

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 218. R

DATED 10th April

[Despatch Abstract.]

Return of accidents on Indian Railways for the
six months ending the 30th June 1893, — Orders of
the Govt of India forwarding the abstract,
communicated to the agents, Madras & South
Indian Railways.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1822	R	8-8-91				
	473	R	20-2-92				
	1124	R	23-8-93				
	1343	R	3-11-93				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	433	R	11-8-94				

No. 95 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

Simla, the 13th March 1894.

Returns of accidents on Indian railways for the six months ending the 30th June 1893.

Read again—

Public Works Department Order No. 12 R. Stat., dated the 21st January 1893.
Public Works Department Order No. 77 R. Stat., dated the 13th March 1893.

Read also—

The following note by the Director General of Railways, No. 52 Statistics, dated the 19th February 1894, with abstract returns of accidents to trains, &c., on the open lines of railway in India for the six months ending the 30th June 1893.

The following summary gives the total number of accidents to trains, Summary of accidents to rolling stock, permanent-way, &c., for the six months ending the 30th June 1893, distributed under the classification adopted in abstract No. 4 of the returns :

		AVERAGE NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.			SIX MONTHS ENDING THE 30th JUNE 1893.								
Serial No.	CLASSES OF ACCIDENTS.	Accidents reported to Local Government under section 51 of the Indian Railway Act (IX of 1890).	Other accidents.	Total.	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
					Accidents reported to Local Government under section 51 of the Indian Railway Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains	3	4	7	1	...	1	...	7	...	2	...	9
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	11	24	35	5	12	17	...	...	(a) 1	...	1	
3	Collisions between goods trains or parts of goods trains	9	48	57	6	45	51	...	4	...	2	...	6
4	Collisions between light engines	1	22	23	1	14	15	...	...	...	1	...	1
5	Passenger trains or parts of passenger trains leaving the rails	18	26	44	8	41	49	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	13	161	174	8	171	179	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	2	34	36	...	44	44	...	...	...	1	...	1
8	Trains running into stations or sidings at too high a speed	...	3	3	1	7	8	...	6	...	...	...	6
9	Trains running over cattle on the line	5	1,102	1,107	3	1,204	1,207	...	...	...	...	...	...
10	Trains running over obstructions on the line	5	76	81	3	78	81	(b) 1	...	1	5	2	5
11	Trains running through gates at level-crossings	1	37	38	...	27	27	...	...	...	2	...	2
12 (a)	The bursting of boilers of engines	...	67	67	...	105	105	...	...	...	...	...	...
13	The bursting of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...
14	The failure of machinery, springs, &c., of engines	...	236	236	...	212	212	...	...	...	...	...	...
15	The failure of tyres	...	7	7	2	8	11	...	...	...	...	...	...
16	" " of wheels	...	2	2	...	6	6	...	...	...	...	...	...
17	" " of axles	3	21	24	...	21	21	...	...	...	...	...	...
18	" " of brake apparatus	...	3	3	...	4	4	...	...	...	...	...	...
19	" " of couplings	2	113	115	...	138	134	...	...	...	...	...	...
20	" " of tunnels, bridges, viaducts, culverts, &c.	...	1	1	...	2	2	...	...	...	...	...	...
21	Broken rails	...	24	24	...	36	34	...	...	...	...	...	...
22	The flooding of portions of permanent-way	5	9	14	15	35	34	...	...	...	...	...	...
23	Slips in cuttings or embankments	5	17	22	6	18	24	...	...	...	...	...	...
24	Fire in trains	3	112	115	1	83	84	1	1	...	...	1	1
25	Fire at stations, or involving injury to bridges or viaducts	1	41	42	1	27	28	(b) 2	...	...	...	2	...
26	Other accidents	6	124	130	6	102	104	...	...	...	...	...	...
TOTAL FOR THE SIX MONTHS ENDING THE 30th JUNE 1893		...	...	...	67	2,671	2,738	(c) 4	18	1	14	5	32
Average of the corresponding periods of 1891 and 1892		...	...	...	91	2,310	2,409	7	41	18	33	25	77

(a) A postal employee.
(b) Not passengers.
(c) Of these, three were not passengers.

Note on accidents for the 2nd quarter of 1893.

The following table gives the number of accidents, as classified in paragraph 1 of the previous note, 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 2nd quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	1	...	...	...	...	...	...
Bengal-Nagpur	1	1	...	...	1	...	1
North Western (state)	1	...	...	...	...	1	...
Eastern Bengal (state)	1	1	...	...	1	...	1
Great Indian Peninsula	3	...	2	...	...	1	...
Madras	1	...	...	...	2	...	4
Rajputana-Malwa	1	...	...	...	1	...	1
TOTAL	...	2	2	...	6	2	8
Average of the two corresponding quarters of 1891 and 1892	...	3	31	8	19	11	50

2. *East Indian railway*.—On the 12th May 1893, a collision took place between a passenger and a goods train at the Agra junction station, owing to the passenger train having been run in disregard of danger signals. A railway servant was slightly injured.

3. *Bengal-Nagpur railway*.—On the 11th June 1893, the roof lamp of a third class carriage of a down mail train exploded at mile $1\frac{1}{2}$ between Biláspur and Párághát stations. A passenger in attempting to walk along the foot boards to report the accident to the guard fell off the train and died from the injuries received.

4. *North Western (state) railway*.—On the 27th June 1893, a trolley was run over by a down ballast train in a tunnel between Mangi and Dirgi stations. The accident was due to the carelessness of the train staff and to the trolley not having been properly protected. A trolley-man was slightly injured.

5. *Eastern Bengal (state) railway*.—On the 11th April 1893, a cart was run into by an up mixed train at a level-crossing at mile $1\frac{1}{2}$ on the Southern section, owing to the gate not having been closed in time. The cartman was killed.

6. *Great Indian Peninsula railway*.—On the 23rd April 1893, a down goods train, while being shunted at the Dadar station, ran into some vehicles containing mules. The accident was due to careless shunting and defective signalling. Two men in charge of the mules were slightly injured.

On the 29th April 1893, a down goods train was derailed at mile $1\frac{1}{2}$ near Nándgaon, owing to the foot boards of the brake-vans having struck against a piece of rock which had been blasted from the side of a cutting. A cooly was injured.

On the 5th May 1893, a down goods train was wrongly admitted on to the loop line at Khaigaon and collided with an up goods train standing there. A railway servant was slightly injured, and there was also considerable damage to rolling stock.

7. *Madras railway*.—On the 12th June 1893, a heavy material truck was run into by a locomotive wood train at mile $2\frac{1}{2}$, south-west line. A railway servant was injured.

8. *Rajputana-Malwa railway*.—On the 25th May 1893, a collision took place between the front and rear portions of an up goods train at mileage $4\frac{1}{2}$ between Einpura road and Mori stations. The train was stopped between these stations owing to the engine having run short of water. The front portion of the train was taken a short distance ahead of the rear portion and the engine then uncoupled and went for water. When the engine returned, the brakeman released the brakes of the front portion before it was properly coupled to the engine and the front portion of the train consequently ran back and collided with the rear portion. The brakeman was seriously injured.

ORDER.—Ordered, that the above note, with the abstract returns, be

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.

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*.

S. H. F. F. F.

Under Secretary.

Documents accompanying.

Abstract returns of accidents for the six months ending the 30th June 1893.

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

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These returns are to be published in the Supplement to the Gazette of India and the following will follow.

No. 2443

Enclosure to P. W. D. No. 95 R. Stat., dated the 13th March 1894.

Recd: 28 3-94

B.

Re 218 Rd/10-4-94.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE SIX
MONTHS ENDING 30TH JUNE 1893.

G. I. C. P. O.—No. 72 D. G. R.—11-3-91.—106.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the six months ending 30th June 1893, as KILLED or INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed.	Injured.
PASSENGERS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	13
By accidents from other causes, including accidents from their own want of caution or misconduct	29	61
SERVANTS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	14
By accidents from other causes, including accidents from their own want of caution or misconduct	87	258
OTHER PERSONS:—		
Whilst passing over railways at level-crossings	6	5
Trespassers	130	41
Suicides	29	4
Miscellaneous, not included in either of the above	3	2
TOTAL	296	459

No. 2.

No. 2. the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

[illegible]

(g) Includes the Moradabad extension and the Benaula-Gowari section of the East Coast railway.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others and of railway servants KILLED or INJURED in each class of accident.

	I.—East India (a).				II.—Bengal-Nagpur.				III.—Indian States (b).				IX.—North Western (c).			
	No.	Number of persons and others.		Total all classes.	No.	Number of passengers and others.		Total all classes.	No.	Number of passengers and others.		Total all classes.	No.	Number of passengers and others.		Total all classes.
		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.			Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	2	5	7	1	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	0	12	1	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	4	0	6	1	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	5	0	6	1	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	6	0	7	1	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	7	42	42	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	8	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	9	83	83	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	10	0	9	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line.	11	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings.	12	0	9	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	13	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The bursting of tubes, etc., of engines.	14	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of machinery, springs, etc., of engines.	15	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels.	16	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axle.	17	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus.	18	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings.	19	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	22	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments.	23	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	24	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	25	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	7	220	227	1	6	121	129	1	1	37	37	1	11	259	310	2(2)

(a) Includes the Delhi-Ludhiana, Kailash and Taskoor railways. (b) Total employe. (c) Includes the Hyderabad, Umberkot, Rajpura-Bhatinda and Jamnala and Kachhar railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants KILLED or INJURED in each class of accident—continued.

	X.—Gujarat and Rajasthan (a).				XII.—Nagpur-Nagpur (b).				XIII.—Central Indian (c).				XIV.—Bombay, Deccan and Central India (d).			
	No.	Number of persons and others.		Total all classes.	No.	Number of passengers and others.		Total all classes.	No.	Number of passengers and others.		Total all classes.	No.	Number of passengers and others.		Total all classes.
		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.			Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	2	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., 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.	60	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line.	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axle.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	2	79	81	1	6	131	137	1	1	2	229	231	1	6	1	1

(a) Includes the Marwar, Jaipur, and Amritsar railways. (b) Includes the Gwalior, Jabalpur, and Allahabad railways. (c) Includes the Gwalior, Jabalpur, and Allahabad railways. (d) Not passenger.

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(c) Include the Degmada extension and the Uamada-Sulawati section of the East Coast railway.

(c) Include the Degmada extension and the Uamada-Sulawati section of the East Coast railway.

(e) Includes the Central-Asian Frontier and the Western border with the Kollagar railway.

TOTAL ALL CLASSES

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893 as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed and injured in each class of accident—continued.

	XLVII.—KOLKATA AND KANAO (CONTAINEE SECTION). (a)					XLIX.—DIBRU-GUTTI.					LIII.—JODHPUR-NICKERSON (JODHPUR AND BICKANER SECTIONS).					LIV.—BANGALORE-GONDAL-TRAVAN-PONNAPPA.				
	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	2	2	2	4	2	2	2	4	2	2	2	4	2	2	2	4	2	2	2	4
3. Collisions between goods trains or parts of goods trains	3	3	3	6	3	3	3	6	3	3	3	6	3	3	3	6	3	3	3	6
4. Collisions between light engines	4	4	4	8	4	4	4	8	4	4	4	8	4	4	4	8	4	4	4	8
5. Passenger trains or parts of passenger trains leaving the rails	5	5	5	10	5	5	5	10	5	5	5	10	5	5	5	10	5	5	5	10
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	6	6	6	12	6	6	6	12	6	6	6	12	6	6	6	12	6	6	6	12
7. Trains or engines travelling in the wrong direction through points	7	7	7	14	7	7	7	14	7	7	7	14	7	7	7	14	7	7	7	14
8. Trains running into stations or sidings at too high a speed	8	8	8	16	8	8	8	16	8	8	8	16	8	8	8	16	8	8	8	16
9. Trains running over cattle on the line	9	9	9	18	9	9	9	18	9	9	9	18	9	9	9	18	9	9	9	18
10. Ditto over obstructions on the line	10	10	10	20	10	10	10	20	10	10	10	20	10	10	10	20	10	10	10	20
11. Ditto through gates at level-crossings	11	11	11	22	11	11	11	22	11	11	11	22	11	11	11	22	11	11	11	22
12. The bursting of boilers of engines	12	12	12	24	12	12	12	24	12	12	12	24	12	12	12	24	12	12	12	24
12(a). Ditto of tubes, etc., of engines	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24
13. The failure of machinery, springs, etc., of engines	13	13	13	26	13	13	13	26	13	13	13	26	13	13	13	26	13	13	13	26
14. The failure of tyres	14	14	14	28	14	14	14	28	14	14	14	28	14	14	14	28	14	14	14	28
15. Ditto wheels	15	15	15	30	15	15	15	30	15	15	15	30	15	15	15	30	15	15	15	30
16. Ditto axles	16	16	16	32	16	16	16	32	16	16	16	32	16	16	16	32	16	16	16	32
17. Ditto brake apparatus	17	17	17	34	17	17	17	34	17	17	17	34	17	17	17	34	17	17	17	34
18. Ditto couplings	18	18	18	36	18	18	18	36	18	18	18	36	18	18	18	36	18	18	18	36
19. Ditto turnbuckles, bridges, viaducts, culverts, etc.	19	19	19	38	19	19	19	38	19	19	19	38	19	19	19	38	19	19	19	38
20. Broken rails	20	20	20	40	20	20	20	40	20	20	20	40	20	20	20	40	20	20	20	40
21. The fouling of portions of permanent-way	21	21	21	42	21	21	21	42	21	21	21	42	21	21	21	42	21	21	21	42
22. Slips in cuttings or embankments	22	22	22	44	22	22	22	44	22	22	22	44	22	22	22	44	22	22	22	44
23. Fire in trains	23	23	23	46	23	23	23	46	23	23	23	46	23	23	23	46	23	23	23	46
24. Fire at stations, or involving injury to bridges or viaducts	24	24	24	48	24	24	24	48	24	24	24	48	24	24	24	48	24	24	24	48
25. Other accidents	25	25	25	50	25	25	25	50	25	25	25	50	25	25	25	50	25	25	25	50
TOTAL ALL CLASSES	32	32	32	64	32	32	32	64	32	32	32	64	32	32	32	64	32	32	32	64

(a) Includes the Bohlund and Kemson (Lachon-Bareilly section).

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, as having occurred on the several Railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed and injured in each class of accident—continued.

	LVII.—JODHPUR (J' 97).					LVIII.—DARRUPE-HUALAY (J' 97).					LIX.—THE GARHWAL DISTRICT (J' 97).					LXI.—MOORI (J' 97).				
	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Number of passengers and others.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2	1	1	1	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	2	2	2	4	2	2	2	4	2	2	2	4	2	2	2	4	2	2	2	4
3. Collisions between goods trains or parts of goods trains	3	3	3	6	3	3	3	6	3	3	3	6	3	3	3	6	3	3	3	6
4. Collisions between light engines	4	4	4	8	4	4	4	8	4	4	4	8	4	4	4	8	4	4	4	8
5. Passenger trains or parts of passenger trains leaving the rails	5	5	5	10	5	5	5	10	5	5	5	10	5	5	5	10	5	5	5	10
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	6	6	6	12	6	6	6	12	6	6	6	12	6	6	6	12	6	6	6	12
7. Trains or engines travelling in the wrong direction through points	7	7	7	14	7	7	7	14	7	7	7	14	7	7	7	14	7	7	7	14
8. Trains running into stations or sidings at too high a speed	8	8	8	16	8	8	8	16	8	8	8	16	8	8	8	16	8	8	8	16
9. Trains running over cattle on the line	9	9	9	18	9	9	9	18	9	9	9	18	9	9	9	18	9	9	9	18
10. Ditto over obstructions on the line	10	10	10	20	10	10	10	20	10	10	10	20	10	10	10	20	10	10	10	20
11. Ditto through gates at level-crossings	11	11	11	22	11	11	11	22	11	11	11	22	11	11	11	22	11	11	11	22
12. The bursting of boilers of engines	12	12	12	24	12	12	12	24	12	12	12	24	12	12	12	24	12	12	12	24
12(a). Ditto of tubes, etc., of engines	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24	12(a)	12(a)	12(a)	24
13. The failure of machinery, springs, etc., of engines	13	13	13	26	13	13	13	26	13	13	13	26	13	13	13	26	13	13	13	26
14. The failure of tyres	14	14	14	28	14	14	14	28	14	14	14	28	14	14	14	28	14	14	14	28
15. Ditto wheels	15	15	15	30	15	15	15	30	15	15	15	30	15	15	15	30	15	15	15	30
16. Ditto axles	16	16	16	32	16	16	16	32	16	16	16	32	16	16	16	32	16	16	16	32
17. Ditto brake apparatus	17	17	17	34	17	17	17	34	17	17	17	34	17	17	17	34	17	17	17	34
18. Ditto couplings	18	18	18	36	18	18	18	36	18	18	18	36	18	18	18	36	18	18	18	36
19. Ditto turnbuckles, bridges, viaducts, culverts, etc.	19	19	19	38	19	19	19	38	19	19	19	38	19	19	19	38	19	19	19	38
20. Broken rails	20	20	20	40	20	20	20	40	20	20	20	40	20	20	20	40	20	20	20	40
21. The fouling of portions of permanent-way	21	21	21	42	21	21	21	42	21	21	21	42	21	21	21	42	21	21	21	42
22. Slips in cuttings or embankments	22	22	22	44	22	22	22	44	22	22	22	44	22	22	22	44	22	22	22	44
23. Fire in trains	23	23	23	46	23	23	23	46	23	23	23	46	23	23	23	46	23	23	23	46
24. Fire at stations, or involving injury to bridges or viaducts	24	24	24	48	24	24	24	48	24	24	24	48	24	24	24	48	24	24	24	48
25. Other accidents	25	25	25	50	25	25	25	50	25	25	25	50	25	25	25	50	25	25	25	50
TOTAL ALL CLASSES	8	8	8	16	8	8	8	16	8	8	8	16	8	8	8	16	8	8	8	16

ABSTRACT No. 4.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., on the several railways open for traffic in INDIA, reported during the six months ending 30th June 1893, distinguishing the different CLASSES of accidents and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of ACCIDENT.

	TOTAL.							
	Number.		Number of passengers and others.		Number of servants.		Total all classes	
	Accidents reported to Local Government under section 33 of the Indian Railway Act IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	7	...	2	9
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	5	12	17	...	...	...	(a) 1	1
3. Collisions between goods trains or parts of goods trains	6	43	51	...	4	...	2	6
4. Collisions between light engines	1	14	15	...	...	...	1	1
5. Passenger trains or parts of passenger trains leaving the rails	8	41	49	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	8	171	179	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	44	44	...	...	...	1	1
8. Trains running into stations or sidings at too high a speed	1	7	8	...	6	...	...	6
9. Trains running over cattle on the line	3	1,204	1,207	...	...	...	...	...
10. Ditto over obstructions on the line	3	78	81	(b) 1	...	...	5	5
11. Ditto through gates at level-crossings	...	27	27	...	...	...	2	2
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...
12.(a) The bursting of tubes, etc., of engines	...	105	105	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	242	242	...	...	...	...	...
14. The failure of tyres	2	9	11	...	...	...	...	...
15. Ditto wheels	...	6	6	...	...	...	...	...
16. Ditto axles	...	21	21	...	...	...	...	...
17. Ditto brake apparatus	...	4	4	...	...	...	...	...
18. Ditto couplings	...	134	134	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	2	2	...	...	...	...	...
20. Broken rails	...	36	36	...	...	...	...	...
21. The flooding of portions of permanent-way	15	35	50	...	...	...	...	...
22. Slips in cuttings or embankments	6	14	24	...	...	...	...	...
23. Fire in trains	1	83	84	1	1	...	1	1
24. Fire at stations, or involving injury to bridges or viaducts	1	27	28	(b) 2	...	...	2	...
25. Other accidents	6	102	108	...	...	...	...	...
TOTAL ALL CLASSES	67	2,471	2,538	(c) 4	19	1	14	5

Mean mileage worked	17,938
Number of servants employed	178,421
Train-mileage of all descriptions	34,470,156
Number of passengers carried	64,095,008
Passenger-mileage	2,828,936,999
Per mile open—	
Train-mileage of all descriptions	1,922
Number of passengers carried	3,573
Passenger-mileage	157,706
Total passengers—	
Killed per million of passengers	0.016
Injured per ditto ditto	0.281
Killed per million of passenger-miles	0.0003
Injured per ditto ditto	0.006

(a) A postal employé.
(b) Not passengers.
(c) Of these three were not passengers.

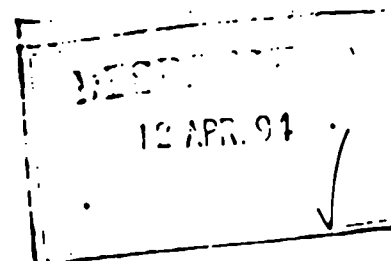
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Resolution by the Govt. of India P.W.D. H.L. No. 95 R Stat of 13th June 1893

Communicated to the Agents Madras and South Indian Railway for information

9/11/11 R



By the Agent Managing Madras & South Indian Railway 36X
S. J. R. 11/11/11

218 R d/10-4-94

No. 118 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

Simla, the 26th April 1894.

Returns of accidents on Indian railways for the nine months ending the 30th September 1893

READ again—

Public Works Department Order No. 159 R. Stat., dated the 10th May 1892.
Public Works Department Order No. 172 R. Stat., dated the 13th May 1893.

Read also—

The following note by the Director General of Railways, No. 126 Statistics, dated the 16th April 1894, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the nine months ending the 30th September 1893.

The following summary gives the total number of accidents to trains, rolling stock, permanent-way, etc., for the nine months ending the 30th September 1893, distributed under the classification adopted in abstract No. 4 of the returns:

Serial No.	CLASSES OF ACCIDENTS.	NINE MONTHS ENDING THE 30TH SEPTEMBER 1893.									
		NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.			NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.	
		Accidents reported to Local Governments under section 6 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Accidents reported to Local Governments under section 63 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains	4	4	8	4	...	4	...	9	...	5
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	14	25	42	6	15	21	...	...	(a) 2	...
3	Collisions between goods trains or parts of goods trains	11	62	73	7	63	70	...	4	...	3
4	Collisions between light engines	1	21	22	1	20	21	...	...	...	1
5	Passenger trains or parts of passenger trains leaving the rails	25	54	79	11	52	63	...	...	...	...
6	Goods trains or parts of goods trains, engines, etc., leaving the rails	15	244	259	10	221	231	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	4	45	49	...	60	60	...	...	1	1
8	Trains running into stations or sidings at too high a speed	...	4	4	2	13	14	...	8	...	...
9	Trains running over cattle on the line	5	1,574	1,579	2	1,684	1,686	...	...	...	...
10	Trains running over obstructions on the line	7	104	111	4	108	112	(b) 1	...	3	43
11	Trains running through gates at level-crossings	1	47	48	1	37	38	...	...	2	...
12	The bursting of boilers of engines	...	91	91	...	142	142	...	...	...	...
13 (n)	The bursting of tubes, etc., of engines	...	10	10	...	10	12	...	...	...	...
13	The failure of machinery, springs, etc., of engines	...	320	320	...	317	317	...	...	...	...
14	The failure of axes	...	5	5	...	8	8	...	...	...	...
15	" " wheels	...	36	40	...	27	28	...	...	...	...
16	" " of axles	...	3	3	...	3	5	...	...	...	...
17	" " of brake apparatus	...	2	149	151	1	182	183	...	...	1
18	" " of couplings	...	...	...	...	...	...	...	...	...	...
19	" " of tunnels, bridges, viaducts, culverts, etc.	...	4	8	...	3	8	...	...	...	...
20	Broken rails	...	38	38	...	41	41	...	...	...	...
21	The flooding of portions of permanent-way	...	57	65	...	64	101	...	...	...	...
22	Slips in cuttings or embankments	...	39	47	...	23	29	...	...	...	...
23	Fires in trains	...	4	133	137	1	100	101	1	1	...
24	Fires at stations, or involving injury to bridges or viaducts	...	1	49	50	1	34	35	(b) 2	...	2
25	Other accidents	...	8	167	175	6	124	130	...	...	...
TOTAL FOR THE NINE MONTHS ENDING THE 30TH SEPTEMBER 1893		...	...	...	102	3,378	3,480	(c) 4	20	4	58
Average of the corresponding periods of 1891 and 1892		...	...	...	146	3,251	3,307	9	47	17	40
		...	...	...	...	...	...	...	...	26	87

(n) One of these was a postal employé.
(b) Not passengers.
(c) Of these, three were not passengers.

2. As compared with the average of the two corresponding periods of 1891 and 1892, the number of accidents to trains, rolling stock, permanent-way, etc., during the nine months ending the 30th September 1893 shows an increase of 83, or of 2.41 per cent., with an increase of 682.21 miles or of 3.94 per cent. in the mean mileage worked, and of 1,679,636 miles or of 3.57 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," 21 against 12; "Passenger trains or parts of passenger trains leaving the rails," 63 against 79; "Goods trains or parts of goods trains, engines, etc., leaving the rails," 231 against 250; "Trains running over cattle on the line," 1,686 against 1,539; "The bursting of tubes, etc., of engines," 142 against 91; "The failure of machinery, springs, etc., of engines," 837 against 320; "The failure of axles," 28 against 40; "The failure of couplings," 183 against 151; "The flooding of portions of permanent-way," 101 against 85; "Slips in cuttings or embankments," 29 against 47; "Fires in trains," 101 against 137; "Fires at stations or involving injury to bridges or viaducts," 35 against 50; and "Other accidents," 180 against 175.

4. "Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line" showed a decrease of 21 accidents, viz., 8 under "Serious" and 13 under "Minor." The decrease under "Serious" was chiefly due to the numbers recorded on the East Indian and North Western (state) railways having fallen from 5 to 2 and 3 to 1 respectively, while under "Minor" the chief variations were an increase of 6 on the East Indian railway and decreases of 8 on the Eastern Bengal (state) railway, 4 on the Bengal and North-Western railway, including the Tirhoot section, and 3 on the Burma (state) railway.

5. There was a decrease of 16 accidents under "Passenger trains or parts of passenger trains leaving the rails," of which 14 were under "Serious" and 2 under "Minor." Under "Serious" the largest decrease took place on the East Indian railway, which returned 1 against 7, while four other railways showed a decrease of 2 each. The decrease under "Minor" was chiefly the result of a decrease of 6 on the Eastern Bengal (state) railway, which was, however, nearly counterbalanced by an increase of 5 on the Southern Mahratta railway.

6. The decrease of 28 accidents under "Goods trains or parts of goods trains, engines, etc., leaving the rails" was made up of 5 under "Serious" and 23 under "Minor." The North Western (state) railway showed a decrease of 3 under "Serious," while under "Minor" the principal variations were an increase of 15 on the East Indian railway and decreases of 16 on the South Indian railway and 15 on the Eastern Bengal (state) railway.

7. The number of cattle accidents was largest on the Southern Mahratta railway, viz., 307; next to that line comes the South Indian railway with 216; then the North Western (state) railway with 130; the Eastern Bengal (state) railway with 126; the Rajputana-Malwa state railway with 116; the East Indian railway with 112; the Nizam's Guaranteed State railway with 99; the Oudh and Rohilkhand (state) railway with 88, and the Great Indian Peninsula railway with 85.

As compared with the average of the corresponding periods of the two previous years, the chief increases occurred on the Southern Mahratta, the Nizam's Guaranteed State, and the Great Indian Peninsula railways, viz., 47, 34, and 32 accidents, respectively.

In relation to train-mileage run, the number was highest on the Nizam's Guaranteed State railway, which gave an average of 1 accident in 5,012 train miles, the Dibru-Sadiya railway coming next with an average of 1 in 5,130; then the Southern Mahratta, the South Indian, the Bengal-Nagpur, and the Eastern Bengal (state) railways with averages of 1 in 5,730, 1 in 11,254, 1 in 19,029, and 1 in 19,120, respectively.

The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, viz., 1 in 175,178; the Morvi railway coming next with an average of 1 in 118,634; then the Great Indian Peninsula railway with 1 in 100,723, the East Indian railway with 1 in 68,799, the Gackwar's Dabhoi railway with 1 in 66,022, and the Darjeeling-Himalayan railway with 1 in 54,488.

8. Under "The bursting of tubes, etc., of engines," there was an increase of 51 accidents, with an increase of 38 on the Southern Mahratta railway alone.

9. The number of accidents from "The failure of machinery, springs, etc., of engines" was more by 17. The principal variations were an increase of 69 on the Great Indian Peninsula railway, and decreases of 27 on the East Indian railway and 21 on the Bengal-Nagpur railway.

10. There was a decrease of 12 accidents from "The failure of axles," made up of 3 under "Serious" and 9 under "Minor." The decrease under "Serious" was due to a falling off of one each on four railways and that under "Minor" chiefly to a decrease of 6 on the Jorhát railway.

11. Under "The failure of couplings," the accidents rose from 151 to 183, there being a decrease of 1 under "Serious" and an increase of 33 under "Minor." The increase under "Minor" was chiefly contributed by the Dibru-Sadiya and the South Indian railways, on which the figures rose from 11 to 29 and 2 to 12, respectively.

12. "The flooding of portions of permanent-way" showed an increase of 5 accidents under "Serious" and of 11 under "Minor." The principal variations under "Serious" were an increase of 11 on the Bhavnagar-Gondal-Junagarh-Porbandar railway and a decrease of 7 on the North Western (state) railway, while the increase under "Minor" was chiefly contributed by the North Western (state) railway, on which the accidents numbered 21 against 9.

13. The accidents from "Slips in cuttings or embankments" were less by 18, viz., 2 under "Serious" and 16 under "Minor." The Bengal-Nagpur railway chiefly accounted for the decrease, the figures being 1 against 4 under "Serious" and 2 against 15 under "Minor."

14. Under "Fires in trains" there was a decrease of 36 accidents, of which 3 were under "Serious" and 33 under "Minor." The decrease under "Serious" was due to there having been one less on each of four railways, and that under "Minor" chiefly to the number recorded on the Great Indian Peninsula railway having fallen from 40 to 17.

15. The decrease under "Fires at stations, or involving injury to bridges or viaducts" was chiefly due to a falling off of 18 accidents on the Eastern Bengal (state) railway.

16. The decrease in the number of cases recorded under the head "Other accidents" was made up of 2 under "Serious" and 43 under "Minor." The decrease under "Minor" was chiefly accounted for by a decrease of 27 accidents on the East Indian railway.

17. Under "Trains or engines travelling in the wrong direction through points," there was a decrease of 4 accidents under "Serious" and an increase of 15 under "Minor." The decrease under "Serious" was equally distributed over four railways, while of the increase under "Minor" the North Western (state) railway was responsible for 12 accidents.

18. The accidents from "Trains running through gates at level-crossings" numbered 38 against 48, of which 5 against 12 took place on the South Indian railway alone.

19. 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, 46 killed and

126 injured against 49 killed and 136 injured, and, in the case of servants, 120 killed and 408 injured against 131 killed and 426 injured. (For details, *vide* abstract No. 2.)

20. Compared with the average of the corresponding periods of the two previous years, the mean mileage open was 18,004.44 miles against 17,322.23 miles, the train-mileage run amounted to 48,738,467 miles against 47,058,831 miles, and the number of passengers carried was 91,808,788 against 87,286,391. There were seven accidents for every 100,000 train-miles run.

Statistical summary. Out of a total of 91,808,788 passengers travelling, only one passenger was killed and 20 were injured by accidents to trains as classified in paragraph 1. This gives an average of one casualty in 4,514,704 persons travelling and an average of one in 199,511,885 miles travelled.

Including casualties to passengers from causes other than accidents to trains, rolling stock, etc. (*vide* paragraph 19), the total numbers of passengers killed and injured were 47 and 146 respectively, giving an average of one killed in 2,017,208 and one injured in 619,375, or an average, on the total number of killed and injured, of one in 191,237 passengers travelling.

21. The total casualties to persons from all causes, including trespassers, Total casualties from all causes. cases of suicide, etc., were 411 killed and 696 injured against 460 killed and 727 injured, the average of the two corresponding periods of 1891 and 1892. (For details, *vide* abstract No. 2.)

22. In addition to the above, 48 persons were reported to have been killed and 171 injured in yards, workshops, etc., and 517 persons to have died in carriages and at stations from causes unconnected with the working of trains.

23. The accidents for the third quarter of 1893 are dealt with in the following note:

Note on accidents for the 3rd quarter of 1893.

The following table gives the number of accidents, as classified in paragraph 1 of the previous note, 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 3rd quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	...	2	...	1	...	3
North Western (state)	1	...	...	...	1	...	1
Great Indian Peninsula	2	...	...	2	39	2	39
Rajputana-Malwa	1	...	...	1	...	1	...
Jodhpore-Bikaner	1	...	...	...	3	...	3
TOTAL	...	...	2	3	44	3	46
Average of the two corresponding quarters of 1891 and 1892	...	2	4	1	6	3	10

2. *East Indian railway.*—On the 7th July 1893, the leading door of a covered wagon attached to an up passenger train, which had been opened by some passengers, collided at Mankar with the sunshade and cooler of a second class carriage on a down mail train. Two passengers were slightly injured.

On the 12th September 1893, a collision took place at Moghal Sarai between a light engine and some wagons standing in a siding. The driver was seriously injured.

3. *North Western (state) railway.*—On the 14th July 1893, a double engine ballast train, whilst shunting in the Mandra yard, parted owing to the draw bar hook and side chains of a truck having broken. The rear portion, after breaking away, went down an incline towards Riwat, and then, running for some distance up an ascending grade, commenced to roll back, and, when about a mile out of Mandra, collided with the rest of the train, which was being taken out by the guard to pick up this run-away portion. A railway servant was slightly injured, and there was also considerable damage to rolling stock.

4. *Great Indian Peninsula railway.*—On the 24th July 1893, the rear brake and some wagons of a ballast train were thrown off the line down a bank at mileage 111 near Deolali owing to the train having come in contact with a trolley. The accident was due to the excessive speed at which the train was moving and to the failure of the engine staff to act promptly on the guard's signal. Two coolies were killed and thirty-seven coolies and the guard of the train injured.

On the 9th August 1893, a carriage door of a down train, supposed to have been opened by a passenger, struck the engine and incline van of an up ghat train at mileage 82½ near Igatpuri. A railway servant was injured.

5. *Rajputana-Malwa railway.*—On the 3rd July 1893, an up local mixed train was received on a wrong line at the Kharwa station. A railway servant who was standing on this line was killed by the train.

6. *Jodhpore-Bikaner railway.*—On the 11th September 1893, an up local mixed train collided with an engine shunting at the Luni junction. Three railway servants were injured.

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

Under Secretary.

Documents accompanying.

Abstract returns of accidents for the nine months ending the 30th September 1893.

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

No. 3492

Enclosure to P. W. D. No. 148 R. Stat., dated the 26th April 1894.

*Loose or 1
PW 3492/54*

Recd: 9.5.94

*Rs. 1539
12.5.94*

*Copy forwarded to A.M.
and A for information.*

Recd

9/5/94

7/11/94

4/5/94

for E.R.

9-5-94

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE
NINE MONTHS ENDING 30TH SEPTEMBER 1893.

G. I. C. P. O.—No 1707 P. W. D.—1491—200.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the NINE months ending the 30th September 1903, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed.	Injured.
PASSENGERS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	20
By accidents from other causes, including accidents from their own want of caution or misconduct	46	126
SERVANTS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	4	58
By accidents from other causes, including accidents from their own want of caution or misconduct	120	408
OTHER PERSONS:—		
Whilst passing over railways at level-crossings	10	5
Trespassers	198	70
Suicides	65	5
Miscellaneous, not included in either of the above	7	4
TOTAL	441	696

No. 2.

No. 2.

the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the accidents occasioning the death or injury.

NUMBER of PERSONS reported, during the NINE months ending 30th September 1893, as KILLED or INJURED, in INDUSTRY, PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

[illegible]

(a) In the Umbalganja and Tachowar railways.	(d) Includes the narrow gauge sections and the Havel Central railway.
(b) " the Bhagalpur railway.	(e) " the Manjha Coal, Lohadi-Mahmad, Khan gain and Anaroli railways.
(c) " the Jalandhar-Embarok, Rajpura-Dhatinda and Jammu and Kashmir railways.	(f) " the Lucknow's Potted railway and the Goulara Limbers section of the Godhra-Mumbar railway.

[illegible]

(g) Includes the Marwada extension and the Marwada-Godavari section of the East Coast railway.
(h) Includes the Northward's Mahanad railway.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others and of railway servants killed or injured in each class of accident.

I.—East India Co.		II.—United Nations				III.—Indian Railways				IV.—North Western (State)			
No.	Total	No.	Total	No.	Total	No.	Total	No.	Total	No.	Total	No.	Total
Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.	Accidents reported to Local Government under Act, No. IX of 1900.
Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.	Other accidents.
Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.	Killed.
Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.
Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.	Number of passengers and others.
Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.	Number of railway servants.
Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.	Total all classes.
1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	7	0	1	1	1	1	1	1	1	1	1	1	1
4	17	21	1	1	1	1	1	1	1	1	1	1	1
1	6	7	0	0	0	0	0	0	0	0	0	0	0
1	7	8	0	0	0	0	0	0	0	0	0	0	0
...	47	47	...	...	...	...	...	...	...	...	...	...	...
...	6	6	...	...	...	...	...	...	...	...	...	...	...
...	112	112	...	...	...	...	...	...	...	...	...	...	...
...	9	9	...	...	...	...	...	...	...	...	...	...	...
...	4	4	...	...	...	...	...	...	...	...	...	...	...
...	2	2	...	...	...	...	...	...	...	...	...	...	...
...	18	18	...	...	...	...	...	...	...	...	...	...	...
...	2	2	...	...	...	...	...	...	...	...	...	...	...
...	3	3	...	...	...	...	...	...	...	...	...	...	...
...	2	2	...	...	...	...	...	...	...	...	...	...	...
...	1	1	...	...	...	...	...	...	...	...	...	...	...
...	12	12	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	1	1	...	...	...	...	...	...	...	...	...	...	...
...	2	2	...	...	...	...	...	...	...	...	...	...	...
...	8	8	...	...	...	...	...	...	...	...	...	...	...
...	4	4	...	...	...	...	...	...	...	...	...	...	...
...	7	7	...	...	...	...	...	...	...	...	...	...	...
...	9	27	260	2	2	2	2	2	2	2	2	2	2
TOTAL ALL CLASSES													

(a) Includes the Delhi-Umduh-Katta and Terigar railways.

(b) Poda-Benapur.

(c) Includes the Bhupat-Nal railway.

(d) Includes the Hyderabad-Umarot, Rajpore-Umduh and Jammu and Kashmir railways.

(e) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.—continued.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, AND OF RAILWAY-SERVANTS KILLED OR INJURED FOR TRAFFIC IN INDIA, DISTINGUISHING THE DIFFERENT CLASSES OF ACCIDENTS AND THE NUMBER OF PASSENGERS AND OTHERS, AND OF RAILWAY-SERVANTS KILLED OR INJURED																																																																																																																																																							
XI.—Ganges and Narmada Rivers						XII.—Lachar River (State)						XIII.—Ganga Indian Peninsula						XIV.—Bombay, Madras and Central India																																																																																																																																					
No.	Total	Killed	Injured	Number of passengers and others	Total all classes	No.	Total	Killed	Injured	Number of passengers and others	Total all classes	No.	Total	Killed	Injured	Number of passengers and others	Total all classes	No.	Total	Killed	Injured	Number of passengers and others	Total all classes																																																																																																																																
																								Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	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Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	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Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	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Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.	Accidents reported in Local Government under Act No. 13 of 1901.

TOTAL ALL CLASSES

(a) Includes the narrow gauge sections and the Bhagal Central railway.

(b) Includes the Wadia Coal, Doodh-Mamud, Khamsen, and Amrit railway.

(c) Includes the Gadhwa's Pelled and the Gadhwa-Limbud sections of the Gadhwa-Limbud railway.

ABSTRACT, No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.—continued.

	XXI.—MADRAS.					XXIV.—TAN NIZAM'S ORIENTAL RAILWAY DATA. (c)					XXIII.—BANGAL AND NORTH-WESTERN (TANZANIA AND COMPANY'S SERVICES).					XXIV.—SOUTHERN RAILWAY. (d)				
	No.	Number of passengers and others		Total all claims	Total.	No.	Number of passengers and others		Total all claims	Total.	No.	Number of passengers and others		Total all claims	Total.	No.	Number of passengers and others		Total all claims	Total.
		Killed.	Injured.				Killed.	Injured.				Killed.	Injured.				Killed.	Injured.		
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains having the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., 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. Ditto over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	1 114 115	1	1	1	23 125 164	70	70	1 257 298	1	257 298	1	257 298	1	257 298	1	257 298	1	257 298	1	257 298

(e) Include the Beamsdale extension and the Urquhart-Jolliffe section of the East Coast railway.

[illegible]

ABSTRACT NO. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.—*continued.*

[illegible]

TOTAL ALL CLASSES

the Mymensingh and the Diphang railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	XLVII.—KANSAS AND KANSAS (COMPARTMENT SECTION). (a)					XLIX.—DURHAM.					LIII.—JAMES-REAR (JAMES AND REAR SECTIONS).					LIV.—UNIVERSITY-REAR-REAR (UNIVERSITY AND REAR SECTIONS). (b)				
	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes
		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.			Killed.	Injured.			Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3. Collisions between goods trains or parts of goods trains.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4. Collisions between light engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5. Passenger trains or parts of passenger trains leaving the rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7. Trains or engines travelling in the wrong direction through points.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8. Trains running into stations or sidings at too high a speed.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9. Trains running over cattle on the line.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10. Ditto over obstructions on the line.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11. Ditto through gates at level-crossings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12. The bursting of boilers of engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13. The failure of machinery, springs, etc., of engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14. The failure of tyres.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15. Ditto wheels.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16. Ditto axles.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17. Ditto brake apparatus.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18. Ditto couplings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19. Ditto tanks, bridges, viaducts, culverts, etc.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20. Broken rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21. The falling of portions of permanent-way.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22. Slips in cuttings or embankments.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
23. Fire in trains.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24. Fire at stations, or involving injury to bridges or viaducts.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25. Other accidents.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL ALL CLASSES.	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	LVII.—JAMSHEDPUR.					LVIII.—DARRANG-HIMALAYAN.					LIX.—THE GANAWA'S DIAGON.					LXI.—MORVI (S.W.).				
	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes
		Total.	Killed.			Injured.	Total.			Killed.	Injured.			Total.	Killed.			Injured.	Total.	
1. Collisions between passenger trains or parts of passenger trains.	11	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3. Collisions between goods trains or parts of goods trains.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4. Collisions between light engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5. Passenger trains or parts of passenger trains leaving the rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7. Trains or engines travelling in the wrong direction through points.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8. Trains running into stations or sidings at too high a speed.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9. Trains running over cattle on the line.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10. Ditto over obstructions on the line.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11. Ditto through gates at level-crossings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12. The bursting of boilers of engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13. The failure of machinery, springs, etc., of engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14. The failure of tyres.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15. Ditto wheels.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16. Ditto axles.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17. Ditto brake apparatus.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18. Ditto couplings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19. Ditto tunnels, bridges, viaducts, culverts, etc.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20. Broken rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21. The falling of portions of permanent-way.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22. Slips in cuttings or embankments.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
23. Fire in trains.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24. Fire at stations, or involving injury to bridges or viaducts.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25. Other accidents.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL ALL CLASSES.	16	16	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

ABSTRACT No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several railways open for traffic in India, reported during the nine months ending 30th September 1893, distinguishing the different classes of accidents and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.

	TOTAL.							
	Number.		Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under Section 33 of the Indian Railways Act 18 of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains	4	...	4	...	9	...	5	14
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	6	15	21	...	...	(a) 2	...	2
3. Collisions between goods trains or parts of goods trains	7	63	70	...	4	...	3	7
4. Collisions between light engines	1	20	21	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	11	52	63	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	10	221	231	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	60	60	...	...	1	1	1
8. Trains running into stations or sidings at too high a speed	2	12	14	...	6	...	...	6
9. Trains running over cattle on the line	2	1,684	1,686	...	...	...	...	...
10. Ditto over obstructions on the line	4	108	112	(b) 1	...	3	43	43
11. Ditto through gates at level-crossings	1	37	38	...	...	2	...	2
12. The bursting of boilers of engines	...	142	142	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	337	337	...	...	...	...	...
14. The failure of tyres	2	10	12	...	...	...	...	...
15. Ditto wheels	...	8	8	...	...	...	...	...
16. Ditto axles	1	27	28	...	...	...	...	...
17. Ditto brake apparatus	...	5	5	...	...	...	...	...
18. Ditto couplings	1	182	183	...	...	1	...	1
19. Ditto tunnels, bridges, viaducts, culverts, etc.	3	5	8	...	...	...	...	...
20. Broken rails	...	41	41	...	...	...	...	...
21. The flooding of portions of permanent-way	33	68	101	...	...	...	...	...
22. Slips in cuttings or embankments	6	23	29	...	...	...	...	...
23. Fire in trains	1	100	101	1	1	...	...	1
24. Fire at stations, or involving injury to bridges or viaducts	1	34	35	(b) 2	...	...	2	...
25. Other accidents	6	124	130	...	...	...	...	...
TOTAL ALL CLASSES	102	8,378	8,480	(c) 4	20	4	58	68

Mean mileage worked	18,004.44
Number of servants employed	178,382
Train-mileage of all descriptions	45,799,467
Number of passengers carried	91,808,768
Passenger-mileage	4,169,749,505
Per mile open—	
Train-mileage of all descriptions	2,707
Number of passengers carried	5,266
Passenger-mileage	232,706
Total passengers—	
Killed per million of passengers	0.011
Injured per ditto ditto	0.212
Killed per million of passenger-miles	0.000
Injured per ditto ditto	0.005

(a) One of these was a partial employee.
(b) Not passengers.
(c) Of these three were not passengers.

INDIAN RAILWAYS.

Abstract returns of accidents for the nine months ending the 30th September 1893 and the Government of India order thereon.

ERRATA.

GOVERNMENT OF INDIA ORDER NO. 148 R., STAT., DATED THE 26TH APRIL 1894.

In the table in paragraph 1, page 1, under "Nine months ending the 30th September 1893," make the following corrections—

Against heading "10.—Trains running over obstructions on the line," under column "Accidents reported to Local Governments, &c.," for "4" read "5"; under "Total" for "112" read "113"; under "Number of servants—killed" for "3" read "4"; and under column "Total all classes—killed" for "4" read "5".

Against heading "Total for nine months ending the 30th September 1893" under column "Accidents reported to Local Governments, &c.," for "102" read "103"; under "Total" for "3,480" read "3,481"; under "Number of servants—killed" for "4" read "5"; and under column "Total all classes" for "8" read "9".

In paragraph 2, page 2, for "increase of 83 or 2.44 per cent." in the fourth line read "increase of 84 or 2.47 per cent."

In paragraph 21 for "441 killed" in the second line read "442 killed."

Substitute the following for table in paragraph 1, page 4.

Railway.	Number of accidents during the 3rd quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	...	2	...	1	...	3
North-Western (state)	2	...	...	1	1	1	1
Great Indian Peninsula	2	...	...	3	39	2	39
Rajputana-Malwa	1	...	...	1	...	1	...
Jodhpore-Bikaner	1	...	...	...	3	...	3
TOTAL	...	...	2	4	44	4	46
Average of the two corresponding quarters of 1891 and 1892.	...	2	4	1	6	3	10

Add the following as sub-para. to paragraph 3 on page 5 of the same—

On 3rd August 1893, a Sub-Inspector's trolley was overtaken and run over by No. 8 Down mail at mile 17.5 between Bagotora and Laki, and a trolley-man while attempting to remove the trolley from the line was killed. The accident was due to a mistake and error of judgment on the part of the Sub-Inspector.

ABSTRACT RETURNS OF ACCIDENTS.

ABSTRACT NO. 1.

Against "Servants"—"From accidents to trains, rolling-stock, permanent-way, etc.," under column "Killed" for "4" read "5", and against "Total" under column "Killed" for "441" read "442".

ABSTRACT NO. 2.

North-Western (state) railway.

Under "Servants"—"From accidents to trains, etc.—see Abstracts Nos. 3 and 4", column "Killed," for "nil" read "1".

Under "Servants"—"Total servants," column "Killed," for "16" read "17".

Under "Total all classes," column "Killed," for "66" read "67".

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Total 1893.

Under "Servants"—"From accidents to trains, etc.—see Abstracts Nos. 3 and 4" column "Killed" for "4" read "5".

Under "Servants"—"Total servants", column "Killed" for "124" read "125".

Under "Total all classes", column "Killed" for "441" read "442".

ABSTRACT NO. 3.

North-Western (state) railway.

Against heading "10.—Trains running over obstructions on the line," under column "Accidents reported to Local Governments, &c.," for "1" read "2"; under column "Total" for "7" read "8"; under "Number of servants—killed" for "nil" read "1" and under "Total all classes—killed" for "nil" read "1".

Against "Total all classes" under column "Accidents reported to Local Governments, &c.," for "22" read "23"; under "Total" for "484" read "485"; under "Number of servants—killed" for "nil" read "1"; and under "Total all classes—killed" for "2" read "3".

ABSTRACT NO. 4.

Against heading "10.—Trains running over obstructions on the line," under column "Accidents reported to Local Governments, &c.," for "4" read "5"; under "Total" for "112" read "113"; under "Number of servants—killed" for "3" read "4"; and under column "Total all classes—killed" for "4" read "5".

Against heading "Total all classes" under column "Accidents reported to Local Governments, &c.," for "102" read "103"; under "Total" for "3,480" read "3,481"; under "Number of servants—killed" for "4" read "5"; and under column "Total all classes—killed" for "8" read "9".

605C

Dec. 8.8.94

No 2538 d/ 14.8.94

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Endt. No 1537 d/ 12.5.94.

for ER.