Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 628-Ry

DATED 2nd June 1899.

[Despatch Abstract.]

Return of Accidents on Indian Rys.

Covering the Agent, M. & S. Rys, Resolution of the Govt. of India embodying a note by the Director of Railway Traffic with the above ——— for the nine months ending the 30th September 1898.

Indexed.

[P. W. Ry. 500—13-6-98.]

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 628 - Ry

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[P. W. Ry. 869—13-6-98.]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

Public Works (189) Department.

CURRENT No. 1064

B/

From The Govt of India

Order — No 628 Ry dated 2/6/99.

Communicated to the Agents of the Madras & S I Rys for information

No. 274 R. Stah

Dated 26th April 1899

Received 13th May 1899

Registered

Enclosures

Spare copies

J.d
J.K
10.5.99.

Spare copies of the Return sent today
2
Rup 2/6/99.

The Agents to Encourage M.R.
S.I.R. Dupt 2/6/99
" Comm. Rep for R.

Dupt 2/6/99 this 30th September 1898.

10-5-99

Despatched on 2/6/99

SUBJECT.

Returns of accidents on Indian Rys for the nine months ending with the 30th September 1898.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Enclosure to Government of India Order No. 274 R. Stat., dated the 26th April 1899.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.

G. I. C. P. O.—No. 614 P. W. D.—26-4-99—50.—J. Maruan.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the nine months ending with the 30th September 1898, 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	35	...	8	...	...	6	43
By accidents from other causes, including accidents from their own want of caution or misconduct	38	110	15	45	...	1	53	156
SERVANTS :—								
From accidents to trains, rolling stock, permanent-way, etc.	11	33	7	14	...	...	18	47
By accidents from other causes, including accidents from their own want of caution or misconduct	92	192	30	59	1	1	123	252
OTHER PERSONS :—								
Whilst passing over railways at level-crossings	17	6	5	1	...	...	22	7
Trespassers	219	69	101	43	3	...	323	112
Suicides	52	8	13	...	...	...	65	8
Miscellaneous, not included in either of the above	1	11	6	4	1	2	8	17
TOTAL	436	464	177	174	5	4	618	642

A

ABSTRACT No. 1.

General Total.

Number of persons reported, during the nine months ending with the 30th September 1898, 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	35	...	8	...	...	6	43
By accidents from other causes, including accidents from their own want of caution or misconduct	38	110	15	45	...	1	53	156
Servants:—								
From accidents to trains, rolling stock, permanent-way, etc.	11	33	7	14	...	...	18	47
By accidents from other causes, including accidents from their own want of caution or misconduct	92	192	30	59	1	1	123	252
Other persons:—								
Whilst passing over railways at level-crossings	17	6	5	1	...	...	22	7
Trespassers	219	69	101	43	3	...	323	112
Suicides	52	8	13	...	...	...	65	8
Miscellaneous, not included in either of the above	1	11	6	4	1	2	8	17
Total	436	464	177	174	5	4	618	642

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	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	35	...	8	...	...	6	43
By accidents from other causes, including accidents from their own want of caution or misconduct	38	110	15	45	...	1	53	156
SERVANTS:—								
From accidents to trains, rolling stock, permanent-way, etc.	11	33	7	14	...	...	18	47
By accidents from other causes, including accidents from their own want of caution or misconduct	92	192	30	59	1	1	123	252
OTHER PERSONS:—								
Whilst passing over railways at level-crossings	17	6	5	1	...	...	22	7
Trespassers	219	69	101	43	3	...	323	112
Suicides	52	8	13	...	...	...	65	8
Miscellaneous, not included in either of the above	1	11	6	4	1	2	8	17
TOTAL	436	464	177	174	5	4	618	642

A

D.R.

ABSTRACT No. 2.

NUMBER of PERSONS reported during the nine months ending with the 30th September 1898, 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: From accidents to trains, etc.—See Abstracts Nos. 3 and 4. From causes other than accidents to trains, etc.: 1. From falling between trains and platforms. 2. Falling on to the platform ballast, etc., when getting into or out of trains. 3. Whilst crossing the line at stations. 4. By closing of carriage doors. 5. Falling or jumping out of carriages during the travelling of trains. 6. Other accidents. Total. Total Passengers. K. = Killed, I. = Injured.)

Classification Number.	Railway.	Accidents to trains K.	Accidents to trains I.	1 K.	1 I.	2 K.	2 I.	3 K.	3 I.	4 K.	4 I.	5 K.	5 I.	6 K.	6 I.	Total K.	Total I.	Total Passengers K.	Total Passengers I.
	Standard gauge. **State lines worked by companies.**																		
I	East Indian (a)	1	14	2	3	11	7	...	2	...	...	2	19	3	4	18	35	19	49
II	Bengal Central (b)	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
III	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	1	3	...	...	1	3	1	3
IV	Indian Midland (c)	...	...	1	...	...	...	...	1	...	...	...	...	...	...	1	1	1	1
	State lines worked by the State.																		
XI	North Western (d)	5	11	3	3	...	1	...	...	...	...	7	31	...	1	10	36	15	47
XIII	Oudh and Rohilkhand	...	...	...	...	...	1	...	...	...	...	...	4	...	...	...	5	...	5
XIV	Eastern Bengal	...	...	...	...	...	4	...	...	...	...	1	2	...	...	1	6	1	6
XVI	East Coast	...	...	...	...	1	1	...	...	...	...	...	2	...	...	1	3	1	3
	Lines worked by guaranteed companies.																		
XVIII	Great Indian Peninsula (e)	...	1	1	...	1	...	...	...	...	...	1	7	...	1	3	8	3	9
XIX	Bombay, Baroda and Central India (f)	...	1	...	1	...	1	1	...	...	...	2	5	...	...	3	7	3	8
XX	Madras (g)	...	7	...	2	...	2	...	...	...	...	...	1	...	...	...	5	...	12
	Line owned by native state and worked by company.																		
XXXII	The Nizam's Guaranteed State (h)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	TOTAL	6	35	7	9	13	17	1	3	...	...	14	75	3	6	38	110	44	145
	Average of the three previous corresponding periods	8	53	7	8	7	17	2	2	...	1	17	68	4	7	37	103	45	156
	Metre gauge. **State lines worked by companies.**																		
XXXIX	Bengal and North-Western— Tirhoot section. Company's " }	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
XLI	Rajputana-Malwa (i)	...	...	1	...	...	...	...	...	...	...	3	16	2	...	6	16	6	16
XLIII	Southern Mahratta (j)	...	...	...	...	...	1	...	...	...	...	...	8	...	...	...	9	...	9
XLVI	South Indian (k)	...	...	...	...	2	...	...	...	...	...	...	6	...	...	2	6	2	6
XLVIII	Assam-Bengal	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
XLIX	Burma	...	...	2	...	...	...	...	...	...	...	...	4	...	...	2	4	2	4
	Carried over	...	...	3	...	2	1	...	...	...	...	4	35	2	...	11	36	11	36

SERVANTS.

(Columns: From accidents to trains, etc.—See Abstracts Nos. 3 and 4. From causes other than accidents to trains, etc.: 1. Whilst coupling or uncoupling vehicles. 2. By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines. 3. Whilst passing over or standing upon buffers during shunting. 4. When getting on or off, or falling off, engines, wagons, etc., during shunting. 5. Whilst braking, spragging, or chocking wheels. 6. Whilst attending to ground points, marshalling trains, etc. 7. Whilst moving vehicles by capstans, turntables, props, etc., during shunting.)

Classification Number.	Railway.	Accidents to trains K.	Accidents to trains I.	1 K.	1 I.	2 K.	2 I.	3 K.	3 I.	4 K.	4 I.	5 K.	5 I.	6 K.	6 I.	7 K.	7 I.
I	East Indian (a)	1	4	...	3	...	...	1	...	...	1	...	5	...	...	...	1
II	Bengal Central (b)	5	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
IV	Indian Midland (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
XI	North Western (d)	3	7	2	5	...	...	1	...	...	4	...	1	...	2	...	1
XIII	Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIV	Eastern Bengal	1	6	...	...	...	...	...	...	...	1	...	...	...	1	...	...
XVI	East Coast	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Great Indian Peninsula (e)	1	14	1	...	...	...	...	...	...	...	...	...	...	...	...	...
XIX	Bombay, Baroda and Central India (f)	...	...	...	2	...	...	...	...	...	2	...	...	...	...	...	...
XX	Madras (g)	...	...	...	...	...	...	...	1	...	1	...	2	1	...	...	...
XXXII	The Nizam's Guaranteed State (h)	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...
	TOTAL	11	33	3	13	...	...	2	1	...	10	...	8	1	5	...	2
	Average of the three previous corresponding periods	6	20	6	18	1	3	...	3	2	16	...	5	1	4	1	1
XXXIX	Bengal and North-Western— Tirhoot section. Company's " }	3	1	2	...	...	...	...	...	...	1	...	...	...	...	...	...
XLI	Rajputana-Malwa (i)	...	3	...	3	...	1	...	...	...	...	...	...	...	...	...	...
XLIII	Southern Mahratta (j)	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...
XLVI	South Indian (k)	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...
XLVIII	Assam-Bengal	...	2	...	1	...	...	...	...	...	1	...	...	...	...	...	...
XLIX	Burma	1	4	...	2	...	...	...	...	...	2	...	...	...	...	...	...
	Carried over	4	11	2	6	...	1	...	...	1	6	...	...	1	...	...	...

SERVANTS (continued).

(Columns: 8. By other accidents during shunting operations not included in the preceding. 9. From falling off engines, etc., during the travelling of trains. 10. By coming in contact with overbridges, or erections on the sides of the line during the travelling of trains. 11. When getting on or off engines, vans, etc., during the travelling of trains. 12. Whilst attending to or by the failure of machinery, etc., of engines in steam. 13. Whilst working on the permanent-way, sidings, etc. 14. Whilst attending to gates at level-crossings. 15. Whilst walking, crossing or standing on the line on duty. 16. From being caught between vehicles. 17. From falling or being caught between trains and platforms, walls, etc. 18. Whilst walking, etc., on the line on the way home or to work. 19. Miscellaneous. Total. Total Servants.)

Classification Number.	Railway.	8 K.	8 I.	9 K.	9 I.	10 K.	10 I.	11 K.	11 I.	12 K.	12 I.	13 K.	13 I.	14 K.	14 I.	15 K.	15 I.	16 K.	16 I.	17 K.	17 I.	18 K.	18 I.	19 K.	19 I.	Total K.	Total I.	Total Servants K.	Total Servants I.
I	East Indian (a)	1	5	...	5	...	...	3	4	...	2	4	5	4	...	8	6	2	3	...	1	2	1	1	6	26	48	27	52
II	Bengal Central (b)	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	5	4
III	Bengal-Nágpur	...	...	...	3	...	...	...	2	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	1	8	1	8
IV	Indian Midland (c)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	1	...	1	...	...	...	2	4	2	4
XI	North Western (d)	2	3	1	5	1	1	2	4	1	4	2	1	...	...	4	10	1	2	...	1	...	...	2	4	19	48	22	55
XIII	Oudh and Rohilkhand	...	1	...	1	...	...	...	2	...	...	...	...	1	1	...	1	...	...	...	...	...	...	2	1	3	7	3	7
XIV	Eastern Bengal	1	...	...	...	...	...	...	5	1	1	1	1	1	1	5	1	...	...	...	...	1	1	...	3	10	15	11	21
XVI	East Coast	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	3	3	3	3
XVIII	Great Indian Peninsula (e)	2	3	2	2	1	...	...	1	...	4	1	...	...	...	5	9	...	...	1	...	2	...	3	...	18	19	19	33
XIX	Bombay, Baroda and Central India (f)	1	...	...	1	...	...	...	...	...	...	1	...	1	...	1	2	...	...	...	...	...	...	3	6	7	13	7	13
XX	Madras (g)	...	...	1	...	...	1	1	...	...	...	...	...	...	1	...	3	...	...	...	...	...	...	...	1	3	10	3	10
XXXII	The Nizam's Guaranteed State (h)	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	15	...	15
	TOTAL	9	14	4	17	2	3	6	19	2	11	9	8	7	3	24	35	4	6	2	2	6	2	11	33	92	192	103	225
	Average of the three previous corresponding periods	8	28	5	14	2	2	6	20	1	4	6	7	4	2	28	20	5	6	3	3	9	7	10	27	98	190	104	210
XXXIX	Bengal and North-Western— Tirhoot section. Company's " }	...	1	...	...	...	...	...	...	...	...	...	...	1	...	2	...	...	1	1	...	...	...	...	...	6	3	9	4
XLI	Rajputana-Malwa (i)	...	1	1	1	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	2	5	4	12	4	15
XLIII	Southern Mahratta (j)	1	...	...	1	...	...	1	1	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	2	5	6	5	6
XLVI	South Indian (k)	1	...	1	2	...	...	1	...	...	...	...	1	2	...	...	1	...	...	...	1	...	1	...	...	6	6	6	7
XLVIII	Assam-Bengal	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	5	1	7
XLIX	Burma	...	1	...	2	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	12	1	16
	Carried over	2	3	3	7	...	...	3	2	...	1	1	1	3	...	3	2	...	3	1	1	...	1	2	10	22	44	26	55

OTHERS.

Classification Number.	Railway.	Whilst passing over the railway at level-crossings K.	Level-crossings I.	Trespassers K.	Trespassers I.	Suicides K.	Suicides I.	Miscellaneous K.	Miscellaneous I.	Total Others K.	Total Others I.	Total all classes K.	Total all classes I.	Classification Number.
I	East Indian (a)	4	2	82	12	15	2	...	4	101	20	147	121	I
II	Bengal Central (b)	...	...	2	...	2	...	...	...	4	...	9	5	II
III	Bengal-Nágpur	...	...	15	3	6	1	...	...	21	4	23	15	III
IV	Indian Midland (c)	...	1	7	3	6	...	...	...	13	4	16	9	IV
XI	North Western (d)	3	2	37	19	9	...	...	2	49	23	86	125	XI
XIII	Oudh and Rohilkhand	...	1	17	5	7	5	...	2	24	13	27	25	XIII
XIV	Eastern Bengal	3	...	16	12	3	...	1	1	23	13	35	40	XIV
XVI	East Coast	2	...	6	2	1	...	...	...	9	2	13	8	XVI
XVIII	Great Indian Peninsula (e)	2	...	18	7	2	...	...	...	22	7	44	49	XVIII
XIX	Bombay, Baroda and Central India (f)	3	...	13	2	...	...	...	1	16	3	26	24	XIX
XX	Madras (g)	...	...	3	1	1	...	...	1	4	2	7	24	XX
XXXII	The Nizam's Guaranteed State (h)	...	...	3	3	...	...	...	...	3	3	3	19	XXXII
	TOTAL	17	6	219	69	52	8	1	11	289	94	436	464	
	Average of the three previous corresponding periods	8	5	206	66	89	4	6	4	309	79	458	445	
XXXIX	Bengal and North-Western— Tirhoot section. Company's " }	1	...	32	14	4	...	1	...	38	14	47	19	XXXIX
XLI	Rajputana-Malwa (i)	...	...	15	4	...	...	2	2	17	6	27	37	XLI
XLIII	Southern Mahratta (j)	...	...	4	3	2	...	1	1	7	4	12	19	XLIII
XLVI	South Indian (k)	2	1	6	3	3	...	...	...	11	4	19	17	XLVI
XLVIII	Assam-Bengal	...	...	2	...	3	...	...	...	5	...	7	7	XLVIII
XLIX	Burma	1	...	14	7	...	...	2	...	17	7	20	27	XLIX
	Carried over	4	1	73	31	12	...	6	3	95	35	132	126	

(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 Rájpura-Bhatinda, 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 Gold-fields railway.
(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 Kolhapur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangud railways.
(k) " the Mayavaram-Mutupet railway.

D.R.

ABSTRACT No. 2—*concluded.*

NUMBER of PERSONS reported during the nine months ending with the 30th September 1898, 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.

Classification number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.: 1. From falling between trains and platforms.		2. Falling on to the platform, ballast, etc., when getting into or out of trains.		3. Whilst crossing the line at stations.		4. By closing of carriage doors.		5. Falling or jumping out of carriages during the travelling of trains.		6. Other accidents.		TOTAL.		Total Passengers.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Brought forward	...	...	3	...	2	1	...	...	...	...	4	35	2	...	11	36	11	36
	Metre gauge—concld. **State lines worked by the State.**																		
L	Eastern Bengal (*a*)	...	...	...	...	1	...	1	...	...	...	...	2	...	...	2	2	2	2
LI	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted companies.																		
LIII	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	1	1	...	...	...	...	...	...	...	...	...	1	1	1	1
LV	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Dibru-Sadiya (*c*)	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
	Lines owned and worked by native states.																		
LXIX	Jodhpore-Bickaneer—Jodhpore section; Bickaneer "	...	...	...	...	...	1	...	...	...	...	...	2	...	...	...	3	...	3
LXX	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (*d*)	...	...	1	...	...	...	...	...	...	...	...	3	...	...	1	3	1	3
	TOTAL	...	8	4	1	4	2	[illegible]	...	...	...	4	42	2	...	15	45	15	53
	Average of the three previous corresponding periods	9	18	1	2	3	4	...	...	...	...	6	34	1	2	11	42	20	60
	Special gauges. **State line worked by the State.**																		
LXXX	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted companies.																		
LXXXI	Darjeeling-Himalayan (2' 0")	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	Tárakeshwar-Magra (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tezpur-Balipura (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																		
LXXXIII	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXIV	Rajpipla (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.																		
LXXXVI	Cooch Behar (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned [illegible]																		
[illegible]	[illegible]																		
	[illegible] (Total)															...	1	...	1
	[illegible] (Average of the three previous corresponding periods)																	...	...
	GRAND TOTAL	6	43	11	10	17	19	2	3	...	...	18	118	5	6	53	156	59	199
	Average of the three previous corresponding periods	17	71	8	10	10	21	2	2	...	1	23	102	5	9	48	145	65	216

SERVANTS.

Classification number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc.: 1. Whilst coupling or uncoupling vehicles.		2. By coming in contact, whilst riding on vehicles, during shunting, with other vehicles, etc., standing on adjacent lines.		3. Whilst passing over or standing upon buffers during shunting.		4. When getting on or off, or falling off, engines, wagons, etc., during shunting.		5. Whilst braking, spragging, or chocking wheels.		6. Whilst attending to ground points, marshalling trains, etc.		7. Whilst moving vehicles by capstans, turn-tables, props, etc., during shunting.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Brought forward	4	11	2	6	...	1	...	...	1	6	...	...	1	...	...	...
L	Eastern Bengal (*a*)	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...
LI	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
LV	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Dibru-Sadiya (*c*)	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXIX	Jodhpore-Bickaneer—Jodhpore section; Bickaneer "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXX	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (*d*)	3	2	...	...	...	...	...	1	...	1	...	1	...	...	...	...
	TOTAL	7	14	2	6	...	1	...	2	2	8	...	1	2	...	...	...
	Average of the three previous corresponding periods	4	10	4	6	...	1	...	1	3	4	...	...	1	1	...	...
LXXX	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXI	Darjeeling-Himalayan (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tárakeshwar-Magra (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tezpur-Balipura (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXIII	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXIV	Rajpipla (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXVI	Cooch Behar (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
[illegible]	[illegible]																
	[illegible] (Total)	...	...														
	[illegible] (Average of the three previous corresponding periods)	...	2														
	GRAND TOTAL	18	47	[illegible]	19	...	1	2	3	2	18	...	9	3	5	...	2
	Average of the three previous corresponding periods	10	32	[illegible]	25	1	4	...	5	5	20	...	6	2	4	1	2

SERVANTS (*continued*).

Classification number.	RAILWAY.	8. By other accidents during shunting operations not included in the preceding.		9. From falling off engines, etc., during the travelling of trains.		10. By coming in contact with overbridges or erections on the sides of the line during the travelling of trains.		11. When getting on or off engines, vans, etc., during the travelling of trains.		12. Whilst attending to or by the failure of machinery, etc., of engines in steam.		13. Whilst working on the permanent-way, sidings, etc.		14. Whilst attending to gates at level-crossings.		15. Whilst walking, crossing or standing on the line on duty.		16. From being caught between vehicles.		17. From falling or being caught between trains and platforms, walls, etc.		18. Whilst walking, etc., on the line on the way home or to work.		19. Miscellaneous.		TOTAL.		Total Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Brought forward	2	3	3	7	...	...	3	2	...	1	1	1	3	...	3	2	...	3	1	1	...	1	2	10	22	44	26	55
L	Eastern Bengal (*a*)	1	...	...	...	...	...	2	1	...	...	1	...	...	...	...	1	...	...	...	...	...	...	2	1	7	5	7	5
LI	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
LIII	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section) (*b*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	1
LV	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Dibru-Sadiya (*c*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	2	...	3
LXIX	Jodhpore-Bickaneer—Jodhpore section; Bickaneer "	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
LXX	Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (*d*)	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	3	6
	TOTAL	3	5	3	8	...	...	5	3	...	1	2	1	3	...	3	4	...	3	1	1	...	2	4	13	30	59	37	73
	Average of the three previous corresponding periods	2	6	4	9	...	1	4	6	1	2	2	3	1	1	3	4	1	1	...	...	...	1	5	11	31	59	35	69
LXXX	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXI	Darjeeling-Himalayan (2' 0")	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
	Tárakeshwar-Magra (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tezpur-Balipura (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXIII	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
LXXXIV	Rajpipla (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXVI	Cooch Behar (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXXVII	[illegible]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	[illegible] (Total)	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	1	1
	[illegible] (Average of the three previous corresponding periods)	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	6
	GRAND TOTAL	12	19	7	25	2	3	11	23	2	12	11	9	10	3	17	39	4	9	3	3	6	4	16	46	123	252	141	299
	Average of the three previous corresponding periods	10	34	9	25	2	3	10	26	2	6	8	10	5	3	31	24	6	7	3	3	9	8	15	38	129	253	139	285

OTHERS.

RAILWAY.	Whilst passing over the railway at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total Others.		Total all classes.		Classification Number.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Brought forward	4	1	73	31	12	...	6	3	95	35	132	126	
Eastern Bengal (*a*)	...	...	18	2	1	...	...	...	19	2	28	9	L
Cawnpore-Burhwal	...	...	...	4	...	...	...	...	...	4	...	5	LI
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	LIII
Rohilkund and Kumaon (Company's section) (*b*)	...	...	9	6	...	...	...	...	9	6	11	8	LIV
Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	LV
Dibru-Sadiya (*c*)	...	...	1	...	...	...	...	...	1	...	1	11	LVI
Jodhpore-Bickaneer—Jodhpore section; Bickaneer "	...	...	...	...	...	...	...	...	...	...	...	5	LXIX
Oodeypore-Chitor	...	...	...	...	...	...	...	...	...	...	...	...	LXX
Bhávnagar-Gondal-Junágad-Porbandar (*d*)	1	...	...	...	...	...	...	1	1	1	5	10	LXXI
TOTAL	5	1	101	43	13	...	6	4	125	48	177	174	
Average of the three previous corresponding periods	9	5	91	42	17	1	3	2	120	50	175	179	
Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	LXXX
Darjeeling-Himalayan (2' 0")	...	...	...	...	...	...	1	2	1	2	1	4	LXXXI
Tárakeshwar-Magra (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	
Tezpur-Balipura (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	
The Gaekwar's Dabhoi (2' 6")	...	...	2	...	...	...	...	...	2	...	3	...	LXXXIII
Rajpipla (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	LXXXIV
Cooch Behar (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	LXXXVI
[illegible]	...	...	1	...	...	...	...	...	1	...	1	...	LXXXVII
[illegible] (Total)	...	...	3	...	...	...	1	2	4	2	5	4	
[illegible] (Average of the three previous corresponding periods)	...	...	2	2	...	...	...	...	2	2	2		
GRAND TOTAL	22	7	323	112	65	8	8	17	418	144	618	642	
Average of the three previous corresponding periods	17	10	299	110	106	5	9	6	431	131	635	632	

(*a*) Including the Kaunia-Dharlla 2' 6" gauge branch.
(*b*) " the Lucknow-Bareilly section (Rohilkund and Kumaon).
(*c*) " the Ledo and Tikak-Margheritta colliery railway.
(*d*) " the Jetalsar-Rajkot-Jámnagar and Dhrangadhra railways.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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.									INDIAN MIDLAND. (c)								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	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	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	3	1	4	...	5	...	...	...	5	1	...	1	...	1	5	2	5	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	5	11	16	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	3
4. Collisions between light engines	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	3	2	5	1	9	...	...	1	9	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	2	16	18	...	...	1	...	1	...	...	1	1	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	165	165	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	...	96	96	...	...	...	...	...	...	...	42	42	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	2	9	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	1	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	7	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	77	77	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	20	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	19
20. Broken rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	1	8	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	22
23. Fire in trains	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	10	10	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
25. Other accidents	2	123	125	...	...	1	...	1	...	...	3	3	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	25
TOTAL ALL CLASSES	19	486	505	1	14	1	4	2	18	1	34	35	...	1	5	2	5	3	4	115	119	...	...	...	...	...	...	...	122	122	...	...	...	...	...	...	

(a) Including the Delhi-Umballa-Kalka and the Tarkessar 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.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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.									EAST COAST.								
	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	2	4	6	...	3	4	9	...	2	2	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	2	3	5	...	...	2	3	2	3	...	...	...	...	...	...	...	...	...	1	8	9	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	7	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	40	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	8	10	..	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
9. Trains running over cattle on the line	1	156	157	(b)1	...	...	...	1	...	...	99	99	...	...	...	...	...	...	...	1	189	...	...	...	...	...	...	...	...	84	84	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	2	7	9	(b)1	(c)3	1	...	2	3	...	1	1	...	...	...	(b)	...	...	...	8	8	...	...	...	...	...	...	...	1	1	2	(c)2	...	...	...	2	...	10
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	1	1	2	...	1	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	73	73	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	114	114	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	13
14. The failure of tyres	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	6	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	10	10	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	2	2	4	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	11	12	1	5	...	...	1	5	...	1	1	...	...	...	(c)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	67	67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	2	123	125	...	...	1	...	1	...	...	3	3	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	25
TOTAL ALL CLASSES	8	524	532	(d) 7	(e) 14	3	7	10	21	2	123	125	...	(c) 3	...	...	...	...	3	9	246	255	...	...	1	6	1	6	4	134	138	(c) 2	...	...	...	2	...	

(a) Including the Hyderabad-Shadipalli, the Rajpura-Bhatinda, the Jammu and Kashmir railways.
(b) Not a passenger.
(c) Not passengers.
(d) Out of these, two were not passengers.
(e) Out of these, three were not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	2	1	3	...	1	...	4	...	5	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	..	...	...	..	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	7	7	...	...	...	2	...	2	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	1	...	1	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	2	...	2	...	1	...	...	...	1	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	17	17	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	4	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	28	28	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	1	1	...	7	...	...	...	7	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	24	24	...	...	...	...	...	...	...	27	27	...	...	...	...	...	...	...	136	136	...	...	...	...	...	...	...	32	32	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	12	12	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	6	6	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	1	1	...	..	..	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	12	12	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	...	90	90	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	54	54	...	...	...	...	...	...	...	45	45	...	...	...	...	...	...	1	54	55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	50	50	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	2	2	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	13	13	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	22
23. Fire in trains	...	47	47	...	...	...	...	...	...	2	6	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	24
25. Other accidents	1	36	37	...	...	1	8	1	8	...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
TOTAL ALL CLASSES	3	281	284	...	1	1	14	1	15	4	194	198	...	1	...	...	...	1	1	309	310	...	7	...	...	...	7	4	44	48	...	..	...	...	...	...	

(a) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amraoti railways.
(b) Including the Godhra-Ratlam-Nágda, the Nágda-Ujjain and the Gaekwar's Petlad railways.
(c) Including the Madras-Ennúr section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
(d) Including the Bezwada extension, East Coast State railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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)									SOUTH INDIAN. (c)									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	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	2	2	4	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	4	...	4	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	5	2	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	16	16	...	...	...	...	...	...	1	5	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	2	2	4	...	...	...	...	...	...	1	8	9	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	45	45	...	...	...	...	...	...	...	110	110	...	...	...	1	...	1	...	177	177	...	...	...	...	...	...	...	215	215	...	...	...	...	...	...	9
10. Ditto over obstructions on the lines	2	6	8	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	4	4	...	...	...	1	...	1	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	14	14	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	13
14. The failure of tyres	...	1	1	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	16	17	...	...	...	...	...	...	...	1	7	8	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	14	14	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	...	26	26	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	1	1	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	1	11	12	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	22
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridge or viaducts	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
25. Other accidents	2	3	5	...	...	...	1	...	1	...	34	34	...	...	...	1	...	1	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	25
TOTAL ALL CLASSES	13	122	35	...	...	3	1	3	1	10	253	263	...	...	...	3	...	3	2	280	282	...	...	...	...	...	...	3	259	262	...	...	...	1	...	1	

(a) Including the Palanpur-Deesa, the Ahmedabad-Pámutij, and the Gaekwar's Mehsana railways.
(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangód railways.
(c) Including the Mayavaram-Mutupet railway.

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

METRE GAUGE—*contd.*

	ASSAM-BENGAL.									BURMA.									EASTERN BENGAL. (*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
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	1	...	1	...	...	...	...	...	...	5	2	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	2	3	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	4	...	4	...	..	...	1	...	1	4	3	7	...	...	1	...	1	...	2	...	2	...	..	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	...	1	...	...	...	...	...	...	2	17	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...	2	2	4	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	2	2	...	..	...	...	...	...	1	1	2	...	...	...	...	...	...	8
9. Ditto over cattle on the line	1	55	56	...	...	...	...	...	...	1	59	60	...	...	...	...	...	..	...	73	73	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	5	5	...	...	...	...	...	...	1	3	4	(*a*)1	...	...	...	1	...	1	8	9	...	...	...	...	...	...	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	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(*a*)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	3	6	9	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	13
14. Ditto of tyres	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	4	3	7	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	1	5	6	...	...	...	...	...	...	3	2	5	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	4	4	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	16	...	16	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...	6	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	7	7	...	...	...	1	...	1	8	4	12	...	...	...	4	...	4	...	10	10	...	...	...	...	...	...	25
TOTAL ALL CLASSES	9	82	91	...	...	...	2	...	2	59	132	191	(*a*)1	...	1	4	2	4	11	125	136	...	...	...	...	...	...	

(*a*) Not a passenger. (*b*) Including the Kaunia-Dharla (2' 6" gauge) branch.

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

METRE GAUGE—*contd.*

	CAWNPORE-BURHWAL.									DROGHUB.									ROHILKUND AND KUMAON (COMPANY'S SECTION). (*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. Ditto 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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	38	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12(*a*)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	15	15	..	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20 Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21 The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
25. Other accidents	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	8	9	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	101	101	...	...	...	...	...	...	

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

D.K.

B 2

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

METRE GAUGE—*contd.*

	BENGAL DOOARS.										DIBRU-SADIYA. (a)										JODHPORE-BICKANEER (JODHPORE AND BICKANEER SECTIONS).										
	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.	Number of headings.	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.	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	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	..	...	...	...	...	2	1	...	1	...	8	...	1	...	9	2	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	..	...	...	...	...	3	...	...	...	...	...	...	..	...	...	3	...	...	...	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	5	5	...	5	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	6	...	2	2	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8	...	1	1	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	7	7	...	...	...	...	...	...	9	...	15	15	...	...	...	...	...	...	9	...	19	19	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	12(a)	...	4	4	...	...	...	...	...	...	12(a)	...	1	1	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	17	...	..	..	...	...	...	...	...	...	17
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	19	2	...	2	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	22	...	8	8	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	24	...	...	...	...	...	...	...	...	...	24	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	1	1	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	25	...	1	1	...	...	...	...	...	...	25
TOTAL ALL CLASSES	...	2	2	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	
	...	14	14	...	...	...	...	...	...		8	37	45	...	8	...	1	...	9		...	21	21	...	...	...	...	...	...	

(a) Including the Ledo and Tikak-Margheritta colliery railway.

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

METRE GAUGE—*concld.* SPECIAL GAUGES.

	ODDEYPORE-CHITOR.										BHAVNAGAR-GONDAL-JUNAGADH-PORBANDER. (a)										JORHAT (2' 0").									
	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.	Number of headings.	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.	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	...	...	...	...	...	...	...	..	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	2	...	1	1	...	...	3	2	3	2	2	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	5	...	2	...	2	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	6	...	2	2	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	4	4	...	...	...	...	...	...	9	...	28	28	...	...	...	...	...	...	9	...	2	2	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	10	...	1	1	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	11	...	1	1	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	12(a)	...	1	1	...	...	...	...	...	...	12(a)	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	13	...	1	1	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16	...	2	2	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	21	...	1	1	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	23	...	1	1	...	(b)1	...	...	...	...	23	1	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	24	...	1	1	...	...	...	...	...	...	24	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	...	4	4	...	...	...	...	...	...		...	40	40	...	(b)1	3	2	3	3		2	2	4	...	...	...	...	...	...	

(a) Including the Jetalsar-Rájkot, Jamnagar and the Dharangadhra railways.

(b) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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—*contd.*

	DARJEELING-HIMALAYAN (2′ 0″).									TARAKESHWAR-MAGRA (2′ 6″).										TRZFUR-BALLIPARA (2′ 6″).										THE GAEKWAR'S DABHOI (2′ 0″).									
	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	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	9	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	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	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	1	...	1	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	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	2	(a)1	(b)2	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
TOTAL ALL CLASSES	11	5	16	(a)1	(b)2	...	...	1	2	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	1	8	9	...	...	...	...	...	...	...	

(a) Not a passenger.
(b) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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—*concluded.*

SPECIAL GAUGES—*concld.*

	RAJPIPLA (2′ 6″).									COOCH BEHAR (2′ 6″).										MOHVI (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	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	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	...	...	...	...	..	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	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.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	3	3	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	25
TOTAL ALL CLASSES	...	1	1	...	...	...	...	...	...	4	10	14	...	...	...	...	...	...	...	...	20	20	...	...	...	...	...	

D. R.

ABSTRACT

No. 4.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending with the 30th September 1898, 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 three previous corresponding periods of 1895, 1896 and 1897.			Nine months ending with the 30th September 1898.									Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.			Nine months ending with the 30th September 1898.							
				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	2	4	1	1	2	...	...	...	...	...	..	3	1	4	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	11	7	18	9	9	18	4	13	5	9	9	22	5	6	11	5	3	8	...	8	3	3	3	11
3. Collisions between goods trains or parts of goods trains	7	34	41	9	36	45	...	...	2	11	2	11	2	11	13	12	3	15	...	...	...	...	...	...
4. Collisions between light engines	...	11	11	1	11	12	...	..	...	..	...	..	...	4	4	2	8	10	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	10	18	28	8	18	26	1	10	...	..	1	10	19	19	38	23	10	33	...	...	1	1	1	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	7	87	94	3	116	119	...	...	1	..	1	..	2	64	66	4	49	53	...	...	3	11	14	...
7. Trains or engines travelling in the wrong direction through points	4	63	67	2	61	63	..	7	...	...	...	7	8	36	44	8	20	28	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	3	9	12	...	5	5	...	...	...	...	...	..	1	6	7	1	10	11	...	...	...	...	...	...
9. Trains running over cattle on the line	2	907	909	2	1,066	1,068	1 (a)	...	...	...	1	...	8	906	914	2	851	853	...	...	...	1	...	1
10. Trains running over obstructions on the line	8	63	71	7	54	61	3 (b)	3 (b)	1	.	4	3	10	46	56	4	47	51	1 (a)	...	...	1	...	1
11. Trains running through gates at level-crossings	2	23	25	1	35	36	...	1 (a)	...	...	...	1	2	12	14	1	5	6	...	...	...	1	...	1
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	75	75	...	212	212	...		...	1	...	1	...	45	45	...	46	46	...	...	...	1	...	1
13. The failure of machinery, springs, etc., of engines	...	267	267	1	382	383	...	...	...	...	...	..	...	117	117	3	84	87	...	...	...	...	...	...
14. The failure of tyres	1	4	5	...	3	3	...	...	...	...	...	..	...	6	6	1	14	5	...	...	...	...	...	...
15. Ditto of wheels	...	3	3	...	2	2	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...
16. Ditto of axles	1	7	8	...	13	13		...	...	...	...	...	6	32	38	7	38	45	...	...	...	...	...	...
17. Ditto of brake apparatus	...	2	2	...	1	1	...	...	...	..	...	..	...	1	1	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	53	54	...	117	117	...	...	...	...	...	...	3	83	86	4	92	96	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	3	3	..	...	...	..	...	...	1	...	1	2	...	2	...	...	...	...	...	...
20. Broken rails	...	28	28	...	25	25	...	...	...	..	...	...	...	25	25	2	24	26	...	...	...	...	...	...
21 The flooding of portions of permanent-way	11	34	45	5	37	42	..	...	...	..	...	...	3	33	36	17	46	63	...	...	3	1	5	6
22. Slips in cuttings or embankments	1	15	16	2	24	26	..	...	1	3	1	3	1	6	7	2	3	65	...	...	...	...	...	...
23. Fire in trains	3	72	75	3	81	84	1	5	...	..	1	5	...	41	41	...	42	42	...	...	...	1	...	1
24. Fire at stations, or involving injury to bridges or viaducts	...	24	24	2	31	33	..	2 (b)	...	...	...	2	1	17	18	7	13	20	...	1 (a)	...	...	...	...
25. Other accidents	4	117	121	3	269	272	..	..	1	9	1	9	8	56	64	70	73	83	...	...	...	...	...	...
TOTAL FOR THE NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898	...	...	...	49	2,612	2,671	10 (c)	41 (d)	11	33	21	74	...	...	...	118	1,482	1,600	1 (a)	9 (f)	4	10	15	32
Average of the three previous corresponding periods of 1895, 1896 and 1897	...	...	...	78	1,925	2,003	12 (c)	58 (e)	6	20	18	78	...	...	...	83	1,573	1,656	11 (g)	22 (c)	...	...	...	...
Mean mileage worked						12,402												8,505						
Number of servants employed						125,715												54,766						
Train-mileage of all descriptions						38,876,408												16,352,397						
Number of passengers carried						63,465,000												40,538,636						
Passenger-mileage						2,846,992,742												1,151,440,038						
Per mile open—																								
Train-mileage of all descriptions						3,134												1,923						
Number of passengers carried						5,117												4,767						
Passenger-mileage						229,541												170,657						
Total passengers—																								
Killed per million of passengers						0·095												.....						
Injured per million of passengers						0·551												0·197						
Killed per million of passenger-miles						0·002												.....						
Injured per million of passenger-miles						0·012												0·006						

	SPECIAL GAUGE LINES.												TOTAL ALL GAUGES.												
	Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.			Nine months ending with the 30th September 1898.									Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.			Nine months ending with the 30th September 1898.									
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			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.	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 headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	5	3	8	1	1	2	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	16	13	29	14	12	26	4	21	8	12	12	33	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	9	45	54	21	39	60	...	...	2	11	2	11	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	15	15	3	19	22	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	7	2	9	13	5	18	...	..	...	...	...	...	36	39	75	44	33	77	1	10	1	1	2	11	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	3	11	14	...	3	3	...	...	...	..	...	...	12	162	174	7	168	175	...	...	1	...	1	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	1	1	...	...	...	...	...	...	12	99	111	10	82	92	...	7	...	...	...	7	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	4	15	19	1	15	16	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	10	1,826	1,836	4	1,935	1,939	1 (a)	...	...	1	1	1	9
10. Trains running over obstructions on the line	1	...	1	...	13	13	...	18	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings	...	1	1	1	3	4	...	6	6	...	..	...	19	112	131	11	107	118	4 (b)	3 (b)	1	1	5	4	10
12. The bursting of boilers of engines	...	1	...	1	...	...	...	...	...	...	...	...	4	35	39	2	40	42	...	1 (a)	...	1	...	2	11
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12 (a)
13. The failure of machinery, springs, etc., of engines	...	1	1	...	1	1	...	...	...	...	...	...	...	121	121	...	259	259	...	...	...	1	...	1	12
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	391	391	5	467	472	..	...	...	...	...	...	13
15. Ditto of wheels	...	...	...	...	7	7	1	1	2	...	...	...	...	10	11	1	18	19	...	...	...	...	...	...	14
16. Ditto of axles	...	...	...	...	...	...	...	1	1	...	...	...	...	6	6	1	3	4	...	...	...	...	...	...	15
17. Ditto of brake apparatus	...	...	...	...	3	3	...	...	...	...	...	...	...	43	51	7	51	58	...	...	...	...	...	...	16
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	1	4	5	...	...	...	...	...	...	...	3	3	...	1	1	...	...	...	...	...	...	18
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	136	140	4	211	215	...	...	...	...	...	...	19
21 The flooding of portions of permanent-way	...	...	...	...	2	2	...	...	...	...	...	...	2	...	2	2	3	5	...	...	...	...	...	...	20
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	54	54	2	49	51	...	...	...	...	...	...	21
23. Fire in trains	1	...	1	...	1	1	...	...	...	...	...	...	15	72	87	25	90	115	...	...	3	...	3	...	22
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	2	22	24	4	28	32	...	...	1	3	1	3	23
25. Other accidents	3	...	3	1	5	6	3	7	10	...	...	...	3	113	116	3	123	126	1	5 (b)	...	...	1	5	24
TOTAL FOR THE NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898	...	...	...	...	1	1	..	1	1	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	25
Average of the three previous corresponding periods of 1895, 1896 and 1897	...	...	...	...	...	...	...	...	...	...	...	...	1	41	42	9	44	53	...	3	...	...	...	...	
Mean mileage worked						341												21,248						
Number of servants employed						1,913												182,394						
Train-mileage of all descriptions						409,412												55,638,217						
Number of passengers carried						716,206												104,749,842						
Passenger-mileage						(f)15,253,382												(f)4,313,686,162						
Per mile open—																								
Train-mileage of all descriptions						1,201												2,619						
Number of passengers carried						2,188												4,930						
Passenger-mileage						(f)52,598												(f)203,505						
Total passengers—																								
Killed per million of passengers						.....												0·057						
Injured per million of passengers						.....												0·411						
Killed per million of passenger-miles						.....												0·001						
Injured per million of passenger-miles						.....												0·010						

(a) Not a passenger.
(b) Not passengers.
(c) Out of these, four were not passengers.
(d) Out of these, six were not passengers.
(e) Out of these, five were not passengers.
(f) Out of these, one was not a passenger.
(g) Out of these, two were not passengers.
(h) Out of these, nine were not passengers.
(i) Out of these, ten were not passengers.

(f) Excluding the Tezpur-Balipara and Tarakeswar-Magra railways.

No. 274 R. Stat.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

Simla, the 26th April 1899.

Returns of accidents on Indian Railways for the nine months ending with the 30th September 1898.

Read again—

Government of India order No. 350 R. Stat., dated the 2nd September 1893.
Government of India order No. 132 R Stat., dated the 6th March 1897.
Government of India order No. 153 R. Stat., dated the 22nd March 1898.

Read also—

The following note by the Director of Railway Traffic dated the 17th April 1899, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the nine months ending with the 30th September 1898.

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

Accidents to trains, rolling stock, permanent-way, etc., during the nine months ending with the 30th September 1898, as shown under abstract No. 4 on pages 16 and 17 of the accompanying returns, caused the death of 30 and injury to 99 persons. The table below shows that, while the number of persons both killed and injured was below the average of the corresponding periods of the three previous years, the total number of accidents was considerably above the average.

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.									
Nine months ending with the 30th September 1898 . .	59	2,612	2,671	(*a*)10	(*b*) 41	11	33	21	74
Average of the corresponding periods of the three previous years.	78	1,925	2,003	(*a*) 12	(*c*) 58	6	20	18	78
Metre gauge.									
Nine months ending with the 30th September 1898 . .	118	1,482	1,600	(*d*) 1	(*e*) 9	7	14	8	23
Average of the corresponding periods of the three previous years	83	1,573	1,656	(*f*) 11	(*a*) 22	4	10	15	32
Special gauges.									
Nine months ending with the 30th September 1898 . .	18	50	68	(*d*) 1	(*g*) 2	...	...	1	2
Average of the corresponding periods of the three previous years	14	52	66	...	(*d*)1	...	2	...	3
Total all gauges for the nine months ending with the 30th September 1898 . .	195	4,144	4,339	(*b*) 12	(*h*) 52	18	47	30	99
Average of the corresponding periods of the three previous years	175	3,550	3,725	(*b*) 23	(*i*) 81	10	32	33	113

(*a*) Out of these, four were not passengers.
(*b*) Out of these, six were not passengers.
(*c*) Out of these, five were not passengers.
(*d*) Not a passenger.
(*e*) Out of these, one was not a passenger.
(*f*) Out of these, two were not passengers.
(*g*) Not passengers.
(*h*) Out of these, nine were not passengers.
(*i*) Out of these, ten were not passengers.

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 7·85 per cent. in the mean mileage worked and of 8·95 per cent. in the train-mileage run during the nine months ending with the 30th September 1898, the number of accidents increased by 614 or 16·48 per cent., as compared with the average of the corresponding periods of the three previous years:

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE THREE PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . .	+668	+33·35	+974	+8·52	+3,756,588	+10·70
Metre . . .	— 56	— 3·38	+498	+6·22	+761,095	+4·88
Special . . .	+ 2	+ 3·03	+ 74	+27·72	+55,030	+15·53
Total .	+614	+16·48	+1,546	+7·85	+4,572,713	+ 8·95

3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard and metre gauge lines, as compared with the average of the corresponding periods of the three previous years. No noticeable variations occurred on the special gauge railways:

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
Standard gauge.				
Goods trains or parts of goods trains, engines, etc., leaving the rails	— 4	+ 29	+ 25	+ 26·60
Trains running over cattle on the line . .	...	+159	+159	+17·49
The bursting of tubes, etc., of engines . .	...	+137	+137	+182·67
The failure of machinery, springs, etc., of engines	+ 1	+115	+116	+43·45
The failure of couplings	— 1	+64	+63	+116·67
Under the head "Other accidents" . .	—1	+152	+151	+124·80
Metre gauge.				
Goods trains or parts of goods trains, engines, etc., leaving the rails	+2	— 15	—13	—19·70
Trains running over engines travelling in the wrong direction through points	...	—16	—16	—36·36
Trains running over cattle on the line . .	—6	—55	—61	—6·67
The failure of machinery, springs, etc., of engines	+3	—33	—30	—25·64
The flooding of portions of permanent-way .	+14	+13	+27	+75·00
Under the head "Other accidents" . .	+2	+17	+19	+29·69

It will be observed from the foregoing that the increases on the standard gauge lines occurred under "Goods trains or parts of goods trains, engines, etc., leaving the rails," 25 accidents or 26·60 per cent.; under "Trains running over cattle on the line," 159 accidents or 17·49 per cent.; under "The bursting of tubes, etc., of engines," 137 accidents or 182·67 per cent.; under "The failure of machinery, springs, etc., of engines," 116 accidents or 43·45 per cent.; under "The failure of couplings," 63 accidents or 116·67 per cent.; and under the head "Other accidents," 151 accidents or 124·79 per cent. On the metre gauge railways, the noticeable increases occurred under "The flooding of portions of permanent-way," 27 accidents or 75·00 per cent. and under the head "Other accidents," 19 accidents or 29·69 per cent.

4. Under the head "Goods trains or parts of goods trains, engines, etc., leaving the rails," the largest number, *viz.*, 40, occurred on the North Western State railway, next to that line come the Burma railways (metre gauge) with 19 accidents and the East Indian and Great Indian Peninsula railways with 18 and 17 accidents on each, respectively; under the head "The bursting of tubes, etc., of engines," the largest number, *viz.*, 90, occurred on the Madras railway; next to that line comes the North Western State railway with 73 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *viz.*, 114, occurred on the North Western State railway, next to that line come the East Indian with 77, the Madras with 55 and the Great Indian Peninsula railways with 54 accidents; under the head "The failure of couplings," the largest number, *viz.*, 50, occurred on the Bombay, Baroda and Central India railway; and under the head "Other accidents," the largest number, *viz.*, 125, occurred on the East Indian railway, and next to that line come the North Western State and the Great Indian Peninsula railways with 67 and 37 accidents on each, respectively. Of the increase under the head "The flooding of portions of the permanent-way" on the metre gauge railways, the largest number, *viz.*, 16, occurred on the Burma railways, next to that line comes the Eastern Bengal State railway (metre gauge section) with 13 accidents.

5. The number of cattle accidents was largest on the South Indian railway, *viz.*, 215; next comes the Eastern Bengal State railway (standard gauge section) with 189, then the Southern Mahratta railway with 177 accidents, the East Indian railway with 165, the North Western State railway with 157 and the Madras railway with 136.

In relation to the train-mileage run, the highest proportion was on the Bengal-Dooars railway, which gave an average of 1 accident in 5,345 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,362; then the Cooch Behar, the Eastern Bengal (standard gauge section), the East Coast State and the Oodeypore-Chitor railways with averages of 1 in 6,543, 1 in 7,482, 1 in 8,537 and 1 in 8,680, respectively. The lowest proportion was on the Great Indian Peninsula railway, *viz.*, 1 in 338,954 train-miles run, the Bombay, Baroda and Central India railway coming next with 1 in 76,349, then the East Indian railway with 1 in 63,230, the North Western State railway with 1 in 51,735, the Rajputana-Malwa railway with 1 in 41,197 and the Indian Midland railway with 1 in 38,719.

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 1,402 train-miles; next comes the Bengal Dooars railway with 1 accident in 2,672 train-miles; then the Assam-Bengal, the Dibru-Sadiya, the Rohilkund and Kumaon (including the Lucknow-Bareilly section) and the East Coast State railways with averages of 1 in 3,300, 1 in 3,533, 1 in 3,813, and 1 in 5,196, respectively. The lowest proportion was on the Great Indian Peninsula railway, *viz.*, 1 in 28,644, the East Indian railway coming next with 1 in 20,659, then the Rajputana-Malwa railway with 1 in 17,230, the Oudh and Rohilkhand State railway with 1 in 15,720, and the North Western State railway with 1 in 15,268.

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 7·85 per cent. in the mean mileage worked and of 8·95 per cent. in the train-mileage run during the nine months ending with the 30th September 1898, the number of accidents increased by 614 or 16·48 per cent., as compared with the average of the corresponding periods of the three previous years:

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE THREE PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . .	+668	+33·35	+974	+8·52	+3,756,588	+10·70
Metre . . .	— 56	— 3·38	+498	+6·22	+761,095	+4·88
Special . . .	+ 2	+ 3·03	+ 74	+27·72	+55,030	+15·53
Total .	+614	+16·48	+1,546	+7·85	+4,572,713	+ 8·95

3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard and metre gauge lines, as compared with the average of the corresponding periods of the three previous years. No noticeable variations occurred on the special gauge railways:

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
Standard gauge.				
Goods trains or parts of goods trains, engines, etc., leaving the rails	— 4	+ 29	+ 25	+ 26·60
Trains running over cattle on the line . .	...	+159	+159	+17·49
The bursting of tubes, etc., of engines . .	...	+137	+137	+182·67
The failure of machinery, springs, etc., of engines	+ 1	+115	+116	+43·45
The failure of couplings	— 1	+64	+63	+116·67
Under the head "Other accidents" . .	—1	+152	+151	+124·80
Metre gauge.				
Goods trains or parts of goods trains, engines, etc., leaving the rails	+2	— 15	—13	—19·70
Trains or other engines travelling in the wrong direction through points	...	—16	—16	—36·36
Trains running over cattle on the line . .	—6	—55	—61	—6·67
The failure of machinery, springs, etc., of engines	+3	—33	—30	—25·64
The flooding of portions of permanent-way .	+14	+13	+27	+75·00
Under the head "Other accidents" . .	+2	+17	+19	+29·69

It will be observed from the foregoing that the increases on the standard gauge lines occurred under "Goods trains or parts of goods trains, engines, etc., leaving the rails," 25 accidents or 26·60 per cent.; under "Trains running over cattle on the line," 159 accidents or 17·49 per cent.; under "The bursting of tubes, etc., of engines," 137 accidents or 182·67 per cent.; under "The failure of machinery, springs, etc., of engines," 116 accidents or 43·45 per cent.; under "The failure of couplings," 63 accidents or 116·67 per cent.; and under the head "Other accidents," 151 accidents or 124·79 per cent. On the metre gauge railways, the noticeable increases occurred under "The flooding of portions of permanent-way," 27 accidents or 75·00 per cent. and under the head "Other accidents," 19 accidents or 29·69 per cent.

4. Under the head "Goods trains or parts of goods trains, engines, etc., leaving the rails," the largest number, *viz.*, 40, occurred on the North Western State railway, next to that line come the Burma railways (metre gauge) with 19 accidents and the East Indian and Great Indian Peninsula railways with 18 and 17 accidents on each, respectively; under the head "The bursting of tubes, etc., of engines," the largest number, *viz.*, 90, occurred on the Madras railway; next to that line comes the North Western State railway with 73 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *viz.*, 114, occurred on the North Western State railway, next to that line come the East Indian with 77, the Madras with 55 and the Great Indian Peninsula railways with 54 accidents; under the head "The failure of couplings," the largest number, *viz.*, 50, occurred on the Bombay, Baroda and Central India railway; and under the head "Other accidents," the largest number, *viz.*, 125, occurred on the East Indian railway, and next to that line come the North Western State and the Great Indian Peninsula railways with 67 and 37 accidents on each, respectively. Of the increase under the head "The flooding of portions of the permanent-way" on the metre gauge railways, the largest number, *viz.*, 16, occurred on the Burma railways, next to that line comes the Eastern Bengal State railway (metre gauge section) with 13 accidents.

5. The number of cattle accidents was largest on the South Indian railway, *viz.*, 215; next comes the Eastern Bengal State railway (standard gauge section) with 189, then the Southern Mahratta railway with 177 accidents, the East Indian railway with 165, the North Western State railway with 157 and the Madras railway with 136.

In relation to the train-mileage run, the highest proportion was on the Bengal-Dooars railway, which gave an average of 1 accident in 5,345 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,362; then the Cooch Behar, the Eastern Bengal (standard gauge section), the East Coast State and the Oodeypore-Chitor railways with averages of 1 in 6,543, 1 in 7,482, 1 in 8,537 and 1 in 8,680, respectively. The lowest proportion was on the Great Indian Peninsula railway, *viz.*, 1 in 338,954 train-miles run, the Bombay, Baroda and Central India railway coming next with 1 in 76,349, then the East Indian railway with 1 in 63,230, the North Western State railway with 1 in 51,735, the Rajputana-Malwa railway with 1 in 41,197 and the Indian Midland railway with 1 in 38,719.

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 1,402 train-miles; next comes the Bengal Dooars railway with 1 accident in 2,672 train-miles; then the Assam-Bengal, the Dibru-Sadiya, the Rohilkund and Kumaon (including the Lucknow-Bareilly section) and the East Coast State railways with averages of 1 in 3,300, 1 in 3,533, 1 in 3,813, and 1 in 5,196, respectively. The lowest proportion was on the Great Indian Peninsula railway, *viz.*, 1 in 28,644, the East Indian railway coming next with 1 in 20,659, then the Rajputana-Malwa railway with 1 in 17,230, the Oudh and Rohilkhand State railway with 1 in 15,720, and the North Western State railway with 1 in 15,268.

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 corresponding periods of the three previous years in the table below:

Gauges.	Nine months ending with the 30th September 1898.								Average of the corresponding periods of the three 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	38	110	92	192	287	86	417	388	37	103	98	190	305	74	440	367
Metre	15	45	30	59	124	47	169	151	11	42	31	59	118	46	160	147
Special	...	1	1	1	3	...	4	2	...	...	...	4	2	1	2	5
Total	53	156	123	252	414	133	590	541	48	145	129	253	425	121	602	519

It will be seen from the foregoing table that the number of persons killed and injured, excepting under "Passengers—killed and injured" and "Others—injured," compares favourably with the average of the corresponding periods of the three 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 average figures of the corresponding periods of the two previous years are also given:

	Nine months ending with the 30th September 1898.		Average of the corresponding periods of the two previous years.	
	Killed.	Injured.	Killed.	Injured.
Standard	30	132	32	114
Metre	10	29	16	36
Special	1	3	...	1
Total	41	164	48	151

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 corresponding periods of the three previous years, are also given:

Particulars.		Nine months ending with the 30th September 1898.				Average of the corresponding periods of the three previous years.			
		Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked	Miles	12,402	8,505	341	21,248	11,428	8,007	267	19,702
Train-mileage run	Miles	38,876,408	16,352,397	409,412	55,638,217	35,119,820	15,591,302	354,382	51,065,504
Number of passengers carried	No.	63,465,000	40,538,636	746,206	104,749,842	66,266,125	41,825,668	702,184	108,793,977
Number of passenger-units carried one mile	No.	2,846,992,742	1,451,440,038	(a) 15,253,382	4,313,686,162	3,047,343,785	1,564,462,769	18,450,484	4,630,257,038
Number of accidents	No.	2,671	1,600	68	4,339	2,003	1,656	66	3,725
Do. do. per 100,000 train-miles run	No.	6·87	9·78	16·61	7·80	5·70	10·62	18·65	7·29
Number of passengers killed by accidents to trains	No.	6	...	...	6	8	9	...	17
Proportion of above to number carried	No.	1 in 10,577,500	...	...	1 in 17,458,307	1 in 8,283,266	1 in 4,647,296	...	1 in 6,399,645
Number of passengers injured by accidents to trains	No.	35	8	...	43	53	18	...	71
Proportion of above to number carried	No.	1 in 1,813,286	1 in 5,067,329	...	1 in 2,436,043	1 in 1,250,304	1 in 2,323,648	...	1 in 1,532,309
Number of passengers killed from all causes	No.	44	15	...	59	45	20	...	65
Proportion of above to number carried	No.	1 in 1,442,386	1 in 2,702,576	...	1 in 1,775,421	1 in 1,472,581	1 in 2,091,283	...	1 in 1,673,753
Number of passengers injured from all causes	No.	145	53	1	199	156	60	...	216
Proportion of above to number carried	No.	1 in 437,690	1 in 764,880	1 in 746,206	1 in 526,381	1 in 424,783	1 in 697,094	...	1 in 503,676
Number of passengers killed and injured from all causes	No.	189	68	1	258	201	80	...	281
Proportion of above to number carried	No.	1 in 335,794	1 in 596,156	1 in 746,206	1 in 406,007	1 in 329,682	1 in 523,821	...	1 in 387,167
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile	No.	1 in 15,063,454	1 in 21,344,706	1 in (a) 15,253,382	1 in (a) 16,719,714	1 in 15,160,914	1 in 19,555,784	...	1 in 16,477,783

It will be seen that the comparison is generally favourable.

(a) Excluding the Tezpur-Balipara and Tárakeshwar-Magra railways.

V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the third quarter of 1898.

10. 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 third quarter of 1898.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
East Indian	1	...	...	...	1	...	1
North Western State . . .	2	1	1	...	...	1	1
Eastern Bengal State . . .	2	...	...	1	6	1	6
Great Indian Peninsula . .	2	...	...	1	8	1	8
Metre gauge.							
Bengal and North-Western . .	1	...	...	3	...	3	...
Rajputana-Malwa	2	...	...	...	2	...	2
Burma	3	...	...	1	3	1	3
Dibru-Sadiya	1	...	8	...	1	...	9
Darjeeling-Himalayan . . .	1	1	2	...	...	1	2
Total .	15	2	11	6	21	8	32
Average of the three corresponding quarters of 1895, 1896 and 1897.	15	11	23	4	10	15	33

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

Eastern Bengal State railway (standard gauge).—On the 29th August 1898, while an up and a down goods train were crossing each other at mile 60—10-12 near Bogoola station on the Eastern section, the engine of the former train, having been derailed owing to the subsidence of the bank, collided with the 6th and 7th vehicles of the latter. One railway servant was killed and three were injured; and the rolling stock and permanent-way were considerably damaged.

On the 3rd September 1898, a relief train collided with an up goods train standing on the up line at Bogoola station on the Eastern section, owing to the carelessness of the driver of the former train. A crane dummy attached to the relief train was derailed. Three railway servants were injured and the rolling stock was damaged.

Great Indian Peninsula railway.—On the 29th August 1898, an Indian Midland railway ballast train, while backing out of Itársi station, collided with a brakevan and a shunting engine standing foul of a crossing. A railway servant was killed and another injured, and a ballast brakevan and a wagon next to it were derailed.

Bengal and North-Western railway.—On the 14th September 1898, the engine and a tender of a ballast train, while working tender foremost between Motipur and Turki stations, fell through a breach in the bank at mile 77 at the site of a bridge which had been undermined by floods. The driver and two firemen were drowned.

Burma railways.—On the 23rd July 1898, while a down local train was entering Kemmendine station, the points were reversed after the leading engine had passed over them. The two engines and tenders capsized and three coaching vehicles were derailed. The second fireman was killed.

Dibru-Sadiya railway.—On the 27th July 1898, a down goods train ran into a down mixed train at mile 51-9, between Digboi and Tingrai stations. Eight passengers and a fireman were injured.

Order.—Ordered that the above note, with the abstract returns be communicated, for information, to the Local Governments, 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 Agent 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, Hardwar-Dehra and Ghaziabad-Moradabad Railways.

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

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

W. McClintock *Captain, R.E.,*
Offg. Under Secy. to the Govt. of India.

Spare copies will follow

Document accompanying.

× 1. Abstract returns of accidents for the nine months ending with the 30th September 1898.

× will follow from Superintt Govt Printing Calcutta

To The Joint Secretary to the Govt of Madras
Public Works Department
Railway Branch

G. C. Press, Simla.—No. 168 P. W. D.—27-4-29.—30.

Form No. 7.

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The Secy. to the Govt of Madras,
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Dated, Calcutta the 22nd May 1899.

Sir,

With reference to your telegram No. 5 T., dated 20th instant, I have the honor to state that the 50 copies of the Abstract Returns of Accidents referred to were posted on the 3rd instant.

I have the honor to be,
Sir,
Your most obdt Servt,
Chas. Sanderson,
Offg Superintendent.

BH

R.K.

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