in the Permanent Way reported by the Mad Railway during the 1st quarter of 1890.

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

PART I.

Return of Failure of Wheels reported by the Madras Railway during the 1st quarter of 1890.

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

PART I.

Return of Failure of Tyres reported by the Madras Railway during the 1st quarter of 1890.

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

PART I.

Return of Failure of Axles reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890.

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

PART I.

Return of the Damage done to the Permanent Way by Floods reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1880.

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

PART II.

Return of Accidents to Passengers, Persons passing over Level-crossings, Trespassers, and others on the Madras ~~and South Indian~~ Railways during the 1/4th quarter of 1880, exclusive of those killed or injured by Accidents to Train, &c., printed in Part I.

Date of Accident.	Nature and Cause of Accident.	Classification.	Passengers.				Other Persons.					
			Causes beyond own Control.		Misconduct or want of Caution		While passing over Railway at Level-crossings.		Trespassers and Suicides.		Miscellaneous not included in previous Columns.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
January 9th	The servant of a platform-Constable whilst attempting to get on to the platform at Arkonam Station was knocked down by one of the foot boards of the Carriages of a mail train and was slightly bruised.	3	"	"	"	"	"	"	"	"	"	1
12th	A female passenger in jumping out of a mixed train in motion at Valli Station was wounded on her head.	5	"	"	"	1	"	"	"	"	"	"
[illegible]	[illegible] the line at Mallapuram Station was knocked down by an Engine and slightly injured.	6	"	"	"	"	"	"	"	1	"	"
21st	A person of unsound mind whilst attempting to cross the line between Somanur and Sulur Stations in front of a passenger train was knocked down and killed.	6	"	"	"	"	"	"	1	"	"	"
March 11th	A person intending to commit suicide placed himself on the rails between Coonur and Peramburu Stations & was run over and killed by a mail train.	6	"	"	"	"	"	"	1	"	"	"
20th	A person intending to commit suicide was run over and killed by a train in Erode Station Yard.	6	"	"	"	"	"	"	1	"	"	"
	Total		"	"	"	1	"	"	3	1	"	1

PART III.

Return of Accidents reported during the 1st quarter of 1890, by the Madras Railway, as having occurred to servants in the Company's own employ, or in the employ of contractors, whilst performing duties connected directly with the transit of passengers and goods, exclusive of those killed or injured by accidents to trains, &c., in Part I.

Date of Accident.	Name of Person.	Class of service.	Place where the accident happened.	Causes beyond own control.		Misconduct or want of caution.		See key to this part.	Remarks.
				Killed.	Injured.	Killed.	Injured.		
January 4th	Hoossain Saib	Shunting Porter	At Jalarpet station	"	"	"	[redacted]	8	Whilst uncoupling a wagon
6th	Sanjeevegadoo	Cooly	Between Penner and Vadpatri stations	"	"	"	1	6	Whilst lifting a beam from a trolly
February 5th	Govindapah	Cooly	At Goodyatam station	"	"	"	1	6	Whilst unloading rails.
8th	Raman	Do.	Between Penner & Vadpatri stns.	"	"	"	1	6	Whilst loading heavy materials.
19th	Kathavarayen	Porter	At Kirkonam station	"	"	"	1	6	Whilst trans hipping timber.
22nd	Narraidoo Venkatasen	Coolies	Between Central station, Madras, and Perambur stations.	2	"	"	"	9	Whilst excavating the embankment slipped & buried the men under a quantity of earth.
			Pata Kattachetty stations						Steam Crane Jib
23rd	M. Hargraves	Fireman	At Bangalore Contonment station	"	"	"	1	5	Whilst getting into a truck in motion.
24th	Sanjeevigadoo	Gang Cooly	At Goodyatam	"	"	"	1	19	Whilst moving some shat iron
March 1st	Abhoyee	Pointsman	At Bangalore Contonment station	"	"	"	1	12	Was caught between buffers of two wagons.
12th	Abdool Raheem	Cleaner	Between Katpadi & Devanampalli stations	"	"	"	1	13	Whilst attending to brake fell off an Engine - attempting
14th	Veerasawmy	Porter	In Bangalore City yard	"	"	1	"	5	Whilst to get off a truck in motion
25th	Pharoonie	Labourer	Between Podanur and Madukarai stations.	"	"	"	1	6	Whilst removing rails in a wagon
			Total	2	"	1	11		

PART IV.

The following Accidents to Railway Servants and others not included in Part I, II, and III have also been reported by the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890.

Date of Accident.	Nature and Cause of Accident.	Passengers and others.				Railway Servants.			
		Causes beyond own control.		Misconduct or want of caution.		Causes beyond own control.		Misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
January 21st	A Cooly at the Perambur workshops was injured by an axle box falling on his hand.	"	"	"	"	"	"	"	1
February 18th	A boiler smith at the Perambur workshops was injured by a chip from a rivet striking him in the eye.	"	"	"	"	"	"	"	1
March 22nd	The body of a man supposed to have been murdered by some person or persons at present unknown was found lying on the line between Kanjikod and Olavakode Stations. The matter was reported to the Police	1							

PART V.

List of Deaths of Passengers in Carriages and Stations on the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex. Female.	Sex. Male.	Age.	Remarks.
1	A 3rd class passenger in a mixed train suffering from Cholera was removed from the train at Arkonam. The man died two days later	January 15	Cholera	0	1	30 years	
1	On arrival of a mixed train at Calicut a 3rd class passenger was found dead.	February 1st	Fever &c	0	1	26 years	
1	On arrival of a mixed train at Arkonam a 3rd class passenger who was suffering from Cholera was re=						

PART V.

List of Deaths of Passengers in Carriages and Stations on the Madras ~~and South Indian~~ Railways during the 1st quarter of 1890, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex. Female.	Sex. Male.	Age.	Remarks.
	On arrival of a special troop train at Arkonam a child travelling with its parents was found dead.	March 28th	Natural causes	"	1	3 months	

Sidney Smith
Major R.E.
Dy. Comy Genl for Engr.

1890

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
January	3rd	A C.G. wagon attached to a mixed train was found on fire at Venkatagherry station. Engine burning wood. Spark arrester & ash pan reported to be in good order	23										
	14th	Tubes of engine of a mixed train burst between Vyyampati & Ayyalur stations from wear & tear.	12A										
	15th	A 3rd class carriage attached to a mail train was found on fire between Tirumangalam & Kalligudi stations. Engine burning wood. Spark arrester & ash pan reported to be in good order	23										
	21st	While an Engine forming a mixed train at Trichinopoly Junction station was passing over points, its wheels ran on the main line but those of the tender got on the Negapatam line due to pointsman having left the points half open.	7										
	18th	Engine of a mixed train was disabled between Kolatur Lutti & Iraiyanparai stations owing to big end brasses running hot by ballast getting into them.	13										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
January	18th	Engine of a mail train was disabled between Kallipudi & Sirumangalam stations owing to right hand steam pipe bursting from wear & tear. Train was delayed 1 hr 053 minutes	12A.										
	21st	Engine of a mixed train was disabled between Nidamangalam and Ammapet stations owing to leading side rod buckle breaking from wear & tear.	13										
February	6th	Connecting rod of a brake van attached to a mail train dropped between Nellikuppam & Panruti stations from wear & tear.	18										
	11th	Tube of Engine of a mail train burst at Trichinopoly Junction station from wear & tear.	12A										
	12th	The roof of a brake van attached to a mail train was found on fire between Karur & Katalai stations Engine burning wood. Spark-arrester & ash pan reported to be out of order.	23										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
February	20th	An engine was derailed at points at Chinglepat station owing to the same being properly closed.	6										
	21st	Engine of a special goods train came into collision with a goods brake van at Madura station owing to second fireman applying the brakes carelessly.	3										
		Engine of a special goods train was disabled at Edivai station owing to regulator valve pin dropping from wear & tear.	13										
	28th	During shunting at the Pallavaram quarry the Engine attached to a stone train was disabled owing to left hand spindle guide breaking from a flaw in metal.	13										
March	1st	An engine was derailed at Villupuram station owing to points not being held properly.	6										
	3rd	Draw bar of a 3rd class carriage attached to mail train broke at Achasapakam station through a flaw in metal	18										

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
March	8th	Engine of a special goods train was disabled at Vadamadura station owing to left hand big end running hot.	13										
	10th	Engine of a goods train was disabled at Chidambaram station owing to big end brass running hot. Driver in fault has been fined	13										
	17th	While an Engine was returning to shed at Devigunta station its tender was derailed owing to person holding points reversing them.	6										
	20th	A goods brake van attached to a mail train was found on fire at Elamanur station. Engine burning wood. Spark arrester & ash pan reported to be in good order.	28										
	23rd	Engine of an extra train was disabled at Pugalur station owing to pump failing & injector wasting water	13										
	29th	While a mixed train was passing over the N. Rte points at Vikravandi station the distance rod snapped.	25										

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

DATE. Month.	DATE. Day.	Nature and Cause of Accident.
January	5th.	A cow was run over by a mixed train between Cuddalore new Town and Nallikuppam stations. Came thro' unprotected gate. Fire and wayside fences reported to be in good order.
	6th.	A mixed train ran thro' the level crossing gate between Trichinopoly junction and Fort stations owing to gate not being clear of the rails. Gateman in fault has been prosecuted.
	10th.	A buffalo was run over by a special firewood train between Kolatur Southward and Trichinopoly junction stations. Aloe and wire fences reported to be in good order.
	12th.	A cow was run over by a mixed train between Vellakur and Kalahasthi stations. Nellore Branch. Engine is unprovided with [illegible] Animal not Killed.
	13th.	A buffalo was run over by a mail train between Kutalam and Narasingapet stations. Came thro' gate protected by a gatekeeper. Aloe fence reported to be in good order.
	20th.	Two stones about 3 inches in diameter were found placed on the rails between Pallavaram and Vandalur stations. A mail train which approached there was stopped for 2 minutes. Two girls suspected to have placed them are being prosecuted.
	24th.	A cow was run over by a mixed train between Katpadi and Lalapet stations. Fire fence reported to be in good order. Engine was fitted with a cow-catcher but the animal became entangled in it and the train was stopped to release it. Animal not Killed.
	25th.	A cow was run over by a mixed train at Koradacheri station. Came thro' unprotected gate. Fire fence reported to be in good order. Engine was fitted with cow-catcher but the animal became entangled in it.
	28th.	A buffalo was run over by a mail train between Narasingapet and Tirumadamarudur stations. Aloe fence reported to be in good order. Animal not Killed.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

DATE. Month.	DATE. Day.	Nature and Cause of Accident.
February	6th	A donkey was run over by a shunting engine at Madura station - came thro' gate near by - Pale fence reported to be in good order. Animal not Killed.
	11th	A goods train ran thro' the level crossing gate between Kuddalore New Town and Old Town stations owing to gatekeeper not being alert.
	13th	A calf was run over by an extra train between Trichinopoly Fort and Elamanur stations. Wire fence reported to be in good order - Engine was fitted with Cow-catcher but the animal became entangled in it and the train had to be stopped to release it.
		A bull was run over by a mixed train between Mangalore and Gudur stations Nellore Branch Fence is unprovided with fencing.
	18th	A special goods train ran thro' one leaf of the level crossing gate between Trichinopoly Junction and Kolatur South stations owing to the gatekeeper's delay in opening it.
	19th	A Cow was run over by a mixed train between Kolatur South and Manaparai stations - Aloe and wire fences reported to be in good order.
	20th	A Kid was run over by an Inspection train between Katalai and Lalapet stations - Wire fence reported to be in good order.
	23rd	A Cow was run over by a mixed train between Annayanayakanur and Sholavandan stations. Came over fence which is reported to be not fully grown. Animal not Killed.
	24th	A bull was run over by a mixed train between Vallavanur and Kandamangalam stations — Aloe fence reported to be in good order. Animal not killed.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

Date. Month.	Day.	Nature and Cause of Accident.
March	13th	A cow was run over by a mixed train between Vendadu and Gudur stations Nellore Branch. The line is unprovided with fencing. Engine was fitted with cow-catcher but it failed to throw the animal off the line.
	15th	A stone which was placed on the rails between Karur and Pugalur stations by some person or persons unknown was knocked off by the engine of an extra train.
	16th	In consequence of some small branches of a tree lying on the line between Tirumeruntur and Kumbakonam stations a mixed train was stopped for two minutes.
		[illegible] between Shiyali and Vaitheeswarankoil stations. Cow was thro' An unprotected gate. Mor fences reported to be in good order. Animal not killed.
	19th	A donkey was run over by a shunting engine at Madura station. Came thro' gate near by. Pole fence reported to be in good order.
	20th	A calf was run over by a mixed train between Dindigal and Trichinopoly stations. Came thro' gate near by. Mor fence reported to be in good order. Animal not killed.
	21st	A buffalo was run over by a mail train between Tirumalavadi and Kivalur stations. Pole fence [illegible]
	25th	A calf was run over by a mail train between Tindivanam and Olakur stations. Mor fence reported to be in good order. Animal not killed.
	28th	A bullock was run over by a mixed train between Tirumadamangalam and Chengalpet stations. Came thro' unprotected gate. Mor fence reported to be not fully grown. Animal not killed.

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 1st quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

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

Date.		Nature and Cause of Accident.
Month.	Day.	
March	31st.	A Cow was run over by a goods train between Mayavaram and Kuttalam stations. Came thro' unprotected gate. Mar fence reported to be in good order. Animal not killed.

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

and Ayyampet stations in attempting to cross the line was knocked over by a light engine.

6	"	"	"	"	"	1	"	"	"	"
Total	"	"	"	1	"	1	"	"	2	"

			† Pujalee Station						in motaw.
29th "	Kauthayee	Chittal	At Pawnutee station	"	"	"	1	6	Whitet bading brick
			Total	"	"	"	6		

PART I.

Return of Rails found fractured in the Permanent Way reported by the South Indian Railway during the 1st quarter of 1890.

Date when found fractured.		Nature and Cause of Fracture.
Month.	Day.	
March	17th	A 24 feet steel rail was found broken between Walajabad and Conjeeveram Station. In consequence a mixed train was delayed 3 minutes.

PART I.

Return of Failure of Wheels reported by the South Indian Railway during the 1st quarter of 1890.

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

PART I.

Return of Failure of Tyres reported by the South Indian Railway during the 1st quarter of 1890.

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

PART I.

Return of Failure of Axles reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890.

Date of Failure.		Nature and cause of Failure.
Month.	Day.	
March	12th	The journal of a wagon which was unloaded with 68 lbs rails twisted off at Negapatam Station.

PART I.

Return of the Damage done to the Permanent Way by Floods reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890.

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

PART II.

Return of Accidents to Passengers, Persons passing over Level-crossings, Trespassers, and others on the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, exclusive of those killed or injured by Accidents to Train, &c., printed in Part I.

Date of Accident.	Nature and Cause of Accident.	Classification.	Passengers.				Other Persons.					
			Causes beyond own Control.		Misconduct or want of Caution.		While passing over Railway at Level-crossings.		Trespassers and Suicides.		Miscellaneous not included in previous Columns.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
January 12th	An old woman was found dead near Sirumpatti goods shed approach road	6	"	"	"	"	"	"	"	"	1	"
Feby: 22nd	A beauty woman died suddenly from fits at the passenger shed at Madura station.	6	"	"	"	"	"	"	"	"	1	"
23rd	A passenger who had alighted from a mail train at Cuddalore New Town station was knocked down by a bullock cart or other vehicle in the station Compound.	6	"	"	"	1	"	"	"	"	"	"

PART III.

Return of Accidents reported during the 1st quarter of 1890, by the South Indian Railway, as having occurred to servants in the Company's own employ, or in the employ of contractors, whilst performing duties connected directly with the transit of passengers and goods, exclusive of those killed or injured by accidents to trains, &c., in Part I.

Date of Accident.	Name of Person.	Class of service.	Place where the accident happened.	Causes beyond own control.		Misconduct or want of caution.		See key to this part.	Remarks.
				Killed.	Injured.	Killed.	Injured.		
January 31st.	Marymee	Cooly	Between Nellikuppam and Cuddalore New Town stations	"	"	"	1	9	Whilst cleaning a girder bridge
March 12th.	Ammayee	Cooly	At Puliyar station	"	"	"	1	9	Whilst stacking rails
23d.	Manikam	Gang Cooly	Between Cuddalore & Srinivasanallur stations	"	"	"	1	6	Whilst unloading rails
25th	M. Dorasawmy	Porter	At Chidambaram station	"	"	"	1	6	Whilst unloading barrels.

PART IV.

The following Accidents to Railway Servants and others not included in Part I, II, and III have also been reported by the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890.

Date of Accident.	Nature and Cause of Accident.	Passengers and others.				Railway Servants.			
		Causes beyond own control.		Misconduct or want of caution.		Causes beyond own control.		Misconduct or want of caution.	
		Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
March 12th	A Smith at the Nagapatam Workshops was injured while working at the steam hammer.	"	"	"	"	"	"	"	1

PART V.

List of Deaths of Passengers in Carriages and Stations on the ~~Madras and~~ South Indian Railways during the 1st quarter of 1890, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex. Female.	Sex. Male.	Age.	Remarks.
1	A child travelling with its father in a mail train died after leaving Saturaiyur	Jany: 5th	Apoplexy.	1	"	6 months	
1	A passenger was found dead in the railway Compound at Trichinopoly Fort Station.	" 6th	Cholera	"	1	25 years	
1	A passenger was found dead in the waiting shed at Tittagudi station.	" 20th	Fits	"	1	not known	
1	On arrival of a mixed train at Cuddalore Old Town station a 3rd class passenger was found dead.	March 7th	Natural causes	"	1	35 years	

Sidney Smith
Major R.E.
Chief Engr. & Agent, S.I. Railways.

Madras
1890.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24 "April 1890.

Return of Accidents on the Madras and South Indian Railways for the 1st quarter of 1890.

No. 284.

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

~~SUBMITTED.~~

2. The statistics such as passenger mileage, &c, awaited from the Agents, Madras and South Indian Railways will be submitted on receipt.

3. It is requested that thirty copies of the General Return of accidents for all Railways in India may be obtained for distribution to the Agents

P.W. ~~misc~~ 6 (Dept) 3925/90.

Agents and for record
in this Office.

Sidney Smith
Major R. E.
Deputy Consulting Engr. for Rys.

Vs

P. W. C. No: 3925

Form No. 3.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 284.

Dated 24th April 1890

Received 24 April 1890

No. of Enclosures. Six (in duplicate)

Subject.

Submitting for the information of Govt and for transmission to the S. of S. Return of accidents on the Madras and South Indian Rys: for the 1st qr: of 1890.

B

No. 595-96 R dy 30th April/90

B. No. 595 R 230 April/90.

Form No. 3

Ins 29 a/pr

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

B. No. 596 R dy 30th April 1890

To

The Director General
of Railways

Sir,

Ins 29 a/pr

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

2. The statistics as to passenger mileage &c for both the Madras & South Indian Railways will, on receipt, be forwarded.

Recon

R 2.6.90

R 24.4.90 with 2 Ins dy

Consg. Engr.'s No. 13.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 20th May 1890.

No. 360.

MEMORANDUM.

With reference to para 2 of this office endorsement No. 284 dated 24th April, the undersigned has the honor to subjoin the following information having reference to the Return of Accidents, Madras and South Indian Railways for the 1st quarter of 1890:—

Particulars	Madras Railway.	South Indian Railway.	Vellore Branch of the Villupuram Guntakal Railway.
Number of passenger miles	80,825,743	64,366,632 ×	4,205,757
Do servants employed.	6,779	9,505	614
Train mileage of all description	575,819	499,551	33,839
Mean miles of Railway open	839	654	83
Number of passengers carried	2,084,787	1,809,747	158,775

× These figures do not include traffic on the Pondicherry Railway in French territory.

Sidney Smith
Major R.E.

Dy Consg: Engr for Rys.

Form No. 3.

P. W. Coll. 4778.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 360.

Dated 20th } May 1890
Received 20 }

No. of Enclosures.

Subject.

Submitting to Government the necessary statistics relating to the Return of Accidents, Madras and Southern Indian Railways, for the 1st quarter of 1890.

B.
No. 732-33 R dated 28th May 1890.

Enclosure to P. W. D. No. 733 R. T. of 1890.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS FOR THE QUARTER ENDING THE 31ST OF MARCH 1890.

Government of India Central Printing Office.—No. 66 D, G, R.—30-10-90.—800.

TABLE No. 1.

GENERAL TOTAL.

Number of Persons reported during the First Quarter of 1890 as Killed or Injured on the several Railways open for Traffic in India, distinguishing between Passengers, Railway Servants, and Other Persons; and distinguishing also, in the case of the two former Classes, between Accidents happening from causes beyond their own control, and Accidents happening otherwise.

Serial number.	Mean Mileage open.	Railway.	Passengers.				Railway Servants, or Servants of Contractors				Other Persons.				Total all Classes.	
			From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		While 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.	Killed.	Injured.	Killed.	Injured.
		STATE LINES WORKED BY COMPANIES.														
I	1,650½	East Indian ... Average for 5 correspond-	...	5	3	6	3	11	3	11	4	28	7	39	...	...
	(a) 1,630	ing previous quarters.														
	1890	1890	3	1	3	7	6	8	...	15	4	11	4	29	2	1
IV	419½	Bengal-Nagpur ... Average for 5 correspond-	...	...	...	...	...	...	...	...	...	...	2	1	11	2
	1890	ing previous quarters.														
V	(a) 230½	Indian Midland ... Average for 2 correspond-	...	...	...	...	...	...	...	3	...	3	...	1	...	...
	261½	ing previous quarters.														
	1890	1890	...	...	...	...	...	...	...	3	...	3	1	...	...	...
VII	(a) 1,073½	Rajputana-Malwa ... Average for 5 correspond-	...	...	1	...	1	...	1	...	...	...	...	...	...	2
	1,099	ing previous quarters.														
	1890	1890	...	...	1	4	...	1	...	2	...	2	...	...	...	...
IX	979	Southern Mahratta ... Average for 5 correspond-	...	...	...	...	1	1	1	7	1	8	...	2	1	3
	661	ing previous quarters.														
	1890	1890	...	...	1	...	...	1	1	1	2	2	...	1	1	1
X	146½	Do. Mysore ... Average for 5 correspond-	...	...	...	...	...	...	1	2	...	1	...	1	1	2
	296	ing previous quarters.														
	1890	section. 1890	...	...	...	...	...	...	...	1	...	1	...	1	1	2
		STATE LINES WORKED BY THE STATE.														
XIII	(a) 2,113½	North Western ... Average for 5 correspond-	1	2	6	3	8	1	...	6	10	7	10	...	...	...
	2,189½	ing previous quarters.														
	1890	1890	...	...	...	...	...	...	...	1	...	...	...	...	...	1
XV	665½	Oudh and Rohil- ... Average for 5 correspond-	...	1	2	4	2	4	1	...	3	9	5	2	15	20
	692½	khand. ing previous quarters.														
	1890	1890	...	...	...	1	2	...	...	...	2	5	2	...	...	...
XVI	87½	Lucknow-Sita- ... Average for 3 correspond-	...	...	...	4	...	4	...	1	3	...	...	...	6	14
	105	pur-Seetapur. ing previous quarters.														
	1890	1890	...	...	...	...	...	...	...	...	1	3	4	1	3	4
XVII	246	Tirhoot ... Average for 5 correspond-	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	278	ing previous quarters.														
	1890	1890	...	...	...	...	...	...	...	...	...	...	1	...	1	1
XVIII	(a) 743½	Eastern Bengal ... Average for 5 correspond-	...	2	1	1	1	3	1	3	9	3	10	...	2	8
	871	ing previous quarters.														
	1890	1890	...	...	1	...	1	...	...	...	...	...	...	1	2	3
XX	274	Nalhati ... Average for 5 correspond-	...	...	1	...	1	...	1	2	7	2	7	4	7	14
	276	ing previous quarters.														
	1890	1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	45	Warora Coal ... Average for 5 correspond-	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	61	ing previous quarters.														
	1890	1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	74	Chanda-Ganga- ... Average for 3 correspond-	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		pur-Godavari. ing previous quarters.														
		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Includes branch lines worked. (b) Except where statistics for 5 quarters are not available for any line.

TABLE No. 2.

NUMBER of PERSONS reported during the FIRST QUARTER of 1890 as KILLED or INJURED on all RAILWAYS open for Traffic in INDIA, 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.

Serial number.	RAILWAY.	From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than accidents to trains, &c. 1.—From falling between carriages and platforms. Killed.	Injured.	2.—Falling on to the platform, ballast, &c., when getting into or out of trains. Killed.	Injured.	3.—Whilst crossing the line at stations. Killed.	Injured.	4.—By closing of carriage doors. Killed.	Injured.	5.—Falling out of carriages during the travelling of trains. Killed.	Injured.	6.—Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	TOTAL PASSENGERS. Killed.	Injured.
	STATE LINES WORKED BY COMPANIES.																		
I	East Indian (a)	...	...	1	3	...	1	...	...	...	...	4	3	1	1	6	8	6	8
IV	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V	Indian Midland (a)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
VII	Rajputana-Malwa (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IX	Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X	Do. Mysore section	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE LINES WORKED BY THE STATE.																		
XIII	North Western (a)	...	...	...	1	...	...	...	...	...	...	2	2	...	1	2	4	2	4
XV	Oudh and Rohilkhand	...	...	...	2	...	1	...	...	...	...	...	1	...	...	...	4	...	4
XVI	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	Tirhoot	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...
XVIII	Eastern Bengal (a)	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
XX	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	Burma (a)	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	2
	LINES WORKED BY GUARANTEED COMPANIES.																		
XXX	Great Indian Peninsula (a)	...	...	...	...	...	3	...	...	...	...	1	...	...	1	1	4	1	4
XXXI	Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	1	1	1
XXXII	Madras	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
XXXIII	South Indian (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
	ASSISTED COMPANIES.																		
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Dibru Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES LINES WORKED BY COMPANIES.																		
XLV	The Nizam's Guaranteed State (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES LINES.																		
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1890	...	...	1	6	1	5	...	...	...	...	8	11	2	4	12	26	12	26
TOTAL	Average for 5 corresponding previous quarters (b)	1	18	...	2	3	4	1	...	...	...	2	15	3	7	9	28	10	46

RAILWAY SERVANTS.

Serial number.	RAILWAY.	From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than accidents to trains, &c. 1.—During shunting operations. Killed.	Injured.	2.—Falling off engines, vans, wagons, &c. Killed.	Injured.	3.—Coming in contact with over-bridges, &c., during the travelling of trains. Killed.	Injured.	4.—Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines. Killed.	Injured.	5.—Getting on or off trains, engines, &c. Killed.	Injured.	6.—Whilst loading, unloading, or sheeting. Killed.	Injured.
I	East Indian (a)	...	3	1	2	...	...	...	...	...	...	...	...	...	2
IV	Bengal-Nágpur	...	...	...	...	1	...	...	...	...	...	1	...	...	...
V	Indian Midland (a)	...	...	...	...	...	...	...	...	...	...	...	...	1	...
VII	Rajputana-Malwa (a)	1	1	...	1	...	1	...	...	...	...	1	1	...	...
IX	Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	1
X	Do. Mysore section	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIII	North Western (a)	1	...	1	...	...	3	...	...	...	...	1	2	...	1
XV	Oudh and Rohilkhand	...	...	1	2	...	...	...	...	...	...	...	...	...	...
XVI	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Eastern Bengal (a)	...	...	...	...	...	1	...	...	...	1	1	...	...	...
XX	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	Burma (a)	...	...	...	1	...	...	...	...	...	...	...	1	...	...
XXX	Great Indian Peninsula (a)	...	...	1	1	...	2	...	1	...	...	1	3	...	4
XXXI	Bombay, Baroda and Central India	...	...	...	2	1	...	...	...	...	...	1	...	...	1
XXXII	Madras	...	...	...	...	...	...	...	...	...	...	1	1	...	5
XXXIII	South Indian (a)	...	...	...	...	...	1	...	...	...	...	...	...	...	3
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	1	...	...	1
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Dibru Sadiya	...	...	...	...	...	...	...	1	...	...	...	...	...	...
XL	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	The Nizam's Guaranteed State (a)	...	...	...	1	...	...	...	...	...	...	...	...	...	...
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	1	...	...	...	...	...	...	1	...	...	...
LIII	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1890	2	4	4	11	2	8	...	2	...	1	9	8	1	18
TOTAL	Average for 5 corresponding previous quarters (b)	3	10	7	11	2	11	...	1	1	1	4	10	1	18

RAILWAY SERVANTS (continued): from causes other than accidents to trains, &c.

Serial number.	RAILWAY.	7.—Whilst braking, spragging, or chocking wheels. Killed.	Injured.	8.—Whilst working at cranes or capstans. Killed.	Injured.	9.—Whilst working on the permanent-way or in sidings. Killed.	Injured.	10.—Whilst walking along the line on the way home, or to work. Killed.	Injured.	11.—Whilst walking, crossing, or standing on the line. Killed.	Injured.	12.—Whilst passing between vehicles. Killed.	Injured.	13.—Whilst attending to the machinery of engines, cleaning them, &c. Killed.	Injured.
I	East Indian (a)	...	...	...	...	2	...	...	...	...	1	1	...	...	1
IV	Bengal-Nágpur	...	...	...	...	...	...	...	...	1	...	...	...	...	...
V	Indian Midland (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VII	Rajputana-Malwa (a)	...	...	...	...	...	...	...	...	...	2	...	...	...	...
IX	Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X	Do. Mysore section	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XIII	North Western (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	1
XV	Oudh and Rohilkhand	...	...	...	...	...	1	...	...	...	...	...	...	...	...
XVI	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Eastern Bengal (a)	...	...	...	...	...	...	...	...	1	1	...	...	...	...
XX	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	Burma (a)	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XXX	Great Indian Peninsula (a)	...	1	...	1	...	...	1	...	5	7	1	...	...	2
XXXI	Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XXXII	Madras	...	...	...	1	2	...	...	...	...	...	...	1	...	1
XXXIII	South Indian (a)	...	...	...	...	...	2	...	...	...	...	...	...	...	...
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Dibru Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	The Nizam's Guaranteed State (a)	...	...	...	...	...	...	...	...	...	...	1	...	...	...
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	1	...	...	...	...
LIII	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1890	...	1	...	2	4	3	1	...	7	15	3	1	...	5
TOTAL	Average for 5 corresponding previous quarters (b)	...	2	...	3	2	6	1	1	6	6	2	2	...	5

RAILWAY SERVANTS (continued).

Serial number.	RAILWAY.	14.—Whilst attending to gates at level-crossings. Killed.	Injured.	15.—Falling or being caught between vehicles and platforms. Killed.	Injured.	16.—Falling off ladders, scaffolds, platforms, &c. Killed.	Injured.	17.—By falling of lamps, wagon-doors, timber, weights, &c. Killed.	Injured.	18.—Whilst coupling or uncoupling wagons. Killed.	Injured.	19.—Miscellaneous. Killed.	Injured.	TOTAL. Killed.	Injured.	TOTAL SERVANTS. Killed.	Injured.
I	East Indian (a)	...	...	...	...	...	1	...	3	...	3	...	13	4	26	4	29
IV	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	...
V	Indian Midland (a)	...	...	...	...	...	...	...	...	...	1	...	1	1	2	1	2
VII	Rajputana-Malwa (a)	...	...	...	...	...	...	...	...	...	2	...	...	1	7	2	8
IX	Southern Mahratta	...	...	...	...	...	...	...	...	...	2	...	1	...	4	...	4
X	Do. Mysore section	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
XIII	North Western (a)	...	...	...	...	...	...	...	...	...	2	1	...	3	9	4	9
XV	Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	1	3	1	3
XVI	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Eastern Bengal (a)	...	...	...	...	...	...	...	1	...	1	...	2	2	7	2	7
XX	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	Burma (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
XXX	Great Indian Peninsula (a)	...	...	...	...	...	...	...	...	...	1	...	5	9	28	9	28
XXXI	Bombay, Baroda and Central India	...	...	...	...	...	1	...	...	...	...	...	...	2	5	2	5
XXXII	Madras	...	...	...	...	...	...	...	...	...	1	...	1	3	11	3	11
XXXIII	South Indian (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	6
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Dibru Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
XL	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	The Nizam's Guaranteed State (a)	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	1	2	1	2
LIII	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1890	...	...	...	...	...	2	...	4	...	13	1	23	32	117	34	121
TOTAL	Average for 5 corresponding previous quarters (b)	1	2	1	1	1	5	1	8	1	7	4	30	35	130	38	140

OTHERS.

Serial number.	RAILWAY.	Whilst passing over railways at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	TOTAL OTHERS. Killed.	Injured.	TOTAL ALL CLASSES. Killed.	Injured.	Serial number.
I	East Indian (a)	2	1	10	2	1	...	...	...	13	3	23	40	I
IV	Bengal-Nágpur	...	...	...	...	1	...	...	...	1	...	4	...	IV
V	Indian Midland (a)	...	...	...	...	...	...	1	...	1	...	2	3	V
VII	Rajputana-Malwa (a)	...	...	1	1	...	...	...	...	1	1	3	9	VII
IX	Southern Mahratta	...	1	1	1	...	...	...	...	1	2	1	6	IX
X	Do. Mysore section	...	...	...	...	...	...	...	...	...	...	...	1	X
XIII	North Western (a)	...	...	6	4	1	...	1	...	8	4	14	17	XIII
XV	Oudh and Rohilkhand	...	...	1	...	2	...	...	1	3	1	4	8	XV
XVI	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	XVI
XVII	Tirhoot	...	...	1	...	...	...	...	...	1	...	2	...	XVII
XVIII	Eastern Bengal (a)	...	...	4	7	...	...	...	...	4	7	7	14	XVIII
XX	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	XX
XXI	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	XXI
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	XXII
XXIII	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	XXIII
XXIV	Burma (a)	...	...	...	...	1	...	1	1	2	1	2	6	XXIV
XXX	Great Indian Peninsula (a)	2	...	3	1	2	1	...	...	7	2	17	34	XXX
XXXI	Bombay, Baroda and Central India	1	...	5	1	2	...	...	...	8	1	11	7	XXXI
XXXII	Madras	...	...	1	1	2	...	...	1	3	2	6	14	XXXII
XXXIII	South Indian (a)	...	1	...	...	...	...	2	...	2	1	2	8	XXXIII
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	XXXV
XXXVI	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	XXXVI
XXXVII	Bengal and North-Western	...	...	2	...	3	...	...	...	5	...	6	1	XXXVII
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	...	1	...	...	...	1	...	1	XXXVIII
XXXIX	Dibru Sadiya	...	...	...	...	...	...	...	...	...	...	...	1	XXXIX
XL	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	XL
XLV	The Nizam's Guaranteed State (a)	...	...	2	...	...	...	...	...	2	...	3	1	XLV
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	XLVI
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	LI
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	1	2	LII
LIII	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	LIII
TOTAL	1890	5	3	37	18	15	2	5	3	62	26	108	173	
TOTAL	Average for 5 corresponding previous quarters (b)	1	2	31	13	9	1	3	...	44	16	92	202	

(a) Includes branch lines worked.

(b) Except where statistics for 5 quarters are not available for any line.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of ACCIDENTS, and the Number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS, KILLED or INJURED in each Class of ACCIDENT.

SEE ALSO TABLE No. 4.

STATE LINES WORKED BY COMPANIES.

CLASS.	I East Indian.(a)							IV Bengal-Nagpur.							V Indian Midland.(a)							VII Rajputana-Malwa.(a)							IX Southern Maratta.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	3	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	9	...	...	1	...	1	...	10	...	...	...	...	...	...	5	...	...	...	...	...	...	2	...	...	...	...	...	...	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	...	...	2	...	2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	13	...	...	...	...	...	...	11	...	...	...	...	...	...	11	...	...	...	...	...	...	16	...	...	...	...	...	...	31	...	...	...	...	...	...
10. Ditto over obstructions on the line	3	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	11	...	...	...	...	...	...	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	10	...	...	...	...	...	...	7	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	4	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	3	...	...	...	...	...	...	3	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	1	1	1	1	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	3	...	...	...	...	...	...	3	...	...	...	...	...	...	18	...	...	...	...	...	...	5	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
25. Other accidents	4	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	3	...	...	...	...	...	...	5	...	...	...	...	...	...
TOTAL ALL CLASSES	37	...	...	...	3	...	3	30	...	...	...	...	...	...	31	...	...	...	...	...	...	95	...	...	1	1	1	1	70	...	...	...	...	...	...
Number of Passenger miles	254,589,383							7,577,288							26,771,774							117,567,156							31,483,182						
„ of Servants employed	23,643							3,079							7,487							12,044							6,438						
Train mileage of all descriptions	2,154,196							138,725							359,742							1,492,700							418,628						

(a) Includes branch lines worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE LINES WORKED BY COMPANIES —*concld.* | STATE LINES WORKED BY THE STATE.

CLASS.	X Southern-Maratta, Mysore section.							XIII North Western.(a)							XV Oudh and Rohilkhand.							XVI Lucknow-Sitapur-Seramau.							XVII Tirhoot.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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	2	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	6	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	13	...	...	...	...	...	...	21	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	1	...	...	...	...	...	...	9	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	7	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	2	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	2	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
TOTAL ALL CLASSES	31	...	...	...	...	...	...	91	...	...	1	...	1	...	16	...	...	...	...	...	...	2	...	...	...	...	...	...	11	...	...	...	...	...	...
Number of Passenger miles	8,299,291							143,491,683							53,281,554							3,957,585							27,783,792						
„ of Servants employed	1,661							25,403							6,272							519							1,775						
Train mileage of all descriptions	105,670							2,038,578							736,478							43,116							191,258						

(a) Includes branch lines worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE LINES WORKED BY THE STATE—*contd*

CLASS.	XVIII Eastern Bengal.(a)							XX Nalhátí.							XXI Wardha Coal.							XXII Cheera Companygani.							XXIII Jorhát.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	5	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
10. Ditto over obstructions on the line	1	1(b)	3(b)	...	...	1	3	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	6	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
16. Ditto of axles	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	80	1(b)	3(b)	...	...	1	3	6	...	...	...	...	...	...	3	...	...	...	...	...	...	2	...	...	...	...	...	...	...	14	...	...	...	...	...
Number of Passenger miles	70,923,414							884,685							903,489							36,834							177,705						
„ of Servants employed	10,229							111							407(c)							50							183						
Train mileage of all descriptions	769,671							12,996							21,610							3,743							6,942						

(a) Includes branch lines worked. (b) Not passengers, but carmen. (c) Includes 31 servants employed on colliery.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

CLASS.	STATE LINES WORKED BY THE STATE—*concld.* XXIV Burma.(a)							LINES WORKED BY GUARANTEED COMPANIES. XXX Great Indian Peninsula. (a)							XXXI Bombay, Baroda and Central India.							XXXII Madras.							XXXIII. South Indian.(a)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	2	...	...	...	...	...	...	5	...	...	...	...	...	...	...	8	...	...	...	...	...	...	3	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	2	...	...	...	...	...	...	17	...	...	...	...	...	...	3	...	...	...	...	...	...	...	19	...	...	...	...	...	...	22	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...	...	4	...	...	...	...	...	...	3	...	...	...	...	...
11. Ditto through gates at level-crossings	2	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	7	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	4	...	...	...	...	...	...	1	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	18	...	...	...	...	...	...	2	...	...	...	...	...	...	...	15	...	...	...	...	...	...	4	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	3	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
TOTAL ALL CLASSES	14	...	...	...	...	...	...	53	...	...	...	...	...	...	37	...	...	...	...	...	...	52	...	...	...	...	...	...	52	...	...	...	...	...	...
Number of Passenger miles	52,052,916							126,160,519							61,016,044							80,825,743							68,571,383						
„ of Servants employed	5,562							24,120							6,192							6,799							10,119						
Train mileage of all descriptions	425,202							2,715,003							609,859							575,819							533,390						

(a) Includes branch lines worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES.

CLASS.	XXXV. DEOGHUR.							XXXVI. DARJEELING-HIMALAYAN.							XXXVII. BENGAL AND NORTH-WESTERN.							XXXVIII. ROHILKHAND-KUMAUN. (a)							XXXIX. DIBRU-SADIYA.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	...	...	...	...	...	...	3	...	...	...	...	...	...	13	...	...	...	...	...	...	...	3	...	...	...	...	...	...	26	...	...	...	...	...
Number of Passenger miles	300,374							222,422							18,980,033							1,829,250							602,306						
„ of Servants employed	52							494							3,120							912							1,031						
Train mileage of all descriptions	3,356							31,030							187,515							24,798							34,704						

(a) Includes branch line worked.

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TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

CLASS.	ASSISTED COMPANIES—*concld.* XL. THAYÉH-DUTTNBAIK.							NATIVE STATES LINES WORKED BY COMPANIES. XLV. THE NIZAM'S GUARANTEED STATE. (a).							XLVI. THE GAEKWAR'S BARODA.							NATIVE STATES LINES. LI. JODHPORE.							LII. BHÁVNAGAR-GONDAL-JUNAGÁRH-PORBANDAR.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...
Number of Passenger miles	30,632							15,185,938							1,209,074							3,425,465							12,794,770						
„ of Servants employed	62							2,411							214							415							1,092						
Train mileage of all descriptions	2,080							166,007							17,686							27,720							161,235						

(a) Includes branch line worked.

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TABLE No. 4.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*concluded.*

CLASS.	SEE ALSO TABLE No. 4.										TOTAL.							
	MASTER SERVANT LIVES—*contd.*																	
	LIST MONTH.						TOTAL ALL CLASSES.								TOTALS ALL CLASSES.			
	No.				No.				No.				No.					
	Number of Passengers and others.		Number of Servants.								Number of Passengers and others.		Number of Servants.					
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	20	...	...	1	...	...	1	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	6	...	1	...	...	...	1	...
5. Passenger trains or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	87	1	...	2	...	1	...	1
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	3
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	(a) 1	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	258	(a) 3	...	...	...	...	...	...
10. Ditto over landslips on the line	...	2	...	...	...	...	...	...	...	...	41	...	...	1	...	...	...	3
11. Ditto through gates at level-crossings	...	1	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	36	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	94	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	35	...	...	1	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	67	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Permanent-way	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
21. The fouling of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	61	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	61	...	...	...	...	...	...	...
TOTAL ALL CLASSES	3	...	...	...	...	...	...	...	...	...	824	(a) 4	2	4	...	...	3	7
Number of Passenger miles											1,776,801							1,109,712,545
" of Servants employed											676							162,572
Train mileage of all descriptions											27,269							14,036,729

(a) Not passengers, but cart men.

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for traffic in INDIA during the FIRST QUARTER of 1890, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, and the Number of RAILWAY SERVANTS KILLED OR INJURED thereby.

Serial number.	RAILWAY.	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, over-run the line.	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.	13(a).—The bursting of tubes, &c., of engines.	13.—The failure of machinery, springs, &c., of engines.	14.—The failure of tyres.	15.—The failure of wheels.	16.—The failure of axles.	17.—The failure of brake apparatus.	18.—The failure of couplings.	19.—The failure of tunnels, bridges, viaducts, culverts, &c.	20.—Broken rails.	21.—The flooding of portions of permanent-way.	22.—Slips in cuttings or embankments.	Serial number.
	STATE LINES WORKED BY COMPANIES.																							
I	East Indian (a)	...	...	...	...	...	9	1	...	13	3	...	...	...	4	1	...	...	...	1	...	...	...	I
IV	Bengal-Nágpur	...	...	1	...	...	10	...	...	11	1	...	...	...	...	...	...	...	...	3	...	...	...	IV
V	Indian Midland (a)	...	...	1	1	...	5	1	...	11	2	...	...	1	4	...	...	...	...	3	...	...	...	V
VII	Rajputana-Malwa (a)	1	2	1	3	1	2	1	1	16	11	1	...	10	3	...	...	16	...	18	...	2	...	VII
IX	Southern Mahratta	1	3	...	1	...	5	...	...	31	3	3	...	7	3	...	...	...	...	5	...	1	...	IX
X	Ditto Mysore section	...	2	...	...	1	1	...	...	13	...	...	...	1	7	...	...	1	...	2	...	...	...	X
	STATE LINES WORKED BY THE STATE.																							
XIII	North Western (a)	...	1	6	1	1	12	2	...	21	1	...	...	9	18	...	...	...	...	2	...	...	...	XIII
XV	Oudh and Rohilkhand	...	1	...	...	...	...	...	...	10	1	2	...	1	...	...	...	...	...	...	...	...	...	XV
XVI	Lucknow-Sitapur-Seraman	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	XVI
XVII	Tirhoot	...	...	...	...	...	4	...	2	...	...	...	1	...	...	...	...	...	...	2	...	...	...	XVII
XVIII	Eastern Bengal (a)	...	...	2	...	1	5	2	...	35	1	...	...	1	10	1	...	2	...	9	...	1	...	XVIII
XX	Nalhátí	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	XX
XXI	Wardha Coal	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXI
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	XXII
XXIII	Jorhát	...	...	...	...	...	5	...	...	2	...	...	...	...	6	...	1	...	...	...	...	...	...	XXIII
XXIV	Burma (a)	...	1	...	...	...	1	...	...	2	1	2	...	...	2	...	...	...	...	4	...	...	...	XXIV
	LINES WORKED BY GUARANTEED COMPANIES.																							
XXX	Great Indian Peninsula (a)	...	...	1	...	...	2	...	...	17	4	3	...	...	...	...	...	1	1	1	...	...	...	XXX
XXXI	Bombay, Baroda and Central India	...	...	1	...	...	5	...	...	3	1	1	...	...	...	...	...	1	...	6	...	...	...	XXXI
XXXII	Madras	...	...	1	...	1	8	2	...	19	4	1	...	...	1	...	...	...	...	...	...	...	...	XXXII
XXXIII	South Indian (a)	...	...	1	...	...	3	1	...	22	3	3	...	3	7	...	...	1	...	2	...	1	...	XXXIII
	ASSISTED COMPANIES.																							
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXXV
XXXVI	Darjeeling-Himalayan	...	...	1	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	XXXVI
XXXVII	Bengal and North-Western	...	...	1	...	...	2	...	...	4	...	...	...	2	...	...	...	2	...	...	...	...	...	XXXVII
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	1	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	XXXVIII
XXXIX	Dibru-Sadiya	...	...	1	...	1	6	...	...	10	...	1	...	...	5	...	...	...	...	2	...	...	...	XXXIX
XL	Thatón-Duyinzáik	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XL
	NATIVE STATES LINES WORKED BY COMPANIES.																							
XLV	The Nizam's Guaranteed State (a)	...	...	2	...	...	3	...	...	8	1	...	...	...	20	...	...	...	...	...	...	...	...	XLV
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVI
	NATIVE STATES LINES.																							
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	LI
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	1	...	...	...	6	...	...	...	...	...	...	...	...	...	6	...	...	...	LII
LIII	Morvi	...	...	...	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	LIII
	1890.	2	10	20	6	8	87	14	1	258	41	18	...	36	94	2	...	25	1	67	...	6	...	
TOTAL	Average for 5 corresponding previous quarters (c)	2	11	19	2	25	75	14	4	225	34	10	10	52	1	1	9	1	35	...	6	2	2	

(a) Includes branch lines worked.

Serial number.	23.—Fire in trains.	24.—Fire at stations, or involving injury to bridges or viaducts.	25.—Other accidents.	TOTAL ALL CLASSES.	NUMBER OF PASSENGERS AND OTHERS. Killed.	NUMBER OF PASSENGERS AND OTHERS. Injured.	NUMBER OF SERVANTS. Killed.	NUMBER OF SERVANTS. Injured.	TOTAL ALL CLASSES. Killed.	TOTAL ALL CLASSES. Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN. Number of Passengers carried.	PER MILE OPEN. Train mileage of all descriptions.	PER MILE OPEN. Passenger mileage.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS. Killed.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS. Injured.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS MILES. Killed.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS MILES. Injured.	Serial number.
I								3	...	3	1,630	3,896,931	2,154,196	254,589,383	2,391	1,322	156,190	...	...	...	...	I
IV	1	...	4	37	...	...	...	3	...	3	449¼	250,817	138,725	7,577,285	558	309	16,857	...	...	...	...	IV
V	2	...	2	30	...	...	...	...	...	...	751¼	374,071	359,742	26,771,774	498	479	35,624	...	...	...	...	V
VII	...	...	2	31	...	...	...	...	...	...	1,699	2,137,125	1,492,700	117,567,156	1,258	879	69,198	...	...	...	...	VII
IX	2	1	3	95	...	...	1	1	1	1	979	694,952	418,628	31,483,182	710	428	32,158	...	...	...	...	IX
X	1	1	5	70	...	...	...	...	...	...	296	189,290	105,670	8,299,291	640	357	28,038	...	...	...	...	X
	1	...	2	31	...	...	...	...	...	...												
XIII								1	...	1	2,486¼	2,416,587	2,038,571	143,491,653	972	820	57,708	...	...	...	...	XIII
XV	11	2	4	91	...	...	1	...	1	...	692¼	1,142,552	736,478	53,281,554	1,650	1,063	76,941	...	...	...	...	XV
XVI	...	...	...	16	...	...	...	...	...	...	105	121,534	43,116	3,957,585	1,157	411	37,691	...	...	...	...	XVI
XVII	...	...	...	2	...	...	...	...	...	...	27¾	625,490	191,258	27,783,792	2,291	700	101,772	...	...	...	...	XVII
XVIII	...	...	2	11	...	...	...	...	...	...	87¼	2,225,894	769,671	70,923,414	2,556	884	81,428	...	...	...	...	XVIII
XX	1	9	...	80	(a)	(b)1	(b)3	...	1	3	27¼	45,557	12,936	884,685	1,672	477	32,466	...	...	...	...	XX
XXI	...	...	4	6	...	...	...	...	...	...	45	33,684	21,610	903,489	749	480	20,078	...	...	...	...	XXI
XXII	1	...	...	3	...	...	...	...	...	...	7½	7,892	3,743	36,834	1,052	499	4,911	...	...	...	...	XXII
XXIII	...	...	...	2	...	...	...	...	...	...	29½	15,881	6,942	177,705	538	235	6,024	...	...	...	...	XXIII
XXIV	...	...	...	14	...	...	...	...	...	...	55¾	1,396,114	425,202	52,052,916	2,525	769	94,128	...	...	...	...	XXIV
	...	...	1	14	...	...	...	...	...	...												
XXX											1,446¼	2,364,797	2,715,003	126,160,519	1,635	1,877	87,203	...	...	...	...	XXX
XXXI	18	2	3	53	...	...	...	...	...	...	46¼	2,478,600	609,859	61,016,044	5,377	1,323	132,356	...	...	...	...	XXXI
XXXII	2	...	17	37	...	...	...	...	...	...	33¾	2,084,787	576,819	80,825,743	2,482	686	97,528	...	...	...	...	XXXII
XXXIII	15	...	...	52	...	...	...	...	...	...	73¾	1,963,522	533,330	68,571,383	2,671	724	93,041	...	...	...	...	XXXIII
	4	...	1	52	...	...	...	...	...	...												
XXXV											4¼	62,708	3,356	300,374	13,202	707	63,237	...	...	...	...	XXXV
XXXVI	...	...	...	...	...	...	...	...	...	...	5¼	8,920	31,030	222,422	175	608	4,361	...	...	...	...	XXXVI
XXXVII	...	...	...	3	...	...	...	...	...	...	37¾	463,155	187,515	18,980,033	1,232	499	50,479	...	...	...	...	XXXVII
XXXVIII	...	1	1	13	...	...	...	...	...	...	9¼	69,569	24,798	1,829,250	764	273	20,102	...	...	...	...	XXXVIII
XXXIX	1	...	...	3	...	...	...	...	...	...	7¾	22,000	34,704	602,306	282	445	7,722	...	...	...	...	XXXIX
XL	...	...	...	26	...	...	...	...	...	...	8	3,829	2,080	30,632	479	260	3,829	...	...	...	...	XL
	...	...	...	1	...	...	...	...	...	...												
XLV											35¼	272,656	166,007	15,185,938	770	463	42,898	...	...	...	...	XLV
XLVI	1	...	...	35	...	...	...	...	...	...	5¾	62,458	17,686	1,203,074	1,063	301	20,580	...	...	...	...	XLVI
LI	...	...	...	...	...	...	...	...	...	...	12¾	71,992	27,720	3,425,465	581	223	27,625	...	...	...	...	LI
LII	...	...	...	13	...	...	...	...	...	...	33¼	328,378	161,235	12,794,770	989	486	38,538	...	...	...	...	LII
LIII	...	...	...	3	...	...	...	...	...	...	9¼	41,978	27,299	1,776,891	447	290	18,903	...	...	...	...	LIII
	61	16	51	824	(b)	(b)3	2	4	3	7	1,950¼	25,828,739	14,036,729	1,192,712,545	1,619	880	74,776	...	...	...	...	
TOTAL	57	10	44	660	1	18	3	10	4	28	1,348¾	22,339,905	12,296,241	1,035,892,398	1,656	912	76,794	0·045	0·306	0·001	0·017	

(b) Not passengers, but carmen.
(c) Except where statistics for 5 quarters are not available for any line.

No. 733 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 17th October 1890.

Returns of accidents on Indian Railways for the first quarter of 1890.

Read again—

Public Works Department Resolution No. 810 R. T., dated 8th September 1885.
" " " " " 902 R. T., dated 11th September 1886.
" " " " " 1106 R. T., dated 19th September 1887.
" " " " " 0102 R. T., dated 28th December 1888.
" " " " " 496 R. T., dated 17th September 1889.
" " " " " 411 R. T., dated 5th August 1890.

Read also—

Note by the Director General of Railways, No. 222 Statistical, dated the 6th October 1890, with Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended the 31st March 1890

OBSERVATIONS.—As compared with the average of the five* corresponding previous quarters, the number of accidents to trains, rolling-stock, permanent-way, &c., shows an increase of 164, or 24·85 per cent., with an increase of 2,461·25 miles, or 18·24 per cent in the mean mileage open, and of 1,740,488 miles, or 14·15 per cent., in the train mileage. The following table exhibits the number of accidents resulting in loss of, or injury to, life and limb, and the railways on which they occurred :—

Railway.	Number of accidents.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	...	...	...	3	...	3
Rajputana-Malwa ...	1	...	...	1	1	1	1
North Western	1	...	...	1	...	1	...
Eastern Bengal	1	1	3	...	...	1	3
Total ...	...	1	3	2	4	3	7
Average for 5 corresponding previous quarters*	...	1	18	3	10	4	28

2. On the East Indian Railway on the 11th February 1890, a pilot engine and a brake-van were derailed at Howrah through the carelessness of the points-man, the accident resulting in serious injury to a Khallasee who was employed in lifting the derailed van. Again on the 11th March 1890, 2 railway servants were injured by a collision between a down train and a pilot engine at the Howrah yard, in consequence of the down train having been turned into the wrong line.

3. The accident on the Rajputana-Malwa Railway, in which 1 servant was killed and 1 injured, took place on the 10th February 1890, and was due to the failure of the axle of a loaded iron covered goods wagon attached to an up goods train.

* Except where statistics for five quarters are not available, in which case the average of the quarters for which returns have been received is given.

4. On the 23rd January 1890, on the North Western Railway, No. 42 down goods train which was following No. 34 down goods, ran into it outside the north facing points at Chaudri Station. This collision resulted in the death of the guard of No. 34 train and in considerable damage to rolling-stock.

5. On the 21st February 1890, on the Eastern Bengal Railway, Central Section, 4 cartmen with their carts were run over by a down train at mileage 3½ on the Ránaghat-Bongong line; 1 cartman was killed and 3 others injured, 1 seriously and 2 slightly.

6. The following table exhibits the number of accidents under the different classes, due to "Accidents to trains, rolling-stock, permanent-way, &c.," and the number of persons killed and injured thereby, *vide* tables Nos. 3 and 4:—

Serial No.	Causes of accidents.	Average of corresponding quarters of five previous years.*	FIRST QUARTER, 1890.							
			Number.	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	2	...	...	...	...	...	...
2	Collisions between passenger trains and good, or mineral trains, engines and vehicles standing foul of the line ...	11	10	...	...	...	...	...	...
3	Collisions between goods trains or parts of goods trains ...	19	20	...	...	1	...	1	...
4	Collisions between light engines	2	6	...	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails	25	8	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c, leaving the rails	75	87	...	...	1	...	1	...
7	Trains or engines travelling in the wrong direction through points	14	14	...	...	2	...	2	...
8	Trains running into stations or sidings at too high a speed ...	4	1	...	...	...	...	...	...
9	Trains running over cattle on the line	225	258	(a) 1	(a) 3	...	...	1	3
10	Trains running over obstructions on the line ...	34	41	...	...	...	...	...	...
11	Trains running through gates at level-crossings ...	10	18	...	...	...	...	...	...
12	The bursting of boilers of engines	19	...	...	...	...	...	...	...
12 (a)	The bursting of tubes, &c., of engines		...	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines ...		36	...	...	...	...	...	...
14	The failure of tyres ...	52	94	...	...	...	...	...	...
15	,, wheels ...	1	2	...	...	...	...	...	...
16	,, axles ...	1	...	...	...	...	...	...	...
17	,, brake apparatus ...	9	25	...	...	1	1	1	1
18	,, couplings ...	1	1	...	...	...	...	...	...
19	,, tunnels, brigdes, viaducts, culverts, &c. ...	35	67	...	...	...	...	...	...
20	Broken rails	...	...	...	...	...	...	...	...
21	The flooding of portions of permanent-way ...	6	6	...	...	...	...	...	...
22	Slips in cuttings or embankments	2	...	...	...	...	...	...	...
23	Fire in trains	2	...	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	57	61	...	...	...	...	...	...
25	Other accidents	10	16	...	...	...	...	...	...
		44	51	...	...	...	...	...	...
	Total for 1890 ...	...	824	(a) 1	(a) 3	2	4	3	7
	Total—Average of corresponding quarters of five previous years* ...	...	660	1	18	3	10	4	28

(a) Not passengers, but cartmen.
* Except where statistics for five quartors are not available, in which case the average of the quarters for which returns have been received is given.

7. The principal variations occurred under "Passenger trains or parts of passenger trains leaving the rails," 8 against 25; "Goods trains or parts of goods trains, engines, &c., leaving the rails," 87 against 75; "Trains running over cattle on the line," 258 against 225; "The bursting of boilers, tubes, &c., of engines," 36 against 19; "The failure of machinery, springs, &c., of engines," 94 against 52; "The failure of axles," 25 against 9; and the "Failure of couplings," 67 against 35.

8. The decrease in the number of accidents under "Passenger trains or parts of passenger trains leaving the rails" was pretty evenly distributed over a number of lines, the largest decrease, *viz.*, 4 cases, being on the Dibru-Sadiya Railway.

9. Of the increase of 12 accidents under "Goods trains or parts of goods trains, engines, &c., leaving the rails," 8 occurred on the Bengal-Nágpur Railway. There were 12 accidents of this class on the North Western Railway, 10 on the Bengal-Nágpur Railway, 9 on the East Indian Railway and 8 on the Madras Railway.

10. The number of cattle accidents was largest on the Eastern Bengal State Railway, *viz*, 35; next to it comes the Southern Mahratta Railway with 31; then the South Indian with 22 and the North Western with 21. As compared with the average of the corresponding quarters of five previous years, there was a decrease of 15 accidents on the Eastern Bengal State Railway and 9 accidents on the Rajputana-Malwa Railway.

11. The increase under "The bursting of boilers, tubes, &c., of engines" was mainly due to the number of accidents of this description having been 10 against 2 on the Rajputana-Malwa Railway, and 7 against *nil* on the Southern Mahratta Railway.

12. The number of accidents recorded under "Failure of machinery, springs, &c., of engines" on the Nizam's Guaranteed State Railway rose from 2 to 20, on the Southern Mahratta Railway, Mysore Section, from 1 to 7, and on the North Western Railway from 13 to 18.

13. There were 25 cases of "Failure of axles" of which 16 were recorded on the Rajputana-Malwa Railway alone.

14. The couplings failed in 67 instances of which 18 were on the Rajputana-Malwa Railway, 9 on the Eastern Bengal State Railway, and 6 on each of the two following Railways, Bombay, Baroda and Central India, and Bhávnagar-Gondal-Junágarh-Porbandar.

15. The cases of "Fire in trains" occurred chiefly on the Great Indian Peninsula, Madras and North Western Railways, the numbers reported being 18, 15 and 11 respectively, out of a total of 61.

16. The number of "Fires at stations, or involving injury to bridges and viaducts" was the largest on the Eastern Bengal State Railway, *viz.*, 9 out of a total of 16.

17. The accidents classed as "Other accidents" numbered 51 of which 17, or one-third of the total, were recorded on the Bombay, Baroda and Central India Railway.

18. The casualties to passengers from causes other than accidents to trains, &c., were 12 killed and 26 injured, against 9 killed and 28 injured, and those to servants in the employ of railways, or of contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were 32 killed and 117 injured against 35 killed and 130 injured. (For details, *vide* Table No. 2).

19. The total number of casualties to persons from all causes, including trespassers, suicides, &c., was 108 killed and 173 injured against 92 killed and 202 injured.

20. In addition to the above, 10 persons are reported to have been killed and 33 injured in yards, workshops, &c., and 180 persons to have died in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—The Government of India notices that, with an increase of 2,461·25 miles, or 18·24 per cent., in the mean-mileage open, and of 1,740,488 miles, or 14·15 per cent., in the train-mileage, the number of accidents to trains, rolling-stock, permanent-way, &c., show an increase of 164 or 24·85 per cent., as compared with the average of the five corresponding previous quarters.

There were no passengers killed and injured by accidents to trains, &c.

The casualties to passengers from causes other than accidents to trains, &c., were 12 killed and 26 injured against an average of 9 killed and 28 injured.

The accidents to servants in the employ of railways, or of contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were 32 killed and 117 injured against an average of 35 killed and 130 injured.

The total number of persons killed and injured from all causes over the whole of the Indian Railway system, as compared with the average of the corresponding quarters of five previous years, were 168 killed and 173 injured against 92 killed and 202 injured, showing an increase of 17·39 per cent., and a decrease of 14·36 per cent., respectively, against increases of 18·24 and 14·15 per cent., in the open and train-mileages.

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

ORDER.—Ordered, that this Resolution, with the Abstract Returns, be communicated for information to the Local Governments, Administrations, and Officers noted in the margin.

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

Ordered further, that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

F. A. Herbert

Offg. Under Secretary.

* *Documents accompanying.*
Abstract Returns of Accidents for the first quarter of 1890.

To

The Joint Secretary to the Government of Madras (Railway Branch)
Public Works Department

G. C. Press, Simla.—No. 1140 P. W. D.—22-10-90—800.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

Progs: of the Madras Govt. P. W. Deptt.: — } Ltr. No. 595-6 R. 30 April 90

— Do. — Do. — — — — 732-3 R. 28 May 90

Read also the following

Resolution by the Govt. of India R. W. Deptt.: — } Ltr. No. 733 R. T. 17 Oct. 90

17/10/90

Communicated to the Consulting Engineer for Railways for information with reference to this endorsements as under.

No. 284 dy 24 April 1890
— 360 dy 20 May — — —

To

The Consulting Engr for Rys

B.

№ 1852 R d/20 Novbr 90.

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