

1893
Public Works (~~190~~) Department.

RAILWAYS.

G.O., No. 1343 R

DATED 3-11-1893 190 .

[Despatch Abstract.]

Return of accidents on Indian Rys.

Resolution of the G of I reviewing the —
for the three months ending the 31st March
1893, Comtd to the Agents, Madras & S.I. Rys.

[illegible]

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

Serial No.	CLASSES OF ACCIDENTS.	AVERAGE NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.			THREE MONTHS ENDING THE 31st MARCH 1893.									
					NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.		
		Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	Collisions between passenger trains or parts of passenger trains ...	3	1	4	1	...	1	...	7	...	2	...	9	
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...	4	16	20	3	6	9	...	...	...	...	...		
3	Collisions between goods trains or parts of goods trains ...	4	15	19	3	23	26	...	2	...	1	...	3	
4	Collisions between light engines ...	1	10	11	...	6	6	...	...	...	...	...		
5	Passenger trains or parts of passenger trains leaving the rails ...	7	17	24	6	25	31	...	...	...	...	...		
6	Goods trains or parts of goods trains, engines, &c., leaving the rails ...	2	78	80	4	87	91	...	...	...	...	...		
7	Trains or engines travelling in the wrong direction through points ...	1	18	19	...	24	24	...	...	...	...	...		
8	Trains running into stations or sidings at too high a speed ...	...	3	357	360	1	334	335	...	6	...	...	6	
9	Trains running over cattle on the line ...	1	31	32	1	37	38	...	...	1	...	3	1	
10	Trains running over obstructions on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	
11	Trains running through gates at level-crossings ...	...	17	17	...	16	16	...	...	...	2	...	2	
12	The bursting of boilers of engines ...	...	...	31	...	61	61	...	...	...	...	...	...	
12 (a)	The bursting of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	
13	The failure of machinery, springs, &c., of engines ...	...	112	112	...	103	103	...	...	...	...	...	...	
14	The failure of tyres ...	...	3	3	1	5	6	...	...	...	...	...	...	
15	" " of wheels ...	...	1	1	...	3	3	...	...	...	...	...	...	
16	" " of axles ...	...	15	15	...	6	6	...	...	...	...	...	...	
17	" " of brake apparatus ...	...	...	...	...	1	1	...	...	...	...	...	...	
18	" " of couplings ...	...	52	52	...	62	62	...	...	...	...	...	...	
19	" " of tunnels, bridges, viaducts, culverts, &c. ...	...	1	1	...	1	1	...	...	...	...	...	...	
20	Broken rails ...	...	16	16	...	25	25	...	...	...	...	...	...	
21	The flooding of portions of permanent-way ...	1	2	3	...	1	1	...	...	...	...	...	...	
22	Slips in cuttings or embankments ...	2	69	62	...	35	35	...	1	...	...	...	1	
23	Fire in trains ...	...	...	...	...	...	...	...	...	...	...	...	...	
24	Fire at stations, or involving injury to bridges or viaducts ...	...	17	17	1	11	12	(a) 2	...	...	...	2	...	
25	Other accidents ...	3	57	60	2	48	50	...	...	...	...	...	...	
TOTAL FOR THE THREE MONTHS ENDING THE 31st MARCH 1893		...	...	...	27	932	959	(a) 2	16	1	8	3	24	
Average of the corresponding periods of 1891 and 1892 ...		...	...	...	34	934	968	4	12	8	15	12	27	

(a) Not passengers.

2. As compared with the average of the two corresponding quarters of 1891 and 1892, the number of accidents to trains, rolling stock, permanent-way, &c., during the quarter ending the 31st March 1893, shows a decrease of 9 or of 0.93 per cent., with increases of 854.46 miles or of 5.03 per cent. in the mean mileage worked, and of 574,761 miles or of 3.61 per cent. in the train-mileage run.

3. The chief variations occurred under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," 9 against 20; "Goods trains or parts of goods trains, engines, &c., leaving the rails," 91 against 80; "Trains running over cattle on the line," 335 against 360; "The bursting of tubes, &c., of engines," 61 against 31; "The failure of couplings," 62 against 52; "Fire in trains," 35 against 62; and "Other accidents," 50 against 60.

4. Under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," there was a decrease of 11 accidents, viz., 1 under "Serious" and 10 under "Minor." The decrease under "Minor" was chiefly due to the numbers recorded on the Eastern Bengal (state) and the Burma (state) railways, having fallen from 5 and 4 to nil and 1 respectively.

5. "Goods trains or parts of goods trains, engines, &c., leaving the rails" showed an increase of 11 accidents, made up of an increase of 2 under "Serious" and of 9 under "Minor." Under "Serious" there was an increase of one each on the Nizam's Guaranteed State and the Southern Mahratta railways, while under "Minor" the principal variations were an increase of 18 on the East Indian railway and a decrease of 5 on the Eastern Bengal (state) railway.

6. The number of cattle accidents was largest on the Southern Mahratta railway, viz., 87; next to that line comes the South Indian railway with 68; then the Eastern Bengal (state) railway with 41; the North Western (state) railway with 19; the Rajputana-Malwa and the Great Indian Peninsula railways with 18 each; and the East Indian, the Madras and the Nizam's Guaranteed State railways with 12 each.

As compared with the average of the corresponding periods of two previous years, the chief variations were an increase of 20 on the South Indian railway, and decreases of 15 on the Madras railway, of 14 on the Southern Mahratta railway and of 4 each on the East Indian and the North Western (state) railways.

In relation to train-mileage run, the number was highest on the Dibru-Sadiya railway, which gave an average of 1 accident in 6,035 train-miles, the Southern Mahratta railway coming next with an average of 1 in 8,271; then the South Indian, the Nizam's Guaranteed State, the Darjeeling-Himalayan and the Eastern Bengal (state) railways with averages of 1 in 11,899, 1 in 13,028, 1 in 19,320 and 1 in 19,471 respectively. The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, viz., 1 in 632,140; the Indian Midland railway coming next with an average of 1 in 434,489; then the East Indian railway with 1 in 211,757; the Great Indian Peninsula railway with 1 in 163,615; the North Western (state) railway with 1 in 117,337 and the Oudh and Rohilkhand (state) railway with 1 in 114,932.

7. Under "The bursting of tubes, &c., of engines," there were noticeable increases of 13, 8 and 7 accidents on the Great Indian Peninsula, the Southern Mahratta and the Nizam's Guaranteed State railways, respectively.

8. The increase under "The failure of couplings" was chiefly due to the number recorded on the Rajputana-Malwa railway having risen from 10 to 19.

9. Of the decrease of 27 accidents under "Fire in trains," the Great Indian Peninsula and the Southern Mahratta railways accounted for 16 and 5 respectively.

10. Under the head "Other accidents," the cases numbered 50 against 60, of which 5 against 15 took place on the East Indian railway alone.

11. The casualties to passengers, and to servants in the employ of railways or of contractors from accidents not coming under the classification adopted in paragraph 1, were, as compared with the average of the corresponding periods of 1891 and 1892, in the case of passengers, 13 killed and 34 injured against 18 killed and 34 injured, and, in the case of servants, 44 killed and 129 injured against 37 killed and 132 injured. (For details, *vide* abstract No. 2.)

12. The mean mileage open, train-mileage run, and the number of passengers are 17,819.46, 16,382,315 and 32,160,815 against 16,995,000, 15,807,584 and 28,778,349 respectively, the average of the corresponding periods of two previous years. The number of accidents per 1,000 train-miles was 0.06.

Out of a total of 32,160,815 passengers travelling, only 16 passengers were injured by accidents to trains as classified in paragraph 1. This gives an average of one casualty in 2,010,051 persons travelling and an average of one in 92,181,427 miles travelled.

Including casualties to passengers from causes other than accidents to trains, rolling stock, &c. (*vide* paragraph 11), the total numbers of passengers killed and injured were 13 and 50 respectively, giving an average of one killed in 2,473,909, and one injured in 613,216, or an average, on the total number of killed and injured, of one in 510,489 passengers travelling.

13. The total casualties to persons from all causes, including trespassers, Total casualties from all causes, were 149 killed and 213 injured against 113 killed and 212 injured, the average of the two corresponding quarters of 1891 and 1892. (For details *vide* abstract No. 2.)

14. In addition to the above, 9 persons were reported to have been killed and 61 injured in yards, workshops, &c., and 157 persons to have died in carriages and at stations from causes unconnected with the working of trains.

15. The following table gives, for the 1st quarter of 1893, the number of casualties resulting from accidents as classified in paragraph 1, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

RAILWAY.	Number of accidents during the 1st quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Western (state) ...	2	2	2	...	...	2	2
Eastern Bengal (state) ...	1	...	6	...	...	...	6
Great Indian Peninsula ..	3	...	...	1	4	1	4
Bombay, Baroda and Central India ...	1	...	...	...	1	...	1
Rajputana-Malwa ...	1	...	...	...	1	...	1
South Indian ...	1	...	1	...	...	...	1
Burma (state) ...	1	...	7	...	2	...	2
Total	...	2	16	1	8	3	24
Average of the two corresponding quarters of 1891 and 1892.	...	4	12	8	15	12	27

16. *North Western (state) railway.*—On the 12th March 1893, a down local train, while leaving the Lahore yard, collided with a 10-ton crane. The accident was due to the carelessness of the Loco-fitter in having allowed the crane end to stand foul of the crossing. Two passengers were slightly injured.

On the 26th March 1893, a fire broke out in a cooly's quarters at Gidu bandar. The accident was attributed to sparks from the cook room. A woman and a child were burnt to death.

17. *Eastern Bengal (state) railway.*—On the 25th February 1893, the engine of a down passenger train ran against the dead buffer of the down passenger platform at Sealdah. Six passengers were slightly injured.

18. *Great Indian Peninsula railway.*—On the 17th February 1893, the engine of an up goods train collided with the buffer stop at Bhusaval, and was derailed. The guard was slightly injured.

On the same date, the level-crossing gate at Jalgaon was run through by an up goods train. The gateman, to whose neglect the accident was due, was injured.

On the 20th March 1893, at mileage 395-20 the engine of a passenger train which had been disabled at mile 393-18, south-east line, and was being pulled to Yádgeri, ran into a trolley, proceeding from Yádgeri to the scene of the first accident, owing to the trolley not having been properly protected by signals. The trolleyman was killed and two other railway servants injured.

19. *Bombay, Baroda and Central India railway.*—On the 2nd January 1893, a gate at mileage 315½ between Sábarmati and Ahmedabad was run through by a down goods train, owing to the gate having been closed across the line. The gateman, in attempting to open the gate when too late, was severely injured.

20. *Rajputana-Malwa railway.*—On the 17th March 1893, a brake, while shunting, collided with a wagon standing foul of the crossing through the carelessness of the shunter. The shunter was seriously injured.

21. *South Indian railway.*—On the 22nd March 1893, the roof of a third class carriage of a mixed train caught fire between Ambatúr and Dindigul was injured.

22. *Burma (state) railway.*—On the 20th February 1893, a collision took place between a down mail and an up mixed train which was standing at the Thabyedaung station, owing to the points having been wrongly set and the driver having run at too high a speed. Seven passengers and two railway servants were slightly injured. There was also damage to rolling stock.

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

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

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

Order No. 1343 R of 3rd Nov 1893.

Documents to the Agents Madras

H. J. R. for information.

By J. R. R. R.

Abstract returns of accidents for the three months ending the 31st March 1893.

A. M. J. to C. R.

A. S.

Simla, the 19th October 1893.

Returns of accidents on Indian railways for the three months ending the 31st March 1893.

Read again—

Public Works Department Order No. 33 R. Stat., dated the 15th September 1891.
Public Works Department Order No. 453 R. Stat., dated the 1st November 1892.

Read also—

The following note by the Director General of Railways, No. 438 Statistics, dated the 12th October 1893, with abstract returns of accidents to trains, &c., on the open lines of railway in India for the three months ending the 31st March 1893.

The following summary gives the total number of accidents to trains, rolling stock, permanent-way, &c., for the three months ending the 31st March 1893, distributed under the classification adopted in abstract No. 4 of the returns:

Serial No.	CLASS-LS OF ACCIDENTS.	THREE MONTHS ENDING THE 31st MARCH 1893.									
		AVERAGE NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.		NUMBER.		NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
		Accidents reported to Local Governments under section 8 of the Indian Railways Act (IX of 1890).	Other accidents.	Accidents reported to Local Governments under section 8 of the Indian Railways Act (IX of 1890).	Other accidents.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains ...	3	1	4	1	...	7	...	2	...	9
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...	4	16	20	3	6	9	...	...	...	...
3	Collisions between goods trains or parts of goods trains ...	4	15	19	3	23	26	...	2	...	3
4	Collisions between light engines ...	1	10	11	6	6	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails ...	7	17	24	6	25	31	...	...	...	...
6	Goods trains or parts of goods trains, engines &c., leaving the rails ...	2	78	80	4	87	91	...	...	...	...
7	Trains or engines travelling in the wrong direction through points ...	1	18	19	...	24	24	...	...	...	...
8	Trains running into stations or sidings at too high a speed ...	3	257	260	1	2	3	...	6	...	6
9	Trains running over cattle on the line ...	1	31	32	1	37	38	...	1	3	3
10	Trains running through gates at level-crossings ...	...	17	17	...	16	16	...	...	2	2
11	The bursting of boilers of engines ...	...	31	31	...	61	61	...	...	...	...
12 (a)	The bursting of tubes, &c., of engines ...	...	112	112	...	103	103	...	...	...	...
13	The failure of machinery, springs, &c., of engines ...	...	3	3	1	5	6	...	...	...	...
14	The failure of tyres ...	...	1	1	...	3	3	...	...	...	...
15	" " of wheels ...	...	15	15	...	6	6	...	...	...	...
16	" " of axle-s ...	...	...	...	...	1	1	...	...	...	...
17	" " of brake apparatus ...	...	62	62	...	62	62	...	...	...	...
18	" " of couplings ...	...	1	1	...	1	1	...	...	...	...
19	" " of tunnels, bridges, viaducts, culverts, &c. ...	...	16	16	...	25	25	...	...	...	...
20	Broken rails ...	1	2	3	...	1	1	...	...	...	...
21	The flooding of portions of permanent-way ...	2	7	9	3	10	13	...	1	...	1
22	Slips in cuttings or embankments ...	2	61	62	...	35	35	...	...	...	...
23	Fire in trains ...	...	17	17	1	11	12	(a) 2	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts ...	3	57	60	2	48	50	...	...	...	...
25	Other accidents ...	...	...	...	...	...	...	...	...	...	...
TOTAL FOR THE THREE MONTHS ENDING THE 31st MARCH 1893		...	...	...	27	932	959	(a) 2	16	1	8
Average of the corresponding periods of 1891 and 1892		...	...	...	34	934	968	4	12	8	15

(a) Not passengers.

2. As compared with the average of the two corresponding quarters of 1891 and 1892, the number of accidents to trains, rolling stock, permanent-way, &c., during the quarter ending the 31st March 1893, shows a decrease of 9 or of 0.93 per cent., with increases of 854.46 miles or of 5.03 per cent. in the mean mileage worked, and of 574,761 miles or of 3.64 per cent. in the train-mileage run.

3. The chief variations occurred under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," 9 against 20; "Goods trains or parts of goods trains, engines, &c., leaving the rails," 91 against 80; "Trains running over cattle on the line," 335 against 360; "The bursting of tubes, &c., of engines," 61 against 31; "The failure of couplings," 62 against 52; "Fire in trains," 35 against 62; and "Other accidents," 50 against 60.

4. Under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," there was a decrease of 11 accidents, *viz.*, 1 under "Serious" and 10 under "Minor." The decrease under "Minor" was chiefly due to the numbers recorded on the Eastern Bengal (state) and the Burma (state) railways, having fallen from 5 and 4 to *nil* and 1 respectively.

5. "Goods trains or parts of goods trains, engines, &c., leaving the rails" showed an increase of 11 accidents, made up of an increase of 2 under "Serious" and of 9 under "Minor." Under "Serious" there was an increase of one each on the Nizam's Guaranteed State and the Southern Mahratta railways, while under "Minor" the principal variations were an increase of 18 on the East Indian railway and a decrease of 5 on the Eastern Bengal (state) railway.

6. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 87; next to that line comes the South Indian railway with 68; then the Eastern Bengal (state) railway with 41; the North Western (state) railway with 19; the Rajputana-Malwa and the Great Indian Peninsula railways with 18 each; and the East Indian, the Madras and the Nizam's Guaranteed State railways with 12 each.

As compared with the average of the corresponding periods of two previous years, the chief variations were an increase of 20 on the South Indian railway, and decreases of 15 on the Madras railway, of 14 on the Southern Mahratta railway and of 4 each on the East Indian and the North Western (state) railways.

In relation to train-mileage run, the number was highest on the Dibru-Sadiya railway, which gave an average of 1 accident in 6,035 train-miles, the Southern Mahratta railway coming next with an average of 1 in 8,271; then the South Indian, the Nizam's Guaranteed State, the Darjeeling-Himalayan and the Eastern Bengal (state) railways with averages of 1 in 11,899, 1 in 13,028, 1 in 19,320 and 1 in 19,471 respectively. The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 632,140; the Indian Midland railway coming next with an average of 1 in 431,489; then the East Indian railway with 1 in 211,757; the Great Indian Peninsula railway with 1 in 163,615; the North Western (state) railway with 1 in 117,337 and the Oudh and Rohilkhand (state) railway with 1 in 114,932.

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12. The mean mileage open, train-mileage run, and the number of passengers are 17,849.16, 16,382,345 and 32,160,815 against 16,995.00, 15,807,584 and 28,778,349 respectively, the average of the corresponding periods of two previous years. The number of accidents per 1,000 train-miles was 0.06.

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14. In addition to the above, 9 persons were reported to have been killed and 61 injured in yards, workshops, &c., and 157 persons to have died in carriages and at stations from causes unconnected with the working of trains.

15. The following table gives, for the 1st quarter of 1893, the number of casualties resulting from accidents as classified in paragraph 1, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Western (state) ...	2	2	2	...	...	2	2
Eastern Bengal (state) ...	1	...	6	...	...	...	6
Great Indian Peninsula ...	3	...	...	1	4	1	4
Bombay, Baroda and Central India ...	1	...	...	...	1	...	1
Rajputana-Malwa ...	1	...	...	...	1	...	1
South Indian ...	1	...	1	...	...	...	1
Burma (state) ...	1	...	7	...	2	...	9
Total	...	2	16	1	8	3	24
Average of the two corresponding quarters of 1891 and 1892.	...	4	12	8	15	12	27

16. *North Western (state) railway.*—On the 12th March 1893, a down local train, while leaving the Lahore yard, collided with a 10-ton crane. The accident was due to the carelessness of the Loco-fitter in having allowed the crane end to stand foul of the crossing. Two passengers were slightly injured. On the 26th March 1893, a fire broke out in a cooly's quarters at Gidu bandar. The accident was attributed to sparks from the cook room. A woman and a child were burnt to death.

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On the same date, the level-crossing gate at Jalgaon was run through by an up goods train. The gateman, to whose neglect the accident was due, was injured.

On the 20th March 1893, at mileage 395-20 the engine of a passenger train which had been disabled at mile 393-18, south-east line, and was being pulled to Yádgeri, ran into a trolley, proceeding from Yádgeri to the scene of the first accident, owing to the trolley not having been properly protected by signals. The trolleyman was killed and two other railway servants injured.

19. *Bombay, Baroda and Central India railway*.—On the 2nd January 1893, a gate at mileage 315½ between Sābarmati and Ahmedabad was run through by a down goods train, owing to the gate having been closed across the line. The gateman, in attempting to open the gate when too late, was severely injured.

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

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

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

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

7. *D. B. Bennett*
Under Secretary.

Abstract returns of accidents for the year 1900. Documents accompanying.

Abstract returns of accidents for the three months ending the 31st March 1893.

G. C. Press, Simla.—No. 1215 P. W. D.—20-10-93.—25.

*To The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.*

At. 3rd Nov. G. N.

No. 1343 R 9 5th Nov 93.
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Resolution by the Govt. of } H.R. No. 426 R. Stat 7 19 Feb 1893
India R. W. Dept. ——— }

Communicated
to the Agents Madras State
Income Railways for in-
formation.

$$\frac{7}{11}$$

DESPATCHED
4- NOV. 93

2. The agent or man. Kuro' ER
- 4. Agent S. J. Ry - 1