R

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1919-20 Ry.

DATED 2d December

[Despatch Abstract.]

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

Forwarded

Indexed:

[P. W. Ry.
500—5-6-00.]

TABLE No. 1.

Number of Persons reported during the ________ Months ending ________ 189 , as Killed or Injured on the ________ Railway (open line) by the Travelling of Trains or the Movement of Vehicles used exclusively upon the Line distinguishing between Passengers, Railway Servants and Other Persons, and classifying as far as practicable the Nature and Causes of the Accidents occasioning the Death or Injury.

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RAILWAY.	PASSENGERS.																	
			From Part II.															
	From accidents to trains, &c., see Table No. 2 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 the closing of carriage doors.		Falling out of carriages during the travelling of trains.		Other accidents.		Total from Part II.		Total passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian																		
Eastern Bengal																		

RAILWAY.	SERVANTS.																																											
			From Part III.																																									
	From accidents to trains, &c., see Table No. 2 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.		Whilst walking along the line on the way home or to work.		Whilst walking, crossing, or standing on the line.		Whilst passing between vehicles.		Whilst attending to the machinery of engines, cleaning them, &c.		Whilst attending to gates at level-crossings.		Falling or being caught between vehicles and platforms.		Falling off ladders, scaffolds, platforms, &c.		By falling of lamps, wagon-doors, timber, weights, &c.		Whilst coupling or uncoupling wagons.		Miscellaneous.		Total from Part III.		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.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian																																												
Eastern Bengal																																												

RAILWAY.	OTHERS.												
	From Parts I and II.												
	Whilst passing over the railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total others.		TOTAL ALL CLASSES.		Remarks.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
East Indian													
Eastern Bengal													

TABLE No. 2.

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

	FROM PART I.																			
	________ RAILWAY.										________ RAILWAY.									
	Number.			Number of passengers and others (a).		Number of servants.		Total all classes.			Number.			Number of passengers and others. (a)		Number of servants.		Total all classes.		
	Accidents reported to Local Government under Section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Government under Section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains																				
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line																				
3. Collisions between goods trains or parts of goods trains																				
4. Collisions between light engines																				
5. Passenger trains or parts of passenger trains leaving the rails																				
6. Goods trains or parts of goods trains, engines, &c., leaving the rails																				
7. Trains or engines travelling in the wrong direction through points																				
8. Trains running into stations or sidings at too high a speed																				
9. Trains running over cattle on the line																				
10. Trains running over obstructions on the line																				
11. Trains running through gates at level-crossings																				
12. The bursting of boilers of engines																				
12. (a) The bursting of tubes, &c., of engines																				
13. The failure of machinery, springs, &c., of engines																				
14. " " of tyres																				
15. " " of wheels																				
16. " " of axles																				
17. " " of break apparatus																				
18. " " of couplings																				
19. " " of tunnels, bridges, viaducts, culverts, &c.																				
20. Broken rails																				
21. The flooding of portions of permanent-way																				
22. Slips in cuttings or embankments																				
23. Fire in trains																				
24. Fire at stations, or involving injury to bridges or viaducts																				
25. Other accidents																				
Total all classes																				
Mean mileage worked.																				
Number of servants employed																				
Train-mileage of all descriptions																				
Number of passengers carried																				
Passenger mileage																				
Per mile open—																				
Train-mileage of all descriptions																				
Number of passengers carried																				
Passenger mileage																				
Total Passengers—																				
Killed per million of passengers																				
Injured per do. do.																				
Killed per million of passenger miles																				
Injured per do. do.																				

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

TABLE No. 3.

______________ RAILWAY.

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

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

[*Heads of Departments.*]

Circular No. XIX Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

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

Revised forms of returns of accidents on Indian Railways.

SIR, Simla, the 18th September 1890.

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

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

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

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

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

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

Documents accompanying.
Forms of three Tables.

506 R d/24 October 1890.

Communicated to the
sulting Engineer for
ilways for information
d Guidance.

(Signed) T. Gracey Lt Col R.E.
Offg: R.

Cons: Engr: for Rys:

PART I.

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

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

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

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				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
July	11th	During shunting at Bangalore, city station an O. G. wagon collided with an I. C. G. wagon through the carelessness of the pointsman and was derailed.	3										
	23rd	While an Engine was being backed into shed at Cuddapah station, all six wheels of the tender were derailed owing to provable stacks in the line.	6										
	24th	During shunting at Podanur the Engine of a mixed train passed over unmanned points, and collided with a train of vehicles standing near. The leading wheels of a horse box were derailed. The shunting master and pointsman in fault have been reduced.	2										

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

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

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Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
August	23rd	A stack of Borakur coal at Royapuram from 25 to 30 ft high ignited spontaneously. The damage is estimated at 80 to 100 tons.	24										
September	2nd	Inside boards of an O. G. wagon were slightly singed in 3 or 4 places and some of the goods in it were burnt at Krishnarajapuram station. Engine burning wood. Spark-arrester and ash-pan reported to be in good order.	23										
	3rd	During shunting both the leading and the left driving wheels of an Engine were derailed at Jalarpet station owing to the road having become soft from heavy rain	6										

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

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

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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.
September	30th	Two tender wheels of an Engine and one pair of covered goods wagon wheels were derailed at points at Gooty station owing to the snapping of a bolt head, which dropped between the Switch and the stock rail and prevented the Switch from properly closing home. The pointsman Maistry has been reduced.	6										

PART I.

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

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

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

Date.		Nature and Cause of Accident.
Month.	Day.	
July	2d	A calf was run over by a passenger train between Gudiyatam and Virinjipuram Stations. Aloe fence reported to be in good order. Animal not Killed
	7"	A bullock was run over by a mixed train at Avadi Station. Came through a level crossing gate. Engine was fitted with a cow-catcher but it failed to throw the animal off. Aloe and wire fences reported to be in good order.
	12"	Engine of a mixed train ran through the level crossing gate at 215 miles Bangalore Branch, owing to the carelessness of the gateman who has been prosecuted.
	13	A cow was run over by an extra train between Yerraguntla and Kamalapuram Stations. Aloe fence reported to be in good order. Animal not Killed.
	"	A calf was run over by a passenger train between Ambur & Vaniyambadi Stations. Came through a self closing gate. Aloe fence reported to be in good order. Animal not Killed.
	16"	A buffalo was run over by a mail train between Tyakal and Malur Stations. Aloe fence reported at a level [illegible] order. Animal not Killed. parted to
	17"	A cow was run over by an extra train between Mullapuram and Buddireddipatti 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~~s~~ during the 3rd quarter of 1890, of Trains running through Level-crossing Gates, over Cattle straying on the Line or other obstructions, but in which no personal injury was caused nor any damage done to the Permanent Way.

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

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

Date.		Nature and Cause of Accident.
Month.	Day.	
July	21st	A cow was run over by a light Engine between Madukarai and Walayar stations. Stone wall fence reported to be in good order.
	26"	A cow was run over by a goods train between Avadi and Tinnanur stations. Aloe fence reported to be in good order
	29"	A calf was run over by a mixed train between Sankaridrug and Cauvery stations came through gate. Aloe fence reported to be in good order.
August	12th	A bull was run over by a goods train between Nandalur and Vontimitta stations Aloe fence reported to be in good order
	25"	A cow was run over by a mail train between Cuddapah and Krishnapuram stations. Aloe and wire fences reported to be in good order.
September	4th	A bull was run over by a mail train between Viringipuram and Gudiyatam stations Prickly pear and aloe fence reported to be in good order.
	8"	A bull was run over by a goods train between Mamandur and Peddapad stations. Aloe fence reported to be in good order.
	7	A bull was run over by a mail train at a level [illegible]g gate between Cuddapah and Krishnapuram stations. Aloe fence reported to be in good order.
	17"	A calf was run over by a mail train between Devankundi and Malur stations Aloe fence reported to be in good order.
	18"	A cow was run over by a train (description unknown) between Pundi and Renigunta stations. Aloe fence reported to be in good order.

PART I.

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

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

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

Date.		Nature and Cause of Accident.
Month.	Day.	
Septemb.	20th	A goat was run over by a mixed train between Renigunta and Mamandur-stations. Aloe fence reported to be in good order.
	„	A buffalo-calf was run over by a train between Uttukuli and Tirupur stations. Aloe and stone wall fences reported to be in good order.

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

PART I.

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

DATE WHEN FOUND FRACTURED.		Nature and Cause of Fracture.
Month.	Day.	
		Nil

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

PART II.

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

Date of Accident.	Nature and Cause of Accident.	Classification.	Passengers.				Other Persons.					
			Causes beyond own Control.		Misconduct or want of Caution.		While passing over Railway at Level-crossings.		Trespassers and Suicides.		Miscellaneous not included in previous Columns.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
July 10th	A passenger holding a ticket from Mailpati to Gudiyalam station ~ Jumped out of a mixed train at Elli station while it was in motion.	2	"	"	"	1	"	"	"	"	"	"
24"	A passenger, in order to get a bundle which he had left behind ~ Jumped out of a mixed train while in motion at Jalarpet station.	2	"	"	"	1	"	"	"	"	"	"
August 10	A trespasser, while endeavouring to cross the line whilst hand shunting was being performed, was jammed in between two wagon ~											

			nam station						Fell on his hand
25th	Musthan Saib	Cooly	Between Gooty and Pata-kottacheru stations.	"	1	"	"	8	By the slip of a rope on a crab winch.
August 9th	Narainsawmy	Porter	At Salt-cotaurs yard.	"	"	"	1	6	A cotton bale fell on his foot.
16"	Moonisawmy	Carpenter	Between Tunga-bhadra and Matmari ~ stations.	1	"	"	"	19	Bitten by a ~ venomous snake.
29"	Boodiah	Cooly	Do	"	1	"	"	6	While a cross beam was being loaded on a truck it fell on his finger.
30"	Jansen	Fitter	At Royapuram station	"	1	"	"	8	A log slipped while being lifted by a crane.
September 1st	Ponen	Rivetter	Between Gooty and Palakottacheru stations	"	"	"	1	16	While rivetting fell from the top of ~ bridge.

3rd	Hanumenthoo	Fireman	Between [illegible] and Gudapully station		1	"	"	13	By the bursting of a gauge glass.
8th	Soolay	Gang Cooly	Between Salem and Thinnapatti stations	[illegible]	"	"	1	9	Jammed his right toe while lifting a rail.
12th	Alloogadu	Cooly	Between Tungabhadra and Matmari stations.	"	1	"	"	16	While walking on a bridge ~ slipped off the pathway plank and fell into the river.
17th	Srayagadoo	Do.	Between Penn and Royal-cheru stations	"	"	"	1	2	Fell off a ballast wagon in motion.

PART. III.

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

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

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~~ Railway~~s~~ during the 3rd quarter of 1890.

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

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

Major R.E.,

for Offg: Consg: Engr for Rys.

Kus

PART V.

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

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	Remarks.
				Female.	Male.		
1	A native third class passenger expired at Jalarpet.	July 2nd	Fever	-	1	25	
1	On arrival of a mixed train at Jalarpet, a 3rd class passenger suffering from Cholera was removed to the Cholera shed where he died the next day.	July 5th	Cholera	-	1	27	

"	Engine of a mail train stopped between Ammapeti & Saliamangalam stations owing to its big end and side rod brasses running hot. The driver in fault has been punished.	13	
4"	Engine of a ballast train was disabled between Valavanur & Villupuram stations owing to its tubes leaking from wear and tear.	12 (a)	25
5th	Engine of an Extra train was disabled at Manaparai station owing to a tube bursting from wear and tear.	12 (a)	

PART I.

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

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

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

PART I.

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

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

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

PART I.

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

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
July	21st	Some old sleepers loaded in an iron H. G. truck caught fire between Tuticorin and Tataparai stations. Engine burning coal. Ash pan cock reported to be in good order.	23										
	22nd	At Puliyur station, the Engine of a special goods train parted from the train owing to coupling hook becoming detached and the side chains parting [illegible] fire at Kailpati station. Engine burning wood. Spark arrester and ash pan cock reported to be in good order	23										
	"	A 24 feet steel rail was found broken between Gudur and Monobolu stations.	20										
	6th	Two leading wheels of the Engine of a stone train were derailed when going round a sharp curve, 500 feet radius on the Harbour works quarry line near Pallavaram station.	6										
	8"	Engine of a mail train was dis-abled at Maniyachi station owing to tubes leaking from wear and tear.	12(a)										

PART I.

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

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

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

PART I.

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

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

Date of Accident.		Nature and Cause of Accident.	Classification.	Passengers.				Railway Servants.				Total of all Classes.	
				From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.	Killed.	Injured	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
August.	13th	A goods train stopped between Acharapakam and Madurantakam stations owing to Engine working badly. The driver has been fined for his carelessness.	13										
	15th	Four wheels of a local mail Engine were derailed after passing the points at Egmore station owing to the carelessness of the pointsman who has — [illegible] -ness.	13										
	30th	A special goods Engine was disabled at Virudupati station owing to its cylinder cocks not being in proper order — The driver in fault has been fined.	13										
	"	Two trailing wheels of tender of Engine of a mixed train were derailed at — Madura station owing to points not being held. The driver has been fined	6										
	31st	Two wheels of Engine of a mixed train were twice derailed at a cross over road at Villupuram station. Cause not known. Train delayed 3 1/2 hours.	6										

PART I.

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

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

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

PART I.

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

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

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

PART I.

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

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

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

		Lalapet stations. wire fence reported to be in good order. Animal not killed	
	5th	An ass was run over by a special lig engine between Lalapet and Kulitalai stations. wire fence reported to be in ler. Animal not killed.	
	6th	A buffalo was run over by a mixed tr between Vallavanur & Kanda-mangalam stations. Bund aloe fence re d to be in good order. Animal not killed. Engine wa fitted with cow-catcher, ut the animal was caught under it and the train had to be stopped to extricate it.	

	7th	A goat was run over by a mixed train between Tirupati & Renigunta stations. The line is unprovided with fencing.	
	9th	Two calves were run over by a goods train between Samayanallur & Madura stations. Aloe fence reported to be not fully grown. One calf not killed.	

PART I.

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

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

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

DATE.		Nature and Cause of Accident.
Month.	Day.	
July	2nd	A calf was run over by a ballast train between Villupuram & Vallavanur stations. Aloe & wire fences reported to be in good order.
	"	A bull was run over by a mixed train between Venkatagiri & Vendodu stations. The line is u[illegible]ted with fencing. Animal not killed
	"	A stone abo[illegible]x inches in diameter was placed on the rails between Tiru-vadamarudur and Kumbakonam stations by some unknown person. The matter was reported to the police.
		[illegible]
	"	A cow was run over by a mail train b[illegible]n Chidambaram & Kille— stations. Came through the turn stile near by. [illegible] Aloe fence reported to be in good order. Animal not killed.
	13th	A cow was run over by a mixed train between Villupuram & Vallavanur stations. Aloe fence re[illegible]ted to be in good order. Animal not killed.
	"	A buffalo was run over by a mixed train between Narasinganpet & Ti[illegible]vadamarudur stations. Supposed to have come through the fence. Animal not killed.
	16"	A buffalo was run over by a goods train between Antandavapuram & Mayavaram stations. Came through an unprotected gate. Aloe fence reported to be in good order. Animal not killed.
	17"	A calf was run over by a goods train between Samayanallur & Madura stations. Came through an unprotected gate. Aloe fence reported to be in good order.

PART I.

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

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

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

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

PART I.

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

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

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

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

PART I.

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

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

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

PART I.

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

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

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

Date.		Nature and Cause of Accident.
Month.	Day.	
August	27th	A buffalo was run over by a mixed train between Gudur + Vendodu stations. The line is unprovided with fencing. Animal not killed.
September	2nd	A lamb was run over by a mixed train between Annnapet + Nidamangalam stations. wire fence reported to be in good order.
	4th	A bullock was run over by a mixed train between St Thomas Mount + Pallaveram stations. Came through gate which has only a day gatekeeper. Aloe fence reported to be in good order.

PART I.

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

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

	Gov[illegible] [illegible]mynaidu	Porter	At Di[illegible]gul station	"	1	"	"		[illegible] case of cigars it fell on his foot.
8th August	Not known	Under Guard	At Ambaturai station	"	"	"	1	2	Fell from a special goods train while giving all right signal.
9th — " —	Vythilingam	Pointsman	At Tanjore station	"	1	"	"	9	Hurt by the handle of points while turning it.
11th — " —	Mahomed Khan	Gatekeeper	Between Maduranthakam and Acharapakam stations.	"	1	"	"	11	Thrown off the line by a through goods engine.
16th — " —	Govindasawmy Naidu	Porter	At Dindigul station	"	"	"	1	6	Hurt his left hand while loading a case of cigars.
24th — " —	Challammal	Cooly	At Erode station	"	"	1	"	1	Took shelter from rain under a truck which on being shunted ran over her.

PART I.

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

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

PART II.

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

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

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

Number of passengers carried
Passenger mileage
Per mile open—
Train-mileage of all descriptions
Number of passengers carried
Passenger mileage
Total Passengers—
Killed per million of passengers
Injured per do. do.
Killed per million of passenger ...
Injured per do. do.

	S.I.R	
2,007,069	170,280	... Villupuram Guntakal State Railway.
67,839,548	4,029,087	
895.93	414.56	
3,066.05	2,053.54	
10,3633.53	48,590.05	* These figures do not include traffic on the Pondicherry Railway in French Territory.
"		
.91		
"		
.02		

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

Sidney Smith

PART III.

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

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

Form No. 2.

1890

PART III.

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

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

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Form No. 2.

OFFICE OF CONS

1890

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 Railway~~s~~ during the 3rd quarter of 1890.

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

PART V.

List of Deaths of Passengers in Carriages and Stations on the ~~Madras and~~ South Indian Railway~~s~~ during the Quarter of 18~~8~~90, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	REMARKS.
				Female.	Male.		
1	A native woman was found dead in a well in the Railway Compound at Tirupati station.	4th July	suicide	1.	-	20	
1	An intending passenger expired near the booking office at Cuddalore Old Town station.	7th July	Heart-disease	-	1	65	
1	A man was found dead under a ballast wagon at Namasamudram sta-	27th August	Cholera	-	1	23	

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 28th October 1890.

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

No. 739

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

2. The Statistics such as passengers mileage &c relating to the Madras Railway will be submitted on receipt from the Agent and Manager.

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

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

Sidney Smith
Major RE
For offg: Civ: Engr
For Regs.

Kms

4 A slight delay has

B Form No. 3. No 1679 R of 3rd Nov/90.

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

H.E. No 1680 R of 3rd Novr 1890

To 1/11/90 HG 31/10

The Director General of Railways

Sir

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

2. The statistics as to passenger mileage &c for the Madras Railway will, on receipt, be forwarded.—

1/11

30.X.90 R 1/11

3/11

6/11

1680 R.

From P.W.C. No 10311

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 739 G.O. 1606 R of 24.10.90

Dated 28th } October 1890.
Received

No. of Enclosures. 2

Subject.

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

B

No. 1679-80 R of 3rd Nov/90.

Consg. Engr.'s No. 13.

Office of Consulting Engineer for Railways,
Madras, 21st November 1890.

No. 829

MEMORANDUM.

With reference to para 2 of this office Endorsement No 739, dated 28th October 1890, the undersigned has the honour to subjoin the following information having reference to the Return of accidents, Madras Railway for the 2nd quarter of 1890:—

Number of passenger miles —	88,429,594
Do Servants Employed —	6,682⅓
Train mileage of all description	629,740
	ms - ch - ft
Mean miles of Railway open —	839 - 23 - 54
No of passengers carried —	2,140,799½

Sidney Smith
Major R.E.
for Offg: Cong: Engr for Rys

Rans

To
The Joint Secretary to Government

4 A

B

Form No. 3.

No. 1919 R of 2nd Decr/90

JHS 28/11/90

Ordered to be forwarded to the Director General of Railways in continuation of P.W.D. letter No. 1680 R dated 3rd Novr. 1890.

I.E. No 1920 R of 2nd ~~Nov~~ Dec. 90

Forwarded

DJ 4/12

JJ

G.S.R

No. 1679 & 80 R of 3. XI. 90.
" 1606 R of 21. X. 90

P.W. C No. 11167

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 829

Dated 21st
Received 21
November 1890.

NO. OF ENCLOSURES.

Subject.

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

B

No. 1919-20 R of 2nd Decr/9