

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 239-40R

DATED 20th April

[Despatch Abstract.]

Returns of accidents on the Madras & South Indian Railways for the fourth quarter of 1893, — Ordered that the — be forwarded in original to the Director-general of Railways with the request that this group may be furnished with 40 copies of the general return of accidents for all railways in India.

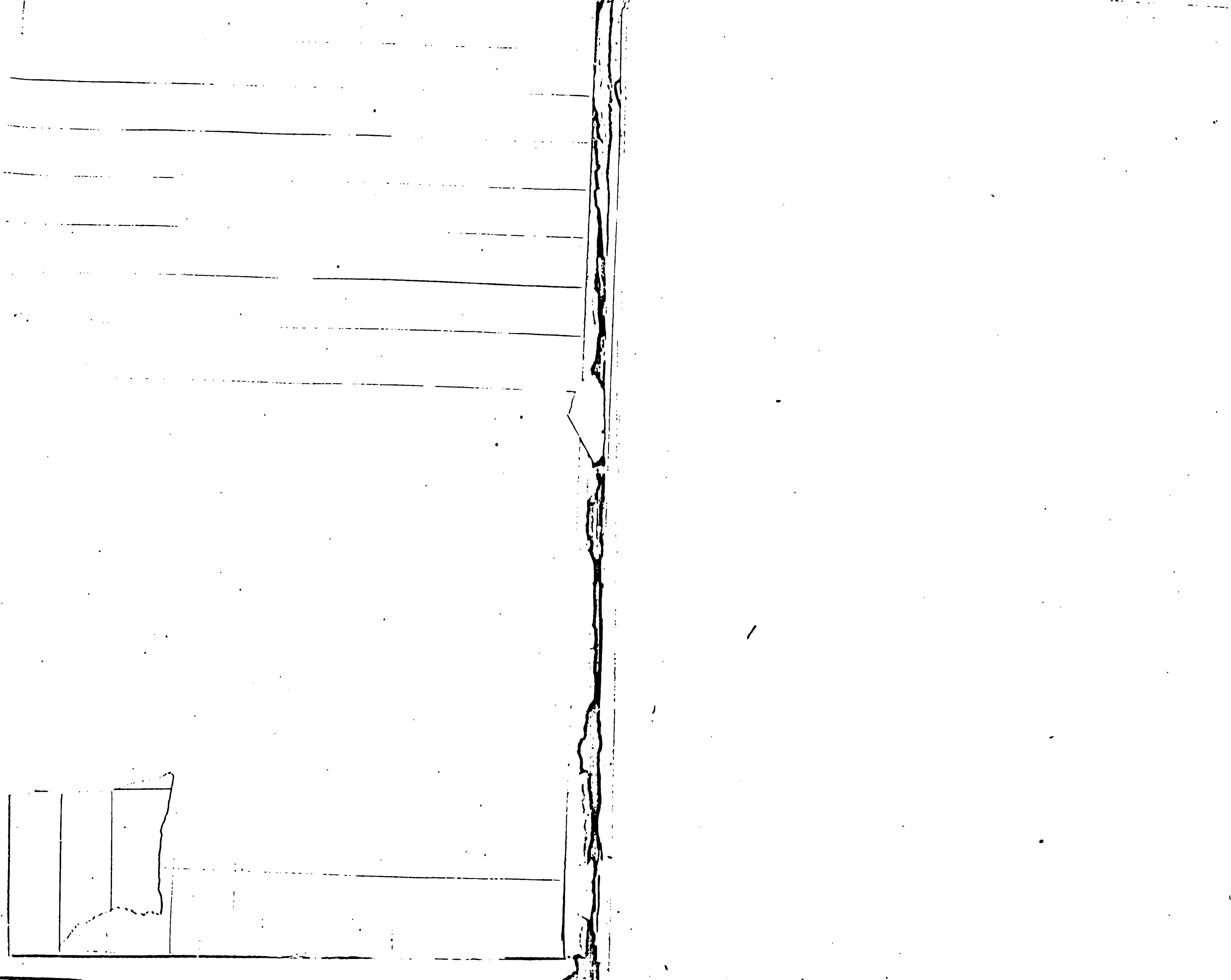
Director General of Railways, addressed.

BACK PAPERS.

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FURTHER PAPERS,

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



PART III.

Return of Accidents reported during the 4th quarter of 1893, 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 Decr 1893	Serianarayagum	cleaner	Chettipalayam	"	"	"	1	19	While turning an engine on a turn-table he accidentally placed his foot too close to the cog wheel.
8 th Decr '93	Gamben	acting Gangcool	Between Kallanur and Morapoor.	"	"	"	1	5	Injured by the wheel of a heavy truck while attempting to jump on to it.
14 th —do—	Jaganathan	Shunting porter	Madras central station	"	"	"	1	15	has lost 1.1

PART III.

Return of Accidents reported during the 4th quarter of 1893, 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.		
2 nd October '93	Venkatroyaloo	Fireman	Sholingur	u	1	u	u	17	was injured by an accidental fall of wood from trolley
11 th —do—	Charayanasawmy	Porter	Saltcoates station	u	u	u	1	13	Struck by the foot-board of a brake-van while it was being turned on a turntable.
17 th —do—	Charayana	Fitter	Sholingur goods shed	u	1	u	u	13	While oiling a wagon turntable an empty wagon which was being hand-shunted passed over him
4 th of Nov 1893	Venkatasawmy	points-man	Podanur	u	u	1	u	1	While erecting the

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 1893.

Date.		Nature and Cause of Accident.
Month.	Day.	
November	7	Owing to the bursting of tanks caused by heavy rain the line from miles <u>102</u> to <u>106</u> of P.L. was submerged for a depth of 3 feet for a distance of $\frac{1}{4}$ mile. The ballast was completely washed away, and the tank was cut up in several places.
"	9	Owing to the sudden rise of water in the Periyapollim river which runs close and parallel to the Railway, due to heavy rain in the adjacent hills, the tributary stream which crosses the Railway through a 20 feet opening at <u>322</u> miles between Karamadai and Periyanaikan polaiyanvilgini Brakesh was ponded back and washed away the ballast leaving the rails suspended for a length of about 160 feet causing the derailment of a passenger train.

PART I.

Return of Failure of Tyres reported by the *Madras* Railway during the *4th* quarter of 1893.

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

PART I.

Return of Failure of Wheels reported by the *Indreas* Railway during the *4th* quarter of 1893.

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

Indreas 14-12-1893

PART I.

Return of Cases reported by the Madras ~~and South Indian~~ Railways during the 4^{th} quarter of 1893, 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 Indian Railway pattern.

Date.		Nature and Cause of Accident.
Month.	Day.	
Nov.	21	A buffalo was run over by a train he not known between Vanganur and Gadpatri stations. Also and Wire fence in good order.
"	25	A cow was run over by a mail train between Kamamudram and Kolare Road stations. Also fence in good order.
"	29	A bullock was run over by a mail train between Hoorykode and Olavakode stations. Stone wall fence in good order.
Dec.	14	A sheep was run over by a mixed train between Bangalore

PART I.

Return of Cases reported by the Madras and South-Indian Railway during the ^{4th} quarter of 1893, 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	11	A cow was run over by a passenger train between Renigunta and Alimandur stations. Stone wall fence in good order.
"	21	A cow was run over by a mail train between Kallavi and Gamalapati stations. Stone fence in good order.
"	27	A bull was run over by a passenger train between Ucanipad and Kodiv stations. Stone fence in good order.
November	10	A buffalo was run over by a light engine between Secunder and Sammamuri stations.

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras and South-Indian Railways during the quarter of 1893, 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.	Injured.	Killed.	Injured.	From causes beyond their own control.	Injured.	Killed.	Injured.	From their own misconduct or want of caution.	Killed.
		turned into the platform line instead of continuing on the main line.	14.7	"	4	"	"	"	"	"	"	"	8

PART I.

Return of Accidents to ~~Trains~~, Rolling Stock, Permanent Way, &c., reported by the Madras and ~~South-Indian~~ Railway during the quarter of 1893, 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.	Injured.
October	31 st	An O.S. wagon attached to a mixed train was found on fire at 99 miles N.W. Caused by sparks from the Engine. Engine burning wood Spark arrester and ash pan in good order.									
Nov ^r	7 th	The line was damaged by the flow of water from the Thalanganai tank which scoured.									

Part IV

The following accidents to Railway servants and others not included in Parts I, II and III have also been reported by the South Indian Railway during the 4th quarter of 1893.

Date of accident-	Nature and Cause of accident-	Passengers & others Railway servants Causes misconduct Caused misconduct beyond own or want beyond or want control of caution over control of caution Killed injured Killed injured Killed injured
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PART III.

Return of Accidents reported during the 4th quarter of 1893, by the S. S. 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.		
20-10-93	Kundalawamy	Cooly fitted	Villupuram Junction station	"	1	"	"	13	While the man was engaged in re-lagging the boiler of an engine the canopy fell on him.

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 1893, 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.			
			Cause beyond own control.	Misconduct or want of caution.	While passing over Railway at Level-crossings.	Trespassers and Suicides.	Miscellaneous not included in previous columns.		
4-10-93	A Boy aged 12 years who was travelling in a 3 rd class carriage in alighting from the carriage before the train came to a stand, fell and was caught between the footboard and the platform at Pallavaram station.	1	-	-	-	-	-	-	-
23-10-93	A man who was crossing the line was struck by the engine of a goods train between Ungajur and Patur.	6	-	-	-	-	-	-	-
18-11-93	A man while trespassing on		-	-	-	-	-	-	-

PART I.

Return of the Damage done to the Permanent Way by Floods reported by the Madras and South Indian Railway during the $4\frac{26}{100}$ quarter of 1893.

No.	Date.		Nature and Cause of Accident.
	Month.	Day.	
Nov ²⁴	7		Owing to very heavy rain which fell on the Country traversed by the South Indian Railway between Renigumla and Etchare the line was breached at intervals.
"	"	"	The Railway embankment was breached at various places between mileages B $302\frac{3}{3}$ and B $323\frac{56}{13}$ of B. owing to flood water standing from 10 to 14 feet against the embankment percolating and tunnelling its way through the earthwork.
"	23		Flood water accumulated against and breached the main line near $250\frac{5}{5}$ passing to the southward it swept down on to the Erode Branch between the Fort Station and B 255 submerging and breaching the line from B $252\frac{3}{3}$ to B $264\frac{19}{19}$ miles
"	24		The line was breached and washed over at intervals from B $235\frac{14}{14}$ to B $236\frac{10}{10}$. Caused by the breaching of large irrigation channels in the neighbourhood.

PART I.

Return of Failure of Axles reported by the *South Indian* Railway during the *4th* quarter of 1893.

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

PART I.

Return of Rails found fractured in the Permanent Way reported by the L. J. Railway during the 4th quarter of 1893.

DATE WHEN FOUND FRACTURED.		Nature and Cause of Fracture.
Month.	Day.	
		<i>Nil</i>

18-11-93 84 man while working

Return of Failure of Wheels reported by the *South Indian* Railway during the *4th* quarter of 1893.

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

PART I.

Return of Failure of Tyres reported by the *South Indian* Railway during the *4th* quarter of 1893.

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

1. 18-11-93. *cf* man while trespassing on

PART I.

Return of Cases reported by the ~~Madras~~ and South Indian Railway during the 4th quarter of 1893, 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 Indian Railway pattern.

Date.		Nature and Cause of Accident.
Month.	Day.	
Decr.	16	No. 15 Mail train ran over the shutters of a small gate about 300 miles which had been taken off their hinges and placed on the line.
"	25	Two calves were run over by a mail train between Kodaikanal and Chidambaram stations. Wire fence in good order.
"	26 th	A bull was run over by a mail train between Salaparam and Sitticorin stations. Wire fence in good order.

PART I.

Return of Cases reported by the ~~Madras~~ and South Indian Railways during the ^{4th} quarter of 1893, 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.

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DATE.		Nature and Cause of Accident.
Month.	Day.	
Nov ^r	29	A cow was run over by a mail train between Narasingampet and Kuttalam stations. close fence in good order.
"	30	A bull was run over by a mail train between Villikuppam and Panvuti stations. close fence in good order.
Dec ^r	2 nd	Two goats were run over by a Special goods train between Vitti and Sanjore stations. close fence in good order.
"	"	A cow was run over by a Goods train between Villikuppam

PART I.

Return of Cases reported by the ~~Madras and~~ South Indian Railway during the 4th quarter of 1893, 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 Indian Railway pattern.

Date.		Nature and Cause of Accident.
Month.	Day.	
Nov.	9	A cow was run over by a mixed train between Valavanur and Kondamangalam stations. Close fence in good order.
"	10	Two buffaloes were run over by a special goods train between Kalikiri and Vayalpad stations. Line unfenced.
"	12	Two calves were run over by a mail train at Karasingampet station. Close fence in good order.
"	14	A cow was run over by a mail train between Alaiam and

PART I.

Return of Cases reported by the ~~Madras~~ and South Indian Railway during the $\frac{4}{4}$ quarter of 1893, 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.	20 th	A donkey was run over by a mail train between Kuli-lalai and Lalapet stations. Wire fence in good order.
"	23 rd	A bull was run over by a Goods train between Charampattam and Maduranthakam stations. Wire fence in good order.
"	25	A calf was run over by a Light Engine — between Sinnakottai and Vandarai stations. Wire unfenced.
"	27	A cow was run over by a mail train between Saidapet and Saint Thomas Mount stations. Wire fence not in good order.

PART I.

Return of Cases reported by the Madras and South Indian Railway during the 4th quarter of 1893, 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.
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Date.		Nature and Cause of Accident.
Month.	Day.	
October	1st	A cow was run over by a mixed train between St Thomas Mount and Pallavaram stations. Wire fence in good order.
"	"	A bull was run over by a train not known between Guduvancheri and Kondalur stations. Wire fence not in good order.
"	6 th	A calf was run over by a mixed train between Kulilalai and Sellai-vayatalai stations. Wire fence in good order.
"	8	A cow was run over by a goods train between Kuttalam and Kinnorambet stations. Wire fence in good order.

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras~~ and South Indian Railways during the quarter of 1893, 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.	
Nov.	23	Flood water accumulated against and breached the main line near $250\frac{5}{5}$ Passing to the southward it swept down on to the Erode Branch between the Fort station and E. 255, submerging and breaching the line from E. $252\frac{3}{3}$ to E. $254\frac{19}{19}$ miles 21						
	24	The line was breached						

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 1893, 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.	
Nov ^r	10 th	The ballast under the through siding and a portion of bank at Chidambaram station was washed away. For about 250 feet in length—owing to heavy rainfall.		Killed.	Injured.	Killed.	Injured.	Killed.
"	"	The earth and ballast from under the sleepers in the <u>cooling station</u>						

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the Madras and South Indian Railways during the quarter of 189 , 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 Shiward'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.	From causes beyond their own control.		
Oct ^r	26	On arrival at $9\frac{318}{16}$ miles N.C. & truck attached to a mixed train got derailed and travelled on the ballast to mile 319, resulting in the derailment of all four wheels Caused by excessive speed.	5							
Nov ^r	7	Owing to very heavy								

PART I.

Return of Accidents to Trains, Rolling Stock, Permanent Way, &c., reported by the ~~Madras~~ and South Indian Railway during the quarter of 1893, together with the Number of Persons killed and injured thereby.

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

Date of Accident.		Nature and Cause of Accident.	Classification.	PASSENGERS.			RAILWAY SERVANTS.			Total of all Classes.	
				From causes beyond their own control.	From their own misconduct or want of caution.		From causes beyond their own control.	From their own misconduct or want of caution.			
Month.	Day.			Killed.	Injured.		Killed.	Injured.		Killed.	Injured.
Oct ^r	11	While entering the station at Yanayakamur station a special goods train was allowed into the wrong line and the engine collided with 4 trucks standing on the siding, resulting in the derailment of a C.G. truck owing to the carelessness of the pointman.	3 and 4								

!

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

6

pointman.

22 During shunting operations with a special goods train a truck loaded with salt ran away. The siding being on a falling gradient of 1 in 220. The truck ran through the points to Vadamadura station resulting in the collision with the engine of a special goods train which was approaching Vadamadura from Sindigul at mile 297.5 on a

25
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3

ans
7

rain which fell on the country traversed by the South Indian Railway between Renigunta and Kalluru the line was breached at intervals

21

The Railway embankment was breached at various places between Kalluru - B $\frac{302}{5613}$ and B $\frac{322}{3}$ Kalluru - Branch. Owing to flood water standing from 10 to 14 feet against the embankment percolating and tunnelling its way through the earth work.

21

sidings was washed
down the embankment
owing to heavy rainfall 22

23 The approaches to a 30 foot
girder bridge close to the
river Venner were scoured
at mile $2\frac{1}{4}$ miles main
line. Caused by heavy
rains and bursting of
channel banks 22

" The Railway embankment
was breached at intervals
between miles $\frac{250}{5}$ and $\frac{252}{4}$
main line owing to heavy
and continuous rain aug-
mented by the breaching of
tanks in Pudukkōta state 22

and washed over at intervals from $2\frac{35}{14}$ to $2\frac{36}{10}$. Caused by the breaching of large irrigation channels in the neighbourhood 21

Decr 13th Goods train when entering the Madura station was allowed on to the wrong line and collided with a train of empty carriages standing there resulting in the derailment of some of the carriages. Cause. Neglect of duty of the Shunter and the points-men. 347

... .. run over by a mail train in good order.

" " A calf was run over by a mail train between Polamannur and Pettavayalalai stations. Wire fence in good order.

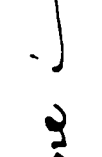
" 10 A calf was run over by a mixed train between Tiruvannamalai and Agaram Sibbandi stations. Line unfenced.

" 11 A bull was run over by a mail train between Moilam and Vittuvandi stations. Wire fence in good order.

" 14 A buffalo was run over by a mixed train between Veddod and Gudure stations. Line unfenced.

" 18 A sheep was run over by a mail train between Salapet and Katatai stations. Wire fence in good order.

" 19 A buffalo was run over by a train not known between Chapakam and Kottai Kottai stations. Wire fence in good order.

- 28th A calf was run over by a light engine  between Britton and Putalapattu stations. Line unfenced.
- 30th While a bullock cart was crossing the line at $6\frac{1}{4}$ miles it was run into and knocked over by a special goods train
- Nov 4th A bull was run over by a mixed train between Chingaleput and Kolatur North stations. Close and wire fence in good order.
- " An ass was run over by a light engine  between Sicheenopoly North and Junction stations. Wire fence in good order.
- " 5 A sheep was run over by a goods train between Sicheenopoly North and Junction stations. Wire fence in good order.
- " 8 A buffalo was killed by a mail train between Sivunxambur and Sicheenopoly Junction stations. Wire and close fence in good order.

Induraman stations. The fence not in good order.

16 A calf was run over by a mixed train between Kivaker and Sivavallu Junction stations. Wire and also fence in good order.

21 A calf was run over by a mail train between Saidapet and Saint Thomas Mount stations. Also fence not in good order.

23rd A calf was run over by a mixed train between Narasingampet and Kuttalam stations. Also fence in good order.

25th A cow and a calf were run over by a mail train between Kadambur and Maniyachi stations. Also fence in good order.

" A cow was run over by a mail train between Salaparai and Tuticorin stations. Wire fence in good order.

26 A bull was run over by a mail train between Chailam and Vikkavandi stations. Also fence not in good order.

and Buddalake crew examinations. one fence in good order.

" A cow was run over by a mail train between Guduvancheri and Singaperumal Corvil stations. the fence not in good order.

" 5th A cow was run over by a mixed train between Gangaikondan and Sinnervelly stations. the fence not in good order.

" 6 A cow, a calf and a buffalo were run over by a mixed train between Pallavaram and Saint Thomas Mount stations. Wire and also fences in good order.

" 10th A bull was run over by a mixed train between Elanapalai and Vairampatti stations. the fence in good order.

" 12th A passenger train ran through the level. Crossing gates at 6 $\frac{250}{9}$ miles.

the earth from behind the wing wall of the bridge at miles $\frac{60}{4.5}$ S.W.D.

22

" Owing to the bursting of tanks caused by heavy rain the line was from $\frac{102}{2}$ to $\frac{106}{6}$ miles S.W.D. submerged for a depth of 3 feet for a distance of $\frac{1}{4}$ mile. The ballast was completely washed away and the bank was cut up in several places 21

" Owing to the sudden rise of water in the Periyapollim river which runs close and parallel to the Railway due to heavy rain on the adjacent hills the

Nov^r 20

An O. & G wagon attached to a mixed train was found on fire at $\frac{206}{8}$ miles S.W.d. Caused by sparks from the engine. Engine burning wood spark arrester and ash pan in good order. 23

" 28

While at # 37 train (made up to Raichur) was standing at the Adoni station platform after having finished station work and awaiting the arrival of No. 4 train from Raichur it was run into by the latter train which was turned

Barmer Stations. Aloe fence in good order.

13th A buffalo was run over by a mail train between Chandalar and Vontimitta stations. Wire and aloe fence in good order.

" A bullock was run over by a down mixed train between Aroor and Thalangi stations. Aloe fence in good order.

14th A sheep was run over by a light engine between Bangalore city and Bangalore Cantonment stations. Wire and aloe fence in good order.

" A cow was run over by a mixed train between Vipagunta and Nagari stations. Wire fence in good order.

15th A pony was run over by an up mixed train between Vanigambadi and Kelandapatti stations. Aloe fence in good order.

Cantonment and Bangalore city stations. Wire fence in good order.

- " 13 A cow was run over by a passenger train between Karamadai and Mettupalaiyam stations. Aloe fence in good order.
- " 16 A calf was run over by a mixed train between Kadalundi and Keroth stations. Wire fence in good order.
- " " A calf was run over by an Up mixed train between Street and Thalangi stations. Aloe fence in good order.
- " 18 A calf was run over by a passenger train between Elbailpatti and Ambur stations. Wire and aloe fence in good order.
- " 21 A buffalo was run over by a train not known between Elbongapatnam and Koodapurem stations. Aloe and wire fence in good order.
- " 24 The level crossing gates at miles $\frac{248}{10}$ S.H.L. were run through and smashed by No 149 train.

N.B. The action of the cowcatcher unless when the contrary is stated was generally efficient.

Merchant when passing through
the wicket gate at Serambur was
knocked down by an engine

6-12-93 Dippu Sahib a passenger while
alighting from a train in motion
at Gudiyaturn station fell between
platform and carriages the wheels
passing over one of his feet.

9-12-93 Hyder Sahib while attempting to
cross between the carriages of a
train when in motion at
Whitfield station was run over
and killed

24-12-93 A man was run over by a
train at 262 miles N.W.L.

resulting in instan-
taneous death.

The child's
2071 died in

7 th — do —	Ramasawmy	water cooly	Bangalore city	"	"	1	"	Supposed to have been knocked down by a shunting engine when attempting to cross the line while shunting was being performed.
9 th — do —	Hafizuddin Sheriff	Shunter	Royal Master putnam	"	"	1	4	during shunting operations while standing on the foot board of a brakevan came in contact with wagons on the met line.
10 th — do —	Paufen	water cooly	Kolar Road Station	"	"	1	5	While attempting to jump on the engine in motion
15 th — do —	Yerrasay	Sang cooly	Tinnamur	"	"	1	"	While working by the side of the down platform was struck by the cowcatcher of a train passing resulting in instantaneous death.

The above is a list of accidents.

part

reverse box and use platform while shunting.

was caught under a cross beam while working on the Booga bridge.

While engaged in coupling wagons the lever ball swung round and struck him.

20 th —do—	Choonian	Cooly	Between Buddapah and Keeth-napuram	"	"	1	17	
30 th —do—	Arumugum	Shunting porter	At Honam	"	"	1	18	

Part-iv

The following accidents to Railway servants and others not included in Parts I, II and III have also been reported by the Madras Railway during the 4th quarter of 1893

Date of accident	Nature and Cause of accident	Passengers & others	Railway servants	
		Causes beyond own control or want of caution	Causes beyond own control or want of caution	
		Killed injured Killed injured Killed injured	Killed injured Killed injured Killed injured	

PART V.

List of Deaths of Passengers in Carriages and Stations on the Madras and South Indian Railways during the 4th quarter of 1893, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	Remarks.
				Female.	Male.		
	A native passenger died in Simutani station	8-10-93	Natural Causes		Male	Not known	
	A 3 rd class passenger died at Jalarpet	11-10-93	Fever		Male	26	
	A 3 rd class passenger was found dead in the 3 rd class waiting room at Tirur	23-10-93	Natural Causes	do		Not known	
	A 3 rd class passenger was found dead in the 3 rd class waiting room at Kolar Road.	26-10-93	do	do		do	

The child of a 3rd class passenger died in a carriage near Guntakal 12-12-77

PART 7.

List of Deaths of Passengers in Carriages and Stations on the Madras and South Indian Railway during the 4th quarter of 1893, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	SEX.		Age.	Remarks.
				Female.	Male.		
	at 3 rd class passenger was found dead at the Central station.	3-11-93	Natural causes		Male	not known	
	—do— was found dead at Jalarpet station.	12-11-93	cholera		Male	—do—	
	—do— do —	28-11-93	do		do	—do—	
	—do— do was found dead at Jalarpet station.	6-12-93	Natural causes		—do—	—do—	
	The child of a 3 rd class passenger died in a — near Juntakal	12-12-93	—do—		—do—	—do—	

PART V.

List of Deaths of Passengers in Carriages and Stations on the Madras and South Indian Railway during the 4th quarter of 1893, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	SEX.		Age.	Remarks.
				Female.	Male.		
	A 3 rd class passenger was found dead on the arrival of 6.45 train at Po-danur.	17-12-93	Natural causes		Male	not known	
	—do—do— died in a train between Yerragudi and Khamapuram.	20-12-93	Fever	Female		do	
	—do—do— died in a train between Conner and Perambur stations.	24-do	Heart-disease		Male	do	

for Cong: Engrs to

for the 4th quarter of 1893.

PART V.

List of Deaths of Passengers in Carriages and Stations on the Madras and South Indian Railways during the 4th quarter of 1893, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	Remarks.
				Female.	Male.		
	A woman was found dead in a 3 rd class carriage on arrival of the mail train at Kumbakonam station.	22-11-93	Natural causes			Female 70	
	On arrival of a mixed train at Madurai station a 3 rd class passenger was found dead.	4-12-93	do			Male 72	

for the 4th quarter of 1893

PART V.

List of Deaths of Passengers in Carriages and Stations on the ~~Madras~~ and South Indian Railway during the 4th quarter of 1893, from causes unconnected with the working of the Line.

No.	Particulars.	Date.	Assigned cause.	Sex.		Age.	Remarks.
				Female.	Male.		
	A man was found dead in a 3 rd class carriage on arrival of the <u>Misore</u> train at <u>Siruvallur</u> junction station.	21-12-93	Natural causes			not known	
	On arrival of a Mail train at <u>Tanjore</u> a female passenger was found dead in a 3 rd class carriage	27-12-93	do			22.	

for Comp. Engrs. for

TELEGRAM URGENT
ORDINARY
DEFERRED

RES DEPARTMENT,
AT BRANCH.

INDIAN TELEGRAPHS.

1869

From *Simla*.

To *Madras*.

24/6. 7/4. 17/11. 28/12.
To *Gov. Secy.*

From *L. J. Py.*

15th. Stat. app. 12th.
Stat. ansatd when may.
accident returned. approach.
matron and Silvia be
expected.

64 Word Form.

- (1) My telegram numbered 2 & dated as follows
- (2) 14th instant
- (3) For the fact cable can you
- (4) Madras
- (5) Some Indian

MADRAS 24-4-34

Recd. from	LN.	Sent to	LN.
At	Time	At	Time
			By
Telegraph Master.			

South Indian Railways
for the 4th quarter 1899

1884
FILE

Form No. 20.

TELEGRAM URGENT
ORDINARY
DEFERRED

FROM

E. R.

TO

D. G. R.
Simla

20/109* Apple (Your telegram
numbered & dated as follows) 1574
Stat antecedent (24th instant)
return was despatched on antea-
(22nd instant).

CMM 25/4.

despatched
25/4

despatched
25/4

10/10/4

B. N. 239 R of 20-4-94

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Return of accidents on the Madras and
South Indian Ry for the 4th Qtr of 1893

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

To The Comdg. Insp. for Ry.
N. E. No 240 R of 20th April 94.

To The Director General
of Ry.
Simla

Sir
In forwarding in original
the Return of accidents
on the Madras and
South Indian Railways
for the 4th quarter of 1893.

I am directed to request -
that this Government
may be furnished
with 4 copies of the annual
return of accidents for
all railways in India

Styl
21/4/94

S.R.

22/4/94

289R / 240R 20th April
March/94.

W/c 24/4