

Public Works (1899) Department.

RAILWAY BRANCH.

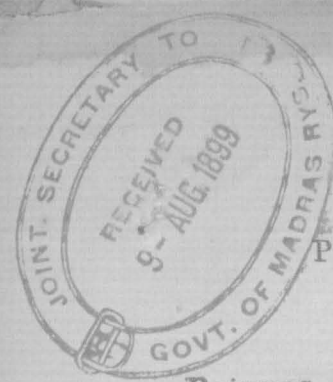
G.O., No. 962. *Eyr*

DATED 26th Augt 1899.

[Despatch Abstract.]

Return of Accidents on Indian Ry.

Coming to Ry. Secy, for info, order of
the Govt of India passed on the date by
the Director of Ry. Traffic on the
abstract — for the twelve months
ending the 31st Decr 1898.



No. 456 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Simla, the 28th July 1899.

GOV
Returns of accidents on Indian Railways for the twelve months
ending with the 31st December 1898.

READ AGAIN—

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

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

Government of India, order No. 403 R. Stat., dated the 28th June 1898.

READ ALSO—

AD ALSO—
The following note by the Director of Railway Traffic, dated the 17th July 1899, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the twelve months ending with the 31st December 1898.

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

Accidents to trains, rolling stock, permanent-way, etc., during the twelve months ending with the 31st December 1898, as shown under abstract No. 4 on pages 16 and 17 of the accompanying returns, caused the death of 36 and injury to 140 persons. The table below shows that, while the total number of persons killed was the same as, and the number injured was slightly above, the average of the three previous years, the total number of accidents was considerably above the average.

- (a) Out of these, three were not passengers.
- (b) Out of these, nine were not passengers.
- (c) Out of these, four were not passengers.
- (d) Out of these, seven were not passengers.
- (e) Not passengers.
- (f) Out of these, one was not a passenger.
- (g) Out of these, two were not passengers.
- (h) Out of these, five were not passengers.
- (i) Not a passenger.
- (j) Not passengers.
- (k) Out of these, twelve 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 8.19 per cent. in the mean mileage worked and of 8.25 per cent. in the train-mileage run during the twelve months ending with the 31st December 1898, the number of accidents increased by 769 or 16.59 per cent., as compared with the average 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	+796	+31.55	+983	+8.58	+4,862,872	+10.26
Metre	—46	—2.26	+518	+6.45	+627,133	+3.00
Special	+19	+24.05	+118	+42.96	+220,654	+47.03
Total	+769	+16.59	+1,619	+8.19	+5,510,659	+8.25

3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard, metre and special gauge lines, as compared with the average of the three previous years:

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
<i>Standard gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails	— 4	+ 45	+ 41	+ 34.75
Trains or engines travelling in the wrong direction through points	— 5	— 13	— 18	— 19.56
Trains running over cattle on the line	...	+ 154	+ 154	+ 14.23
Trains running over obstructions on the line	+ 1	— 12	— 11	— 12.22
Trains running through gates at level crossings	— 2	+ 14	+ 12	+ 36.36
The bursting of tubes, etc., of engines	...	+ 163	+ 163	+ 140.52
The failure of machinery, springs, etc., of engines	+ 2	+ 147	+ 149	+ 41.97
The failure of couplings	— 1	+ 83	+ 82	+ 105.13
Fire in trains	...	+ 20	+ 20	+ 21.28
Under the head "Other accidents"	— 2	+ 181	+ 179	+ 114.01
<i>Metre gauge.</i>				
Trains or engines travelling in the wrong direction through points	+ 3	— 19	— 16	— 30.19
Trains running over cattle on the line	— 6	— 52	— 58	— 5.29
The failure of machinery, springs, etc., of engines	+ 3	— 38	— 35	— 23.18
The flooding of portions of permanent-way	+ 18	+ 9	+ 27	+ 61.36
Under the head "Other accidents"	+ 1	+ 25	+ 26	+ 32.99
<i>Special gauge.</i>				
Passenger trains or parts of passenger trains leaving the rails	+ 11	+ 4	+ 15	+ 115.38
Trains running over cattle on the line	...	+ 14	+ 14	+ 93.33

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," 41 accidents or 34.75 per cent.; under "Trains running over cattle on the line," 154 accidents or 14.23 per cent.; under "Trains running through gates at level crossings," 12 accidents or 36.36 per cent.; under "The bursting of tubes, etc., of engines," 163 accidents or 140.52 per cent.; under "The failure of machinery, springs, etc., of engines," 149 accidents or 41.97 per cent.; under "The failure of couplings," 82 accidents or 105.13 per cent.; under "Fire in trains," 20 accidents or 21.28 per cent.; and under the head "Other accidents," 179 accidents or 114.01 per cent. On the metre gauge railways the noticeable increases occurred under "The flooding of portions of permanent-way," 27 accidents or 61.36 per cent. and under the head "Other accidents," 26 accidents or 32.99 per cent. On the special gauge railways the increases occurred under "Passenger trains or parts of passenger trains leaving the rails," 15 accidents or 115.38 per cent. and under "Trains running over cattle on the line," 14 accidents or 93.33 per cent.

4. Under the head "Goods trains or parts of goods trains, engines, etc., leaving the rails," the largest number, *viz.*, 48, occurred on the North Western State railway, next to that line come the East Indian with 28, and the Great Indian Peninsula and the Bengal and North Western railways with 24 accidents on each; under the head "Trains running through gates at level crossings," the largest number, *viz.*, 14, occurred on the East Indian railway, next to that line comes the Madras railway with 11 accidents; under the head "The bursting of tubes, etc., of engines," the largest number, *viz.*, 117, occurred on the Madras railway, next to that line comes the North Western State railway with 91 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *viz.*, 140, occurred on the North Western State railway, next to that line come the East Indian with 119, the Madras with 69 the Great Indian Peninsula with 65 and the Bombay, Baroda and Central India railways with 64 accidents; under the head "The failure of couplings," the largest number, *viz.*, 69, occurred on the Bombay, Baroda and Central India railway; under the head "Fire in trains," the largest number, *viz.*, 63, occurred on the Great Indian Peninsula railway, next to that line come the Burma and the East Indian railways with 23 and 21 accidents, respectively; under the head "Other accidents," the largest number, *viz.*, 149, occurred on the East Indian railway, next to that line come the North Western State and the Great Indian Peninsula railways with 82 and 43 accidents, respectively. Under the head "The flooding of portions of permanent-way," the largest number, *viz.*, 18, occurred on the Burma railways; next to that line come the Eastern Bengal State (metre gauge section) and the Southern Mahratta railways with 13 accidents on each; and under the head "Passenger trains or parts of passenger trains leaving the rails" the largest number, *viz.*, 12, occurred on the North Western State and the Rajputana Malwa railways; the increase on the special gauge lines chiefly occurred on the Darjeeling Himalayan railway, *viz.*, 14 accidents.

5. The number of cattle accidents was largest on the South Indian railway, *viz.*, 301; next comes the Eastern Bengal State railway (standard gauge section) with 229, then the East Indian railway with 193, the Southern Mahratta and the North Western State railways with 188 on each and the Madras railway with 147.

In relation to the train-mileage run, the highest proportion was on the Bengal Dooars railway, which gives an average of 1 accident in 6,665 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 7,355; then the Eastern Bengal (standard gauge section), Cooch Behar, East Coast and Morvi railways with averages of 1 in 8,559, 1 in 9,594, 1 in 10,013 and 1 in 11,314 respectively. The lowest proportion was on the Great Indian Peninsula railway, *viz.*, 1 in 277,944 train-miles run; the Bombay, Baroda and Central India railway coming next with 1 in 83,334; then the East Indian railway with 1 in 72,343, the North Western State railway with 1 in 56,368, the

Rajputana-Malwa railway with 1 in 44,298, and the Burma railways with 1 in 42,825.

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 Gaekwar's Dabhoi railway, on which 1 accident occurred on an average in 2,399 train-miles; next comes the Bengal-Dooars railway with 1 accident in 3,332 train-miles; then the Rohilkund and Kumaon, Dibru-Sadiya, Assam-Bengal and Tezpur-Balipara railways with averages of 1 in 3,899, 1 in 4,287, 1 in 4,331 and 1 in 4,386 respectively. The lowest proportion was on the Howrah-Sheakhalla railway, viz., 1 in 35,562; the Great Indian Peninsula railway coming next with 1 in 26,031; then the East Indian railway with 1 in 21,059, the Oudh and Rohilkhand railway with 1 in 18,474, the Rajputana-Malwa railway with 1 in 17,854 and the Nizam's Guaranteed State railway with 1 in 16,937.

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 three previous years in the table below:

GAUGES.	TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1898.								AVERAGE OF THE THREE PREVIOUS YEARS.							
	PASSENGERS.				SERVANTS.				OTHERS.				TOTAL.			
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
Standard	46	134	127	237	309	103	571	474	49	132	130	242	407	93	580	467
Metre	17	53	46	71	145	58	208	182	14	59	42	74	151	61	207	194
Special	...	1	1	1	3	1	4	3	...	...	...	5	1	3	1	8
TOTAL	63	188	174	309	548	162	783	659	63	191	172	321	559	157	794	669

It will be seen from the foregoing table that the number of persons killed and injured compares favourably with the average of the three previous years.

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 two previous years are also given:

	TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1898.		AVERAGE OF THE TWO PREVIOUS YEARS.	
	Killed.	Injured.	Killed.	Injured.
Standard	37	163	47	149
Metre	14	34	22	48
Special	1	3	...	1
TOTAL	52	200	69	198

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 three previous years, are also given:

PARTICULARS.	TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1898.				AVERAGE OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked Miles	12,438	8,553	388	21,379	11,455	8,035	270	19,760
Train-mileage run Miles	50,090,041	21,528,332	689,785	72,308,158	45,427,169	20,901,109	469,131	66,797,499
Number of passengers carried . . No.	99,325,235	49,101,039	2,141,625	150,567,899	97,733,921	55,163,298	937,783	153,834,987
Number of passenger-units carried one mile No.	3,900,966,033	1,995,226,316	(a) 23,571,473	(a) 5,819,763,822	4,102,320,816	2,041,898,223	25,361,936	6,169,589,975
Number of accidents No.	3,319	1,969	98	5,405	2,523	2,034	79	4,636
Do. do. per 100,000 train-miles run No.	6.63	9.23	14.21	7.47	5.55	9.73	16.54	6.94
Number of passengers killed by accidents to trains No.	6	...	...	6	9	9	...	18
Proportion of above to number carried No.	1 in 16,554,200	...	...	1 in 25,094,650	1 in 10,559,313	1 in 6,129,254	...	1 in 8,540,383
Number of passengers injured by accidents to trains No.	58	8	...	66	68	18	...	86
Proportion of above to number carried No.	1 in 1,712,504	1 in 6,137,630	...	1 in 2,291,332	1 in 1,437,262	1 in 3,064,627	...	1 in 2,176,778
Number of passengers killed from all causes No.	82	17	...	99	58	23	...	81
Proportion of above to number carried No.	1 in 1,910,101	1 in 2,888,296	...	1 in 2,162,143	1 in 1,685,066	1 in 2,399,408	...	1 in 1,899,196
Number of passengers injured from all causes No.	102	61	1	254	200	77	...	277
Proportion of above to number carried No.	1 in 517,319	1 in 804,935	1 in 2,141,625	1 in 592,787	1 in 488,669	1 in 710,406	...	1 in 555,361
Number of passengers killed and injured from all causes . . No.	244	78	1	323	258	101	...	359
Proportion of above to number carried No.	1 in 407,071	1 in 629,600	1 in 2,141,625	1 in 466,154	1 in 373,513	1 in 646,171	...	1 in 428,509
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile No.	1 in 15,987,565	1 in 24,207,773	(a) 23,571,473	(a) 18,017,844	1 in 15,900,503	1 in 20,216,614	...	1 in 17,195,487

It will be seen that the comparison is generally favourable.

(a) Excluding the Howrah-Amra, Howrah-Sheakhalla and Tezpur-Balipara railways.

V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the fourth 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 fourth quarter of 1898.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
East Indian	3	1	10	1	...	2	10
North Western State	3	...	10	...	6	...	16
Oudh and Rohilkhand State	1	...	1	1	...	1	1
Eastern Bengal State	1	...	...	1	1	1	1
Great Indian Peninsula	3	...	...	1	6	1	6
Madras	1	...	3	...	...	...	3
<i>Metre gauge.</i>							
Bengal and North-Western	1	...	...	...	1	...	1
Rajputana-Malwa	1	2	...	...	...	2	...
Southern Mahratta	1	...	...	...	1	...	1
Assam-Bengal	1	...	...	1	...	1	...
Total	16	3	24	5	15	8	39
Average of the three corresponding quarters of 1895, 1896 and 1897	11	1	14	2	5	3	19

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

East Indian Railway.—On the 15th October 1898, an up Giridih mixed train was admitted on to the second line at Giridih station instead of the platform line and collided with a train of wagons standing there. Ten passengers were slightly injured and the rolling stock was damaged.

North Western State Railway.—On the 12th October 1898, an engine which was to work a down mail train collided with its train at Multan Cantonment station, while backing, owing to the carelessness of the driver and the shunting jemadar. Seven passengers were slightly injured and the rolling-stock was more or less damaged.

On the 4th December 1898, a down passenger train while running into Sohawa station was derailed near the facing points. The engine ran down the bank and the front brakevan and a third class carriage followed and were

upset. Three passengers and four railway servants were injured. The permanent-way and rolling-stock were considerably damaged.

Great Indian Peninsula Railway.—On the 12th October 1898, an up goods train collided with a down troop special train at Kadabgaon station, owing to the former train running through the station against signals. One railway servant was killed and the rolling-stock and permanent-way were considerably damaged.

On the 7th December 1898, a ballast train, while pushing back into the station from mile 140, collided with some empty carriages standing on the main line at Manmad station owing to the carelessness of the train staff. Five ballast coolies were slightly injured.

On the 17th December 1898, a down light engine ran into the rear of a down goods train at Khardi station, owing to proper signals not having been shown against it. A railway servant was injured and the rolling stock and permanent-way were damaged.

Madras railway.—On the 30th October 1898, No. 132 train, which was being worked between Olavakot and Podanur stations with two engines, one pushing, parted shortly after leaving Kanjikod station. Immediately on arrival of the leading part at Walayar station, the rear portion which was closely following collided with the former. Three passengers were slightly injured.

Southern Mahratta railway.—On the 4th October 1898, nineteen vehicles on a down goods train were derailed at mileage 73—22 between Amargol and Hubli stations, owing to the breakage of the trailing axle of a wagon due to a flaw in the metal. A railway servant was injured and the rolling-stock and permanent-way were considerably damaged.

RESOLUTION.—The Government of India notices that, with an increase of 1,619 miles or 8.19 per cent. in the mean mileage worked from January to December 1898, and of 5,510,659 miles or 8.25 per cent. in the train mileage run, the number of accidents to trains, rolling-stock, permanent-way, etc., on Indian railways shows an increase of 769 accidents or 16.59 per cent. as compared with the average of the three previous years.

2. The number of passengers killed and injured by accidents to trains, etc., were 6 and 66, respectively, against an average of 18 and 86 during the three previous years; while the number of passengers killed and injured from causes other than accidents to trains, etc., were 63 and 188, respectively, against an average of 63 and 191.

3. Out of a total of 150,567,899 passengers travelling, there were 69 killed and 254 injured, or an average of 1 killed in 2,182,143 and 1 injured in 592,787.

The proportion of passengers killed and injured by train accidents from causes beyond their own control, as compared with the numbers travelling was 1 killed out of 25,094,650 and 1 injured out of 2,281,332.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, etc., were 23 killed and 62 injured, against 11 and 39, respectively, the average of the three previous years. From causes other than accidents to trains, etc., the casualties were 174 killed and 309 injured, against 472 killed and 321 injured.

5. With an increase of 8.19 per cent. in the mean mileage worked, and of 8.25 per cent. in the train mileage run, it is observed that the total number of casualties from all causes over the whole of the Indian railway system, as compared with the average of the three previous years, decreased under killed from 830 to 819 or by 1.32 per cent., and under injured, from 806 to 799 or by 0.87 per cent.

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, Indus Bridge Works, Hardwar-Dehra and Ghaziabad-Moradabad Railways.

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

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

W. J. McCreary
 Captain, R.E.,
 Offg. Under Secy. to the Govt. of India.

Documents accompanying.

Abstract returns of accidents for the twelve months ending with the 31st December 1898.

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



*Enclosure read today
 to SC here to sent
 dat 12/8*

Enclosure to Government of India Order No. 456 R. Stat., dated the 28th July 1899.

INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS DURING THE TWELVE MONTHS ENDING WITH THE 31ST DECEMBER 1898.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the TWELVE MONTHS ending with the 31st December 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	58	...	8	...	...	6	66
By accidents from other causes, including accidents from their own want of caution or misconduct	46	134	17	53	...	1	63	188
SERVANTS :—								
From accidents to trains, rolling stock, permanent-way, etc.	15	46	8	16	...	...	23	62
By accidents from other causes, including accidents from their own want of caution or misconduct	127	237	46	71	1	1	174	309
OTHER PERSONS :—								
Whilst passing over railways at level-crossings	21	7	5	2	...	...	26	9
Trespassers	309	85	116	53	3	...	428	139
Suicides	69	8	19	...	...	...	88	8
Miscellaneous, not included in either of the above	2	11	8	4	1	3	11	18
TOTAL	595	587	219	207	5	5	819	799

(a) Including the Delhi Umballa-Ratka and the Terakwan railways.	(c) Including the Wandha Cuck, the Dhond-Manmad, the Khampan and the Amant railways.
(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.	(d) Including the Godhna-Bhatam-Nagda, the Nagda-Ujjain and the Patid railways.
(c) Including the Bikaner, the Bikaner-Grood and the Bhopal-Ujjain railways.	(e) " The Madras-Tenali section of the Berwade-Madras railway and the Kachar-tin-tin-tin railway.
(d) " The Bikaner-Sadepalli, the Rajpura-Dhatinda, and the Jammu and Kashmir railways.	

ACCIDENTS TO TRAINS, ETC.

(h) including the Bozwa Extension (East Coast State railway),
 (i) the Palanpur-Deesa, the Ahmedabad-Parant, and the Gaekwar's Mehsana railways.
 (j) " the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur-Mysore frontier, and the Mysore-Nanjangud railways.
 (k) " the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur-Mysore frontier, and the Mysore-Nanjangud railways.
 (l) " the Mayavaram-Mutpet railway.

ABSTRACT

NUMBER of PERSONS reported, during the TWELVE MONTHS ending with the 31st March 1898, as KILLED or INJURED in PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS, and classifying, as far as

(a) Including the Kaunia-Dharidra 2nd & 3rd gauge branch.
(b) " the Lucknow-Bareilly section (Rohilkhand and Kumaon).
(c) " the Luck-Tikar-Margherita Colliery railway.
(d) " the Jetaikar-Najkot, Jammagar and Dhrangadbra railways.

No. 2—concluded.

No. 2—concluded.

INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—concluded.	OTHERS.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the TWELVE MONTHS ending with the 31st December 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—*contd.*

	STANDARD GAUGE— <i>contd.</i>										TAPTI VALLEY.									
	GRAND LEPAL PRESIDENCY (a).					BOMBAY, BARODA AND CENTRAL INDIA (b).					MADRAS (c).					TAPTI VALLEY.				
	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	6 357 363	1 2 30 2 21	1 2 30 2 21	2 21	5 264 359	1 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

(a) Including the Wadhwa Coal, the Dahanu-Mandla, the Khambhat, and the Anarsot railways.
(b) Including the Godhra-Bethwa-Nadi, the Nigadi-Dijam, and the Gackwar's Poldad railways.

(c) Including the Madras-Tenali section of the Baroda-Madras railway and the Kolar Gold-fields railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the TWELVE MONTHS ending with the 31st December 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—*contd.*

	STANDARD GAUGE— <i>contd.</i>										METRE GAUGE.									
	THE Nizam's GUARANTEED STATE (a).					BENGAL AND NORTH-WESTERN (THERIDGE AND COMPANY'S SECTIONS).					RAJPUTANA-MALWA (b).					SOUTHERN MAHARAJA (d).				
	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	6 50 56	1 3 3	1 3 3	3	13 155 174	1 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

(a) Including the Bezwa extension, East Coast State railway.
(b) Including the Palampur-Deesa, the Ahmedabad-Patnity and the Gackwar's Mahana railways.
(c) Not passengers.
(d) Including the Guntah-Mysore frontier, the Mysore section (Southern Maharaja), the Kollapur, the Yavatpur-Mysore frontier, and the Mysore-Nanjangund railways.

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	SOUTH INDIAN (a).					ARUNACHAL.					BURMA.					EASTERN BENGAL (c).				
	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, &c., 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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	6 351 367	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Including the Mysore-Matpet railway.

(b) Not a passenger.

(c) Including the Kanai-Charai (2nd & 3rd gauge) branch.

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	CANNIOT-ETERNAL.					DECCAN.					ROHILKUND AND KUMAON (COMPANY'S SECTION) (d).					BANGAL DOGARE.				
	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Total.	Number of passengers and others.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, &c., 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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1 15 16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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

TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										TAKENAWAR-MAGRA (2' 6").										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No. 4.

No. 4.

with the 31st December 1898, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA,

RAILWAY SERVANTS KILLED OR INJURED in each class of accident.

	TOTAL ALL RAILWAYS	
Killed	10	
Injured	10	
Total	20	

ABSTRACT No. 5.

PROPORTION of PASSENGERS KILLED and INJURED on the SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in PASSENGER JOURNEYS for the years 1888 to 1898.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL FROM ACCIDENTS TO TRAINS.		Number of passenger journeys (inclusive of journeys by season ticket-holders.)	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1888	2	26	103,156,013	1 in 51,578,006	1 in 3,967,539
1889	27	155	110,402,383	1 in 4,088,977	1 in 712,273
1890	1	24	113,828,810	1 in 113,828,810	1 in 4,743,700
1891	56	135	122,611,845	1 in 2,189,488	1 in 908,232
1892	8	42	127,230,914	1 in 15,903,864	1 in 3,029,307
1893	51	84	135,262,950	1 in 2,652,215	1 in 1,610,261
1894	1	85	145,462,546	1 in 145,462,546	1 in 1,711,824
1895	8	37	151,723,981	1 in 18,965,498	1 in 4,100,648
1896	24	93	159,162,589	1 in 6,631,775	1 in 1,711,426
1897	22	128	150,618,092	1 in 6,846,277	1 in 1,176,704
1898	6	66	150,567,899	1 in 25,094,649	1 in 2,281,331