

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 891. *Ly*

DATED 10th August 1899.

Includes Co. No 954. *Ly* of 23/7/98.

[Despatch Abstract.]

Rules for reporting & investigating
accidents on Indian Railways.

Coming. To the Secy. Govt. letter from the
Govt of India requesting that the word "Sheeting"
may be substituted for the word "Shunting"
in the Key to Part IV, page 12 of the accompanying
enclosure No 2 to the Govt of India Co No IX
of 11/6/98 modifying the — & further prepara-
tion of returns relating thereto.

[illegible]

Railway
CURRENT No. 833

The East of India

Order No 954 Rg of 23/7/98.

Communicated to
the Railway Administrations
concerned for information
and guidance in continua-
tion of Consulting Engineer's
Endts: No. 1724 of 30. 5. 95
" 3630 of 14. 11. 95
" 1827 of 1. 6. 97

612 No. IX Ry

Dated 11th June 1898

Received }
Registered } 8. 7. 98

Registered

Enclosures

Spare copies

SUBJECT.

Modification of the
rules for reporting and
investigating accidents on
Indian Rygs and for the
preparation of returns
relating thereto.

To the Manager E.C.Ry ✓
 - 6 - Agents Man. h.Ry ✓
 - 6 - Agent S. & Ry ✓
 - 1 - Agent S. h.Ry ✓
 - 6 - Agent & Ch. Supr Virginia Ry ✓
 - 6 - Box or Cart Load of Ry ✓

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[Heads of Departments.]

Circular No. IX Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 11th June 1898.

Modification of the rules for reporting and investigating accidents on Indian railways, and for the preparation of returns relating thereto.

Read—

Sections 83, 84, 85, 92, 96 and 103 of the Indian Railways Act, IX of 1890.

Read again—

Government of India, Public Works Department, notification No. 170, dated the 30th April 1895, publishing—in Part I of the *Gazette of India* of the 4th May 1895—the Government of India circular No. 7 Railway, dated the 19th April 1895, and the rules therewith promulgated for reporting and investigating accidents on Indian railways.

Government of India, Public Works Department, notification No. 411, dated the 21st November 1895, publishing—in Part I of the *Gazette of India* of the 23rd November 1895—the Government of India circular No. 18 Railway, dated the 2nd November 1895, modifying rule 8 of enclosure No. 1 to circular No. 7 Railway, of 1895, read above.

Read also—

Government of India letter and memorandum Nos. 688 R. T. and 689 R. T., dated, respectively, the 23rd November 1895, regarding intimation being given to the Government of India when, in exercise of the discretion allowed in rule 23 (1) of enclosure No. 1 to circular No. 7 Railway of 1895, Government Inspectors of Railways decide that an accident is not serious enough to warrant an enquiry or investigation being made under any of the rules read above.

Government of India, Public Works Department, notification No. 201, dated the 20th May 1897, publishing—in Part I of the *Gazette of India* of the 22nd May 1897—the Government of India resolution No. 413 R. T., dated the 15th May 1897, promulgating an addendum to rule 22 of enclosure No. 1 to circular No. 7 Railway, of 1895, read above.

OBSERVATIONS.—In enclosure No. 1 of circular No. 7 Railway, dated the 19th April 1895, the Government of India promulgated certain rules, framed under section 84 of the Indian Railways Act, 1890, regarding notices of accidents occurring in the course of working a railway and the duties of railway servants, police officers, Government Inspectors and Magistrates on the occurrence of such accidents.

Paragraph 2 of the resolution embodied in the circular prescribed the procedure to be adopted in the case of accidents occurring otherwise than in the course of working a railway, *e.g.*, damage to line or works from excessive floods, etc., involving interruption to traffic but not causing any train accident, and ordered that rules 22 to 27 of enclosure No. 1 of the circular should, so far as they were applicable, also regulate the duties of Government Inspectors in regard to such accidents.

In enclosure No. 2 of the same circular, directions, framed under section 85 of the Act, were also issued with regard to the returns to be submitted by railway administrations in relation not only to accidents which occur on a railway, but to all other railway accidents.

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2. Subsequently, by circular No. 18 Railway, dated the 2nd November 1895, and resolution No. 413 R. T., dated the 15th May 1897, certain modifications were made in rules 8 and 22 of enclosure No. 1 to circular No. 7 Railway of 1895, with the view in the case of the former rule of making discretionary the duty, which before was obligatory, of railway administrations, their officers and servants, of arresting, or directing to be arrested, persons implicated in connection with the cause of any accident or committing any offence referred to in section 131 of the Act, and in the case of the latter rule of dispensing with telegraphic reports of certain classes of accidents which were then made to the Government of India and which it was considered might be more conveniently embodied in a monthly report.

3. The experience which has since been gained in the working of the rules generally, and in the preparation of the quarterly returns of accidents, points to the desirability of introducing further modifications, mainly in the direction of simplifying procedure, reducing correspondence, and facilitating the compilation of the returns.

4. The modifications contemplated will allow Government Inspectors a larger discretion in determining the classes of accidents which should or should not be reported to the Government of India, and will dispense with the submission of the monthly returns of minor accidents which were introduced under the orders contained in resolution No. 413 R. T., dated 15th May 1897, and which experience has shown to be of no practical utility.

5. Directions have also been drawn up, after very careful consideration, having for their object the elucidation of doubtful points, which have come to notice in the past in connection with the preparation of the quarterly returns of accidents. These returns will not, as hitherto, be scrutinised by the Government of India, who will rely upon railway administrations for the correctness of the entries they contain which will be accepted by Government, subject only to an arithmetical check of the totals. Particular care should, therefore, be exercised in their compilation by the several railway administrations, especially in regard to the classification of the accidents in Part I.

Special attention should likewise be given to paragraphs 2 (c) (i), 18 and 19 of those directions.

RESOLUTION.—The Governor General in Council is accordingly pleased to sanction, under sections 84 and 85 of the Indian Railways Act, 1890, the introduction of the accompanying addenda and corrigenda to the rules referred to in the foregoing observations for reporting and investigating accidents on Indian railways, and for the preparation and submission of returns relating thereto.

ORDER.—Ordered that this resolution be communicated to the Local Governments and Administrations and to the officers noted in the margin, for information and guidance; and to the Governments of the North-Western Provinces and Oudh, and the Punjab, the Chief Commissioner of the Central Provinces, the Resident in Mysore, the Agents to the Governor General for Central India and Baluchistan, and the Accountant General, Public Works Department, for information.

The Governments of Madras,
Bombay, Bengal, and Burma.
The Chief Commissioner of Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.
The Managers of the North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast (State) railways.

Ordered, also, that this resolution, together with the rules and forms referred to, which have already been published in the *Gazette of India*, dated the 4th May and 23rd November 1895 and 22nd May 1897, be further notified to railway servants and to the public, by a copy thereof as herein modified, being kept open to inspection, free of any charge, in the office of the station master of every station in the case of open lines, and of the engineer in charge in the case of lines under construction.

3
Ordered, further, that this resolution be forwarded to the Home and Foreign Departments, for information, and that it be published under a notification in Part I of the *Gazette of India*.

By order,

W. J. Maclellan Captain, R.E.,
Officiating Under Secretary.

Documents accompanying.

The addenda and corrigenda referred to.

To The Joint Secy. to the Govt. of Madras,
Public Works Dept.,
Railway Branch.

[Enclosure to the Government of India circular No. IX Railway, dated the 11th June 1898.]

Addenda and corrigenda to the rules for reporting and investigating accidents, and for the preparation and submission of returns relating thereto, which were promulgated with the Government of India circulars Nos. 7 Railway and 18 Railway, dated, respectively, the 19th April and 2nd November 1895, and resolution No. 413 R. T., dated the 15th May 1897.

For para. 2 of the resolution embodied in the Government of India circular No. 7 Railway of 1895, *substitute* —

2. It will be observed that the rules forming enclosure No. 1, which have been framed under section 84 of the Indian Railways Act, 1890, relate only to accidents occurring in the course of working a railway. In the case of accidents occurring otherwise than in the course of working a railway, *e.g.*, damage to the line or works from excessive floods, etc., involving interruption to traffic but not causing any train accident, the railway administration should send notice of the occurrence by telegram to the Government Inspector who, for the portion of the railway on which the accident occurs, performs the duties prescribed in section 4, sub-section (2), clauses (a) and (b), of the said Act. Rules 22 to 27 of enclosure No. 1, which have been framed under section 84 of the Act, will, so far as they may be applicable, also regulate the duties of the Government Inspector in regard to accidents occurring otherwise than in the course of working a railway.

After rule 6 of enclosure No. 1 to the Government of India circular No. 7 Railway of 1895, *add* —

6A. Whenever the Agent or Manager receives a copy of the Government Inspector's report as contemplated in rule 24, he shall submit his remarks thereon through the authority in administrative control of the railway for the information of the Government of India, and shall forward a copy of such remarks to the Government Inspector concerned.

For rule 22 of enclosure No. 1 to the Government of India circular No. 7 Railway of 1895, as modified by the Government of India resolution No. 413 R. T. of 1897, *substitute* —

Whenever the Government Inspector receives notice under section 83 of the Indian Railways Act, 1890, of the occurrence of an accident which he considers of a sufficiently serious nature to justify such a course, he shall report the occurrence direct to the Government of India by telegraph.

Every such report shall contain the particulars prescribed by rule 1.

To rule 23 (1) of enclosure No. 1 to the Government of India circular No. 7 Railway of 1895, after the word "rules" *add* —

If the Government Inspector, after reporting to the Government of India the occurrence of an accident in accordance with rule 22, decides that an enquiry or investigation is not necessary, he shall in every such case advise the Government of India accordingly.

For rule 24 of enclosure No. 1 to the Government of India circular No. 7 Railway of 1895, *substitute* —

Whenever the Government Inspector has made an enquiry under rule 23, clause (1), he shall submit a report, in writing, through the Senior Government Inspector to the Local Government or Administration controlling the railway and to the Government of India, or in the case of a railway which is directly administered by the State to the Government of India only; and shall forward a copy of such report to the Agent or Manager of the railway concerned, and, if a magisterial enquiry has been made, to the Magistrate who made such enquiry.

For enclosure No. 2 to the Government of India circular No. 7 Railway of 1895, substitute—

In exercise of the powers conferred by section 85 of the Indian Railways Act, 1890, the Governor General in Council is pleased to issue the following directions with regard to the returns of accidents to be submitted by railway administrations to the Governor General in Council:

1. The returns shall be prepared in the forms hereto appended, marked, respectively, Parts I to V and Tables 1 and 2, and shall be accompanied by all *necessary remarks and explanations* by the railway officials by whom they are prepared. *The returns shall be submitted not later than three weeks after the close of the periods to which they respectively relate.* The returns, whether submitted in manuscript or in print, should be set forth on one side of the paper only.

2. The returns should comprise all accidents of the following classes, namely:

(a) all cases, without exception, of cattle being thrown off the line or run over;

(i) Whether cattle are actually run over or are merely thrown off the line, all cases of cattle coming in contact with running trains should be included in the accident returns.

(ii) In cases of cattle being thrown off the line or run over, it should invariably be stated whether the engine was fitted with a cow-catcher or cattle guard, and, if so, the pattern should be specified. In these cases the condition of the fencing should also be reported.

(iii) If more than one head of cattle are run over at one time, *i.e.*, in one accident, they should not be counted as different accidents but as *one accident*.

(b) all cases of injury to the way, stock or works, whether attended or not by injury to life or limb;

(c) all accidents of any kind likely to have endangered life or limb, or to have caused serious loss of property; such, for example, as cases of trains running over chairs placed on the line, of persons falling out of trains but who are not injured in any way, or of fires in trains, not resulting in injury to the way, stock or works, etc.;

(i) *All cases of chairs, stones, or other obstructions placed on the line, being met with in the course of working, should be reported in Part I, but should not be included in Table No. 2 of the returns unless the obstructions were actually run over, and it should also be recorded whether such articles were supposed to have been maliciously placed on the line so as to have amounted to an attempt at train wrecking.* The object of the inclusion of all cases in Part I is to maintain a complete record of all cases of attempted train wrecking.

(ii) In case of fire attributed to sparks from the engine, it should be recorded whether the engine was fitted with a spark-arrester; and, if so, the pattern should be stated, as also the description of the fuel used. In cases in which there is reason to suppose that the sparks escaped from the ashpan, it should be stated what, if any, precaution has been taken to check the escape of sparks therefrom.

(iii) Cases of averted collisions should be reported in Part I, but should not be included in Table No. 2 of the returns, as they are not accidents for purposes of the accident returns.

(d) all cases of injury to life or limb from causes connected with the working of railways.

3. The following classes of railway servants should be included in the returns, namely:

(a) all persons employed in stations, including police;

(b) all persons employed in the maintenance of ways and works, exclusive of men entertained for special works, that is, for railway works involving no risk from the working of trains, *e.g.*, the construction of spurs in a river on which railway work-people are employed; and

(c) all persons employed on trains or running engines, also all gate-keepers.

The average number of servants employed should be arrived at by totalling the numbers employed on the first day of each month and dividing the total by three, six, nine or twelve according as the period is for three, six, nine or twelve months (see para. 18).

4. Accidents described in clauses (b) and (c) of rule 2 which are of a trivial nature, such as petty accidents in shunting, *failure of springs or bursting open of points by trains, resulting in no further damage or accident, small landslips not interrupting traffic, etc.*, need not be included in the returns. All accidents should, however, be recorded in the office of the Agent or Manager of the railway concerned, it being left to that officer to decide which of them may be omitted from the returns as trivial.

5. In cases where one accident might appropriately be classified under more than one head (such as breakage of an axle causing derailment), the classification should be in accordance with the *primary cause* of the accident, and the same accident should not be classified under more than one head.

6. In cases of failure of couplings, it should invariably be stated if the vehicles were fitted with safety side chains, and, if so, whether the train was dragged along by means of the side chains or whether both couplings and side chains parted.

7. Under the heading "10—Trains running over obstructions on the line" only such accidents should be entered as are caused by trains running over obstructions (e.g., sleepers, rails, stones, etc., placed on the line) other than those caused by the accidental misplacement of railway appliances in the ordinary course of working. Accidents due to trains, etc., mounting scotch blocks, or other misplaced railway appliances, or travelling over split or trailing points, etc., and resulting in derailments or collisions being shown under these respective heads.

8. Accidents connected with the bursting of boilers should be shown separately from those connected with the bursting of tubes. A detailed account of each recorded case of the bursting of a boiler should invariably be given in the form marked Part I.

9. Interruptions to traffic owing to several breaches near together caused by floods occurring on the same day (i.e., from the same cause), should be treated as one accident; the separate breaches should not be treated as separate accidents.

10. Failure of engines due to want of water, fire-bars melting and dropping in the ashpan owing to excessive heat, etc., should be classified under head "25—Other accidents."

11. As mixed trains are considered passenger trains for purposes of the accident returns, accidents to mixed trains should be treated as occurring to passenger trains.

12. In classifying accidents in column 3 on page 2 of the form marked Part I, the word "Serious" should be entered above the number in order to show which accidents were reported to the Local Government under section 83 of the Indian Railways Act, 1890.

13. With reference to column "Number of passengers and others" in Table No. 2, where persons other than passengers are killed or injured, the fact should be stated in a footnote.

14. Only such accidents, included in the (special) returns of "Failure of tyres," "Failure of axles," "Failure of wheels," "Broken rails," "Running through level-crossing over gates, cattle or other obstructions," and "Floods," as are attended with injury to life or limb, or damage to rolling stock and permanent-way, or leading to any other accidents such as derailments, etc., should be entered in the general return, Part I, but care should be taken to show the total number of accidents coming under these heads in the columns provided for them in Table No. 2. In repeating such accidents in the general return, Part I, the word "Repeated" should be entered above the classification number.

15. Casualties from causes unconnected with railway working, such as deaths of passengers in carriages or at stations, etc., from natural causes, or to other persons such as falling into wells, cases of drowning in wells or ponds, etc., within the station limits of a railway, need not be included in Part IV of the returns, nor should slight abrasions or bruises, which are incidental to a man's ordinary duties, be included in this part.

16. Accidents on open lines of railway not coming under any of the classified heads in the forms marked Parts I, II and III, but which have caused loss of human life or personal injury, should be entered in the form marked Part IV.

17. Cases of persons falling out of trains but not injured should be reported in Part II, but the columns "Killed" and "Injured" against such entries may be left blank.

18. In the forms marked Parts I to V those accidents only should be entered which have occurred during the quarter to which the returns relate. The specimen entries in the said forms explain the nature of the accidents which should be included therein. *The entries in the forms marked Tables Nos. 1 and 2 should, however, be cumulative, and these tables should be prepared for three months, six months, nine months, and twelve months, respectively. Tables Nos. 1 and 2 for the second quarter should, therefore, include the figures for both the first and second quarters, those for the third quarter the figures for three quarters, and those for the fourth quarter, the figures for the whole twelve months.*

19. Accidents to trains of a railway exercising running powers over another should be treated, for the purposes of these returns, as accidents of the line owning the trains, as accidents of this nature are compared with the train-mileage run by each line.

Accidents at joint stations should be similarly treated. Other accidents at joint stations, or on lines on which running powers are exercised, should be included in the returns of the working or owning line.

20. Accidents occurring—

- (a) in railway workshops; or
- (b) on new works not opened for traffic; or
- (c) on lines under construction; or
- (d) on lines not used for the public carriage of passengers, animals or goods; or
- (e) to steamers or flats working in connection with railways,

should be entered in the briefest possible manner in Part V only *and not entered in any other Parts or Tables of the returns*. Accidents of the nature referred to in this rule should also, when necessary, be reported in accordance with the provisions of the Indian Factories Act, 1881.

Part I.

RETURN of ACCIDENTS (a) to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., on the _____ RAILWAY during the _____ quarter of 18____, with the number of persons killed or injured thereby.

KEY.

This table distinguishes the different classes of accidents included in this Part, and is referred to by the figures in column 3 of the general return.

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

(a) See paras. 4 and 14 of directions.
(b) See para. 2 (c) (iii) of directions.
(c) See para. 2 (a) (i), (ii) and (iii) of directions.
(d) See paras. 2 (c) (i) and 7 of directions.
(e) See para. 8 of directions.

(f) See paras. 4 and 10 of directions.
(g) See para. 6 of directions.
(h) See para. 9 of directions.
(i) See para. 2 (c) (ii) of directions.

Part I.

GENERAL
RETURN.

GENERAL RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(continued).

Date of accident.	Name of railway, with nature and cause of accident.	(a) For classification, see key to this Part.	PASSENGERS AND OTHERS.		RAILWAY SERVANTS.		TOTAL ALL CLASSES.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
18	EAST INDIAN—							
October 26th	A goods train parted inside the up distant signal at Baidyabati, actual cause unknown, the front portion was taken on to Bhadreswar in spite of signals shown by the staff. The parties in fault were punished. The vehicles were fitted with side chains (b).	18	...	...	...	...	...	...
" 27th	A pilot engine was derailed at Cawnpore causing several detentions to the up mail and other trains.	6	...	...	...	...	...	...
February 12th	A collision between No. 1 up mail train and a wagon which had been blown foul of the main line was averted at Nawadhi owing to the driver having noticed the vehicle in time (c).	...	...	...	...	...	...	...
April 5th	JORHAT— No. 1 up mixed train was derailed owing to the tarpaulin which had fallen from a wagon having got jammed in the wheels of a carriage (d).	5	...	...	...	...	...	...
April 15th	EAST INDIAN— A collision took place at Howrah Station, between the down Tarkessur local train and the empty stock of the down Bardwan local train, owing to the former having run against signals. Twenty passengers were slightly injured.	(e) Serious 2	...	20	...	...	...	20
December 27th	DARJEELING-HIMALAYAN— The flange of a wheel of a wagon attached to a goods train broke at mile 43½ and the wagon was derailed.	(f) Repeated 15	...	...	...	...	...	...
May 4th	MADRAS— A fire was discovered in an open goods wagon loaded with cotton and attached to a mixed train near Takyal station on the Bangalore branch. The driver unhooked the wagon, but was unable to extinguish the fire. The wagon was completely destroyed. The fire is attributed to a spark from the engine. The engine, which was burning coal at the time, was fitted with a spark arrester consisting of frame covered with copper wire gauze-meshing in conical bonnet (g).	23	...	...	...	...	...	...
TOTAL								

(a) See paras. 12 and 14 of directions.

(b) See para. 6 of directions.

(c) See para. 2 (c) (iii) of directions.

(d) See para. 11 of directions.

(e) See para. 12 of directions.

(f) See para. 14 of directions.

(g) See para. 2 (c) (ii) of directions.

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(continued).

RETURN of the FAILURES of TYRES (a) reported by the _____ RAILWAY during the _____ quarter of 18 _____.

Date of failure.	Name of railway, with nature and cause of failure.	FAILURE OF TYRES (a).
18	RAJPUTANA-MALWA.	
October 3rd	An engine of Dübs & Co.'s make attached to a local train failed at mile 150 between Bhankori and Dausa, owing to the tyre of the right hand centre wheel of the tender working off.	
	EAST INDIAN.	
November 11th	The right hand middle tender wheel tyre of the engine working the up mail broke into pieces near Shikohabad. Cause unknown.	
	SOUTHERN MAHRATTA.	
December 19th	Engine of No. 113 up mixed train failed within Badami Station-yard owing to the tyre of the le't hand tender wheel having come off.	

(a) See para. 14 of directions.

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(continued).

FAILURES
OF AXLES
(a).

RETURN of the FAILURES of AXLES (a) reported by the _____ RAILWAY during the _____ quarter of 18 _____

Date of failure.	Name of railway, with nature and cause of failure.
18 .	RAJPUTANA-MALWA.
October 27th	While shunting at Bandikui, the axle of a covered goods wagon broke owing to a flaw in the metal.
November 2nd	The left hand trailing journal of a goods wagon broke between Sendra and Behwar owing to a previous fracture.
December 1st	Whilst a local mixed train was running near Umardeshi, the driving axle of the engine broke owing to a flaw in the metal. The engine was of Dübs & Co.'s make and was placed on the rails in 1884.

(a) See para. 14 of directions.

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(continued).

RETURN of the FAILURES of WHEELS (a) reported by the _____ RAILWAY during the _____ quarter of 18 _____

Date of failure.	Name of railway, with nature and cause of failure.
18 .	THE GAEKWAR'S DABHOI.
December 12th	The front wheel of a wagon attached to a goods train broke at mile 8 between Philapur and Kelanpur.
	DARJEELING-HIMALAYAN.
" 27th	The flange of a wheel of a wagon attached to a goods train broke at mile 43½, and the wagon was derailed.

(a) See para. 14 of directions.

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(continued).
 RETURN of RAILS FOUND FRACTURED (a) in the permanent-way reported by the _____ RAILWAY
 during the _____ quarter of 18 _____.

BROKEN RAILS (a).	Date when found fractured.	Name of railway, with nature and cause of fracture.
18 December 1st		EAST INDIAN. As No. 14 down goods train was drawing into Dadri station, a rail was found broken near the points. The train came to a stand and the rail was replaced.

(a) See para. 14 of directions.

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(continued).

RETURN of CASES reported during the _____ quarter of 18 _____, of TRAINS RUNNING THROUGH LEVEL-
 CROSSING GATES, OVER CATTLE (a) STRAYING ON _____ RAILWAY, or OTHER OBSTRUCTIONS,
 (b) but in which no personal injury was caused, nor any damage done to the trains or permanent-way.

Date of accident.	Name of railway, with nature and cause of accident.	RUNNING THROUGH LEVEL- CROSSING GATES, OVER CAT- TLE AND OTHER OBSTRUC- TIONS (b).
18	EAST INDIAN.	
October 3rd	A bullock was thrown off the line at mile 278 between Burhee and Mokameh by an up special goods train. The engine was fitted with a cow-catcher, and the fencing was in good order.	
	SOUTHERN MAHRATTA.	
" 20th	A mixed train ran through the level-crossing gate near Bellary Cantonment owing to the gateman not having opened it in time.	
	EAST INDIAN.	
" 30th	A passenger train ran over and killed a buffalo at mile 819½ between Ferozabad and Tundla. The engine was fitted with a cow-catcher and the fencing was good. The animal got on to the line through a level-crossing gate which had been left open.	
April 29th	Some sleepers and a telegraph post placed on the line at mile 44½ between Burhan and Jalesar, evidently with the intention to wreck a train, were run over by No. 67 up goods train (c).	
June 1st	Some blocks of wood and sleepers placed on the line at mile 86 between Khana Junction and Gushkara, apparently with the intention to wreck a train, were noticed in time by the driver of No. 9 up mail who brought the train to a stand. The obstruction was removed from the line, and the train re-started after a detention of 20 minutes (c).	

(a) See para. 2 (a) (i), (ii) and (iii) of directions.
 (b) See para. 14 of directions.
 (c) See para. 2 (c) (i) of directions.

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—(concluded).

RETURN of the DAMAGE done to the PERMANENT-WAY of the _____ RAILWAY by FLOODS or RAIN (a)
reported during the _____ quarter of 18 _____.

FLOODS.

Date of accident.	Name of railway, with nature and cause of accident.
18	SOUTHERN MAHRATTA.
October 18th	Owing to excessive rain a large gap was caused in the earthwork in the south end of the Yerla bridge between Astha Road and Sangle. The traffic was interrupted.
	RAJPUTANA-MALWA.
December 3rd	Owing to very heavy rain the whole of the line from mile 385 to 389½ between Ajanta and Gaspura was under water and dangerously cut in many places. There was serious interruption to traffic (b).
	NORTH WESTERN.
" 15th	The line between Násák and Hurnái stations was partially breached and washed away. The traffic was interrupted for about five hours, and the embankment was slightly damaged.

(a) See paras. 4, 9 and 14 of directions.
(b) See para. 9 of directions.

Part II.

RETURN of PASSENGERS, PERSONS PASSING OVER LEVEL-CROSSINGS, TRESPASSERS, and OTHERS who have been killed and injured on the _____ RAILWAY during the _____ quarter of 18 _____, by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon railways, exclusive of those killed or injured by accidents to trains, etc., reported in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by the figures in column 4 of the form printed below.

	PASSENGERS.	
	Killed.	Injured.
1. From falling between trains and platforms		
2. From falling on to the platform, ballast, etc., when getting into or out of trains		
3. Whilst crossing the line at stations		
4. By the closing of carriage doors		
5. From falling or jumping out of carriages during the travelling of trains		
6. By other accidents		
TOTAL		

Part II.

RETURN of PASSENGERS, PERSONS PASSING OVER LEVEL-CROSSINGS, TRESPASSERS, ETC.

Date of accident.	Name of railway, with nature and cause of accident.	PASSENGERS.		See key to this Part.	OTHER PERSONS.					
		Killed.	Injured.		WHILST PASSING OVER RAILWAYS AT LEVEL CROSSINGS.		TRESPASSERS AND SUICIDES.		MISCELLANEOUS NOT INCLUDED IN PRECEDING COLUMNS.	
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
18	EAST INDIAN.									
October 14th	A native passenger, in stepping out of the branch train at Tinpahar, missed his footing and fell down the bridge, breaking his leg	...	1	2	...	...	...	...	...	...
" 26th	A native by trespassing on the line between Sitarampur and Mihijam was run over and killed by a pilot engine.	...	...	6	...	...	1	...	...	...
	RAJPUTANA-MALWA.									
July 14th	A third class passenger, while under the influence of liquor, fell out of No. 21 up mixed train at Palam while the train was in motion, but sustained no injury (a)	...	...	...	...	...	...	...	...	...
	TOTAL	...	1	...	...	...	1	...	...	...

(a) See para. 17 of directions.

Part III.

RETURN of SERVANTS of the railway and of contractors who have been killed and injured on the RAILWAY during the quarter of 18 , by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon railways, exclusive of those killed or injured by accidents to trains, etc., in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by the figures in column 7 of the form on next page.

	NUMBER OF SERVANTS.	
	Killed.	Injured.
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		
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		

Part III.

RETURN of SERVANTS of the railway and of contractors killed and injured—(concluded).

Date of accident.	Name of person.	Class of service.	Place where the accident happened.	Killed.	Injured.	See key to this Part.	REMARKS.
East Indian							
18 .							
October 18th	Phagoo	Lineman	Luckheesarai	1	...	9	
November 14th	Esmile	Khallasie	Magra	1	...	11	
Great Indian Peninsula.							
November 17th	Ramoo Pandoo	Pointsman	Wádi	1	...	11	
TOTAL				3	...	...	

ACCI-
DENTS T
SERVANTS

Part IV.

RETURN of PERSONS (a) reported during the _____ quarter of 18____, as having been killed or injured on the _____ RAILWAY by accidents in which the MOVEMENT of VEHICLES used exclusively upon railways was NOT CONCERNED.

KEY.

This table indicates the circumstances under which the accidents in this Part (a) occurred, and is referred to by the figures in column 3 of the form on next page.

	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations						
2. By being struck by barrows, by falling over packages, etc., on platforms						
3. From falling off platforms						
4. Whilst loading, unloading or ^{Shunting} shunting wagons						
5. Whilst moving or carrying goods at stations, etc.						
6. Whilst working at cranes or capstans						
7. By the falling of wagon-doors, lamps, bales of goods, etc.						
8. From falling off, or when getting on or off, stationary engines or vehicles						
9. From falling off platforms, ladders, scaffolds, etc.						
10. By stumbling whilst walking on the line or platforms						
11. Whilst attending to stationary engines in sheds						
12. By being trampled on or kicked by horses						
13. Whilst working on the line or in sidings						
14. Miscellaneous						
TOTAL						

(a) See paras. 15 and 16 of directions.

Part IV.

RETURN of PERSONS (a) reported during the _____ quarter of 18____, as having been killed or injured, etc.—concl'd.

Date of accident.	Name of railway, with nature and cause of accident.	See key to this Part.	PASSENGERS AND OTHERS.		RAILWAY SERVANTS.	
			Killed.	Injured.	Killed.	Injured.
18	GREAT INDIAN PENINSULA.					
October 2nd	At Itarsi, a cooly in the employ of a contractor, while unloading a block of stone from a truck, slipped and fell from the truck to the ground, receiving such severe injuries that he died	4	1	...	...	...
" 24th	At Victoria terminus, a passenger in passing from the waiting-room to a train fell over a package on the platform and broke his arm	2	...	1	...	...
December 20th	At Khandwa, a porter when shunting a wagon fell across the buffers and was seriously injured	4	...	...	...	1
TOTAL		...	1	1	...	1

(a) See paras. 15 and 16 of directions.

NUMBER of PERSONS reported during the _____ MONTHS ending _____ 18 _____, as KILLED or INJURED on the _____ RAILWAY (open line) 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.

11

RETURN of ACCIDENTS occurring during the _____ quarter of 18 _____, on the _____ RAILWAY—
(a) in railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered),
(b) on new works not opened for traffic,
(c) on lines under construction,
(d) on lines not used for the public carriage of passengers, animals and goods, or
(e) to steamers or flats working in connection with the railway.
N.B.—Accidents entered in Part V are not to be entered in any other Part or Tables of the returns.

Date of accident.	Class of accident as given in the heading.	Nature of accident.
18		
October 20th	(a)	Mowla Buksh, cooly, was injured in the Ajmere shops owing to a chain having fallen on his head.
November 1st	(c)	Engine of a ballast train running on the extension under construction was derailed owing to tyre having broken.
" 20th	(e)	Steamer <i>Alligator</i> grounded ^{ed} at —, causing damage to the propeller.

Public Works (1899) Department.

Railway
CURRENT No. 1014

B

From the Govt. of India

Order No. 891. Dtd dated 10/8/99

*Communicated to the
Railway Administration concerned
in continuation of G.O. No. 954 Rg
of 23/7/98.*

No. 442 R. Stat

Dated 21st July 1899.

Received 7th August '99

Registered do

Enclosures

Spare copies

*Mc
9.8.99 R.*

SUBJECT.

*Rules for reporting and
investigating accidents on Indian
Railways*

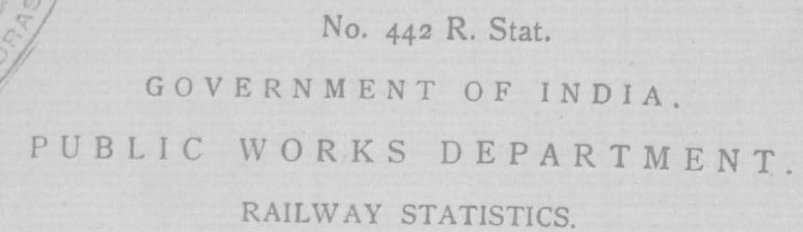
*Requesting that the word
"sheeting" may be substituted
for the word "shunting" in the
Key to Part IV, page 12 of
accompaniment to Encls. No. 2
to Govt. of India Cir No IX Rg
of 11/6/98 modifying the*

Despatched on *10/8/99*

To

- The Manager, S. & P. R.*
- " Agent & Manager, Ind. R. ✓ This mo*
- " Agent, S. & P. R. ✓*
- " Agent, S. & P. R.*
- " Agent & Chief Engr. Nilgiri R.*
- " Senior Genl. Inspector of Rys ✓ This mo*

9.8.99



THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARIES TO THE GOVERNMENTS OF BENGAL, THE NORTH-WESTERN PROVINCES AND OUDH AND THE PUNJAB, PUBLIC WORKS DEPARTMENT.

THE SECRETARY TO THE GOVERNMENT OF BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES AND ASSAM.

THE RESIDENTS AT HYDERABAD AND IN MYSORE.

THE AGENTS TO THE GOVERNOR GENERAL FOR CENTRAL INDIA, RAJPUTANA AND BALUCHISTAN.

THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW, AND ASSAM.

THE MANAGERS, NORTH WESTERN, OUDH AND ROHILKHAND, EAST COAST, AND EASTERN BENGAL STATE RAILWAYS.

SIR,

I have the honour to be,

SIR,

Your most obedient servant,

Captain, R.E.,

Offg. Under Secy. to the Govt. of India.

Documents accompanying.

Nil.

G. C. Press, Simla.—No. 869 P. W. D.—23-7-99.—765.

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