

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

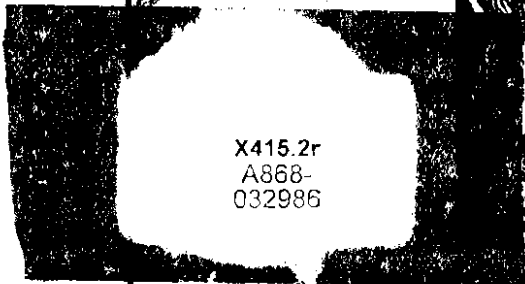
FOR

1934-35

Volume II-Statistics

(Compiled by Controller of Railway Accounts.)

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- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 (corrected upto 1st July 1933).
- (5) Pocket edition of the Schedules of Dimensions for the 5' 6" gauge (revised, 1929), price Re. 1 each, 3' 3/8" gauge (revised, 1930), price Re. 1 each 2' 6" gauge (revised and reprinted edition, 1930), price annas 5 each, and 2' 0" gauge, 1923 price Re. 1 each.

TECHNICAL PAPERS.

(6) Over 270 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below:—

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" 210	Technical education in relation to railways in America	H. L. COLE.
" 239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
" 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN;
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The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

~~A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.~~

APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. B.)

NOTE.—Columns headed *A* indicate Value of stores

” ” *B* indicate Value of imported

” ” *C* indicate Value of stores of

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work . . .	..	..	2	19	..	3	..	4	2
2. Engineers' plant, excluding petty tools . . .	1	23	1	3	23	3	67	1,63	26
3. Workshop machinery and heavy tools . . .	15	15	1	..	6	..	5,48	1,57	1
4. Permanent-way:—									
(a) Rails . . .	..	..	..	3,44	..	..	..	14	3,74
(b) Steel sleepers . . .	..	..	..	..	..	..	..	..	4,13
(c) Cast iron sleepers . . .	..	..	..	..	..	..	..	..	5,15
(d) Wooden sleepers . . .	..	..	4,03	..	..	6,97	..	..	11,97
(e) Chairs and fastenings . . .	42	4	32	87	10	25	..	4	2,03
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock:—									
(a) Locomotives and spare parts . . .	1,94	15	8	89	19	1	9,11	2,83	1,08
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	..	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	..	..	..	..	..	..	5	52	46
(g) Goods stock . . .	..	..	..	..	..	..	4,03	6	15,75
(h) Spare parts—coaching and goods stock . . .	34	81	15	83	39	1	7,09	2,57	2,08
(i) Motor cars . . .	..	1	..	..	..	..	..	8	..
6. Building and station materials and fencing . . .	1	67	59	4	55	102	..	2,42	2,27
7. Tools and Stores:—									
(a) Tools and cutlery . . .	1	25	3	21	40	10	5	1,95	23
(b) Steel (excluding permanent-way materials) . . .	14	61	74	8	1,60	34	65	4,86	4,03
(c) Iron (excluding permanent-way materials) . . .	..	4	2	28	28	..	..	88	58
(d) Other metals . . .	3	95	12	18	60	16	8	8,70	1,30
(e) Timber . . .	..	..	1,73	..	..	78	..	..	2,35
(f) Oils . . .	..	66	96	..	2,24	29	..	5,96	1,21
(g) Portland cement . . .	..	..	75	..	..	35	..	12	1,59
(h) All other stores . . .	17	1,76	1,47	53	2,49	3,14	77	9,35	6,89
8. Electrical plant and materials . . .	18	1,64	9	28	1,53	1	11	5,64	46
9. Other materials purchased in India:—									
(a) Coal and coke . . .	..	..	4,67	..	..	8,63	..	..	28,98
(b) Stone . . .	..	..	..	..	..	1,35	..	..	6
(c) Bricks . . .	..	..	3	..	..	..	..	..	22
(d) Indian lime . . .	..	..	2	..	..	..	..	..	5
(e) Ballast . . .	..	..	..	..	..	88	..	..	2,53
(f) Others . . .	..	..	..	..	..	30	..	..	41
Total . . .	3,40	7,47	15,84	7,83	10,66	24,60	28,00	49,36	99,84

* Includes figures of Visagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1934-35. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased. 23
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
..	..	68	..	1	7	..	..	20	..	..	10,68	1. Bridge work.
4	16	2	..	10	1	..	33	1	..	1,29	9	2. Engineers' plant excluding petty tools.
1,07	35	..	5	44	..	..	32	1	..	2,96	3	3. Workshop machinery and heavy tools.
..	1	87	11	..	5,12	..	..	2,95	..	..	23,70	4. Permanent-way:—
..	..	9,33	..	..	..	..	..	..	..	..	7	(a) Rails.
..	..	5	..	..	..	..	..	..	..	..	..	(b) Steel sleepers.
..	..	12,67	..	..	9,86	..	..	10,48	..	..	5,10	(c) Cast iron sleepers.
40	11	66	..	82	37	..	14	1,57	..	4,61	7,34	(d) Wooden sleepers.
..	..	..	..	..	..	..	..	..	..	..	2	(e) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
8,83	58	8	60	31	1	..	5,05	15	..	8,97	70	5. Rolling-stock:—
..	..	..	..	1	..	..	7	2	..	..	..	(a) Locomotives and spare parts.
..	1	..	..	..	..	..	..	..	..	..	..	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Internal combustion coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Coaching stock.
..	46	8,26	..	11	..	..	..	1,30	..	..	39,13	(g) Goods stock.
5,63	1,09	38	30	41	5	..	2,11	69	..	12,80	2,77	(h) Spare parts—coaching and goods stock.
..	23	..	..	..	..	..	..	..	..	18	..	(i) Motor cars.
2,12	63	67	24	61	38	..	61	52	..	3,86	2,73	6. Building and station materials and fencing.
9	1,24	17	11	51	3	..	69	13	..	2,51	94	7. Tools and Stores:—
62	2,18	3,79	1,65	96	78	..	28	11	..	2,37	2,46	(a) Tools and out- letry.
29	16	5	..	32	73	..	2,37	1,53	..	..	..	(b) Steel (excluding permanent-way materials).
29	1,13	1,79	57	14	51	..	2,03	2,67	..	5,96	25,05	(c) Iron (excluding permanent-way materials).
..	2	4,09	..	..	58	..	18	4,33	..	5	3,47	(d) Other metals.
..	3,78	2,64	..	61	2,20	..	3,27	2,15	..	3,80	6,02	(e) Timber.
..	..	40	..	5	36	..	..	48	..	..	4,41	(f) Oils.
1,08	9,94	3,82	1,33	1,76	1,89	..	3,72	4,81	26	13,62	27,07	(g) Portland cement.
3,76	2,20	2	1	1,36	1	..	6,77	24	..	7,83	1,46	(h) All other stores.
..	..	23,58	3	..	26,37	..	..	12,78	..	..	23,70	8. Electrical plant and materials.
..	..	20	..	..	14	..	..	1,87	..	..	61	9. Other materials purchased in India:—
..	..	5	..	..	29	..	..	27	..	..	1,42	(a) Coal and coke.
..	..	16	..	..	1	..	..	15	..	..	66	(b) Stone.
..	..	4,40	..	..	4,47	..	..	58	..	..	3,64	(c) Bricks.
..	..	2,40	..	..	1,22	..	..	27	..	..	..	(d) Indian lime.
24,22	24,26	81,23	5,00	8,53	55,46	..	27,94	50,07	26	70,81	1,03,36	(e) Ballast.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Others.
..	..	..	..	..	..	..	..	..	..	..	..	Total.

† Includes figures for Central Indian Coalfields Railway.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores
 " " *B* indicate Value of imported
 " " *C* indicate Value of stores of

Stores purchased. 24	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work	84	..	..	..	..	..	12	25
2. Engineers' plant, exclud- ing petty tools	13	1	2	14	..	..	97	14
3. Workshop machinery and heavy tools	2,19	1	43	1,36	..	9	2,40	15
4. Permanent-way :—									
(a) Rails	15,39	..	..	6,60	..	1,94	16,57
(b) Steelsleepers	2	12	..	..	2,09	..	3	26
(c) Cast iron sleepers	13,29	..	..	..	..	41	11,54
(d) Wooden sleepers	1,93	..	..	10,26	..	..	23,24
(e) Chairs and fasten- ings	1,76	1,01	1,94	27	37	..	5	31
(f) Concrete sleepers
5. Rolling-stock :—									
(a) Locomotives and spare parts	9,81	37	5,52	87	4	..	9,53	7
(b) Rail motors and spare parts	3	..	..	..	..	..	1	1
(c) Steam coaches and spare parts	10
(d) Electric motor coaches and spare parts	19	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts	3,12	..	..	..	197	..
(f) Coaching stock	3,10	..	..	..	..	..	..
(g) Goods stock	15,48	..	..	18,95	..	..	..
(h) Spare parts— coaching and goods stock . . .	5	11,01	6	5,43	1,98	3,06	..	13,23	87
(i) Motor cars	5	..	..	..	..	..	87	..
6. Building and station materials and fencing	2,46	90	7	53	1,03	..	2,02	2,53
7. Tools and stores :—									
(a) Tools and cutlery	1,83	17	65	61	9	..	1,97	20
(b) Steel (excluding permanent-way materials)	4,14	1,10	60	1,79	90	..	2,47	3,71
(c) Iron (excluding permanent-way materials)	12	45	24	17	47	..	55	30
(d) Other metals	5,07	1,47	29	1,73	3	..	87	6
(e) Timber	1,52	..	1	3,04	..	..	6,85
(f) Oils	9,59	65	1	5,32	45	..	6,42	6,85
(g) Portland cement	81	..	..	51	..	..	67
(h) All other stores	8,67	7,18	1,79	3,76	3,14	..	11,36	16,11
8. Electrical plant and materials	9,96	9	84	4,16	6	..	7,68	10
9. Other materials pur- chased in India :—									
(a) Coal and coke	36,46	..	..	29,92	..	..	42,72
(b) Stone	9	..	..	1	..	..	11
(c) Bricks	33	..	..	41	..	..	18
(d) Indian lime	11	..	..	15	..	..	7
(e) Ballast	3,76	..	..	3,60	..	..	1,60
(f) Others	1,69	97	..	..	2	..	16,57	25
Total . . .	5	69,56	1,06,81	20,95	22,70	85,20	9	81,44	1,35,82

DIX A—concl'd.

Nizam's State Railways) during the year 1934-35. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bhilikund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	..	..	71	18	10	90	1,19	12,05	1. Bridge work.
..	3	1	8	32	7	85	5,55	66	2. Engineers' plant ex- cluding petty tools.
..	3	..	1,05	24	14	8,32	12,07	36	3. Workshop machinery and heavy tools.
..	..	..	..	..	4,10	3,55	2,09	79,04	4. Permanent-way:—
..	..	..	60	6	1,27	60	11	17,27	(a) Rails.
..	..	..	..	..	..	..	41	30,03	(b) Steel sleepers.
..	..	2,46	..	..	7,31	..	..	1,06,28	(c) Cast iron sleep- ers.
24	12	4	1,12	19	1,55	4,99	8,25	15,82	(d) Wooden sleep- ers.
..	..	..	..	..	..	..	..	2	(e) Chairs and fasten- ings.
..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
33	11	11	6,74	87	1	33,96	39,27	2,70	5. Rolling-stock:—
..	..	..	..	..	..	..	12	3	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	1	10	(b) Rail motors and spare parts.
..	..	..	12	2	..	12	21	..	(c) Steam coaches and spare parts.
..	..	..	..	..	..	3,12	..	..	(d) Electric motor coaches and spare parts.
5	6	..	..	..	..	10	2,55	3,56	(e) Internal combus- tion coaches and spare parts.
9	..	1,87	..	10,29	..	4,12	10,92	1,00,72	(f) Coaching stock.
..	..	..	4,63	2,47	5	24,77	48,37	10,19	(g) Goods stock.
..	..	..	..	2	..	..	1,44	..	(h) Spare parts— coaching and goods stock.
..	7	3	25	52	1,69	2,73	14,95	14,36	(i) Motor cars.
1	9	1	47	54	20	1,60	12,59	2,30	6. Building and station materials and fenc- ing.
..	7	..	97	91	43	4,71	22,24	18,39	7. Tools and stores:—
..	33	7	1	9	30	80	5,30	4,50	(a) Tools and out- letry.
..	27	7	2,35	1,17	53	3,79	28,62	33,76	(b) Steel (excluding permanent-way materials).
..	..	4	..	..	1,47	..	26	30,20	(c) Iron (excluding permanent-way materials)
..	5	52	..	3,18	1,16	1	44,88	25,10	(d) Other metals.
..	..	..	..	18	1,01	..	35	11,34	(e) Timber.
3	51	61	1,44	5,74	2,65	7,40	72,68	78,78	(f) Oils.
..	37	..	4,65	2,10	18	9,83	51,24	2,72	(g) Portland cement.
..	..	1,58	..	..	10,09	3	..	49,48	(h) All other stores.
..	..	..	..	..	4	..	..	4,28	8. Electrical plant and materials.
..	..	..	..	..	42	..	..	3,62	9. Other materials pur- chased in India:—
..	..	..	..	..	1	..	..	1,39	(a) Coal and coke.
..	..	..	..	..	2,49	..	..	27,95	(b) Stone.
..	..	17	..	..	9	..	18,28	6,10	(c) Bricks.
..	..	..	..	..	..	..	..	..	(d) Indian lime.
..	..	..	..	..	..	..	..	..	(e) Ballast
..	..	..	..	..	..	..	..	..	(f) Others
1,22	2,11	7,51	25,19	29,09	37,36	1,16,30	4,03,93	8,93,10	Total

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Ra.	Tons.	Tons.	Tons.
Bokaro . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1918.	1932-33	30,07,933	400,281	Nil	85,313
				1933-34	30,57,967	438,425	Nil	113,225
				1934-35	(a)29,35,511	543,113	Nil	128,953
Swang . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1932-33	17,65,047	63,944	4,893	6,394
				1933-34	(a)17,48,995	50,402	3,595	2,100
				1934-35	18,42,180	43,718	3,995	11,522
Kurbarbaree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1932-33	71,13,620	382,999	38,795	148,140
				1933-34	72,42,679	441,398	95,007	107,958
				1934-35	(a)71,77,738	473,067	107,672	190,398
Bhurkunda . . .	State . . .	Bihar and Orissa.	1st June 1927.	1932-33	54,84,606	111,521	Nil	36,614
				1933-34	(a)53,28,793	78,202	Nil	25,146
				1934-35	(a)53,26,342	75,160	Nil	28,953
Kargali . . .	State . . .	Bihar and Orissa.	18th July 1917.	1932-33	44,84,689	361,629	18,361	43,929
				1933-34	(a)43,71,539	406,512	21,986	67,436
				1934-35	(a)42,85,734	379,497	1,828	63,847
Argada . . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	1932-33	29,50,144	172,836	Nil	17,515
				1933-34	(a)29,20,301	173,398	Nil	21,757
				1934-35	(a)28,27,165	229,710	Nil	21,606
Telcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	1932-33	16,55,747	11,629	Nil	4,324
				1933-34	18,08,970	40,846	Nil	9,873
				1934-35	19,40,404	94,922	Nil	11,343
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	1932-33	38,00,353	84,065	Nil	6,496
				1933-34	38,55,435	1,80,004	Nil	5,058
				1934-35	39,21,279	136,138	Nil	5,778
Jarangdih . . .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	1st April 1927.	1932-33	68,95,005	113,256	7,479	13,573
				1933-34	(b)79,10,829	102,930	16,322	22,134
				1934-35	(a)78,46,056	91,410	17,390	9,620
Religara . . .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	1932-33	20,70,418	†	†	†
				1933-34	(b)20,78,976	††	††	††
				1934-35	20,84,709	††	††	††
Kurada . . .	Bombay Baroda & Central India Railway.	Central Province.	7th May 1932.	1932-33	5,38,251	12,793	Nil	1,411
				1933-34	(b)7,90,582	82,806	N	680
				1934-35	10,62,463	121,189	Nil	1,706
Kodla . . .	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	1932-33	7,23,136	§	§	§
				1933-34	7,23,136	§	§	§
				1934-35	7,38,124	§	§	§

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.

(b) Revised figures.

DIX B.

for the years 1933-34 to 1934-35.

PUZ.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
485,594	485,594	†	†	3,116	166	1	4	Bokaro.
551,650	551,650	†	†	1,694	326	1	8	
672,268	672,416	†	†	1,809	372	Nil	9	
75,231	75,531	**17,17,617	3.06	1,016	74	1	Nil	Swang.
56,097	56,097	**19,63,568	(b)3.24	243	231	Nil	Nil	
59,235	59,235	**19,77,163	2.72	262	226	Nil	1	
569,933	550,326	26,35,340	4.62	4,776	119	4	26	Kurharbaree and Serampore.
644,363	604,780	26,81,786	(b)4.27	6,624	97	4	24	
771,137	771,137	28,32,007	3.71	6,428	120	4	16	
148,135	148,135	†	†	875	252	1	Nil	Bhurkunda.
103,348	103,348	†	†	812	127	Nil	1	
104,113	103,413	†	†	717	134	Nil	Nil	
423,919	423,919	16,52,837	3.90	5,174	82	Nil	7	Kargali.
495,934	495,934	18,24,787	3.68	3,711	134	2	7	
445,172	445,172	12,21,016	2.75	2,944	148	Nil	5	
194,228	195,078	7,09,178	3.65	766	257	2	1	Argada.
195,155	(b)193,674	6,58,557	3.37	379	222	Nil	1	
251,316	252,797	8,05,129	3.20	1,126	223	Nil	2	
19,371	18,521	1,82,850	9.44	513	38	1	Nil	Talcher.
50,719	51,401	2,98,651	5.89	628	81	Nil	1	
106,265	106,179	4,01,070	3.77	865	123	3	5	
89,561	89,494	4,27,173	4.77	169	530	1	43	Jarangdih.
185,062	(b)185,062	(b)6,06,809	(b)3.28	177	1,046	2	49	
141,916	141,916	4,60,323	3.25	158	808	1	50	
134,308	128,023	6,73,781	4.68	1,268	108	3	15	Religara.
141,386	140,810	6,50,480	4.60	1,357	104	1	26	
118,420	127,668	5,29,505	4.47	1,219	97	Nil	17	
†	†	†	†	†	†	†	†	Kurasia.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
14,204	13,792	†	†	960	16	Nil	Nil	Kod'a.
(b)83,486	(b)83,476	2,85,141	(b)3.42	440	(b)190	Nil	2	
122,895	122,905	4,23,028	3.44	566	217	Nil	6	
§	§	§	§	§	§	§	§	Kod'a.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

† Development in progress. No working account yet opened.

†† Development work has been suspended and the colliery relinquished.

‡ Included under "Swang" separate figures not being available.

** See remarks against ‡

§ Further Development postponed indefinitely.

I.—Statement of the Number of Servants of all races employed on each Railway system (open lines)

Railways.	Number of									
	Europeans.		Indians.							
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	68	53	10,257	10,339	5,552	5,317	264	215	104	125
Bengal & North Western.	97	97	22,765	23,171	3,507	3,706	209	221	9	12
Bengal-Nagpur .	441	409	55,375	53,990	6,119	6,295	1,366	1,559	555	641
Bombay, Baroda & Central India.	308	291	*48,402	48,267	*11,348	11,115	968	1,015	157	162
Burma .	112	107	14,836	14,440	2,567	2,415	638	639	626	623
Eastern Bengal .	204	187	34,453	36,268	13,131	13,839	577	629	131	192
East Indian .	948	814	92,750	94,479	24,336	24,208	2,250	2,515	360	473
Great Indian Peninsula.	558	517	66,674	64,236	10,250	10,343	*1,620	1,535	305	266
Jodhpur .	20	27	5,099	5,318	1,591	1,592	19	21	10	9
Madras & Southern Mahratta.	192	182	38,544	38,463	5,562	5,511	1,930	1,881	16	15
Nizam's State .	78	77	12,874	12,985	2,563	2,550	424	457	9	12
North Western .	623	507	35,071	35,925	56,803	56,952	999	1,178	5,925	6,062
Rohilkund and Kumaun.	22	17	3,645	3,792	1,760	1,711	28	33	NH	NH
South Indian .	134	129	28,299	29,063	1,995	1,996	1,363	1,343	3	NH
Total .	3,799	3,414	*469,034	470,836	*147,054	147,550	*12,655	13,241	8,210	8,592
CLASS II.										
Barak Light .	9	9	1,236	1,217	171	195	19	13	NH	NH
Bengal-Dooars .	4	4	1,419	1,472	314	251	6	7	NH	NH
Bhavnagar State	2	2	2,829	2,945	253	257	6	11	NH	NH
Bikaner State .	5	6	3,220	3,098	762	755	2	2	18	21
Darjeeling-Himalayan.	9	8	1,651	1,679	66	51	24	21	3	4
Dibru-Sadiya .	11	10	1,756	1,968	288	306	3	4	25	27
Gaekwar's Baroda State.	NH	1	3,159	3,287	308	309	16	27	23	32
Gondal .	NH	NH	1,245	1,030	57	62	NH	NH	NH	NH
Jamnagar-Dwarka	1	1	1,026	991	226	208	1	1	NH	NH
Junagad State .	3	3	1,017	1,029	194	212	6	6	NH	NH
Morvi .	NH	NH	324	934	58	106	NH	1	NH	NH
Mysore .	2	3	1,082	1,437	153	226	32	33	NH	NH
Shahdara (Delhi)-Saharanpur.	3	3	352	359	217	240	1	2	4	5
Total .	*49	50	*20,826	21,446	*3,057	3,178	*116	128	73	89
† Class III, Total .	*21	21	*5,695	5,766	*1,023	1,066	*24	25	4	3
Railway Board & other Railway Offices.	37	36	*2,112	2,120	*472	482	46	44	52	55
† Grand Total .	3,906	3,521	*4,97,667	4,99,968	*1,51,636	1,52,276	*12,841	13,438	8,339	8,739

* Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.
only and in the Railway Board and other Railway Offices at the close of the years 1933-34 and 1934-35.

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
32	62	143	202	16,352	16,280	16,408	16,313	16,408	16,313	Assam-Bengal.
201	208	9	5	26,700	27,323	26,797	27,420	26,797	27,420	Bengal & North-Western.
928	971	93	55	64,434	63,511	64,875	63,920	64,875	63,920	Bengal-Nagpur.
*1,606	1,583	*1,240	1,243	*63,721	63,365	*64,029	63,656	*64,029	63,656	Bombay, Baroda & Central India.
386	406	5,365	4,938	24,417	23,461	24,529	23,568	24,530	23,570	Burma.
194	207	16	13	43,502	51,148	43,706	51,335	43,711	51,338	Eastern Bengal.
644	714	348	153	120,688	122,544	121,636	123,358	121,640	123,363	East Indian.
3,229	3,286	1,011	1,023	*83,089	80,691	*83,647	81,208	*83,650	81,209	Great Indian Peninsula.
66	75	8	9	6,793	7,024	6,819	7,051	6,820	7,051	Jodhpur.
3,294	3,547	96	82	49,442	49,499	49,634	49,681	49,634	49,681	Madras & Southern Mahratta.
738	762	70	60	16,678	16,726	16,756	16,803	16,756	16,803	Nizam's State.
914	1,037	2,198	2,209	101,910	103,363	102,533	103,870	102,533	103,875	North Western.
7	7	Nil	Nil	5,440	5,543	5,462	5,560	5,462	5,560	Rohilkund and Kumaun.
3,551	3,649	185	149	35,387	36,200	35,521	36,329	35,521	36,329	South Indian.
*16,788	16,494	*10,782	10,145	*663,553	666,658	*667,352	670,072	*667,371	670,088	Total.
										CLASS II.
39	47	1	1	1,466	1,473	1,475	1,482			Barai Light.
7	3	3	5	1,749	1,738	1,753	1,742			Bengal-Dooars.
33	29	35	36	3,156	3,278	3,158	3,280			Bhavnagar State.
4	4	Nil	Nil	3,996	3,880	4,001	3,886			Bikaner State.
11	12	9	18	1,764	1,785	1,773	1,793			Darjeeling Himalayan.
17	17	Nil	Nil	2,089	2,322	2,100	2,332			Dibru-Sadiya.
21	32	5	9	3,532	3,696	3,532	3,697			Gaskwar's Baroda State.
14	7	6	3	1,322	1,102	1,322	1,102			Gondal.
9	9	2	1	1,264	1,210	1,265	1,211			Jamnagar-Dwarka.
8	7	1	3	1,226	1,257	1,229	1,260			Junagad State.
Nil	1	1	2	833	1,044	833	1,044			Morvi.
Nil	Nil	124	139	1,391	1,835	1,393	1,838			Mysore.
Nil	Nil	3	3	537	609	590	612			Shahdara (Delhi). Saharanpur.
163	168	190	220	*24,425	25,229	*24,474	25,279			Total.
*45	44	23	24	*6,814	6,928	*6,835	6,949			† Class III Total.
52	48	4	2	*2,738	2,751	*2,775	2,787			Railway Board & other Railway Offices.
*16,048	16,754	*10,999	10,391	*6,97,530	7,01,566	*7,01,436	7,05,087			† Grand Total.

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

APPENDIX C—concl'd.

II.—Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1933-34 and 1934-35.

Name of Railway.	31st MARCH 1934.									31st MARCH 1935.								
	Europeans.	INDIANS.							Total No. on the Railway (Col. 1 plus 8).	Europeans.	INDIANS.							Total No. on the Railway (Column 10 plus 17).
		Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Cols. 2 to 7).			Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Columns 11 to 16).	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
<i>State Managed Railways.</i>																		
Burma	31	2,133	636	550	76	248	1,098	4,741	4,772	28	2,102	631	539	84	254	1,101	4,771	4,799
Eastern Bengal ..	143	7,459	1,564	556	27	35	15	9,656	9,799	131	7,722	1,639	576	36	39	12	10,024	10,155
East Indian	587	15,750	3,827	2,323	122	204	21	22,247	22,834	505	15,975	3,976	2,351	141	214	22	22,570	23,084
Great Indian Peninsula ..	400	10,561	1,890	1,468	73	1,349	701	16,042	16,442	357	10,393	1,915	1,361	58	1,370	652	15,740	16,106
North Western	429	11,558	5,965	1,053	1,455	185	99	20,315	20,744	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576
Railway Board and Miscellaneous Offices.	2	1,794	393	45	57	41	4	2,334	2,336	2	1,813	407	45	62	40	2	2,369	2,371
Total ..	1,592	49,255	14,275	5,995	1,810	2,062	1,938	75,335	76,927	1,375	49,380	14,516	5,919	1,862	2,089	1,950	75,716	77,091
<i>Company Managed Railways.</i>																		
Assam Bengal	18	2,631	706	191	21	28	11	3,588	3,606	16	2,609	688	195	23	27	11	3,553	3,569
Bengal Nagpur	108	8,019	732	1,043	90	197	15	10,096	10,204	109	8,072	743	1,137	94	199	15	10,260	10,369
B. and N. Western	33	3,731	1,128	212	9	84	2	5,166	5,199	32	3,887	1,124	223	14	82	2	5,332	5,364
B. B. and Central India ..	193	15,894	4,538	958	108	1,039	1,181	23,868	23,861	178	15,847	4,579	966	104	1,011	1,164	23,671	23,840
M. and S. Mahratta	98	7,152	907	1,284	3	643	120	10,109	10,207	93	7,071	882	1,294	4	644	121	10,016	10,109
R. and Kumaon	8	615	265	30	..	5	..	915	923	7	637	270	31	1	6	..	945	952
South Indian	59	7,364	553	966	..	778	6	9,667	9,726	57	7,208	536	936	..	701	7	9,478	9,535
Total ..	517	45,406	8,829	4,684	231	2,774	1,285	63,209	63,726	492	45,331	8,822	4,782	240	2,700	1,320	63,255	63,747
GRAND TOTAL ..	2,109	94,661	23,104	10,679	2,041	4,836	3,223	138,544	140,653	1,867	94,711	23,338	10,701	2,102	4,849	3,270	138,971	140,838

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1934-35 and the preceding four years.

[Summary of Appendices D (ii) to D (vi).]

Class of accidents. 1	1930-31 2		1931-32 3		1932-33 4		1933-34 5		1934-35 6		References. 7
I.—Accidents to trains—											Appendix D (iii) Col. 303.
Collisions—											Items 1 to 3
Passenger trains	80		65		44		65		47		„ 4 to 6
Other trains and light engines	275		200		161		191		166		
Derailments—											„ 7 (a) & 7 (b)
Passenger trains	369		294		216		234		274		„ 8 (a) & 8 (b)
Other trains	4,176		3,291		2,968		3,174		3,217		
II.—Failure of engines and rolling-stock—											
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—											Item 9 (a) (1)
(1) boilers and tubes	147		83		85		84		115		„ 9 (a) (2)
(2) machinery, springs, etc. . .	565		494		458		437		441		
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											„ 9 (b) (1)
(1) boilers and tubes	270		287		201		269		224		„ 9 (b) (2)
(2) other causes	2,213		1,538		1,216		1,132		1,182		„ 9 (c) & 9 (d)
Failure of tyres and wheels	27		17		11		12		33		„ 9 (e)
ditto axles	90		86		54		44		51		„ 9 (f)
ditto brake apparatus	23		14		5		13		15		„ 9 (g)
ditto couplings and draft gear	3,100		3,575		2,017		1,917		2,029		„ 9 (h)
ditto other rolling stock . . .	†		†		4		345		748		
III.—Failure of permanent-way—											
Broken rails	415		306		350		355		323		„ 10 (a)
Failure of tunnels, bridges, viaducts, culverts, etc.	9		7		3		6		5		„ 10 (b)
Flooding of portions of permanent-way.	238		136		124		168		107		„ 10 (c)
Slips in cuttings or embankments	87		69		59		74		52		„ 10 (d)
IV.—Fires—											
Fire in trains	125		107		133		144		182		„ 11 (a)
Fire at stations or involving injury to bridges or viaducts.	48		59		62		43		33		„ 11 (b)
V.—Other accidents—											
Trains running over cattle on the line	8,861		8,780		9,237		9,701		9,362		„ 12 (b)
Trains running over obstructions on the line (other than those at level crossings).	222		168		236		193		180		„ 12 (c)
Trains running over obstructions or vehicles at level crossings . .	104		107		109		94		73		„ 12 (d)
Train-wrecking	145		32		47		20		17		„ 12 (e)
Attempted train-wrecking	122		131		116		107		107		„ 12 (f)
Miscellaneous	712		472		356		381		387		„ 12 (g) + 12 (a).
TOTAL	22,301		20,319		18,287		19,231		19,379		Total.
*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											Appendix D (ii).
Passengers	325	881	245	808	215	761	204	5	180	794	Total (a) Col. 29
Railway servants	282	1,827	201	1,819	184	1,789	177	1,975	183	2,269	„ (b) Col. 54
Other persons	2,397	735	2,322	736	2,225	698	2,307	679	2,545	790	„ (c) Col. 54
TOTAL	3,004	3,443	2,768	3,363	2,624	3,248	2,688	3,439	2,017	3,853	„ (d) Col. 54
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (iii).
Passengers	12	140	8	93	6	61	21	160	15	74	Cols. 310 and 312—(Total)
Railway servants	25	132	16	157	8	79	9	123	10	107	„ 314 & 316—
Other persons	71	96	32	62	41	103	45	86	32	42	„ 318 & 320—
TOTAL	108	368	56	312	55	243	75	369	57	223	„ 322 & 324—(Total).
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (iv).
Passengers . . . . .	..	16	2	11	10	21	7	19	5	38	Cols. 352 & 353—(Total).
Railway servants	44	4,659	43	5,467	24	5,922	33	6,357	24	6,071	„ 354 & 355—
Other persons	24	61	19	47	44	75	23	798	28	67	„ 356 & 357—
TOTAL	68	4,736	64	5,525	78	6,018	63	7,174	57	6,176	„ 358 & 359—(Total).
TOTAL PASSENGERS	337	1,037	255	912	231	843	232	964	209	906	} A+B+C above.
TOTAL RAILWAY SERVANTS	351	6,618	260	7,443	216	7,790	219	8,465	217	8,447	
TOTAL OTHER PERSONS	2,492	892	2,373	845	2,310	876	2,375	1,563	2,605	899	
GRAND TOTAL	3,180	8,547	2,888	9,200	2,757	9,509	2,826	10,982	3,031	10,252	

Railway Servants. Other Persons. Total. Appendix D (vi).

*Number of persons killed or injured in Railway Workshops, etc., in 1934-35 not included in the above summary. Killed .. 12 4 16 Totals (b), (c) & (d) (Col. 404). Injured .. 7,242 11 7,353

†New item, introduced from 1932-33.

Number of persons killed or injured during the year 1934-35 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed . . . . .	..	..	..	1	..	3	13	5
	Injured . . . . .	..	..	1	1	2	9	14	11
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed . . . . .	..	1	2	1	2	1	1	4
	Injured	1	3	22	..	6	15	5	28
3. Crossing the line at stations	Killed . . . . .	..	1	..	..	..	1	3	..
	Injured . . . . .	..	1	..	3	..	1	2	1
4. Closing of carriage doors	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	..	1	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed . . . . .	..	5	9	10	..	17	15	15
	Injured	9	77	16	42	21	63	31	75
6. Other accidents	Killed . . . . .	..	2	..	2	..	..	3	1
	Injured	1	1	1	6	..	4	16	45
TOTAL (a)	Killed . . . . .	..	9	11	14	2	22	35	25
	Injured	11	82	40	52	29	93	68	164
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES									
1. Coupling or uncoupling vehicles	Killed . . . . .	..	..	..	..	..	1	1	1
	Injured	4	..	2	76	19	10	161	107
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed . . . . .	..	..	..	..	..	..	1	..
	Injured . . . . .	..	..	..	5	..	..	4	..
3. Passing over or standing upon buffers during shunting	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured	1	..	..	5	2	..	..	1
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed . . . . .	..	..	2	1	2	1	1	1
	Injured	1	1	4	7	6	4	24	14
5. Braking, spragging or choking wheels	Killed . . . . .	..	..	..	..	..	..	1	1
	Injured . . . . .	..	..	..	8	2	..	35	29
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured	1	..	..	5	3	..	9	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	1	..
	Injured . . . . .	..	1	..	2	3	2	8	..
8. Other accidents during shunting operations not included in the preceding items.	Killed . . . . .	..	..	1	..	..	1	2	..
	Injured . . . . .	..	3	3	9	12	6	52	53
TOTAL (i)	Killed . . . . .	..	..	3	1	2	3	7	3
	Injured	6	5	9	119	47	22	293	205

DIX D (ii).

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (a)].
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35. (Cols. 23, 25 and 27.)	1933-34. (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	6	2	..	30	54	..	..	..	..	30	54	1
..	..	..	13	..	..	51	72	..	..	..	..	51	72	1
..	..	..	6	..	3	21	21	2	..	..	..	23	21	2
..	..	..	15	..	2	97	119	..	..	1	..	98	119	2
..	..	..	..	..	..	5	7	..	..	..	2	5	9	3
..	..	..	1	..	..	9	5	1	..	..	..	10	5	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	2	..	..	7	5	..	..	..	..	7	5	4
..	3	2	32	..	5	113	108	3	2	2	..	118	110	5
7	37	4	77	7	40	508	463	10	30	15	12	531	505	5
..	..	..	2	..	..	10	10	..	..	3	..	13	10	6
1	8	..	5	..	1	89	78	2	1	6	..	97	79	6
..	3	2	46	2	8	179	200	5	2	5	2	189	204	Total
8	45	4	113	7	43	759	742	13	31	22	12	794	785	(a).
..	..	1	3	..	..	7	6	..	..	..	..	7	6	1
6	33	9	78	..	14	514	467	1	2	5	3	520	472	1
..	..	..	..	..	..	1	..	..	..	..	..	1	..	2
..	1	..	6	1	..	17	14	..	1	..	..	17	16	2
..	..	..	..	..	..	..	1	..	..	..	..	..	1	3
..	1	..	1	..	..	10	6	..	2	..	..	10	8	3
..	..	..	1	..	..	9	4	..	1	..	..	9	5	4
1	4	..	12	..	1	79	66	1	..	2	..	82	66	4
1	..	..	..	..	..	3	..	1	..	..	..	4	..	5
..	3	..	10	..	..	87	89	..	..	1	2	88	91	5
..	..	..	..	..	..	..	2	..	..	..	..	..	2	6
..	1	..	..	..	1	21	7	..	..	1	..	22	7	6
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	..	..	1	..	..	10	14	..	..	..	..	19	14	7
..	..	1	4	..	..	9	8	..	..	..	..	9	8	8
..	11	2	27	..	10	188	161	1	4	2	..	191	165	8
1	..	2	8	..	..	30	21	1	1	..	..	31	22	Total
7	54	11	130	1	26	935	844	3	9	11	5	949	858	(.)

Number of persons killed or injured during the year 1934-35 by the movement of trains and railways between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—contd.									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed . . . . .	..	..	..	..	..	2	..	1
	Injured	2	4	2	6	3	6	8	15
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed . . . . .	..	..	..	..	..	..	..	1
	Injured . . . . .	..	..	..	15	1	1	3	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed . . . . .	..	1	..	2	..	..	1	2
	Injured	2	1	..	3	2	3	12	41
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	35	10	19	270	271
13. Working on the permanent-way, sidings, etc.	Killed . . . . .	..	..	1	..	..	..	3	3
	Injured . . . . .	..	..	2	3	1	..	..	2
14. Attending to gates at level-crossings	Killed . . . . .	..	..	..	..	..	1	2	1
	Injured . . . . .	..	1	..	3	..	..	2	1
15. Walking, crossing, or standing on the line on duty.	Killed . . . . .	..	1	..	12	..	13	14	9
	Injured . . . . .	..	4	5	7	2	3	11	4
16. Being caught between vehicles	Killed . . . . .	..	..	..	1	..	1	2	..
	Injured . . . . .	..	..	..	1	1	1	..	3
17. Falling or being caught between trains and platforms, walls, etc.	Killed . . . . .	..	..	..	1	..	..	1	..
	Injured . . . . .	..	1	1	5	..	..	5	..
18. Walking, etc., on the line on the way home or to work.	Killed	1	..	..	..	2	5	6	4
	Injured	1	..	..	10	1	2	6	3
19. Miscellaneous	Killed . . . . .	..	..	1	..	1	2	4	1
	Injured . . . . .	..	3	4	15	10	39	46	61
	TOTAL (ii).	1	2	2	16	3	24	33	22
	TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	1	2	5	17	5	27	40	25
		11	19	23	222	78	96	656	610
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed . . . . .	..	2	1	..	..	3	9	8
	Injured . . . . .	..	3	..	..	3	..	3	..
2. Trespassing on the line	Killed	50	167	167	130	77	185	456	171
	Injured	48	107	65	60	34	70	118	40
3. Suicides	Killed . . . . .	..	6	42	25	3	15	181	65
	Injured . . . . .	..	4	8	..	..	..	1	2
4. Miscellaneous	Killed . . . . .	..	3	3	..	..	..	18	2
	Injured . . . . .	..	10	2	..	2	2	13	13
	TOTAL OTHER PERSONS (c)	50	178	213	155	80	203	664	246
		48	124	75	60	39	72	135	55
	(d) GRAND TOTAL = (a) + (b) + (c)	51	189	229	186	87	252	739	296
		70	225	138	334	146	261	859	829

DIX D (ii)—concl'd.

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of accidents (see Col. 32). 56
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35. (Cols. 48, 50 & 52.)	1933-34. (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	
..	1	..	1	5	8	1	2	6	10	9
..	3	..	17	1	6	73	62	..	3	1	2	74	67	
..	3	4	1	4	1	10
..	..	..	5	..	..	29	17	..	1	1	..	30	18
..	1	7	13	3	1	10	14	11
..	8	1	25	..	..	98	102	1	1	..	4	99	107
..	12
1	..	..	40	..	2	648	495	..	..	..	..	648	495
..	2	9	18	..	1	..	1	9	20	13
..	1	..	3	..	..	12	13	1	..	..	1	13	14
..	1	5	12	5	12	14
..	..	..	1	1	..	9	6	..	..	..	..	9	6
1	4	2	12	..	3	71	52	1	72	52	15
1	3	1	16	1	2	60	58	1	1	2	..	63	59	
..	1	1	6	6	6	6	16
..	1	..	4	..	..	11	7	..	1	..	..	11	8
..	2	2	2	2	17
..	1	..	..	..	..	13	9	..	..	..	1	13	10
1	2	21	16	21	16	18
..	..	..	5	..	..	28	13	2	..	..	..	30	13
..	3	12	21	5	2	17	23	19
6	78	7	46	..	4	319	307	11	11	..	2	330	320	
2	11	2	19	..	5	142	148	10	4	..	3	162	156	Total (ii)
8	95	9	162	3	14	1,300	1,089	16	18	4	10	1,320	1,117	
3	11	4	27	..	5	172	169	11	5	..	3	183	177	Total (b).
15	149	20	292	4	40	2,275	1,933	19	27	15	15	2,200	1,975	
..	1	..	24	35	24	35	1
..	..	1	..	1	1	12	11	5	1	..	19	17	31	
10	92	30	258	16	146	1,955	1,780	48	41	16	11	2,019	1,832	2
3	18	4	64	6	15	652	549	16	22	25	..	693	571	
..	37	3	41	..	37	455	388	3	5	2	..	460	393	3
..	..	..	..	..	..	15	15	..	..	1	..	16	16
..	3	2	2	..	5	38	43	4	2	..	2	42	47	4
1	3	2	6	2	3	59	58	5	1	..	3	64	62	
10	132	35	301	17	188	2,472	2,246	65	48	20	13	2,545	2,307	Total (c).
4	21	7	70	9	19	738	633	26	24	26	22	790	679	
13	146	41	374	19	201	2,823	2,615	71	55	23	18	2,917	2,688	Grand Total (d).
27	215	31	475	20	102	3,732	3,308	58	82	63	49	3,853	3,439	

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ANNUAL										
	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 61, 63 and 65.)	In- jured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	3	..	..	..	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	7	7	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	2	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	55	55	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	13	13	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	4	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	7	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	152	152	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	1	1	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	4	11	15	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	4	253	257	..	..	..	3	..	..	..	3

DIX D (iii).

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons. killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 69 and 70).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			72	73	74	75	76	77	78	79	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	2	..	..	..	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	7	7	..	..	..	..	..	..	..	..	7 (b)
..	12	12	..	..	..	..	..	..	..	..	8 (a)
..	54	54	..	..	..	..	1	..	1	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	12	12	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	13	13	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	43	43	..	..	..	..	..	..	..	..	9 (f)
..	1	1	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	4	4	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	5	5	..	1	..	..	..	..	..	1	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	57	57	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	1	..	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	1	1	..	..	..	..	..	..	..	..	12 (f)
..	8	8	..	..	..	..	..	..	..	..	12 (g)
..	235	235	..	1	..	2	1	1	1	4	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock
different classes of accidents and the number of passengers

CLASS I

Class of accident.	BENGAL-NAGPUR.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	Passengers.		Railway servants.		Other persons.		Total.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)	
												82	83	84	85	86	87	88	89	90	91	92
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 passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	22	22	..	..	..	2	..	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	2	3	..	..	1	..	..	..	1	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—												
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	1	2	..	14	..	..	..	..	..	..	14
8. Other derailments—												
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	87	87	..	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—												
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—												
(1) boilers and tubes	..	55	55	..	..	..	..	..	..	..	..	..
(2) other causes	..	67	67	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	135	135	..	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	..	3	3	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—												
(a) Broken rails	..	33	33	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	3	4	9	4	4	1	..	..	13	5	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..	..
11. Fires—												
(a) Fire in trains	..	14	14	..	4	..	..	..	..	..	..	4
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	172	172	..	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings)	..	5	5	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossing.	..	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	8	8	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	3	38	41	..	3	..	7	7	4	7	14	..
Total	6	658	664	9	25	5	10	7	4	21	39	

DIX D (iii)—contd.
 permanent-way, etc., during the year 1934-35 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	Passengers.		Railway servants.		Other persons.		Total		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1	1	..	1	..	1	..	..	..	2	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	1	..	..	..	1	6
..	19	19	..	..	..	..	..	..	..	..	7 (a)
..	4	4	..	..	..	..	..	..	..	..	7 (b)
..	22	22	..	..	..	..	..	..	..	..	8 (a)
..	613	613	..	..	..	1	..	..	..	1	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	49	49	..	..	..	..	..	..	..	..	9 (a) 2
..	39	39	..	..	..	..	..	..	..	..	9 (b) 1
..	85	85	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	..	..	..	..	..	..	..	9 (f)
..	163	163	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	40	40	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	17	17	..	..	..	..	..	..	..	..	10 (c)
..	2	2	..	..	..	..	..	..	..	..	10 (d)
..	8	8	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	6	6	..	..	..	..	..	..	..	..	12 (a)
..	779	779	..	..	..	..	..	..	..	..	12 (b)
5	7	12	..	..	..	..	..	..	..	..	12 (c)
8	2	10	..	..	..	..	..	..	..	..	12 (d)
..	3	3	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	5	5	..	..	..	..	..	..	..	..	12 (g)
13	1,872	1,885	..	1	..	3	..	..	..	4	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers, railway

Class of accident.	C L A S S I										
	BURMA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
106	107	108	109	110	111	112	113	114	115	116	
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.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(b) other causes	11	..	11	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	1	19	20	..	1	..	4	..	..	..	5
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . . . .	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	23	23	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes. . . . .	..	4	4	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	48	48	..	..	..	..	..	..	..	..
(a) The failure of tyres . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear. . . . .	..	64	64	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock . . . . .	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	5	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	3	8	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	4	4	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	6	6	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	3	396	399	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	11	11	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	5	7	..	..	..	..	3	2	3	2
(e) Train-wrecking	1	..	1	1	10	1	4	..	..	2	14
(f) Attempted train-wrecking . . . . .	..	8	8	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	14	14	..	..	..	..	..	2	..	2
Total	23	634	657	1	11	1	11	3	4	5	26

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. LX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 105.) 128.
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	3	4	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
10	..	10	..	1	..	2	..	..	..	3	7 (b)
1	5	6	..	..	..	1	..	..	..	1	8 (a)
1	19	20	..	..	..	1	..	..	..	1	8 (b)
..	3	3	..	..	..	..	..	..	..	..	9 (a) 1
..	15	15	..	..	..	..	..	..	..	..	9 (a) 2
..	5	5	..	..	..	..	..	..	..	..	9 (b) 1
..	38	38	..	..	..	..	..	..	..	..	9 (b) 2
..	3	3	..	..	..	..	..	..	..	..	9 (c)
..	2	2	..	..	..	..	..	..	..	..	9 (d)
..	2	2	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	94	94	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	17	17	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	6	6	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
6	..	6	..	..	..	..	..	..	..	..	11 (a)
..	4	4	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	181	181	..	..	..	..	..	..	..	..	12 (b)
7	1	8	..	..	..	..	..	..	..	..	12 (c)
10	..	10	..	..	..	..	4	2	4	2	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
11	..	11	..	..	..	..	..	..	..	..	12 (f)
..	12	12	..	..	..	..	..	..	..	..	12 (g)
49	410	459	..	1	..	6	4	2	4	9	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	EAST INDIAN										
	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Cols. 130 and 131.) 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 133, 135 and 137.)	In jured. (Cols. 134, 136 and 138.)	139	140
129											
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.	1	..	1	..	13	..	7	..	1	..	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	14	14	..	..	..	5	..	..	..	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	9	9	..	..	..	9	..	..	..	9
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(b) Other causes . . . . .	..	22	22	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	1	11	12	..	..	..	4	..	..	..	4
(b) other causes . . . . .	..	594	594	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes. . . . .	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	109	109	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes. . . . .	..	19	19	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	197	197	..	..	..	..	..	..	..	..
(c) The failure of tyre . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	770	770	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock . . . . .	..	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	60	60	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	1	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	10	10	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	1	..	..	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	12	12	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line . . . . .	..	1,291	1,291	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	1	19	20	..	..	1	1	..	1	..	2
(d) Trains running over obstructions or vehicles at level crossings.	..	6	6	..	..	..	..	..	1	..	1
(e) Train wrecking	1	1	2	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	1	18	19	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	75	75	..	5	1	8	..	3	1	16
Total	6	3,266	3,272	..	18	2	35	..	6	2	59

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.												GREAT INDIAN PENINSULA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. LX of 1890.	Other accidents.	Total (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129.)												
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.													
			144	145	146	147	148	149	150	151		152											
..	3	3	..	..	..	..	..	..	..	..	1				
..	10	10	..	..	..	2	..	..	..	2	2						
..	6	6	..	..	..	..	..	..	..	..	3				
2	25	27	..	..	..	11	1	1	1	12	4									
..	42	42	..	..	..	1	..	..	..	1	5						
..	17	17	..	..	..	1	..	..	..	1	6						
..	2	2	..	..	..	..	..	..	..	..	7 (a)				
..	26	26	..	..	..	2	..	..	..	2	7 (b)						
..	2	2	..	..	..	..	..	..	..	..	8 (a)				
1	421	422	..	..	..	2	..	..	..	2	8 (b)						
..	11	11	..	..	..	..	..	..	..	..	9 (a) 1				
..	46	46	..	..	..	..	..	..	..	..	9 (a) 2				
..	19	19	..	..	..	..	..	..	..	..	9 (b) 1				
..	*433	*433	..	..	..	1	..	..	..	1	9 (b) 2						
..	1	1	..	..	..	..	..	..	..	..	9 (c)				
..	1	1	..	..	..	..	..	..	..	..	9 (d)				
..	13	13	..	..	..	2	..	..	..	2	9 (e)						
..	..	..	..	..	..	..	..	..	..	..	9 (f)		
..	427	427	..	..	..	..	..	..	..	..	9 (g)				
..	18	18	..	..	..	..	..	..	..	..	9 (A)				
..	38	38	..	..	..	..	..	..	..	..	10 (a)				
..	..	..	..	..	..	..	..	..	..	..	10 (b)		
..	1	1	..	..	..	..	..	..	..	..	10 (c)				
..	4	4	..	..	..	..	..	..	..	..	10 (d)				
1	109	110	2	..	..	2	..	..	2	2	11 (a)								
..	6	6	..	..	..	..	..	..	..	..	11 (b)				
..	1	1	..	..	..	..	..	..	..	..	12 (a)				
..	1,348	1,348	..	..	..	..	..	..	..	..	12 (b)				
..	9	9	..	..	..	..	..	..	..	..	12 (c)				
..	3	3	..	..	..	..	..	1	..	1	12 (d)							
..	9	9	..	..	..	..	..	..	..	..	12 (e)				
..	5	5	..	..	..	..	..	..	..	..	12 (f)				
..	43	43	..	..	..	..	..	..	..	..	12 (g)				
4	3,099	3,103	2	..	..	24	1	2	3	26	Total.										

DLX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 153.) 176
			Killed. 168	Injured. 169	Killed. 170	Injured. 171	Killed. 172	Injured. 173	Killed. (Cols. 168, 170 & 172.) 174	Injured. (Cols. 169, 171 & 173.) 175	
1	..	1	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (a)
7	..	7	..	1	..	4	..	..	..	5	7 (b)
..	3	3	..	..	..	..	..	..	..	..	8 (a)
..	7	7	..	..	..	..	..	..	..	..	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	33	33	..	..	..	..	..	..	..	..	9 (a) 2
..	18	18	..	..	..	..	..	..	..	..	(b) 1
..	71	71	..	..	..	..	..	..	..	..	(b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
1	5	6	..	..	..	..	..	..	..	..	9 (e)
..	1	1	..	..	..	..	..	..	..	..	9 (f)
..	29	29	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	20	20	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
1	..	1	..	7	..	1	..	..	..	3	10 (d)
1	12	13	..	..	..	..	..	..	..	..	11 (a)
..	3	3	..	..	..	..	..	..	..	..	11 (b)
..	16	16	..	..	..	..	..	..	..	..	12 (a)
..	947	947	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
7	1	8	..	1	..	..	..	2	..	3	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
23	..	23	..	..	..	..	..	..	..	..	12 (f)
..	8	8	..	..	..	..	..	..	..	..	12 (g)
42	1,184	1,226	..	9	..	5	..	2	..	16	Total

DIX D (iii)—contd.
 stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAY S—contd.

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 189	Other accidents.	Total. (Cols. 189 and 190.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents, (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
190	191	192	193	194	195	196	197	198	199	200	
..	1	1	..	..	..	..	..	..	..	1
1	..	1	..	..	..	1	..	..	1	2
..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	4
1	..	1	..	..	..	1	2	..	2	5
..	1	1	..	..	..	2	..	..	2	6
4	2	6	..	..	..	..	..	..	..	7 (a)
25	3	28	..	..	..	3	..	..	3	7 (b)
..	350	350	..	..	..	..	..	..	..	8 (a)
2	783	785	..	..	1	..	..	1	..	8 (b)
..	33	33	..	..	..	..	..	..	..	9 (a) 1
..	22	22	..	..	..	..	..	..	..	9 (a) 2
..	35	35	..	..	..	..	..	..	..	9 (b) 1
..	74	74	..	..	..	..	..	..	..	9 (b) 2
..	2	2	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	9 (d)
1	7	8	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	9 (f)
..	77	77	..	..	..	..	..	..	..	9 (g)
..	652	652	..	..	..	..	..	..	..	9 (h)
..	60	60	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	10 (b)
1	51	52	..	..	..	..	..	..	..	10 (c)
1	2	3	..	..	..	..	..	..	..	10 (d)
1	..	1	..	..	..	..	..	..	..	11 (a)
1	1	2	..	..	..	..	..	..	..	11 (b)
..	3	3	..	..	..	..	..	..	..	12 (a)
..	790	790	..	..	..	..	..	..	..	12 (b)
1	10	11	..	..	..	..	..	..	..	12 (c)
..	4	10	..	..	..	..	1	..	1	12 (d)
..	1	1	..	..	..	..	..	..	..	12 (e)
..	3	3	..	..	..	..	..	..	..	12 (f)
..	23	23	..	..	..	..	..	..	..	12 (g)
45	2,990	3,035	1	7	2	1	3	8	Total.

* Includes one failure with rail motor and three with steam coaches.

DLX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 224
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
4	..	4	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	3	3	..	..	..	..	..	..	..	..	8 (b)
..	24	24	..	..	..	..	..	..	..	..	9 (a) 1
..	50	50	..	..	..	..	..	..	..	..	9 (a) 2
..	4	4	..	..	..	..	..	..	..	..	9 (b) 1
..	49	49	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
2	1	3	..	..	..	..	..	..	..	..	9 (e)
..	6	6	..	..	..	..	..	..	..	..	9 (f)
36	60	96	..	..	..	..	..	..	..	..	9 (g)
4	62	66	..	..	..	..	..	..	..	..	9 (h)
3	..	3	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	3	3	..	..	..	..	..	..	..	..	10 (d)
2	..	2	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
17	..	17	..	..	..	..	..	..	..	..	12 (a)
..	2,174	2,174	..	..	..	..	..	..	..	..	12 (b)
24	..	24	..	..	..	..	..	..	..	..	12 (c)
5	..	5	..	..	..	..	..	1	..	1	12 (d)
1	..	1	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
98	2,436	2,534	..	..	..	..	..	1	..	1	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

Class of accident.	TOTAL CLASS I								
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 226	Other acci- dents. 227	Total. (Cols. 226 & 227.) 228	Passengers.		Railway servants.		Other persons.	
				Killed. 229	Injured. 230	Killed. 231	Injured. 232	Killed. 233	Injured. 234
1. Collisions between passenger trains or parts of passenger trains.	1	6	7	..	1	..	4	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	6	11	17	..	13	..	11	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	8	8	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	76	81	..	..	..	21	1	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	49	51	..	..	1	2	2	..
6. Collisions between light engines . . . . .	..	32	32	..	..	..	13	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	8	27	35	..	..	..	..	..	..
(b) Other causes	70	63	133	..	16	..	14	..	..
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	2	407	409	..	..	..	6	..	..
(b) Other causes	5	2,640	2,645	..	1	1	8	1	..
9. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes . . . . .	..	101	101	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	370	370	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes . . . . .	..	210	210	..	..	..	..	..	..
(2) other causes . . . . .	..	1,132	1,132	..	..	..	1	..	..
(c) The failure of tyres . . . . .	..	11	11	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	5	5	..	..	..	..	..	..
(e) Ditto axles	4	38	42	..	..	..	2	..	..
(f) Ditto brake apparatus . . . . .	..	14	14	..	..	..	..	..	..
(g) Ditto couplings and draft gear	36	1,942	1,978	..	..	..	..	..	..
(h) Ditto other rolling stock	4	743	747	..	..	..	..	..	..
10. Failure of permanent-way—									
(a) Broken rails	3	290	293	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	4	5	9	4	4	1	..	..
(c) The flooding of portions of permanent-way	7	94	101	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	19	21	..	7	..	1	..	..
11. Fires—									
(a) Fire in trains	11	166	177	2	5	..	2	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	1	30	31	..	..	..	1	..	..
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	17	44	61	..	..	..	..	..	..
(b) Trains running over cattle on the line	3	8,811	8,814	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	38	73	111	..	..	1	1	..	1
(d) Trains running over obstructions or vehicles at level-crossings.	38	30	68	..	1	..	..	7	11
(e) Train-wrecking	3	14	17	1	10	1	4	..	..
(f) Attempted train-wrecking	39	57	96	..	..	..	..	..	..
(g) Miscellaneous	3	246	249	..	8	1	15	7	9
Total	309	17,763	18,072	12	66	9	106	18	23

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

CLASS II RAILWAYS.														
RAILWAYS—contd.		BANSI LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			Serial No. of class of accidents (See column No. 225.)
Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 237 and 238.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 240 and 241.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 243 and 244.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 246 and 247.)	
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	237	238	239	240	241	242	243	244	245	246	247	248		249
..	5	..	..	..	..	..	..	..	..	..	..	..	..	1
..	25	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	22	..	..	..	..	..	..	..	..	..	..	..	..	4
3	2	..	..	..	..	..	..	..	..	..	..	..	..	5
..	13	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	30	1	..	1	..	..	..	..	..	..	3	..	3	7 (b)
..	5	..	..	..	..	..	..	..	..	..	..	..	..	8 (a)
2	9	..	22	22	..	1	1	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	4	4	..	4	4	9 (a) 1
..	..	..	..	..	..	..	..	..	4	4	..	3	3	9 (a) 2
..	1	..	5	5	..	1	1	..	..	..	..	..	..	9 (b) 1
..	..	..	11	11	..	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	9 (d)
..	2	..	..	..	..	1	1	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	5	5	..	1	1	..	1	1	..	..	..	9 (g)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	9 (h)
13	5	..	..	..	..	..	..	2	1	3	..	6	6	10 (a)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (b)
..	8	..	..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
2	7	..	..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	1	..	1	..	2	2	12 (a)
..	..	..	33	33	..	4	4	..	67	67	..	78	78	12 (b)
1	2	1	..	1	..	4	4	..	..	..	..	..	..	12 (c)
7	12	..	..	..	..	1	1	..	..	..	..	..	..	12 (d)
2	14	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
8	32	..	..	..	..	1	1	..	2	2	1	..	1	12 (g)
39	195	4	76	80	..	15	15	3	79	82	4	93	97	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers

Class of accident.	CLASS II											
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAKHWAR'S BARODA STATE.			Gor.		
	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents.	Total (Cols. 251 and 252.)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents.	Total (Cols. 254 and 255.)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents.	Total (Cols. 257 and 258.)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 260	Other acci- dents.	Total
250	251	252	253	254	255	256	257	258	259	260	261	
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 passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines	1
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	68	..	68	..	..	..	..	7	7	..	..	1
8. Other derailments—	2	2	..	..	..
(a) Due to trains running in the wrong direction through points.
(b) Other causes	29	..	29	..	..	..	..	16	16	..	..	9
9. Failure of engines and rolling-stock—
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—
(1) boilers and tubes	2	2	..	..	..
(2) machinery, springs, etc.	39	39	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes	8	8	..	..	..	..	..	1
(2) other causes	11	11	..	..	3
(c) The failure of tyres	..	16	16	..	..	..	..	..	..	..	..	..
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.	2	2	..	..	..	..	..	..
(A) Ditto other Rolling Stock.
10. Failure of permanent way—
(a) Broken rails	1	..	1	..	..	..	..	16	16	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way.	4	..	4	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	31	..	31	..	..	..	..	..	..	..	..	..
11. Fires—
(a) Fire in trains	1	1	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	1	1	..	..	..
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line.	..	2	2	..	17	17	..	83	83	..	..	9
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	35	35	..	..	2
(d) Trains running over obstructions or vehicles at level crossings.	1	..	..
(e) Train-wrecking
(f) Attempted train wrecking
(g) Miscellaneous	40	40	..	..	2
Total	133	25	158	..	27	27	..	253	253	1	..	30

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

DAL.	JAMNAGAR AND DWARKA.			JUKAGAD STATE.			MORVI.			Serial No. of class of accidents. (See columns No. 250.)
	Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 263	Other accidents. 264	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 266	Other accidents. 267	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 269	Other accidents. 270		Total. (Cols. 269 and 270.)
262	263	264	265	266	267	268	269	270	271	272
..	1
..	1	1	..	..	..	2
..	3
1	4
..	5
1	6
..	1	1	..	..	..	7 (a)
1	1	1	..	1	1	7 (b)
..	1	1	8 (a)
9	..	6	6	..	7	7	..	2	2	8 (b)
..	9 (a) (1)
..	5	5	..	9	9	9 (a) (2)
1	1	1	..	..	..	9 (b) (1)
3	..	4	4	..	..	..	..	1	1	9 (b) (2)
..	9 (c)
..	1	1	..	..	..	9 (d)
..	9 (e)
..	9 (f)
..	9 (g)
..	9 (h)
..	1	1	10 (a)
..	10 (b)
..	10 (c)
..	10 (d)
1	1	1	11 (a)
..	11 (b)
..	12 (a)
9	..	26	26	..	21	21	..	13	13	12 (b)
2	..	1	1	..	1	1	..	..	..	12 (c)
1	1	1	..	1	1	12 (d)
..	12 (e)
2	..	1	1	..	..	..	..	1	1	12 (f)
..	12 (g)
31	..	38	38	..	40	40	..	31	31	

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers

Class of accident.	CLASS II RAILWAYS						TOTAL CLASS I						
	MYSORE RAILWAYS.			SHAHNARA (DELHI). SABARANPUR LIGHT.			Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 280 and 281.)	Passengers.			
	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 274 and 275.)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 277 and 278.)				Killed.	In- jured.	Killed.	
	273	274	275	276	277	278	279	280	281	282	283	284	285
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.	..	..	..	..	..	..	..	1	1	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	1	1	..	..	..	..
7. Derailments of passenger trains—													
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	1	1	..	..	..	..
(b) Other causes	..	..	..	..	..	..	72	10	82	..	..	..	..
8. Other Derailments—													
(a) Due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	6	6	..	..	..	..
(b) Other causes	..	1	1	..	6	6	29	70	99	..	..	..	..
9. Failure of engines and rolling-stock—													
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—													
(1) boilers and tubes	..	..	..	..	1	1	..	11	11	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	60	60	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff													
(1) boilers and tubes	..	1	1	..	..	..	..	9	9	..	..	..	..
(2) other causes	..	10	10	..	..	..	..	48	48	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	16	16	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	1	1	..	..	..	..
(e) Ditto axles	..	..	..	..	2	2	..	4	4	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	1	1	..	..	..	..
(g) Ditto couplings and draft gear.	..	21	21	..	2	2	..	32	32	..	..	..	..
(h) Ditto other Rolling Stock	..	..	..	..	..	..	..	1	1	..	..	..	..
10. Failure of permanent way—													
(a) Broken rails	..	..	..	..	2	2	3	26	29	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	5	1	6	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..
11. Fires—													
(a) Fire in trains	..	..	..	..	..	..	..	3	3	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..	..	..
12. Other accidents—													
(a) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	1	6	7	..	..	..	..
(b) Trains running over cattle on the line.	..	106	106	..	3	3	..	462	462	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	1	51	52	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	1	3	4	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	..	..	..	2	2	..	3	3	..	..	..	..
(g) Miscellaneous	1	4	5	..	..	..	2	50	52	..	..	..	1
Total	1	163	164	..	18	18	146	878	1,024	..	..	..	1

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.											Serial No. of class of accident. (See col. No. 273.)
Railway servants.	Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 291 and 292.)	Passengers.		Railway servants.		Other persons.		Total.		
	Injured.	Killed.	Injured.	Killed.				Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.		Injured.
286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302
..	1
..	13	1	14	..	3	..	..	..	..	..	3	2
..	3
..	4
..	5
..	6
..	2	..	2	..	..	..	..	..	..	..	..	7 (a)
..	19	2	21	..	..	..	..	..	..	..	..	7 (b)
..	4	5	9	..	..	..	..	..	..	..	..	8 (a)
..	6	43	49	..	..	..	..	..	..	..	..	8 (b)
..	3	3	..	..	..	..	..	..	..	..	9 (a) (1)
..	11	11	..	..	..	..	..	..	..	..	9 (a) (2)
..	5	5	..	..	..	..	..	..	..	..	9 (b) (1)
..	2	2	..	..	..	..	..	..	..	..	9 (b) (2)
..	9 (c)
..	9 (d)
..	4	1	5	..	..	..	..	..	..	..	..	9 (e)
..	9 (f)
..	6	13	19	..	..	..	..	..	..	..	..	9 (g)
..	9 (h)
..	1	1	..	..	..	..	..	..	..	..	10 (a)
..	10 (b)
..	10 (c)
..	10 (d)
..	1	1	2	..	..	..	..	..	..	..	..	11 (a)
..	1	1	..	..	..	..	..	..	..	..	11 (b)
..	4	4	..	..	..	..	..	..	..	..	12 (a)
..	14	19	14	19	3	83	86	..	..	..	..	..	..	..	..	12 (b)
..	4	22	26	3	5	..	..	..	..	3	5	12 (c)
..	1	1	..	..	..	..	..	..	..	..	12 (d)
..	12 (e)
..	5	3	8	..	..	..	..	..	..	..	..	12 (f)
1	1	1	4	10	14	..	..	..	..	..	..	..	..	12 (g)
1	14	19	15	20	71	212	283	3	8	..	..	..	..	3	8	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
distinguishing between the different classes of accidents and the number of passengers, railway

Class of accident.	TOTAL ALL									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
					(Cols. 304 and 306.)	(Cols. 305 and 307.)	Killed.		Injured.	
	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.
303	304	305	306	307	308	309	310	311	312	313
1. Collisions between passenger trains or parts of passenger trains.	1	2	6	6	7	8	..	17	1	28
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	32	13	15	32	47	..	..	16	72
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	8	10	8	10	..	..	..	4
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	9	77	88	82	97	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	1	49	50	51	51	..	..	..	..
6. Collisions between light engines	..	1	33	42	33	43	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	10	12	28	6	38	18	..	..	..	..
(b) Other causes	161	144	75	72	236	216	..	..	16	19
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	6	1	418	400	424	401	..	..	..	..
(b) Other causes	40	33	2,753	2,740	2,793	2,773	..	..	1	..
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	..	115	84	115	84	..	..	..	..
(2) machinery, springs, etc.	..	..	441	437	441	437	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	224	269	224	269	..	..	..	..
(2) other causes	..	..	1,182	1,132	1,182	1,132	..	..	..	..
(c) The failure of tyres	..	..	27	10	27	10	..	..	..	..
(d) Ditto wheels	1	..	5	2	6	2	..	..	..	..
(e) Ditto axles	8	9	43	35	51	44	..	..	..	..
(f) Ditto brake apparatus	..	2	15	11	15	13	..	..	..	..
(g) Ditto couplings and draft gear	42	61	1,987	1,856	2,029	1,917	..	..	..	8
(h) Ditto Other Rolling Stock	4	3	744	342	748	345	..	..	..	..
10. Failure of Permanent way—										
(a) Broken rails	6	9	317	346	323	355	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	2	4	4	5	6	9	..	4	..
(c) The flooding of portions of permanent-way.	12	62	95	126	107	138	..	..	..	..
(d) Slips in cuttings or embankments	33	17	19	57	52	74	..	..	7	..
11. Fires—										
(a) Fire in trains	12	7	170	137	182	144	2	..	6	2
(b) Fire at stations, or involving injury to bridges or viaducts.	1	..	32	42	33	42	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	18	21	54	34	72	55	..	..	..	..
(b) Trains running over cattle on the line	6	10	9,356	9,691	9,362	9,701	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	43	44	146	149	189	193	3	..	5	..
(d) Trains running over obstructions or vehicles at level crossings.	39	41	34	53	73	94	..	..	1	1
(e) Train-wrecking	8	6	14	14	17	20	1	4	10	24
(f) Attempted train-wrecking	44	63	63	53	107	116	..	..	..	..
(g) Miscellaneous	9	5	306	321	315	326	..	..	9	2
Total	528	597	18,853	18,634	19,379	19,231	15	21	74	160

DIX D (iii)—concl'd.

stock, permanent-way, etc., during the years 1933-34 and 1934-35 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				Other persons.				Grand Total.				Serial No. of accident. (See column No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
(Cols. 310, 314 and 318.)		(Cols. 311, 315 and 319.)		(Cols. 312, 313, 317 and 321.)		(Cols. 310, 314 and 318.)		(Cols. 311, 315 and 319.)		(Cols. 312, 313, 317 and 321.)		
1934-35. 314	1933-34. 315	1934-35. 316	1933-34. 317	1934-35. 318	1933-34. 319	1934-35. 320	1933-34. 321	1934-35. 322	1933-34. 323	1934-35. 324	1933-34. 325		326
..	..	4	6	..	..	..	..	..	17	5	34	1
..	..	11	27	..	..	1	1	..	..	28	100	2
..	1	..	..	..	..	..	..	..	6	3
..	2	21	24	1	..	1	..	1	2	22	24	4
1	..	2	9	2	..	..	..	3	..	2	9	5
..	..	13	8	..	..	..	..	..	..	13	8	6
..	7 (a)
..	..	14	7	..	..	..	..	..	..	30	26	7 (b)
..	..	5	1	..	..	..	..	..	..	5	1	8 (a)
1	1	8	13	1	..	..	..	2	1	9	13	8 (b)
..	9 (a)(1)
..	9 (a)(2)
..	..	1	..	..	..	..	..	..	..	1	..	9 (b)(1)
..	9 (b)(2)
..	9 (c)
..	..	2	..	..	..	..	..	..	..	2	..	9 (d)
..	9 (e)
..	9 (f)
..	2	..	6	..	..	..	..	..	2	..	14	9 (g)
..	9 (h)
..	10 (a)
4	..	1	..	..	..	..	..	13	..	5	..	10 (b)
..	1	..	2	..	..	..	..	..	1	..	2	10 (c)
..	..	1	..	..	..	..	..	..	..	8	..	10 (d)
..	..	2	1	..	..	..	..	2	..	7	3	11 (a)
..	..	1	1	..	..	..	..	..	..	1	1	11 (b)
..	12 (a)
..	12 (a)
1	2	1	2	14	11	19	26	14	11	19	28	12 (b)
..	2	1	..	4	4	7	..	12 (c)
..	7	27	11	36	7	27	12	37	12 (d)
1	1	4	1	..	..	..	8	2	6	14	33	12 (e)
..	12 (f)
2	..	16	14	7	5	9	15	9	6	33	31	12 (g)
10	9	107	123	32	45	42	86	57	76	223	369	Total.

Number of persons killed or injured during the year 1934-35 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
327	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	
1. Ascending or descending steps at stations.	..	5	..	4	..	..	..	9	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platforms.	14	1	..	1	14	..	..	..	..	..	..	..
3. Falling off platforms	..	1	..	14	..	..	..	15	..	..	..	..	..	..	..
4. Loading, unloading or shunting wagens.	..	2	3	678	..	11	3	686	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	3	240	1	4	4	244	..	..	..	..	..	..	..
6. Working at cranes or capstans.	1	71	..	..	1	71	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	..	1	..	217	..	7	..	226	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	2	280	..	1	2	281	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	1	2	6	158	4	13	11	173	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	12	..	152	7	8	7	172	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	1,587	..	..	..	1,587	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	1	..	1	..	..	..	..	..	..	..
13. Working on the line or in sidings.	3	958	..	1	3	959	..	..	..	..	..	..	..
14. Miscellaneous	4	18	5	1,657	14	21	23	1,731	..	1	1	1	..	..	2
Total	5	36	23	6,065	27	67	55	6,168	..	1	1	1	..	..	2

DIX, D (iv)

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	
344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	
..	5	..	4	..	..	..	9	1. Ascending or descending steps at stations.
..	14	1	..	1	14	2. Being struck by barrows, by falling over packages, etc., on platform.
..	1	..	14	..	..	..	15	3. Falling off platforms.
..	2	3	673	..	11	3	686	4. Loading, unloading or shunting waggons.
..	3	240	1	4	4	244	5. Moving or carrying goods at stations, etc.
..	1	71	..	..	1	71	6. Working at cranes or capstans.
..	1	..	217	..	7	..	225	7. Falling off wagon doors, lamps, bales of goods, etc.
..	3	1	..	1	3	..	..	2	283	1	1	3	284	8. Falling off, or getting on or off, stationary engines or vehicles.
..	1	2	6	168	4	13	11	173	9. Falling off platforms, ladders, scaffolds, etc.
..	12	..	152	7	8	7	172	10. Stumbling whilst walking on the line or platforms.
..	1	..	..	..	1	..	..	..	1,588	..	..	..	1,588	11. Attending to stationary engines in sheds.
..	1	..	1	12. Being trampled on or kicked by horses.
..	3	958	..	1	3	959	13. Working on the line or in sidings.
..	1	..	1	..	..	..	2	4	15	6	1,699	14	21	24	1,735	14. Miscellaneous.
..	1	..	5	1	..	1	6	5	38	24	6,071	28	67	57	6,176	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1934-35.
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed. 362	Percent- age of total. 363	Injured. 364	Percent- age of total. 365	Killed. 366	Percent- age of total. 367	Injured. 368	Percent- age of total. 369	Killed. 370	Percent- age of total. 371	Injured. 372	Percent- age of total. 373
Assam-Bengal . . . . .	..	..	4	36.3	1	100.0	7	63.7	..	..	..	..
Bengal and North-Western	1	50.0	10	52.6	1	50.0	9	47.4	..	..	..	..
Bengal-Nagpur	2	40.0	7	30.4	3	60.0	10	43.5	..	..	6	26.1
Bombay, Baroda and Central India.	9	52.9	184	82.9	8	47.1	30	13.5	..	..	8	3.60
Burma	5	100.0	60	76.9	..	..	16	20.5	..	..	2	2.57
Eastern Bengal	9	33.3	24	25.0	18	66.7	70	72.9	..	..	2	2.08
East Indian	33	82.5	645	98.3	6	15.0	5	0.80	1	2.50	6	0.90
Great Indian Peninsula	19	76.0	591	96.9	5	20.0	15	2.46	1	4.00	4	0.66
Jodhpur	1	33.3	13	86.6	1	33.3	1	6.67	1	33.4	..	..
Madras and Southern Mahratta	10	90.9	141	94.6	1	9.09	8	5.37	..	..	..	..
Nizam's State	3	75.0	16	80.0	1	25.0	4	20.0	..	..	..	..
North Western	27	100.0	290	99.3	..	..	..	..	..	..	2	0.68
Rohilkund and Kumaon . . . . .	..	..	..	..	..	..	4	100.0	..	..	..	..
South Indian	5	100.0	37	92.5	..	..	3	7.50	..	..	..	..
Total	124	72.1	2,022	90.5	45	26.2	182	8.14	3	1.74	30	1.35

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii).
killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed. 374	Percent- age of total 375	Injured. 376	Percent- age of total 377	Killed. 378	Percent- age of total 379	Injured. 380	Percent- age of total 381	Killed. (Cols. 362, 366, 370, 374 and 378.) 382	Injured. (Cols. 364, 368, 372, 376 and 380.) 383	
..	1	11	Assam-Bengal.
..	2	19	Bengal and North-Western.
..	5	23	Bengal-Nagpur.
..	17	222	Bombay, Baroda and Central India.
..	5	78	Burma.
..	27	96	Eastern Bengal.
..	40	656	East Indian.
..	25	610	Great Indian Peninsula.
..	1	6.67	3	15	Jodhpur.
..	11	149	Madras and Southern Mah- ratta.
..	4	20	Nizam's State.
..	27	292	North Western.
..	4	Rohilkund and Kumaon.
..	5	40	South Indian.
..	1	0.04	172	2,235	Total.

Number of accidents which occurred during the year 1934-35 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
385	386	387	388	389	390	391	392	393	394
(a) Total number of accidents..		..	24	49	2,206	54	332	1,207	1,441
(b) Affecting Railway Servants.									
1. Railway workshops ..	Killed ..	..	1	1	1	..	2	3	..
	Injured ..	..	1	40	2,205	31	325	1,193	1,441
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	1	3	..	..	..	..	..
Total (b) ..	Killed ..	..	1	2	1	..	2	3	..
	Injured ..	..	2	44	2,205	31	325	1,195	1,441
(c) Affecting other persons.									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	7	..
2. New works, not opened for traffic.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	1	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (c) ..	Killed ..	..	1	1	..	1	..	..	..
	Injured ..	..	2	..	..	..	..	9	..
(d) GRAND TOTAL = (b + c) ..	Killed ..	..	2	3	1	1	2	3	..
	Injured ..	..	4	44	2,205	31	325	1,204	1,441

DIX D (vi).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.										No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 401, 402 and 403).	
395	396	397	398	399	400	401	402	403	404	405
..	475	667	643	..	266	7,364	36	4	7,404	(a) Total number of accidents.
..	..	2	..	..	..	10	1	..	11	Killed } Injured } 1
..	475	665	643	12	266	7,297	34	4	7,335	
..	Killed } Injured } 2
..	1	..	..	1	
..	Killed } Injured } 3
..	
..	1	..	..	1	Killed } Injured } 4
..	2	..	..	2	
..	Killed } Injured } 5
..	4	..	..	4	
..	..	2	..	..	..	11	1	..	12	Killed } Injured } Total (b)
..	475	665	643	12	266	7,304	34	4	7,342	
..	Killed } Injured } 1
..	7	..	..	7	
..	1	..	..	1	Killed } Injured } 2
..	
..	1	1	..	2	Killed } Injured } 3
..	
..	Killed } Injured } 4
..	2	..	..	2	
..	1	..	..	1	Killed } Injured } 5
..	2	..	..	2	
..	3	1	..	4	Killed } Injured } Total (c)
..	11	..	..	11	
..	..	2	..	..	..	14	2	..	16	Killed } Injured } GRAND TOTAL (d)
..	475	665	643	12	266	7,315	34	4	7,353	

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	205	97.1	836	95.3	3.23	5,803	87.2	2.80
Bengal and North-Western	3' 3½"	386	63.7	1,561	66.4	13.7	11,897	Nil	0.86
Bengal Nagpur	5' 6" 2' 0"	687 115	99.9 93.0	1,187 438	94.5 91.3	5.48 Nil	22,905 2,003	74.6 86.9	25.4 0.10
Bombay, Baroda and Central India.	5' 6" 3' 3½" 2' 0"	363 465 26	100.0 100.0 Nil	928 1,485 69	100.0 99.9 Nil	Nil 0.07 Nil	10,015 9,254 319	86.0 33.4 Nil	10.8 11.7 Nil
Burma	3' 3½"	389	99.5	1,390	83.4	3.38	10,056	39.4	1.64
Eastern Bengal	5' 6" 3' 3½" 2' 0"	303 214 10	100.0 100.0 Nil	1,105 1,042 53	99.9 87.7 Nil	0.09 12.3 Nil	7,947 6,175 27	53.6 30.7 Nil	45.6 1.64 Nil
East Indian	5' 6"	1,594	99.2	3,434	98.7	1.08	51,644	76.2	21.2
Great Indian Peninsula	5' 6" 2' 0"	796 22	99.9 Nil	2,190 52	100.0 Nil	Nil Nil	19,401 235	91.2 Nil	8.40 Nil
Jodhpur	3' 3½"	107	71.3	328	78.4	3.45	2,601	0.35	1.12
Madras and Southern Mahratta.	5' 6" 3' 3½"	304 359	98.7 74.7	991 1,123	96.7 85.6	3.33 0.86	6,279 8,145	78.8 3.72	20.3 40.4
Nizam's State	5' 6" 3' 3½"	86 87	100.0 85.1	194 197	99.0 100.0	1.00 Nil	2,335 1,501	73.6 33.8	23.9 1.13
North Western	5' 6" 2' 0"	1,234 98	99.1 Nil	3,810 377	99.0 88.3	0.92 Nil	29,412 921	91.6 75.7	8.33 0.76
Rohilkund and Kumaon	3' 3½"	76	69.7	232	53.9	25.9	2,769	0.65	0.22
South Indian	5' 6" 3' 3½" 2' 0"	152 388 11	100.0 100.0 64.5	446 1,410 35	97.5 92.3 Nil	2.47 4.75 Nil	2,482 6,905 78	80.6 3.94 Nil	18.6 3.75 Nil
Total		8,477	94.1	24,913	92.6	3.27	220,109	63.6	.15.0
CLASS II RAILWAYS.									
Barri Light	2' 0"	36	83.3	120	100.0	Nil	286	43.7	56.3
Bengal Doars	3' 3½"	19	47.4	72	19.4	31.9	450	0.22	Nil
Bhavnagar State	3' 3½"	35	80.0	187	89.8	8.02	1,037	0.19	1.25
Bikaner State	3' 3½"	55	49.1	185	31.9	16.2	1,258	6.12	0.24
Darjeeling Himalayan	2' 0"	35	2.90	130	Nil	Nil	530	Nil	Nil
Dibru Sadiya	3' 3½"	32	81.2	66	83.3	16.6	1,572	22.3	56.4
Gaekwar's Baroda State	3' 3½" 2' 0"	19 40	94.7 Nil	85 168	98.8 Nil	1.20 Nil	314 878	20.7 Nil	2.20 Nil
Gondal	3' 3½"	23	100.0	112	85.7	12.5	406	Nil	1.72
Jamnagar and Dwarka	3' 3½"	19	63.2	75	66.7	93.3	604	95.1	7.61
Junagad State	3' 3½"	17	100.0	138	85.5	13.0	360	5.83	30.8
Morvi	3' 3½"	21	85.7	121	92.6	7.44	297	0.67	3.37
Mysore	3' 3½" 2' 6" 2' 0"	39 10 6	97.0 90.0 Nil	179 29 5	91.6 10.0 Nil	6.20 Nil Nil	554 84 49	60.9 4.00 Nil	2.15 96.0 Nil
Shabdara (Delhi)-Saharanpur	2' 0"	10	Nil	49	Nil	Nil	254	Nil	Nil
Total		416	61.5	1,721	68.2	11.7	8,933	23.4	15.0
GRAND TOTAL (CLASS I & II RLYS.)		8,893	92.5	26,634	91.0	3.81	229,042	62.0	15.0

DIX E

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1935.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
723	Nil	91.1	Nil	232	212	444	Nil	99.6	99.1	99.3	CLASS I RAILWAYS.
1,344	Nil	100.0	61	484	78	623	100.0	48.0	100.0	54.3	Assam Bengal.
(b) 97	9.03	91.0	63	404	185	652	100.0	98.1	97.4	98.0	Bengal and North Western.
(b) 400	Nil	91.5	11	185	51	247	100.0	82.2	57.3	76.0		Bengal Nagpur.
732	Nil	100.0	Nil	288	125	413	Nil	94.7	59.5	80.4	Bombay Baroda and Central India.
1,300	Nil	100.0	Nil	676	241	917	Nil	88.0	100.0	90.8	
69	Nil	33.3	Nil	31	23	54	Nil	72.1	100.0	81.8	
1,077	Nil	84.2	Nil	511	281	792	Nil	91.1	89.2	90.4	Burma.
849	Nil	100.0	13	207	242	402	92.9	78.7	68.8	73.4	Eastern Bengal.
513	Nil	100.0	17	342	241	600	100.0	100.0	100.0	100.0	
53	Nil	11.3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
2,851	1.30	81.9	140	1,213	761	2,114	100.0	96.7	96.7	96.9	East Indian.
(a) 1,348	1.10	98.9	1	492	348	841	100.0	80.8	77.0	79.2	Great Indian Peninsula.
50	Nil	100.0	Nil	26	20	46	Nil	89.7	100.0	93.9	
297	Nil	92.3	13	95	101	209	100.0	100.0	100.0	100.0	Jodhpur.
719	Nil	96.1	1	288	250	539	100.0	90.3	93.6	91.8	Madras and Southern Mahratta.
931	3.87	95.4	Nil	439	319	758	Nil	99.8	91.7	96.2	
151	22.5	77.5	Nil	60	22	82	Nil	100.0	91.7	97.6	Nizam's State.
164	48.8	51.2	Nil	81	23	104	Nil	96.4	88.5	94.5	
*2,790	0.57	99.0	65	1,083	843	1,901	100.0	100.0	100.0	100.0	North Western.
*315	Nil	81.0	8	176	52	236	100.0	100.0	100.0	100.0	
245	Nil	100.0	3	104	46	153	100.0	70.8	100.0	78.0	Rohilkund and Kumaon
348	Nil	94.0	Nil	137	102	239	Nil	100.0	100.0	100.0	South Indian.
1,339	Nil	93.1	Nil	565	133	698	Nil	75.6	42.4	65.8	
35	Nil	100.0	Nil	8	16	24	Nil	44.4	100.0	70.0	
19,849	1.51	93.0	396	8,127	4,715	13,238	99.7	86.5	88.0	87.4	Total.
120	Nil	100.0	Nil	23	7	30	Nil	25.6	58.3	52.3	CLASS II RAILWAYS.
64	Nil	100.0	3	17	10	30	100.0	50.0	100.0	63.8	Barsi Light.
137	Nil	100.0	Nil	85	13	98	Nil	100.0	100.0	100.0	Bengal Donors.
149	Nil	98.0	6	90	16	112	100.0	100.0	100.0	100.0	Bhavnagar State.
108	5.50	83.3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Bikaner State.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Darjeeling Himalayan.
168	Nil	100.0	Nil	51	26	77	Nil	100.0	100.0	100.0	Dibru Sadhya.
315	Nil	89.1	Nil	75	38	113	Nil	70.7	100.0	78.4	
91	Nil	100.0	Nil	49	11	60	Nil	96.1	84.6	93.7	Gaekwar's Baroda State.
54	Nil	100.0	Nil	30	Nil	30	Nil	92.5	Nil	92.5	Gondal.
123	Nil	100.0	Nil	58	15	73	Nil	100.0	71.4	92.4	Jamnagar and Dwarka.
96	Nil	99.0	Nil	49	16	65	Nil	96.1	100.0	97.0	Junagad State.
158	Nil	94.8	Nil	95	14	109	Nil	100.0	100.0	100.0	Morvi.
29	Nil	100.0	Nil	22	Nil	22	Nil	100.0	Nil	100.0	Mysore.
5	Nil	Nil	Nil	3	Nil	3	Nil	100.0	Nil	100.0	
53	Nil	100.0	3	12	2	17	100.0	28.6	100.0	36.2	Shahdara (Delhi)-Saharanpur.
1,714	0.35	95.8	12	692	180	884	100.0	77.0	84.1	78.6	Total.
21,564	1.42	93.2	406	8,819	4,895	14,122	99.8	85.7	87.8	86.8	GRAND TOTAL (CLASS I & II RLYS.).

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(a) This figure varies from the total figure of columns 16 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 145 reserved cars and 82 non-passenger carrying vehicles.

(b) Excludes 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles respectively, transferred to Coaching Stock during 1933-34 under Railway Board's letter No. 34/650/2/S., dated 1st February 1934.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1934-25.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Assam-Bengal	49,448	92,858	1,916	1,44,222	110.4	0.04
Bengal and North-Western	30,922	84,999	1,672	1,17,593	55.7	0.01
Bengal Nagpur	80,526	3,85,204	22,930	4,88,660	144.1	0.03
Bombay, Baroda and Central India	2,05,860	6,29,271	15,484	8,50,415	230.3	0.05
Burma	Nil	74,653	4,137	78,790	38.2	0.01
Eastern Bengal	Nil	3,48,663	21,215	3,69,878	184.6	0.03
East Indian	Nil	7,55,358	73,558	8,28,916	188.7	0.03
Great Indian Peninsula	18,746	3,99,302	2,634	4,20,682	112.9	0.02
Jodhpur	Nil	21,670	2,794	24,464	25.1	0.01
Madras and Southern Mahratta	2,18,676	2,82,069	14,992	5,15,757	159.7	0.04
Nizam's State	1,72,504	*	30,968	2,03,472	151.0	0.06
North Western	Nil	10,83,080	19,732	11,02,812	158.7	0.05
Rohilkund and Kumaon	3,257	23,396	487	27,140	47.6	0.02
South Indian	2,09,066	1,39,192	1,937	3,50,195	138.6	0.03
Total	9,88,805	43,19,735	2,14,456	55,22,996	144.2	0.03
CLASS II						
Barsi Light	4,300	6,145	100	10,545	52.0	0.02
Bengal Doars	75	7,833	118	8,026	50.0	0.03
Bhavnagar State	13,664	12,331	21	26,016	84.7	0.04
Bikaner State	Nil	6,715	131	6,846	8.60	0.01
Darjeeling Himalayan	1,525	Nil	Nil	1,525	10.4	0.00
Dibru Sadiya	Nil	4,756	Nil	4,756	55.3	0.01
Gaekwar's Baroda State	Nil	11,424	82	11,506	17.7	0.02
Gondal	14,103	8,051	95	22,249	146.0	0.05
Jamnagar Dwarka	1,979	3,442	111	5,532	35.2	0.02
Junagad State	5,662	1,483	Nil	7,145	35.9	0.02
Morvi	8,143	1,534	Nil	9,677	73.2	0.03
Mysore	Nil	8,288	Nil	8,288	18.0	0.01
Shabdara (Delhi)-Saharanpur Light	Nil	5,129	242	5,371	58.1	0.03
Total	49,451	77,131	900	127,482	35.6	0.02
† Class III Total [†]	13,603	12,189	225	26,017	22.7	0.01
GRAND TOTAL	10,51,859	44,09,055	2,15,581	56,76,495	131.9	0.03

* Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

ACD