

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 624 R

DATED 22nd November

[Despatch Abstract.]

Return of accidents on Indian Railways for the three months ending the 31st March 1894, — Orders from the Govt of India forwarding the abstract, communicated to the agents, Madras and South Indian Railways.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

Enclosure to P. W. D. No. 429 R. Stat., dated the 26th October 1894.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE THREE MONTHS ENDING 31ST MARCH 1894.

G. I. C. P. O.—No. 64 D. O. R. 7.—10-14-34

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the THREE months ending 31st MARCH 1894, 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.	...	17
By accidents from other causes, including accidents from their own want of caution or misconduct	16	51
SERVANTS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	11
By accidents from other causes, including accidents from their own want of caution or misconduct	47	142
OTHER PERSONS:—		
Whilst passing over railways at level-crossings	6	2
Trespassers	39	27
Suicides	14	1
Miscellaneous, not included in either of the above	5	1
TOTAL .	123	252

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- (a) includes the Delhi-Lahore-Rawalpindi and Peshawar railways.
- (b) " the Bhagalpur railway.
- (c) " the Rajahmundry and Jammu and Kashmir railways.
- (d) " the narrow gauge railways and the Bengal Central and Chuch Behar railways.

(f) includes the Warden's Local District, Warden's and District railways.
(g) .. the G. & N. Railway and the up & down of the G. & N. Railway.
(h) .. the Warden's extension.

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.

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(2) Includes the Guntakal-Mysore frontier, the Southern Maratha, Mysore Section, the Kollapur, the Yavatpur-Mysore frontier and the Mysore-Nanjangud railways.

(i) includes the Rohilward and Kumaon (Lucknow-Moradabad section),
(b) " the Jaunpur-Mughal railway.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the three months ending 31st March 1894, 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.

	East Indian (a).					Bengal-Nagpur (b).					North Western (c).				
	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.	Other accidents.	Killed.	Injured.	Total.	Total.	Other accidents.	Killed.	Injured.	Total.	Total.	Other accidents.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
3. Collisions between goods trains or parts of goods trains.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
4. Collisions between light engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
5. Passenger trains or parts of passenger trains leaving the rails.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
7. Trains or engines travelling in the wrong direction through points.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
8. Trains running into stations or sidings at too high a speed.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
9. Trains running over cattle on the line.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
10. Ditto over obstructions on the line.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
11. Ditto through gates at level-crossings.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
12. The bursting of boilers of engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
12(a). Ditto of tubs, etc., of engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
13. The failure of machinery, springs, etc., of engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
14. The failure of tyres.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
15. Ditto of wheels.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
16. Ditto of axles.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
17. Ditto of brake apparatus.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
18. Ditto of couplings.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
20. Broken rails.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
21. The flooding of portions of permanent-way.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
22. Slips in cuttings or embankments.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
23. Fire in trains.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
24. Fire at stations, or involving injury to bridges or viaducts.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
25. Other accidents.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
TOTAL ALL CLASSES	17	73	79	8	8	1	25	30	1	1	16	14	2	14	208

(a) Includes the Delhi-Jaipur, Delhi-Hathras and Tughlakpur railways.

(b) Not a passenger but a cartman.

(c) Includes the Nagpur-Bombay railway.

(d) Includes the Rajputana and the Jaipur and Kutch railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the three months ending 31st March 1894, 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.

	Gangetic Division (a).					East Coast (b).					Great Indian Peninsula (c).				
	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.	Other accidents.	Killed.	Injured.	Total.	Total.	Other accidents.	Killed.	Injured.	Total.	Total.	Other accidents.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
3. Collisions between goods trains or parts of goods trains.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
4. Collisions between light engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
5. Passenger trains or parts of passenger trains leaving the rails.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
7. Trains or engines travelling in the wrong direction through points.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
8. Trains running into stations or sidings at too high a speed.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
9. Trains running over cattle on the line.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
10. Ditto over obstructions on the line.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
11. Ditto through gates at level-crossings.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
12. The bursting of boilers of engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
12(a). Ditto of tubs, etc., of engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
13. The failure of machinery, springs, etc., of engines.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
14. The failure of tyres.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
15. Ditto of wheels.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
16. Ditto of axles.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
17. Ditto of brake apparatus.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
18. Ditto of couplings.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
20. Broken rails.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
21. The flooding of portions of permanent-way.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
22. Slips in cuttings or embankments.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
23. Fire in trains.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
24. Fire at stations, or involving injury to bridges or viaducts.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
25. Other accidents.	1	2	3	3	3	1	2	3	3	3	1	2	3	3	3
TOTAL ALL CLASSES	17	73	79	8	8	1	25	30	1	1	16	14	2	14	208

(a) Includes the narrow gauge sections and the Bengal Central and the Cooh-Mohar railways.

(b) Not a passenger.

(c) Includes Wazirpur, Dind-Dind, Kharagpur and Asansol railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the three months ending 31st March 1894, 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.

	Bombay, Baroda and Central India (a).					Mysore.					Mysore's Government Works. (c)					Rajasthan and North-Western, (Travancore and Cochin's railways).																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	No.	Total.	Number of passengers and others.		Total all classes.	No.	Total.	Number of passengers and others.		Total all classes.	No.	Total.	Number of passengers and others.		Total all classes.	No.	Total.	Number of passengers and others.		Total all classes.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
			Killed.	Injured.				Killed.	Injured.				Killed.	Injured.				Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
1. Collisions between passenger trains or parts of passenger trains	1	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				</

(a) Includes the United Provinces Railway and the open portion of the Lucknow-Mathura railway.

(b) Not a passenger.

(c) Includes the Mysore railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the three months ending 31st March 1894, 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.

	RAJASTHAN-MALWA (a).						SOUTHERN MALWA (b).						SOME LEVIES.						BOMBAY (c).													
	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	
	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Other accidents.	Total.	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	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	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	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	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	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	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	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	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	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	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	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	1	1	1	1	1	1	1	1	1	1		
13. Ditto of tubes, etc., of engines.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
14. 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	1	1	1	1	1	1	1	1	1	1		
15. The failure of tyres.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
16. Ditto of wheels.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
17. Ditto of axles.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
18. Ditto of brake apparatus.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
19. Ditto of couplings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
20. Ditto of 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	1	1	1	1	1	1	1	1	1	1		
21. Broken rails.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
22. The flooding 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	1	1	1	1	1	1	1	1	1	1		
23. 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	1	1	1	1	1	1	1	1	1	1		
24. Fire in trains.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
25. 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	1	1	1	1	1	1	1	1	1	1		
26. Other accidents.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
TOTAL ALL CLASSES.	1	84	85	1	1	1	84	140	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		

(a) Includes the Lucknow's Railway and the Pilibut-Dum railway.

(b) Includes the Guntur-Mysore railway, the Southern Railway, the Mysore Railway, the Tanjavur-Mysore railway, and the Mysore-Dindigul railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the three months ending 31st March 1894, 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.

	DECEMBER.				JANUARY.				FEBRUARY.				MARCH.				TOTAL ALL CLASSES.			
	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.
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
12(a). Ditto of tubes, etc., 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 of wheels.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16. Ditto of axles.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17. Ditto of brake apparatus.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18. Ditto of couplings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19. Ditto of 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 flooding 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.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

(a) Includes the Rohilkhand and Kumaon, Lucknow-Banmully sections.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the three months ending 31st March 1894, 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.

	DECEMBER.				JANUARY.				FEBRUARY.				MARCH.				TOTAL ALL CLASSES.			
	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.
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
12(a). Ditto of tubes, etc., 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 of wheels.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16. Ditto of axles.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17. Ditto of brake apparatus.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18. Ditto of couplings.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19. Ditto of 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 flooding 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.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

(a) Includes the Dehli-Bahadurpur railway.

(b) Not a passenger.

Descriptive Statement.	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.	
1. Collisions between passenger trains or parts of passenger trains												
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line												
3. Collisions between goods trains or parts of goods trains												
4. Passenger trains or parts of passenger trains leaving the rails												
5. Goods trains, or parts of goods trains, engines, etc., leaving the rails												
6. Trains or engines travelling in the wrong direction through points												
7. Trains running into stations or sidings at too high a speed												
8. Trains running over cattle on the line												
9. Ditto over obstructions on the line												
10. Ditto through gates at level-crossings												
11. The bursting of boilers of engines												
12. The bursting of tubes, etc., of engines												
13. The failure of machinery, springs, etc., of engines												
14. The failure of tyres												
15. Ditto of wheels												
16. Ditto of axles												
17. Ditto of brake apparatus												
18. Ditto of couplings												
19. Ditto of 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												

ABSTRACT No. 4.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several railways open for TRAFFIC in INDIA, reported during the three months ending 31st March 1894, 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 43 of the Indian Railways Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	3	4	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	7	10	17	...	11	...	3	...	14
3. Collisions between goods trains or parts of goods trains	...	32	32	...	...	...	...	...	...
4. Collisions between light engines	...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	2	13	15	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	2	90	92	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	4	18	22	...	...	1	1	1	1
8. Trains running into stations or sidings at too high a speed	1	8	9	...	...	...	...	...	...
9. Trains running over cattle on the line	2	402	404	...	...	...	1	...	1
10. Ditto over obstructions on the line	4	29	33	(a)2	(a)1	...	1	2	2
11. Ditto through gates at level-crossings	...	10	10	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	82	82	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	153	153	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	17	18	...	6	...	4	...	10
17. Ditto of brake apparatus	...	2	2	...	...	...	...	...	...
18. Ditto of couplings	1	48	49	...	...	...	1	...	1
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	10	10	...	...	...	...	...	...
21. The flooding of portions of permanent-way	2	1	3	...	...	...	...	...	...
22. Slips in cuttings or embankments	1	6	7	...	...	...	...	...	...
23. Fire in trains	1	20	21	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	7	7	(a)1	...	...	...	1	...
25. Other accidents	...	41	41	...	...	...	...	...	...
TOTAL ALL CLASSES	29	1,007	1,036	(a)3	(b)18	1	11	4	29

Mean mileage worked	18,460
Number of servants employed	196,559
Train-mileage of all descriptions	17,419,013
Number of passengers carried	33,112,623
Passenger-mileage	1,527,623,607 (c)
Per mile open—	
Train-mileage of all descriptions	944
Number of passengers carried	1,794
Passenger-mileage	82,908 (c)
Total passengers—	
Killed per million of passengers	...
Injured per ditto ditto	...
Killed per million of passenger-miles	0.513
Injured per ditto ditto	0.011

(a) Not passenger (a).
(b) Of these one was not a passenger.
(c) Excluding the Bengal-Lucknow railway.

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No. 429 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

Simla, the 26th October 1894

Returns of accidents on Indian Railways for the three months ending the 31st March 1894.

Read again—

Public Works Department Order No. 34 R. Stat., dated the 15th September 1891.
Public Works Department Order No. 183 R. Stat., dated the 1st November 1892.
Public Works Department Order No. 426 R. Stat., dated the 19th October 1893.

Read also—

The following note by the Director General of Railways, No. 441 Stat., dated the 17th October 1894, with abstract returns of accidents to trains, &c., on the open lines of railway in India for the three months ending the 31st March 1894.

The following summary gives the total number of accidents to trains, Summary of accidents to rolling stock, permanent-way, &c., for the three trains, rolling stock, &c. months ending the 31st March 1894, distributed under the classification adopted in abstract No. 4 of the returns :

Serial No.	CLASSES OF ACCIDENTS.	AVERAGE NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.			THREE MONTHS ENDING THE 31st MARCH 1894.								
					NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVICEMEN.		TOTAL ALL CLASSES.	
		Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains ..	1	1	2	1	3	4	...	...	...	...	...	...
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ..	4	13	17	7	10	17	...	11	...	8	...	16
3	Collisions between goods trains or parts of goods trains ..	3	20	23	...	22	22	...	...	...	...	...	...
4	Collisions between light engines ..	1	9	10	...	4	4	...	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails ..	7	19	26	2	13	15	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c., leaving the rails ..	3	60	63	2	90	92	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points ..	1	19	20	4	18	22	...	...	1	1	1	1
8	Trains running into stations or sidings at too high a speed ..	...	1	1	1	8	9	...	...	...	...	...	...
9	Trains running over cattle on the line ..	2	244	246	2	402	404	...	...	...	1	...	1
10	Trains running over obstructions on the line ..	1	34	35	4	29	33	(a) 2	(a) 1	...	1	2	2
11	Trains running through gates at level-crossings ..	1	16	17	...	10	10	...	...	...	...	...	...
12	The bursting of boilers of engines ..	...	42	42	...	82	82	...	...	...	...	...	...
12 (a)	The bursting of tubes, &c., of engines ..	...	103	103	...	157	157	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines ..	...	4	4	...	1	1	...	...	...	...	...	...
14	The failure of tyres ..	...	1	1	...	...	...	...	...	...	...	...	...
15	" " of wheels ..	...	1	1	...	...	...	...	...	...	...	...	...
16	" " of axle-boxes ..	1	11	12	1	17	18	...	6	...	4	...	10
17	" " of brake apparatus ..	...	1	1	...	2	2	...	...	...	...	...	...
18	" " of couplings ..	...	24	24	1	43	44	...	...	...	1	...	1
19	" " of tunnels, bridges, viaducts, culverts, &c. ..	...	1	1	...	...	...	...	...	...	...	...	...
20	Broken rails ..	...	20	20	...	10	10	...	...	...	...	...	...
21	The flooding of portions of permanent-way ..	1	2	3	2	1	3	...	...	...	...	...	...
22	Slips in cuttings or embankments ..	2	8	10	1	6	7	...	...	...	...	...	...
23	Fire in trains ..	1	50	51	1	20	21	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts ..	1	15	16	...	7	7	(a) 1	...	...	...	1	...
25	Other accidents ..	2	55	57	...	41	41	...	...	...	...	...	...
TOTAL FOR THE THREE MONTHS ENDING THE 31st MARCH 1894		...	...	...	29	1,007	1,036	(a) 3	(b) 19	1	11	4	23
Average of the corresponding periods of the three previous years		...	...	...	31	933	963	4	14	3	12	9	24

(a) Not passengers.

(b) Of these, one was not a passenger.

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2. As compared with the average of the corresponding quarters of the three previous years, the number of accidents to trains, rolling stock, permanent-way, &c., during the quarter ending the 31st March 1894, shows an increase of 71 or of 7.36 per cent., with increases of 1,191 miles or of 6.90 per cent. in the mean mileage worked, and of 1,425,602 miles, or of 8.81 per cent. in the train-mileage run.

3. The chief variations occurred under "Passenger trains or parts of passenger trains leaving the rails," 15 against 26; "Trains running over cattle on the line," 104 against 550; "The bursting of tubes, &c., of engines," 82 against 42; "The failure of machinery, springs, &c., of engines," 153 against 109; "Broken rails," 10 against 20; "Fire in trains," 21 against 51; and "Other accidents," 41 against 57.

4. "Passenger trains or parts of passenger trains leaving the rails" showed a decrease of 11 accidents, viz., 5 under "Serious" and 6 under "Minor." The decrease under "Serious" was chiefly due to the number recorded on the East Indian railway having fallen from 2 to nil, and that under "Minor" chiefly to a decrease of 4 on the North Western (state) railway.

5. The number of cattle accidents was largest on the Southern Mahratta railway, viz., 83; next to that line comes the Eastern Bengal (state) railway with 52; then the South Indian railway with 51; the East Indian railway with 34; the North Western (state) railway with 33; the Rajputana-Malwa railway with 26; and the Great Indian Peninsula and the Madras railways with 21 each.

As compared with the average of the corresponding periods of the three previous years, the chief variations were an increase of 20 on the East Indian railway, of 15 on the Eastern Bengal (state) railway and of 11 on the North Western (state) railway.

In relation to train-mileage run, the number was highest on the Jorhat railway, which gave an average of 1 accident in 6,484 train-miles, the Dibru-Sadiya railway coming next with an average of 1 in 9,776; then the Southern Mahratta, the Jodhpore-Bikaner, the South Indian, and the East Coast (state) railways with averages of 1 in 9,854, 1 in 12,886, 1 in 14,124 and 1 in 16,450, respectively. The lowest number recorded relatively to train-mileage run was on the Great Indian Peninsula railway, viz., 1 in 148,090; the Bengal and North-Western railway coming next with an average of 1 in 101,488; then the Bombay, Baroda and Central India railway with 1 in 91,028; the East Indian railway with 1 in 61,859; the Burma (state) railway with 1 in 81,854 and the North Western (state) railway with 1 in 73,650.

6. Under "The bursting of tubes, &c., of engines," there was a noticeable increase of 31 accidents on the North Western (state) railway.

7. The increase under "The failure of machinery, springs, &c., of engines," was chiefly due to the number recorded on the Great Indian Peninsula railway having risen from 9 to 34.

8. The accidents from "Broken rails" decreased from 20 to 10, owing chiefly to there having been 5 less on the Oudh and Rohilkhand (state) railway and 4 less on the Bengal-Nagpur railway.

9. Of the decrease of 30 accidents under "Fire in trains," the Great Indian Peninsula and the Madras railways accounted for 15 and 10 respectively.

10. Under the head "Other accidents," the cases numbered 41 against 57, the East Indian railway alone showing a decrease of 12.

11. The increase of 9 accidents under "Collisions between goods trains or parts of goods trains" was made up of a decrease of 3 accidents under "Serious" and an increase of 12 under "Minor." The decrease under "Serious" was equally distributed over three railways, while the increase under "Minor" was chiefly accounted for by the number recorded on the North Western (state) railway having risen from 4 to 17.

12. 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 the three previous years, in the case of passengers, 16 killed and 51 injured against 16 killed and 34 injured, and, in the case of servants, 47 killed and 142 injured against 39 killed and 131 injured. (For details, *vide* abstract No. 2.)

13. Compared with the average of the corresponding periods of the three previous years, the mean mileage open was 18,460 miles against 17,269 miles, the train-mileage run amounted to 17,119,013 miles against 15,993,411 miles, and the number of passengers carried was 33,112,623 against 29,892,598. There were six accidents for every 100,000 train-miles run.

Out of a total of 33,112,623 passengers travelling, there were 17 passengers injured by accidents to trains as classified in paragraph 1. This gives an average of one casualty in 1,947,801 persons travelling and an average of one in 89,871,977 miles travelled.

Including casualties to passengers from causes other than accidents to trains, rolling stock, &c. (*vide* paragraph 12), the total numbers of passengers killed and injured were 16 and 68, respectively, giving an average of one killed in 2,069,539 and one injured in 486,950, or an average, on the total number of killed and injured, of one in 394,198 passengers travelling.

14. The total casualties to persons from all causes, including trespassers, cases of suicide, &c., were 128 killed and 252 injured against 145 killed and 212 injured, the average of the corresponding quarters of the three previous years. (For details *vide* abstract No. 2.)

15. In addition to the above, 7 persons were reported to have been killed and 61 injured in yards, workshops, &c., and 276 persons to have died in carriages and at stations from causes unconnected with the working of trains.

16. The following table gives, for the 1st quarter of 1894, the number of casualties resulting from accidents as classified in paragraph 1, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

RAILWAY.	Number of accidents during the 1st quarter of 1894.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian ...	1	...	3	...	...	...	3
Bengal-Nagpur ...	2	1	...	...	1	1	1
Eastern Bengal (state) ...	2	1	6	...	...	1	6
East Coast (state) ...	2	...	...	...	2	...	2
Great Indian Peninsula ...	3	...	2	...	4	...	6
Bombay, Baroda and Central India	1	1	...	...	...	1	...
Southern Mahratta ...	2	...	6	1	4	1	10
Jodhpore-Bikaner ...	1	...	1	...	...	...	1
Total ...	...	3	18	1	11	4	29
Average of the corresponding quarters of the three previous years.	...	4	14	6	12	9	26

17. *East Indian railway*.—On the 5th March 1891, a down passenger train, while entering the Magra station during a violent storm, collided with some wagons which had been blown away from a goods shed siding. Three passengers were injured. The station master, to whose carelessness the accident was due, was prosecuted, and on conviction sentenced to two weeks' imprisonment and to pay a fine of Rs. 50, his services being at the same time dispensed with.

18. *Bengal-Nagpur railway*.—On the 5th January 1891, a bullock-cart was run over by an up mail at mile 233. The cartman was killed.

On the 29th January 1891, an up goods train ran over a bullock near the Garpos station. A brakesman who was sitting on the tender step of the engine was struck by the bullock and had his leg broken.

19. *Eastern Bengal (state) railway*.—On the 1th January 1891, a bullock-cart was run over by a mixed train on a level-crossing at Nāihati owing to the carelessness of the gateman. The cartman was killed.

On the 10th March 1891, a collision took place between an up mixed and a down goods train near the Baraipur level-crossing, owing to the guard of the up mixed train having disregarded the danger signal. Six passengers were slightly injured.

20. *East Coast (state) railway*.—On the 28th February 1891, a ballast train ran into a trolley near Waltair. A railway servant, who was riding on the trolley, was injured.

On the 11th March 1891, a shunting engine collided with a down train at Rajahmundry. The driver of the down train was slightly injured.

21. *Great Indian Peninsula railway*.—On the 12th January 1891, at Tilati station an up passenger train collided with an up goods train which was standing at the station. Two passengers and two railway servants were slightly injured, and there was also damage to rolling stock. The accident was owing partly to the station master having neglected to carry out the standing orders as to the locking of facing points and partly to the mucradum having lowered without authority the up distant signal for the up passenger train. They were both prosecuted, and on conviction sentenced to pay a fine of rupees one hundred each, or in default to undergo four months' imprisonment. They have also been dismissed from the company's service.

On the 30th January 1891, an up goods train was derailed while entering Bhiringi station, owing to the engine having taken the main line and the tender the platform line due apparently to the points not having been properly set. A railway servant was slightly injured and the rolling stock and permanent-way considerably damaged.

On the 28th February 1891, two open timber-trucks, attached to a down goods train, parted at the Thana bridge, where the gradient changes from a rising to a falling one, and some girders which were being carried in the trucks fell over, causing damage to the bridge. The accident was due to the breaking of a badly designed wooden head-stock of an open timber-truck, owing to the jerks brought to bear on it by changes of speed. A railway servant was slightly injured.

22. *Bombay, Baroda and Central India railway*.—On the 13rd March 1891, a fire broke out at Jekot on the Gollera-Rutlam line and burnt a portion of the temporary station and a number of huts occupied by workmen. The cause of the fire could not be traced. An old woman, a relation of some of the workmen, was burnt to death.

23. *Southern Mahratta railway*.—On the 22nd January 1891, a ballast train collided at Mangalagiri with some wagons standing on the dead end siding, resulting in the death of a ballast cooly. The accident was due to the train having been wrongly diverted into the siding. The station master and the porter by whom the points were held were prosecuted. The former was sentenced to pay a fine of rupees fifty, but the latter was acquitted.

On the 15th March 1891, a down mixed train was derailed at mileage 49 near Karajgi, owing to the axle of a covered goods wagon having broken. The breakage was due to a flaw in the axle extending to within $\frac{1}{4}$ inch of the centre of the axle. Six passengers and four railway servants were injured.

24. *Jodhpore-Bikaner railway*.—On the 5th January 1891, a bullock-cart collided with an up mixed train at mileage 88 on the Pachpadra section. The cartman was slightly hurt.

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

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

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

[Signature]

Under Secretary.

Documents accompanying.

Abstract returns of accidents for the three months ending the 31st March 1891.

G. C. Press, Simla.—No. 1309 P. W. D.—29-10-94.—21.

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

P.W. COMM. No. 8433

Recd: 6.11.54

No 624. R dated 22.11.94.
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following:—

Government of India
Public Works Department Resolution } H. E. No. 429 R Stat dated
21st October 1894.

Communicated to
Agents Madras
South Indian Railway.

For
6/11

DESPATCHED
25 NOV. 94

To The Agent and Manager Madras Ry.
S. I. Ry.
27/11

226/27/11

N^o 624 R. dated 22.4.94.