

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT
BY THE
RAILWAY BOARD
ON
INDIAN RAILWAYS
FOR
1923-24

Volume II



CALCUTTA GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH

**Government of India Publications are obtainable from the
Government of India Central Publication Branch, 8, Hastings Street, Calcutta,
and from the following Agents:—**

EUROPE.

- | | |
|---|--|
| <p>Constable & Co., 10, Orange Street, Leicester Square, London, W.C.</p> <p>Kegan Paul, Trench, Trübner & Co., 68-74, Carter Lane, E.C., and 39, New Oxford Street, London, W.C.</p> <p>Bernard Quaritch, 11, Grafton Street, New Bond Street, London, W.</p> <p>F. S. King & Sons, 2 & 4, Great Smith Street, Westminster, London, S.W.</p> <p>Grindlay & Co., 54, Parliament Street, London, S.W.</p> <p>Luzac & Co., 46, Great Russell Street, London, W.C.</p> <p>W. Thacker & Co., 2, Creed Lane, London, E.C.</p> <p>T. Fisher Unwin, Ltd., 1, Adelphi Terrace, London, W.C.</p> | <p>Wheldon & Wesley, Ltd., 2, 3 & 4, Arthur Street, New Oxford Street, London, W.C. 2.</p> <p>East and West Ltd., 3, Victoria Street London, S. W. 1.</p> <p>B. H. Blackwell, 50 and 51, Broad Street, Oxford.</p> <p>Deighton Bell & Co., Ltd., Cambridge.</p> <p>Oliver and Boyd, Tweeddale Court, Edinburgh.</p> <p>E. Ponsonby, Ltd., 116, Grafton Street, Dublin.</p> <p>Earnest Leroux, 28, Rue Bonaparte, Paris.</p> <p>Martinus Nijhoff, The Hague, Holland.</p> <p>Otto Harrassowitz, Leipzig.</p> <p>Friedländer und Sohn, Berlin.</p> |
|---|--|

INDIA AND CEYLON.

- | | |
|---|--|
| <p>Thacker, Spink & Co., Calcutta and Simla.</p> <p>W. Newin & Co., Calcutta.</p> <p>R. Cambay & Co., Calcutta.</p> <p>S. K. Lahiri & Co., Calcutta.</p> <p>The Indian School Supply Depôt, 309, Bow Bazar Street, Calcutta, and 226, Nawabpur, Dacca.</p> <p>Butterworth & Co. (India), Ltd., Calcutta.</p> <p>Rai M. C. Sarcar Bahadur & Sons, 90-2A, Harrison Road, Calcutta.</p> <p>The Weldon Library, 26, Chowringhee Road, Calcutta.</p> <p>Standard Literature Company, Limited, Calcutta.</p> <p>Association Press, Calcutta.</p> <p>Chukerverty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.</p> <p>Higginbotham & Co., Madras.</p> <p>V. Kalyanarama Iyer & Co., Madras.</p> <p>P. R. Rama Iyer & Co., Madras.</p> <p>Rochouse and Sons, Madras.</p> <p>Bright & Co., Trivandrum.</p> <p>V. S. Swaminathan, Bookseller, West Tower Street, Madras.</p> <p>Thacker & Co., Ltd., Bombay.</p> <p>D. B. Taraporevala, Sons & Co., Bombay.</p> <p>Sunder Pandurang, Bombay.</p> <p>Ram Chandra Govind and Sons, Kalbadevi, Bombay.</p> <p>N. M. Tripathi & Co., Booksellers, Princess Street, Kalbadevi Road, Bombay.</p> <p>Proprietor, New Kitabkhana, Poona.</p> <p>The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.</p> <p>R. S. Gondhalckar's Book Depôt, Publisher and Book-Seller, Budhwar Chawk, Poona City.</p> | <p>The Standard Bookstall, Karachi, Rawalpindi, Muree, Lahore, and Quetta.</p> <p>Karsandas Narandas & Sons, Surat.</p> <p>A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.</p> <p>N. B. Mathur, Superintendent, Nazir Kanun Hind Press, Allahabad.</p> <p>The North India Christian Tract and Book Society, 18, Clive Road Allahabad.</p> <p>Ram Dayal Agarwala, 184, Katra, Allahabad.</p> <p>Manager, Newal Kishore Press, Lucknow.</p> <p>The Upper India Publishing House, Ltd., 41, Aminabad Park, Lucknow.</p> <p>Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depôt, Jubi, Cawnpore.</p> <p>Rai Sahib M. Gulab Singh & Sons, Mufid-i-Am Press, Lahore and Allahabad.</p> <p>Rama Krishna & Sons, Booksellers, Anarkali, Lahore.</p> <p>Manager of the Imperial Book Depôt, 63, Chandney Chawk Street, Delhi.</p> <p>Oxford Book and Stationary Company, Delhi.</p> <p>Superintendent, American Baptist Mission Press, Rangoon.</p> <p>Proprietor, Rangoon Times Press, Rangoon.</p> <p>The Modern Publishing House, Ltd., 70, Sparks Street, Rangoon.</p> <p>The International Buddhist Book Depôt, Post Box No. 971, Rangoon.</p> <p>Manager, the "Hitavada," Nagpur.</p> <p>S. C. Talukdar, Proprietor, Students & Co., Cooh Behar.</p> <p>Times of Ceylon Co., Ltd.</p> <p>The Manager, Ceylon Observer, Colombo</p> |
|---|--|

Books and Technical Papers published by the Railway Board.

BOOKS.

- (1) Administration Report on the Railways in India. Published yearly. Price—Vol. I. Report, Rs. 3-8-0, Volume II, Rs. 3-12-0 or 6s.
- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half yearly. Price Re. 1.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

M 47 RAR

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(5) Pocket Edition of the schedule of dimensions to be observed on 5' 6", 3' 3 $\frac{3}{4}$ " and 2' 6" gauge railways in India, 1922. Rs. 1-8-0 for the 5' 6" and 3' 3 $\frac{3}{4}$ " gauge edition and Re. 1-0-0 for the 2' 6" gauge edition.

(6) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0.

TECHNICAL PAPERS.

(7) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise—

(a) Original descriptions of Railway Works and studies of railway problems in India and elsewhere.

(b) Reprints of articles from Foreign Engineering Magazines.

(c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Engineer with the Railway Board. A few of the more important Technical papers are mentioned below :—

Name.	Author.
The design of well foundations for bridges .	(Compiled).
Statistics of railway working expenditure .	G. DEUCHARS.
River training and control on the guide bank system	F. J. E. SPRING.
Mountain railways	G. DEUCHARS.
Rules for the preparation of Railway Projects . . . . .	.....
Oil fuel trials on the North Western Railway of India, 1913-16 . . . . .	.....
Note on Locomotive design as it affects the Bridge Engineer	C. W. ANDERSON.
Control of Railway Traffic by Telephone—	
(i) Methods adopted on the Great Indian Peninsula Railway	V. L. DEAN.
(ii) Methods adopted in England	Captain W. R. R. MOORE BENNET.
The Hardinge Bridge over the Lower Ganges at Sara	Sir ROBERT GALES.
Technical education in relation to Railways in America	H. L. COLE.
Indian Standard Locomotives (5' 6" gauge)	H. L. COLE.

The prices of the papers vary from Annas Four to Rupees Eight.

The books and papers can be bought from the Government of India Central Publication Branch, 8, Hastings Street, Calcutta.

CONTENTS.

SECTION A.—*Financial and Statistical Summaries.**Financial Summaries—*

	PAGE.
I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1922-23 and 1923-24 and of the percentage of those figures on the Capital at Charge on the 31st March also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	2
II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1923 and 1924	3
II-B.—Summary of (i) Capital outlay during and (ii) Total Capital outlay to end of the financial years 1922-23 and 1923-24 of other than State-owned Railways	4
III.—Summary of total Interest Charges and Annuity and Sinking Fund payments chargeable against Net Revenue Receipts of State-owned Railways for the years 1922-23 and 1923-24	6
IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1922-23 and 1923-24	7
V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by Classes for the years 1922-23 and 1923-24	7
VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1922-23 and 1923-24	8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on the 31st March 1924	9
VIII.—Summary of Equipment on 31st March 1924	10
IX.—Summary of Net Additions to Equipment during 1923-24	10
X.—Summary of Passenger and Goods Revenue Statistics by Classes and Gauges for the years 1922-23 and 1923-24	12
XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1922-23 and 1923-24	14
XII.—Summary of Train and Engine Mileage for the years 1922-23 and 1923-24	15
XIII.—Summary of selected Operating Statistics of Class I Railways by Gauges	16

SECTION B.—*Financial and Statistical Statements.**Financial Statements—*

	PAGE.
1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1923-24 and of the percentage of those figures on the Capital at Charge on 31st March 1924, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	20
2(a).—Statement of Capital at Charge of State-owned Railways on the 31st March 1924	22
2(b).—(i) Capital Outlay during and (ii) Total Capital Outlay to the end of the year 1923-24 of other than State-owned Railways	26
3.—Statement of total Interest Charges and Annuity and Sinking Fund payments chargeable against Net Revenue Receipts of State-owned Railways for the year 1923-24	38

	Page.
4.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1923-24	40
5.—Condensed Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1922-23 and 1923-24	42
6.—Details of Gross Earnings of each Railway System for the years 1922-23 and 1923-24 ..	47
7.—Details of Working Expenses of each Railway System for the years 1922-23 and 1923-24 ..	52
<i>Statistical Statements—</i>	
8.—Mileage Statement for 1923-24	60
9.—Description of Class I Railways worked during the year 1923-24	68
10.—Statement of Equipment of Class I Railways on the 31st March 1924	69
11.—Statement of Net Additions or Reductions of Equipment of Class I Railways during the year 1923-24	79
12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1922-23 and 1923-24	80
13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1922-23 and 1923-24	84
14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1922-23 and 1923-24	88
15.—Results of Working of Class I Railways for the years 1922-23 and 1923-24	90
16.—Statement of Ton Mileage of Class I Railways for the year and half-year ended 31st March 1924	92
17(a).—Statement of Train and Engine Mileage of Class I Railways for the years 1922-23 and 1923-24	93
17(b).—Statement of Train and Engine Mileage of Class I Railways for the half-year ended 31st March 1924	95
18.—Statement of Engine Hours of Class I Railways for the half-year ended 31st March 1924 ..	98
19.—Statement of Vehicle Miles of Class I Railways for the year and half-year ended 31st March 1924	100
20.—Statement of Running of Trains of Class I Railways for the half-year ended 31st March 1924	102
21.—Statement of Shunting and Light running of Class I Railways for the half-year ended 31st March 1924	103
22.—Statement of Loads of Trains of Class I Railways for the half-year ended 31st March 1924	104
23.—Statement of Engine User of Class I Railways for the half-year ended 31st March 1924	106
24.—Statement of Wagon User of Class I Railways for the half-year ended 31st March 1924	108
25.—Statement of Density of traffic on Class I Railways for the years 1922-23 and 1923-24	109
26.—Statement of Efficiency of Class I Railways for the half-year ended 31st March 1924	111
27.—Statement of Repairs of Rolling Stock of Class I Railways for the half-year ended 31st March 1924	112
28(a).—Statement of the Coal Consumption on Class I Railways for the years 1922-23 and 1923-24	114

	Page.
28(b).—Statement of the Coal Consumption of Class I Railways for the half-year ended 31st March 1924	116
29.—Statement of the Oil Consumption on Class I Railways for the half-year ended 31st March 1924	117
30.—Statement of Principal Commodities excluding live stock carried by Class I Railways and the earnings therefrom for the year 1923-24	118
31.—Analysis of Operating Expenses of Class I Railways for the year 1923-24	124
32.—Statement of Equipment of Class II and III Railways on the 31st March 1924	144
33.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1923-24	147
34.—Statement of Passenger and Goods Revenue Statistics of Class II and III Railways for the years 1922-23 and 1923-24	148
35.—Statistics of Class II and III Railways for the years 1922-23 and 1923-24	152

Appendices

A.—Value of Stores purchased by the Principal Railways during the year 1923-24	158
B.—Details of Working State Collieries, worked by either Railway Companies or the State, for the years 1920-21 to 1923-24	162
C.—Statements of Accidents during 1923-24	164
D.—Statement of Number of Servants of all races employed on each Railway System (open lines only) at the close of the years 1922-23 and 1923-24	198
E.—Statement showing the cost of the Police Force during the year 1923-24	199
F.—Rolling-Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1924	200

APPENDICES.

Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India such as coal and coke,

Classes.	Bengal Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work	3,64	..	..	32,05	16	2	63	..	1,46
(B) Engineer's plant, excluding petty tools.	..	53	1	2,26	1,25	10	76	6	..
(C) Workshop Machinery and Heavy Tools.	3,28	33	..	4,78	1,18	..	3,70	1,34	13
(D) Permanent-way :—									
(a) Rails	3,91	1,42	1,34	8,24	25	11,31	2	..	4,98
(b) Steel sleepers ..	1,91	..	..	4,68	..	..	..	..	..
(c) Cast iron sleepers	..	..	..	..	..	3,09	..	..	..
(d) Wooden sleepers	..	..	..	..	..	27,34	..	..	15,92
(e) Chairs and Fastenings.	20	7,94	3,22	51	3,34	3,47	43	5	1,31
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	4,82	1,21	2	52,73	1,67	5,76	5,75	11	40
(b) Coaching stock ..	5,52	..	..	..	..	..	7,96	..	1,10
(c) Goods stock ..	64,22	..	..	..	..	..	9,09	..	2,43
(d) Spare parts Coaching and Goods stock.	31,63	11,46	18	45,78	4,92	12,29	5,87	1,18	2,47
(e) Motor cars ..	..	..	..	..	9	..	..	..	..
(F) Building and Station Materials and Fencing.	33	47	1	2,17	1,53	21	1,06	1,59	2,31
(G) Tools and Stores :—									
(a) Tools and Cutlery	19	1,69	18	77	2,31	31	1,82	79	11
(b) Steel (excluding permanent-way materials).	20	87	5	3,48	6,17	1,15	1,11	2	..
(c) Iron (excluding permanent-way materials).	50	3,37	47	34	2,14	1,19	44	1,41	26
(d) Other metals ..	..	76	..	36	3,06	17	36	56	41
(e) Timber ..	..	..	4,52	..	..	16,66	..	6,78	..
(f) Oils .. ..	..	9,21	1,99	..	8,12	4,12	..	6,55	1,11
(g) Portland cement	..	68	75	..	53	13	..	..	66
(h) All other stores	1,59	19,80	6,81	4,62	14,57	55,92	1,54	9,94	4,01
(H) Electrical plant and materials.	1,10	2,70	..	6,89	4,06	1	7,24	2,07	12
Total ..	1,33,04	62,44	19,55	1,69,66	55,29	1,43,25	47,79	31,47	39,19

DIX A.

year 1923-24 (In thousands of rupees).

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stone, bricks, lime, ballast, etc., are not included.

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
14,58	3,00	9	5,44	..	37	82	..	..	1,30	4,99	1
2,45	83	..	91	1,10	10	94	1	2	3,66	74	16
16,62	3,62	..	11,94	75	3	3,29	3	..	6,13	125	1
17,30	..	..	21,89	..	..	11,01	..	8,41	..	..	52,85
..	..	..	16,36	..	..	..	..	..	..	..	..
7	..	..	8,67	..	..	..	..	14,34	..	..	..
..	12,23	13,77	..	..	30,49	..	..	9,11	..	..	54,33
1,55	1,97	41	5,00	..	2	3,33	6	1,16	4,25	..	58,54
..	..	..	..	..	43	..	..	..	..	..	..
62,60	39	..	82,36	31	2	8,34	31	1	69,26	89	..
..	..	..	..	..	..	5,18	2	3	..	..	5,35
..	..	..	50,23	39	..	16,05	1	4,25	..	..	7,75
1,97,39	6,18	1,86	38,94	1,57	1,90	8,08	71	10	72,12	3,98	1,69
..	16	..	5	52	..	..	..	..	16	59	5
3,07	2,87	85	1,35	2,69	1,51	60	1,39	58	1,49	2,58	2,51
1,61	1,26	..	2,75	52	15	1,18	11	18	1,73	1,52	16
2,26	5,86	3	6,13	1,15	1	1,28	48	..	5,04	2,90	3,58
20	4,28	40,79	21	2	1,32	1,60	64	27	..	37	59
5,65	1,37	9	3,95	16	3,19	2,16	36	1,40	..	3,01	67
..	95	15,38	..	..	9,37	..	..	5,78	..	..	12,47
9	18,32	5,43	..	6,47	4,36	2	7,19	1,07	..	78	15,02
..	..	1,04	..	11	83	42	..	..	..	4	3,55
8,35	20,75	42,99	18,39	7,87	15,34	15,02	3,14	4,80	10,89	10,80	16,80
9,64	4,58	32	14,03	1,80	5	4,43	50	..	6,23	3,95	24
3,43,43	88,62	1,23,05	2,88,65	25,43	69,49	83,75	14,96	51,51	1,92,26	38,48	2,36,34

Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India, such as coal and coke,

Classes.	Oudh and Rohilkhand.			South Indian.			Assam Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work	4,47	..	3,30	2,46	2	2	..	..	..
(B) Engineer's plant, excluding petty tools.	92	33	8	33	8	9	16	4	2
(C) Workshop Machinery and Heavy Tools.	1,54	2,39	9	8,94	23	1	57	2	..
(D) Permanent-way :—									
(a) Rails .. ..	..	..	7,82	2,59	..	2	..	..	..
(b) Steel sleepers ..	..	..	..	..	..	..	..	..	..
(c) Cast iron sleepers.	..	..	..	2,72	..	2	..	..	..
(d) Wooden sleepers	..	..	36,15	..	9	6,33	..	..	3,44
(e) Chairs and Fastenings.	2,59	9	1,51	4,19	15	1,99	37	..	6
(f) Concrete Sleepers	..	..	..	..	..	..	..	..	..
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	19,99	11	..	42,89	4	..	32	19	1
(b) Coaching stock ..	..	1,11	..	51	..	..	..	..	..
(c) Goods stock ..	5,70	..	..	10,68	..	..	14,48	..	..
(d) Spare parts Coaching and Goods stock	10,15	92	1,09	4,34	77	25	7,14	24	2
(e) Motor cars ..	4	1	..	88	2	..	7	..	..
(F) Building and Station Materials and Fencing.	69	38	1,56	14,98	1,02	1,04	54	66	1,99
(G) Tools and Stores :—									
(a) Tools and Cutlery	53	56	7	31	28	7	7	10	3
(b) Steel (excluding permanent-way materials).	41	96	39	17	61	1	6	31	14
(c) Iron (excluding permanent-way materials).	17	37	85	2,45	1,03	3	..	6	1
(d) Other metals ..	52	58	24	1,49	7	..	3	20	1
(e) Timber ..	..	..	65	..	..	2,98	..	..	2,10
(f) Oils ..	..	3,65	62	..	3,44	2,34	..	68	1,06
(g) Portland cement	..	..	6	10	88	2	..	4	29
(h) All other stores	1,92	1,77	3,10	4,79	2,52	2,37	19	1,02	80
(H) Electrical plant and materials	5,03	2,30	..	5,76	54	23	2,38	76	..
Total ..	54,67	15,53	57,59	1,10,58	11,79	18,32	26,38	4,32	9,98

DIX A—concl'd.

year 1923-24 (in thousands of rupees).—concl'd.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ballast, etc., are not included.

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1923-24.		
A	B	C	A	B	C	A	B	C	A	B	C
2	..	..	3,71	13	7	..	..	..	69,12	8,30	5,34
4	1	1	27	5	..	..	1	..	12,70	5,06	59
45	5	3	62	2	..	2	3	..	66,88	11,24	30
..	..	5,58	17,84	..	5,71	..	..	14	87,81	1,67	98,16
..	..	..	..	..	..	..	..	..	22,95	..	..
..	..	..	..	..	..	..	..	..	11,46	..	17,45
..	..	7,69	..	..	15,02	..	..	2,24	..	12,32	2,21,83
48	..	5	4,07	14	34	36	1	..	27,33	13,75	72,08
..	..	..	..	..	..	..	..	..	..	..	43
3,37	3	..	4,94	18	..	10	2	..	3,57,47	5,46	6,22
1,15	14	..	1,62	..	..	1	2	..	21,95	1,20	6,48
5,91	11	..	11,53	..	..	2	..	..	1,87,91	51	14,43
..	..	2	6,78	2	..	1	11	..	4,28,23	32,06	21,87
..	..	..	..	1	1	..	..	..	1,20	1,40	6
6	10	9	1,41	1,06	1,18	..	15	..	27,75	16,49	13,84
28	33	4	48	43	4	..	18	2	11,72	10,08	1,36
39	4	..	3,15	59	7	1	2	..	23,69	20,01	5,53
78	1,18	21	9	22	18	..	25	..	6,78	15,34	46,08
29	23	2	8	8	1	2	10	..	14,91	10,54	6,21
..	..	2,07	..	..	6,02	..	..	35	..	7,73	78,35
..	1,64	1,26	..	87	2,97	..	26	58	11	67,18	41,94
..	..	2	27	28	..	..	..	3	79	2,56	7,38
1,23	2,43	2,00	3,08	2,32	3,03	7	73	51	71,68	96,66	1,59,58
22	36	1	55	22	1	..	22	..	63,55	24,06	99
14,67	6,65	19,70	60,49	6,62	34,66	62	2,11	3,87	15,15,99	3,63,71	6,26,50

Details of working of State collieries; worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	OUTPUT.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Jarangdih	Bombay, Baroda and Central India and Madras and Southern Mahratta Railways.	Bihar and Orissa.	1923-24	15,99,189	..	..	..	25,072
			1921-22	20,38,560	411,492	7,113	73,014	491,619
Bokharo-Ramgarh ..	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1922-23	25,59,008	465,904	6,704	88,454	561,082
			1923-24	25,51,998	452,311	6,836	70,309	529,456
			1921-22	32,18,874	515,919	17,247	97,708	630,872
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1922-23	39,44,558	460,462	11,497	89,122	561,081
			1923-24	52,21,660	516,167	8,908	105,269	630,344
			1921-22	9,83,729	67,797	18,986	1,184	87,987
Mohpani	Great Indian Peninsula Railway.	Central Provinces.	1922-23	9,58,625	67,548	16,536	492	84,576
			1923-24	8,99,935	69,352	15,947	35	85,334
			1921-22	25,28,718	343,608	7,060	8,897	359,565
Kargali	Great Indian Peninsula Railway.	Bihar and Orissa.	1922-23	28,62,171	371,403	..	†10,634	382,037
			1923-24	28,61,784	362,924	21,067	572	384,563
			1921-22	2,73,796	2,985	..	‡20,764	23,749
Khost	North Western Railway.	Baluchistan ..	1922-23	2,73,915	2,891	..	‡20,308	23,199
			1923-24	2,73,915	3,122	..	‡21,030	24,152
			1921-22	25,306	..	..	..	12,681
Khost Pressed Fuel Factory	North Western Railway.	Baluchistan ..	1922-23	23,408	..	..	..	16,079
			1923-24	23,408	..	..	..	13,955

† Includes small coal.
‡ Dust coal.

DIX B.

either Railway Companies or the State for the years 1920-21 to 1923-24.

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.	REMARKS.
10	11	12	13	14	15	16	17
Tons.	Rs.	Rs.		Tons.			
24,800	75,000	3.00	70	278	..	1	
490,979	11,66,007	2.68	4,280	115	2	3	
560,942	13,51,614	2.74	4,286	131	1	4	The decrease in the capital outlay is due to credit to the Sinking Fund.
529,836	13,77,071	2.90	4,800	110	..	11	
609,893	30,14,457	5.45	8,208	77	4	16	
581,882	29,40,978	5.98	7,351	76	2	25	
629,925	31,06,590	5.66	7,500	84	7	27	
86,877	9,47,580	11.51	1,980	44	1	14	
79,768	8,76,696	10.95	2,021	42	1	3	The decrease in the capital outlay in 1922-23 and 1923-24 is due to credits to the Sinking Fund and other credits.
86,091	7,63,022	9.38	1,613	53	2	..	
354,791	12,07,548	3.44	6,266	57	2	1	
374,387	13,79,064	3.66	3,217	119	3	4	
380,063	15,35,497	4.05	2,907	132	..	10	
21,758	4,32,940	52.95	866	36	19	3	
25,610	4,55,753	57.20	730	32	2	3	
22,249	3,41,782	40.79	556	43	5	3	
12,681	3,38,840	26.72	22	576	..	..
16,079	3,53,087	21.96	30	536	..	..	The decrease in the capital outlay in 1922-23 is due to adjustments of materials recovered from certain buildings dismantled and some Tools and Plant returned to Stores.
13,955	3,45,589	24.76	26	537	..	..

* For purposes of working out average cost of a ton of coal 4 tons of small coal has been reckoned as equal to 3 tons of large coal and 4 tons of slack coal as equal to 1 ton of large coal.

Number of persons reported, during the year ended the 31st March 1924, as killed or injured in India railway servants and other persons, and classifying, as far as practicable,

Serial No.	Particulars.	Killed and injured.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.
PASSENGERS.									
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.									
1	From falling between trains and platforms ..	Killed ..	..	..	..	..	4	2	10
		Injured ..	..	1	..	6	13	2	13
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ..	..	2	..	2	1	..	7
		Injured ..	..	1	2	44	8	2	23
3	Whilst crossing the line at stations ..	Killed ..	1	2	..	7	..	2	1
		Injured ..	..	2	1	6	1	..	3
4	By closing of carriage doors ..	Killed ..	..	..	..	..	..	..	..
		Injured ..	..	..	..	3	..	..	..
5	Falling or jumping out of carriages during the travelling of trains.	Killed ..	..	3	2	10	..	8	10
		Injured ..	11	53	74	119	22	34	30
6	Other accidents ..	Killed ..	..	..	..	..	..	..	3
		Injured ..	1	1	4	21	1	2	15
	TOTAL ..	Killed ..	1	7	2	19	5	12	31
		Injured ..	12	58	81	199	45	40	84
SERVANTS.									
ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES									
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	..	1	3	1	1	2
		Injured ..	8	2	2	8	5	2	12
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	1	..	..	..	..
		Injured ..	..	..	1	..	..	..	..
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	1	..	1	..	..
		Injured ..	..	..	2	..	..	..	1
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	..	..	1	..	4
		Injured ..	1	..	7	..	5	1	11
5	Whilst braking, spragging or chocking wheels.	Killed ..	..	..	..	..	..	..	..
		Injured ..	..	..	..	1	..	..	..
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	1	1	1	3	..
		Injured ..	..	..	..	..	..	1	..
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	1	1	..	..	..
		Injured ..	..	..	5	..	..	..	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	..	2	..
		Injured ..	..	..	..	..	2	..	8
9	TOTAL ..	Killed ..	..	..	5	5	4	6	6
		Injured ..	9	2	17	9	12	4	32

DIX C.(i)

by the movement of vehicles used exclusively upon railways, distinguishing between passengers, the nature and causes of the accidents occasioning the death or injury.

Great Indian Peninsula.	Jodhpur Bikaner.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Rohilkund and Kumaon.	South Indian	Total Class I Railways.	Serial No.
12	..	1	..	6	7	..	..	42	1
9	16	6	..	..	66	
2	..	2	1	14	2	..	..	33	2
4	..	12	2	30	3	..	1	132	
3	1	10	..	..	..	27	3
2	1	11	..	..	..	27	
..	8	..	..	..	8	4
..	20	..	..	..	23	
15	..	11	..	81	9	2	14	165	5
11	8	56	15	184	16	13	40	686	
1	..	1	..	8	..	..	3	16	6
2	1	4	..	5	1	..	3	61	
33	..	15	2	127	18	2	17	291	
28	9	72	18	266	26	13	44	995	
2	..	2	..	6	2	..	2	22	1
11	..	1	3	14	..	..	6	74	
..	1	2
..	1	
..	2	3
..	2	..	..	..	5	
1	1	..	..	2	..	1	..	10	4
2	1	3	..	..	1	32	
..	5
3	..	1	..	3	..	..	..	8	
3	2	..	..	..	11	6
6	..	1	..	2	..	..	..	10	
..	2	7
..	5	
4	1	13	1	..	2	23	8
4	..	3	..	23	..	..	4	44	
10	1	2	1	23	3	1	4	71	9
26	..	6	4	47	..	..	11	179	

Number of persons reported during the year ended the 31st March 1924, as killed or injured in India railway servants and other persons, and classifying, as far as practicable, the nature and

Serial No.	Particulars	Killed and injured.	Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.
SERVANTS—concd.									
OTHER ACCIDENTS.									
	Brought forward	Killed	..	..	5	5	4	6	6
		Injured	9	2	17	9	12	4	32
10	From falling off engines, etc., during the travelling of trains.	Killed	..	..	..	..	1	1	2
		Injured	..	1	12	2	5	2	5
11	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	..	..	..	..	..	..	..
		Injured	..	..	..	1	3	..	1
12	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	..	1	..	1	..	..	5
		Injured	1	..	4	2	4	2	14
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
		Injured	..	..	2	4	3	..	5
14	Whilst working on the permanent-way, aidings etc.	Killed	..	..	2	..	1	8	7
		Injured	..	..	2	..	2	1	4
15	Whilst attending to gates at level-crossings	Killed	..	1	..	..	..	1	4
		Injured	..	1	..	..	..	2	..
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	..	1	15	1	6	35
		Injured	2	2	3	16	3	4	15
17	From being caught between vehicles	Killed	..	..	..	3	..	..	6
		Injured	..	..	2	..	..	1	1
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	..	4
		Injured	..	2	..	..	..	1	7
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	4	1	1	10
		Injured	..	..	2	3	1	..	2
20	Miscellaneous	Killed	..	..	5	1	3	3	4
		Injured	5	2	29	17	5	5	13
21	TOTAL	Killed	..	2	8	25	7	20	77
		Injured	8	8	56	45	26	18	67
	TOTAL SERVANTS	Killed	..	2	13	30	11	26	83
		Injured	17	10	73	54	38	22	99
OTHERS.									
1	Whilst passing over the railway at level crossings.	Killed	1	..	..	11	3	..	8
		Injured	..	2	..	4	4	..	..
2	Trespassers	Killed	23	127	154	134	59	157	246
		Injured	12	51	62	50	40	64	92
3	Suicides	Killed	5	5	11	8	4	1	64
		Injured	..	1	2	..	1	..	3
4	Miscellaneous	Killed	..	..	4	..	2	..	14
		Injured	..	..	18	1	5	2	6
	TOTAL OTHERS	Killed	31	169	169	153	68	158	332
		Injured	12	52	82	55	50	66	101
	TOTAL ALL CLASSES	Killed	32	171	177	202	84	196	446
		Injured	41	123	135	308	133	128	284

DIX C.(i)—contd.

by the movement of vehicles used exclusively upon railways, distinguishing between passengers, causes of the accidents occasioning the death or injury.

Great Indian Peninsula.	Jodhpur-Bikaner.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Serial No.
10	1	2	1	23	3	1	4	71	9
26	..	6	4	47	..	..	11	179	
3	..	..	..	8	1	..	1	17	1
4	..	..	1	11	..	..	1	44	
3	..	..	..	1	..	..	..	4	11
2	..	1	..	..	..	..	..	8	
2	..	..	1	4	2	..	1	17	12
9	..	1	1	5	1	..	1	45	
..	..	..	..	..	..	..	..	..	13
17	..	..	..	3	..	..	3	37	
2	..	..	..	..	2	..	..	22	14
3	..	..	1	1	..	1	..	15	
1	..	..	..	1	3	..	..	11	15
..	..	..	..	1	1	..	..	5	
32	1	1	1	23	3	..	..	119	16
17	1	2	7	7	2	..	1	82	
6	..	..	..	2	2	..	..	19	17
4	3	1	..	1	..	..	1	14	
1	..	1	..	1	..	..	1	9	18
3	..	..	..	2	1	..	..	16	
4	..	4	..	1	..	..	1	26	19
3	..	1	..	1	..	..	..	13	
4	..	5	1	3	2	..	1	32	20
3	1	12	1	4	4	3	..	104	
58	1	11	3	44	15	..	5	276	21
65	5	18	11	36	9	4	7	383	
68	2	13	4	67	18	1	9	347	22
91	5	24	15	93	9	4	18	562	
..	..	4	..	6	..	..	4	37	1
..	..	9	..	8	..	..	6	33	
173	9	92	15	190	104	17	79	1,579	2
25	4	27	3	72	19	1	31	553	
20	1	24	1	21	36	4	35	240	3
..	..	..	..	4	..	..	..	11	
2	..	..	..	14	..	11	6	46	4
1	3	4	..	8	..	2	2	53	
195	10	120	16	231	140	22	124	1,902	5
26	7	40	3	92	19	3	39	650	
296	12	148	22	425	176	25	150	2,540	6
145	21	136	36	441	54	20	101	2,207	

Number of persons reported, during the year ended the 31st March 1924, as killed or injured in India railway servants and other persons, and classifying, as far as practicable, the nature and causes.

Serial No.	Particulars.	Killed and injured.	Barsi Light.	Bengal Dooars.	Bhavnagar State.	Darjeeling Himalayan.	Dibru-Sadiya.	Gaekwar's Baroda Satta.
PASSENGERS.								
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.								
1	From falling between trains and platforms	Killed Injured	1..	....	....	....	....	....
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed Injured . . . . .	....	....	....	....	....	....
3	Whilst crossing the line at stations	Killed Injured . . . . .	.. ..	.. ..	1..	....	....	....
4	By closing of carriage doors	Killed Injured . . . . .	....	....	....	....	....	....
5	Falling or jumping out of carriages during the travelling of trains.	Killed Injured . . . . .	.. 1	1 ..	.. 2	.. 1	.. ..	.. 5
6	Other accidents	Killed Injured . . . . .	....	....	....	....	....	....
	TOTAL	Killed Injured	1 1	1 ..	1 2	.. 1	.. ..	.. 5
SERVANTS.								
ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.								
1	Whilst coupling or uncoupling vehicles	Killed Injured . . . . .	.. ..	1 ..	.. ..	.. ..	1 ..	.. 1
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed Injured . . . . .	....	....	....	....	....	....
3	Whilst passing over or standing upon buffers during shunting.	Killed Injured . . . . .	.. ..	.. ..	.. ..	.. ..	2..	....
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed Injured . . . . .	....	....	....	....	....	....
5	Whilst braking, spragging, or chocking wheels.	Killed Injured . . . . .	....	....	....	....	....	....
6	Whilst attending to ground points, marshalling trains, etc.	Killed Injured . . . . .	....	....	....	....	....	....
7	Whilst moving vehicles by capstans, turn-tables, prope, etc., during shunting.	Killed Injured . . . . .	....	....	....	....	....	....
8	By other accidents during shunting operations not included in the preceding.	Killed Injured . . . . .	.. 1	.. ..	.. ..	.. 1	....	....
9	Total	Killed Injured . . . . .	.. 1	1 ..	.. ..	.. 1	1 2	.. 1

DIX C (i).—contd.

by the movement of vehicles used exclusively upon railways, distinguishing between passengers, of the accidents occasioning the death or injury.

Gondal.	Junagad State.	Morvi.	Mysore Railways.	Total class II Railways.	Total class III Railways.		Total all classes.		Serial No.
					Total.	Total previous year.	1923-24.	1922-23.	
..	1	2	..	..	44	52	1
..	1	..	67	91	2
..	1	33	34	
..	1	2	133	103	3
..	1	..	1	28	45	
..	1	1	28	50	4
..	8	3	
..	23	13	5
..	1	5	3	171	205	
6	3	3	3	24	11	15	721	845	6
..	16	25	
5	5	..	1	66	68	7
..	1	4	5	5	300	364	
11	3	3	3	29	14	19	1,038	1,170	8
..	1	3	..	..	25	16	
..	1	..	2	75	98	9
..	1	4	
..	1	1	..	..	2	7	3
..	2	4	
..	2	..	1	7	5	4
..	..	1	..	1	..	..	11	8	
1	1	1	..	34	32	5
..	3	
..	8	10	6
..	11	6	
..	10	9	7
..	2	2	
..	5	9	8
..	23	20	
..	2	..	..	46	59	9
..	..	1	1	4	..	..	75	62	
1	1	7	1	3	187	229	

Number of persons reported, during the year ended the 31st March 1924, as killed or injured in railway servants and other persons, and classifying, as far as practicable,

Serial No.	Particulars.	Killed and injured.	Barsi Light.	Bengal-Doopars.	Bhavnagar State.	Darjeeling Himalayan.	Dibru-Sadiya.	Gaekwar's Baroda State.
SERVANTS—contd.								
OTHER ACCIDENTS.								
	Brought forward	Killed . . . . .	..	1	..	..	1	..
		Injured	1	..	..	1	2	1
10	From falling off engines, etc., during the travelling of trains.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	1	..	1
11	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	1	..	..
12	When getting on or off engines, vans, etc., during the travelling of trains.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	1	..	..	..	..
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	..
14	Whilst working on the permanent-way, sidings, etc.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	..
15	Whilst attending to gates at level-crossings	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	1
16	Whilst walking, crossing, or standing on the line on duty.	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	..	..	..
17	From being caught between vehicles	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	..
18	From falling or being caught between trains and platforms, walls, etc.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	1	..	..
19	Whilst walking, etc., on the line on the way home or to work.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	1	..	..
20	Miscellaneous	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	1	..	..
21	TOTAL	Killed . . . . .	..	..	1	5	..	3
		Injured . . . . .	..	..	..	..	..	2
	TOTAL SERVANTS	Killed	1	1	1	6	1	3
		Injured . . . . .	..	..	..	..	2	3
OTHERS.								
1	Whilst passing over the railway at level-crossings.	Killed . . . . .	..	1	1	..	..	2
		Injured	1	..	..	..	..	..
2	Trespassers	Killed . . . . .	..	6	3	2	4	1
		Injured . . . . .	..	..	..	4	3	1
3	Suicides	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	..	..	..
4	Miscellaneous	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	..	..	..
	TOTAL OTHERS	Killed . . . . .	..	7	4	2	4	5
		Injured	1	..	..	4	3	1
	TOTAL—ALL CLASSES	Killed	1	9	5	2	5	8
		Injured	3	..	3	11	5	9

DIX C (i).—concl'd.

India by the movement of vehicles used exclusively upon railways, distinguishing between passengers, the nature and causes of the accidents occasioning the death or injury.

Gondal.	Junagad State.	Morvi.	Mysore Railways.	Total Class II Railways.	Total class III Railways.		Total all classes.		Serial No.
					Total.	Total previous year.	1923-24.	1922-23.	
..	..	1	1	4	..	..	75	62	9
1	1	7	1	3	187	220	
..	17	13	10
..	..	2	..	4	1	..	49	64	
..	1	..	..	5	4	11
..	1	..	1	9	16	
..	1	17	25	12
..	1	1	1	47	54	
..	1	13
..	37	33	
..	22	34	14
..	15	22	
1	1	..	..	12	13	15
..	1	..	..	6	4	
..	1	..	..	120	107	16
..	82	90	
..	10	13	17
..	1	1	..	..	15	14	
..	1	9	7	18
..	1	..	..	17	16	
..	26	25	19
..	1	..	..	14	22	
..	1	..	1	33	41	20
2	3	..	..	107	107	
1	4	..	3	280	283	21
2	..	2	1	13	2	2	398	442	
1	..	1	1	8	..	3	355	345	22
3	..	2	2	20	3	5	585	671	
..	4	..	1	41	38	1
..	1	..	..	2	..	2	35	47	
2	..	2	2	22	6	13	1,607	1,602	2
2	1	..	2	13	10	5	576	618	
..	1	2	6	243	200	3
..	11	8	
..	1	2	6	2	54	50	4
..	3	..	56	39	
2	..	2	3	29	14	22	1,945	1,990	5
2	2	..	2	15	13	7	678	712	
3	..	3	5	41	19	30	2,600	2,599	6
16	5	5	7	64	30	31	2,301	2,553	

*Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March
accidents and the number of passengers and others, and of railway*

Description.	ASSAM-BENGAL.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	5	..	3	..	1	..	9
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 travelling in the wrong directions through points.
(b) other causes.	..	6	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains travelling in the wrong direction through points.
(b) other causes	..	9	9	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines
(b) The bursting of tubes, etc., of engines	..	5	5	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	18	18	..	..	..	..	..	..	..	..
(d) The failure of tyres
(e) Ditto wheels
(f) Ditto axles
(g) Ditto brake apparatus
(h) Ditto couplings	..	20	20	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	4	4	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way.	..	7	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	13	13	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	3	3	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line	..	152	152	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	9	9	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings.
(e) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total all classes	..	258	258	..	5	..	3	..	1	..	9

DIX C (ii).

1924, as having occurred on the several railways open for traffic in India, distinguishing the different classes of servants, killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.												No. of Heading.
Number of accidents reported Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
..	1	1	..	..	..	..	..	..	..	..	1
..	6	6	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
..	5	5	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	5	5	..	..	..	..	..	..	..	..	8
..	..	..	..	..	..	..	..	..	..	..	(a)
..	5	5	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	52	52	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	1	1	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	30	30	..	6	..	..	..	..	..	6	(h)
..	..	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
1	6	7	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	1	1	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	8	8	..	..	..	..	..	..	..	..	(a)
..	191	191	..	..	..	..	..	..	..	..	(b)
..	4	4	..	..	..	..	..	..	..	..	(c)
..	4	4	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
1	317	318	..	6	..	..	..	..	..	6	Total.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March classes of accidents and the number of passengers and others, and of

Description.	BENGAL NAGPUR.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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.	..	2	2	..	..	..	1	..	..	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	4	4	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	..	3	60	..	..	..	2	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines.	..	5	5	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	3	3	..	..	..	..	..	..	..	..
(b) Other causes	1	14	15	..	2	..	..	2	..	2	2
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	1	89	90	..	..	..	..	..	..	..	..
(b) Other causes.	..	90	90	..	..	..	..	7	..	7	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines.	..	41	41	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	61	61	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	2	71	73	..	..	..	1	..	..	..	1
(g) Ditto brake apparatus	..	4	4	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	305	305	..	..	..	1	..	..	..	1
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	38	38	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	6	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	17	17	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	12	13	..	1	..	..	..	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	..	7	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	194	194	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	32	32	..	..	..	..	..	2	..	2
() Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	66	66	..	2	1	2	..	..	1	4
TOTAL—ALL CLASSES	9	1,127	1,136	..	5	1	9	9	2	10	16

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March
classes of accidents and the number of passengers and others, and of

BURMA.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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.	2	..	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.	..	12	12	..	..	1	1	..	..	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	..	5	5	..	..	..	2	..	..	..	2
Derailments of passenger trains—											
(a) due to trains travelling in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) other causes	12	..	12	..	..	..	..	..	..	..	..
d. Other derailments—											
(a) due to trains travelling in the wrong direction through points.	..	17	17	..	..	..	..	..	..	..	..
(b) other causes	..	50	50	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	2	2	..	..	..	1	..	..	..	1
(c) The failure of machinery, springs, etc., of engines.	..	52	52	..	..	..	..	..	..	..	..
(d) The failure of tyres.	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	40	40	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	30	32	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	49	49	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	2	229	231	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line.	1	26	27	..	..	1	..	..	..	1	..
(d) Trains running through gates at level-crossings	..	5	5	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	60	60	..	..	..	3	..	2	..	5
Total all classes	21	591	612	..	..	2	7	..	2	2	9

DIX C (ii)—contd.

1924, as having occurred on the several railways open for traffic in India, distinguishing the different railway servants, killed or injured in each class of accident.

EASTERN BENGAL.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
4	..	4	..	2	..	4	..	..	..	6	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	3	3	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
1	..	1	..	..	..	..	..	..	..	..	(a)
9	..	9	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	8
..	41	41	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	10	10	..	..	..	..	..	..	..	..	(c)
..	36	36	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	(h)
..	48	48	..	..	..	..	..	..	..	..	10
..	16	16	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
3	1	4	..	..	..	..	..	..	..	..	(a)
..	5	5	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	1	1	..	..	..	..	..	..	..	..	(a)
6	256	262	..	..	..	..	..	..	..	..	(b)
12	14	26	..	..	..	..	..	1	..	1	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	12	12	..	..	..	..	..	..	..	..	(e)
36	480	485	..	2	..	4	..	1	..	7	Total.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March
classes of accidents and the number of passengers and others, and of

Description.	EAST INDIAN.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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.	4	2	6	..	1	1	247	..	1	1	249
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.	..	8	8	..	..	..	..	..	..	..	..
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	4	5	..	..	..	2	..	..	..	2
6. Collisions between light engines	2	3	5	..	..	..	8	..	..	..	8
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	3	..	3	..	1	..	8	..	..	..	9
(b) Other causes	3	12	15	..	..	1	3	..	..	1	3
8. Other derailments—											
(a) Due to trains travelling in the wrong directions through points.	2	3	5	..	..	..	4	..	..	1	4
(b) Other causes	2	19	21	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	33	33	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	114	114	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	8	8	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	13	13	..	..	..	..	..	..	..	..
(f) Ditto axles	..	23	23	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	1	6	7	..	..	..	1	..	..	..	1
(h) Ditto couplings	3	528	531	..	21	..	2	..	..	..	23
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	..	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	4	29	33	..	..	..	1	..	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	1	2	3	..	..	..	2	2	1	2	3
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed	..	10	10	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	977	977	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	7	22	29	..	..	..	1	2	3	2	4
(d) Trains running through gates at level-crossings	..	7	7	..	..	..	..	..	..	..	..
(e) Miscellaneous	1	43	44	..	..	..	1	..	..	..	1
Total all classes	35	1,863	1,898	..	23	3	280	4	5	7	208

DIX C (ii)—contd.

1924, as having occurred on the several railways open for traffic in India, distinguishing the different railway servants, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	2	2	..	..	..	..	..	..	..	..	1
1	11	12	..	..	..	4	..	..	..	4	2
1	1	2	3	24	1	2	..	..	4	26	3
..	43	43	..	..	..	5	..	..	..	5	4
..	23	23	..	..	..	1	..	..	..	1	5
..	10	10	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7
..	39	39	..	..	..	..	..	..	..	..	(a)
..	67	67	..	..	..	..	..	..	..	..	(b)
..	629	629	..	..	..	3	..	..	..	3	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	66	66	..	..	..	..	..	..	..	..	(d)
..	522	522	..	..	..	..	..	..	..	..	(e)
..	4	4	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	13	13	..	..	..	..	..	..	..	..	(h)
..	9	9	..	..	..	..	..	..	..	..	(i)
1	563	564	..	..	..	..	..	..	..	..	(j)
..	39	39	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	3	3	..	..	..	..	..	..	..	..	(c)
3	5	8	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
3	130	133	..	..	..	..	..	..	..	..	(a)
..	14	14	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	1	1	..	..	..	..	..	..	..	..	(a)
..	936	936	..	..	..	..	..	..	..	..	(b)
2	14	16	..	..	..	..	2	6	2	6	(c)
..	4	4	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	1	..	..	..	1	(e)
..	113	113	..	..	..	..	..	..	..	..	13
11	3,263	3,274	3	24	1	17	2	6	6	47	Total.

DIX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of servants, killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.

Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	..	..	..	..	..	..	..	1
3	3	6	..	..	..	..	..	..	..	..	2
1	..	1	..	..	..	1	..	..	..	1	3
1	4	5	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
1	1	2	..	..	..	..	..	..	..	..	7
2	3	5	..	..	..	..	..	..	..	..	(a)
1	1	2	..	..	..	..	..	..	..	..	(b)
..	4	4	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	18	18	..	..	..	..	..	..	..	..	(e)
..	163	163	..	..	..	..	..	..	..	..	(f)
1	..	1	..	..	..	..	..	..	..	..	(g)
1	..	1	..	..	..	..	..	..	..	..	(h)
..	8	8	..	..	..	..	..	..	..	..	(i)
..	..	..	..	..	..	..	..	..	..	..	(j)
..	69	69	..	..	..	..	..	..	..	..	(k)
..	..	..	..	..	..	..	..	..	..	..	(l)
..	44	44	..	..	..	..	..	..	..	..	(m)
..	..	..	..	..	..	..	..	..	..	..	(n)
2	6	8	..	..	..	..	10	..	10	..	(o)
..	1	1	..	..	..	..	..	..	..	..	(p)
7	11	18	..	3	..	..	..	..	..	3	(q)
1	..	1	..	..	..	..	..	..	..	..	(r)
..	11	11	..	..	..	..	..	..	..	..	(s)
2	988	990	..	..	..	..	..	..	..	..	(t)
3	..	3	..	..	..	..	..	..	..	..	(u)
..	1	1	..	..	..	..	..	..	..	..	(v)
3	5	8	..	..	1	6	..	..	1	6	(w)
30	1,244	1,374	..	3	1	7	10	..	11	10	Total.

DIX C (ii)—contd.

s having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

NORTH WESTERN.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
3	..	3	27	53	1	..	..	..	28	53	2
1	..	1	..	2	..	..	..	..	..	2	3
..	65	65	..	..	..	..	..	..	..	..	4
..	13	13	..	..	..	..	..	..	..	..	5
1	6	7	..	..	..	1	1	..	1	1	6
1	5	6	1	..	..	3	..	..	1	3	(a)
13	14	27	..	..	..	..	..	..	..	..	(b)
3	13	16	..	..	1	..	..	..	1	..	(a)
1	1,395	1,396	..	1	..	..	..	..	..	1	(b)
1	..	1	..	..	7	11	..	..	7	11	(a)
..	63	63	..	..	..	..	..	..	..	..	(b)
..	60	60	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	3	3	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	491	491	..	..	..	..	..	..	..	..	(h)
..	..	..	..	..	..	..	..	..	..	..	10
..	42	42	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	12	12	..	..	..	..	..	..	..	..	(c)
..	4	4	..	..	..	..	..	..	..	..	(d)
1	9	10	..	..	..	..	..	..	..	..	11
..	5	5	..	..	..	..	..	..	..	..	(a)
..	8	8	..	..	..	..	..	..	..	..	(b)
..	581	581	..	..	..	..	..	..	..	..	(c)
3	12	15	..	..	..	3	1	1	1	4	(d)
..	2	2	..	..	..	..	..	..	..	..	(e)
..	45	45	..	..	..	..	..	..	..	..	(e)
28	2,848	2,876	28	56	9	18	2	1	39	75	Total.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March 1924
accidents and the number of passengers and others, and of

Description.	ODDH AND ROHILKHAND.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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	..	..	1	..	..	..	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	3	3	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	..	9	9	..	..	..	..	..	..	..	..
(b) Other causes	..	22	22	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	18	18	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	1	..	1	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	60	60	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails	..	10	10	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	4	6	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	9	9	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	483	483	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	1	6	7	..	..	..	..	..	1	..	1
(d) Trains running through gates at level crossings.	..	2	2	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total all classes	5	638	638	..	..	1	..	..	1	1	1

DIX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

ROHILKHAND AND KUMAON.

Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
..	2	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
..	1	1	..	..	..	..	..	..	..	..	(a)
..	10	10	29	50	3	22	..	..	32	72	(b)
..	1	1	..	..	..	..	..	..	..	..	(a)
..	6	6	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	23	23	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	1	1	..	..	..	..	..	..	..	..	(h)
..	10	10	..	..	..	..	..	..	..	..	10
..	9	9	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	3	3	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	1	1	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	4	4	..	..	..	..	..	..	..	..	(a)
..	73	73	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	3	4	3	4	(d)
..	5	5	..	..	..	..	..	..	..	..	(e)
..	153	153	29	50	3	22	3	4	35	76	Total.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st. March 1924, accidents and the number of passengers and others, and of

Description.	SOUTH INDIAN.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	8	..	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	2	7	9	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	172	172	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	9	..	9	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	56	..	56	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	5	..	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	4	..	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	5	..	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,678	1,678	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	22	..	22	..	..	..	..	4	3	4	3
(d) Trains running through gates at level-crossings	3	..	3	..	3	..	..	..	..	..	3
(e) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total all classes	115	1,858	1,973	..	3	..	..	4	3	4	6

DIX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

BARSY LIGHT.			BENGAL DOOARS.			BHAYNAGAR STATE.			DARJEELING-HIMALAYAN.			No. of Hoading.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	
..	1
..	2	2	..	..	..	..	..	..	2
..	3
..	1	1	..	..	..	..	..	..	4
..	5
..	6
..	7
..	(a)
..	40	1	41	(b)
..	1	1	..	..	..	(a)
..	5	5	..	6	6	1	21	22	(b)
..	9
..	(a)
..	1	1	..	2	2	..	2	2	(b)
..	6	6	..	7	7	1	1	2	(c)
..	(d)
..	(e)
..	1	..	1	5	..	5	(f)
..	5	5	1	..	1	8	2	10	(g)
..	1	..	1	2	2	4	(h)
..	10
..	1	1	5	..	5	(a)
..	1	1	..	..	..	..	..	..	(b)
..	1	1	1	..	1	(c)
..	4	4	..	..	..	1	3	4	(d)
..	11
..	2	2	..	..	..	(a)
..	(b)
..	2	2	..	1	1	(a)
..	21	21	..	8	8	..	37	37	..	2	2	(b)
..	2	2	1	2	3	..	1	1	(c)
..	(d)
..	1	1	1	..	1	..	..	..	(e)
..	21	21	..	30	36	5	61	66	64	36	100	Total

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March 1924, accidents and the number of passengers and others, and of

Description.	DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GONDAL.		
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.
1. Collisions between passenger trains or parts of passenger trains.	1	1	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	3	2	..	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.	..	2	2	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains—									
(a) Due to trains travelling in the wrong direction through points.	1	1
(b) Other causes	..	1	1	..	20	20	3	1	4
8. Other derailments—									
(a) Due to trains travelling in the wrong direction through points.	15	15	..	1	1
(b) Other causes	..	7	7	..	2	2	..	..	..
9. Accidents due to failures of engines and rolling-stock—									
(a) The bursting of boilers of engines	..	11	11	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines.	..	15	15	..	10	10	..	16	16
(c) The failure of machinery, springs, etc., of engines.	8	8	..	34	34
(d) The failure of tyres	..	1	1	..	..	..	..	..	..
(e) Ditto wheels	1	1	..	..	..
(f) Ditto axles
(g) Ditto brake apparatus	2	2	..	..	..
(h) Ditto couplings	..	18	18	..	20	20	..	..	..
10. Accidents due to failure of permanent-way, etc.—									
(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. Accidents due to fire—									
(a) Fire in trains	4	4	..	2	2
(b) Fire at stations, or involving injury to bridges or viaducts.	2	2	..	..	..
12. Other accidents—									
(a) Passenger trains travelling in the wrong direction through points but not derailed.	1	1
(b) Trains running over cattle on the line.	15	15	..	25	25
(c) Trains running over obstructions on the line.	3	3	..	3	3
(d) Trains running through gates at level-crossings.	..	1	1	..	..	..	..	..	..
(e) Miscellaneous	18	18	..	7	7
Total all classes	..	56	56	..	124	124	5	91	96

IX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

JUNAGAD STATE.			MORVI.			MYSORE RAILWAYS.			No. of Heading.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	
..	1
..	1	..	1	2
..	3
..	1	..	1	4
..	5
..	6
..	7
..	(a)
..	4	..	4	(b)
..	8
..	5	5	..	..	..	..	..	..	(a)
..	1	1	..	2	2	..	6	6	(b)
..	9
..	(a)
..	10	10	..	2	2	..	14	14	(b)
..	3	3	..	5	5	..	42	42	(c)
..	(d)
..	1	1	..	..	..	(e)
..	1	1	..	..	..	(f)
..	2	2	..	2	2	(g)
..	10
..	(a)
..	(b)
..	1	..	1	(c)
..	(d)
..	11
..	2	2	1	..	1	(a)
..	(b)
..	12
..	(a)
..	7	7	..	34	34	..	108	108	(b)
..	(c)
..	(d)
..	1	1	..	1	1	(e)
..	26	26	..	50	50	8	171	179	Total

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March classes of accidents and the number of passengers and others, and of

Description.	TOTAL CLASS II RAILWAYS.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	5	8	..	4	..	2	..	..	..	6
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running to 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	3	4	..	..	..	..	..	..	..	..
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 travelling in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	47	23	70	..	7	..	..	..	..	..	7
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	..	22	22	..	..	..	..	..	..	..	..
(b) Other causes	1	50	51	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	11	11	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	72	72	..	..	..	1	..	..	..	1
(c) The failure of machinery, springs, etc., of engines	..	106	107	..	..	..	1	..	..	..	1
(d) The failure of tyres	1	1	1	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto break apparatus	6	1	7	..	..	..	..	..	..	..	..
(h) Ditto couplings	9	10	19	..	..	..	..	..	..	..	..
	3	44	47	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	5	1	6	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	1	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	1	7	8	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	10	11	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	255	255	..	..	..	..	26	6	26	6
(c) Trains running over obstructions on the line	1	11	12	..	..	..	..	..	..	..	..
(d) Trains running through gates at level crossings.	..	1	1	..	..	..	..	..	..	..	..
(e) Miscellaneous	1	28	29	..	..	..	..	..	..	..	..
Total all classes	82	672	754	..	11	..	4	20	6	26	21

DIX C (ii)—concl'd.

1924, as having occurred on the several railways open for traffic in India, distinguishing the different railway servants, killed or injured in each class of accident.

TOTAL CLASS III RAILWAYS.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
2	..	2	..	15	..	1	..	..	..	16	1
8	..	8	..	3	..	..	..	..	..	3	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
7	..	7	..	..	..	..	..	..	..	..	(a)
29	25	54	..	..	..	..	..	..	..	..	(b)
2	3	5	..	..	..	..	..	..	..	..	(a)
4	36	40	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	9	9	..	..	..	..	..	..	..	..	(a)
..	111	111	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
2	9	11	..	..	..	..	..	..	..	..	(f)
3	8	11	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	(h)
..	1	1	..	..	..	..	..	..	..	..	10
..	1	1	..	..	..	..	..	..	..	..	(a)
1	1	2	..	..	..	..	..	..	..	..	(b)
1	3	4	..	..	..	..	..	..	..	..	(c)
3	..	3	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
1	1	2	..	..	..	..	..	..	..	..	12
..	..	..	..	..	..	..	..	..	..	..	(a)
2	61	63	..	..	..	..	2	..	2	..	(b)
6	14	20	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
12	8	20	3	8	..	2	3	3	6	13	(e)
83	291	374	3	26	..	3	5	3	8	32	Total.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the years 1922-23 and classes of accidents and the number of passengers and

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890, i.e., serious accidents.		Number of other accidents.		Total number of accidents.		NUMBER OF PASSENGERS.			
							Killed.		Injured.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1. Collisions between passenger trains or parts of passenger trains.	3	3	5	5	8	8	..	..	7	20
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	29	32	31	32	60	64	9	27	39	63
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.	..	3	..	7	..	10	..	3	..	26
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	18	10	182	231	200	241	..	..	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.	..	1	..	48	..	49	..	..	..	..
6. Collisions between light engines	4	8	32	48	36	56	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains travelling in the wrong direction through points.	..	14	..	19	..	33	..	1	..	1
(b) Other causes	151	142	149	171	300	313	5	29	55	69
8. Other derailments—										
(a) Due to trains travelling in the wrong direction through points.	6	9	92	258	98	267	..	..	1	..
(b) Other causes	38	38	3,100	3,238	3,138	3,276	..	..	..	1
9. Accidents due to failures of engines and rolling-stock—										
(a) The bursting of boilers of engines	..	1	1	11	1	12	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	..	352	352	352	352	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	3	1	1,717	1,749	1,720	1,750	..	..	..	..
(d) The failure of tyres	1	1	8	13	9	14	..	..	..	..
(e) The failure of wheels	1	1	19	15	20	16	..	..	..	..
(f) The failure of axles	23	22	55	134	78	156	..	..	..	..
(g) The failure of brake apparatus	..	10	18	32	18	42	..	..	..	..
(h) The failure of couplings	46	67	2,355	2,597	2,401	2,664	..	..	..	27
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	10	10	315	346	325	356	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	3	2	3	4	..	..	..	..
(c) The flooding of portions of permanent-way.	34	23	59	89	93	112	5	..	3	..
(d) Slips in cuttings or embankments	23	12	62	57	85	69	..	..	..	..
11. Accidents due to fire—										
(a) Fire in trains	21	22	397	311	418	333	1	..	1	4
(b) Fire at stations, or involving injury to bridges or viaducts.	11	2	74	52	85	54	1	..	..	..
12. Other accidents—										
(a) Passenger trains travelling in the wrong direction through points but not derailed.	1	1	28	68	29	69	..	..	..	..
(b) Trains running over cattle on the line	12	12	8,030	8,737	8,042	8,749	..	..	..	..
(c) Trains running over obstructions on the line.	69	70	181	189	250	259	5	..	22	..
(d) Trains running through gates at level crossings.	8	3	10	31	18	34	1	..	5	3
(e) Miscellaneous	23	18	502	440	525	458	3	3	20	10
Total	535	538	17,777	19,282	18,312	19,820	30	63	154	214

DIX C. (iii).

1923-24, as having occurred on all railways open for traffic in India, distinguishing between the different others, and of railway servants, killed or injured in each class of accident.

NUMBER OF SERVANTS.				NUMBER OF OTHERS.				TOTAL ALL CLASSES.				Number of head-ings.
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	
2	..	7	4	..	..	..	1	2	..	14	25	1
6	3	18	258	..	..	2	1	15	30	59	322	2
..	1	..	3	..	..	..	..	..	4	..	29	3
..	1	18	9	..	..	..	..	..	1	19	9	4
..	..	..	3	..	..	..	..	..	..	..	3	5
2	..	7	12	..	1	1	..	2	1	8	13	6
..	..	..	11	..	..	..	..	..	1	..	12	7 (a)
3	4	7	25	5	2	11	..	13	35	73	84	(b)
..	2	4	4	..	..	..	..	..	2	5	4	8 (a)
5	..	20	3	..	7	..	..	5	7	20	4	(b)
..	7	..	11	..	..	..	..	..	7	..	11	9 (a)
..	..	..	2	..	..	..	..	..	..	..	2	(b)
..	..	..	1	..	..	..	..	..	..	..	1	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	1	..	..	..	..	..	..	..	1	(f)
..	..	..	1	..	..	..	..	..	..	..	1	(g)
1	..	6	3	..	..	..	..	1	..	6	30	(h)
..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
2	..	..	..	..	10	..	..	7	10	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
1	..	10	1	..	..	..	..	2	..	11	5	11 (a)
2	..	1	2	4	2	..	1	3	2	1	3	(b)
..	..	..	..	..	..	..	..	..	..	..	..	2 (a)
..	..	..	..	..	28	2	6	..	28	2	6	(b)
2	1	4	4	8	9	8	21	15	10	34	25	(c)
..	..	2	..	..	3	..	4	1	3	7	7	(d)
4	2	21	15	..	3	..	5	11	8	41	30	(e)
30	21	125	374	17	65	24	39	77	149	303	627	Total

Summary showing accidents reported during the years 1922-23 and 1923-24, as having occurred and others, killed or injured

Description.	NUMBER OF PASSENGERS.				NUMBER OF	
	Killed.		Injured.		Killed.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1. From Train accidents	30	63	154	214	30	21
2. From accidents caused by the movements of trains and railway vehicles exclusive of train accidents.	364	300	1,170	1,038	345	355
3. From accidents on Railway premises in which the movements of trains, etc., were not concerned.	11	9	44	20	47	41
TOTAL	405	372	1,368	1,272	422	417

DIX C (iv).

on all railways open for traffic in India, distinguishing between the number of passengers, servants in each class of accident.

SERVANTS.		NUMBER OF OTHERS.				TOTAL ALL CLASSES.				REMARKS.
Injured.		Killed.		Injured.		Killed.		Injured.		
1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	
125	374	17	65	24	39	77	149	303	627	
671	585	1,890	1,945	712	678	2,599	2,600	2,553	2,301	
554	461	6	19	15	38	64	69	613	519	
1,350	1,420	1,913	2,029	751	755	2,740	2,818	3,489	3,447	

*Accidents to Railway servants caused by the movements of trains and Railway vehicles exclu-
year*

Railway.	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.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percent- age.
Assam-Bengal .. ..	..	..	11	64·70	..	..	6	35·30	..	..	..	..
Bengal and North-Western ..	..	..	..	..	2	100·00	8	80·00	..	..	2	20·00
Bengal-Nagpur	9	69·23	52	71·23	4	30·77	20	27·40	..	..	1	1·37
Bombay, Baroda and Central India.	14	46·67	35	64·82	15	50·00	18	33·33	1	3·33	1	1·85
Burma	9	81·82	34	89·47	2	18·18	4	10·53	..	..	..	..
Eastern Bengal .. ..	..	..	2	9·09	25	96·15	20	90·09	1	3·85	..	..
East Indian	55	66·27	61	61·62	25	30·12	27	27·27	3	3·61	10	10·10
Great Indian Peninsula ..	27	39·71	64	70·33	36	52·94	22	24·18	5	7·35	5	5·49
Jodhpur-Bikaner .. ..	..	..	4	80·00	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	6	46·15	12	50·00	7	53·85	12	50·00	..	..	..	..
Nizam's Guaranteed State ..	3	75·00	15	100·00	1	25·00	..	..	..	..	..	..
North Western	52	77·61	59	71·09	15	22·39	21	25·30	..	..	2	2·41
Oudh and Rohilkhand	2	11·11	3	33·33	15	83·34	6	66·67	1	5·55	..	..
Rohilkund and Kumson	1	100·00	..	..	..	..	3	75·00	..	..	1	25·00
South Indian	3	33·33	2	11·11	6	66·67	16	88·89	..	..	..	..
TOTAL	181	52·16	354	62·99	153	44·09	193	32·56	11	3·17	22	3·91

DIX C (v).

side of Train accidents classified in respect of primary causes on Class I Railways during the 1923-24.

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.			
Killed.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percentage.
..	17	100·00
..	2	100·00	10	100·00
..	13	100·00	73	100·00
..	30	100·00	54	100·00
..	11	100·00	38	100·00
..	26	100·00	22	100·00
..	1	1·01	83	100·00	90	100·00
..	68	100·00	91	100·00
2	100·00	1	20·00	..	..	..	..	2	100·00	5	100·00
..	13	100·00	24	100·00
..	4	100·00	15	100·00
..	1	1·20	67	100·00	83	100·00
..	18	100·00	9	100·00
..	1	100·00	4	100·00
..	9	100·00	18	100·00
2	0·58	1	0·18	..	..	2	0·36	347	100·00	562	100·00

APPENDIX D.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1922-23 and 1923-24.

Railway.	NUMBER OF SERVANTS EMPLOYED.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1	2	3	4	5	6	7	8	9
CLASS I.								
Assam-Bengal	84	91	306	267	12,212	11,618	12,002	11,976
Bengal and North-Western	113	111	236	229	25,880	25,473	26,029	25,813
Bengal-Nagpur	657	705	1,184	1,201	57,086	60,283	58,927	62,189
Bombay, Baroda and Central India	684	718	869	893	72,400	72,766	73,953	74,377
Burma	131	137	565	559	21,793	22,722	22,489	23,418
Eastern Bengal	348	317	552	512	47,664	47,542	48,564	48,371
East Indian	1,560	1,461	1,787	1,899	126,003	118,535	129,350	121,695
Great Indian Peninsula	1,276	1,125	1,518	1,216	98,998	90,448	101,792	92,789
Jodhpur-Bikaner	24	29	21	19	9,691	8,940	9,736	8,988
Madras and Southern Mahratta	286	289	2,089	2,022	47,974	47,287	50,349	49,598
Nizam's Guaranteed State	90	84	370	350	12,786	13,736	13,246	14,170
North Western	1,095	1,078	904	850	106,901	101,165	108,900	103,093
Oudh and Rohilkhand	232	228	338	362	29,079	28,368	29,649	28,958
Rohilkund and Kumaon	27	26	30	20	5,268	5,487	5,325	5,533
South Indian	187	164	1,249	1,182	30,894	29,588	32,330	30,934
Total	6,794	6,563	12,018	11,381	704,429	683,958	723,241	701,902
CLASS II.								
Barri Light	5	6	1	1	993	963	999	970
Bengal-Doon	7	7	2	2	1,473	1,877	1,482	1,886
Bhavnagar State	2	2	18	15	2,600	2,627	2,620	2,644
Darjeeling-Himalayan	18	17	19	19	1,916	1,874	1,953	1,910
Dibru-Sadiya	13	11	..	4	2,575	2,534	2,588	2,549
Gaekwar's Baroda State	9	3	14	7	2,695	2,816	2,718	2,826
Gondal	1	1	2	2	1,529	1,545	1,532	1,548
Junagad State	1	1	5	6	1,020	1,124	1,026	1,131
Morvi . . . . .	..	..	..	..	684	728	684	728
Mysore	6	5	27	45	3,211	1,104	3,244	1,154
Total	62	53	88	101	18,696	17,192	18,846	17,346
Class III, Total	27	26	23	27	7,543	7,792	7,593	7,845
GRAND TOTAL	*6,883	6,642	*12,129	11,509	*730,668	708,942	*749,680	727,093

* Revised figures.

APPENDIX E.

Statement showing the cost of the Police Force during the year 1923-24.

Railway System.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	Cost.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per 1,000 net ton miles.
I	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.						
Assam-Bengal	35,172	53,515	880	89,567	85.38	0.00
Bengal and North-Western	30,000	67,284	386	97,670	45.46	0.23
Bengal-Nagpur	72,022	1,63,678	4,950	2,40,650	86.03	0.11
Bombay, Baroda and Central India	1,47,831	5,13,089	20,298	6,81,218	181.46	0.40
Burma	1,28,000	77,068	2,282	2,07,350	123.46	0.35
Eastern Bengal	..	1,42,825	2,189	1,45,014	83.98	0.25
East Indian	2,22,000	3,73,696	57,150	6,52,846	233.80	0.13
Great Indian Peninsula	2,39,942	2,26,828	..	4,66,770	147.00	0.18
Jodhpur-Bikaner	30,510	16,864	625	47,999	34.26	0.29
Madras and Southern Mahratta	2,06,744	1,95,830	12,547	4,15,121	136.50	0.42
Nizam's Guaranteed State	..	1,83,135	7,519	1,90,654	199.70	0.85
North Western.	64	7,28,830	1,770	7,30,664	125.37	0.27
Oudh and Rohilkhand	..	1,36,427	4,357	1,40,784	87.70	0.21
Rohilkund and Kumaon	10,000	21,945	..	31,945	55.57	0.42
South Indian	1,55,714	99,572	2,659	2,57,945	137.48	0.60
Total	12,77,999	30,00,586	1,17,612	43,96,197	126.58	0.24
CLASS II.						
Barsi Light	2,450	4,108	295	6,853	58.32	0.78
Bengal-Dooars	..	3,736	..	3,736	23.80	0.26
Bhavnagar-State	37,793	10,362	*	48,155	170.27	2.06
Darjeeling-Himalayan	..	1,441	..	1,441	9.83	0.33
Dibru-Sadiya	5,760	6,199	..	11,959	130.67	0.42
Gaekwar's Baroda State	989	5,816	325	7,130	2.26	0.59
Gondal	15,290	6,217	..	21,507	93.70	1.29
Junagad State	15,607	1,130	..	16,737	113.01	2.07
Morvi	4,913	1,605	..	6,518	70.21	0.65
Mysore	..	..	..	27,246	67.78	1.86
Total	92,802	40,614	620	1,51,282	80.98	1.07
Class III, Total	..	35,688	243	35,931	25.50	1.58
GRAND TOTAL	13,60,801	30,76,888	1,18,475	45,83,410	120.59	0.24

*Included under watchmen.

Rolling-stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class Carriages

Railway system.	Gauge.	Loco- motives.	Coaching vehicles including brake-vans used exclusive- ly on passenger service.		Goods vehicles, including brake-vans used indiscrimi- nately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.		Percentage of vehicles fitted for lighting with gas or electricity on the total number of vehicles suitable for lighting.	
			Percent- age of number fitted on the total number on the line.	Percentage of number braked on total.	Percentage of number piped on total.	Percentage of number braked on total.	Percentage of number piped on total.	Gas.	Electricity.
1	2	3	4	5	6	7	8	9
CLASS I RAILWAYS.								
Assam-Bengal	3' 3½"	90.4	97.1	2.91	82.6	4.74	72.4	27.6
Bengal & North-Western	3' 3½"	52.2	60.2	17.50	1.1	0.41	..	2.7
Bengal Nagpur	5' 6"	90.9	97.0	3.00	64.1	5.98	74.9	25.1
	2' 6"	96.1	94.8	..	90.9	6.12	84.9	15.1
Bombay, Baroda and Central India.	5' 6"	94.4	99.0	..	72.4	8.78	64.7	33.9
	3' 3½"	94.4	99.9	0.08	10.2	0.29	..	97.2
	2' 6"	..	..	..	..	..	..	..
Burma	3' 3½"	81.5	65.0	4.95	34.6	0.19	..	91.2
Eastern Bengal	5' 6"	87.5	96.9	3.01	48.1	13.80	46.6	53.1
	3' 3½"	100.0	83.9	15.60	11.1	2.09	62.6	37.3
East Indian	5' 6"	92.6	92.3	2.60	62.0	3.94	69.5	22.3
	2' 6"	..	..	..	..	..	..	..
Great Indian Peninsula	5' 6"	97.9	100.0	..	72.1	19.90	71.7	28.3
	2' 6"	..	..	..	..	..	100.0	..
Jodhpur Bikaner	3' 3½"	30.3	10.4	21.70	..	..	..	91.0
	2' 0"	..	..	..	..	..	..	..
Madras and Southern Mahratta.	5' 6"	93.9	99.2	0.74	72.4	27.50	78.4	13.7
	3' 3½"	52.3	66.7	8.10	4.1	4.14	99.6	0.1
Nizam's Guaranteed State.	5' 6"	78.0	98.8	1.19	45.5	49.20	71.2	18.3
	3' 3½"	68.3	99.5	..	18.9	0.66	76.3	97.9
North Western	5' 6"	99.6	99.0	1.00	87.4	7.10	68.1	27.5
	2' 6"	75.3	64.6	..	64.5	1.40	..	100.0
Oudh and Rohilkhand	5' 6"	99.0	97.4	2.31	58.1	22.90	64.8	23.0
Rohilkund & Kumaon	3' 3½"	64.0	37.2	21.56	0.7	0.04	..	90.0
South Indian	5' 6"	94.1	100.0	..	79.2	84.89	..	47.2
	3' 3½"	97.3	69.3	4.57	4.9	4.04	..	92.3
CLASS II RAILWAYS.	2' 6"	54.5	..	..	..	..	..	..
	2' 6"	94.1	100.0	..	37.6	62.37	..	100.0
Barsi Light	2' 6"	94.1	100.0	..	37.6	62.37	..	100.0
Bengal Doon	3' 3½"	37.5	17.5	27.10	0.2	..	..	100.0
Bhavnagar State	3' 3½"	62.9	54.1	45.89	..	1.39	..	85.4
Darjeeling Himalayan	2' 0"	3.4	..	..	..	..	..	93.7
Dibru Sadiya	3' 3½"	80.8	74.0	18.00	25.2	43.42	..	92.0
Gaekwar's Baroda State	2' 6"	..	..	..	..	..	..	13.1
Gondal	3' 3½"	54.1	44.3	38.20	..	0.50	..	100.0
Junagad State	3' 3½"	46.7	61.0	23.38	..	3.04	..	59.0
Morvi	3' 3½"	70.6	68.0	32.00	0.1	..	..	58.6
	2' 6"	..	..	..	..	..	..	..
Mysore	3' 3½"	70.0	71.1	3.70	28.4	5.99	60.0	37.0
	2' 6"	30.0	..	..	..	..	..	100.0

DIX F.

provided with latrine accommodation on the 31st March 1924.

Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number.				REMARKS
Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.	
10	11	12	13	14	15	16	17	
..	161	24	185	..	30.0	100.0	91.1	
64	321	70	445	4.4	23.2	5.7	36.3	
53	391	114	558	4.5	37.4	9.7	47.7	
3	162	30	204	0.8	44.1	10.0	55.5	
..	327	101	423	..	81.4	63.2	43.2	
18	699	189	906	100.0	72.0	91.3	75.8	
..	
..	407	159	566	..	34.2	13.3	47.5	
14	165	139	318	82.3	82.1	61.8	71.8	
32	375	174	581	100.0	100.0	100.0	100.0	
..	
84	574	355	1,013	91.3	56.4	83.0	66.0	
1	512	253	771	100.0	66.0	79.4	70.0	
..	24	18	42	..	57.1	100.0	100.0	
25	128	65	218	7.4	38.0	19.3	64.7	
..	
3	325	139	467	100.0	75.7	77.2	76.3	
..	487	233	720	..	93.0	73.3	86.0	
..	43	14	62	..	100.0	87.5	96.9	
..	85	19	104	..	92.4	100.0	93.7	
96	1,037	575	1,703	100.0	100.0	100.0	100.0	
8	98	33	144	88.0	65.3	84.4	70.9	
38	399	137	574	100.0	92.1	97.9	290.0	
3	65	32	100	100.0	39.6	100.0	43.7	
..	110	69	163	..	64.3	88.1	71.1	
..	500	80	589	..	53.2	37.1	49.9	
..	8	10	18	..	44.4	58.8	51.4	
..	7	..	7	..	14.6	..	14.6	
..	8	11	19	..	16.0	22.0	38.0	
..	63	2	65	..	77.8	2.5	80.2	
..	8	..	8	..	6.8	..	6.8	
11	25	35	71	100.0	66.6	100.0	..	
..	38	14	52	..	20.2	10.8	40.0	
..	58	4	62	..	66.6	50.0	91.1	
..	27	3	30	..	65.8	7.3	73.2	
..	38	7	45	..	100.0	100.0	100.0	
..	9	..	9	..	42.6	..	39.1	
..	74	7	81	..	77.1	100.0	..	
..	18	..	18	..	100.0	..	..