Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 978 Ry.

DATED 29th July 1898.

[Despatch Abstract.]

Returns of Accidents on Indian Railways.

Govt: of India review of _____ for the twelve months ending with the 31st December 1897, Commd to the Ry administrations concerned. for information.

_____

Indexed. 5/8/98

[P. W. Ry. 500—13-6-98.]

BACK PAPERS.

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

FURTHER PAPERS.

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

Works

Public (1898) Department.

Railway

CURRENT No. 823

From The Govt. of India

Order No 978 Rys of 29/7/98

Communicated to the Railway Administrations concerned for information

No. 403 R. Stat

Dated 28th June 1898

Received 6-7-98

Registered

Enclosures

Spare copies

27-7-98

D.I for perusal

SUBJECT.

Returns of Accidents on Indian Rys for the 12 months ending with the 31-12-'97

—.

Note by the Director of Railway Traffic re: —

To The Agent & Engr MR 12
" Agent S. MR
" " Chief Engr MG
~~Engr E Ch~~
~~Govt Insp~~
~~Engr in Ch BHR~~
Com. Engr for Rys

Despatched on 1/8/98

27/7/98

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Enclosure to Government of India Order No. 403 R. Stat., dated the 28th June 1898.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1897.

G. I. C. P. O.—No. 1681 P. W. D.—6-7-98.—612.—J. S. D. M.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the twelve months ending with the 31st December 1897, 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.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS :—								
From accidents to trains, rolling stock, permanent-way, etc.	6	105	16	23	...	...	22	128
By accidents from other causes, including accidents from their own want of caution or misconduct	49	143	8	67	...	...	57	210
SERVANTS :—								
From accidents to trains, rolling stock, permanent-way, etc.	13	23	5	15	...	...	18	38
By accidents from other causes, including accidents from their own want of caution or misconduct	161	257	50	70	1	3	212	330
OTHER PERSONS :—								
Whilst passing over railways at level-crossings	13	8	11	7	1	1	25	16
Trespassers	379	103	140	63	1	3	520	169
Suicides	149	8	19	1	1	...	169	9
Miscellaneous, not included in either of the above	10	2	6	2	...	...	16	4
TOTAL	780	649	255	248	4	7	1,039	904

ABSTRACT No. 2.

NUMBER of PERSONS reported during the twelve months ending with the 31st December 1897, as KILLED OR INJURED in INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the ACCIDENTS occasioning the DEATH OR INJURY.

PASSENGERS. (Columns 1–6: FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.)

Classification Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4. Killed.	Injured.	1. From falling between trains and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, etc., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	Total Passengers. Killed.	Injured.
	Standard gauge. State lines worked by companies.																		
I	East Indian (a)	2	31	2	3	6	11	2	2	...	...	7	26	7	4	24	46	26	77
II	Bengal Central (b)	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
III	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	1	2	...	...	1	2	1	2
IV	Indian Midland (c)	...	...	...	...	1	...	...	1	...	...	...	5	...	...	1	6	1	6
	State lines worked by the State.																		
XI	North Western (d)	...	9	1	3	4	4	...	...	...	...	8	27	...	3	13	37	13	46
XIII	Oudh and Rohilkhand	...	2	...	...	...	2	...	1	...	...	...	4	...	...	...	7	...	9
XIV	Eastern Bengal	...	29	1	...	...	2	...	...	...	...	...	6	...	...	1	8	1	37
XVI	East Coast	...	...	...	...	1	...	...	2	...	...	...	4	...	...	1	6	1	6
	Lines worked by guaranteed companies.																		
XVIII	Great Indian Peninsula (e).	...	5	1	2	...	...	1	...	...	...	1	16	1	1	4	19	4	24
XIX	Bombay, Baroda and Central India (f).	4	22	...	2	...	...	...	...	...	1	4	6	...	...	4	9	8	31
XX	Madras (g)	...	3	...	1	..	...	...	...	...	...	..	1	...	1	...	3	...	6
	Line owned by native state and worked by company.																		
XXXII	The Nizam's Guaranteed State (h).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	6	105	5	11	12	19	3	6	..	1	21	97	8	9	49	143	55	248
	Average of the two previous corresponding periods	10	50	10	10	8	29	3	...	...	2	23	78	6	7	50	126	60	176
	Metre gauge. State lines worked by companies.																		
XXXIX	Bengal and North-Western— Tirhoot section. Company's ,,	...	...	..	1	...	...	...	...	...	...	...	3	..	5	...	9	...	9
XLI	Rajputana-Malwa (i)	...	..	...	2	...	...	...	...	...	...	1	18	...	...	1	20	1	20
XLIII	Southern Mahratta (j)	16	22	...	...	...	...	...	...	...	...	1	8	...	...	1	8	17	30
XLVI	South Indian (k)	...	...	...	...	1	1	...	...	...	...	2	4	..	1	3	6	3	6
XLVIII	Assam-Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Burma	...	1	...	2	...	2	...	...	...	...	...	10	...	...	...	14	...	15
	Carried over	16	23	...	5	1	3	...	...	...	...	4	43	.	6	5	57	21	80

SERVANTS. (Columns 1–19: FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.)

Classification Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4. Killed.	Injured.	1. Whilst coupling or uncoupling vehicles. Killed.	Injured.	2. By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines. Killed.	Injured.	3. Whilst passing over or standing upon buffers during shunting. Killed.	Injured.	4. When getting on or off, or falling off, engines, wagons, etc., during shunting. Killed.	Injured.	5. Whilst braking, spragging, or chocking wheels. Killed.	Injured.	6. Whilst attending to ground points, marshalling trains, etc. Killed.	Injured.	7. Whilst moving vehicles by capstans, turntables, props, etc., during shunting. Killed.	Injured.
I	East Indian (a)	3	5	2	3	...	1	...	...	...	2	...	1	...	1	...	...
II	Bengal Central (b)	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
IV	Indian Midland (c)	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...
XI	North Western (d)	3	8	3	5	...	...	...	3	...	3	...	...	...	...	1	1
XIII	Oudh and Rohilkhand	...	...	...	4	...	...	...	...	...	...	...	...	...	1	...	...
XIV	Eastern Bengal	...	2	2	4	1	...	...	...	1	3	...	...	...	...	...	...
XVI	East Coast	...	...	...	...	...	...	...	...	...	3	...	1	...	1	...	...
XVIII	Great Indian Peninsula (e).	2	6	4	2	...	...	...	...	...	...	...	4	...	...	...	...
XIX	Bombay, Baroda and Central India (f).	1	2	1	2	...	...	...	...	...	1	...	...	...	...	...	...
XX	Madras (g)	..	...	1	4	...	...	...	...	...	1	...	...	...	...	...	...
XXXII	The Nizam's Guaranteed State (h).	..	...	...	2	...	...	...	...	...	1	...	...	...	...	...	...
	TOTAL	13	23	13	27	1	1	...	3	1	14	...	8	...	3	1	1
	Average of the two previous corresponding periods	3	27	7	23	...	4	...	2	5	21	...	6	2	6	1	1
XXXIX	Bengal and North-Western— Tirhoot section. Company's ,,	..	...	...	..	...	...	...	...	...	1	...	...	...	...	...	...
XLI	Rajputana-Malwa (i)	...	2	1	2	...	...	...	...	1	1	...	...	...	...	...	1
XLIII	Southern Mahratta (j)	4	13	...	...	...	...	...	1	...	...	...	...	...	...	...	...
XLVI	South Indian (k)	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
XLVIII	Assam-Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Burma	1	...	...	..	1	...	...	...	1	...	...	...	...	...	...	...
	Carried over	5	15	1	2	1	...		1	2	2	1	...	..	...	..	1

Classification Number.	RAILWAY.	8. By other accidents during shunting operations not included in the preceding. Killed.	Injured.	9. From falling off engines, etc., during the travelling of trains. Killed.	Injured.	10. By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains. Killed.	Injured.	11. When getting on or off engines, vans, etc., during the travelling of trains. Killed.	Injured.	12. Whilst attending to or by the failure of machinery, etc., of engines in steam. Killed.	Injured.	13. Whilst working on the permanent-way, sidings, etc. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.
I	East Indian (a)	1	7	2	5	2	2	2	5	1	...	7	1	2	...
II	Bengal Central (b)	1	...	...	1	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nágpur	...	...	...	2	...	...	1	...	...	...	1	...	...	...
IV	Indian Midland (c)	...	...	...	1	...	...	...	...	...	...	...	...	...	...
XI	North Western (d)	...	2	3	9	...	...	2	2	...	3	...	6	...	...
XIII	Oudh and Rohilkhand	...	...	..	2	...	...	1	2	...	...	...	...	1	...
XIV	Eastern Bengal	...	3	...	...	...	...	1	2	...	...	...	1	...	...
XVI	East Coast	..	2	2	1	1	...	...	2	...	...	...	2	...	1
XVIII	Great Indian Peninsula (e).	3	3	1	2	...	...	2	12	...	1	5	...	...	...
XIX	Bombay, Baroda and Central India (f).	2	4	1	1	...	...	1	...	...	1	2	...	...	...
XX	Madras (g)	2	3	1	2	...	...	...	6	1	...	...	...	2	1
XXXII	The Nizam's Guaranteed State (h).	...	...	...	...	...	...	...	...	...	1	...	1	...	...
	TOTAL	9	24	10	26	3	2	10	31	2	6	15	11	5	2
	Average of the two previous corresponding periods	9	40	8	17	2	2	7	24	...	6	3	10	5	3
XXXIX	Bengal and North-Western— Tirhoot section. Company's ,,	1	..	...	1	...	...	1	7	...	...	...	1	1	2
XLI	Rajputana-Malwa (i)	..	2	...	4	...	...	...	...	...	...	...	...	...	...
XLIII	Southern Mahratta (j)	...	4	2	4	...	...	1	2	...	2	1	..	...	...
XLVI	South Indian (k)	1	...	1	...	...	...	1	...	..	...	..	...	2	...
XLVIII	Assam-Bengal	1	1	2	...	...	...	3	1	...	...	...	2	...	...
XLIX	Burma	2	...	...	...	...	...	1	1	1	...	2	..	1	..
	Carried over	5	7	5	9	...	...	7	11	1	2	3	3	4	2

Classification Number.	RAILWAY.	15. Whilst walking, crossing or standing on the line on duty. Killed.	Injured.	16. From being caught between vehicles. Killed.	Injured.	17. From falling or being caught between trains and platforms, walls, etc. Killed.	Injured.	18. Whilst walking, etc., on the line on the way home or to work. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	TOTAL. Killed.	Injured.	Total Servants. Killed.	Injured.
I	East Indian (a)	11	4	3	3	4	2	6	8	3	6	46	51	49	56
II	Bengal Central (b)	1	...	..	...	...	...	...	...	...	1	2	2	6	2
III	Bengal-Nágpur	2	...	1	...	...	...	...	...	1	1	6	4	6	4
IV	Indian Midland (c)	1	...	...	...	2	...	1	1	...	1	4	5	4	5
XI	North Western (d)	12	9	2	1	...	1	1	2	4	5	28	52	31	60
XIII	Oudh and Rohilkhand	1	1	...	1	...	...	1	...	1	3	5	14	5	14
XIV	Eastern Bengal	4	4	...	3	...	2	2	2	2	4	13	28	13	30
XVI	East Coast	...	...	...	...	...	...	...	...	...	4	3	17	3	17
XVIII	Great Indian Peninsula (e).	7	4	1	1	...	...	2	1	1	2	26	32	28	38
XIX	Bombay, Baroda and Central India (f).	1	.	...	...	...	...	...	...	6	8	14	17	15	19
XX	Madras (g)	4	1	1	...	...	...	...	...	2	3	14	21	14	21
XXXII	The Nizam's Guaranteed State (h).	...	1	...	1	...	...	...	...	...	7	...	14	...	14
	TOTAL	44	24	8	10	6	5	13	14	20	45	161	257	174	280
	Average of the two previous corresponding periods	36	24	5	7	2	2	11	5	12	33	115	236	118	
XXXIX	Bengal and North-Western— Tirhoot section. Company's ,,	...	...	...	...	...	...	...	...	1	2	4	14	4	14
XLI	Rajputana-Malwa (i)	...	...	...	...	...	...	...	...	4	4	6	14	6	16
XLIII	Southern Mahratta (j)	2	...	...	1	...	...	..	...	1	...	7	14	11	27
XLVI	South Indian (k)	2	...	...	...	...	...	...	1	...	1	8	2	8	2
XLVIII	Assam-Bengal	...	...	...	...	...	...	...	...	1	1	7	5	7	5
XLIX	Burma	1	...	...	...	...	...	...	...	1	2	11	3	12	3
	Carried over	5	...	...	1	...	...	..	1	8	10	43	52	48	67

OTHERS.

Classification Number.	RAILWAY.	Whilst passing over the railway at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Others. Killed.	Injured.	Total all classes. Killed.	Injured.	Classification Number.
I	East Indian (a)	4	4	133	25	47	3	3	...	187	32	262	165	I
II	Bengal Central (b)	...	...	3	1	...	...	...	..	3	1	9	7	II
III	Bengal-Nágpur	..	...	34	8	15	...	...	...	49	8	56	14	III
IV	Indian Midland (c)	2	1	20	5	14	2	...	...	36	8	41	19	IV
XI	North Western (d)	2	...	46	18	5	...	2	..	55	18	99	124	XI
XIII	Oudh and Rohilkhand	..	...	41	17	39	2	...	..	80	19	85	42	XIII
XIV	Eastern Bengal	...	.	29	12	3	...	1	...	33	12	47	79	XIV
XVI	East Coast	1	...	21	5	1	...	2	...	25	5	29	28	XVI
XVIII	Great Indian Peninsula (e).	3	2	34	8	21	...	...	...	58	10	90	72	XVIII
XIX	Bombay, Baroda and Central India (f).	...	1	9	...	1	...	2	2	12	3	35	53	XIX
XX	Madras (g)	1	.	6	2	3	1	...	...	10	3	24	30	XX
XXXII	The Nizam's Guaranteed State (h).	...	...	3	2	...	...	...	...	3	2	3	16	XXXII
	TOTAL	13	8	379	103	149	8	10	2	551	121	780	649	
	Average of the two previous corresponding periods	11	7	224	71	99	3	6	8	340	89	518	528	
XXXIX	Bengal and North-Western— Tirhoot section. Company's ,,	..	1	31	18	10	...	...	...	41	19	45	42	XXXIX
XLI	Rajputana-Malwa (i)	2	1	27	7	3	...	...	...	32	8	39	44	XLI
XLIII	Southern Mahratta (j)	1	1	13	1	3	...	3	1	20	3	48	60	XLIII
XLVI	South Indian (k)	7	1	11	4	1	1	...	...	19	6	30	14	XLVI
XLVIII	Assam-Bengal	...	...	18	9	...	...	...	..	18	9	25	14	XLVIII
XLIX	Burma	1	...	8	5	...	...	3	1	12	6	24	24	XLIX
	Carried over	11	4	108	44	17	1	6	2	142	51	211	198	

(a) Including the Delhi-Umballa-Kalka and the Tarkesur railways.
(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(c) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
(d) " the Hyderabad-Shadipalli, the Southern Punjab (Delhi Samasatar), the Rájpura-Bhátinda, and the Jammu and Kashmir railways.
(e) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways
(f) " the Godhra-Rutlam-Nágda, the Nágdá-Ujjain and the Gaekwar's Petlád railways.
(g) " the Madras-Ennur section of the Bezwada-Madras railway and the Kolar [illegible]
(h) Including the Bezwada extension (East Coast State railway).
(i) " the Pálanpur-Deesa, the Ahmedabad-Parántij and the Gaekwar's Mehsána railways.
(j) " the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
(k) " the Máyavaram-Mutupet railway.

ABSTRACT No. 2—*concluded.*

NUMBER of PERSONS reported during the twelve months ending with the 31st December 1897, as KILLED or INJURED in INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—*concluded.*

PASSENGERS. (Causes 1–6 are "From causes other than accidents to trains, etc.")

Classification Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4. Killed.	Injured.	1. From falling between trains and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, etc., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	Total Passengers. Killed.	Injured.
	Brought forward	16	23	...	5	1	3	...	...	...	...	4	43	...	6	5	57	21	80
	Metre gauge—concld. **State lines worked by the State.**																		
L	Eastern Bengal (a)	...	...	1	...	...	2	...	...	...	...	1	1	...	...	2	3	2	3
LI	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
	Assisted companies.																		
LIII	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section) (b)	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	2	...	2
LV	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																		
LXIX	Jodhpore-Bickaneer—Jodhpore section / Bickaneer „	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
LXX	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	3	...	3
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (c)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	TOTAL	16	23	1	6	1	5	...	...	...	...	6	50	...	6	8	67	24	90
	Average of the two previous corresponding periods	6	15	1	2	5	9	...	...	...	...	9	43	2	2	17	56	23	71
	Special gauges. **State line worked by the State.**																		
LXXX	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																		
LXXXI	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by company.																		
LXXXIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXV	(Rajpipla) (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																		
LXXXVI	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																		
LXXXVII	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Average of the two previous corresponding periods	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GRAND TOTAL	22	128	6	17	13	24	3	6	...	1	27	147	8	15	57	210	79	338
	Average of the two previous corresponding periods	16	65	11	12	13	38	3	...	...	2	32	121	8	9	67	182	83	247

SERVANTS. (Causes 1–19 are "From causes other than accidents to trains, etc.")

Classification Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4. Killed	Injured.	1. Whilst coupling or uncoupling vehicles. Killed.	Injured.	2. By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines. Killed.	Injured.	3. Whilst passing over or standing upon buffers during shunting. Killed.	Injured.	4. When getting on or off, or falling off, engines, wagons, etc., during shunting. Killed.	Injured.	5. Whilst braking, spragging, or chocking wheels. Killed.	Injured.	6. Whilst attending to ground points, marshalling trains, etc. Killed.	Injured.	7. Whilst moving vehicles by capstans, turn-tables, props, etc., or during shunting. Killed.	Injured.
	Brought forward	5	15	1	2	1	...	...	1	2	2	1	...	...	...	...	1
	Metre gauge—concld. **State lines worked by the State.**																
L	Eastern Bengal (a)	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...
LI	Cawnpore-Burhwal	...	...	...	...	...	1	...	1	...	1	...	...	...	...	...	...
	Assisted companies.																
LIII	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section) (b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LV	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																
LXIX	Jodhpore-Bickaneer—Jodhpore section / Bickaneer „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXX	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (c)	...	...	...	2	...	...	...	...	...	...	...	...	...	1	...	...
	TOTAL	5	15	1	5	1	1	...	2	2	4	1	...	...	1	...	1
	Average of the two previous corresponding periods	5	9	7	10	...	1	1	2	5	4	...	1	1	...	...	1
	Special gauges. **State line worked by the State.**																
LXXX	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																
LXXXI	Darjeeling-Himalayan (2′ 0″).	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by company.																
LXXXIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXV	(Rajpipla) (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																
LXXXVI	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																
LXXXVII	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...
	Average of the two previous corresponding periods	...	3	..	2	...	...	...	1	...	...	...	...	...	...	...	...
	GRAND TOTAL	18	38	14	33	2	2	...	6	3	18	1	8	...	4	1	2
	Average of the two previous corresponding periods	8	39	14	35	...	5	1	5	10	25	...	7	3	6	1	2

SERVANTS (continued).

Classification Number.	RAILWAY.	8. By other accidents during shunting operations not included in the preceding. Killed.	Injured.	9. From falling off engines, etc., during the travelling of trains. Killed.	Injured.	10. By coming in contact with overbridges or erections on the sides of the line during the travelling of trains. Killed.	Injured.	11. When getting on or off engines, vans, etc., during the travelling of trains. Killed.	Injured.	12. Whilst attending to or by the failure of machinery, etc., of engines in steam. Killed.	Injured.	13. Whilst working on the permanent-way, sidings, etc. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.	15. Whilst walking, crossing or standing on the line on duty. Killed.	Injured.	16. From being caught between vehicles. Killed.	Injured.	17. From falling or being caught between trains and platforms, walls, etc. Killed.	Injured.	18. Whilst walking, etc., on the line on the way home or to work. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	TOTAL. Killed.	Injured.	Total Servants. Killed.	Injured.
	Brought forward	5	7	5	9	...	...	7	11	1	2	3	3	4	2	5	...	...	1	...	...	...	1	8	10	43	52	48	67
	Metre gauge—concld. **State lines worked by the State.**																												
L	Eastern Bengal (a)	1	1	...	...	...	...	...	...	...	3	...	...	...	...	...	1	...	...	...	...	...	...	...	3	1	10	1	10
LI	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	3	1	3
	Assisted companies.																												
LIII	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section) (b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LV	Bengal Dooars	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
LVI	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																												
LXIX	Jodhpore-Bickaneer—Jodhpore section / Bickaneer „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
LXX	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (c)	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1	3	5	3	5
	TOTAL	7	8	6	9	...	...	7	11	2	5	3	3	4	2	5	2	...	1	.	...	1	1	10	14	50	70	55	85
	Average of the two previous corresponding periods	3	7	5	12	..	1	4	5	...	3	1	3	2	1	4	6	1	2	..	1	..	1	4	14	38	75	43	84
	Special gauges. **State line worked by the State.**																												
LXXX	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																												
LXXXI	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3	1	3
	Lines owned by native states and worked by company.																												
LXXXIII	The Gaekwar's Dabhoi (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXV	(Rajpipla) (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																												
LXXXVI	Cooch Behar (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																												
LXXXVII	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3	1	3
	Average of the two previous corresponding periods	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	8
	GRAND TOTAL	16	32	16	35	3	2	18	42	4	12	18	14	9	4	49	26	8	11	6	5	14	15	30	59	212	330	230	368
	Average of the two previous corresponding periods	12	47	13	31	2	3	11	29	...	9	4	13	7	4	40	30	6	9	2	3	11	6	16	47	153	316	161	355

OTHERS and **TOTAL ALL CLASSES**.

RAILWAY.	Whilst passing over the railway at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Others. Killed.	Injured.	Total all classes. Killed.	Injured.	Classification Number.
Brought forward	11	4	108	44	17	1	6	2	142	51	211	198	
Metre gauge—concld. **State lines worked by the State.**													
Eastern Bengal (a)	...	1	19	9	1	...	...	...	20	10	23	23	L
Cawnpore-Burhwal	...	1	3	...	...	...	...	...	3	1	5	4	LI
Assisted companies.													
Deoghur	...	...	1	...	...	...	...	...	1	...	1	...	LIII
Rohilkund and Kumaon (Company's section) (b)	...	...	4	7	1	...	...	...	5	7	5	9	LIV
Bengal Dooars	...	...	...	...	...	...	...	...	...	...	1	...	LV
Dibru-Sadiya	...	...	3	2	...	...	...	...	3	2	3	2	LVI
Lines owned and worked by native states.													
Jodhpore-Bickaneer—Jodhpore section / Bickaneer „	...	...	...	...	...	...	...	...	...	...	1	1	LXIX
Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	3	LXX
Bhávnagar-Gondal-Junágad-Porbandar (c)	...	1	2	1	...	...	...	...	2	2	5	8	LXXI
TOTAL	11	7	140	63	19	1	6	2	176	73	255	248	
Average of the two previous corresponding periods	9	7	109	49	22	3	3	3	143	62	209	217	
Special gauges. **State line worked by the State.**													
Jorhát (2′ 0″)	...	...	...	1	...	...	...	...	...	1	...	1	LXXX
Assisted company.													
Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	1	3	LXXXI
Lines owned by native states and worked by company.													
The Gaekwar's Dabhoi (2′ 6″).	1	...	1	...	...	...	...	...	2	...	2	...	LXXXIII
(Rajpipla) (2′ 6″).	...	...	...	...	...	...	...	...	...	...	...	...	LXXXV
Line owned by native state and worked by state railway agency.													
Cooch Behar (2′ 6″)	...	...	...	2	...	...	...	...	...	2	...	2	LXXXVI
Line owned and worked by native state.													
Morvi (2′ 6″)	...	1	...	...	1	...	...	...	1	1	1	1	LXXXVII
TOTAL	1	1	1	3	1	...	...	...	3	4	4	7	
Average of the two previous corresponding periods	...	...	1	2	...	...	...	...	1	2	1	10	
GRAND TOTAL	25	16	520	169	169	9	16	4	730	198	1039	904	
Average of the two previous corresponding periods	20	14	334	122	121	6	9	11	484	153	728	755	

(a) Including the Kaunia-Dharlla 2′ gauge branch.
(b) „ the Lucknow-Bareilly section (Rohilkund and Kumaon).
(c) „ the Jetalsar-Rájkot and the Jámnagar Railways.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.

STANDARD GAUGE.

	EAST INDIAN (a).									BENGAL CENTRAL. (b)									BENGAL-NAGPUR.								
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	2	...	2	...	3	...	...	...	3	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	9	1	10	2	22	...	1	2	23	2	...	2	...	4	...	...	...	4	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	7	9	16	...	...	2	4	2	4	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	3
4. Collisions between light engines	1	7	8	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	5	...	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	23	23	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	7	7	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	1	1	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	...	101	101	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	1	18	19	...	(e)2	...	...	...	2	1	1	2	...	...	4	...	4	...	2	4	6	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	2	18	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	10	10	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
14. The failure of tyres	...	102	102	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	27	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	1	4	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	4	16	20	(d)1	(f)6	...	...	1	6	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
25. Other accidents	...	11	11	...	...	1	...	1	...	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
TOTAL ALL CLASSES	3	43	46	...	1	...	...	...	1	...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	
	36	483	519	(g)3	(h)35	3	5	6	40	3	47	50	...	4	4	...	4	4	3	136	139	...	...	...	...	...	...	

	INDIAN MIDLAND. (c)									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	1	1	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	64	64	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	1	1	2	...	(d)1	...	...	...	1	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	21	21	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	11	11	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	2	2	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	2	2	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	2	2	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	2	2	...	...	...	...	...	...	22
23. Fire in trains	...	1	1	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	110	111	...	(d)1	...	...	...	1	

(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(c) Including the Bhopal-Itarsi, the Bina-Goona and the Bhopal-Ujjain railways.
(d) Not a passenger.
(e) Not passengers.
(f) Out of these, three were not passengers.
(g) Out of these, one was not a passenger.
(h) Out of these, four were not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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*.

STANDARD GAUGE—*contd.*

	NORTH WESTERN (a).									OUDH AND ROHILKHAND.									EASTERN BENGAL.								
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	9	...	...	...	9	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	4	2	6	...	9	...	1	...	10	...	3	3	...	2	...	...	...	2	6	...	6	...	19	...	1	...	20	2
3. Collisions between goods trains or parts of goods trains	3	5	8	...	...	1	4	1	4	...	...	...	...	...	...	...	...	...	2	11	13	...	...	...	1	...	1	3
4. Collisions between light engines	...	11	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	9	9	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	4	1	5	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	20	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	11	13	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	22	25	...	1	...	...	...	1	7
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	211	211	...	...	...	...	...	...	...	86	86	...	...	...	...	...	...	2	167	169	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	2	13	15	(b)1	...	2	3	3	3	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	40	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	96	96	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	13
14. The failure of tyres	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	19
20. Broken rails	...	2	2	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	8	18	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	8	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
25. Other accidents	...	34	34	(b)1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	25
TOTAL ALL CLASSES	17	499	516	(c)2	9	3	8	5	17	2	121	123	...	2	...	...	...	2	21	255	276	...	29	...	2	...	31	

	EAST COAST.									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	2	2	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	5	5	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	1	2	3	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	92	92	(b)1	...	...	...	...	1	9
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	3	3	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	3	3	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	12	12	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	122	123	(b)1	...	...	...	...	1	

(a) Including the Hyderabad-Shadipalli, the Southern Punjab (Delhi Samasta), the Rajpura-Bhatinda, and the Jammu and Kashmir railways.
(b) Not a passenger.
(c) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

STANDARD GAUGE—*concld.*

	GREAT INDIAN PENINSULA. (a)									BOMBAY, BARODA AND CENTRAL INDIA. (b)									MADRAS. (c)									THE NIZAM'S GUARANTEED STATE. (d)									
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	4	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	5	7	...	...	...	...	...	...	1	2	3	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	16	16	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3	9	12	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	2	40	42	...	5	...	3	...	8	1	3	4	4	22	1	2	5	24	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	8
9. Trains running over cattle on the line	...	37	37	...	...	...	...	...	...	...	53	53	...	...	...	...	...	...	...	146	146	...	...	...	...	...	...	...	71	71	...	...	...	...	9
10. Ditto over obstructions on the line	...	17	17	(e)1	...	...	...	1	...	1	5	6	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	10
11. Ditto through gates at level-crossings	...	11	11	...	...	...	1	...	1	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	20	20	...	...	...	...	...	...	...	16	16	...	...	...	...	...	...	...	39	39	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	78	78	...	...	...	...	...	...	...	75	75	...	...	...	...	...	...	...	24	24	...	3	...	...	...	3	...	3	3	...	...	...	...	13
14. The failure of tyres	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	14
15. Ditto of wheels	1	8	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	10	10	...	...	1	...	1	...	...	16	16	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	1	2	...	...	...	...	21
22. Slips in cuttings or embankments	...	7	7	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	48	48	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	40	40	...	...	1	2	1	2	...	16	16	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	2	2	...	...	...	...	25
TOTAL ALL CLASSES	4	361	365	(e)1	5	2	6	3	11	2	209	211	4	22	1	2	5	24	3	234	237	...	3	...	...	...	3	6	94	100	...	...	...	...	...	...	

(a) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(b) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gaekwar's Petlád railways.
(c) Not a passenger.
(d) Including the Bezwada extension, East Coast State railway.
(e) Including the Madras-Ennúr section of the Bezwada-Madras railway and the Kolar Gold-fields railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

METRE GAUGE.

	BENGAL AND NORTH-WESTERN (TIRHOOT AND COMPANY'S SECTIONS).									RAJPUTANA-MALWA. (a)									SOUTHERN MAHRATTA. (b)									
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	...	...	2	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	1	...	1	...	...	...	2	...	2	...	3	3	...	...	...	...	...	...	3
4. Collisions between light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	2	5	7	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	33	34	...	...	...	...	...	...	1	10	11	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	10	10	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	57	57	...	...	...	...	...	...	1	161	162	...	...	...	...	...	...	5	294	299	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	1	6	7	...	...	...	...	...	...	2	15	17	...	(c)1	...	...	...	1	...	10	10	..	(c)1	...	...	...	1	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	22	22	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	...	37	37	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	2	4	6	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10	21	31	..	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
18. Ditto of couplings	...	12	12	...	...	...	...	...	...	...	32	32	...	...	...	...	...	...	3	46	49	...	..	..	7	...	7	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	16	16	4	2	20	18	19
20. Broken rails	...	1	1	...	..	...	...	...	...	...	15	15	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	1	1	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	2	24	26	...	4	...	...	...	4	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	22
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	9	9	...	..	...	...	...	...	23
24. Fire at stations, or involving injury to bridge or viaducts	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	24
25. Other accidents	1	15	16	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	1	2	3	...	...	...	4	...	4	25
TOTAL ALL CLASSES	8	169	177	...	...	...	...	...	...	8	288	296	...	(c)1	...	2	...	3	30	488	518	16	(d) 23	4	13	20	36	

(a) Including the Palanpur-Deesa, the Ahmedabad-Párantij, and the Gaekwar's Mehsána railways.
(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
(c) Not a passenger.
(d) Out of these one was not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

METRE GAUGE—*contd.*

	SOUTH INDIAN. (a)								ASSAM-BENGAL.								BURMA.								
	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.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	...	1	1	2	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	2	...	2	...	...	...	...	...	...	3	1	4	...	..	...	...	1	2	3	...	1	...	...	...	1	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	..	...	...	...	...	...	...	...	...	1	15	16	...	...	...	...	...	6	6	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	1	2	3	...	...	...	...	..	...	2	5	7	...	...	...	...	1	4	5	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	2	288	290	...	...	...	...	...	...	1	66	67	...	...	...	...	...	48	48	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	2	5	7	...	...	..	...	...	...	2	3	5	...	...	...	...	1	3	4	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	2	2	4	...	...	...	...	...	...	...	...	...	..	..	..	..	...	2	2	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	10	10	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	1	11	12	..	..	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	2	4	6	...	...	...	...	...	6	6	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	5	5	...	...	...	...	..	...	...	4	4	...	..	...	...	...	10	10	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	1	3	4	...	...	...	...	...	...	...	2	2	...	...	...	...	...	5	5	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	10	10	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	3	3	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	2	2	4	...	...	1	...	1	...	25
TOTAL ALL CLASSES	11	326	337	...	...	...	...	...	...	12	121	133	...	...	...	...	7	120	127	...	1	1	...	1	1	

(a) Including the Mayavaram-Mutupet railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

METRE GAUGE *contd.*

	EASTERN BENGAL. (a)								CAWNPORE-BURHWAL.								DEOGHUR.								
	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.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	1.
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2.
3. Collisions between goods trains or parts of goods trains	1	2	3	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3.
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	4.
5. Passenger trains or parts of passenger trains leaving the rails	14	...	14	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6.
7. Trains or engines travelling in the wrong direction through points	1	4	5	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7.
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8.
9. Ditto over cattle on the line	1	75	76	...	...	...	..	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	9.
10. Ditto over obstructions on the line	4	4	8	...	(b)1	...	..	..	1	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10.
11. Ditto through gates at level-crossings	...	...	.	...	...	...	...	...	...	1	1	2	...	(b)1	...	...	1	...	...	...	...	...	...	...	...	11.
12. The bursting of boilers of engines	...	...	...	...	..	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12.
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	9	9	...	..	...	...	..	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	13.
14. Ditto of tyres	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	14.
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15.
16. Ditto of axles	3	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16.
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17.
18. Ditto of couplings	...	4	4	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	18.
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19.
20. Broken rails	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20.
21. The flooding of portions of permanent-way	3	6	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21.
22. Slips in cuttings or embankments	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22.
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23.
24. Fire at stations, or involving injury to bridges or viaducts	1	1	2	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24.
25. Other accidents	2	7	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	25.
TOTAL ALL CLASSES	33	122	155	...	(b)1	...	...	...	1	1	9	10	...	(b)1	...	...	1	...	...	...	...	...	...	...	...	

(a) Including the Kaunia-Dharla (2' 6" gauge) branch.

(b) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

METRE GAUGE—*contd.*

	ROHILKUND AND KUMAON (COMPANY'S SECTION). (a)									BENGAL DOOARS.									DIBRU-SADIYA.									
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	..	1	1	..	...	...	..	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	3
4. Ditto light engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	4	4	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	4	2	6	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	1	1	...	..	...	...	...	..	...	2	2	...	...	...	...	...	...	...	1	1	...	..	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	39	39	...	..	...	...	...	...	...	4	4	...	...	..	...	...	...	...	14	14	...	..	...	...	...	9
10. Ditto over obstructions on the line	...	2	2	..	...	...	...	...	...	...	.	..	...	...	..	...	...	...	1	2	3	...	..	...	...	...	10
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	..	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	30	30	..	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	3	...	...	..	...	.	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	..	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	15
16. Ditto of axles	...	3	3	..	...	...	...	...	...	...	..	..	...	...	...	..	...	..	...	2	2	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	17	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	..	...	...	...	...	...	2	2	..	..	...	...	...	...	...	3	3	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	..	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	25
TOTAL ALL CLASSES	...	103	103	...	...	..	...	...	...	3	10	13	..	...	...	...	...	...	5	47	52	...	...	...	...	...	

(a) Including the Lucknow-Bareilly section, Rohilkund-Kumaon railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

METRE GAUGE—*concld.*

	JODHPORE-BICKANEER (JODHPORE AND BICKANEER SECTIONS).									ODDEYPORE-CHITOR.									BHAVNAGAR-GONDAL-JUNAGARH-PORBANDER. (a)									
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	36	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	27	27	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	(b)2	...	...	2	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	25
TOTAL ALL CLASSES	...	52	52	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	...	47	47	...	(b)2	...	...	2	

(a) Including the Jetalsar-Rajkot and the Jamnagar railways.

(b) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending with the 31st December 1897, 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.*

SPECIAL GAUGES.

	JORHÁT (2′ 0″).									DARJEELING-HIMALAYAN (2′ 0″).										THE GAEKWAR'S DABHOI (2′ 6″.)									
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	8	1	9	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	6	...	6	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	(a)2	...	...	...	2	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	1	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	7	7	14	...	...	...	...	...	...	8	8	16	...	...	...	...	...	...	6	6	12	(a)2	...	...	...	2	...	

(a) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve MONTHS ending with the 31st December 1897, 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—*concld.*

SPECIAL GAUGES—*concld.*

	RAJPIPLA (2′ 6″).									COOCH BEHAR (2′ 6″).									MORVI (2′ 6″).								
	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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	3	...	3	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	(a)1	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
24. Fire at stations or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	3	2	5	...	...	...	...	...	...	7	8	15	...	...	...	...	...	...	...	34	34	...	(a)1	...	...	...	1	

(a) Not a passenger.

ABSTRACT

No. 4.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ending with the 31st December 1897, 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.

	STANDARD GAUGE LINES.												METRE GAUGE LINES.											
	Average number of accidents during the two previous years.			Twelve months ending with the 31st December 1897.									Average number of accidents during the two previous years.			Twelve months ending with the 31st December 1897.								
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	2	3	5	3	...	3	...	12	...	...	...	12	3	2	5	4	...	4	...	2	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	10	10	20	22	9	31	2	56	...	3	2	59	6	10	16	4	3	7	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	8	48	56	13	29	42	...	..	3	9	3	9	2	14	16	3	9	12	...	...	...	...	...	...
4. Collisions between light engines	1	14	15	1	21	22	...	1	...	..	..	1	...	5	5	...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	11	20	31	14	23	37	...	..	...	..	...	...	17	30	47	35	15	50	...	1	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	9	118	127	5	96	101	...	...	..	..	...	..	3	80	83	4	73	77	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	6	37	93	7	83	90	4	28	1	5	5	53	11	48	59	6	36	42	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	4	11	15	2	9	11	...	...	...	...	...	...	...	10	10	1	6	7	...	...	...	...	...	...
9. Trains running over cattle on the line	2	1,002	1,004	3	1,236	1,239	(a) 1	...	...	...	1	...	10	1,071	1,081	10	1,113	1,123	...	...	...	...	...	...
10. Trains running over obstructions on the line	11	84	95	9	72	81	(b) 2	(b)3	6	3	8	6	12	57	69	13	56	59	...	(b) 5	...	...	...	...
11. Trains running through gates at level-crossings	3	28	31	1	34	35	...	...	...	1	...	1	2	16	18	3	15	18	...	(a) 1	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines	...	100	100	...	149	149	...	...	..	..	...	...	...	66	66	...	33	33	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	323	323	...	419	419	...	3	...	..	...	3	1	159	160	...	135	135	...	...	...	...	...	...
14. The failure of tyres	1	6	7	...	11	11	...	...	...	...	...	...	...	10	10	2	8	10	...	...	...	...	...	...
15. Ditto of wheels	...	2	2	1	8	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	10	11	1	8	9	...	...	...	...	...	...	4	38	42	14	48	62	...	...	...	...	...	...
17. Ditto of brake apparatus	...	3	3	...	1	1	...	...	...	..	...	..	...	3	3	...	1	1	...	...	...	...	...	...
18. Ditto of couplings	1	78	79	...	75	75	...	...	1	...	1	...	2	112	114	5	126	131	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	1	1	..	...	...	..	...	...	1	...	1	1	...	1	16	16	...	...	...	...
20. Broken rails	...	41	41	...	51	51	...	...	...	..	...	...	...	33	33	...	43	43	...	...	...	...	...	...
21. The flooding of portions of permanent-way	12	34	46	10	35	45	...	...	...	..	...	...	2	31	33	7	57	64	...	4	...	...	...	...
22. Slips in cuttings or embankments	2	17	19	...	13	13	...	...	...	...	...	...	2	4	6	...	11	11	...	...	...	...	...	...
23. Fire in trains	3	94	97	4	84	88	(a)1	(c)6	...	...	1	6	1	59	60	...	34	34	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	2	30	32	...	32	32	...	...	1	...	1	...	2	14	16	1	22	23	...	...	...	...	...	...
25. Other accidents	6	142	148	3	172	175	(a) 1	1	1	2	2	3	11	76	87	6	56	62	...	...	...	...	...	...
TOTAL FOR THE TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1897	...	...	...	99	2,671	2,770	(a) 11	(d) 110	13	23	24	133	...	...	...	119	1,904	2,023	16	(g) 29	...	...	...	...
Average of the two previous years	...	...	...	95	2,305	2,400	(e) 14	(f) 58	3	27	17	85	...	...	...	92	1,948	2,040	(h) 9	(d) 20	(i) 5	(k) 15	(h) 3	(d) 20
Mean mileage worked						11,844												8,340						
Number of servants employed						133,927												61,284						
Train-mileage of all descriptions						47,126,332												21,714,141						
Number of passengers carried						94,597,476												55,132,318						
Passenger-mileage						3,921,890,554												1,976,888,226						
Per mile open—																								
Train-mileage of all descriptions						3,979												2,604						
Number of passengers carried						7,987												6,611						
Passenger-mileage						331,129												237,037						
Total passengers—																								
Killed per million of passengers						0·063												0·290						
Injured per million of passengers						1·110												0·417						
Killed per million of passenger-miles						0·002												0·008						
Injured per million of passenger-miles						0·027												0·012						

	SPECIAL GAUGE LINES.												TOTAL ALL GAUGES.												
	31st December 1897.				Average number of accidents during the two previous years.			Twelve months ending with the 31st December 1897.								Average number of accidents during the two previous years.			Twelve months ending with the 31st December 1897.							
	Number of servants.		Total all classes.					Number.			Number of passengers and others.		Number of servants.		Total all classes.				Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of heading.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	5	5	10	7	...	7	...	14	...	..	...	14	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	..	..	...	...	1	...	1	...	...	...	...	...	...	...	...	...	17	20	37	26	12	38	2	56	...	3	2	59	2
3. Collisions between goods trains or parts of goods trains	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	10	62	72	16	38	54	...	...	3	11	3	11	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	19	20	1	25	26	...	1	...	...	...	1	4
5. Passenger trains or parts of passenger trains leaving the rails	..	...	...	1	1	5	6	25	3	28	...	...	...	...	...	...	29	55	84	74	41	115	...	1	..	...	..	1	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	.	...	...	.	4	14	18	...	6	6	...	...	...	...	...	...	16	212	228	9	175	184	..	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	17	135	152	13	119	132	4	28	1	5	5	33	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	21	25	3	15	18	..	...	...	...	...	...	8
9. Trains running over cattle on the line	...	...	...	...	1	9	10	...	25	25	.	..	...	...	...	...	13	2,082	2,095	13	2,374	2,387	(a) 1	...	...	...	1	...	9
10. Trains running over obstructions on the line	...	...	5		1	3	4	1	3	4	(b) 2	(a) 1	...	...	2	1	24	144	168	23	131	154	(b) 4	(b) 9	6	3	10	12	10
11. Trains running through gates at level-crossings	...	...	1		...	...	...	...	...	...	...	...	...	...	...	...	5	44	49	4	49	53	.	(a) 1	...	1	..	2	11
12. The bursting of boilers of engines	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a) The bursting of tubes, etc., of engines	...	...	...		...	1	1	...	2	2	...	...	...	...	...	...	...	167	167	...	184	184	...	...	...	...	...	...	12 (a)
13. The failure of machinery, springs, etc., of engines	...	...	...		...	7	7	...	12	12	...	...	...	...	...	...	1	489	490	...	566	566		3	...	...	...	3	13
14. The failure of tyres	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	1	16	17	2	19	21	...	...	...	...	...	...	14
15. Ditto of wheels	.	...	...		...	5	5	...	2	2	...	...	...	...	...	...	...	7	7	1	10	11	...	...	...	...	...	...	15
16. Ditto of axles	..	...	...		2	6	8	1	3	4	...	...	...	...	...	...	7	54	61	16	59	75	...	...	...	...	...	...	16
17. Ditto of brake apparatus	.	...	..	...	...	...	...	...	...	..	...	...	...	...	...	...	...	6	6	...	2	2	...	..	..	...	...	...	17
18. Ditto of couplings	...	7	...	7	...	...	...	...	...	...	...	...	...	...	...	...	3	190	193	5	201	206	..	..	1	7	1	7	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	4	2	20	18	1	...	1	...	...	..	...	...	...	...	...	...	2	..	2	1	1	2	16	16	4	2	20	18	19
20. Broken rails	...	...	...	...	...	...	...	...	1	1	..	...	...	...	...	...	...	74	74	...	95	95	...	...	...	...	...	..	20
21. The flooding of portions of permanent-way	...	..	...	4	1	5	6	3	4	7	...	...	...	...	...	...	15	70	85	20	96	116	..	4	...	...	...	4	21
22. Slips in cuttings or embankments	...	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	4	22	26	...	25	25	..	...	...	...	...	..	22
23. Fire in trains	...	...	...	...	...	1	1	1	1	2	...	...	...	...	...	...	4	154	158	5	119	124	(a)1	(c)6	...	...	1	6	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4	44	48	1	55	56	...	...	1	...	1	...	24
25. Other accidents	1	4	1	4	...	1	1	...	1	1	...	...	...	...	...	...	17	219	236	9	229	238	(a) 1	1	2	6	3	7	25
TOTAL FOR THE TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1897	5	15	21	44	...	...	...	31	65	96	(b) 2	(a) 1	...	...	2	1	...	...	...	249	4,640	4,889	(i) 29	(j) 140	18	38	47	178	
Average of the two previous years	5	9	14	29	...	...	...	12	58	70	..	...	...	3	...	3	...	...	...	199	4,311	4,510	(i) 23	(k) 78	8	39	31	117	
Mean mileage worked									279												20,463								
Number of servants employed									1 701												196,912								
Train-mileage of all descriptions									492,662												69,333.135								
Number of passengers carried									,888,298												150,618,092								
Passenger-mileage									24 459,009												5,923,237,789								
Per mile open—																													
Train-mileage of all descriptions									1,766												3,388								
Number of passengers carried									3,184												7,361								
Passenger-mileage									87,667												289,461								
Total passengers—																													
Killed per million of passengers									.....												0·146								
Injured per million of passengers									.....												0·850								
Killed per million of passenger-miles									.....												0·004								
Injured per million of passenger-miles									.....												0·022								

(a) Not a passenger. (b) Not passengers. (c) Of these, two were not passengers. (d) Of these, five were not passengers, (e) Of these, four were not passengers. (f) Of these, eight were not passengers. (g) Of these, six were not passengers. (h) Of these, three were not passengers. (i) Of these, seven were not passengers. (j) Of these, twelve were not passengers. (k) Of these, thirteen were not passengers.

ABSTRACT No. 5.

PROPORTION of PASSENGERS KILLED and INJURED on the SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in passenger journeys for the years 1887 to 1897.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL, FROM ACCIDENTS TO TRAINS.		Number of passenger journeys (inclusive of journeys by season ticket-holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1887	4	62	95,411,779	1 in 23,852,945	1 in 1,538,900
1888	2	26	103,156,013	1 in 51,578,006	1 in 3,967,539
1889	27	155	110,102,383	1 in 4,088,977	1 in 712,273
1890	1	24	113,828,810	1 in 113,828,810	1 in 4,743,700
1891	56	135	122,611,345	1 in 2,189,488	1 in 908,232
1892	8	42	127,230,914	1 in 15,903,864	1 in 3,029,307
1893	51	84	135,262,950	1 in 2,652,215	1 in 1,610,261
1894	1	85	145,462,546	1 in 145,462,546	1 in 1,711,324
1895	8	37	151,723,981	1 in 18,965,498	1 in 4,100,648
1896	24	93	159,162,589	1 in 6,631,775	1 in 1,711,426
1897	22	128	150,618,092	1 in 6,846,277	1 in 1,176,704

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No. 403 R. Stat.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

Simla, the 28th June 1898.

Returns of accidents on Indian railways for the twelve months ending with the 31st December 1897.

Read again—

Government of India order No. 402 R. Stat., dated the 9th October 1896.
Government of India order No. 263 R. Stat., dated the 17th June 1897.

Read also—

The following note by the Director of Railway Traffic, dated the 17th June 1898, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the twelve months ending with the 31st December 1897.

I.—Accidents to trains, rolling stock, permanent-way, etc.

Accidents to trains, rolling stock, permanent-way, etc., during the twelve months ending with the 31st December 1897, as shown under abstract No. 4 on pages 16 and 17 of the accompanying returns, caused the death of 47 and injury to 178 persons. The table below shows that the number of persons (both killed and injured) was very much in excess of the average of the two previous years, mainly due to the accident at Gholvad station, on the Bombay, Baroda and Central India railway, on the 9th January 1897, in which 5 persons were killed and 24 injured; to the collision at Howrah station, on the East Indian railway, on the 15th April 1897, in which 20 passengers were slightly injured; and to the failure of the Malur bridge between Channapatna and Mudgeri, on the Southern Mahratta railway, on the 23rd September 1897, in which 20 persons were killed and 18 injured. The total number of accidents was also considerably above the average:

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 88 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.									
Twelve months ending with the 31st December 1897	99	2,671	2,770	(a) 11	(a) 110	13	23	24	133
Average of the two previous years	95	2,305	2,400	(b) 14	(c) 58	3	27	17	85
Metre gauge.									
Twelve months ending with the 31st December 1897	119	1,904	2,023	16	(d) 29	5	15	21	44
Average of the two previous years	92	1,948	2,040	(e) 9	(a) 20	5	9	14	29
Special gauges.									
Twelve months ending with the 31st December 1897	31	65	96	(f) 2	(g) 1	...	...	2	1
Average of the two previous years	12	58	70	...	...	...	3	...	3
Total all gauges for the twelve months ending with the 31st December 1897	249	4,640	4,889	(h) 29	(i) 140	18	38	47	178
Average of the two previous years	199	4,311	4,510	(k) 23	(j) 78	8	39	31	117

(a) Out of these, five were not passengers.
(b) „ „ four „ „
(c) „ „ eight „ „
(d) „ „ six „ „
(e) „ „ three „ „
(f) Not passengers.
(g) Not a passenger.
(h) Out of these, seven were not passengers.
(i) „ „ twelve „ „
(j) „ „ thirteen „ „

2. The following table compares the variations in the mean mileage worked, the train-mileage run and the number of accidents with the average, and shows that, with an increase of 5·51 per cent. in the mean mileage worked and of 5·87 per cent. in the train-mileage run during the twelve months ending with the 31st December 1897, the number of accidents increased by 379 or 8·40 per cent. as compared with the average of the two previous years :

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE TWO PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . .	+370	+15·42	+584	+5·19	+2,548,745	+5·72
Metre . . .	—17	—0·83	+472	+5·99	+1,261,232	+6·16
Special . . .	+26	+37·14	+13	+4·89	+35,297	+7·72
TOTAL .	+379	+8·40	+1,069	+5·51	+3,845,274	+5·87

3. The following table, showing the principal increases and decreases in the number of accidents of different classes on the standard, metre and special gauge lines, brings out the fact that, although the general total showed an increase, there were large variations in the number of accidents of different classes as compared with the average of the two previous years :

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
Standard gauge.				
Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line .	+12	—1	+11	+55·00
Collisions between goods trains or parts of goods trains	+5	—19	—14	—25·00
Goods trains or parts of goods trains, engines, etc., leaving the rails . .	—4	—22	—26	—20·47
Trains running over cattle on the line .	+1	+234	+235	+23·40
Trains running over obstructions on the line	—2	—12	—14	—14·74
The bursting of tubes, etc., of engines .	...	+49	+49	+49·00
The failure of machinery, springs, etc, of engines	...	+96	+96	+29·72
Under the head "Other accidents" .	—3	+30	+27	+18·24
Metre gauge.				
Trains or engines travelling in the wrong direction through points . . .	—5	—12	—17	—28·81
Trains running over cattle on the line .	...	+42	+42	+3·89
The bursting of tubes, etc., of engines .	...	—33	—33	—50·00
The failure of machinery, springs, etc., of engines	—1	—24	—25	—15·62
The failure of axles	+10	+10	+20	+47·62
The failure of couplings	+3	+14	+17	+14·91
The flooding of portions of permanent-way .	+5	+26	+31	+93·94
Fire in trains	—1	—25	—26	—43·33
Under the head "Other accidents" .	—5	—20	—25	—28·74
Special gauges.				
Passenger trains or parts of passenger trains leaving the rails	+24	—2	+22	+366·67
Goods trains or parts of goods trains, engines, etc., leaving the rails . .	—4	—8	—12	—66·67
Trains running over cattle on the line .	—1	+16	+15	+150·00

It will be observed from the foregoing that the increases on the standard gauge lines occurred under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," 11 accidents or 55·00 per cent.; under "Trains running over cattle on the line," 235 accidents or 23·40 per cent. partly due, it is believed, to the drought and consequent scarcity of fodder, villagers having in many cases driven their cattle on to the railway line to graze, and partly also to the opening of new lines; under "The bursting of tubes, etc., of engines", 49 accidents or 49·00 per cent.; under "The failure of machinery, springs, etc., of engines," 96 accidents or 29·72 per cent. ; and under the head "Other accidents," 27 accidents or 18·24 per cent. On the metre gauge railways under "Trains running over cattle on the line," 42 accidents or 3·89 per cent.; under "The failure of axles," 20 accidents or 47·62 per cent.; under "The failure of couplings," 17 accidents or 14·91 per cent.; under "The flooding of portions of permanent-way," 31 accidents or 93·94 percent.; and on the special gauge lines under "Passenger trains or parts of passenger trains leaving the rails," 22 accidents or 366·67 per cent.; under "Trains running over cattle on the line," 15 accidents or 150·00 per cent., possibly due to the cause noted above

4. Under the head "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," the largest number, *viz.*, 10, occurred on the East Indian railway; under the head "The bursting of tubes, etc., of engines" the largest number, *viz.*, 40, occurred on the North Western State railway, next to it comes the Madras railway with 39 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *viz.*, 102, occurred on the East Indian railway, next to that line come the North Western State with 96 and the Great Indian Peninsula and the Bombay, Baroda and Central India railways with 78 and 75, respectively; under the head "Other accidents," the largest number, *viz.*, 46, occurred on the East Indian railway, next to that line come the Great Indian Peninsula and the North Western State railways with 40 and 34 accidents on each, respectively; under the head "The failure of axles," the largest number, *viz.*, 31, occurred on the Southern Mahratta railway; under the head "The flooding of portions of permanent-way," although the largest number, *viz.*, 26, occurred on the North Western State railway, the increase, as noticed above (*vide* paragraph 3), occurred on the metre gauge lines, on which gauge the largest number, *viz.*, 26, occurred on the Southern Mahratta railway; under the head "Passenger trains or parts of passenger trains leaving the rails," although the largest number, *viz.*, 14, occurred on the Eastern Bengal State railway, (metre gauge section), the increase under this head, as noticed above, occurred on the special gauge lines, the largest number on these railways having occurred on the Darjeeling-Himalayan railway, *viz.*, 9, next to that line comes the Jorhát railway with 6 accidents.

5. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 299; next comes the South Indian railway with 290, then the North Western State railway with 211, the East Indian railway with 187, the Eastern Bengal State railway (standard gauge section) with 169, and the Rajputana-Malwa railway with 162.

In relation to the train-mileage run, the highest proportion was on the Cooch Behar railway, which gave an average of 1 accident in 4,548 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,971; then the Morvi, the Jodhpore-Bickaneer, the East Coast State and the Eastern Bengal State (standard gauge section) railways with averages of 1 in 9,604, 1 in 10,588, 1 in 11,064 and 1 in 12,025, respectively. The lowest proportion was on the Great Indian Peninsula railway, *viz.*, 1 in 245,859 train-miles run, the Gaekwar's Dabhoi railway coming next with 1 in 92,318, then the East Indian railway with 1 in 70,625, the Burma railways with 1 in 58,475, the Bombay, Barola and Central India railway with 1 in 53,737, and the Oodeypore-Chitor railway with 1 in 45,707.

6. Taking the total number of accidents to trains, rolling stock, permanent-way, etc., on each railway, as given in table No. 3, the proportion of accidents to train-mileage run was highest on the Cooch Behar railway, on which 1 accident occurred on an average in 1,516 train-miles; next comes the Rajpipla railway with 1 accident in 1,812 train-miles; then the Jorhát, the Assam-Bengal

the Rohilkhund and Kumaon (including the Lucknow-Bareilly section), and the Dibru-Sadiya railways with averages of 1 in 2,236, 1 in 3,008, 1 in 4,576 and 1 in 4,588, respectively. The lowest proportion was on the East Indian railway, *viz.*, 1 in 25,447, the Great Indian Peninsula railway coming next with 1 in 24,923, then the Burma railways with 1 in 22,101, the Oudh and Rohilkhand State railway with 1 in 18,672, the North Western State railway with 1 in 17,650 and the Rajputana-Malwa railway with 1 in 17,429.

II.—Accidents from other causes not involving accidents to trains, etc.

7. The casualties to passengers, servants in the employ of railways or of contractors, and to others, from causes not involving accidents to trains (which are detailed in abstract No. 2) are compared separately, for each gauge, with the average of the two previous years in the table below :

Gauges.	Twelve months ending with the 31st December 1897.								Average of the two previous years.							
	Passengers.		Servants.		Others.		Total.		Passengers.		Servants.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	49	143	161	257	546	116	756	516	50	126	115	236	336	81	501	443
Metre	8	67	50	70	176	67	234	204	17	56	38	75	140	57	195	188
Special	...	...	1	3	1	3	2	6	...	...	...	5	1	2	1	7
Total	57	210	212	330	723	186	992	726	67	182	153	316	477	140	697	638

It will be seen from the foregoing table that the number of persons killed and injured, excepting passengers killed, compares unfavourably with the average of the two previous years. The increase is attributable, to some extent, to the opening of new lines.

III.—Accidents in which the movement of vehicles used exclusively upon railways was not concerned.

8. The following table shows, for the several gauges, the number of persons reported to have been killed or injured by accidents, in which the movement of vehicles used exclusively upon railways was not concerned. Comparative figures for the previous year are also given :

	Twelve months ending with the 31st December 1897.		Twelve months ending with the 31st December 1896.	
	Killed.	Injured.	Killed.	Injured.
Standard	35	151	59	147
Metre	26	56	18	40
Special	...	1	...	1
Total	61	208	77	188

IV.—Statistical results.

9. The following table gives certain statistical results for the period under review, comparing the number of passengers killed and injured by accidents to trains and from all causes with the number carried and the number of passenger-units carried one mile. Comparative results, based on the average figures of the two previous years, are also given :

Particulars.		Twelve months ending with the 31st December 1897.				Average of the two previous years.			
		Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked	Miles	11,844	8,350	279	20,473	11,260	7,878	266	19,404
Train-mileage run	Miles	47,126,332	21,742,021	492,662	69,361,015	44,577,587	20,480,789	457,365	65,515,741
Number of passengers carried	No.	94,597,476	55,132,318	888,298	150,618,092	99,301,994	55,178,766	962,525	155,443,285
Number of passenger-units carried one mile	No.	3,921,890,554	1,976,888,226	24,459,009	5,923,237,789	4,192,549,418	2,074,403,222	25,813,399	6,292,766,039
Number of accidents	No.	2,770	2,023	96	4,889	2,400	2,040	70	4,510
Do. do. per 100,000 train-miles run	No.	5·88	9·30	19·49	7·05	5·39	9·96	15·31	6·88
Number of passengers killed by accidents to trains	No.	6	16	...	22	10	6	...	16
Proportion of above to number carried	No.	1 in 15,766,246	1 in 3,445,770	...	1 in 6,846,277	1 in 9,930,199	1 in 9,196,461	...	1 in 9,715,205
Number of passengers injured by accidents to trains	No.	105	23	...	128	60	15	...	65
Proportion of above to number carried	No.	1 in 900,028	1 in 2,397,057	...	1 in 1,176,704	1 in 1,986,040	1 in 3,678,584	...	1 in 2,391,435
Number of passengers killed from all causes	No.	55	24	...	79	60	23	...	83
Proportion of above to number carried	No.	1 in 1,719,954	1 in 2,297,18[illegible]	...	1 in 1,906,558	1 in 1,655,033	1 in 2,399,077	...	1 in 1,872,811
Number of passengers injured from all causes	No.	248	90	...	338	176	71	...	247
Proportion of above to number carried	No.	1 in 381,441	1 in 612,581	...	1 in 445,616	1 in 564,216	1 in 777,166	...	1 in 629,325
Number of passengers killed and injured from all causes	No.	303	114	...	417	236	94	...	330
Proportion of above to number carried	No.	1 in 312,203	1 in 483,617	...	1 in 361,194	1 in 420,771	1 in 587,008	...	1 in 471,041
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile	No.	1 in 12,943,533	1 in 17,341,125	...	1 in 14,204,407	1 in 17,765,040	1 in 22,068,119	...	1 in 19,068,988

It will be seen that the comparison is generally unfavourable for the reasons explained in paragraph I (1) *ante*.

10. From abstract No. 5 it appears that, during the year 1897, the proportion of passengers killed and injured from causes beyond their own control was generally higher than in the ten preceding years. The cause of the high proportion is given in paragraph I (1) *ante*.

V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the fourth quarter of 1897.

11. The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of life or injury to persons, and shows the railways on which they occurred :

Railway.	Number of accidents reported during the fourth quarter of 1897.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
East Indian	4	...	2	1	1	1	3
Bengal Central	1	...	3	...	...	...	3
North Western State	2	1	...	1	4	2	4
Eastern Bengal State	1	...	16	...	...	...	16
Great Indian Peninsula	3	1	...	1	1	2	1
Madras	1	...	3	...	...	...	3
Metre gauge.							
Rajputana-Malwa	1	...	1	...	...	...	1
Total	13	2	25	3	6	5	31
Average of the two corresponding quarters of 1895 and 1896	10	1	9	2	5	3	14

The increase in the total number of persons injured during the fourth quarter of 1897, as compared with the average of the corresponding quarters of the two previous years, was mainly due to the accident of the 21st October 1897 on the Eastern Bengal State railway. Particulars of this accident are briefly given in paragraph 12.

12. A brief description of some of the accidents which resulted in loss of life, or injury to persons, is given below :

East Indian railway.—On the 25th October 1897, an up goods train ran into a bullock cart at a level-crossing gate near Seoraphuli station. The cartman was injured.

On the 20th December 1897, an engine collided with another standing tender foremost at Ondál station. An intending passenger, who was seated on a bench on the platform, was struck by the flying pieces of the broken buffers and very slightly injured.

On the 23rd December 1897, a down mixed train, while entering Pákur station, collided with some empty trucks standing on the centre line, owing to the carelessness of the jamadar in not having set and locked the points. A railway servant was slightly injured.

Bengal Central railway.—On the 19th November 1897, while an up mixed train was standing on the main line at Bongong station, an engine, which was allowed to come on the same line, collided with the train. Three passengers were slightly injured.

North Western State railway.—On the 6th October 1897, the engine of an up goods train ran into a bullock cart at the level-crossing at mile 1,069—4, between Pind Sultáni Road and Langar stations, owing to the cartman having been asleep and the cart drawn on to the line by the bullocks. The cartman was killed.

On the 8th November 1897, a light engine collided with a down goods train at mile 34, between Piprí and Dábheji stations. Both the engines, the rolling stock and the permanent-way on a bridge were considerably damaged. Four railway servants were injured and one killed.

Eastern Bengal State railway (standard gauge).—On the 21st October 1897, while an Eastern Bengal State railway down goods train was passing from the down main line to the down Chitpore line at Canal Junction station, an up Bengal Central railway mixed train came on against signals and collided with the down goods train, and one third class carriage and three goods wagons were derailed. Sixteen passengers in the Bengal Central railway train were slightly injured, and the rolling stock considerably damaged.

Great Indian Peninsula railway.—On the 27th November 1897, a down mail train ran into a bullock cart at the level-crossing gate at mile 514, between Kháprí and Nágpur stations. The cart was smashed, and the cartman killed.

On the 22nd December 1897, an up tranship train parted at mile 254 near Angar station, owing to the breakage of the draw bar pin of a wagon. The engine after parting from its load got away, but was subsequently stopped by the driver. While it was at a stand still the carriages dashed against it, and the concussion threw off the fireman who died of the injuries received.

Madras railway.—On the 30th November 1897, while a mixed train was entering Jalarpet station, the engine and six vehicles were derailed, owing to the breakage of an engine spring. Three passengers in the derailed vehicle were slightly hurt.

Rajputana-Malwa railway.—On the 2nd October 1897, the engine of a down mail train collided with a country cart at mile 272—16, between Ajmere and Madár stations. The cartman was slightly injured.

Resolution.—The Government of India notices that, with an increase of 1,069 miles or 5·51 per cent. in the mean mileage worked and of 3,845,274 miles or 5·87 per cent. in the train-mileage run, the number of accidents to trains, rolling-stock, permanent-way, &c., on Indian railways during 1897, shows an increase of 379 accidents or 8·40 per cent. as compared with the average of the two previous years.

2. The number of passengers killed and injured by accidents to trains, &c., were 22 and 128, respectively, against an average of 16 and 65 during the two previous years ; while the number of passengers killed and injured from causes other than accidents to trains, &c., were 57 and 210, respectively, against an average of 67 and 182.

3. Out of a total of 150,618,092 passengers travelling, there were 79 killed and 338 injured, or an average of 1 killed in 1,906,558 and 1 injured in 445,616.

The proportion of passengers killed and injured by train accidents from causes beyond their own control, as compared with the numbers travelling, was 1 killed out of 6,846,277 and 1 injured out of 1,176,704.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, &c., were 18 killed and 38 injured, against 8 and 39, respectively, the average of the two previous years. From causes other than accidents to trains, &c., the casualties were 212 killed and 330 injured, against 153 killed and 316 injured.

5. With an increase of 5·51 per cent. in the mean mileage worked and of 5·87 per cent. in the train-mileage run, it is observed that the total number of casualties from all causes over the whole of the Indian railway system, as compared with the average of the two previous years, increased under killed from 728 to 1,039 or by 42·72 per cent., and under injured from 755 to 904 or by 19·74 per cent.

ORDER.—Ordered, that this resolution 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, the North-Western Provinces and Oudh, the Punjab and Burma.
The Chief Commissioners of the Central Provinces, Assam, and Coorg.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.
The Managers, North-Western State, Oudh and Rohilkhand State, Eastern Bengal State, and East Coast State Railways.
The Engineers-in-Chief, Mari-Attock, Indus Bridge Works, Bezwada-Madras, and Hardwar-Dehra Railways.

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

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

W. J. McCleverty

Captain, R.E.,
Offg. Under Secretary.

Space to furnish below

Documents accompanying.

Abstract returns of accidents for the twelve months ending with the 31st December 1897.

& bill follows from Supdt Govt Printing India Calcutta

To The Joint Secy: to the Govt of Madras
Public Works Dept. Ry: Br.

G. C. Press, Simla.—No. 586 P. W. D.—29-6-98.—30.