

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 665 R.

DATED 7th April 1893

[Despatch Abstract.]

Return of accidents.— The — on the
Madras and South Indian Railways for the 4th
quarter of 1892, ordered to be forwarded to the
Director General of Railways.

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras and South Indian Railway during the 4th quarter of 1892, 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 Howard's pattern.

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PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras and ~~South~~ Indian Railway during the 4th quarter of 1892, together with the Number of Persons killed and injured thereby.

N.B.—The Spent-arranger is used on the Madras Railway in known as the Madras Railway pattern. The Spent-arranger is used on the South Indian Railway in known as Sheward's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS			RAILWAY SERVANTS.			Total of all Classes.
Month.	Day.			From causes beyond their own control.	From their own misconduct or want of caution.	Killed.	Injured.	Killed.	Injured.	
		(Continued)								
October	6	of 8. Third class passengers, who received scratches. no one was injured.	5							
		While shunting was being performed at Bangalore city station 2 wagons were derailed owing to the carelessness of the pointsman.	6							
	13	The brakeman attached to the engine of a mixed train having become unhooked during shunting at Arkonam collided with a portion of the train and was derailed owing to the carelessness of the shunting porter	6							
"	23	While No. 158 special goods train was approaching Patcher station, a brakeman and a derailed goods wagon were derailed at crossing of points No. 2 owing to the brake gear of the wagon getting loose from the fastening and falling against the crossing and fouling the line.	6							

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras and ~~South Indian~~ Railway during the ^{4th} quarter of 1892, 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 South Indian Railway pattern. The Spark-arrester in use on the South Indian Railway is known as Howard's pattern.

Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS		RAILWAY SERVANTS.		Total of all Classes.
Month.	Day.			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.	
				Killed.	Injured.	Killed.	Injured.	Killed.
October	28	During to heavy rain the earth was washed down from the slope of the cutting at 32.81¹⁸ mile between Kanyikod and Alavakode stations blocking the cutting drain. The water rose and washed away the ballast from the foot shepers for a length of 30 feet ²¹						
"	29	The left little end connecting rod strap of the Engine of the 81 mail train broke, knocking out the cylinder cover. 13						
Number 9		An open goods wagon attached to a mixed train was found on fire at SanKareidrug station. Caused by sparks from the Engine. Engine burning wood, spark arrester and ash pan in bad order. 23.						
"	"	An open goods wagon led to a mixed train on fire found on fire at 54⁵ Caused by sparks from the Engine. Engine burning spark arrester and ash pan in good order. 23						

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Date of Accident.		Nature and Cause of Accident.	Classification.
Month.	Day.		
November 12		An open goods wagon attached to a passenger train was found on fire at Kadianr. Station caused by sparks from the Engine. Engine burning wood, spark arrester and ash pan in good order.	23
"	13	An H. S. wagon attached to a passenger train was found on fire at Hallani station. Caused by sparks from the Engine. Engine burning wood, spark arrester and ash pan in good order.	23
"	17	An open goods wagon attached to a special goods train caught fire at Bangalore cantonment owing to sparks from the engine. Engine burning coal and ash pan in good order.	23
"	"	An H. S. O. C. wagon attached to a mixed train was found on fire at Kodur station. Caused by sparks from the engine. Engine burning wood, spark arrester and ash pan in good order.	23

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

PART I.

Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS			RAILWAY SERVANTS.			Total of all Classes.
Month.	Day.			From causes beyond their own control.	From their own misconduct or want of caution.	Killed.	From causes beyond their own control.	From their own misconduct or want of caution.	Killed.	
November	17	An empty H.O. & wagon attached to a mixed train was found on fire at 2 1/2 miles S.W. caused by sparks from the Engine. Engine burning wood. Spark arrester and ash pan in good order.	23.							
"	"	A G.S. P. covered goods wagon from Feroza to Bangalore loaded with baggage and attached to a special troop train was found on fire at Urampad station owing to sparks from the Engine. Engine burning wood. Spark arrester and ash pan in good order.	23.							
"	"	While shunting was being performed a covered goods wagon was derailed at Buddapah. owing to the carelessness of the pointman	8							
"	21	An iron rail was found broken at the joint at the 5 3/2 miles S.W. d.	20							

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PART I.

Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS			RAILWAY SERVANTS.			Total of all Classes.	
Month.	Day.			From causes beyond their own control.	From their own misconduct or want of caution.	Killed.	From causes beyond their own control.	From their own misconduct or want of caution.	Killed.		
November	25	Brake van etc 3 was derailed at a distance of 163 feet beyond points Nos 4 and 5 at Glondaruram station owing to the neglect of the Station Master to lock the points before the arrival of the train	6								
"	29	An H. S. O. G. wagon attached to a mixed train was found on fire at Chagari station caused by sparks from the Engine. Engine burning wood spark arrester and ash pan in good order.	23								
December	8	An H. S. O. G. wagon attached to a special goods train was found on fire at 12 3/8 miles S. Y. L. Caused by sparks from the Engine. Engine burning wood spark arrester and ash pan in good order.	23								
"	11	An H. S. O. G. wagon attached to a mixed train was found on fire at Gervaguntla station. Caused by sparks from the Engine. Engine burning wood spark arrester and ash pan in good order.	23								

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras and ~~South-Indian~~ ^{South} Railway ~~during the~~ ^{the} quarter of 1892, together with the Number of Persons killed and injured thereby.

N.R. — The Spark-arrestor is used on the Madras Railway to prevent the Spark-arrestor from being used 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.
Month.	Day.			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.	
				Killed.	Injured.	Killed.	Injured.	Killed.
								Injured.
December 18.		An O.G. wagon attached to a mixed train was found on fire at Loyalsburg Station. Caused by sparks from the engine. Engine burning coal. Spark arrester and ash pan in good order.	23					

PART I.

Return of Cases reported by the Madras and South-Indian Railways during the 4th quarter of 1892, 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.	
October	2	One Buffalo was run over by a goods train between Katpadi and Tiruppuram stations. Above fence in good order.
"	8	One buffalo was run over by a mail train between Chandaker and Tondimitta stations. Stone wall fence in good order.
"	11	One buffalo was run over by a mail train between Kallari and Choorappur. Above fence in good order.
"	14	One calf was run over by a mixed train between Reddappad and Elamandur. Above fence in good order.
"	23	One goat was run over by a mixed train between Kondapuram and Vanganur stations. Above and wire fence in good order.
November	7	Two ponies were run over by a passenger train between Molur and Vyakal at a self closing gate not in charge of a gateman.
"	19	A mixed train from Chellipalaiyam ran through the level crossing gates at $\frac{305}{18}$ miles.
"	21	One pony was run over by a mixed train between Royalehuru and Jakkalacheru. Above and wire fence in good order. Animal not killed.
"	28	One cow was run over by a goods train between Central Station and Saltotars. Wire fence in good order.
"	29	One calf was run over by a passenger train between Vinna-mangalam and Vaniambadi. Above fence in good order.

PART I.

Return of Cases reported by the Madras and South Indian Railways during the ^{4th} quarter of 1892, 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 Cox-catcher in use on the Madras Railway is known as the Madras Railway pattern.
 " —The Cox-catcher in use on the South Indian Railway is known as the South India Railway pattern.

Date.	Nature and Cause of Accident.	
	Month.	Day.
December 4	One bull was run over by a special goods train between Kinnigunta and Mamandur. Stone and also fence in good order. Animal not killed.	
" 8	One cow was run over by a train between Buddalur and Irungapattanam. Also and wire fence in good order.	
" 10	One black bull was run over by a mail train between Kolar Road and Karnasamudrum. Also fence in good order.	
" 11	One bull was run over by a mail train between Ambur and Vinnamangalam. Also fence in good order.	
" 12	One bull was run over near a self closing gate by a special goods train between Puthur and Pudi. Also fence in good order. Animal not killed.	
" 17	One cow was run over by a pilot Engine between Bangalore Cantonment and Bangalore city stations. Also fence in good order. Animal not killed.	
" 18	One buffalo was run over by a mail train between Serampad and Reddipalli. Wire fence in good order.	
"	One calf was run over by a mixed train at a self closing gate between Ottapalam and Shoranur. Also fence in good order.	
"	One bullock was run over by a mail train between Gudiyatam and Ulli - Also fence in good order. Animal not killed.	

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Return of Cases reported by the Madras and South Indian Railway during the 4th quarter of 1892, 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.	
December	20	Two bulls were run over by a night engine between Washermanpet and Vayasarpadi: wire fence in good order: one animal not killed.
"	29	Two calves were run over between Mamander and Seddapad by a mixed train. Wire fence in good order. Animals not killed.

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

PART II.

Return of Accidents to Passengers, Persons passing over Level-crossings, Trespassers, and others on the Madras and South Indian Railway during the 4th quarter of 1892, 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.
11 Oct 1892	A Brahmin named Chintambharai was run over and killed while in an insane state of mind between Kolaganalli and Aepari.	6	-	-	-	-	-	-	-
11 Nov 1892	An insane woman named Periakal strayed on the line & was run over & killed between Somman and Lohur stations.	6	-	-	-	-	-	-	-
16 th Dec	Buddibee, a mahomedan woman, fell off the platform and was injured near the hip in Raichur station yard.	6	-	-	-	-	-	-	-
13 th Dec 1892	Cobaji, a mahatta boy, while seated on a log of timber was killed by the log rolling over him in Kolan Road Station Compound.	6	-	-	-	-	-	-	-
19 th Dec	Sachigados, a leper and a pauper, was run over by the mail train. His body was found on the Railway line at 18 ¹³ / ₁₃ mile. He apparently committed suicide.	6	-	-	-	-	-	-	-
27 th Dec	A female passenger fell off the platform at Pudukottai & was run over by a local train.	2	-	-	-	-	-	-	-
7 Dec 1892	A down passenger train which left Bangalore at 7.10 a.m. knocked down and killed 2 men, a child and two ponies who were crossing the line at 108 ¹⁴ / ₁₄ mile B.B.	6	-	-	-	-	-	-	-

PART III.

Return of Accidents reported during the 4th quarter of 1892, 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.		
6 th October 1892	Perumal	Porter	Salt Chauri	-	-	-	-	15	While attempting to push a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
10 th 8 ^o	Kuppuswamy	Porter	Between Pondicherry and Madras	-	-	-	-	2	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
22 nd 8 ^o	Perumal	Extra gang	Between Pondicherry and Madras	-	-	-	-	5	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
31 st 8 ^o	Ragaham	8 ^o	Between Pondicherry and Madras	-	-	-	-	2	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
12 th November 1892	Rangan	Porter	Between Pondicherry and Madras	-	-	-	-	1	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
15 th 8 ^o	Abboy	Porter	Salt Chauri	-	-	-	-	1	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
18 th 8 ^o	Karoppen	Porter	Between Pondicherry and Madras	-	-	-	-	2	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
28 th 8 ^o	Karolla Khan	Head Porter.	At Kona station	-	-	-	-	1	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
30 th 8 ^o	Thiruvengadam	Porter	Salt Chauri	-	-	-	-	6	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
10 th December 1892	Grooman	Porter	Between Pondicherry and Madras	-	-	-	-	9	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
11 th 8 ^o	Aruthyanmal	Contractor	Between Pondicherry and Madras	-	-	-	-	17	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
11 th 8 ^o	Vallaradun	Contractor	Between Pondicherry and Madras	-	-	-	-	17	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.
12 th 8 ^o	Chinnam	Contractor	Between Pondicherry and Madras	-	-	-	-	5	While pushing a truck the wheel of the truck struck a C.G. wagon, and the wagon being fractured was thrown back while the truck was in motion.

PART III.

Return of Accidents reported during the 4th quarter of 1892, by the ~~712~~ 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.		

23rd December, *Trimmer* *Arday* *Carpenter* *Kapoori*

While fixing beams to new ash pit, slip of the right thumb wrench used

19

1

25th Dec

Kadin *Kichyd* *in* *Fireman* *Kanyikhod* *R.R. Co.*

His chest was injured owing to the capless of boiler of an engine. Steam Co. R.

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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 4th quarter of 1893.

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.
18th Nov 93.	While coping with Venkata chellu was engaged in cutting tubes in the tube cutting machine in the locomotive workshop at Perambur, a piece of tube flying out hit him on his leg.	Killed.	Injured.	Killed.	Injured.
7 th Dec.	Chellu, a Chinese man, employed in the locomotive workshop at Perambur was injured in the right little finger owing to its having accidentally come in contact with a saw.	-	-	-	-
8 th Dec.	Macanthuray, a cooly, was injured in his foot owing to one of some rails, which he was helping to stack, falling on it.	-	-	-	-

List of Deaths of Passengers in Carriages and Stations on the Madras and ~~South Indian~~ Railway during the 4th quarter of 1892, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	Remarks.
				Female.	Male.		
1	A 3 rd class passenger was found dead in the 3 rd class waiting room at Olanokode.	21.10.92.	Natural causes.	-	Male	35	
2	A parish child died of convulsions between Jakkaladen & footy	5. 11. 92	Unknown	-	Bo	3 months	
3	A native child was found dead in its mother's arms on arrival of the train at Katpadi	5.12.92	Natural causes	-	2 Bo		
4	A 3 rd class passenger was found dead in the 3 rd class coach at Katpadi	18.12.92	Do	-	Male	17	
5	A man was found dead in the Kolar road station compound.	19.12.92	Cholera	-	Bo	30	
6	A 3 rd class passenger was found dead in a train at Podanur	28.12.92	Natural causes.	-	Bo	30	Retomlin for Corroding
12	The 9'0" fast firewood special train from Odamadurai to Madurai was stopped owing to the fracture of a spring of one of the leading wheels of the engine from a flaw in the buckle.						

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Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS		RAILWAY SERVANTS.		Total of all Classes.	
Month.	Day.			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.	Killed.	Injured.
Oct.	1 st	Four wheels of the tender of the engine attached to a special goods train were derailed at Tanjore Junction station owing to the carelessness of the pointman.	b						
	5	The two leading wheels of a brakeman, attached to a ballast train were derailed at 4 29 th miles owing to much super-elevation having been given in the curve.	b						
	9	12 6 4 truck containing tobacco was found on fire at Panapattur station caused by a spark from the engine, engine burning wood spark arrester and Ashpan in good order.	23						
	10	18 pilot train running between Trichinopoly fort and Trichinopoly Junction parted at 6 25 th miles owing to the hook and the side chain having been broken on the long grade running down to the fort station.	Series 18						
	12	The 9 o'clock firewood special train from Cudamadura to Madurai was stopped owing to the fracture of a spring of one of the leading wheels of the engine from a flaw in the buckle.	13						

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Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS		RAILWAY SERVANTS.		Total of all Classes.	
Month.	Day.			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.	Killed.	Injured.
Oct.	14	During shunting operations 2 wheels of cotton truck were derailed at Trichinopoly Junction owing to the carelessness of the shunter. 6.							
	24	R. shunting engine collided with certain trucks that were standing on the second line at 2 1/2 miles owing to the pointman in charge of the points being absent from his post. 3							
	27	Two wheels of the tender of engine attached to a special goods train were derailed at Kodumudi Station owing to a stone which was found wedged between the switch and switch rails. 6.							
	28	During shunting operations 2 wheels of the tender of the engine of a mixed train were derailed at Chingleput Station owing to the carelessness of the pointman in reversing the points. 5							
	30	Whilst an engine was going on to the turn table at Villupuram Junction Station it ran up against the buffer stops and broke it derailing the 2 rear wheels of the engine tender. 6							

"Mangalam. Wire fence in good order. Animal not killed.

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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.	Killed.	Injured.	From causes beyond their own control.	From their own misconduct or want of caution.	Killed.	Injured.	
Month. Day.											
November 14	The engine of No 83 train was allowed into the main line instead of into the engine shed line at Villupuram Junction Station.	7									
" 11	No 85 E train parted between A.C. N.S. By brake van and a covered goods truck at 4 $\frac{365}{10}$ miles, owing to the want of side chains	18									
"	During shunting operations the leading wheels of a C.G. truck loaded were derailed at Mangalam Junction Station owing to the carelessness of the shunter in not unlocking in the steps block in the siding	6									
12	During shunting operations 4 wheels of a ballast truck were derailed at Trichinopoly Junction Station owing to the carelessness of the Pointman	6									
"	Whilst performing shunting operations the wheels of 2 C.G. trucks were derailed at Erode Station, at the crossing point and one of the wheels struck the guard rails of the crossing probably caused by an abrupt alteration in speed or jerk while the trucks were upon the crossing also owing to the position of the various vehicles at the time on the line.	6									

Mangalam. wire fence in good order. animal not run.

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Month.	Day.			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.	Killed.	Injured.
November	16	During shunting operations the wheel of 2 loaded C.G. trucks attached to a goods special train were derailed at the points at Bellary Station owing to the carelessness of the pointman	6						
	20	The engine of a special goods train was allowed on the siding, to pass a mixed train at Bantandapuram Station the Driver instead of stopping at the clearance peg ran through points when locked and derailed the 2 trailing tender wheels.	6						
		A 400 engine was being taken out of the engine shed to be attached to a train, it collided with a 3 rd class carriage in Tanjore Station yard owing to the engine having been moved against the signals and without the Driver's knowledge.	3						
	29	A mixed train was allowed on to the siding instead of on to the main line at Villupuram Station owing to the carelessness of the pointman	7						

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Month.	Day.			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.		Killed.	Injured.
December	1	During shunting operations the wheels of 2 Covered Goods truck were derailed at Kumbakonam.	6.								
	4	During shunting operations the 2 leading wheels of a covered goods truck were derailed at Sindigul Station owing to the carelessness of the pointman —	6.								
	6	During shunting operations the 2 trailing wheels of the tender of the shunting Engine were derailed at the Buddalore Old Town Station, owing to the carelessness of a pointman in reversing the point lever while the Engine was passing over the points.	6.								
	15	During shunting operations the two trailing wheels of the tender of engine attached to a goods train were derailed at Trichinopoly Fort Station owing to the points not being held	6.								
		The bearing journal of an axle of a loaded covered goods truck attached to a special goods train was found to be broken at Kalambar Station probably due to a flaw	16.								

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and~~ South Indian Railways during the 4th quarter of 1892, 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 the Seward's pattern.

Date of Accident.	Classification.	Nature and Cause of Accident.	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.	From causes beyond their own control.	From their own misconduct or want of caution.	
Month.	Day.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
December	18	During shunting operations 4 wheels of the tender of shunting engine were derailed at Buddalore Old Town station owing to the carelessness of the pointman							
	20	During shunting the wheels of 2 nd third class carriages were derailed at Tinnevely station owing to the carelessness of the pointman.							
	22	During shunting operations 6 wheels of shunting engine were derailed at Buddalore Old Town station owing to the carelessness of the pointman							
	24	A special goods train parted at 333 miles, 6 trucks with 2 vans stopped at this mileage the engine with 29 trucks ran into Sholavandam station. The parting occurred between A. C. N. S. Ry. covered goods truck and a G. G. truck both of which were not fitted with side chains. Probably caused by the buffers of the 2 trucks differing in their respective heights above rail level.							

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras and South Indian Railways~~ during the 4th quarter of 1892 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.
Month.	Day.			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.	
				Killed.	Injured.	Killed.	Injured.	Killed.
December	24	During Shunting operations 4 wheels of a C. & G. truck were derailed at Lutetorin Station owing to the carelessness of the pointman	6					
	28	A mixed train parted at 227 ¹⁴ / ₁₄ miles owing to an empty C & G truck becoming unhooked from a loaded C & G truck owing to the side chains not being coupled	78					
	30	During Shunting operations two wheels of a high sided truck were derailed at Bradura Station owing to the carelessness of a pointman in letting the trucks onto the wrong line.	7					

"... I do not know over by a small town between 'L' and 'A' -

PART I.

Return of Cases reported by the Madras and South Indian Railways during the 2^d quarter of 1892, 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.	
Oct	1 st	A buffalo was run over by a special goods train between Sengay another and Madurai. Aloc fence in good order.
"	2 nd	Two buffaloes were run over by a freight train between Vilaravandi and Villupuram. Aloc fence in good order.
"	11 th	A pig was run over by the Governor's Special train between Salapet and Katalai. Wire fence in good order.
"	12 th	A buffalo and a calf were run over by a mixed train between Vilaravandi and Kundamangalam. Aloc fence in good order. Animals not killed.
"	13 th	A goat was run over by a shunting Engine in Begapalam Station Compound.
"	14 th	A cow was run over by a goods train between Vilaravandi and Villupuram.
"	15 th	A pig was run over by a goods train between Vilaravandi and Villupuram. The engine of the freight train was run through over the top of the level crossing gate at $\frac{248}{14}$ miles.
"	16 th	A cow was run over by a mixed train between Vilaravandi and Kundamangalam. Aloc fencing not in good order. Animal not killed.
"	17 th	One cow was run over by a freight train between Gudilore New Town and Pelli-Kuppam. Aloc fence in good order. Animal not killed.
"	21 st	One bull was run over by a mixed train between Lingaigudi and Tiru-Koilur. Line unfenced. Animal not killed.
"	22 nd	A cow was run over by a mixed train between Turvannamalai and Tendravadi. Line unfenced. Animal not killed.
"	22 nd	A cow was run over by a goods train between Katpadi and Ramapuram. Aloc fence in good order.
"	23 rd	A pig was run over by a goods train between Salapet and Katalai. Aloc fence in good order. Animal not killed.
"	26 th	7 sheep were run over by a mixed train between Villupuram and Namahala. No fence provided.
"	27 th	A goat and a kid were run over by a mixed train between Kurabacheri and Nalamangalam. Wire fence in good order. Animal not killed.

PART I.

Return of Cases reported by the Madras and South Indian Railways during the 4th quarter of 1892, 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.	
Oct	28 th	A bull was run over by a mixed train between Alathur and Serambair. Aloc. and wire fences in good order.
"	29 th	One horse was run over by a freight train between Arayamangalam and Tholavandam. Aloc. fence in good order.
Nov.	1 st	A kid was run over by a light engine between Trivashur Junction and Kinnelur. Wire fence in good order.
"	"	The engine of a special goods train struck a common cart which was passing through the Level Crossing gate at 407.
"	6 th	One sheep was run over by a freight train between Trichinopoly Fort and ~~Plottan~~ ^{Plottan} ~~Plottan~~ ^{Plottan} . Animal not killed.
"	7 th	A cart was run over by a freight train between ~~Plottan~~ ^{Plottan} ~~Plottan~~ ^{Plottan} and Kinnelur. Wire fence in good order.
"	8 th	One cow was run over by a mixed train between Kinnelur and Kinnelur. Line is unfenced.
"	8 th	The engine and van of a goods special train coming from Pallavaram came in contact with the leaf of a level Crossing gate at 407.
"	9 th	A pig was run over by a freight train between Kullitalai and Lalapet. Wire fence in good order.
"	10 th	A horse was run over by a special goods train between Kinnelur and Pallavaram. Aloc. fence in good order.
"	11 th	One cow was run over by a freight train between Kotturuthi and Manjapparai. Animal not killed. Aloc. fence in good order.
"	14 th	A sheep was run over by a freight train between Kotturuthi and Manjapparai. Wire fence in good order.
"	22 nd	One cow was run over by a goods train between Tataparai and Tuticorin. Wire fence in good order.
"	23 rd	A bullock was run over by a goods special train between Elammanur and Pethavattai. Wire fence in good order.
"	28 th	A sheep was run over between Pakhal and Subulapattur by a light engine. Line is unfenced.

PART I.

Return of Cases reported by the Madras and South Indian Railways during the 4th quarter of 1892, 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.	
Decr.	1 st	2 Sheep were run over by a mixed train at Humberstone Station (unfenced).
"	3 rd	2 bullocks were run over by a mail train between Madhavakulam and Padalam. Wire fence in good order.
"	3 rd	2 Sheep were run over by a mixed train between Sakala and Tutuapathar (wire unfenced).
"	4 th	One calf was run over by a mixed train between Kallipet and Villambakam. Wire fence in good order.
"	4 th	One calf was run over by a goods train between Valupet and Kallambakam. Wire fence in good order.
"	8 th	2 Donkeys were run over by a mixed train between Sitorai and Nagapattanam. Wire fence in good order.
"	15 th	One bull was run over by a mixed train between Villupuram and Thummalur. ~~Wire fence in good order.~~
"	16 th	One bullock was run over by a special train between Narainyam and Tirumadam. It was fence in good order. Animal not killed.
"	18 th	2 Cows were run over by a mixed train between Villur and Kallipet. Wire fence in good order.
"	19 th	2 Cows were run over by a local mail train between Chingelput and Singaperumalcoil. Wire fence in good order.
"	22 nd	1 st 1 st class mail train ran over some ^{from 1984} sleepers placed on the rails at ^{34 1/4} mile.
"	23 rd	2 Cows were run over by a mixed train between Sakala and Tutuapathar. Wire unfenced.
"	"	2 Cows were run over by a special goods train. 1 st class and 2 nd class. Wire unfenced.
"	25 th	2 Special goods train ran over a piece of wood which had been placed on the rails at ^{36 1/4} mile.
"	26 th	One kid was run over by a mixed train between Tiruvallur and Kallambakam. Wire fence in good order.
"	28 th	2 Sheep were run over by a mixed train between Tutuapathar and Puthur. No fence provided.
		N.B. The action of the Cow Catchers was unless where the contrary is stated generally efficient.

PART II.

Return of Accidents to Passengers, Persons passing over Level-crossings, Trespassers, and others on the Madras and South Indian Railways during the 4th quarter of 1892, exclusive of those killed or injured by Accidents to Train, &c., printed in Part I.

Date of Accident.	Nature and Cause of Accident.	Classi- fication.	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.	
6-10-92	Francis, a private of the 60 th Regiment to R.I. while attempting to get into a 3 rd Class Carriage when the train was in motion at Pallava - ran off and slightly injured his foot.	2						
11-10-92	2 passengers fell over the edge of the raised floor of the 3 rd Class passenger uniting which at Tanjore station & was slightly hurt.	8						
14-10-92	An Afghan boy when alighting from a carriage slipped and fell at Pakkala Junction station.	2						
17-10-92	A boy fell out of a 3 rd Class carriage at W 241 ¹² miles	5		"				
28-10-92	An old woman while attempting to cross the line was knocked over by the train.	1						
29-10-92	A girl of about 14 years of age was run over and killed by a Ballast train. The child had strayed on to the line at 187 mile	6						
7-12-92	A female, 3 rd Class passenger fell out of carriage at 163 ¹⁰ miles	5						
8-12-92	A boy was run over by a train at B 303 ⁶ mile	6						
12-12-92	A man who attempted to cross the line at 188 ¹³ miles when a train was approaching ~~when~~ the foot board of the engine knocked him off the line	6						
14-12-92	An old woman while attempting to cross the line at 429 ¹⁶ miles was struck by a train.	6						
15-12-92	A beggar woman named Muthummal was struck by an engine while straying on the line between Tadulam and Hoosh Kolatur Stations.	6						

PART III.

Return of Accidents reported during the 4th quarter of 1892, 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.		
7-10-92	Vijayaram	Coaly	Kandamanga-lam Station		1				17 While a banyan tree was being felled one of the banyan struck the Coaly Coaly and injured his chest bone.
9-10-92	J. H. Thomas	Guard	Trichinopoly Fort Station		1				5 Jumping into the run of a goods train the left leg slipped and the ankle joint was strained -
16-10-92	Sobhoyan	Coaly	Between Pailam & Vikramandi			1			11 While attempting to cross the line when a train was in sight he was struck by the engine and choked into the bed of the river where he fell on a stone and broke his back.
21-10-92	Krishnaswami	Porter	Uthupuram Station					1	19 He fell into the railway track and was killed.
3-11-92	T. Srinaman	Porter	Bindral Station					1	6 While unloading large iron sheet it fell on his right foot and injured it slightly.
11-11-92	Chinnaswami	Fireman	Shormanam Junction Station					1	2 He fell off the engine and was slightly injured.
13-12-92	Venkataswami	Porter	Putturam Railway Station					1	1 During shunting of waggons his right hand was slightly hurt.
31-12-92	Sobhoyan	Guard	Between Pailam and Vikramandi					1	11 He was knocked down by a train as he stood too near the line.

PART IV.

The following Accidents to Railway Servants and others not included in Part I, II, and III have also been reported by the Managers of South Indian Railway during the 4th quarter of 1892.

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.
3-10-92	A man named Kuruppanner was injured in his foot in the Engineering workshop at Trichingopoly by a rail which this man was engaged in stacking having slipped and fallen on his foot.				
12-10-92	The left hand of a Cooly named Abdul Kader employed in the Loco: Shop at Negapatnam, was fractured owing to a sling chain which another Cooly was putting in the hook of the Crane dropping on him as he was underneath.				
20-10-92	Rarayanaraswami, a Cooly employed in the ~~Loco: Shop~~ at Negapatnam was injured in the right leg by an iron plate falling on it while at work.				
26-11-92	Samaratoo, a Serang employed in the Loco: Shop at Negapatnam was injured in the left thumb while examining the chain of a differential pulley block which was defective, his thumb being caught between the chain and the pulley.				
1-12-92	The Collar bone of J. Navacio, machine boy employed in the Loco: Shop at Negapatnam was fractured while tightening the nut on the ~~nut~~ but facing machine, the spanner struck him.				

TABLE No. 3.

South Indian RAILWAY.

Statement showing the number of enquiries into train accidents, classified under certain heads for the year 1892, as compared with ten previous years.

Class of accident.	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
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	..	2	..	..	..	..	..	..	..	..	..
B.—From boiler explosions, failures of axles, wheels, or tyres, or from other defects in the rolling stock. ..	..	2	2	..	..	..	..	..	..	..	..
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	..	..	..	..	..	..	..	..	..	..	..
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 ..	1	1	3	..	..	..	..	..	..	..	..

Ans. well
For Engrs: Engrs: for Rep

TABLE No. 3.

Madras RAILWAY.

Statement showing the number of enquiries into train accidents, classified under certain heads for the year 1892, as compared with ten previous years.

Class of accident.	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882
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	1	1	1								
B.—From boiler explosions, failures of axles, wheels, or tyres, or from other defects in the rolling stock.	1	1	1								
C.—From trains entering stations at too great speed	1	1	1								
D.—From collisions between engines and trains following one another on the same line of rails, excepting at junctions, stations, or sidings.	1	1	1								
E.—From collisions at junctions	1	1	1								
F.—From collisions within fixed signals at stations or sidings	1	1	1								
G.—From collisions between engines or trains meeting in opposite directions	1	1	1								
H.—From collisions at level-crossings	1	1	1								
I.—From engines or trains being run or turned into sidings, or otherwise through facing points.	1	1	1								
J.—On inclines	1	1	1								
K.—From trains on fire	1	1	1								
L.—Miscellaneous	1	1	1								
TOTAL	1	1	1								

W. M. C. well.
For Comr: Genl. for Rly.

TABLE NO. 2.

Accidents to Trains, Rolling-stock, Permanent-way, &c., reported during the 12 months ending 31st December 1892, as having occurred on the Madras and South Indian Railways (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.

	Madras Railway.					South Indian Railway.				
	Number.		Number of passengers and others (a).		Total all classes.	Number.		Number of passengers and others (a).		Total all classes.
	Accidents reported to Local Government under Section 43 of the Indian Railways Act No. IX of 1890.	Other accidents.	Killed.	Injured.		Accidents reported to Local Government under Section 43 of the Indian Railways Act No. IX of 1890.	Other accidents.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	—	—	—	—	—	—	—	—	—	—
2. Collisions between passenger trains and goods or mineral trains, and vice versa, standing at 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 cuttings on the line	—	—	—	—	—	—	—	—	—	—
10. Trains running over obstructions on the line	—	—	—	—	—	—	—	—	—	—
11. Trains running through gates at level-crossings	—	—	—	—	—	—	—	—	—	—
12. The failure of machinery, by engines	—	—	—	—	—	—	—	—	—	—
13. " " of tyres	—	—	—	—	—	—	—	—	—	—
14. " " of wheels	—	—	—	—	—	—	—	—	—	—
15. " " of axles	—	—	—	—	—	—	—	—	—	—
16. " " of brake apparatus	—	—	—	—	—	—	—	—	—	—
17. " " of couplings	—	—	—	—	—	—	—	—	—	—
18. " " of tunnels, bridges, viaducts, culverts, &c.	—	—	—	—	—	—	—	—	—	—
19. Dropping rails	—	—	—	—	—	—	—	—	—	—
20. The flooding of portions of permanent-way	—	—	—	—	—	—	—	—	—	—
21. Slips in cuttings or embankments	—	—	—	—	—	—	—	—	—	—
22. Fire in trains	—	—	—	—	—	—	—	—	—	—
23. Fire at stations or involving injury to bridges or viaducts	—	—	—	—	—	—	—	—	—	—
24. Other accidents	—	—	—	—	—	—	—	—	—	—
Total all classes	5	171	176	—	2	6	412	418	1	11

Mean mileage worked

Number of servants employed

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

For mile open —

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

Total Passengers —

Killed per million of passenger

Injured per do.

Killed per million of passenger miles

Injured per do.

Mean mileage worked

Number of servants employed

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

For mile open —

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

Total Passengers —

Killed per million of passenger

Injured per do.

Killed per million of passenger miles

Injured per do.

Mean mileage worked

Number of servants employed

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

For mile open —

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

Total Passengers —

Killed per million of passenger

Injured per do.

Killed per million of passenger miles

Injured per do.

Mean mileage worked

Number of servants employed

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

For mile open —

Train-mileage of all descriptions

Number of passengers carried

Passenger mileage

Total Passengers —

Killed per million of passenger

Injured per do.

Killed per million of passenger miles

Injured per 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.

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

W. M. W. ell
for Cong. Eng. & J. J. R. & Co.

Number of Persons reported during the 12 months ending 31st Decr. 1892, as Killed or Injured on the Madras and South Indian Railways (open line) by the Travelling of Trains or the Movement of Vehicles used exclusively upon the Line distinguishing between Passengers, Railway Servants and Other Persons, and classifying as far as practicable the Nature and Causes of the Accidents occasioning the Death or Injury.

PASSENGERS.		SERVANTS.		OTHERS.	
FROM PART II.		FROM PART III.		FROM PARTS I AND II.	
Killed.	From accidents to trains, &c., see Table No. 2 or Part I.	Killed.	While working at cross-ings.	Killed.	Total ALL CLASSES.
Injured.	From falling between carriages and platforms.	Injured.	While working on the permanent way, or in sidings.	Injured.	
Killed.	Falling on to the platform, ballast, &c., when getting into or out of train.	Killed.	While walking along the line on the way home or to work.	Killed.	
Injured.	While crossing the line at stations.	Injured.	While walking, crossing, or standing on the line.	Injured.	
Killed.	By the closing of carriage doors.	Killed.	While passing between vehicles.	Killed.	
Injured.	Falling out of carriages during the travelling of train.	Injured.	While attending to the machinery of engines, cleaning them, &c.	Injured.	
			While 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.		
			While coupling or uncoupling wagons.		
			Miscellaneous.		
			Total from Part III.		
			Killed.		
			Injured.		
			Total servants.		
			Killed.		
			Injured.		
			While passing over the railways at level-crossings.		
			Killed.		
			Injured.		
			Trespassers.		
			Killed.		
			Injured.		
			Suicides.		
			Killed.		
			Injured.		
			Miscellaneous.		
			Killed.		
			Injured.		
			Total others.		
			Killed.		
			Injured.		

South Indian Railway

Madras Railway

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

TOTAL ALL CLASSES.

FROM PART I AND II.

FROM PART III.

FROM PARTS I AND II.

OTHERS.

RAILWAY.

PASSENGERS.

SERVANTS.

OTHERS.

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[illegible]

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

(OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 23 March 1993.

Return of accidents on the Madras
and South Indian Railways for
the 4th quarter of 1892.

No. 164

SUBMITTED.

for the information of Government.
and for transmission to the
Director General of Railways.
2. It is requested that
30 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.

Resonance

Lieut R. E.
 For Consq: Engrs: for Pys.
 H. E.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	REMARKS.
				Female.	Male.		

Mudras,

Received

March 1892

NO. OF ENCLOSURES.

Subject.

Submitting further information
of fact and for trans-
mission to the Director
General of Rep. the accident
turn of the Madras
and South Indian Rep
the 14. 9. 1912.

B. No. 665R 7-4-93
 14/12/93 7/11/93

Ordered that the
'Return of accidents on the
Missouri & North Western Rail-
ways for the 1st quarter
of 1892 be forwarded to the
Devisive General of Railways.

2. The Correspondence of Q 44

MS. A. 666 N 27 ^{April} 7th - June 4, 1873

To the Director General of Rys
Sir.

In forwarding in original
the Return of accidents on
the Indian & North Indian
Railways for the fourth year,
1892, I am directed to require
that this Government may
be furnished with 40 copies
of the General Return of acci-
dents for all Railways in
India. - 5

874 $\frac{24}{3}$ R

43rd Class passenger was found dead in the kindi-gal Station on the 14-10-92 near ~~reaching~~ <u>Mail train</u> The body of a man was found dead in the waiting room 3-11-92 <u>Embarkment</u> at Kalluru Station 43rd Class passenger was found dead at Namur Station 12-11-92 A child was found dead in the passenger waiting shed at Willa. 14-11-92 <u>Natural Cause</u>	Male Male Male Male	70 25 25 11 months
--	---	--

Revolution 1848
for (our) Eng.-fr. People

PART I.

Return of Rails found fractured in the Permanent Way reported by the *Am. & N. H.* Railway during the 4th quarter of 1892.

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

Nil

18

PART I.

Return of Failure of Wheels reported by the

South Georgia

Railway during the

4th

quarter of 1892.

Date of Failure.

Month.

Day.

Nature and Cause of Failure.

W.R.

PART I.

Return of Failure of Tyres reported by the

Great Indian Railway during the

4th quarter of 1892

Nature and Cause of Failure.

DATE OF FAILURE.

Month. Day.

Nil

PART I.

Return of Failure of Axles reported by the

North Dakota

Railway during the

4th

quarter of 189 *2*

DATE OF FAILURE.
Month. Day.

Nature and Cause of Failure.

been 15th

The bearing journal of an axle of a loaded covered goods truck attached to a special goods train was found to be broken at Kalamaur station, probably due to a flaw.

PART I.

Return of the Damage done to the Permanent Way by Floods reported by the ~~Madras~~ and South Indian Railway during the 4th quarter of 1892.

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

Nil

PART I.

Ret'n of Rails found fractured in the Permanent Way reported by the *Madras* Railway during the

4 quarter of 1892.

DATE WHEN FOUND FRACTURED.		NATURE AND CAUSE OF FRACTURE.
Month.	Day.	
October	24	The iron Nail was found broken at the joint at $\frac{53}{2}$ miles S. W. C. V.

PART I.

Return of Failure of Wheels reported by the

Brades

Railway during the

4 quarter of 1892

DATE OF FAILURE.		Nature and Cause of Failure.
Month.	Day.	
		<i>Nil</i>

PART I.

1. Return of Failure of Tyres reported by the *Madras* Railway during the *4th* quarter of 189*2*.

DATE OF FAILURE.		Nature and Cause of Failure.
Month.	Day.	
		<i>Nil</i>

PART I.

Return of Failure of Axles reported by the Master Railway during the

4th

quarter of 1892.

Date of Failure.

Month.

Day.

Nature and Cause of Failure.

fit

PART I.

Return of the Damage done to the Permanent Way by Floods reported by the Madras and ~~South Indian~~ Railway during the 4th quarter of 1892.

Date.		Nature and Cause of Accident.
Month.	Day.	
October	28	During a heavy rain the earth was washed down from the slope of the cutting at 32nd miles between Channarayana and Channarayana Stations blocking the cutting down the water rose and washed away the ballast from the foot slopes for a length of 30 feet.