

153

Report by the Railway Board on Indian
Railways, Volume II, for 1938-39.

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A d d e n d u m

<u>Page</u>	<u>Railway or Item(s) Heading(s)</u>	<u>Year</u>	<u>Column</u>	<u>As printed</u>	<u>As should be</u>
13	Heading No. 7	1937-38	12	156,322	157,474
13	" " 8	1937-38	12	40.3	*40.6
13	" " 10	1937-38	12	13.2	*13.1
13	" " 7	1937-38	14	22,776,688	22,777,840
237	Bengal Provincial	1938-39	20	129	120
254	IV-"Fire in trains"	1935-36	3	615	156
254	V-"Miscellaneous"	1935-36	3	3	387
255	Summary of Appx.D	1937-38	5	indistinct	†
255	Summary of Appx.D	1938-39	6	indistinct	†
267	Item 12(b)	1938-39	95	800	809
294	Item 11(c)	1938-39	259	indistinct	1
	Item 11(c)	1938-39	259	indistinct	5
	Item 12(c)	1938-39	259	indistinct	1
	Item 12(b)	1938-39	259	4	41
	Item 11(c)	1938-39	260	indistinct	5
	Item 12(c)	1938-39	260	indistinct	1
	Item 12(b)	1938-39	260	4	41
300	Item 8(b)	1938-39	308	3,901	3,109
313	Part I			254	255
313	Part I			224	244

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1938-39

Volume II—Statistics



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- (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 —

Technical Paper.	Name.	Author.
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„ 148	Statistics of Railway working expenditure	G. DEUCHARS.
„ 153	River training and control on the gude bank system	F. J. E. SPRING.
„ 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„ 219	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.
„ 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
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<i>Technical paper.</i>	<i>Name.</i>	<i>Author.</i>
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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.

INTRODUCTORY NOTE.

1. For the information of those 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 are 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. It may in particular be noted that with effect from this financial year the Mysore State Railway has been included among the Class I Railways, that Administration having taken over, with effect from 1-1-1938, the Bangalore-Harihar and the Hindupur-Yesvantpur (Mysore Frontier) sections formerly worked by the Madras & Southern Mahratta Railway.

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APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur, Mysore State

NOTE—Columns headed A indicate Value of stores

" " B indicate Value of imported

" " C indicate Value of stores of

Stores purchased	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
A Bridge work and its parts, fittings and special fastenings.	..	1	3	.	.	60	.	14	83
B Engineering Plant and components including all hand and power machinery	33	5	1	1	11	.	77	1,85	14
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools	79	20	1	.	12	..	3,03	2,41	12
D Permanent Way Material and Track tools—	.	.	.	.	.	.	.	.	.
(a) Rails	..	.	9,71	.	.	3,14	.	1	11,49
(b) Steel Sleepers	..	..	.	..	..	.	..	.	.
(c) Cast-iron sleepers	.	.	.	..	.	.	..	.	2,01
(d) Wooden sleepers	..	.	5,51	.	.	6,51	..	.	14,40
(e) Other P W Material	50	10	2,81	32	33	1,37	..	30	5,72
Eal Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,68	18	13	6,81	10	.	21,36	2,73	84
Eb1 Railway Carriage and Wagon Under frames and Components including brake rigging but excluding electrical material and train lighting material	2,33	8	3,27	5,29	12	.	9,47	6,93	25,66
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings	.	2	9	2,00	24	9,10	87	43	1,08
EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives	..	12	3	10	9	..	..	53	56
Eb3. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials	.	8	3	2	5	..	..	16	19
F1 Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	9	50	1,14	23	63	25	.	1,26	4,54
F2 Signal and Interlocking material, and their parts and fittings	50	92	76	.	5	52	..	39	1,74
Gb1 Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal	..	39	15	.	54	20	1	2,22	1,21
Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads	..	13	5	1	27	7	..	61	15
Gb4 Metals	28	2,75	2,56	7	2,55	1,50	77	17,97	8,07
Gb5. Painters' Stores	.	40	46	69	1,18	22	.	72	3,76
Gb6. Timber	.	..	2,18	.	1,92	28	..	7	7,24
Gb7. Fuel and fuel oil ..	..	..	10,80	..	5	12,80	..	14	38,44
H. (a to e) Electrical and Tram and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	6	1,63	12	46	1,63	..	1	6,90	53
All other stores not detailed in the above major heads.	19	2,44	3,67	25	3,49	4,72	24	15,24	14,44
Total	7,75	10,00	43,52	16,28	13,47	41,28	36,53	61,01	1,43,18

DIX A.

and H. E. H the Nizam's State Railways) during the year 1938-39. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin

Bombay, Baroda and Central India.			Eastern Bengal			East Indian. †			Stores purchased
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20
7	2	67	..	..	1	.	2	2,94	A Bridge work and its parts, fittings and special fastenings
43	30	4		46	11		1,35	51	B Engineering Plant and components including all hand and power machinery
4,62	56			5,50	5		2,15	1,62	C Workshop Machinery, plant and equipment including Pneumatic machinery and Tools
		6,01	..		7,44			10,92	D Permanent Way Material and Track tools—
		27	.						(a) Rails
			.					12,80	(b) Steel Sleepers
			.					12,80	(c) Cast iron sleepers.
	13	8,80	..		13,84	.		14,28	(d) Wooden sleepers
1,01	8	3,79	..	7	4,48	.	77	16,49	(e) Other P W Material.
4,60	61	1	.	4,91	53		17,52	1,46	Ea1 Steam Locomotives and their parts and fittings including brake gear but excluding electrical material
7,39	3,85	7,16	.	7,24	9,11	.	14,09	8,16	Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material
21	27	3,83	..	1,27	7,24	..	41	26,07	Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings
78	42	21	.	29	28		68	3,16	EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives
	31	34	..	96	54		89	14	Eb3 Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials
53	97	49	..	49	7,39	.	1,48	2,13	F1 Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings
3,13	35	52	..	20	30	..	1,83	3,84	F2 Signal and Interlocking material, and their parts and fittings
1,77	92	41	.	1,15	1,02		2,13	2,90	Gb1 Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal
63	71	15	..	45	21	..	1,65	3,32	Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads
3,66	3,59	6,65	.	5,35	3,00	.	21,88	42,60	Gb4 Metals
6	1,10	2,68	..	69	2,90	..	78	7,15	Gb5 Painters' Stores
	4,44	24		1	6,35	..	4,50	2,12	Gb6 Timber
	2,54	20,72	.		20,10	..		29,89	Gb7 Fuel and fuel oil
4,79	2,02	11	..	4,86	61	..	13,54	3,01	H (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment
81	7,00	14,97	..	4,31	7,32	1	12,23	50,25	All other stores not detailed in the above major heads
34,49	30,19	78,07	..	38,21	92,83	1	97,90	2,45,76	Total

Value of Stores purchased by the Class I Railways (excluding Jodhpur, Mysore State

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

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Stores purchased 21	Great Indian Peninsula			Madras and Southern Mahratta			North Western.		
	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings	..	3	.	.	2	.	.	68	10
B Engineering Plant and components including all hand and power machinery	..	41	1	3	31	..	..	78	13
C Workshop Machinery, plant and equipment including Pneumatic machinery and Tools	.	4,91	8	90	1,03	1	.	5,24	4
D Permanent Way Material and Track tools—									
(a) Rails	.	..	10,89	..	.	4,57	.	.	8,25
(b) Steel Sleepers	..	.	2,62	.	.	.	..	.	6,07
(c) Cast iron sleepers	.	.	2,51	..	.	1,05	.	.	1,32
(d) Wooden sleepers	..	.	1,89	..	.	6,72	.	2,46	18,54
(e) Other P W Material	.	1,78	3,35	2,09	54	1,02	..	80	11,54
Ea1 Steam Locomotives and their parts and fittings including brake gear but excluding electrical material	.	11,70	37	18,24	1,02	71	1	21,14	72
Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material	..	5,08	10,71	2,02	9	5,97	.	6,21	1,43
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings	..	1,20	25	34	19	8	.	21,42	37
EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives	.	33	60	13	13	11	.	3,45	72
Eb6 Trimmings, &c., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials	.	75	11	8	13	14	.	1,37	40
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	..	62	1,71	3	40	45	.	1,22	5,15
F2 Signal and Interlocking material, and their parts and fittings	.	30	80	1	9	43	.	5,66	24
Gb1 Hardware, Copper, Tin and Zinc-ware, &c., all simple material in common use manufactured from raw metal	..	1,79	1,53	34	54	23	.	3,99	70
Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	.	49	27	53	21	15	..	77	50
Gb4. Metals	..	9,93	5,96	2,40	1,75	5,02	.	11,94	18,17
Gb5 Painters' Stores	..	2,23	1,49	27	83	98	.	5,31	1,88
Gb6 Timber	..	7,44	29	..	2	2,71	..	.	4,26
Gb7 Fuel and fuel oil	..	59	44,70	..	1,15	23,78	..	12,16	44,46
H (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment	..	12,14	51	72	2,37	16	..	5,98	41
All other stores not detailed in the above major heads	3	13,05	13,43	2,43	7,07	5,31	5	21,09	26,99
Total	3	74,77	1,04,08	30,56	17,89	59,60	6	1,31,67	1,52,39

DIX A—concl.

and H. E. H. the Nizam's State Railways) during the year 1938-39. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon			South Indian			Total.			Stores purchased. 40
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	
.	43	.	1,47	26	29	1,54	1,61	5,47	A Bridge work and its parts, fittings and special fastenings
1	.	.	15	21	4	1,73	5,83	99	B Engineering Plant and components including all hand and power machinery.
.	4	.	67	21	13	10,01	22,37	2,06	C Workshop Machinery, plant and equipment including Pneumatic machinery and Tools
.	.	.	.	.	.	.	.	.	D Permanent Way Material and Track tools—
..	.	.	.	.	5,00	.	1	77,42	(a) Rails
.	.	.	.	.	5,82	.	.	14,78	(b) Steel Sleepers
.	.	.	.	.	.	.	.	19,69	(c) Cast iron sleepers
.	..	2,04	..	.	7,71	.	2,59	1,00,24	(d) Wooden sleepers
3	20	16	11	55	5,91	4,06	5,52	56,64	(e) Other P W Material
9,56	31	2	9,50	16	2	72,76	60,38	4,81	Eal Steam Locomotives and their parts and fittings including brake gear but excluding electrical material
.	.	.	3,19	14	5,80	29,69	43,83	77,27	Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
32	4	1	62	24	4	4,36	25,73	48,16	Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings
.	2	.	.	23	2	1,01	6,29	5,69	EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives
.	2	..	7	28	3	17	5,00	1,92	Eb6 Trimmings, <i>s e</i> , textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials
..	14	9	15	97	2,64	1,03	8,68	25,98	F1 Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings
1	8	18	.	62	18	3,65	10,49	9,51	F2 Signal and Interlocking material, and their parts and fittings.
.	18	2	14	56	13	2,26	14,41	8,50	Gb1 Hardware, Copper, Tin and Zinc-ware, <i>s e</i> , all simple material in common use manufactured from raw metal
.	9	1	3	20	5	1,20	5,58	4,93	Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads
.	95	33	59	2,68	3,39	7,77	81,34	97,25	Gb4 Metals
.	26	12	24	1,42	53	1,26	14,92	22,19	Gb5 Painters' Stores
.	.	16	.	.	2,60	.	18,40	28,43	Gb6 Timber
..	..	3,21	.	87	16,49	.	17,50	2,65,39	Gb7 Fuel and fuel oil.
.	46	.	2,69	2,40	47	3,73	53,93	5,93	H (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
1	61	97	65	4,54	3,46	4,87	91,07	1,45,53	All other stores not detailed in the above major heads
9,94	3,83	7,32	20,27	16,54	60,75	1,55,90	4,95,48	10,28,78	Total

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay	Output		
						Large coal	Small coal	Slack coal
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	August 1915.	1936-37	27,88,165	697,050	95,795	77,003
				1937-38	(g)26,83,495	805,342	154,434	120,953
				1938-39	(g)26,59,520	777,934	125,256	127,431
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	1936-37	15,60,572	41,391	(e)4,026	10,497
				1937-38	(a)15,51,634	55,386	(e)3,648	9,177
				1938-39	15,78,826	34,160	(e)3,091	11,150
Kurharbaree	State	Bihar	1st January 1871	1936-37	(j)67,81,902	163,285	75,316	27,501
				1937-38	(f)31,83,356	177,366	54,409	38,733
				1938-39	(g)29,83,859	212,993	83,529	45,149
Serampur	State	Bihar	1st January 1871	1936-37	(k)	229,948	96,666	67,862
				1937-38	(f)30,90,960	194,924	116,813	60,043
				1938-39	(g)30,12,807	155,351	84,109	65,245
Bhurkunda	State	Bihar	1st June 1927	1936-37	53,25,994	56,474	Nil	10,693
				1937-38	54,17,395	171,928	(c)355	(d)25,473
				1938-39	(e)52,99,764	149,332	Nil	(d)18,754
Kargali	State	Bihar	18th July 1917	1936-37	39,78,990	493,519	2,781	(d)80,281
				1937-38	(s)39,51,904	710,798	1,338	(d)140,654
				1938-39	39,55,348	551,560	1,107	(d)108,685
Argada	Bengal Nagpur Railway	Bihar	1st May 1926	1936-37	26,82,283	238,989	Nil	20,584
				1937-38	(n)26,27,265	265,047	Nil	21,791
				1938-39	(r)25,41,838	300,415	Nil	21,275
Deulbera	Bengal Nagpur Railway.	Orissa	1st Sept. 1932.	1936-37	20,00,544	26,854	Nil	3,120
				1937-38	(n)19,41,201	121,271	Nil	8,821
				1938-39	(r)19,29,550	128,510	Nil	8,177
Taloher	Madras & Southern Mahratta Railway	Orissa	Sept. 1930	1936-37	39,09,899	153,089	Nil	5,393
				1937-38	40,35,137	193,018	Nil	11,044
				1938-39	40,58,620	180,482	Nil	9,840
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways	Bihar	1st April 1927	1936-37	78,81,602	62,519	8,205	6,549
				1937-38	(p)78,57,335	85,841	8,638	10,231
				1938-39	(l)78,04,535	83,528	70,86	5,209
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar		1936-37	20,79,627	††	††	††
				1937-38	(o)19,80,626	††	††	††
				1938-39	(m)18,75,019	††	††	††
Kurasa	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932	1936-37	13,20,417	177,227	Nil	2,655
				1937-38	13,70,496	290,670	Nil	2,832
				1938-39	(h)15,22,328	280,080	Nil	3,206
Kedla	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.		1936-37	7,36,561	\$	\$	\$
				1937-38	7,36,561	\$	\$	\$
				1938-39	(t)3,68,280	\$	\$	\$

(s) The decrease is due to credits to Sinking Fund

(b) Revised figures

(c) Represents Dust coal

(d) Includes coal consumption

(e) Represents Smutty coal

(f) The decrease in the combined figures (Kurharbaree & Serampur) is due mainly to credits to Sinking Fund being more during the year than debits to Capital & credits to Floating assets during the year.

(g) Stopped from 4th June 1936 and recommenced from 26th February 1937

(h) Includes Rs 43,453 on account of Sinking Fund recovered

(i) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year

(j) Includes figures of Serampur colliery, separate figures being not available.

(k) Included with the figures of Kurharbaree Colliery

(l) The decrease is due to disposal of plant and materials released from abandoned works, inclusion of Sinking Fund charges and credit for the value of stores used from stock

(m) The decrease is mainly due to the write-off of the amount of Rs 1,04,387 to the Revenue Accounts of the B. B. & C. I. & M. & S. M. Railways

(n) The decrease is due to redemption of capital on Sinking Fund basis and value of surplus material credited to capital account.

(o) The decrease is mainly due to the write-off of the amount of Rs 1,04,083 to the Revenue accounts of the B. B. & C. I. and M. & S. M. Railways.

(p) The decrease is due to credit being received for materials released from works owing to closing down of Pita.

(q) The decrease is mainly due to credit to Sinking Fund and Floating Assets being more than debit to capital.

DIX B.

for the years 1936-37 to 1938-39.

FUT		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	10									11	12	13	14	15	16	17	18
	Tons.	Tons	Rs	Rs		Tons			
	769,848	769,978	13,94,974	1 81	1,685	457	2	12	Bokaro.
	1,080,739	1,080,739	20,14,397	1 86	3,278	330	1	8	
	1,030,621	1,030,621	18,20,594	1 77	3,252	317	2	19	
	55,913	55,913	2,48,535	4 44	270	207	Nil	Nil	Swang
	68,211	68,211	2,83,701	4 16	233	293	1	2	
	48,401	48,401	2,50,856	5 18	173	280	Nil	1	
	271,102	290,734	12,53,317	4 62	1,885	144	7	13	Kurharbaroo.
	270,508	304,332	14,00,415	5 17	2,024	134	1	46	
	341,671	361,838	18,45,106	5 40	2,166	158	2	48	
	394,476	438,164	15,96,914	4 05	2,492	158	Nil	21	Serampur
	371,779	422,423	15,98,034	4 30	1,812	205	3	40	
	304,705	339,759	15,20,316	4 99	1,549	197	3	28	
	67,167	67,167	5,29,120	7 88	598	112	1	3	Bhurkunta
	197,756	197,756	9,78,960	4 95	1,033	188	Nil	3	
	168,086	168,086	9,49,484	5 65	1,254	134	2	7	
	576,581	576,581	16,41,773	2 84	3,314	174	Nil	15	Kargali
	852,790	852,790	29,05,639	3 41	5,171	165	7	31	
	661,852	661,852	21,64,239	3 27	6,012	110	3	9	
	259,573	259,573	7,00,606	2 70	1,674	155	1	Nil	Argada
	286,838	286,838	7,31,230	2 55	1,452	198	Nil	1	
	321,690	321,690	8,54,508	2 66	1,679	192	Nil	1	
	29,974	29,974	1,37,762	4 60	755	40	1	Nil	Deulbera
	130,092	130,092	5,26,633	4 05	1,158	112	1	6	
	136,687	136,687	5,39,845	3 95	1,130	121	2	6	
	158,482	158,482	4,63,689	2 93	232	683	Nil	141	Talcher
	204,062	204,062	5,27,365	2 68	1,099	186	Nil	519	
	190,302	190,302	5,21,379	2 74	1,305	146	1	457	
	77,273	77,538	3,20,434	4 15	936	83	4	3	Jarangdih
	104,710	103,662	3,46,892	3 31	475	220	Nil	11	
	95,823	93,572	3,38,856	3 54	520	184	Nil	2	
	††	††	††	††	††	††	††	††	Religara
	††	††	††	††	††	††	††	††	
	††	††	††	††	††	††	††	††	
	179,882	179,921	5,10,192	2 84	828	217		5	Kuraas
	293,502	293,544	7,18,409	2 66	1,016	(b) 289	Nil	7	
	283,266	283,318	7,64,069	2 70	1,142	248	Nil	4	
	§	§	§	§	§	§		§	Kedla
	§	§	§	§	§	§		§	
	§	§	§	§	§	§		§	

(r) The decrease is due to redemption of capital on sinking fund basis

(s) The decrease is due to Rs 85,000/- (being the cost of rails and coal tubs) having been written back to working expenses from the Capital and Sinking Fund

(t) The decrease is due to the Bengal Nagpur Railway share having been written back to Revenue.

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

§ Further Development postponed indefinitely

‡ Includes Contractors labour not included in previous years.

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

Railways	Number of											
	Europeans		Indians									
			Hindus				Muslims		Anglo-Indians and Domestic Europeans		Sikhs	
	1937-38	1938-39	Hindus other than Depressed Classes		Depressed Classes		1937-38	1938-39	1937-38	1938-39	1937-38	1938-39
1937-38			1938-39	1937-38	1938-39							
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	48	45	7,587	7,497	2,903	2,557	6,161	5,811	242	246	148	144
Bengal & North Western	*93	90	*20,209	19,792	*3,905	4,253	*3,804	3,870	248	236	9	11
Bengal-Nagpur .	213	192	48,085	48,600	10,977	10,596	6,310	6,722	1,918	1,976	548	532
Bombay, Baroda & Central India	*343	306	*40,281	39,717	*7,560	7,717	*11,085	10,985	*947	951	*221	214
Eastern Bengal	149	144	26,047	27,419	9,359	8,831	16,667	16,704	624	605	214	234
East Indian .	*587	554	*79,158	83,490	*17,990	20,720	*25,231	25,660	*2,368	2,420	*486	463
Great Indian Peninsula	321	279	45,812	43,719	17,281	17,610	10,102	10,018	1,623	1,606	263	267
Jodhpur	21	21	5,414	5,447	821	673	1,807	1,790	25	26	21	23
Madras & Southern Mahratta	*156	139	26,121	25,904	9,736	10,383	5,280	5,303	1,822	1,815	33	25
Mysore State .	‡	1	‡	2,698	‡	215	‡	480	‡	112	‡	Nd
Nizam's State	77	83	7,126	7,414	4,858	4,963	2,512	2,604	367	384	14	15
North Western	*471	435	*31,673	31,267	*4,665	5,523	*55,452	56,038	*965	1,436	*5,849	5,564
Rohilkund and Kumaon.	14	10	3,021	2,760	799	1,246	1,786	1,902	40	45	3	2
South Indian	90	91	26,974	26,686	2,561	2,615	2,063	2,031	1,451	1,430	Nd	Nd
Total	*\$2,582	2,390	*\$367,508	372,419	*\$93,415	97,902	*\$148,260	149,918	*\$12,640	13,288	*\$7,809	7,494
CLASS II												
Barsi Light	7	6	771	779	365	365	160	167	15	15	Nd	Nd
Bengal Doonars	4	3	688	690	664	554	236	224	9	10	17	11
Bhavnagar State	2	2	2,081	2,027	942	962	257	251	Nd	Nd	Nd	1
Bikaner State	9	11	3,403	3,428	(a)	(a)	851	873	2	1	45	53
Darjeeling-Himalayan	5	7	1,520	1,564	161	156	68	64	17	20	1	1
Dibru-Sadiya	11	10	975	1,003	647	657	304	346	4	1	28	26
Gaekwar's Baroda State	1	1	3,197	3,164	411	419	308	302	13	14	38	27
Gondal	Nd	Nd	1,075	1,097	183	174	60	54	Nd	Nd	Nd	Nd
Jaipur State	3	3	625	728	157	172	164	197	6	6	1	1
Jamnagar-Dwarka	Nd	Nd	938	996	21	21	204	196	Nd	Nd	Nd	Nd
Junagad State	4	4	1,132	1,146	60	59	242	250	7	8	Nd	Nd
Morvi .	Nd	Nd	841	855	39	32	79	72	Nd	Nd	Nd	Nd
Mysore State .	2	‡	2,707	‡	2	‡	480	‡	67	‡	Nd	‡
Shahdara (Delhi)-Saharanpur	2	3	240	297	89	74	251	253	8	7	6	6
Total	50	50	20,193	\$17,774	3,741	\$3,645	3,664	\$3,249	148	\$82	136	\$126
Class III, Total .	29	29	*4,083	4,089	*2,244	2,248	*939	929	*19	21	6	7
Railway Board & Other Railway Offices	*39	36	*2,659	2,743	*487	423	*723	741	53	49	116	118
Grand Total .	*2,700	2,505	*394,443	397,025	*99,837	104,219	*153,586	154,837	*12,860	13,440	*8,067	7,745

*Revised figures

†Included under class I Railways

‡Included under class II Railways

§Excludes Mysore Railway figures.

(a) No distinction is observed on this Railway between Hindus—other than Depressed classes and Hindus—Depressed classes.

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1937-38 and 1938-39.

servants employed

Indian Christians		Paras		Other communities.		Total		Grand Total		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt)		Railways.
1937-38.	1938-39	1937-38.	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	
14	15	16	17	18	19	20	21	22	23	24	25	26
												Class I.
122	113	1	1	98	200	17,262	16,569	17,310	16,614	17,310	16,614	A.-B.
207	205	2	2	3	3	28,387	28,372	*28,480	28,462	*28,480	28,462	B & N.-W.
1,153	1,134	14	18	28	34	69,033	69,612	69,246	69,804	69,246	69,804	B.-N.
*1,608	1,622	*832	839	*483	481	*63,016	62,526	*63,358	62,832	*63,358	62,832	B, B & C. I.
255	236	3	2	17	16	53,186	54,047	53,335	54,191	53,337	54,192	E. B.
697	712	*16	19	*29	16	*125,976	133,500	*126,562	134,054	*126,568	134,059	E. I.
3,385	3,374	471	465	448	369	79,385	77,428	79,706	77,707	79,707	77,711	G. I. P.
94	89	2	2	8	10	8,192	8,060	8,213	8,081	8,214	8,082	Jodhpur
*3,564	3,857	49	50	264	363	*46,869	47,700	47,024	47,839	47,024	47,839	M & S. M.
‡	246	‡	1	‡	10	‡	3,762	‡	3,763	‡	3,763	Mysore State
894	894	¶	¶	71	82	15,842	16,356	15,919	16,439	15,919	16,439	N. S.
*1,138	1,154	62	63	20	44	*99,824	101,089	*100,295	101,524	*100,299	101,528	N. W.
29	27	Nol	Nol	Nol	1	5,678	5,992	5,692	6,002	5,692	6,002	R & K.
3,709	3,694	Nol	Nol	6	6	36,764	36,462	36,854	36,553	36,854	36,553	S. I.
*\$16,853	17,357	*\$1,462	1,462	*\$1,475	1,635	*\$649,412	661,475	*\$651,994	663,865	*\$652,008	663,880	Total
												Class II.
52	53	Nol	Nol	1	Nol	1,364	1,379	1,371	1,385			Barad Light
5	4	Nol	Nol	7	3	1,626	1,496	1,630	1,499			B. D.
43	39	33	32	Nol	Nol	3,356	3,312	3,358	3,314			B. S.
5	7	¶	¶	Nol	Nol	4,306	4,362	4,315	4,373			BK. S.
13	12	Nol	Nol	16	14	1,795	1,831	1,800	1,838			D. H.
36	27	¶	¶	1	4	1,995	2,064	2,006	2,074			D. S.
54	51	12	10	2	2	4,035	3,989	4,036	3,990			G. B. S.
10	8	Nol	Nol	Nol	Nol	1,328	1,333	1,328	1,333			Gondal
6	3	Nol	Nol	Nol	Nol	959	1,107	962	1,110			Jaipur State
13	13	1	2	Nol	Nol	1,177	1,228	1,177	1,228			J. D.
6	5	2	1	8	6	1,457	1,475	1,461	1,479			J. S.
2	2	1	1	Nol	1	962	963	962	963			Morvi.
Nol	†	1	†	249	†	3,506	†	3,508	†			Mysore State
4	1	Nol.	Nol	29	Nol	627	638	629	641			S. (D) S.
249	\$225	50	\$46	312	\$30	28,493	\$25,177	28,543	\$25,227			Total.
*55	54	6	5	15	14	*7,366	7,367	*7,395	7,396			CL. III Total.
61	67	Nol	Nol	1	1	*4,100	4,142	*4,139	4,178			R. Bd & other R. O.
*17,218	17,703	*1,607	1,513	*1,808	1,680	*689,371	698,161	*692,071	700,666			Grand Total.

¶ Not furnished.

APPENDIX C—contd.

II - Statement showing number of servants of all races employed on Class I Railways — Open line and Construction—(excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1937-38 and 1938-39.

Name of Railway	31st MARCH 1938.											31st MARCH 1939.										
	Euro-peans.	INDIANS									Total No. on the Railway (Col. 2 plus 11)	Euro-peans	INDIANS.									Total No. on the Railway (Column 13 plus 22)
		Hindus		Muslims	Anglo Indians and Domiciled Europeans	Sikhs	Indian Christians.	Parsis	Other Communities	Total (Cols 3 to 10)			Hindus.		Muslims	Anglo-Indians and Domiciled Europeans	Sikhs	Indian Christians	Parsis.	Other Communities	Total (Columns 14 to 21)	
		Hindus other than Depressed classes	Depressed classes										Hindus other than Depressed classes	Depressed classes								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
<i>State Managed Railways</i>																						
Eastern Bengal	104	7,441	193	2,161	552	27	51	1	17	10,443	10,547	102	7,309	209	2,272	536	30	49	1	18	10,512	10,614
East Indian	*451	*16,474	*366	*4,177	*2,227	*121	*266	10	*10	*23,651	*24,102	424	16,320	361	4,383	2,275	131	246	12	6	23,734	24,158
Great Indian Peninsula	193	9,694	294	1,576	1,437	56	1,249	408	167	14,881	15,074	159	9,680	292	1,572	1,434	54	1,244	403	174	14,853	15,012
North Western	*346	*11,306	*54	*7,021	*811	*1,568	*200	59	15	*21,034	*21,380	313	11,272	54	7,261	809	1,561	190	53	24	21,224	21,537
Railway Board and Miscellaneous Offices	2	1,510	*8	*319	41	61	38	Nil	1	1,978	1,980	1	1,507	11	335	39	65	40	Nil	1	1,998	1,999
Total	*1,096	*46,425	*915	*15,254	*5,068	*1,833	*1,804	478	*210	*71,987	*73,083	999	46,178	927	15,823	5,093	1,841	1,769	469	221	72,321	73,320
<i>Company Managed Railways</i>																						
Assam Bengal	14	2,607	211	1,124	193	27	41	Nil	57	4,260	4,274	14	2,608	129	1,004	182	29	36	Nil	27	4,015	4,029
Bengal Nagpur	106	7,934	51	799	1,210	91	187	8	5	10,285	10,391	92	8,127	60	850	1,287	99	203	9	7	10,642	10,734
B and N Western	36	*3,856	*96	*1,154	245	6	*74	2	2	*5,435	*5,471	40	3,940	107	1,223	233	7	77	2	2	5,591	5,631
E. B. and Central India	*229	*13,249	*623	*4,536	*856	*111	*773	*670	*280	*21,098	*21,327	200	12,833	603	4,267	860	112	775	677	274	20,401	20,601
M. and S. Mahatta	*76	6,837	108	943	1,319	8	*686	34	90	*10,025	10,101	67	6,862	127	974	1,276	7	692	35	134	10,107	10,174
W. and Kumaon	6	645	1	266	34	2	8	Nil	Nil	956	962	3	643	1	272	39	1	9	Nil	Nil	965	968
South Indian	31	*7,273	*44	*600	*977	Nil	*810	Nil	*2	*9,706	*9,737	36	7,452	63	636	955	Nil	932	Nil	2	10,040	10,076
Total	*498	*42,401	*1,134	*9,422	*4,834	*245	*2,579	*714	*436	*61,765	*62,263	452	42,465	1,090	9,226	4,832	255	2,724	723	446	61,761	62,213
GRAND TOTAL	*1,594	*88,826	*2,049	*24,676	*9,902	*2,078	*4,383	*1,192	*646	*133,752	*135,346	1,451	88,643	2,017	25,049	9,925	2,096	4,493	1,192	667	134,082	135,533

*Revised figures.

APPENDIX C.

III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I. Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways) as on 31st March 1938 and 31st March 1939.

III — Statement showing the total number and cost of *Gazetted and Non-Gazetted staff under selected pay Exalted Highness the Nizam's State and*

Railway system.	Year	I—Gazetted Officers.				
		Number	Cost.			
			Salary	Provident Fund	Gratuity	Total
STATE-MANAGED.						
Eastern Bengal	1937-38	718	20,13,420	1,18,515	39,291	21,71,226
	1938-39	120	19,83,431	1,21,443	61,471	21,66,345
East Indian	1937-38	293	46,90,951	2,85,640	2,40,719	52,17,310
	1938-39	298	44,70,587	3,10,973	1,63,530	49,45,090
Great Indian Peninsula	1937-38	217	35,13,257	3,04,709	1,64,170	39,82,136
	1938-39	220	34,52,345	3,03,795	1,23,260	38,79,400
North Western	1937-38	282	42,76,075	2,40,025	1,83,181	46,99,281
	1938-39	288	42,35,570	2,39,324	1,57,304	46,32,198
Railway Board and Miscellaneous Offices	1937-38	177	17,15,070	88,588	12,095	18,15,753
	1938-39	173	17,08,723	75,916	7,834	17,90,473
Total	1937-38	987	1,62,08,773	10,37,477	6,39,456	1,78,85,706
	1938-39	999	1,58,48,656	10,51,451	5,13,399	1,74,13,506
COMPANY-MANAGED.						
Assam Bengal	1937-38	69	8,92,453	78,206	24,341	9,95,000
	1938-39	64	9,32,065	76,787	40,640	10,49,492
Bengal and North Western	1937-38	81	9,83,866	*	*	11,95,056
	1938-39	74	9,36,557	*	*	10,86,843
Bengal Nagpur	1937-38	195	30,08,094	2,38,211	1,49,513	33,95,818
	1938-39	194	29,66,491	2,46,316	50,394	32,63,201
Bombay, Baroda and Central India	1937-38	173	27,33,832	2,21,709	1,18,888	30,73,829
	1938-39	174	26,41,196	2,15,328	1,13,434	29,69,958
Madras and Southern Mahratta	1937-38	134	21,04,094	1,69,710	33,801	23,07,605
	1938-39	142	21,59,006	1,78,589	1,23,127	24,60,722
Rohilkund and Kumaon	1937-38	16	1,95,886	19,010	18,280	2,33,176
	1938-39	15	1,90,166	17,258	25,792	2,33,216
South Indian	1937-38	133	16,98,693	1,42,722	50,883	18,92,298
	1938-39	135	15,99,140	1,38,359	97,694	18,35,193
Total	1937-38	801	1,16,16,918	†8,69,568	†3,95,106	1,30,92,782
	1938-39	798	1,14,24,621	†8,72,637	†4,51,081	1,28,98,625
Grand Total	1937-38	1,788	2,78,25,691	†19,07,045	†10,34,562	3,09,73,438
	1938-39	1,797	2,72,73,277	†19,24,088	†9,64,480	3,03,12,131

* Figures not available

† Excludes B. and N W Railway figures.

DIX C—contd

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His
Mysore State Railways), as on 31st March 1938 and 31st March 1939

II—Subordinates drawing pay Rs 250 per mensem or over or on scales of pay rising to Rs 250 per mensem.					III—Subordinates on scales of pay rising to Rs 30 per mensem and over but below Rs 250				
Number	Cost				Number	Cost			
	Salary	Provident Fund	Gratuity	Total		Salary	Provident Fund	Gratuity	Total
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
401	17,26,417	1,32,331	1,01,056	19,59,804	9,091	89,25,089	7,01,207	3,33,347	99,59,643
409	17,51,856	1,40,037	1,32,992	20,24,885	9,156	91,06,712	7,10,259	3,23,180	1,01,40,151
1,904	86,67,763	6,94,290	4,72,176	98,34,229	21,863	2,11,89,945	11,87,869	7,45,847	2,31,23,661
1,892	86,22,402	6,63,114	4,08,725	96,94,241	21,958	2,16,48,605	12,33,157	7,45,160	2,36,26,922
1,245	53,46,971	5,77,604	2,60,040	61,84,615	16,526	1,51,53,615	13,31,411	3,48,890	1,68,33,916
1,184	53,61,202	5,54,278	2,90,835	62,06,315	13,471	1,48,82,840	13,26,723	4,65,197	1,66,74,760
1,334	55,99,154	4,56,766	3,34,318	63,92,238	17,833	2,10,26,245	16,41,168	6,24,005	2,32,91,418
1,327	55,11,433	4,56,065	4,09,860	63,77,358	18,018	2,09,31,320	16,07,044	7,77,080	2,33,15,444
211	7,45,105	42,423	3,237	7,90,765	1,747	17,78,100	1,45,783	36,045	19,59,928
207	7,27,651	39,254	11,166	7,78,071	1,769	17,91,736	1,44,095	44,629	19,80,460
5,095	2,20,86,410	19,05,414	11,70,827	2,51,61,651	64,060	6,80,72,994	50,07,438	20,88,134	7,51,68,566
5,019	2,19,74,544	18,52,748	12,53,578	2,50,80,870	64,372	6,83,61,213	50,21,278	23,55,246	7,57,37,737
112	4,46,625	35,468	14,156	4,96,249	3,659	28,30,139	2,39,374	1,00,443	31,69,956
108	4,35,277	42,573	13,042	4,90,892	3,632	27,96,497	2,32,879	94,772	31,24,148
112	4,29,637	*	*	4,78,231	4,332	29,01,073	*	*	*
118	4,57,239	*	*	5,11,311	4,517	29,12,078	*	*	*
818	28,25,195	2,33,325	2,17,251	32,75,771	9,673	1,16,40,985	9,57,823	3,00,098	1,28,98,906
848	29,99,571	2,47,651	1,66,743	34,13,965	9,886	1,19,60,883	9,63,698	3,64,850	1,32,89,431
942	42,24,872	3,39,775	3,59,265	49,23,912	18,588	1,92,08,963	14,59,465	5,71,910	2,12,40,338
942	43,41,324	3,50,928	4,19,989	51,12,241	18,289	1,85,27,056	14,38,206	8,44,867	2,08,10,129
306	13,90,066	1,14,987	1,20,980	16,26,033	9,678	89,25,897	7,32,030	3,02,887	99,60,814
284	13,15,234	1,06,306	1,66,302	15,87,842	9,668	88,99,906	7,38,543	3,44,927	99,83,376
21	81,741	5,525	2,620	90,786	928	6,22,515	39,401	17,585	6,79,501
22	80,655	5,042	7,525	95,222	933	5,21,252	40,815	21,213	5,83,280
282	11,28,116	91,739	1,27,880	13,47,735	8,686	71,20,322	5,71,309	3,21,447	80,13,078
256	11,13,470	91,177	1,61,674	13,66,321	8,694	72,91,798	5,88,753	3,29,959	82,10,510
2,574	1,05,26,262	†8,21,819	†8,42,053	1,22,39,717	55,294	5,31,49,894	†39,99,402	†16,14,370	†5,58,62,693
2,574	1,07,42,920	†8,45,677	†9,35,275	1,25,77,764	55,614	5,29,09,470	†40,02,894	†20,00,588	†5,60,00,874
7,667	3,26,11,662	†27,27,233	†20,12,879	3,74,01,368	1,19,354	12,12,22,888	†90,06,840	†37,02,504	†13,10,31,159
7,697	3,27,17,364	†26,98,425	†21,88,853	3,76,58,664	1,19,986	12,12,79,883	†90,24,173	†43,55,834	†13,17,38,611

III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected Exalted Highness the Nizam's State and

Railway system.	Year	IV—Subordinates drawing scales of pay below Rs 30 per mensem				
		Number	Cost.			
			Salary.	Provident Fund	Gratuity	Total
STATE-MANAGED.						
Eastern Bengal	1937-38	1,065	3,76,007	21,635	4,731	4,02,573
	1938-39	1,049	3,75,727	21,191	4,970	4,01,888
East Indian	1937-38	335	1,22,181	6,839		1,29,020
	1938-39	308	74,475	2,656	826	77,957
Great Indian Peninsula	1937-38	303	1,32,104	4,214	2,433	1,38,801
	1938-39	357	1,35,368	5,124	4,025	1,44,517
North Western	1937-38	2,213	1,32,702	8,005		1,45,713
	1938-39	2,192	1,30,820	3,307		1,34,127
Railway Board and Miscellaneous Offices	1937-38	22	5,280			5,280
	1938-39	23	5,540			5,540
Total	1937-38	3,923	7,75,280	38,693	7,214	8,21,387
	1938-39	3,929	7,21,930	32,276	9,821	7,64,029
COMPANY-MANAGED.						
Assam Bengal	1937-38	503	1,18,860	4,089	2,175	1,25,114
	1938-39	289	87,541	361	3,842	91,744
Bengal and North Western	1937-38	977	2,39,208			
	1938-39	996	2,45,719			
Bengal Nagpur	1937-38	N/A	N/A	N/A	N/A	N/A
	1938-39	N/A	N/A	N/A	N/A	N/A
Bombay, Baroda and Central India	1937-38	1,797	4,83,937	35,327	22,355	5,41,629
	1938-39	1,870	4,94,067	36,272	24,071	5,56,410
Madras and Southern Mahratta	1937-38	218	45,814	3,443	36	49,293
	1938-39	227	48,005	3,557	289	51,851
Rohilkund and Kumaon	1937-38	13	3,372	141		3,513
	1938-39	13	3,480	166		3,646
South Indian	1937-38	889	2,32,900	7,860		2,40,760
	1938-39	1,126	1,70,227	12,991	826	1,84,044
Total	1937-38	4,397	11,24,081	†50,860	†24,578	†9,80,309
	1938-39	4,021	10,48,989	†55,837	†29,023	†9,87,635
Grand Total	1937-38	8,325	18,99,361	†89,753	†49,799	†17,81,696
	1938-39	7,950	17,70,919	†97,615	†38,849	†16,81,664

* Figures not available

† Excludes B and N. W Railway figures.

DIX C—concl'd

pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Mysore State Railways), as on 31st March 1938 and 31st March 1939.

V—Daily rated labour and inferior staff					VI—Total (I to V).				
Number	Cost				Number	Cost			
	Salary.	Provident Fund	Gratuity	Total		Salary	Provident Fund	Gratuity	Total
	Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
42,872	1,10,90,403	3,78,660	1,44,264	1,16,13,327	53,337	2,41,31,336	13,52,548	6,22,689	2,61,06,573
43,458	1,11,83,737	4,06,168	1,33,337	1,17,23,242	54,192	2,44,01,463	13,99,098	6,55,950	2,64,56,511
1,02,191	2,61,29,742	14,64,864	4,23,214	2,80,17,820	1,26,586	6,08,00,582	36,39,502	18,81,956	6,63,22,040
1,09,803	2,66,06,045	15,12,020	4,01,305	2,85,19,370	1,34,059	6,14,22,114	37,21,920	17,19,546	6,68,63,580
64,416	1,96,26,857	3,95,340	2,62,873	2,02,85,070	79,707	4,37,72,804	26,13,278	10,38,456	4,74,24,538
62,479	1,95,18,193	3,82,287	3,02,187	2,02,02,667	77,711	4,33,49,948	25,72,207	11,85,504	4,71,07,659
78,537	2,67,19,462	5,49,374	4,07,367	2,77,36,203	1,00,299	5,77,60,644	28,95,338	16,08,871	6,22,64,853
79,992	2,67,09,822	5,26,054	5,62,251	2,77,98,127	1,01,817	5,75,18,965	28,31,794	19,06,495	6,22,57,254
2,085	2,10,397	2,900	743	2,14,040	‡4,142	44,53,052	2,79,694	52,120	47,85,766
2,109	2,74,227	2,716	955	2,77,898	‡4,181	45,05,877	2,61,981	64,534	48,32,442
2,90,001	8,37,76,861	27,91,138	12,98,461	8,78,66,460	* 3,64,071	19,09,19,318	1,07,80,360	52,04,092	20,69,03,770
2,97,841	8,42,92,024	28,29,245	14,00,085	8,85,21,304	3,71,980	19,11,98,367	1,07,61,000	55,32,079	20,75,17,440
12,967	30,12,642	70,975	32,514	31,16,131	17,310	73,00,709	4,28,112	1,73,629	79,02,450
12,521	31,26,534	78,173	49,696	32,54,403	16,614	73,77,914	4,30,773	2,01,992	80,10,679
22,928	33,83,194	*	*	*	23,480	79,36,978	4,09,327	2,97,588	86,43,888
22,843	33,32,162	*	*	*	23,548	78,83,805	4,48,631	2,81,135	86,13,571
58,660	1,46,15,228	8,75,555	2,94,159	1,57,84,942	69,246	3,20,89,502	23,04,914	9,61,021	3,53,55,437
58,876	1,50,09,641	8,79,498	2,91,367	1,61,80,506	69,804	3,29,36,586	23,37,163	8,73,354	3,81,47,103
41,868	1,15,49,064	3,16,239	1,93,743	1,20,59,046	63,368	3,82,00,668	23,72,515	12,65,571	4,18,38,754
42,068	1,14,67,706	3,14,478	1,99,296	1,19,81,480	62,838	3,74,71,349	23,57,212	16,01,657	4,14,30,218
36,789	1,08,57,287	4,97,309	3,23,887	1,16,78,483	47,024	2,33,23,158	15,17,479	7,81,591	2,56,22,228
37,523	1,05,33,286	4,55,042	2,43,886	1,12,32,214	47,939	2,29,55,437	14,82,097	8,78,531	2,53,16,005
4,714	8,45,055	27,513	14,573	8,87,141	5,592	16,48,569	92,590	52,958	17,94,117
5,019	8,27,525	28,224	8,844	8,64,593	6,002	16,23,028	93,495	63,374	17,79,807
27,085	64,56,166	3,65,161	1,38,839	69,60,166	36,955	1,66,36,197	11,78,791	6,39,049	1,84,54,037
26,596	64,15,679	3,37,761	1,73,480	68,26,920	36,807	1,65,90,314	11,69,041	7,63,633	1,85,22,988
2,05,011	6,07,13,636	‡21,52,752	‡9,97,715	‡5,04,85,909	2,68,075	12,71,35,781	83,03,728	41,71,402	13,96,10,911
2,05,441	5,07,12,533	‡20,93,176	‡9,68,569	‡5,04,40,116	2,68,452	12,68,38,433	83,18,35	43,63,676	13,99,20,461
4,95,012	18,44,95,497	‡49,43,890	‡22,96,176	‡13,33,52,369	6,32,146	31,80,55,099	1,99,84,088	93,75,494	34,65,14,681
5,03,062	18,50,04,557	‡49,22,421	‡23,66,904	‡13,89,61,439	6,40,412	31,80,36,900	1,91,05,352	1,01,95,755	34,73,37,907

‡ Includes I. A. and A. S. Officers.

APPENDIX D (v).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1938-39 and the preceding four years.

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

Class of accidents - 1	1934-35 2	1935-36 3	1936-37 4	1937-38 5	1938-39 6	References 7
I.—Accidents to trains—						Appendix D (iii) Col. B10.
Collisions—						
Passenger trains	47	59	48	48	39	Items 1 to 3
Other trains and light engines	166	204	205	215	222	" 4 to 6
Derailments—						
Passenger trains	274	273	282	258	274	" 7 (a) & 7 (b).
Other trains	3,217	3,077	3,362	3,361	3,486	" 8 (a) & 8 (b).
II.—Failure of engines and rolling stock						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	115	95	101	85	77	Item 9 (a) (1)
(2) machinery springs, etc	441	308	338	344	351	" 9 (a) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	224	260	299	237	306	" 9 (b) (1).
(2) other causes	1,182	1,379	1,246	1,434	1,422	" 9 (b) (2).
Failure of tyres and wheels	33	20	11	18	20	" 9 (c) & 9 (d)
ditto axles	51	52	47	45	32	" 9 (e)
ditto brake apparatus	15	9	33	22	17	" 9 (f)
ditto couplings and draft gear	2,029	2,025	2,160	1,966	2,016	" 9 (g)
Other rolling stock failures	748	435	164	274	249	" 9 (h)
III.—Failure of permanent-way—						
Broken rails	323	321	309	316	358	" 10 (a).
Failure of tunnels, bridges, viaducts, culverts, etc.	5	4	4	8	9	" 10 (b).
Flooding of portions of permanent-way	107	83	83	90	117	" 10 (c).
Slips in cuttings or embankments	52	68	61	45	135	" 10 (d).
IV.—Fires—						
Fire in trains	182	615	170	188	141	" 11 (a).
Fire at stations or involving injury to bridges or viaducts	33	64	55	36	46	" 11 (b).
V.—Other accidents—						
Trains running over cattle on the line	9,362	9,538	9,573	9,191	8,781	" 12 (b).
Train-wrecking	47	10	16	16	16	" 12 (c).
Attempted train-wrecking	107	101	84	73	88	" 12 (c).
Trains running into road traffic at level crossings	73	85	78	116	94	" 12 (c).
Trains running over obstructions not covered by circumstances mentioned in sub-paragraph (c) (d) & (e) above	189	201	183	157	213	" 12 (d).
Miscellaneous	387	3	376	372	317	" 12 (e).
TOTAL	19,379	19,214	19,288	18,910	18,811	Total.

* Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

APPENIX D (v)—concl'd.

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1938-39 and the preceding four years—cont'd.

[Summary of Appendices D (v) to D (vi)]—concl'd

Class of accident.	1934-35		1935-36		1936-37		1937-38		1938-39		References.
	1	2	3	4	5	6	7	8	9	10	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED											
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											Appendix D (vi)
Passengers	189	794	177	787	164	729	214	818	214	973	Total (a) Col. 30
Railway servants	183	2,269	164	2,306	178	2,505	185	3,258	155	3,487	" (b) Col. 55
Other persons	2,545	790	2,599	767	2,769	802	2,714	773	2,934	818	" (c) Col. 55
Total	2,917	3,853	2,940	3,860	3,111	4,036	3,113	4,849	3,303	5,278	" (d) Col. 55
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (vii).
Passengers	15	74	5	87	13	72	105	174	66	272	Cols 312 & 314—(Total).
Railway servants	10	107	16	135	7	181	18	107	17	162	" 316 & 318— "
Other persons	32	42	98	139	56	81	61	80	26	69	" 320 & 322— "
Total	57	223	119	361	76	344	184	361	109	493	" 324 & 326—(Total).
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (viii).
Passengers	5	38	3	27	2	31	1	14		19	Cols 353 & 354—(Total).
Railway servants	24	6,071	22	6,618	16	7,038	30	8,773	27	9,800	" 355 & 356— "
Other persons	28	67	25	84	32	105	42	114	35	159	" 357 & 358— "
TOTAL	57	6,176	50	6,729	50	7,174	73	8,901	62	10,038	" 359 & 360—(Total).
TOTAL PASSENGERS	209	906	185	901	179	832	320	1,006	280	1,264	
TOTAL RAILWAY SERVANTS.	217	8,447	202	9,059	201	9,734	233	12,138	199	13,499	
TOTAL OTHER PERSONS	2,605	899	2,722	990	2,857	988	2,817	967	2,995	1,046	A+B+C above.
GRAND TOTAL	3,031	10,252	3,109	10,950	3,237	11,554	3,370	14,111	3,474	15,809	

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

{ Killed . . . 10 3 13 Totals (b),(c)&(d) (Col. 405).

* Number of persons killed or injured in Railway Workshops, etc., in 1938-39 not included in the above summary. { Injured . . . 8,654 4 8,658

† Figures for 1937-38 onward are exclusive of the Burma Railway due to separation

‡ Revised figure

Number of persons killed or injured during the year 1938-39 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.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur
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		8	9	9	
	Injured			2		4	10	7	
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed					5	4	5	
	Injured			10		13	7	50	
3. Crossing the line at stations	Killed					2	2	1	
	Injured	2					1	6	
4. Closing of carriage doors	Killed								
	Injured	1		1				4	
5. Falling or jumping out of carriages during the running of trains.	Killed	7	3	1	22	4	11	20	
	Injured	23	86	41	109	10	29	60	5
6. Other accidents	Killed			1	7	3	6	2	
	Injured	16	7	2	81	2	5	108	
TOTAL (a)	Killed	7	3	3	29	22	32	37	
	Injured	47	93	56	190	29	52	235	5
(b) RAILWAY SERVANTS									
(s) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed					1	2	2	
	Injured	1		80	108	30	123	244	1
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines	Killed					1			
	Injured				2		3	5	
3. Passing over or standing upon buffers during shunting	Killed				1				
	Injured				3	1			
4. Getting on or off or falling off engines, wagons, etc., during shunting	Killed				1				
	Injured	1	1	9	4	12	16	34	1
5. Braking, spragging or choking wheels	Killed								
	Injured			6	3	4	31	64	
6. Attending to ground points, marshalling trains, etc.	Killed								
	Injured			2	2		1	1	
7. Moving vehicles by capstans, turntables, props, etc., during shunting	Killed								
	Injured				5	3	7		
8. Other accidents during shunting operations not included in the preceding items.	Killed			3			5	3	
	Injured		1	32	10	25	48	118	
TOTAL (b)	Killed			3	2	2	7	5	
	Injured	2	2	129	137	75	229	466	2

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)].
Madras and Southern Mahratta.	Mysore State.	Nizam's State	North Western.	Rohilkund and Kumaon	South Indian.	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38 (Cols 23, 25 and 27)	1938-39 (Cols 24, 26 and 28)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
			5		1	30	33					30	33	1
		1	10		2	47	36			3		50	36	
	1		17		1	11	33	1				12	33	2
			26		4	98	110		1	3	4	101	116	
			7			9	12	1				10	12	3
			2			8	11		2			8	13	
														4
					3	6	9			1		7	9	
4			37		3	143	112		2		1	143	118	5
40	8	3	58	10	42	447	529	23	21	20	16	490	566	
			2			19	21					19	21	6
2			3	1	5	160	232	2	2			162	234	
4	1		68		5	212	211	2	2		1	214	214	Total (a).
42	8	4	99	11	56	766	927	25	26	27	20	818	973	
														1
		1	2			9	8					9	8	
63	4	9	137	1	37	793	838	4	5	9	5	806	848	2
							1	1				1	1	
			4		1	15	15					15	15	3
							1	1				1	1	
			4			9	8		1			9	9	4
			1			2	2					2	2	
2		2	49			102	131			1	3	163	134	5
			1			4	1					4	1	
13			7		1	106	129				1	106	130	6
										1		1		
			5			16	11					16	11	7
			1			14	16					14	16	8
1			2	1		19	15		1			19	16	
17		5	24	1		267	281			1		268	281	Total (b).
1		1	6	1		34	28	2	1	1		37	29	
95	4	16	231	2	39	1,322	1,439	4	6	11	9	1,337	1,444	

* This does not include 3 passengers who jumped out of a running train but received no injuries.
 † Exclusive of Mysore State Railway's figures which are included under class II Railways.
 ‡ This does not include 1 passenger who jumped out of a running train but received no injury.
 § Exclusive of Mysore State Ry. figures which are included under class I Railways.

Number of persons killed or injured during the year 1938-39 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury	CLASS I						
		Assem-Bengal.	Bengal and North-Western.	Bengal N.W. & Pur.	Bombay, Baroda and Central India	Eastern Bengal.	East Indian	Great Indian Peninsula
32	33	34	35	36	37	38	39	40
(b) RAILWAY SERVANTS—contd								
(ii) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains	Killed	..	..	1	..	2	..	..
	Injured	2	4	13	1	2	9	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains	Killed	..	..	..	..	..	..	..
	Injured	1	..	2	1	..	4	4
11. Getting on or off engines, vans, etc., during the running of trains	Killed	..	1	..	..	..	..	..
	Injured	..	8	4	3	2	15	63
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
	Injured	..	..	6	..	20	293	191
13. Working on the permanent-way, sidings, etc	Killed	..	..	1	..	..	1	2
	Injured	..	1	4	1	4	21	2
14. Attending to gates, at level crossings	Killed	..	..	..	..	1	1	..
	Injured	..	..	..	..	..	..	..
15. Walking, crossing, or standing on the line on duty	Killed	1	2	1	3	3	16	5
	Injured	4	9	5	..	2	6	7
16. Being caught between vehicles	Killed	..	..	..	..	..	2	..
	Injured	..	..	..	..	..	2	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	1	1	..
	Injured	..	2	..	..	..	5	1
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	..	2	6	5
	Injured	..	..	..	8	3	8	5
19. Miscellaneous	Killed	..	1	3	..	1	21	3
	Injured	7	8	89	11	83	61	378
	Killed	1	4	6	3	10	48	15
	Injured	14	32	123	25	116	424	658
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	1	4	9	5	12	55	20
	Injured	16	34	252	162	191	653	1,124
(c) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	..	..	..	..	12	7	2
	Injured	..	2	..	..	1	8	..
2. Trespassing on the line	Killed	71	231	188	146	230	490	184
	Injured	30	133	75	95	48	134	33
3. Suicides	Killed	14	1	62	12	49	211	86
	Injured	..	..	3	4	..	3	2
4. Miscellaneous	Killed	1	2	2	3	9	13	5
	Injured	1	11	9	1	5	8	4
TOTAL OTHER PERSONS (c)	Killed	86	234	252	161	300	721	277
	Injured	31	146	87	100	54	148	39
(d) GRAND TOTAL = (a) + (b) + (c)	Killed	94	241	264	195	334	808	334
	Injured	94	273	395	452	274	853	1,398

DIX D (v)—*concd.*

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 41	Madras and Southern Mahratta. 42	Mysore State. 43	Nizam's State. 44	North Western 45	Rohilkund and Kumaon. 46	South Indian. 47	1937-38 48	1938-39 49	1937-38. 50	1938-39 51	1937-38 52	1938-39 53	1937-38 (Cols. 48, 50 & 52) 54	1938-39 (Cols 49, 51 & 53) 55	
	1			1			2	5		1			2	6	9
	4		1	18		1	70	62	2	8			72	65	
				6			23	20	1	1			24	21	10
							11	1	1		1		13	1	
	7		1	29		7	157	139	2			1	160	140	11
				1			2	1					2	1	
1				147		7	621	665	1	2		1	622	668	12
				6	1	2	16	13					16	13	
				34		1	56	68	2				58	68	13
	1					1	2	4					2	4	
				2		1	2	3	1		1		11	3	14
	2			9	1		47	43					47	43	
	4			11	3	2	56	53	1				57	53	15
				1			9	3		1			9	4	
				3	1	2	7	11					7	11	16
							8	2					8	2	
				3		1	14	12					14	12	17
	1			2			19	16					19	16	
				8			16	32					16	32	18
	2			1	2		30	34		2			30	36	
1	177		5	130	1	13	877	964	7	3	2	3	880	970	19
	7			21	4	3	146	122	1	4	1		148	126	
2	198		7	391	6	35	1,908	2,029	11	9	4	6	1,921	2,043	Total (a).
	8		1	27	5	3	180	150	3	5	2		186	155	Total (b).
4	291	4	23	622	8	74	3,228	3,458	15	15	15	14	3,258	3,487	
				1		4	33	26	2		1		36	26	1
				4		2	5	12	4	2			9	14	
3	114	16	30	270	19	145	2,070	2,136	47	43	12	7	2,129	2,186	2
9	25	2		70	13	20	645	687	15	9	22	29	682	725	
1	57	1	5	82	3	52	439	636	3	1	3	4	495	641	3
				4			20	16	1	1	2	1	23	18	
	2			4	2	33	54	76		2		3	54	81	4
	4		2	9		1	58	55	1	2		4	59	61	
4	173	16	35	357	24	234	2,646	2,874	62	46	16	14	2,714	2,934	Total (c).
9	29	2	2	87	13	23	723	770	21	14	24	34	773	818	
4	185	17	36	452	29	242	3,038	3,235	57	53	18	15	3,113	3,303	Grand Total (d)
18	362	14	29	808	32	153	4,722	5,155	61	55	66	68	4,849	5,278	

† Exclusive of Mysore State Railway's figures which are included under class II Railways.

* Exclusive of Mysore State Railways figures which are included under class I Railways.

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.	ASSAM BENGAL										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols. 58 and 59)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols. 61, 63 and 65)	Injured (Cols 62 and 66)
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	..	..	..	..	..	3
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
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.
(b) other causes	..	8	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points
(b) other causes	..	10	10	..	..	..	..	..	..	..	..
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.
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	7	7	..	..	..	..	..	..	..	..
(2) other causes	..	20	29	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear	..	47	47	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures
Carried over	..	103	103	..	3	..	..	..	..	..	3

DIX D (iii).

stock, permanent-way, etc., during the year 1938-39 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. (Cols. 72, 74 and 76)	Injured. (Cols. 73, 75 and 77)	
69	70	71	72	73	74	75	76	77	78	79	80
..	.	..	.	..	.	..	..	.	.	..	1
.	.	.	..	..	..	..	.	.	..	..	2
..	..	.	.	..	.	..	..	..	..	..	3
.	..	.	..	..	..	.	..	..	..	..	4
..	2	2	.	..	.	..	..	..	.	..	5
.	.	.	..	.	..	..	..	..	..	..	6
..	.	..	..	.	.	..	..	..	.	.	7 (a)
.	.	.	..	..	..	.	..	..	..	.	7 (b)
..	.	..	..	..	.	..	..	..	..	..	8 (a)
..	97	97	..	..	.	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	1	1	..	..	..	..	.	..	..	.	9 (a) 2
..	.	..	..	..	..	..	..	..	..	..	9 (b) 1
..	34	34	..	.	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	.	..	..	..	..	9 (c)
..	..	.	..	..	.	..	.	..	..	..	9 (d)
..	..	..	..	..	.	..	.	..	..	..	9 (e)
..	..	.	..	..	..	..	..	..	..	..	9 (f)
.	..	.	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	.	..	..	.	..	..	..	9 (h)
..	135	135	.	..	..	..	..	.	..	..	Carried over.

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

ASSAM-BENGAL.											
Class of accident.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols 58 and 59)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed.	Injured	Killed	Injured	Killed (Cols 61, 63 and 65)	Injured. (Cols 62, 64 and 66)
Brought forward		103	103		3						3
10. Failure of permanent-way—											
(a) Broken rails		10	10								
(b) The failure of tunnels, bridges, viaducts, culverts, etc											
(c) The flooding of portions of permanent-way			3								
(d) Slips in cuttings or embankments		11	11								
11. Fires—											
(a) Fire in trains		2	2								
(b) Fire at stations, or involving injury to bridges or viaducts		13	13								
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed											
(b) Trains running over cattle on the line		214	214								
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)											
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)		11	11								
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above)		1	1								
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)		12	12								
(g) Miscellaneous											
Total	3	477	480		3						3

*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*

C L A S S I											
BENGAL NAOPUR.											
Class of accident.	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.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols 85, 87 and 89)	In-jured. (Cols 86, 88 and 90)
81	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.	1	1	2	..	..	..	..	..	..	..	..
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	46	47	..	..	..	16	..	..	..	16
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	1	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	6	7	..	15	..	..	..	..	..	15
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes . . . . .	..	80	80	..	..	..	9	..	..	..	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) machinery, springs, etc . . . . .	..	..	..	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	46	46	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	101	101	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	2	2	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	4	4	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	1	272	273	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . . . .	..	6	6	..	..	..	..	..	..	..	..
Carried over	4	567	571	..	15	..	25	..	..	..	40

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the 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 93	Other accidents 94	Total (Cols 93 and 94) 95	Passengers.		Railway servants		Other persons.		Total.		Serial No of Class of Accidents. (See column No 81.) 104		
			Killed 96	Injured. 97	Killed 98	Injured. 99	Killed, 100	Injured 101	Killed. (Cols 96, 98 and 100) 102	Injured. (Cols. 97, 99 and 101) 103			
..				..							1		
..	4	4	..	..	1	3			1	3	2
..	1	1		..							3		
..				..							4		
..	1	1									5		
..	..	..									6
..	30	30		..	1	..			1		7 (a)		
..	2	2		..	..	..			..	..	7 (b)
..	25	25		..	..	..			..	..	8 (a)
..	723	723		..	..	..			..	..	8 (b)
..	8	8		..	..	..			..	..	9 (a) 1
..	22	22		..	..	..			..	..	9 (a) 2
..	35	35		..	..	..			..	..	9 (b) 1
..	108	108		..	..	..			..	..	9 (b) 2
..	1	1		..	..	..			..	..	9 (c)
..				..	..	..			..	..	9 (d)
..	..	..		..	..	..			..	..	9 (e)
..				..	..	..			..	..	9 (f)
..	100	100		..	..	..			..	..	9 (g)
..	60	60		..	..	..			..	..	9 (h)
	1,120	1,120		2	2		2	3	Carried over.

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.	O L A S S I										
	BENGAL NAAGPUR										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 82	Other acci- dents.	Total (Cols. 82 and 83.)	Passengers.		Railway servants		Other persons		Total	
				Killed.	In- jured	Killed	In- jured.	Killed	In- jured.	Killed. (Cols. 85, 87 and 89)	In- jured (Cols. 86, 88 and 90)
81	83	84	85	86	87	88	89	90	91	92	
Brought forward	4	567	571	15	25	.	..	.	..	.	40
10. Failure of permanent-way—											
(a) Broken rails . . . . .	.	54	54	..	..	..	.	..	.	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc	.	.	..	..	..	..	..	.	..	.	..
(c) The flooding of portions of permanent-way .	2	3	5	.	.	.	.	.	.	..	..
(d) Slips in cuttings or embankments . . .	..	..	..	..	..	..	..	..	..	..	.
11. Fires—											
(a) Fire in trains . . . . .	..	27	27	.	.	..	..	..	..	..	..
(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 .	.	71	71	..	..	.	.	..	..	..	.
(c) <i>Train wrecking</i> —(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	..	.	.	.	.	.	.	.	.	..	.
(d) <i>Attempted train wrecking</i> —(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	.	3	3	.	.	.	.	..	.	.	.
(e) <i>Trains running into road traffic at level crossings</i> —(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	..	8	8	..	.	.	.	2	..	2	..
(f) <i>Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.</i> —(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	15	15	..	..	..	2	..	.	..	2
(g) Miscellaneous . . . . .	.	22	22	..	..	..	3	.	.	.	3
Total	6	771	777	..	15	.	30	2	..	2	45

DIX D (iii)—contd

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 93	Other accidents 94	Total (Cols 93 and 94) 95	Passengers		Railway servants		Other persons		Total		Serial No. of Class of Accidents. (See column No 81) 104
			Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 96 98 and 100)	Injured (Cols 97, 99 and 101)	
			96	97	98	99	100	101	102	103	
.	1,120	1,120	.	.	2	8	.	.	2	8	Brought forward.
..	51	51	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
.	15	15	.	..	..	..	..	..	..	..	10 (c)
.	2	2	.	..	..	..	..	..	..	..	10 (d)
.	1	1	.	..	..	..	..	..	..	..	11 (a)
..	.	..	.	..	..	..	..	..	..	..	11 (b)
..	8	8	.	..	..	..	..	..	..	..	12 (a)
..	809	800	.	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
..	8	8	.	..	..	..	..	..	..	..	12 (d)
.	5	5	..	..	..	..	..	..	..	..	12 (e)
..	15	15	.	..	..	..	..	..	..	..	12 (f)
..	.	7	.	..	..	..	..	..	..	..	12 (g)
..	2,041	2,041	..	..	2	8	..	..	2	8	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 I

Class of accident.	EASTERN BENGAL.										
	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.)
105	106	107	108	109	110	111	112	113	114	115	116
1 Collisions between passenger trains or parts of passenger trains.	1	..	1	..	2	..	..	..	..	..	2
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	2	1	3	..	1	..	..	..	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	1	3	4	..	..	..	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	2	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	1	..	1	..	1	..	..	..	..	..	1
(b) other causes	18	..	18	..	..	..	..	..	1	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	29	29	..	..	..	..	..	..	..	..
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	..	9	9	..	..	..	..	..	..	..	..
(b) failure 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	..	33	33	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	109	109	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	15	15	..	..	..	..	..	..	..	..
Carried over	..	24	213	237	..	4	..	1	..	1	6

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

EAST INDIAN											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 117	Other accidents	Total (Cols 117 and 118)	Passengers		Railway servants		Other persons		Total		Serial No of Class of Accidents. (See column No 105)
			Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 120 122 and 124)	Injured (Cols 121, 123 and 125)	
118	119	120	121	122	123	124	125	126	127	128	
1	..	1	..	..	2	..	..	..	2	1
3	..	3	..	1	9	13	..	..	9	14
..	1	1	..	..	..	..	..	..	..	3
1	20	21	..	7	2	9	..	..	2	16
..	4	4	..	..	..	..	..	..	..	5
1	16	17	..	..	..	7	..	..	..	7
..	6	6	..	..	..	9	..	..	..	9
..	6	6	..	..	..	1	..	..	..	1
..	6	6	..	..	..	..	..	..	..	3 (a)
1	704	705	..	..	..	5	..	..	..	5
..	4	4	..	..	..	..	..	..	..	9 (a) 1
..	65	65	..	..	..	..	..	..	..	9 (a) 2
..	13	13	..	..	..	..	..	..	..	9 (b) 1
..	310	310	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	9 (d)
..	6	6	..	..	..	..	..	..	..	9 (e)
..	2	2	..	1	..	..	..	..	1	9 (f)
..	657	657	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	9 (h)
7	1,821	1,828	..	9	11	46	..	..	11	55
											Carried over.

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	EASTERN BENGAL.										
	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)
105	106	107	108	109	110	111	112	113	114	115	116
Brought forward	24	213	237		4		1		1		6
10 Failure of permanent-way—											
(a) Broken rails		13	13								
(b) The failure of tunnels, bridges, viaducts, culverts, etc	2	..	2								
(c) The flooding of portions of permanent-way .	8	..	8								
(d) Slips in cuttings or embankments	8	1	9	..							
11. Fires—											
(a) Fire in trains	1	1	2								
(b) Fire at stations, or involving injury to bridges or viaducts	1	7	8								
12 Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed	..	2	2								
(b) Trains running over cattle on the line . . .		160	160								
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)											
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	10		10	..							
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above.)	6		6	..				1	4	1	4
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs, (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)"	8		8	..					2		2
(g) Miscellaneous	1	16	17								
Total	69	413	482		4		1	1	7	1	12

DIX D (iii)—*contd*

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS— <i>contd</i>											
EAST INDIAN											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX 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 and 124) 126	Injured (Cols 121, 123 and 125) 127	
7	1,821	1,828		9	11	46	..	.	11	55	Brought forward.
	45	45	..	..	..	.	..	..	..	.	10 (a)
			..	..	..	..	.	..	..	.	10 (b)
4	1	5	..	..	.	..	..	..	..	.	10 (c)
1	5	6	.	.	..	..	..	..	..	..	10 (d)
	9	9	..	..	..	..	..	..	..	..	11 (a)
	3	3	..	.	..	..	..	..	..	..	11 (b)
..	19	19	..	..	.	..	..	.	.	..	12 (a)
	1,098	1,098	..	..	..	.	..	.	.	..	12 (b)
3	..	3	27	118	1	15	1	20	29	153	12 (c)
7	9	16	..	.	..	.	.	..	..	..	12 (d)
	4	4	..	..	..	.	.	..	..	..	12 (e)
	23	23	..	..	..	2	..	..	..	2	12 (f)
2	81	83	8	34		18	..	.	8	52	12 (g)
24	3,118	3,147	35	161	12	81	1	20	48	262	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 I

Class of accident	GREAT INDIAN PENINSULA										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 130 and 131)	Passengers		Railway servants		Other persons		Total	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 133, 135 and 137)	Injured (Cols 134, 136 and 138)
129	130	131	132	133	134	135	136	137	138	139	140
1 Collisions between passenger trains or parts of passenger trains	.	4	4	.	9	.	.	.	.	.	9
2 Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	.	6	6	.	.	.	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	.	1	1	.	.	.	.	.	.	.	.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	1	15	16	.	.	.	7	.	.	.	7
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	..	60	60	.	.	..	.	..	.	..	.
6. Collisions between light engines	..	12	12	.	.	..	1	.	..	..	1
7 Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	..	2	2	..	.	..	..	.	.	..	.
(b) other causes	1	25	26	.	1	.	1	.	.	.	2
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	.	6	6	.	.	..	.	.	.	.	.
(b) other causes	.	519	519	.	.	..	.	..	.	.	.
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	.	.	..	.	.	.	.	..
(2) machinery, springs, etc	..	47	47	.	.	..	.	.	.	.	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	17	17	.	.	..	.	.	.	.	..
(2) other causes	.	*489	*489	.	.	..	.	.	.	.	..
(c) The failure of tyres	..	.	.	.	.	..	.	.	.	.	..
(d) Ditto wheels	..	.	.	.	.	..	.	.	.	.	..
(e) Ditto axles	..	6	6	.	.	..	.	.	.	.	..
(f) Ditto brake apparatus	..	4	4	.	.	..	.	.	.	.	..
(g) Ditto couplings and draft gear	..	398	398	..	.	..	.	..	..	..	.
(h) Other Rolling Stock failures	..	42	42	.	1	..	..	..	..	..	1
Carried over	2	1,654	1,656	.	11	.	10	.	.	..	21

* Includes 261 Electrical Multiple Units failures on Suburban Service.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

JODHPUR

Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX 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 (Cols 144, 146 and 148)	Injured (Cols 145, 147 and 149)	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
6	..	6	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	4	4	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	..	..	9 (a) 2
..	2	2	..	..	..	..	..	..	..	..	9 (b) 1
..	27	27	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	11	11	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	..	..	..	..	..	..	..	9 (h)
6	47	53	..	..	..	..	..	..	..	..	Carried over.

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.	GREAT INDIAN PENINSULA										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 130 and 131)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 133, 135 and 137)	Injured (Cols 134, 136 and 138)
129	130	131	132	133	134	135	136	137	138	139	140
Brought forward	2	1,654	1,656		11		10				21
10. Failure of permanent-way—											
(a) Broken rails		54	54								
(b) The failure of tunnels, bridges, viaducts, culverts, etc		7	7								
(c) The flooding of portions of permanent-way		1	1								
(d) Slips in cuttings or embankments		8	8								
11. Fires—											
(a) Fire in trains	1	67	68								
(b) Fire at stations, or involving injury to bridges or viaducts		6	6								
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed											
(b) Trains running over cattle on the line		1,477	1,477								
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train, is derailed, or seriously damaged)		1	1								
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)		3	3								
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above)		7	7						1		1
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs, (a) (d) and (e) above—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)		16	16								
(g) Miscellaneous		40	40								
Total	3	3,341	3,344		11		10		1		29

DIX D (iii)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

JODHPUR											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 141	Other accidents 142	Total. (Cols 141 and 142.) 143	Passengers		Railway servants		Other persons		Total		Serial No of Class of Accidents. (See column No 129) 152
			Killed 144	Injured 145	Killed 146	Injured 147	Killed 148	Injured 149	Killed (Cols 144 146 and 148) 150	Injured (Cols 145, 147 and 149) 151	
6	47	53									Brought forward
			..	.	..	..	..	.	..	.	10 (a)
			..	..	..	..	..	..	..	.	10 (b)
3	.	3	..	..	..	..	.	..	..	.	10 (c)
	..	..	..	.	..	..	.	..	..	.	10 (d)
1	..	1			..						11 (a)
					..			..	..		11 (b)
	1	1	.	.	.	.	.	..	..		12 (a)
	65	65	.	..	..	.	.	.	.		12 (b)
			..	..	..	.	.	..	..		12 (c)
1		1	..	..	..						12 (d)
	1	1	..	..	..	..	.	.	..	.	12 (e)
	3	3		..	.	.	..	.	..	.	12 (f)
	1	1	..		..			.	..	.	12 (g)
11	118	129	..	.	..	.	.	.	..	.	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

C L A S S I

MADRAS AND SOUTHERN MAHRATTA.											
Class of accident	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1800 154	Other acci- dents 155	Total (Cols 154 & 155) 156	Passengers.		Railway servants		Other persons.		Total.	
				Killed	In- jured	Killed	In- jured.	Killed.	In- jured	Killed (Cols 157, 159 & 161)	In jured. (Cols 158, 160 & 162)
				157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	2		2	.	12	.		..	1	.	13
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	.	1		3	.		.	.	.	3
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	14	15	.		..	4	..	1	..	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	.	..	..	.		.		..	..	..	..
6. Collisions between light engines	1	..	1	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	1	..	1	..	..	.		..	..	..	..
(b) other causes	1	..	1	..	.	..		..	.	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.		9	9	.		.		..	..	..	..
(b) other causes		2	2	.		.		.	.	.	.
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		85	85					..	..	.	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	.	9	9	.		.		.	.	.	.
(2) other causes	.	97	97	.		.		.	.	.	.
(c) The failure of tyres	1	..	1	.		.		.	.	..	..
(d) Ditto wheels	.	..	.	.		.		.	.	.	..
(e) Ditto axles	.	6	6	.		.		.	.	..	.
(f) Ditto brake apparatus	.	.	.	.		.		..	.	..	..
(g) Ditto couplings and draft gear	5	46	51	.		.		.	.	..	..
(h) Other Rolling Stock failures	.	..	.	.		..	..	..	..	..	..
Carried over	13	268	281		15		5		2		22

DIX D (ii)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

MYSORE STATE

Accidents reported to Local Governments under section 87 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 173) 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
.	..	..	..	..	..	..	.	..	..	..	2
..	..	..	..	..	.	..	..	..	.	..	3
..	.	..	.	..	.	..	..	..	.	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	.	..	.	..	..	..	.	6
..	.	..	..	..	..	..	..	..	..	..	7 (a)
3	1	4	..	2	..	1	..	.	.	3	7 (b)
..	.	..	..	..	..	..	..	..	.	..	8 (a)
..	.	..	..	..	..	.	..	.	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	7	7	..	..	..	..	..	..	..	.	9 (a) 2
..	6	6	..	..	..	..	.	.	..	..	9 (b) 1
..	16	16	.	.	..	..	..	..	.	.	9 (b) 2
..	.	..	..	.	..	.	..	..	..	..	9 (c)
..	.	.	.	.	..	.	..	.	..	.	9 (d)
..	.	.	..	..	..	..	.	..	.	..	9 (e)
..	.	.	..	..	..	..	..	..	..	..	9 (f)
2	18	20	..	.	..	..	..	..	.	.	9 (g)
..	..	..	..	..	..	..	..	.	.	..	9 (h)
5	48	53	..	2	..	1	.	.	..	3	Carried over.

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.	CLASS I											
	MADRAS AND SOUTHERN MAHRATTA											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 154 and 155)	Passengers		Railway servants		Other persons		Total		
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 157, 159 and 161)	Injured (Cols 158, 160 and 162)	
153	154	155	156	157	158	159	160	161	162	163	164	
Brought forward	13	268	281		15		5			2		22
10. Failure of permanent-way—												
(a) Broken rails		33	33									
(b) The failure of tunnels, bridges, viaducts, culverts, etc												
(c) The flooding of portions of permanent-way	1		1			1					1	
(d) Slips in cuttings or embankments												
11 Fires—												
(a) Fire in trains		16	16									
(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		5	5									
(b) Trains running over cattle on the line		979	979									
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)												
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	1		1									
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above)	8	3	11				1	2	9	2	10	
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs, (c), (d) and (e) above—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	33		33									
(g) Miscellaneous		8	8				1					1
Total	56	1,313	1,369		15	1	7	2	11	3	33	

DIX D (vi)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

MYSORE STATE.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 165	Other accidents 166	Total (Cols 165 and 166)	Passengers		Railway servants		Other persons		Total		Serial No of Class of Accidents (See column No. 153)
			Killed 168	Injured 169	Killed 170	Injured 171	Killed 172	Injured 173	Killed (Cols 168, 170 and 172)	Injured (Cols 169, 171 and 173)	
5	48	53		2		1				3	Brought forward
—	10 (a)
—	10 (b)
..	10 (c)
..	10 (d)
..	11 (a)
1	..	1	..	..	..	..	..	..	..	..	11 (b)
—	12 (a)
..	222	222	..	..	..	..	..	..	..	..	12 (b)
..	12 (c)
..	12 (d)
1	..	1	..	..	..	..	..	..	..	..	12 (e)
1	..	1	..	..	..	..	..	..	..	..	12 (f)
..	12 (g)
8	270	278	..	2	..	1	..	..	..	3	Total

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd

NORTH WESTERN

Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	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)	
											1
1		1	.	..	.	.	..	.	.	.	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	.	.	..	..	..	..	..	..	4
..	1	1	..	..	.	..	..	..	..	..	5
..	4	4	..	..	.	1	..	.	.	1	6
9		9	..	..	..	..	..	..	..	..	7 (a)
19	1	20	..	..	..	2	..	..	..	2	7 (b)
..	295	295	..	..	..	..	..	..	..	..	8 (a)
1	777	778	..	..	..	..	..	..	..	..	8 (b)
..	15	15	..	..	..	..	..	..	..	..	9 (a) 1
..	7	7	..	..	..	..	..	..	..	..	9 (a) 2
..	132	132	.	.	.	.	.	.	..	..	9 (b) 1
..	*34	*34	..	..	..	..	..	..	..	..	9 (b) 2
..	4	4	.	.	.	.	.	.	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	54	54	..	..	.	.	..	..	..	..	9 (g)
..	1	1	..	..	.	.	..	..	..	..	9 (h)
30	1,328	1,358				3	..	..	..	3	Carried over.

*Includes 1 Steam coach and 1 Rail Motor failures.

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	MIZAM'S STATE										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 178 and 179)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 181, 183 and 185)	Injured (Cols 182, 184 and 186)
177	178	179	180	181	182	183	184	185	186	187	188
Brought forward	2	121	123	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(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.	..	..	..	..	..	..	..	..	..	..	..
12 Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	291	291	..	..	..	..	..	..	..	..
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	..	..	..	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	3	..	3	..	..	..	..	..	6	..	6
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	1	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	8	414	422	..	..	..	..	..	6	..	6

DIX D (m)—contd

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd

NORTH WESTERN

Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890. 189	Other accidents 190	Total (Cols 189 and 190) 191	Passengers		Railway servants		Other persons		Total		Serial No of class of accidents. (See column No 177). 200
			Killed 192	Injured 193	Killed 194	Injured 195	Killed 196	Injured 197	Killed (Cols. 192 194 and 196) 198	Injured. (Cols 193 195 and 197) 199	
30	1,328	1,358	.	.	.	3	.	.	.	3	Brought forward.
.	53	53	.	.	.	..	.	.	.	.	10 (a)
.	..	..	.	.	.	.	.	.	.	.	10 (b)
2	23	25	.	.	.	.	.	.	.	.	10 (c)
..	1	1	.	.	.	.	.	.	.	.	10 (d)
3	2	5	..	.	.	.	.	.	.	.	11 (a)
.	1	1	.	.	.	.	.	.	.	.	11 (b)
..	1	1	.	.	.	.	.	.	.	.	12 (a)
.	714	714	.	.	.	.	..	.	.	.	12 (b)
1	.	1	.	..	.	.	.	.	.	.	12 (c)
12	..	12	.	..	.	..	.	.	.	.	12 (d)
16	..	16	..	..	..	1	3	1	3	2	12 (e)
5	12	17	..	..	.	1	..	..	.	1	12 (f)
.	51	51	.	..	..	..	.	.	.	.	12 (g)
69	2,186	2,255	.	..	.	5	3	1	3	6	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 I

Class of accident	ROHILKHAND AND KUMAON										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants		Other persons.		Total.	
				Killed.	In-jured	Killed	In-jured	Killed	In-jured	Killed. (Cols. 205, 207 & 209)	In-jured (Cols. 206, 208 & 210)
201	202	203	204	205	206	207	208	209	210	211	212
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	..	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	..	.	.	..	.	..	.	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	.	..	..
(b) Other causes	2	.	2	..	.	.	.	..	.	.	.
8. Other derailments—											
(a) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	1	13	14	..	4	..	..	..	..	..	4
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	.	.	..	..	.	..	..	..	..	..
(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	.	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	27	27	..	..	..	..	..	..	..	.
(c) The failure of tyres	..	1	1	.	..	..	..	..	..	..	..
(d) Ditto wheels	..	.	.	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and craft gear	..	25	25	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	1	1	..	..	..	..	..	..	..	.
Carried over	4	69	73	.	4	..	.	.	.	..	4

DIX D (iii)—contd

stock, permanent-way, etc, during the year 1938-39 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 and 220) 222	Injured (Cols 217, 219 and 221) 223	
											1
1		1									2
											3
1		1									4
											5
											6
1		1									7 (a)
3		3	31	50	2	4			33	54	7 (b)
											8 (a)
1	4	5									8 (b)
											9 (a) 1
	26	26									9 (a) 2
	53	53									9 (b) 1
	14	14									9 (b) 2
	38	38									9 (c)
	1	1									9 (d)
3	1	4									9 (e)
	7	7									9 (f)
38	182	170									9 (g)
	111	111									9 (h)
48	387	436	31		2	4			33	54	Carried over.

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	CLASS I										
	ROHILKUND AND KUMAON										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1880	Other accidents	Total (Cols 202 and 203)	Passengers		Railway servants		Other persons		Total	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 205, 207 and 209)	Injured (Cols 206, 208 and 210)
201	202	203	204	205	206	207	208	209	210	211	212
Brought forward	4	69	73	.	4	.	.	.	.	.	4
10 Failure of permanent way—											
(a) Broken rails	.	.	.	..	.	.	.	.	.	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	.	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	.	.	.	.	..	..	..	..	.	.	..
(d) Slips in cuttings or embankments	..	..	.	..	..	..	.	..	.	.	..
11. Fires—											
(a) Fire in trains	.	.	.	.	.	.	.	..	..	..	..
(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	.	5	5	.	.	..	..	..	.	.	..
(b) Trains running over cattle on the line	1	2	3	..	..	.	..	..	..	..	..
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	.	.	.	.	.	.	..	..	.	.	.
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	.	3	3	..	.	.	..	.	.	.	..
(e) Trains running into road traffic at level crossings—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	1	2	3	.	1	.	.	..	..	.	1
(f) Trains running over obstructions not covered by circumstances mentioned in sub paragraphs, (c), (d) and (e) above—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	7	7	..	..	..	..	..	.	.	.
(g) Miscellaneous	.	.	..	.	.	.	.	..	.	..	..
Total	6	88	94	..	5	.	..	..	..	..	5

DIX D (vi)—contd

stock, permanent-way, etc., during the year 1938-39 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 and 220) 222	Injured (Cols. 217, 219 and 221) 223		
48	387	435	31	50	2	4	.	.	33	54	Brought forward.	
15	.	15	..	..	..	..	..	..	..	..	10 (a)
..	10 (b)	
..	10 (c)	
..	10 (d)	
2	.	2	.	..	..	..	..	..	..	..	11 (a)
..	11 (b)	
15	.	15	..	..	..	..	..	..	..	..	12 (a)
.	2,032	2,032	..	..	..	..	..	..	..	..	12 (b)
..	12 (c)	
1	.	1	..	..	..	..	..	..	..	..	12 (d)
6	.	6	1	2	1	2	12 (e)
15	.	15	12 (f)
..	12 (g)
102	2,419	2,521	31	50	2	4	1	2	34	56	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

† TOTAL CLASS I

Class of accident	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total. (Col. 226 and 227)
225	226	227	228
1 Collisions between passenger trains or parts of passenger trains	4	4	8
2 Collisions between passenger trains and goods or mineral trains, engines, vehicles standing foul of the line	8	12	20
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	2	4	6
4 Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line	7	104	111
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	..	71	71
6 Collisions between light engines	2	34	36
7. Derailments of passenger trains—			
(a) due to trains running in the wrong direction through points	12	38	50
(b) other causes	56	49	105
8 Other derailments—			
(a) due to trains running in the wrong direction through points	..	341	341
(b) other causes	4	2,970	2,974
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	..	58	58
(2) machinery, springs, etc	..	303	303
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	288	288
(2) other causes	..	1,359	1,359
(c) The failure of tyres	1	12	13
(d) Ditto wheels	..	6	6
(e) Ditto Axles	3	21	24
(f) Ditto brake apparatus	..	15	15
(g) Ditto couplings and draft gear	46	1,950	1,996
(h) Other Rolling Stock failures	..	242	242
10 Failure of permanent-way—			
(a) Broken rails	15	322	337
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	3	7	9
(c) The flooding of portions of permanent-way	23	67	90
(d) Slips in cuttings or embankments	11	..	11
11 Fires—			
(a) Fire in trains	8	128	136
(b) Fire at stations, or involving injury to bridges or viaducts	2	42	44
12 Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed	15	41	56
(b) Trains running over cattle on the line	1	8,224	8,225
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	4	1	5
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	22	37	59
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above)	41	31	72
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	68	106	169
(g) Miscellaneous	3	230	233
Total	365	17,153	17,518

† Inclusive of Mysore State Rly

[X D (iii)—contd.]

ck, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the
vants and other persons killed or injured in each class of accident.

ILWAYS—conold.

Passengers.		Railway servants.		Other persons.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols 229, 231 and 233)	Injured. (Cols 230, 232 and 234)
229	230	231	232	233	234	235	236
	23		2		1		26
	7	10	17			10	24
	1						1
	7	2	37		1	2	45
			10				10
	1	1	9			1	10
31	68	2	9		1	33	78
	4		14				18
	1						1
	1						1
		1				1	
27	118	1	15	1	20	29	153
	1		2	9	23	9	26
			5		2		7
8	34		22			8	56
66	266	17	142	10	48	93	456

*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		
	BASED LIGHT.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 238 and 239)
237	238	239	240
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.
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	.	1	1
8. Other derailments—			
(a) Due to trains running in the wrong direction through points
(b) Other causes	..	14	14
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.	..	1	1
(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	.	6	6
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles	..	1	1
(f) Ditto brake apparatus	.	.	.
(g) Ditto couplings and draft gear	..	2	2
(h) Other rolling stock failures
10. Failure of permanent way—			
(a) Broken rails
(b) The failure of tunnels, bridges, viaducts culverts, etc.
(c) The flooding of portions of permanent way
(d) Slips in cuttings or embankments
11. Fires—			
(a) Fire in trains
(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	..	32	32
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.)
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	..	1	1
(g) Miscellaneous	..	1	1
Total	..	59	59

DIX D (1938-39)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident

BENGAL DOOARS			BHAYNAGAR STATE			BIKANER STATE			Serial No of class of accidents (See column No 237)
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 241	Other accidents. 242	Total. (Cols 241 and 242) 243	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890. 244	Other accidents 245	Total. (Cols 244 and 245) 246	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 247	Other accidents 248	Total (Cols 247 and 248) 249	
									1
									2
									3
									4
									5
									6
									7 (a)
			2		2	6		6	7 (b)
									8 (a)
									8 (b)
									9 (a) 1
				6	6	3		3	9 (a) 2
				7	7	2		2	9 (b) 1
						1		1	9 (b) 2
	8	8				3		3	9 (c)
									9 (d)
									9 (e)
									9 (f)
						2		2	9 (g)
									9 (A)
			1		1		18	18	10 (a)
									10 (b)
									10 (c)
									10 (d)
									11 (a)
									11 (c)
									12 (a)
	1	1		59	59		89	89	12 (b)
									12 (c)
									12 (d)
									12 (e)
	1	1		7	7				12 (f)
									12 (g)
						3		3	Total
	10	10	8	79	82	20	107	127	

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 II

Class of accident.	DARJEELING HIMALAYAN			DIRRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 252	Other acci- dents.	Total (Cols 252 and 253)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 255	Other acci- dents.	Total (Cols 255 and 256)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 258	Other acci- dents.	Total (Cols 258 and 259)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 261	Other acci- dents
251	252	253	254	255	256	257	258	259	260	261	262
1. Collisions between passenger trains or parts of passenger trains.	1		1	.	1	1	..	..	.	.	.
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	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	..	..	..	..	..	..	.	..	.	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	.	..	.	.	.	..	..	..
(b) Other causes	90	..	90	..	.	.	.	1	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	.	..	..	.	.	..	..	..	.
(b) Other causes	..	39	39	..	1	1	..	24	24	..	12
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	..	.	.	.	..	..	..	5	5	..	..
(2) machinery, springs, etc.	..	1	1	..	..	..	..	15	15	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	.	.	..	.	..	..	..	..	..	7
(2) other causes	..	3	3	..	.	.	.	3	3	..	..
(c) The failure of tyres	..	..	..	..	.	..	.	..	..	..	..
(d) Ditto wheels	..	..	.	.	.	..	..	..	..	..	1
(e) Ditto axles	..	2	2	..	..	.	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	.	..	..	..	.	..
(g) Ditto couplings and draft gear	..	.	..	..	1	1	..	..	..	.	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	3	3	..	..
Carried over	91	45	136	..	3	3	..	52	52	..	20

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

Total. (Cols 261 and 262)	JAIPUR STATE			JAMNAGAR DWARKA			JUNAGAD STATE			MORVI			Serial No of class of accidents (See column No 261.)
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 264	Other acci- dents	Total (Cols 264 and 265)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890, 267	Other acci- dents.	Total (Cols 267 and 268)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 270	Other acci- dents.	Total (Cols 270 and 271)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890. 273	Other acci- dents.	Total (Cols 273 and 274)	
263	264	265	266	267	268	269	270	271	272	273	274	275	276
..	1
..	2
..	3
..	4
..	5
..	6
..	7 (a)
..	7 (b)
..	4	4	..	6	6	8 (a)
12	..	2	2	..	8	8	..	1	1	..	8	8	8 (b)
..	2	2	..	..	..	9 (a) (1)
..	1	1	..	4	4	9 (a) (2)
..	9 (b) (1)
7	2	2	..	..	..	..	..	..	9 (b) (2)
..	..	5	5	..	..	..	..	2	2	..	..	..	9 (c)
..	9 (d)
1	9 (e)
..	9 (f)
..	..	2	2	..	..	..	..	..	..	..	..	..	9 (g)
..	4	4	..	..	..	9 (h)
20	..	9	9	..	10	10	..	14	14	..	18	18	Carried over

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

Class of accident	C L A S S I I										
	DARJEELING HIMALAYAN.			DIBRU SADIA			GAEKWAR'S BARODA STATE			GON	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 • 252	Other acci- dents	Total (Cols 252 and 253)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 255	Other acci- dents	Total (Cols 255 and 256)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 258	Other acci- dents	Total (Cols 258 and 259)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 261	Other acci- dents
251	253	254	255	256	257	258	259	260	261	262	
Brought forward	91	45	136		3	3		52	52	--	20
10. Failure of permanent way—											
(a) Broken rails	.	.	.	..	.	.		1	1	--	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	.	.	.	..	..	..		.	.	--	..
(c) The flooding of portions of permanent way	11	10	21	..	.	.		1	1	--	.
(d) Shps in cuttings or embankments	14	82	96	.	.	..		.	.	--	.
1. Fires—											
(a) Fire in trains	.	.	.	..	..	..		5	5	.	.
(b) Fire at stations, or involving injury to bridges or viaducts	.	.	.	..	..	..		..	..	.	1
12 Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed	..	..	.	..	..	.		1	1	.	.
(b) Trains running over cattle on the line	.	7	7	..	6	6	..	41	41	--	19
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	.	.	.	..	..	..		.	.	--	..
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, likely to have resulted in an accident to a train, but no accident has actually occurred)	..	.	.	.	3	3	..	.	.	..	..
(e) Trains running into road traffic at level crossings—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub paragraph (c) or (d) above]	..	2	2	..	..	..	..	.	.	.	.
(f) Trains running over obstructions not covered by circumstances mentioned in sub paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	.	.	.	..	..	..	..	22	22	.	.
(g) Miscellaneous	.	2	2	..	..	..	..	6	6	--	..
Total	116	148	264	..	12	12	..	120	120	.	49

DIX D (vii)—contd.

tock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

Total (Cols 261 and 262)	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE			Morvi			Serial No. of class of accidents, (See column No 251)
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 264	Other acci- dents	Total (Cols 264 and 265)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 267	Other acci- dents	Total (Cols 267 and 268)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 270	Other acci- dents	Total (Cols 270 and 271) Act No	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act no IX of 1890 273	Other acci- dents	Total (Cols 273 and 274)	
263	265	266	268	269	271	272	274	275	276				
20	9	9	10	10	14	14	18	18	Brought forward.				
..	..	..	..	..	1	1	..	..	10 (a)
..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	1	1	..	..	10 (c)
..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	1	1	11 (a)
1	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	12 (a)
19	69	69	52	52	35	35	16	16	12 (v)				
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	1	1	12 (f)
..	2	2	..	..	1	1	..	..	12 (g)
40	80	80	62	62	52	52	6	36	Total				

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

Class of accident.	CLASS II RAILWAYS.						*TOTAL CLASS II				
	SHARDARA (DELHI). SAHARANPUR LIGHT			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. 278 and 279)	Passengers			Railway servants	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 278	Other acci- dents	Total (Cols. 278 and 279)				Total (Cols. 281 and 282)	Killed			Killed.
								279	280			281	282	283	284	In jured	285	286
277											
1. Collisions between passenger trains or parts of passenger trains	1	1	2	..	..	..
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	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		
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points		
(b) Other causes	98	2	100	.	.	..
8. Other Derailments—											
(a) Due to trains running in the wrong direction through points	10	10	.	..	.
(b) Other causes	..	5	5	..	114	114	..	..	.
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	3	13	16	.	.	..
(2) machinery, springs, etc.	2	29	31	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff											
(1) boilers and tubes	1	9	10	.	..	.
(2) other causes	..	1	1	3	23	31	.	..	.
(c) The failure of tyres		
(d) Ditto wheels	1	1	.	..	..
(e) Ditto axles	.	1	1	..	4	4	..	.	.
(f) Ditto brake apparatus		
(g) Ditto couplings and draft gear	2	5	7	.	..	.
(h) Other Rolling Stock failures	7	7	..	.	.
Carried over	..	7	7	110	224	334	.	..	..

*Exclusive of Mysore State Railway.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd					TOTAL CLASS III RAILWAYS.										Serial No of class of accident* (See col. No 277.)	
Railway servants.		Other persons		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1800 292	Other accidents 293	Total (Cols 292 and 293) 294	Passengers.		Railway servants		Other persons		Total.		
Injured, 287	Killed 288	Injured 289	Killed (Cols 284, 286 and 288) 290	Injured (Cols 285, 287 and 289) 291				Killed 295	Injured 296	Killed 297	Injured 298	Killed 299	Injured 300	Killed (Cols 295, 297 and 299) 301		Injured (Cols 296, 298 and 300) 302
	1	2	1	2	1		1				1			1	1	1
	2		2	..	4		1			5	2	2
..						3	3
..	4	4
..	..						3		..		..			..	5	5
..	6	6
..	..	.			4	1	5	..	..		..			..	7 (a)	7 (a)
5		5	9	5	14	..			..			..	7 (b)	7 (b)
..		22	22	..	..		..			..	8 (a)	8 (a)
1		1		25	25	..	..		..			..	8 (b)	8 (b)
..		3	3	..	..		..			..	9 (a) (1)	9 (a) (1)
..		17	17	..	..		..			..	9 (a) (2)	9 (a) (2)
..	6	2	8	..	..		1			1	9 (b) (1)	9 (b) (1)
..		32	32	..	..		..			..	9 (b) (2)	9 (b) (2)
..	9 (c)	9 (c)
..	9 (d)	9 (d)
..	1	3	4	..	..		..			..	9 (e)	9 (e)
..		2	2	..	..		..			..	9 (f)	9 (f)
..	2	11	13	..	..		..			..	9 (g)	9 (g)
..	9 (h)	9 (h)
6	1	2	1	8	25	126	151	..	4	..	3	..	..	7	Carried over.	—

*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 II					
	SHARDARA (DELHI) SAHARANPUR LIGHT			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 278 and 279)	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 281 and 282)	Passengers.		Railway servants
	277	278	279							280	281	282	283	Killed.	In- jured	Killed.
				284	285	286						
Brought forward	7	7	110	224	334	..	..	..	..	..
10 Failure of permanent way—												
(a) Broken rails	1	20	21	..	..	..	..	..
(b) The failure of tunnels, bridges, via- ducts, culverts, etc	
(c) The flooding of portions of permanent- way	11	12	23	..	..	..	..	..
(d) Slips in cuttings or embankments	14	82	96	..	..	..	..	..
11. Fires—												
(a) Fire in trains	1	1	..	7	7	..	..	..	..	..
(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	1	1	..	..	..	..	..
(b) Trains running over cattle on the line	..	1	1	..	427	427	..	..	..	..	..
(c) <i>Train wrecking</i> —(When as a result of wilful obstruction or tampering with the perma- nent-way, formation, structures or equip- ment a train or portion of a train is derail- ed, or seriously damaged)	..	1	1	..	1	1	..	..	..	..	..
(d) <i>Attempted train wrecking</i> —(When wilful obstruction, or tampering with the perma- nent-way, formation, structures or equip- ment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	3	3	..	..	..	..	..
(e) <i>Trains running into road traffic at level crossings</i> —(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub- paragraph (c) or (d) above)	2	2	..	..	..	..	..
(f) <i>Trains running over obstructions not covered by circumstances mentioned in sub-para- graphs (c), (d) and (e) above.</i> — (When such obstructions have not been wil- fully placed on the track, e g, fallen tree or telegraph post This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	32	32	..	..	..	..	..
(g) Miscellaneous	3	15	..	..	..	..	..
Total	10	10	130	824	963	..	..	..	..	..

*Exclusive of Mysore State Railways.

DIX D (iv)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—concl'd					TOTAL CLASS III RAILWAYS												Serial No of class of accident. (See Col. No 277)
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 292 and 293)	Passengers		Railway servants		Other persons		Total.			
	Injured	Killed.	Injured	Killed (Cols 284, 286 and 288)				Injured (Cols 285, 287 and 289)	Killed	Injured.	Killed	Injured	Killed	Injured	Killed (Cols 295, 297 and 299)	Injured (Cols 296, 298 and 300)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	
6	1	2	1	8	25	126	151	.	4	.	3	.	.	.	7	Brought forward.	
.	10 (a)	
..	10 (b)	
..	4	4	..	..	..	..	.	.	.	..	10 (c)	
..	10 (d)	
..	11 (a)	
..	1	1	..	..	..	.	.	..	.	.	11 (b)	
..	3	3	..	.	..	..	..	.	.	..	12 (a)	
..	15	18	15	18	2	117	119	..	.	..	.	..	..	.	..	12 (b)
.	12 (c)	
..	4	7	11	..	..	..	.	..	..	..	..	12 (d)	
..	13	7	20	..	2	.	1	..	1	..	4	12 (e)	
..	2	10	12	..	..	..	.	.	.	..	..	12 (f)	
.	9	9	..	..	..	.	..	.	..	.	12 (g)	
6	16	20	16	26	46	284	330	.	6	..	4	.	1	.	11	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. 305 and 307)	(Cols. 306 and 308)	Killed.		Injured	
	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39
304	305	306	307	308	309	310	311	312	313	314
1. Collisions between passenger trains or parts of passenger trains	1	6	15	5	16	11	.	..	1	23
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	8	10	20	12	28	22	3	.	39	11
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	2	3	4	4	6	.	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	7	36	105	101	112	.	..	1	7
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.	.	.	81	74	81	74	..	..	.	..
6. Collisions between light engines	1	2	32	34	33	36	.	.	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	7	16	67	39	74	55	..	.	1	1
(b) Other causes	125	163	59	56	184	219	101	31	119	68
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	.	.	406	373	406	373	.	..	..	.
(b) Other causes	7	4	2,948	3,901	2,955	3,113	.	.	3	4
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	1	3	84	74	85	77	..	.	..	..
(2) machinery, springs, etc	1	2	343	349	344	351	.	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	8	7	229	299	237	306	.	..	..	..
(2) other causes	17	3	1,417	1,419	1,434	1,422	..	.	..	..
(c) The failure of tyres	1	1	8	12	9	13	..	.	..	..
(d) Ditto wheels	1	.	3	7	4	7	..	.	..	..
(e) Ditto axles	5	4	40	28	45	32	..	.	..	..
(f) Ditto brake apparatus	1	..	21	17	22	17	..	..	..	1
(g) Ditto couplings and draft gear	53	50	1,913	1,966	1,966	2,016	..	..	1	.
(h) Other Rolling Stock failures	..	..	274	249	274	249	..	..	..	1
Carried over	243	280	8,050	8,231	8,302	8,511	104	31	165	117

DIX D (in)—concl'd.

stock, permanent-way, etc., during the years 1937-38 and 1938-39 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 class of accident (See column No 304)
Killed.		Injured.		Killed.		Injured		Killed		Injured.		
1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	(Cols 311, 316 and 319)	(Cols 312, 318 and 320)	(Cols 313, 317 and 321)	(Cols 314, 318 and 322)	
315	316	317	318	319	320	321	322	323	324	325	326	
1	..	4	3	..	1	..	3	1	1	5	29	1
6	10	15	18	..	..	..	..	9	10	54	29	2
..	..	..	..	..	..	..	..	..	..	..	1	3
..	2	25	37	1	..	2	1	1	2	28	45	4
..	..	2	..	..	..	..	..	..	..	2	..	5
..	..	6	10	1	..	..	..	1	..	5	10	6
1	1	1	9	..	..	1	..	1	1	3	10	7 (a)
4	2	12	14	1	..	..	1	106	33	131	83	7 (b)
..	..	2	..	..	..	..	..	..	..	2	..	8 (a)
1	..	13	15	..	..	..	..	1	..	16	19	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	1	..	..	..	..	..	..	..	1	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	1	9 (f)
..	..	..	..	1	..	..	..	1	..	1	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	1	9 (h)
13	15	79	107	4	1	3	5	121	47	247	229	Carried over

*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*

TOTAL ALL

Class of accident	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.		Other accidents		Total		Passengers			
					(Cols 305 and 307)	(Cols 308 and 308)	Killed		Injured	
	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39
	304	306	307	308	309	310	311	312	313	314
Brought forward	243	280	8,059	8,231	8,302	8,511	104	31	165	117
10. Failure of Permanent way—										
(a) Broken rails	6	16	310	342	316	358	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	3	2	5	7	8	9	..	..	..	..
(c) The flooding of portions of permanent-way	34	34	56	83	90	117	..	..	..	..
(d) Slips in cuttings or embankments . . .	9	25	36	110	45	135	..	..	..	..
11. Fires—										
(a) Fire in trains	11	8	177	133	188	141	..	..	7	..
(b) Fire at stations, or involving injury to bridges or viaducts.	2	2	34	44	36	46	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	16	15	38	45	53	60	..	..	..	..
(b) Trains running over cattle on the line .	1	3	8,190	8,778	9,191	8,781	..	..	..	..
(c) <i>Train wrecking</i> —(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	3	4	8	2	16	6	..	27	..	118
(d) <i>Attempted train wrecking</i> —(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	50	36	23	47	73	83	..	..	..	..
(e) <i>Trains running into road traffic at level crossings</i> —(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	70	54	46	40	116	94	1	..	2	3
(f) <i>Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.</i> —(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to train)	32	65	125	148	157	213	..	..	..	..
(g) <i>Miscellaneous</i>	9	6	310	251	319	257	..	8	..	84
Total	493	550	18,417	18,261	18,910	18,811	106	68	174	272

DIX D (vi)—concl'd.

stock, permanent-way, etc., during the years 1937-38 and 1938-39 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 class of accident (See column No 304.)
Killed		Injured		Killed		Injured		Killed		Injured		
1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	(Cols 313, 317 and 321)	Cols. 314, 318 and 322	
315	316	317	318	319	320	321	322	323	324	325	326		327
13	15	79	107	4	1	3	5	121	47	247	229	Brought forward.
--	--	..	..	.	..	..	..	..	.	..	..	10 (a)
--	--	.	..	..	.	..	..	..	..	..	..	10 (b)
--	1	..	..	..	..	..	..	..	1	..	..	10 (c)
--	--	..	..	..	..	..	..	.	..	..	.	10 (d)
2	..	11	.	..	..	.	..	2	..	18	..	11 (a)
..	..	..	..	1	..	..	..	1	..	..	..	11 (b)
--	--	..	.	..	..	..	..	..	..	.	.	12 (a)
--	..	..	..	22	15	18	18	22	15	18	18	12 (b)
..	1	5	15		1	.	20	--	29	5	153	12 (c)
..	..	..	..	1	.	.	..	1	..	..	..	12 (d)
.	..	.	3	28	9	48	24	29	9	50	30	12 (e)
2	..	1	5	1	..	1	2	3	..	2	7	12 (f)
1	..	11	22	4	..	10	..	5	8	21	56	12 (g)
18	17	107	152	61	36	80	69	184	109	361	493	Total

Number of persons killed or injured during the year 1938-39 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	Injured	Killed	Injured	Killed	Injured	Killed (Cols. 329, 331 and 333)	Injured (Cols. 330, 332 and 334)	Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols. 337, 339 and 341)	Injured (Cols. 338, 340, and 342)
1. Ascending or descending steps at stations		7		7		1		15								
2. Being struck, by barrows, by falling over packages, etc., on platform		1		71				72								
3. Falling off platforms.		1	1	26		3	1	30								
4. Loading, unloading or sheeting wagons.			2	1,108	6	29	8	1,137			1			1		
5. Moving or carrying goods at stations, etc.			3	346	1	3	4	349						1	1	
6. Working at cranes or capstans.				92				92								
7. Falling off wagon doors, lamps, bales of goods, etc.				241	1	4	1	245				1			1	
8. Falling off, or getting on or off, stationary engines or vehicles.			1	340			1	340				1			1	
9. Falling off platforms, ladders, scaffolds, etc.			2	151	6	20	8	171				2			2	
10. Stumbling whilst walking, on the line or platforms.		6		210	5	13	5	229								
11. Attending to stationary engines in sheds.				2,507		1		2,508				2			2	
12. Being trampled on or kicked by horses				2				2								
13. Working on the line or in sidings			3	1,588		23	3	1,611			1	10			10	
14. Miscellaneous		4	12	8,145	14	60	26	8,209				3	2		3	
Total		10	24	9,984	33	167	57	10,010			3	19	2	1	4	20

† Inclusive of Mysore State Railway.

* Exclusive of Mysore State Railway.

DIX D (w).

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. 361
PASSENGERS		RAILWAY SERVANTS		OTHER PERSONS		TOTAL.		PASSENGERS.		RAILWAY SERVANTS		OTHER PERSONS		TOTAL.		
Killed	Injured	Killed.	Injured	Killed	Injured	Killed (Cols 345, 347 and 349)	Injured (Cols. 346, 348 and 350)	Killed	Injured	Killed	Injured.	Killed	Injured	Killed (Cols 353, 355 and 357)	Injured (Cols 354, 356 and 358)	
345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	
.	7	.	7	.	1	.	15	1 Ascending or descending steps at stations.
.	1	.	71	.	.	.	72	2 Being struck by barrows, by falling overpackages, etc., on platform
..	1	1	26	..	3	1	30	3 Falling off platforms
...	1	.	1	..	2	..	.	3	1,109	6	30	9	1,139	4 Loading, unloading or sheeting wagons
.	.	.	1	.	.	.	1	.	..	3	347	1	4	4	351	5 Moving or carrying goods at stations, etc.
.	92	.	.	..	92	6 Working at cranes or capstans.
.	1	.	..	.	1	.	..	..	248	1	4	1	247	7. Falling off wagon doors, lamps, bales of goods, etc.
-	1	341	.	.	1	341	8 Falling off, or getting on or off, stationary engines or vehicles.
..	..	1	.	..	..	1	.	..	..	3	159	6	20	9	173	9 Falling off platforms, ladders, scaffolds, etc.
-	-	6	..	210	5	13	5	229	10 Stumbling whilst walking on the line or platforms
-	2,509	.	1	.	2,510	11 Attending to stationary engines in sheds.
-	2	..	.	.	2	12 Being trampled on or kicked by horses.
-	1	..	.	..	1	..	..	4	1,599	..	23	4	1,622	13 Working on the line or in sidings.
..	.	..	3	..	..	.	3	..	4	12	3,151	16	60	28	3,215	14 Miscellaneous.
..	.	1	7	..	1	1	8	..	19	27	9,800	35	159	62	10,038	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1938-39
[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. 363	Percent- age of total. 364	Injured 365	Percent- age of total. 366	Killed. 367	Percent- age of total 368	Injured. 369	Percent age of total 370	Killed. 371	Percent- age of total 372	Injured 373	Percent- age of total. 374
362												
Assam-Bengal	1	100 0	9	56 3	.		4	25 0	.	.	3	18 8
Bengal and North-Western	3	75 0	34	100 0	1	25 0					..	.
Bengal-Nagpur	3	33 3	231	91 7	6	66 7	16	6 35	..		5	1 98
Bombay, Baroda and Central India.	3	60 0	140	86 4	2	40 0	22	13 6				..
Eastern-Banga'	10	83 3	147	77 0	1	8 33	36	18 8	1	8 33	8	4 19
East Indian	33	60 0	638	97 7	21	38 2	14	2 15	1	1 82	1	0 15
Great Indian Peninsula	13	65 0	1,111	98 8	7	35 0	9	0 80			4	0 36
Jodhpur			2	50 0	.		2	50 0			.	.
Madras and Southern Mahratta	6	75 0	284	97 6	2	25 0	7	2 40			.	..
Mysore State . . . .					.		4	100 0			..	.
Nizam's State			21	91 3	1	100 0	2	8 70	..			.
North Western	27	100 0	619	99 5			3	0 48	..		..	.
Rohilkund and Kumaon . . . .	..	.	..		5	38 4	8	61 6	.	..	..	..
South Indian	2	66 7	63	85 1	1	33 3	11	14 9	.			.
Total	101	67 3	3,299	95 4	47	31 3	138	3 99	2	1 33	21	0 61

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 (v).]

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. 375	Percentage of total 376	Injured 377	Percentage of total 378	Killed 379	Percentage of total, 380	Injured. 381	Percentage of total 382	Killed (Cols 363, 367, 371, 375 and 379) 383	Injured (Cols 365, 369, 373, 377 and 381) 384		385
..		1	16	Assam-Bengal
.		4	34	Bengal and North-Western.
.		9	252	Bengal Nagpur
	5	162	Bombay, Baroda and Central. India
..	12	191	Eastern Bengal.
..	55	653	East Indian.
..	20	1,124	Great Indian Peninsula.
..				4	Jodhpur
.	8	291	Madras and Southern Mah- ratta.
.		4	Mysore State.
..		1	23	Nizam's State
..	27	622	North Western.
..		5	8	Rohilkund and Kumaon.
.	3	74	South Indian.
.	150	3,458	Total

† Inclusive of Mysore State Railway

Number of accidents which occurred during the year 1938-39 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	Eastern Bengal	East Indian.	Great Indian Peninsula	Jodhpur.
386	387	388	389	390	391	392	393	394	395
(a) Total number of accidents .	.	146	15	70	2,310	321	1,023	1,544	37
<i>(b) Affecting Railway Servants.</i>									
1. Railway workshops	Killed ..		..	..	1		..	1	1
	Injured ..	146	4	52	2,285	319	1,023	1,543	35
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under constructions	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	24	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	11	..	..	..	..	..
Total (b)	Killed ..	..	..	..	1	..	..	1	1
	Injured ..	146	4	63	2,309	319	1,023	1,543	35
<i>(c) Affecting other persons.</i>									
1. Railway workshops	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..	..
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 ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	1	..	..	..	..	..	..
Total (c)	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	1	..	..	1	..	..	1
GRAND TOTAL (b+c)	Killed ..	..	2	..	1	..	..	1	1
	Injured ..	146	5	63	2,309	320	1,023	1,543	36

DIX D (vi).

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

Railways.						† Total class I Railways	* Total class II Railways	Total class III Railways	Total all Railways (columns 402, 403 and 404)	No of accidents and No of persons killed or injured.
Madras and Southern Mahratta.	Mysore State	Nizam's State	North Western.	Rohil- kund and Kumaon	South Indian.						402	403	404	405	406
849	65	397	1,270	2	580	8,629	55	1	8,685	(a) Total number of accidents
3			4	..	.	10	..	..	10	Killed } 1
846	65	397	1,266	2	581	8,564	54	1	8,619	Injured } 1
..			..	..	.	..	..	..	.	Killed } 2
..			..	..	..	..	..	..	..	Injured } 2
..	..	..	.	..	..	..	..	..	..	Killed } 3
..	..	..	..	..	..	24	..	..	24	Injured } 3
..	..	..	..	..	.	..	..	..	..	Killed } 4
..	..	..	..	..	..	.	..	..	..	Injured } 4
..	.	..	.	..	..	..	..	..	.	Killed } 5
..	..	..	.	..	..	11	..	.	11	Injured } 5
3	..	.	4	..	..	10	..	..	10	Killed } Total (b).
846	65	397	1,266	2	581	8,599	54	1	8,654	Injured } Total (b).
..			..	..	.	..	..	..	..	(c) Affecting other persons. Killed } 1
..	..	..	..	.	..	1	..	..	1	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	.	..	..	..	..	1	..	..	1	Injured } 2
..	..	..	..	..	1	1	..	..	1	Killed } 3
..	..	..	..	..	..	..	1	..	1	Injured } 3
..	..	..	..	..	..	.	..	..	..	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	.	..	..	..	..	2	..	..	2	Killed } 5
..	..	..	..	..	..	1	..	..	1	Injured } 5
..	..	..	..	..	1	3	.	..	3	Killed } Total (c).
..	..	..	..	..	..	3	1	..	4	Injured } Total (c).
3	.	..	4	..	1	13	..	..	13	Killed } GRAND
846	65	397	1,266	2	581	8,602	55	1	8,658	Injured } TOTAL (d).

†Inclusive of Mysore State Railway.

*Exclusive of Mysore State Railway.

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"	203	100 0	863	98 3	0 70	5,816	88 6	1 07
Bengal and North-Western	3' 3½"	393	74 3	1,587	07 8	12 8	12,690	Nil	3 43
Bengal Nagpur	5' 6" 2' 0"	656	100 0	1,161	95 6	4 39	22,701	80 3	19 7
		115	93 0	406	92 6	Nil	1,987	85 3	0 10
Bombay, Baroda and Central India	5' 6" 3' 3½" 2' 6"	362	100 0	1,978	100 0	Nil	10,185	95 0	2 44
		465	100 0	1,474	99 9	0 07	9,433	39 7	10 7
		27	Nil	72	Nil	Nil	337	Nil	Nil
Eastern-Bengal	5' 6" 3' 3½" 2' 6"	294	100 0	1,151	99 9	0 10	8,570	59 6	40 0
		207	100 0	1,098	88 5	11 5	5,597	38 7	2 09
		9	Nil	57	Nil	Nil	23	Nil	Nil
East Indian	5' 6"	1,542	99 4	3,326	98 8	1 17	51,430	78 9	19 1
Great Indian Peninsula	5' 0" 2' 6"	664	100 0	1,980	100 0	Nil	19,234	91 7	8 07
		21	Nil	61	Nil	Nil	235	Nil	Nil
Jodhpur	3' 3½"	103	87 4	360	90 3	8 61	2,899	10 7	2 66
Madras and Southern Mahratta	5' 6" 3' 3½"	298	99 3	871	98 2	1 84	6,096	88 1	11 9
		320	71 9	955	92 0	3 66	6,898	2 71	44 8
Mysore	3' 3½" 2' 6" 2' 0"	80	95 0	323	92 0	6 00	1,490	54 0	17 0
		10	90 0	30	10 0	Nil	88	3 00	96 0
		6	Nil	5	Nil	Nil	52	Nil	Nil
Nizam's State	5' 6" 3' 3½"	85	100 0	172	99 4	0 58	2,208	79 0	18 5
		83	88 0	171	100 0	Nil	1,431	33 9	1-20
North Western	5' 6" 2' 6"	1,181	99 2	3,491	100 0	Nil	29,332	93 4	6 62
		100	Nil	352	87 5	Nil	902	75 4	0 66
Rohilkund and Kumaon	3' 3½"	89	79 8	225	55 6	21 8	2,987	0 97	0 54
South Indian	5' 6" 3' 3½" 2' 6"	152	100 0	480	97 7	2 29	2,490	80 2	19 0
		384	100 0	†1,522	94 7	4 14	6,194	4 57	4 49
		11	54 5	35	Nil	Nil	78	Nil	Nil
Total		7,8 0	94 5	23,196	93 9	2 81	211,475	67 7	13 5
CLASS II RAILWAYS									
Barsi Light	2' 6"	31	93 5	121	100 0	Nil	286	43 7	56 3
Bengal Doons	3' 3½"	19	47 4	72	15 3	44 4	448	0 44	Nil
Bhavnagar State	3' 3½"	39	76 9	204	92 2	5 88	1,217	0 33	1 07
Bikaner State	3' 3½"	54	57 4	178	34 2	18 5	1,262	6 10	0 24
Darjeeling Himalayan	2' 0"	34	2 90	128	100 0	Nil	504	100 0	Nil
Dibru Sadiya	3' 3½"	29	82 7	63	82 5	17 5	1,178	27 6	65 6
Gaekwar's Baroda State	3' 3½" 2' 6"	24	95 8	94	98 9	1-06	321	21 2	3 43
		37	Nil	137	Nil	Nil	727	Nil	Nil
Gondal	3' 3½"	26	100 0	141	95 7	4 96	699	0 14	2 00
Jaipur State	3' 3½"	12	100 0	80	100 0	Nil	230	100 0	Nil
Jamnagar and Dwarka	3' 3½"	16	75 0	74	70 3	21 6	628	96-5	4 30
Junagad State	3' 3½"	18	100 0	168	99 4	0 60	369	0 27	5 96
Morvi	3' 3½"	22	90 9	121	97 5	Nil	350	3 71	4 57
Shahdara (Delhi) Saharanpur	2' 6"	10	Nil	49	Nil	Nil	266	Nil	Nil
Total		371	63 3	1,630	74 0	6 93	8,485	23 1	12 3
GRAND TOTAL (CLASS I & II RAILWAYS)		8,231	93 1	24,826	92 2	3 08	219,900	66 1	13 5

† Includes 48 Trailer Coaches (Electric).

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1939.

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
CLASS I RAILWAYS											
(e)723	Nil	94.2	7	226	237	470	100.0	95.8	100.0	97.9	Assam-Bengal
1,368	Nil	100.0	61	560	78	699	100.0	58.2	100.0	63.4	Bengal and North Western.
(b)871	4.47	95.5	57	357	198	612	100.0	97.8	98.5	98.2	} Bengal Nagpur
(b)375	Nil	92.8	11	177	70	258	100.0	85.9	79.5	84.6	
770	Nil	100.0	Nil	316	158	474	Nil	98.4	65.8	84.5	} Bombay, Baroda and Central India
1,276	Nil	100.0	Nil	655	262	917	Nil	89.7	100.0	92.4	
72	Nil	38.9	Nil	33	26	59	Nil	76.7	100.0	85.5	
820	Nil	100.0	5	191	258	454	100.0	77.3	67.7	71.7	} Eastern Bengal
767	Nil	100.0	15	291	250	556	100.0	100.0	100.0	100.0	
57	Nil	40.4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
(c)2,779	Nil	81.3	137	1,129	806	2,072	100.0	96.5	97.6	97.1	East Indian
(a)1,275	Nil	100.0	1	428	347	776	100.0	81.1	77.1	79.3	} Great Indian Peninsula.
49	Nil	100.0	Nil	26	20	46	Nil	92.9	100.0	95.8	
325	Nil	98.8	13	99	119	231	100.0	100.0	100.0	100.0	Jodhpur
(d)634	Nil	97.8	Nil	242	263	505	Nil	96.0	96.7	96.4	} Madras and Southern Mahratta
(d)807	Nil	98.1	Nil	317	357	674	Nil	100.0	95.7	97.7	
235	Nil	100.0	2	186	31	219	100.0	100.0	100.0	100.0	} Mysore
20	Nil	100.0	Nil	22	Nil	22	Nil	100.0	Nil	100.0	
5	Nil	Nil	Nil	3	Nil	3	Nil	100.0	Nil	100.0	
139	17.3	82.7	Nil	55	24	79	Nil	100.0	100.0	100.0	} Nizam's State
140	40.7	59.3	Nil	64	23	87	Nil	91.4	95.8	92.6	
*2,554	Nil	96.7	39	975	799	1,813	100.0	100.0	100.0	100.0	} North Western
*292	Nil	95.5	8	170	45	223	100.0	100.0	100.0	100.0	
238	Nil	100.0	3	91	52	146	100.0	67.9	100.0	77.2	Rohilkund and Kumaon.
359	Nil	94.4	Nil	132	112	244	Nil	100.0	100.0	100.0	} South Indian.
1,394	Nil	95.1	Nil	594	240	834	Nil	85.7	58.8	75.7	
35	Nil	100.0	Nil	8	1	9	Nil	44.4	9.10	31.0	
18,369	0.60	93.9	359	7,347	4,776	12,482	100.0	88.6	89.4	89.2	Total
CLASS II RAILWAYS.											
110	Nil	100.0	Nil	27	12	39	Nil	36.5	66.7	42.4	Barsi Light
64	Nil	100.0	3	17	10	30	100.0	56.7	100.0	69.8	Bengal Doonars
144	Nil	100.0	Nil	85	14	99	Nil	100.0	100.0	100.0	Bhavnagar State.
142	Nil	97.9	5	86	17	108	100.0	100.0	100.0	100.0	Bikaner State
106	5.60	84.4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadiya
162	Nil	100.0	Nil	50	30	80	Nil	100.0	100.0	100.0	} Gaekwar's Baroda State.
268	Nil	99.3	Nil	79	41	120	Nil	97.5	100.0	98.4	
111	Nil	100.0	Nil	61	16	77	Nil	100.0	100.0	100.0	Gondal
78	Nil	100.0	Nil	60	2	62	Nil	100.0	100.0	100.0	Jaipur State.
55	Nil	100.0	Nil	31	Nil	31	Nil	88.6	Nil	88.6	Jamnagar and Dwarka.
146	Nil	100.0	Nil	65	37	102	Nil	100.0	86.0	94.4	Junagad State.
94	Nil	98.9	Nil	45	16	61	Nil	100.0	84.2	85.8	Morvi
53	Nil	100.0	3	18	2	23	100.0	42.9	100.0	48.7	Shahdara(Delhi) Saharanpur.
1,593	0.38	98.5	11	657	209	877	100.0	80.6	86.0	81.9	Total
19,962	0.58	94.8	370	8,004	4,985	13,359	100.0	87.8	89.3	88.7	GRAND TOTAL (CLASS I & II RAILWAYS)

* 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 127 reserved cars and 53 non-passenger carrying vehicles

(b) Difference with the figures appearing in Cols 62 and 9, respectively, of statement 10 of B. N. Ry. is due to the exclusion of 104 vehicles and inclusion of 2 Rail cars on the Broad Gauge and the exclusion of 5 relief vans and the inclusion of 3 Rail cars on the Narrow Gauge.

(c) Includes 3 steam coaches

(d) Exclude 26 and 36 vehicles on the Broad and Metre Gauges, respectively, transferred to Goods Stock as they are not passenger carriages.

(e) Excludes 7 carriages under rebuilding

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1938-39

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						
	Rs	Rs	Rs	Rs	Rs	Rs
Assam Bengal	56,852	94,016	1,365	1,52,233	116 5	0 03
Bengal and North Western	85,123	81,083	1,204	1,67,410	79 1	0 02
Bengal Nagpur	1,49,253	(a) 4,28,032	25,148	6,02,433	177 6	0 04
Bombay, Baroda and Central India	3,06,075	6,31,444	14,180	9,51,699	271 2	0 05
Eastern Bengal	(b) 2,31,374	3,62,601	24,226	6,18,201	307 8	0 05
East Indian	3,57,684	6,94,887	54,731	11,07,302	252 2	0 03
Great Indian Peninsula	4,49,605	4,11,697	6,177	8,67,479	234 7	0 04
Jodhpur	9,290	24,160	3,972	37,422	35 5	0 02
Madras and Southern Mahratta	2,30,053	2,80,306	10,581	5,20,940	175 6	0 04
Mysore State	Nil	27,513	Nil	27,513	37 8	0 01
Nizam's State	1,69,370	*	30,791	2,00,161	147 2	0 05
North Western	(c) 3,56,467	10,50,939	20,990	14,28,396	206 1	0 05
Rohilkund and Kumaon	14,409	23,522	576	38,507	67 6	0 02
South Indian	1,65,980	1,38,376	2,666	3,07,022	121 3	0 02
Total	25,81,535	42,48,576	1,06,607	70,26,718	192 1	0 04
CLASS II						
Barsi Light	4,300	5,999	350	10,649	52 6	0 02
Bengal Doonars	Nil	7,205	209	7,504	46 7	0 02
Bhavnagar State	12,950	12,559	24	25,533	83 2	0 03
Bikaner State	31	7,498	319	7,848	9 21	0 01
Darjeeling Himalayan	1,562	Nil	Nil	1,562	10 7	0 00
Dibru Sadiya	Nil	4,818	Nil	4,818	50 3	0 01
Gaekwar's Baroda State	Nil	9,772	138	9,910	15 3	0 01
Gondal	12,066	10,852	2	22,920	111 2	0 04
Jaipur State	(d)	(d)	(d)	(d)	(d)	(d)
Jamnagar Dwarka	1,754	3,376	26	5,156	30 2	0 02
Junagad State	5,131	2,052	Nil	7,183	31 3	0 01
Morvi	6,442	1,592	Nil	8,034	60 7	0 02
Shahdara (Delhi) Saharanpur Light	Nil	4,687	361	4,988	53 9	0 03
Total	44,236	70,500	1,369	1,16,105	33 8	0 02
Class III Total	10,776	12,620	107	23,503	20 9	0 01
GRAND TOTAL	26,36,547	43,31,696	1,98,083	71,66,326	174 2	0 04

* Included in column 2.

(a) Includes Salaries, Passages, Travelling & other allowances of the Superintendent and other Inspecting Staff

(b) Includes adjustment of excess recovery made by the Provincial Government in 1937-38, and, also, cost of Order Police of Cooch Behar State Railway pending readjustment

(c) Includes credits of Rs 89,854 excess debited during 1937-38 & excludes Rs 64,531 on account of a portion of cost of Order Police supplied by the Punjab Government not having been adjusted during the year

(d) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Government under Jaipur State Police Budget

APPENDIX G.

Errata showing (i) Corrections in comparative statements (i.e., statements in which two or more years' figures are published),

(ii) Corrections in statements in which only one year's figures are published, and

(iii) Corrections relating to earlier years [other than those referred to at (i) and (ii)]

in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above].*

Please see corrected figures referred to as "revised figures" in footnotes on pages 2, 6, 12, 14, 112, 114, 115, 117, 144, 145, 152, 153, 154, 155, 158, 159, 218, 233, 244, 245, 246, 247, 248 and 254

The sign (e) appearing against 10,497 & 9,177 in col 9 of Appendix B page 224 has been removed and inserted against 4,025 & 3,648 in col. 8 thereof

PART II—*[Showing particulars of (ii) and (iii) heading above].*

Reference to Vol II	Particulars	Year to which correction pertains	Number of—		Column No	Particulars.	
			Page(s)	Summary Statement Appendix		Figures as shown	Figures as should be
1937 38	Assam Bengal	1937-38	78	Statement 9	2	1,329 4	1,329 7
1937-38	Total 3' 38'	1937-38	78	Do	2	12,742 8	12,743 0
1937-38	Grand Total	1937-38	78	Do	2	36,539 5	36,539 7
1937 38	Assam Bengal	1937 38	178	Statement 30	3	241 6	241 4
1937 38	Do	1937-38	178	Do	6	162 3	162 2
1937 38	Do	1937-38	178	Do	9	148 2	148 1
1937-38	Do	1937-38	179	Do	12	603 4	603 1
1937-38	Do	1937-38	179	Do	15	1,269 8	1,269 2
1937-38	Do	1937 38	180	Do	31	1,915 6	1,914 6
1937-38	Do	1937 38	181	Do	39	2,390 7	2,389 6
1937-38	Do	1937-38	182	Do	44	2,994 1	2,992 6
1937 38	Bombay, Baroda and Central India — Item D (d) Wooden Sleepers	1937 38	229	Appendix A	11	.	2
1937-38	Do	1937 38	229	Do	12	35	33
1937 38	Total	1937 38	229	Do	11	3,133	31,35
1937 38	Total ..	1937 38	229	Do	12	24,26	24,24
1937-38	Item D (d) Wooden Sleepers	1937 38	231	Do	37		2
1937 38	Do	1937 38	231	Do	38	182	180
1937-38	Total	1937-38	231	Do	37	1,25,08	1,25,10
1937 38	Total	1937 38	231	Do	38	4,67,30	4,67,28
1937 38	Tezpur Balpara	1936 37	221	Statement 36	41	1,030	1
1937-38	Do	1936 37	221	Do	42	49 7	0 04
1936 37 & 1937-38	South Indian	1936 37	144	Statement 25	7 & 8	2,262,670	2,159,194
1937 38	Bengal Provincial	1937 38	214	Statement 34	6 & 12	24 & 26	25 & 27
1937 38	Do	1937 38	214	Do	6 & 12	278 & 313	279 & 314
1937-38	Madras & Southern Maharatta	1937-38	79	Statement 10	11 & 13	&	6 & 680
1936 37 & 1937-38	Smith Indian	1936 37	112	Statement 14	3	1,78,281	1,88,612
1937-38	Item 2 Trespassing on the line	1936 37	241	Appendix D (u)	52	706	703