

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

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BY THE
RAILWAY BOARD
ON
INDIAN RAILWAYS
FOR
1925—26

Volume II



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- (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.
- (4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.
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- (6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2s.
- (7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2s. 2d.

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- (8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—
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A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below :—

<i>Name.</i>	<i>Author.</i>
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Statistics of railway working expenditure	G. DEUCHARS.
River training and control on the guide bank system	F. J. E. SPRING.
Rules for the preparation of railway projects
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The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
Technical education in relation to railways in America	H. L. COLE.
Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.

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.

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INTRODUCTORY NOTE.

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

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

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

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

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

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

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

A detailed list of the railways in each class will be found in statement 5, pages 41 to 45.

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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

Stores purchased.	Assam Bengal.			Bengal and North-Western.			Bengal Nagpur.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	31	4	23	21	1	..	1,27	..	2,50
2. Engineers' plant, excluding petty tools.	5	5	1	2	7	2	1	1,03	..
3. Workshop machinery and heavy tools.	19	4	..	15	2	..	3,53	48	..
4. Permanent-way :—									
(a) Rails .. ..	..	..	1,74	..	..	4,11	4,10	..	21
(b) Steel sleepers ..	..	..	..	..	..	..	12,52	..	..
(c) Cast iron sleepers	..	..	..	..	..	..	..	..	4
(d) Wooden sleepers	..	..	4,43	..	..	2,52	..	1,94	12,96
(e) Chairs and fastenings.	8	31	56	88	7	39	54	7,69	1,55
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts.	24	39	5	1,58	8	..	33,70	1,84	11
(b) Coaching stock ..	..	..	..	2,25	..	..	1,07	..	..
(c) Goods stock ..	..	..	..	6,74	..	..	26,32	11	..
(d) Spare parts—coaching and goods stock.	38	14	6	44	12	3	33,28	7,56	48
(e) Motor cars ..	..	..	..	..	..	..	..	..	..
6. Building and station materials and fencing.	..	1,53	94	12	17	8	..	3,45	5,39
7. Tools and Stores :—									
(a) Tools and cutlery	5	21	4	33	36	2	43	1,47	18
(b) Steel (excluding permanent-way materials).	4	40	13	27	13	..	54	1,17	15
(c) Iron (excluding permanent-way materials)	..	14	5	74	99	1	90	1,73	41
(d) Other metals ..	..	51	1	30	62	9	35	79	..
(e) Timber ..	..	..	87	..	..	2,04	..	..	4,37
(f) Oils .. ..	..	20	1,60	..	2,27	56	1	6,98	2,11
(g) Portland cement	..	1	41	..	..	1	..	33	65
(h) All other stores	5	1,30	1,10	90	1,85	2,93	2,57	16,66	8,28
8. Electrical plant and materials.	4,69	1,05	..	48	39	1	35	3,81	..
Total ..	6,08	6,38	12,23	45,41	7,15	12,82	1,21,49	57,04	39,39

DIX A.

year 1925-26 (In thousands of rupees).

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

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

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian.		
A	B	C	A	B	C	A	B	C	A	B	C
3,59	32	..	25	47	9	..	12	1,18	16,18	5,17	2
12	85	63	22	5	4	4	82	21	40	2,99	1,34
94	1,16	3	1,47	5	..	1,98	1,77	1	13,28	4,40	..
..	..	24,33	3,58	10	12,03	..	..	17,22	12,63	6	3,47
13,59	..	2,62	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	21	..	..	..
..	..	32,72	..	..	9,25	..	..	39,85	..	..	40,89
3,47	2,84	2,93	2,61	15	62	1,24	19	6,15	2,09	1,58	..
..
9,79	46	5,35	5,35	4	..	9,54	73	6	5,79	1,03	..
..	..	..	1,58	8	1	3,24	..	54	12,72	..	..
..	..	..	10,91	..	..	17	..	17	63,21	..	77,08
53,57	2,78	8,03	4,89	..	..	6,08	2,09	89	25,75	15,50	..
1	23	..	..	1	1	..	..	..	..	29	..
1,02	5,53	68	1,76	1,12	87	75	1,71	1,85	2,61	21,39	20
4,16	1,91	52	36	29	3	2	1,24	53	1,52	2,59	23
11,29	3,19	41	2,81	63	95	..	15	..	1,01	5,23	..
1,99	89	21	9	58	18	5	2,13	2,26	1,18	2,95	3,34
1,53	3,74	37	47	6	96	..	83	1,39	1,05	8,60	..
..	..	12,35	..	..	8,60	..	..	5,02	..	..	16,62
..	7,48	5,22	..	1,12	3,05	..	4,61	3,45	..	17,61	2,14
..	..	2,46	31	57	..	..	18	64	..	..	71
3,84	12,30	40,06	2,90	2,89	4,54	97	7,49	10,67	7,55	19,68	50,89
9,25	6,43	8	62	31	..	11	5,15	1	6,95	11,50	15
1,18,16	50,11	1,39,00	40,18	8,52	41,23	24,19	29,21	92,31	1,73,92	1,20,57	2,06,08

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,

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	3,83	..	..	5,12	..	..	5,46	78	..
2. Engineers' plant, excluding petty tools.	60	96	14	1,10	11	..	59	1,45	17
3. Workshop machinery and heavy tools.	6,06	1,36	4	13,05	16	..	3,91	5,06	2
4. Permanent-way :—									
(a) Rails	6,78	..	9,23	..	..	3,95	..	..	20,42
(b) Steel sleepers ..	17,02	..	..	..	..	..	..	..	..
(c) Cast iron sleepers	..	..	4,20	..	..	2,12	..	..	18,64
(d) Wooden sleepers	..	11,79	15,23	..	..	21,52	..	..	63,99
(e) Chairs and fastenings.	5,00	2	62	10,41	..	91	1,63	..	5,87
(f) Concrete sleepers	..	..	..	..	..	..	..	..	8
5. Rolling-stock :—									
(a) Locomotives and spare parts.	15,43	1,66	13	20,44	93	2	10,66	2,57	1
(b) Coaching stock ..	8,21	..	..	1,15	6	11	56,06	13	..
(c) Goods stock ..	56,59	..	..	11,46	..	2,33	4	4,69	..
(d) Spare parts—coaching and goods stock.	15,64	10,15	1,84	11,60	39	2	..	9,62	8
(e) Motor cars ..	..	1,00	..	32	..	..	..	23	..
6. Building and station materials and fencing.	3,32	0,87	2,55	2,26	26	1,11	90	2,19	1,16
7. Tools and stores :—									
(a) Tools and outlry	1,02	1,79	23	87	61	17	32	1,16	28
(b) Steel (excluding permanent-way materials).	98	5,83	4	2,74	81	1	2,44	5,14	6,64
(c) Iron (excluding permanent-way materials).	10	1,24	40	1,23	2,29	1,15	..	5,68	1,56
(d) Other metals ..	1,65	8,30	2	87	1,88	1,63	..	3,86	2,55
(e) Timber .. ..	..	30	11,65	..	..	4,12	..	..	11,78
(f) Oils .. ..	..	14,08	2,57	3	6,78	1,50	..	20,50	20,27
(g) Portland cement	..	14	1,31	38	49	..	..	16	2,06
(h) All other stores	7,04	16,84	19,30	3,29	6,05	6,03	4,16	6,08	11,70
8. Electrical plant and materials.	32,82	5,86	3	7,53	83	52	6,17	17,55	8
Total	1,82,07	87,99	69,53	93,85	21,65	47,22	92,34	86,85	1,67,34

DIX A—concl'd.

year 1925-26 (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.

Rohilkund and Kumaon.			South Indian.			Total expenditure for railways who have reported for 1925-26.		
A	B	C	A	B	C	A	B	C
..	..	..	6,30	52	4	42,52	7,43	4,06
..	..	..	1,16	80	3	4,31	9,18	2,59
..	4	..	45	35	2	45,01	14,39	12
..	..	..	8,66	1,24	3,21	35,75	140	99,92
..	..	..	16,81	25	..	59,94	25	2,62
..	..	..	..	95	..	..	95	25,21
..	..	1,45	..	1,74	26,14	..	15,47	2,79,95
26	1	..	4,93	72	91	33,14	13,58	20,51
..	..	..	..	..	..	..	..	8
11	4	..	5,63	10	1	1,18,26	9,87	5,74
11	5	..	61	..	..	87,00	32	66
13	..	..	15,77	..	..	1,91,34	4,30	70,58
7	7	..	2,52	83	12	1,54,22	49,25	11,55
..	..	..	48	..	..	81	1,76	1
..	14	..	10,32	7,78	1,77	23,06	52,14	16,00
..	13	2	12	64	11	9,20	12,40	2,36
..	8	..	14	1,57	5	22,24	24,33	8,38
..	49	..	60	1,60	6	6,88	20,80	9,63
..	26	..	88	96	3	7,10	30,41	7,05
..	..	41	..	1	2,38	..	31	80,21
..	2	58	..	3,31	2,12	4	84,96	45,17
..	..	2	8	1,73	..	77	3,61	8,27
23	60	60	1,76	4,45	4,73	35,26	96,05	1,60,82
..	15	..	2,83	1,40	35	71,80	54,43	1,21
91	2,08	3,08	80,05	31,04	42,08	9,48,65	5,08,59	8,72,31

Details of working of Company or State collieries

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.
Bokharo-Ramgarh	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1923-24	25,61,998	452,311	6,836	70,309	529,456
			1924-25	29,37,572	617,996	7,345	73,511	698,852
			1925-26	30,29,180	619,794	..	101,592	721,376
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1924-25	7,13,874	37,000	..	6,626	43,626
			1925-26	8,53,754	52,862	..	5,800	58,662
Kurhurbaree and Sorampora.	East Indian Railway.	Bihar and Orissa.	1923-24	52,21,660	516,187	8,908	105,269	630,344
			1924-25	52,79,523	520,353	7,882	124,410	652,645
			1925-26	50,04,489	558,356	96,941	108,325	763,622
Mohpani	Great Indian Peninsula Railway.	Central Provinces.	1923-24	8,99,935	69,352	15,947	35	85,334
			1924-25	9,09,201	67,718	3,623	..	71,341
			1925-26	8,13,981	71,975	4,539	..	76,514
Bhurkunda	Great Indian Peninsula Railway.	Bihar and Orissa.	1924-25	26,58,608	..	..	..	..
			1925-26	28,81,585	5,295	..	..	5,295
Kargali	Great Indian Peninsula Railway.	Bihar and Orissa.	1923-24	28,61,784	362,924	21,067	572	384,563
			1924-25	30,63,420	510,611	9,527	8,707	528,845
			1925-26	44,96,493	563,222	36,257	5,960	605,439
Khost	North Western Railway.	Baluchistan	1923-24	2,73,915	3,122	..	†21,030	24,152
			1924-25	2,73,916	2,498	..	18,888	21,386
			1925-26	2,73,662	1,100	..	6,447	7,547
Khost Pressed Fuel Factory	North Western Railway.	Baluchistan	1923-24	23,408	..	..	..	13,955
			1924-25	20,028	..	..	..	16,773
			1925-26	48,092	..	..	..	5,934

† Dust coal.

DIX B.

for the years 1923-24 to 1925-26.

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.			
529,836	13,77,071	2-60	4,800	110	..	11	
698,482	17,64,185	2-52	6,002	116	2	20	
721,236	17,25,112	2-39	1,728	418	3	14	
43,423	1,30,878	3-00	242	180	..	..
58,263	1,50,321	2-56	312	188	..	1	
629,925	31,06,590	4-92	7,500	84	7	27	
652,792	35,29,003	5-41	8,468	77	8	19	
760,359	32,99,615	4-32	4,875	157	8	36	
86,091	7,63,022	8-94	1,613	53	2	..	
76,589	6,94,117	9-73	1,345	53	2	2	
75,761	7,14,221	9-33	1,528	50	..	..
..	..	..	50	..	1	..	
..	..	..	50	105	..	..
380,063	15,35,497	3-99	2,907	132	..	10	
529,097	18,50,664	3-50	3,605	144	3	6	
603,819	17,14,678	2-83	4,041	150	1	2	
22,249	3,41,782	14-2	556	43	5	3	
23,329	3,07,970	14-4	484	44	6	3	
7,882	90,240	12-0	159	47	1	1	
13,955	3,45,589	24-8	26	537	..	..
16,773	3,77,441	22-5	22	762	1	..	
5,934	1,26,370	21-3	15	396	..	..

APPENDIX C.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1924-25 and 1925-26.

Railway.	Number of servants employed.											Remarks.	
	Europeans.		Statutory Indians.								Grand total.		
			Hindus.		Muslims.		Other classes.		Total.				
	1924-26.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.		1925-26.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS I.													
Assam-Bengal	74	69	7,595	7,763	3,512	3,603	387	368	11,404	11,732	11,478	11,801	
Bengal and North-Western	117	112	23,134	23,646	2,769	3,129	327	333	26,220	27,108	26,337 (a)	27,220	
Bengal-Nagpur	653	684	51,173	51,771	6,041	6,419	1,783	1,801	58,997	59,991	59,669	60,655	(a) Revised figures.
Bombay, Baroda and Central India.	351	338	54,764	55,508	11,823	12,279	4,911	4,040	70,598	71,827	70,949	72,165	
Burma	104	117	14,933	14,397	2,356	3,036	4,377	5,632	21,866	23,065	21,970 (a)	23,182	
Eastern Bengal	335	325	34,749	38,121	14,618	14,044	651	781	50,058	53,246	50,393	53,571	
East Indian	1,689	1,237	131,661	100,412	25,168	26,602	2,865	3,270	162,704	130,284	164,393 (a)	131,521	
Great Indian Peninsula	641	725	76,186	85,074	11,364	12,215	5,741	6,223	93,291	103,612	93,935	104,237	
Jodhpur	25	27	5,614	5,470	1,655	1,643	94	98	7,363	7,212	7,385	7,239	
Madras and Southern Mahratta.	283	247	40,635	41,167	5,564	5,666	4,373	4,564	50,572	51,397	50,855	51,644	
Nizam's Guaranteed State.	84	84	10,462	10,422	2,722	2,797	1,138	971	14,322	14,190	14,406 (a)	14,274	
North-Western	951	786	24,064	44,882	69,563	67,052	2,212	3,146	105,839	115,080	106,799 (a)	115,866	
Rohilkhand and Kumaon	20	19	3,670	3,721	1,969	2,024	30	34	5,669	5,779	5,689 (a)	5,798	
South Indian	139	148	25,475	26,248	1,840	1,954	3,911	3,976	31,226	32,178	31,365 (a)	32,326	
Total	5,479	4,898	517,055	608,902	160,974	162,463	32,090	35,236	710,129	706,601	715,608 (a)	711,499	
CLASS II.													
Barsi Light	6	7	784	845	149	182	34	38	967	1,065	972	1,072	
Bengal-Doon	6	6	1,426	1,438	185	235	27	30	1,638	1,703	1,644	1,709	
Bhavnagar State	3	3	2,566	2,539	201	243	62	40	2,819	2,822	2,822	2,825	
Bikaner State	8	9	2,622	2,862	470	740	1	11	3,093	3,613	3,101	3,622	
Darjeeling-Himalayan ..	14	13	1,866	1,870	77	80	43	46	1,926	1,996	1,940	2,009	
Dibru-Sadiya	12	13	2,472	2,419	211	218	20	22	2,703	2,658	2,715	2,672	
Gadkwar's Baroda State..	4	2	12,879	2,803	64	251	13	80	2,956	3,143	2,960	3,145	
Gondal	1	1	1,276	1,298	85	84	8	8	1,369	1,330	1,376	1,331	
Gwalior Light †	1	1	709	716	145	159	7	7	861	882	862 (a)	883	
Howrah-Amra Light † ..	2	2	843	837	140	143	5	10	993	990	995	992	
Jamnagar and Dwarka † ..	1	1	807	853	285	123	4	4	1,096	980	1,097	981	
Junagad State	1	1	900	906	185	191	14	17	1,099	1,114	1,100	1,115	
Morvi .. ..	..	..	568	586	50	50	1	1	619	637	619	637	
Mysore	5	4	855	903	138	123	115	107	1,141	1,133	1,146	1,137	
Shahdara (Delhi) Saharanpur Light †	3	3	454	484	174	180	1	2	629	666	632	669	
Total	66	66	21,905	21,290	2,559	3,002	345	432	23,909	24,733	23,975 (a)	24,799	
Class III, Total	22	22	4,360	4,273	856	900	395	367	5,611	5,540	5,633 (a)	5,562	
Grand Total	5,567	4,986	542,430	634,474	164,389	166,365	32,830	36,035	739,649	736,874	745,216 (a)	741,880	

* Includes 176 employees about whom full particulars are not available.

† Includes Muslims and other classes of the Local Department as the information by classes is not available.

‡ Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1925-26 and the preceding four years.

Class of accidents.	1921-22.		1922-23.		1923-24.		1924-25.		1925-26.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I.—Accidents to trains—										
Collisions—										
Passenger trains	86		68		82		79		65	
Other trains and light engines	237		236		346		403		375	
Derailments—										
Passenger trains	378		300		346		404		347	
Other trains	4,068		3,236		3,543		4,011		4,397	
II.—Accidents due to failure of engines and rolling-stock—										
Bursting of boilers or tubes, etc., of engines.	374		353		364		276		275	
Failure of machinery, springs, etc., of engines.	1,780		1,720		1,750		1,879		2,178	
Failure of tyres and wheels	22		29		30		34		20	
ditto axles	102		78		156		170		145	
ditto brake apparatus	23		18		42		32		33	
ditto couplings	2,575		2,401		2,664		3,000		2,722	
III.—Accidents due to failure of permanent-way, etc.—										
Broken rails	379		325		356		298		361	
Failure of tunnels, bridges, viaducts, culverts, etc.	2		3		4		6		12	
Flooding of portions of permanent-way.	139		93		112		141		92	
Slips in cuttings or embankments .	47		85		69		75		40	
IV.—Accidents due to fire—										
Fire in trains	488		418		333		296		296	
Fire at stations or involving injury to bridges or viaducts.	126		85		54		72		84	
V.—Other accidents—										
Trains running over cattle on the line.	7,525		8,042		8,749		8,350		9,612	
Trains running over obstructions on the line.	273		260		259		287		294	
Miscellaneous	735		572		561		593		836	
TOTAL	19,359		18,312		19,820		20,486		22,094	
NUMBER OF PERSONS KILLED OR INJURED—										
A.—In accidents to trains, rolling-stock and permanent-way—										
Passengers	181	228	30	154	63	214	117	206	22	161
Railway servants	28	131	30	125	21	374	36	168	20	141
Other persons	18	32	17	24	65	39	19	34	35	78
TOTAL	227	391	77	303	149	627	172	408	77	380
B.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—										
Passengers	455	1,299	364	1,170	300	1,038	295	1,085	352	1,431
Railway servants	417	739	345	671	355	585	386	721	333	1,285
Other persons	2,040	609	1,890	712	1,945	678	2,016	764	2,081	817
TOTAL	2,912	2,707	2,599	2,553	2,600	2,301	2,697	2,570	2,766	3,233
C.—In accidents on railway premises not connected with the movement of railway vehicles—										
Passengers	92	42	11	44	9	20	6	21	3	31
Railway servants	58	457	47	554	41	461	44	600	49	1,897
Other persons	16	8	6	15	19	38	26	59	23	68
TOTAL	166	507	64	613	69	519	76	680	75	1,996
TOTAL PASSENGERS	728	1,569	405	1,368	372	1,272	418	1,312	377	1,323
TOTAL RAILWAY SERVANTS	503	1,330	422	1,350	417	1,420	466	1,489	402	3,323
TOTAL OTHER PERSONS	2,074	709	1,913	751	2,029	755	2,061	857	2,139	963
GRAND TOTAL	3,305	3,608	2,740	3,469	2,818	3,447	2,945	3,658	2,918	5,609

Number of persons killed or injured during the year 1925-26 by the movement of trains and railway vehicles between passengers, railway servants and other persons, and classifying, as far as practicable,

Serial No.	Class of accident.	—	Assam-	Bengal	Bengal	Bombay,	Burma.	Eastern	East	Great
			Bengal.	and North-Western.	Nagpur.	Baroda and Central India.	Bengal.	Indian.	Indian Peninsula.	
PASSENGERS.										
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.										
1	From falling between trains and platforms ..	Killed ..	..	..	..	3	3	2	5	4
		Injured ..	—	..	1	14	2	2	22	7
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed ..	..	..	..	..	6	..	9	3
		Injured ..	1	4	8	25	10	3	23	11
3	Whilst crossing the line at stations ..	Killed ..	..	2	..	2	1	..	6	3
		Injured ..	..	..	1	4	..	..	5	6
4	By closing of carriage doors ..	Killed ..	..	..	..	..	..	..	3	..
		Injured ..	..	..	3	5	..	..	1	..
5	From falling or jumping out of carriages during the running of trains.	Killed ..	1	5	8	10	7	5	36	16
		Injured ..	8	64	68	75	24	33	108	98
6	By other accidents ..	Killed ..	..	..	4	1	..	..	13	..
		Injured ..	..	..	2	21	..	..	14	2
7	TOTAL PASSENGERS ..	Killed ..	1	7	12	16	17	7	72	26
		Injured ..	9	68	83	144	36	38	173	124
RAILWAY SERVANTS.										
ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.										
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	2	..	4	..	1	2	5
		Injured ..	1	..	6	36	7	4	13	55
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	..	..	..	..	1	..
		Injured ..	..	..	..	2	2	..	2	1
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 ..	..	..	..	..	..	1	1	1
		Injured ..	..	..	1	3	5	..	6	10
5	Whilst braking, spragging or choking wheels.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	5	..	..	5	14
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	..	..	..	..	..	3
		Injured ..	..	..	..	1	..	..	..	3
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	—	..	..	..	..	..
		Injured ..	..	..	8	1	..	..	..	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	..	4	..	8
		Injured ..	1	..	4	5	4	3	13	18
9	TOTAL ..	Killed ..	..	2	..	4	..	6	4	17
		Injured ..	2	..	21	53	18	7	39	101

DIX D(ii).

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

Jodhpur.	Madras and Southern Mah-ratta.	Nizam's Guarant-eed State.	North Western.	Rohil-kund and Kumaon.	South Indian.	TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No.
						1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	
..	..	..	8	..	1	26	40	..	..	..	1	26	41	} 1
..	..	..	8	..	..	56	47	..	..	..	..	56	47	
..	1	..	17	..	4	40	39	..	2	..	2	40	43	} 2
..	2	4	22	..	4	117	139	1	..	2	2	120	141	
..	..	..	6	..	..	20	25	2	1	2	..	24	26	} 3
1	..	..	3	1	..	21	26	1	3	..	..	22	29	
..	..	..	1	..	..	4	..	..	..	..	..	4	..	} 4
..	..	..	3	..	..	12	11	..	..	..	..	12	11	
..	16	1	92	12	18	227	162	4	4	1	1	232	167	} 5
5	71	19	166	..	69	808	759	39	29	11	14	858	801	
..	1	..	4	..	2	25	14	1	4	..	..	26	18	} 6
1	14	5	1	..	3	63	55	..	..	..	1	63	56	
..	18	1	128	12	25	342	280	7	11	3	4	352	295	} 7
7	87	28	203	1	76	1,077	1,036	41	32	13	17	1,131	1,085	
..	..	1	9	..	..	24	22	..	..	..	1	24	23	} 1
2	15	2	15	..	5	161	110	5	1	2	..	168	111	
..	..	..	..	..	..	1	..	..	2	..	..	1	2	} 2
..	..	..	..	..	..	7	1	3	2	..	..	10	3	
..	..	..	2	..	..	2	1	..	..	..	..	2	1	} 3
..	1	..	1	..	..	4	7	..	2	..	..	4	9	
..	..	..	1	1	..	5	9	..	..	..	..	5	9	} 4
1	4	..	1	..	..	31	27	5	..	..	..	36	27	
..	..	..	..	..	..	..	3	..	..	..	..	..	3	} 5
..	1	..	..	..	..	95	12	2	..	..	..	27	12	
..	..	..	..	..	..	3	4	1	..	..	..	4	4	} 6
1	..	..	..	..	..	5	9	..	..	..	1	5	10	
..	..	..	..	..	..	..	2	..	..	..	..	..	2	} 7
..	..	..	..	..	..	9	7	..	..	..	..	9	7	
..	..	..	13	..	..	25	30	..	..	..	..	25	30	} 8
..	8	12	23	2	2	95	52	1	1	..	..	96	53	
..	..	1	25	1	..	60	71	1	2	..	1	61	74	} 9
4	29	14	40	2	7	337	225	16	6	2	1	355	232	

Number of persons killed or injured during the year 1925-26 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
	RAILWAY SERVANTS—condd.									
	Brought forward	Killed	..	2	..	4	..	6	4	17
		Injured	2	..	21	53	18	7	39	101
	OTHER ACCIDENTS.									
10	From falling off engines, etc., during the running of trains.	Killed	..	..	..	1	1	1	1	4
		Injured	..	1	3	13	7	6	16	16
21	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	1	2	..
		Injured	..	..	..	4	1	..	5	8
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	..	1	3	5
		Injured	..	1	4	4	2	2	12	34
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	1	..
		Injured	..	1	10	6	3	..	23	78
14	Whilst working on the permanent-way, sidings, etc.	Killed	..	..	..	..	1	1	8	4
		Injured	..	..	4	..	3	2	18	7
15	Whilst attending to gates at level-crossings	Killed	..	..	..	1	..	6	..	1
		Injured	..	1	..	2	..	1	1	1
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	..	..	17	4	4	6	45
		Injured	1	..	4	40	2	8	15	45
17	From being caught between vehicles	Killed	1	..	..	2	..	..	4	5
		Injured	..	..	2	..	1	..	4	2
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	3	..	..	2	..
		Injured	..	..	..	9	1	..	5	2
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	6	2	2	13	4
		Injured	..	..	1	12	2	..	12	9
20	Miscellaneous	Killed	..	2	6	1	3	4	14	1
		Injured	4	1	57	73	9	3	84	18
21	TOTAL	Killed	1	3	6	31	11	20	54	69
		Injured	5	5	85	163	31	22	195	220
	TOTAL RAILWAY SERVANTS	Killed	1	5	6	35	11	26	58	86
		Injured	7	5	106	216	49	29	234	321
	OTHER PERSONS.									
1	Whilst passing over the railway at level crossings.	Killed	25	..	..	6	..	1	5	..
		Injured	20	..	..	5	..	..	4	..
2	While trespassing on the line	Killed	..	126	163	164	76	169	356	178
		Injured	..	60	109	87	35	66	104	43
3	Suicides	Killed	..	38	19	8	4	4	105	30
		Injured	..	2	5	..	..	..	5	1
4	Miscellaneous	Killed	..	1	3	3	6	2	35	1
		Injured	1	3	3	..	7	..	32	2
	TOTAL OTHER PERSONS	Killed	25	165	185	181	86	176	501	209
		Injured	30	65	117	92	42	66	145	46
	GRAND TOTAL	Killed	27	177	203	232	114	209	631	321
		Injured	40	138	306	452	127	133	552	491

DIX D(ii)—concl'd.

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

Jodhpur.	Madras and Southern Mah-ratta.	Nizam's Guarant-eed State.	North Western.	Rohil-kund and Kumaon.	South Indian.	TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No.
						1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	
..	..	1	25	1	..	60	71	1	2	..	1	61	74	} 10
4	29	14	40	2	7	337	225	16	6	2	1	355	232	
..	2	1	3	1	..	15	11	2	1	..	..	17	12
..	11	3	17	..	..	93	45	13	3	..	2	106	50
..	..	..	3	..	..	6	6	..	..	..	..	6	6
..	1	..	4	..	..	23	12	..	..	..	..	23	12
..	..	..	2	..	..	12	13	2	3	..	..	14	16
..	4	2	10	..	..	75	35	1	..	..	..	76	35
..	..	..	2	..	..	3	1	..	..	..	1	3	2
..	..	..	3	..	..	124	39	..	5	..	..	124	44
..	1	5	2	..	..	22	22	1	..	..	..	23	22
..	10	3	7	..	..	54	22	..	4	..	..	54	26
..	..	..	1	..	..	9	7	..	1	..	..	9	8
..	..	..	..	..	..	6	7	..	..	..	1	6	8
..	3	..	15	..	1	95	138	..	2	..	..	95	140
..	9	1	14	..	..	139	90	2	..	..	..	141	90
..	2	..	2	..	..	16	7	..	..	..	..	16	7
..	3	..	..	..	..	12	16	1	3	..	..	13	18
..	..	..	2	..	1	8	19	1	..	..	..	9	19
..	..	..	2	..	..	19	23	2	..	..	..	21	23
..	1	1	12	..	..	41	36	1	..	..	..	42	36
2	1	..	7	1	..	47	23	..	..	..	..	47	23
..	1	2	2	..	..	36	44	2	1	..	..	38	45
1	42	4	5	1	5	307	155	11	5	1	..	319	100	
..	10	9	46	1	2	263	303	9	6	..	1	272	312	
3	81	13	69	2	5	899	466	30	20	1	3	930	489	
..	10	10	71	2	2	323	374	10	10	..	2	333	386	
7	110	27	109	4	12	1,236	691	46	26	3	4	1,285	721	
..	2	..	3	..	..	42	29	2	1	..	..	44	30
..	7	..	12	..	..	57	25	..	..	..	..	57	25
1	115	25	121	19	100	1,613	1,622	31	26	5	17	1,649	1,665	
3	36	8	47	5	24	627	646	26	11	7	10	600	666	
..	30	2	26	5	33	304	257	3	1	1	4	308	262	
..	3	..	1	..	..	17	11	..	..	1	..	18	11
2	2	1	14	2	5	77	53	3	5	..	1	80	59	
3	5	3	8	4	9	80	60	1	1	1	1	82	62	
3	149	28	164	26	138	2,036	1,961	39	33	6	22	2,081	2,016	
6	51	11	68	9	33	781	741	27	12	9	11	817	764	
3	177	39	363	40	165	2,701	2,615	56	54	9	28	2,766	2,697	
20	248	66	380	14	121	3,094	2,468	114	70	25	32	3,233	2,570	

IX D (iii).

For traffic, distinguishing between the different classes of accidents and the number of passengers, railway killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.											No. of Heading.
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	-	..	..	..	-	..	..	..	1
..	6	6	..	4	..	..	-	..	..	4	2
..	..	..	-	..	..	..	-	..	..	..	3
..	3	3	-	..	..	..	-	..	..	..	4
..	..	..	-	..	..	..	-	..	..	..	5
..	1	1	-	..	..	..	-	..	..	..	6
..	3	3	..	..	..	..	..	..	..	..	7
..	7	7	..	..	..	..	-	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(b)
..	6	6	..	..	..	..	-	..	..	..	8
..	..	..	..	..	..	..	-	..	..	..	(a)
..	..	..	..	..	..	..	-	..	..	..	(b)
..	45	45	..	..	..	..	-	..	..	..	9
..	..	..	..	..	..	..	-	..	..	..	(a)
..	..	..	..	..	..	..	-	..	..	..	(b)
..	..	..	..	..	..	..	-	..	..	..	(c)
..	..	..	..	..	..	..	-	..	..	..	(d)
..	..	..	..	..	..	..	-	..	..	..	(e)
..	..	..	..	..	..	..	-	..	..	..	(f)
..	..	..	..	..	..	..	-	..	..	..	(g)
..	47	47	..	..	..	..	-	..	..	..	(h)
..	..	..	..	..	..	..	-	..	..	..	10
..	2	2	..	..	-	-	-	..	..	..	(a)
..	..	..	..	..	-	-	-	..	..	..	(b)
..	1	1	..	..	-	-	-	..	..	..	(c)
..	..	..	..	..	-	-	-	..	..	..	(d)
..	..	..	..	..	..	..	-	..	..	..	11
..	1	1	..	..	..	..	-	..	..	..	(a)
..	..	..	..	..	..	..	-	..	..	..	(b)
..	11	11	..	..	..	..	-	..	..	..	12
..	142	142	..	..	..	..	-	..	..	..	(a)
..	..	..	..	..	..	..	-	..	..	..	(b)
..	2	2	..	..	..	..	-	..	..	..	(c)
..	3	3	..	..	..	..	-	..	1	1	(d)
..	7	7	..	..	..	..	-	..	..	..	(e)
..	288	288	-	4	..	..	-	..	1	5	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons,

BENGAL NAGPUR.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				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.	..	..	..	..	..	..	..	..	..	..	..
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.	..	51	51	..	..	..	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.	..	2	2	..	..	..	..	1	5	1	5
6. Collisions between light engines	..	4	4	..	..	..	4	..	..	..	4
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	4	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points	..	12	12	..	..	..	2	..	..	..	2
(b) other causes	1	83	84	..	..	..	1	..	..	..	1
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	..	44	44	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	41	41	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	3	3	..	..	..	..	..	..	..	..
(f) Ditto axles	1	8	9	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	186	186	..	..	1	1	..	1	1	2
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	57	57	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	1	..	..	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	249	249	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	3	3	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings	..	1	1	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	40	40	..	8	..	4	2	26	2	38
Total	2	798	800	..	8	1	15	3	32	4	55

LX D (iii)—contd.

pen for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	1	1	..	..	..	..	..	..	..	..	1
..	2	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	21	21	..	..	..	..	..	..	..	..	4
..	2	2	..	..	..	..	..	..	..	..	5
..	7	7	..	..	..	1	..	..	..	1	6
..	7	7	..	..	..	..	..	..	..	..	7
..	5	5	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	40	40	..	..	..	..	..	..	..	..	8
..	322	322	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	(a)
..	14	14	..	..	..	..	..	..	..	..	(b)
..	137	137	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	6	6	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	347	347	..	..	..	1	..	..	..	1	(h)
..	69	69	..	..	..	..	..	..	..	..	10
..	4	4	..	..	..	..	..	..	..	..	(a)
..	4	4	..	..	..	..	..	..	..	..	(b)
..	3	3	..	..	..	..	..	..	..	..	(c)
..	4	4	..	..	..	..	..	..	..	..	(d)
2	27	29	..	..	..	..	..	..	..	..	11
..	6	6	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	12	12	..	..	..	..	..	..	..	..	12
..	852	852	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
9	10	19	..	..	..	..	8	4	8	4	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	31	31	..	..	..	..	..	..	..	..	(e)
11	2,430	2,441	..	..	..	2	8	4	8	6	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons.

Class of accident.	BURMA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				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	1	3	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	11	11	..	..	..	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.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	5	5	..	..	..	3	..	..	..	3
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	6	..	6	..	..	..	..	..	..	..	..
(b) other causes	15	..	15	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(b) other causes	1	88	89	..	..	4	11	..	..	4	11
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	..	1	1	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	38	38	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	1	..	1	..	..	..	..	..	..	..	..
(f) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	47	47	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	3	3	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	2	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	32	32	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	39	39	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	5	274	279	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line.	..	42	42	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	73	73	..	..	..	2	..	1	..	3
Total	30	676	706	..	..	4	20	..	1	4	21

IX D (iii)—contd.

pen for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

EASTERN BENGAL.

Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway employees.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	7	30	5	5	..	..	12	35	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	1	2	..	..	..	..	..	..	..	..	7
6	..	6	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	8
..	33	33	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	6	6	..	..	..	..	..	..	..	..	(a)
..	40	40	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	67	67	..	..	..	..	..	..	..	..	(h)
..	30	30	..	..	..	..	..	..	..	..	10
..	1	1	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	5	5	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	12
3	214	217	..	..	..	..	..	..	..	..	(a)
8	8	16	..	..	..	..	..	..	..	..	(b)
..	2	2	..	..	..	..	..	..	..	..	(c)
..	14	14	..	..	..	..	..	..	..	..	(d)
20	429	449	7	30	5	5	..	..	12	35	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons,

Class of accident.	EAST INDIAN.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	4	..	..	..	4
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	11	..	11	..	15	..	5	..	..	..	20
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	6	33	39	..	..	..	23	1	2	1	25
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	5	6	..	..	3	2	..	..	3	2
6. Collisions between light engines	1	13	14	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	2	3	..	1	..	1	..	..	..	2
(b) Other causes	4	18	22	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	2	33	35	..	..	..	1	..	..	..	1
(b) Other causes	2	338	340	..	..	..	..	..	..	..	..
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	..	32	32	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	238	238	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	8	3	..	..	..	..	..	..	..	..
(e) Ditto wheels	2	..	2	..	..	..	..	..	..	..	..
(f) Ditto axles	3	70	82	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	1	23	24	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	722	722	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	69	69	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	7	8	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	7	8	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	18	19	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	14	14	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,479	1,479	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	22	14	36	..	..	2	1	3	4	5	5
(d) Trains running through gates at level-crossings	..	2	2	..	..	..	..	..	..	..	..
(e) Miscellaneous	4	382	386	1	..	..	..	..	..	1	..
Total	64	3,535	3,599	1	16	5	42	4	6	10	64

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

GREAT INDIAN PENINSULA.												No. of Heading.
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
..	1	1	..	..	..	..	..	..	..	..	..	1
1	4	5	1	5	..	6	..	..	1	11	..	2
..	3	3	..	..	..	..	..	..	..	..	..	3
1	48	49	..	..	1	8	..	..	1	8	..	4
1	22	23	..	..	1	7	..	..	1	7	..	5
1	15	16	..	..	1	3	..	..	1	3	..	6
..	3	3	..	..	..	..	..	..	..	..	..	(a) 7
..	43	43	..	1	..	2	..	..	..	3	..	(b) 8
..	31	31	..	..	..	..	..	..	..	..	..	(a) 8
1	800	801	..	..	..	2	..	2	..	4	..	(b) 9
..	..	..	..	..	..	..	..	..	..	..	..	(a) 9
..	20	20	..	..	..	..	..	..	..	..	..	(b) 9
..	496	496	..	..	..	..	..	..	..	..	..	(c) 9
..	3	3	..	..	..	..	..	..	..	..	..	(d) 9
..	..	..	..	..	..	..	..	..	..	..	..	(e) 9
..	18	18	..	..	..	..	..	..	..	..	..	(f) 9
..	4	4	..	..	..	..	..	..	..	..	..	(g) 9
..	556	556	..	..	..	3	..	..	..	3	..	(h) 9
..	..	..	..	..	..	..	..	..	..	..	..	10
..	43	43	..	..	..	..	..	..	..	..	..	(a) 10
..	2	2	..	..	..	..	..	..	..	..	..	(b) 10
..	1	1	..	..	..	..	..	..	..	..	..	(c) 10
..	2	2	..	..	..	..	..	..	..	..	..	(d) 10
1	93	94	..	..	..	3	..	..	..	3	..	(a) 11
..	10	10	..	..	..	..	..	..	..	..	..	(b) 11
..	4	4	..	..	..	..	..	..	..	..	..	12
..	971	971	..	..	..	..	..	..	..	..	..	(a) 12
..	..	..	..	..	..	..	..	..	..	..	..	(b) 12
2	20	22	..	..	..	1	4	4	4	5	..	(c) 12
..	3	3	..	..	..	..	..	..	..	..	..	(d) 12
..	68	68	..	1	..	4	..	..	..	5	..	(e) 12
8	3,284	3,292	1	7	3	39	4	6	8	52	..	Total

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.

Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	11	..	..	..	..	..	11	1
1	2	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	1	2	..	..	..	..	..	..	..	..	7
..	1	1	..	..	..	..	..	..	..	..	(a)
..	12	12	..	..	..	..	..	..	..	..	(a)
..	8	8	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	12	12	..	..	..	..	..	..	..	..	(a)
..	212	212	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
2	3	5	..	..	..	..	..	..	..	..	(f)
..	1	1	..	..	..	..	..	..	..	..	(g)
..	65	65	..	..	..	..	..	..	..	..	(A)
..	24	24	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
2	5	7	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	12	12	..	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	21	21	..	..	..	..	..	..	..	..	12
..	..	..	..	..	..	..	..	..	..	..	(a)
2	936	938	..	..	..	..	..	..	..	..	(b)
18	11	29	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
27	1,332	1,350	..	11	..	..	..	..	..	11	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railway servants and other persons, killed or

Class of accident.	NIZAM'S GUARANTEED STATE.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				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.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points
(b) other causes
8. Other derailments—											
(a) due to trains running in the wrong direction through points.
(b) other causes
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	..	1	1	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	51	51	..	..	..	..	..	..	..	..
(d) The failure of tyres
(e) Ditto wheels
(f) Ditto axles
(g) Ditto brake apparatus
(h) Ditto couplings	..	14	14	..	..	..	..	..	..	..	..
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
11. Accidents due to fire—											
(a) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	17	17	..	..	..	1	..	..	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line	..	795	795	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	3	3	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings
(e) Miscellaneous	..	9	9	..	..	..	1	..	..	..	1
Total	..	895	895	..	..	..	2	..	..	..	2

IX D (iii)—contd.

pen for traffic, distinguishing between the different classes of accidents and the number of passengers, railway injured in each class of accident.

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	1	2	3	39	..	1	..	..	3	40	2
..	..	..	..	..	..	..	..	..	..	..	3
..	57	57	..	..	..	..	..	..	..	..	4
..	22	22	..	..	..	..	..	..	..	..	5
..	13	13	..	..	..	2	..	..	..	2	6
3	5	8	..	..	..	..	..	..	..	..	7
8	12	20	..	..	..	..	..	..	..	..	(a)
1	985	986	..	..	..	..	1	..	1	..	(b)
..	798	798	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	37	37	..	..	..	..	..	..	..	..	(e)
..	514	514	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	8	8	..	..	..	..	..	..	..	..	(h)
..	..	..	..	..	..	..	..	..	..	..	(i)
2	487	489	..	..	..	2	..	1	..	4	(j)
..	25	25	..	..	..	..	..	..	..	..	(k)
..	2	2	..	..	..	..	..	..	..	..	(l)
1	24	25	..	..	..	..	..	..	..	..	(m)
..	2	2	..	..	..	..	..	..	..	..	(n)
..	11	11	..	..	..	..	..	..	..	..	(o)
..	13	13	..	..	..	..	..	..	..	..	(p)
..	10	10	..	..	..	..	..	..	..	..	(q)
..	697	697	..	..	..	..	..	..	..	..	(r)
2	10	12	..	..	..	..	7	3	7	3	(s)
..	1	1	..	..	..	..	..	..	..	..	(t)
1	46	47	..	..	1	1	..	1	1	2	(u)
19	3,780	3,799	3	39	1	7	8	5	12	51	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railway servants and other persons

Class of accident.	ROHILKUND AND KUMAON.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				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.	..	3	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.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes . . . . .	..	6	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes . . . . .	..	3	3	..	..	..	..	..	..	..	..
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 . . . . .	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	14	14	..	..	..	..	..	..	..	..
(d) The failure of tyres . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles . . . . .	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	1	10	20	..	3	..	..	..	..	..	3
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 . . . . .	..	3	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains . . . . .	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line . . . . .	..	64	64	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	1	2	3	..	..	..	..	..	1	..	..
(d) Trains running through gates at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous . . . . .	..	..	..	..	..	..	..	..	..	..	..
Total	2	120	122	..	3	..	..	..	1	..	..

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of railway killed or injured in each class of accident.

SOUTH INDIAN.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	11	..	..	..	..	..	11	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
1	..	1	..	1	..	3	..	..	..	4	5
..	1	1	..	..	..	..	..	..	..	..	6
2	..	2	..	..	..	..	..	..	..	..	7
4	..	4	9	20	..	..	..	..	9	20	(a)
2	1	3	..	..	..	1	2	12	2	13	(b)
1	10	11	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	128	128	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
2	..	2	..	..	..	..	..	..	..	..	(h)
..	..	..	..	..	..	..	..	..	..	..	(i)
56	..	56	..	..	..	..	..	..	..	..	(j)
7	..	7	..	..	..	..	..	..	..	..	(k)
..	..	..	..	..	..	..	..	..	..	..	(l)
4	1	5	..	..	..	..	..	..	..	..	(m)
4	..	4	..	..	..	..	..	..	..	..	(n)
..	1	1	..	..	..	..	..	..	..	..	(o)
..	2	2	..	..	..	..	..	..	..	..	(p)
2	12	14	..	..	..	..	..	..	..	..	(q)
..	2,135	2,135	..	..	..	..	..	..	..	..	(r)
23	..	23	..	..	..	..	2	5	2	6	(s)
4	..	4	..	..	..	..	..	..	..	..	(t)
..	..	..	..	..	..	..	..	..	..	..	(u)
113	2,293	2,406	9	32	..	4	4	17	13	52	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26, on all railways railway servants and other persons, killed

Class of accident.	TOTAL CLASS I							
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Passengers.		Railway servants.		Other persons.
				Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	2	3	5	..	11	..	4	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	19	38	11	104	5	17	..
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	3	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	235	242	..	..	1	34	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.	3	55	59	..	1	4	12	1
6. Collisions between light engines	3	61	64	..	..	1	18	..
7. Derailments of passenger trains—								
(a) Due to trains running in the wrong direction through points.	14	22	36	..	1	..	1	..
(b) Other causes	41	102	143	9	21	..	5	..
8. Other derailments—								
(a) Due to trains running in the wrong direction through points.	5	1,122	1,127	..	..	..	4	3
(b) Other causes	6	3,002	3,008	..	..	4	14	..
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.	..	170	170	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	1,997	1,997	..	..	..	..	..
(d) The failure of tyres	..	7	7	..	..	..	..	..
(e) Ditto wheels	3	3	6	..	..	..	..	..
(f) Ditto axles	8	128	136	..	..	..	..	..
(g) Ditto brake apparatus	1	28	29	..	..	..	..	..
(h) Ditto couplings	59	2,593	2,652	..	3	1	8	..
10. Accidents due to failure of permanent-way, etc.—								
(a) Broken rails	7	334	341	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	12	12	..	..	..	..	..
(c) The flooding of portions of permanent-way.	8	80	88	..	..	..	..	..
(d) Slips in cuttings or embankments	4	24	28	..	..	..	..	..
11. Accidents due to fire—								
(a) Fire in trains	5	195	200	..	..	..	3	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	78	79	..	..	..	2	..
12. Other accidents—								
(a) Passenger trains running in the wrong direction through points but not derailed.	2	89	91	..	..	..	..	..
(b) Trains running over cattle on the line.	11	9,140	9,151	..	..	..	..	..
(c) Trains running over obstructions on the line.	86	139	225	..	..	2	2	24
(a) Trains running through gates at level-crossings.	4	14	18	..	..	..	..	..
(e) Miscellaneous	5	660	685	1	9	1	12	2
Total	304	20,335	20,639	21	150	19	136	31

IX D (iii)—contd.

pen for traffic, distinguishing between the different classes of accidents and the number of passengers, r injured in each class of accident.

RAILWAYS.			BARS LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			LIXANER STATE.			No. of Heading.
Injured.	Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	
	Killed.	Injured.													
..	..	15	1	..	1	..	1	1	..	..	..	..	..	..	1
..	16	121	..	..	..	..	..	..	..	..	..	1	..	1	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
2	2	36	..	..	..	..	..	..	..	..	..	1	1	2	4
5	5	18	..	..	..	..	..	..	..	..	..	..	..	..	5
..	1	18	..	..	..	..	..	..	..	..	..	1	1	2	6
..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	9	26	1	..	1	..	..	..	..	..	..	13	..	13	(b)
12	3	16	..	..	..	..	..	..	..	2	2	..	1	1	(a) 8
2	4	16	..	17	17	..	5	5	..	..	..	..	65	65	(b)
..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	(a) 9
..	..	..	..	..	..	..	3	3	..	3	3	..	64	64	(b)
..	..	..	..	10	10	..	4	4	..	5	5	..	42	42	(c)
..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(f)
2	1	13	..	..	..	..	6	6	..	1	1	..	2	2	(g)
..	..	..	..	..	..	..	..	..	..	..	..	..	11	11	(h)
..	..	..	..	..	..	..	..	..	..	..	..	..	15	15	(a) 10
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	1	1	1	..	1	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	3	..	..	..	..	..	..	..	..	..	..	1	1	(a) 11
..	..	2	..	..	..	..	..	..	..	..	..	1	3	4	(b)
..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	(a) 12
..	..	..	..	7	7	..	2	2	..	52	52	..	95	95	(b)
21	26	23	1	..	1	..	5	5	..	6	6	..	1	1	(c)
1	..	1	..	..	..	..	..	..	..	..	..	..	2	2	(d)
28	4	49	..	..	..	..	..	..	..	1	1	..	17	17	(e)
73	71	359	3	38	41	..	26	26	1	71	72	18	321	339	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons, killed or

Class of accident.	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GOW.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	1	..	1	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	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. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	1	2	..	2	2	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	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	3	..	3	..	..	..	..	1	1	..	..
(b) Other causes	66	..	66	..	3	3	..	1	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	5	5	..	..	..	2	3	5	2	..
(b) Other causes	1	54	55	..	6	6	4	6	10	13	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines.	..	..	..	..	..	..	..	4	4	..	..
(b) The bursting of tubes, etc., of engines.	..	1	1	..	6	6	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	7	7	..	4	4	1	10	11	5	..
(d) The failure of tyres.	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	2	2	4	..	..
(f) Ditto axles	3	1	4	..	..	..	1	..	1	..	..
(g) Ditto brake apparatus	2	..	2	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	..	..	..	18	18	..	11	11	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	3	3	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	1	..	1	..	..
(d) Slips in cuttings or embankments	1	11	12	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	..	..	1	..	1	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	2	2	..	..
(b) Trains running over cattle on the line.	2	3	5	..	40	40	..	40	40	15	..
(c) Trains running over obstructions on the line.	4	4	8	..	1	1	1	3	4	..	..
(d) Trains running through gates at level crossings.	..	..	..	..	2	2	..	..	..	..	..
(e) Miscellaneous	..	..	..	..	..	..	..	1	1	..	..
Total	86	92	178	..	82	82	16	84	100	36	..

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers injured in each class of accident.

D.A.L.	GWALIOR LIGHT.*			HOWRAH AINTA LIGHT.*			JAMNAGAR AND DWARKA*			JUNAGAD STATE.			MORVI.			No. of Heading.
	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.		Total.
..	1	..	1	..	..	..	..	..	..	..	..	..	1
..	4	..	4	..	..	..	..	..	..	..	2	..	2
..	3
1	4
..	5
..	6
..	(a) 7
..	..	30	30	19	..	19	..	..	..	..	..	..	..	..	..	(b)
2	(a) 8
13	..	20	20	9	7	16	..	..	..	5	..	5	..	..	..	(b)
..	..	6	6	..	..	..	..	6	6	..	1	..	1	..	2	(a) 9
..	(b)
5	..	3	3	..	4	4	..	15	15	..	..	..	..	3	3	(c)
..	(d)
..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	(e)
..	2	4	6	..	..	..	..	..	..	..	2	2	(f)
..	(g)
..	1	1	..	..	..	..	..	..	..	..	..	(h)
..	(a) 10
..	(b)
..	(c)
..	(d)
..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	(a) 11
..	(b)
..	1	1	..	..	..	..	..	..	..	..	..	(a) 12
15	..	11	11	..	4	4	..	16	16	6	..	6	..	14	14	(b)
..	8	8	..	..	..	..	..	..	..	1	1	(c)
..	(d)
..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	(e)
36	..	74	74	35	29	64	..	37	37	12	..	12	..	24	24	Total

* Shown under class III in the report by the Railway Board on Indian Railways for 1924-25.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1925-26 on all railways railway servants and other persons killed

Class of accident.	MYSORE RAILWAYS.			SHAHNARA (DELHI) SAHARANPUR LIGHT.*			TOTAL CLASS II RAIL					
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Passengers.		Railway servants.
										Killed.	In- jured.		Killed.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	4	1	5	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	8	2	10	..	5	..
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.	..	..	..	..	..	..	4	4	8	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	1	1	2	..	..	..
7. Derailments of passenger trains—												
(a) Due to trains running in the wrong direction through points.	..	..	..	1	..	1	4	1	5	..	..	..
(b) Other causes	2	..	2	..	..	..	101	34	135	..	..	..
8. Other derailments—												
(a) Due to trains running in the wrong direction through points.	..	..	..	..	3	3	4	14	18	..	..	..
(b) Other causes	..	..	..	..	3	3	32	183	215	..	..	..
9. Accidents due to failure of engines and rolling-stock—												
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	12	12	..	..	..
(b) The bursting of tubes, etc., of engines.	..	5	5	..	..	..	1	90	91	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	36	36	..	..	..	6	143	149	..	..	..
(d) The failure of tyres	..	1	1	..	..	..	..	2	2	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	2	2	4	..	..	..
(f) Ditto axles	..	3	3	..	..	..	4	5	9	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	2	2	4	..	..	..
(h) Ditto couplings	..	5	5	..	1	1	3	58	61	..	..	..
10. Accidents due to failure of permanent-way, etc.—												
(a) Broken rails	..	..	..	..	..	..	..	19	19	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	2	2	4	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	1	11	12	..	..	..
11. Accidents due to fire—												
(a) Fire in trains	..	..	..	..	..	..	1	3	4	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	1	3	4	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	5	5	..	..	..
(b) Trains running over cattle on the line.	..	103	103	..	..	..	23	387	410	..	..	..
(c) Trains running over obstructions on the line.	..	5	5	4	..	4	10	34	44	..	..	..
(d) Trains running through gates at level crossings.	2	1	3	..	1	1	2	6	8	..	..	..
(e) Miscellaneous	1	..	1	..	..	..	1	21	22	..	..	..
Total	5	159	164	5	8	13	217	1,045	1,262	..	5	1

* Shown under class III in the Report by the Railway Board on Indian Railways for 1924-25.

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

WAYS.					TOTAL CLASS III RAILWAYS.											No. of Head- ing.
Railway servan In- jured.	Other persons.		Total.		Accidents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		
	Killed.	In- jured.	Killed.	In- jured.				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	
..	1	..	1	..	..	..	..	..	..	..	..	1
..	5	3	..	3	1	5	..	..	..	..	1	5	2
..	3
..	1	..	..	1	1	..	..	..	..	..	..	..	..	4
..	5
..	6
..	2	..	2	..	..	..	..	..	..	..	..	7
2	2	20	6	26	..	..	..	..	..	..	..	..	(a)
..	7	7	..	..	..	..	..	..	..	..	(b)
3	3	2	20	22	..	..	..	..	..	..	..	..	(c)
..	2	2	..	..	..	..	..	..	..	..	(d)
..	32	32	..	..	..	..	..	..	..	..	(e)
..	1	..	1	..	..	..	..	..	..	..	..	(f)
..	2	7	9	..	..	..	..	..	..	..	..	(g)
..	1	1	..	..	..	..	..	..	..	..	(h)
..	10
..	(a)
..	(b)
..	(c)
..	(d)
..	2	2	..	..	..	..	..	..	..	..	11
..	1	..	1	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	4	3	4	3	2	49	51	..	..	..	..	..	..	..	..	12
..	2	23	25	..	1	..	..	..	..	..	1	(a)
..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	4	5	..	..	..	..	..	..	..	..	(c)
5	4	5	5	15	37	156	193	1	6	..	..	..	..	1	6	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1924-25 and 1925-26, passengers, railway servants and other persons, killed

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.
1. Collisions between passenger trains or parts of passenger trains.	7	6	4	9	11	16	..	108	11	123
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	30	22	21	27	51	49	12	2	114	19
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.	..	5	3	7	3	16	..	..	..	10
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	11	14	240	263	251	267	..	..	..	..
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.	3	1	55	62	58	63	..	..	1	..
6. Collisions between light engines	4	3	62	70	66	73	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	20	16	23	16	43	32	..	..	1	..
(b) Other causes	162	196	142	176	304	372	9	3	21	31
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	9	13	1,143	940	1,152	953	..	..	..	..
(b) Other causes	40	38	3,205	3,020	3,245	3,058	..	..	..	6
9. Accidents due to failures of engines and rolling-stock—										
(a) The bursting of boilers of engines	..	..	12	..	12	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	1	3	262	273	263	276	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	6	17	2,172	1,862	2,178	1,870	..	..	..	..
(d) The failure of tyres	..	..	9	9	9	9	..	..	..	..
(e) Ditto wheels	6	3	5	22	11	25	..	..	..	..
(f) Ditto axles	12	17	133	153	145	170	..	..	..	..
(g) Ditto brake apparatus	3	3	30	29	33	32	..	..	..	..
(h) Ditto couplings	64	63	2,658	3,027	2,722	3,080	..	..	3	..
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	7	11	354	287	361	293	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	12	5	12	6	..	..	..	..
(c) The flooding of portions of permanent-way.	10	64	82	77	92	141	..	..	..	..
(d) Slips in cuttings or embankments	5	30	35	45	40	75	..	..	..	..
11. Accidents due to fire—										
(a) Fire in trains	6	16	200	280	206	296	..	4	..	4
(b) Fire at stations, or involving injury to bridges or viaducts.	3	4	81	68	84	72	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	2	..	98	75	98	75	..	..	..	..
(b) Trains running over cattle on the line	36	33	9,576	8,317	9,612	8,350	..	..	..	..
(c) Trains running over obstructions on the line.	98	52	196	205	294	287	..	..	1	2
(d) Trains running through gates at level crossings.	6	6	20	25	26	31	..	..	..	2
(e) Miscellaneous	7	17	705	470	712	457	1	..	9	9
Total	558	677	21,536	19,869	22,094	20,456	22	117	161	206

IX D (iii)—concl'd.

on all railways open for traffic, distinguishing between the different classes of accidents and the number of persons injured in each class of accident.

TOTAL, ALL RAILWAYS.

Railway servants.		Other persons.				Grand Total.				No. of Headings.		
Killed.		Injured.		Killed.		Injured.		Killed.			Injured.	
1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	1925-26.	1924-25.	
..	2	4	10	..	1	..	3	..	111	15	136	1
5	10	17	13	..	..	..	..	17	12	131	32	2
..	..	..	9	..	..	..	1	..	..	..	20	3
2	9	34	25	1	..	2	..	3	9	36	25	4
4	..	12	4	1	..	5	..	5	..	18	4	5
1	1	18	10	..	1	..	..	1	2	18	10	6
..	..	1	..	..	..	..	..	..	..	2	..	(a)
..	..	7	11	..	..	..	..	9	3	28	42	(b)
..	..	4	12	3	..	12	..	3	..	16	12	(a)
4	2	17	11	..	..	2	..	4	2	19	17	(b)
..	..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	1	..	..	..	..	..	..	..	1	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	1	..	..	..	..	..	..	..	1	(e)
..	..	..	9	..	..	..	..	..	..	..	9	(f)
..	..	..	..	..	..	..	..	..	..	..	..	(g)
1	2	8	14	..	..	2	..	1	2	13	14	(h)
..	..	..	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	..	..	..	..	..	..	..	1	..	..	(c)
..	1	..	5	..	..	..	..	..	1	..	5	(d)
..	..	3	6	..	3	..	3	..	7	3	13	11
..	2	2	1	..	2	..	1	..	4	2	2	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	1	..	..	..	..	..	..	..	1	(a)
2	2	2	4	4	9	3	21	22	4	11	24	(b)
..	..	..	..	..	..	3	1	..	..	3	3	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
1	3	12	22	2	3	28	3	4	6	48	34	(a)
20	36	141	168	35	19	78	34	77	172	380	408	Total

Number of persons killed or injured during the year 1925-26 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations.	..	2	..	1	1	..	1	3	..	..	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platform.	..	1	..	9	..	..	..	10	..	..	..	..	..	..	..	..
3. From falling off platforms	..	3	..	11	..	1	..	15	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	4	342	..	28	4	370	..	..	..	2	..	2	..	4
5. Whilst moving or carrying goods at stations, etc.	1	88	1	2	2	90	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans,	2	10	..	1	2	11	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	4	121	1	2	5	123	..	..	..	..	..	..	..	..
8. From falling off, or when getting on or off, stationary engines or vehicles.	1	..	1	67	1	..	3	67	..	..	..	..	..	..	..	..
9. From falling off platforms, ladders, scaffolds, etc.	..	2	6	81	3	2	9	85	..	..	..	..	..	..	..	..
10. By stumbling whilst walking on the line or platforms.	..	3	4	59	8	11	12	73	..	..	..	1	..	..	..	1
11. Whilst attending to stationary engines in sheds.	2	411	..	4	2	415	..	..	..	..	..	..	..	..
12. By being trampled on or kicked by horses.	..	1	..	1	..	..	..	2	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	7	96	1	4	8	100	..	..	..	..	..	..	..	..
14. Miscellaneous	17	16	595	7	11	23	623	2	1	2	2	..	..	4	3
TOTAL ..	1	29	47	1,802	23	60	71	1,987	2	1	2	5	..	2	4	8

DIX D (iv).

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

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.							
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	2	..	1	1	..	1	3
..	1	..	9	..	..	..	10
..	3	..	11	..	1	..	15
..	4	344	..	30	4	374
..	1	88	1	2	2	90
..	2	10	..	1	2	11
..	4	121	1	2	5	123
..	1	..	1	67	1	..	3	67
..	2	6	81	3	2	9	85
..	1	..	..	..	..	..	1	..	4	4	60	8	11	12	75
..	2	411	..	4	2	415
..	1	..	1	..	..	..	2
..	7	96	1	4	8	100
..	2	18	18	597	7	11	27	628
..	1	..	..	..	..	..	1	3	31	49	1,897	23	88	75	1,996

Accidents to railway servants on Class I Railways during the year 1925-26 caused by the movements primary

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
Assam-Bengal .. ..	..	..	7	100·00	1	100·00	..	..	..	..	..	..
Bengal and North-Western ..	..	..	2	40·00	4	80·00	3	60·00	..	..	..	..
Bengal-Nagpur	4	66·67	69	85·09	..	..	..	..	2	33·33	33	31·13
Bombay, Baroda and Central India.	16	45·71	134	62·04	10	54·29	82	37·96	..	..	..	..
Burma	10	90·91	37	75·51	1	9·09	11	22·45	..	..	1	2·04
Eastern Bengal	6	23·08	7	24·14	20	76·92	22	75·86	..	..	..	..
East Indian	28	48·28	138	58·98	25	43·10	85	36·32	5	8·62	10	4·27
Great Indian Peninsula ..	61	70·93	278	86·60	24	27·91	38	11·84	1	1·16	5	1·56
Jodhpur.. .. .	..	..	5	71·42	..	..	1	14·29	..	..	1	14·29
Madras and Southern Mahratta	6	60·00	91	82·73	4	40·00	18	16·36	..	..	1	0·91
Nizam's Guaranteed State ..	10	100·00	15	55·56	..	..	12	44·44	..	..	..	..
North Western	68	65·77	108	99·08	2	2·82	1	0·92	1	1·41	..	..
Rohilkund and Kumaon ..	2	100·00	3	75·00	..	..	1	25·00	..	..	..	..
outh Indian	1	50·00	7	58·33	1	50·00	5	41·67	..	..	..	..
TOTAL	212	65·63	901	72·90	101	31·27	279	22·57	9	2·79	51	4·13

DIX D (v).

of trains and railway vehicles exclusive of train, etc., accidents classified in respect of causes.

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	1	7	Assam-Bengal.
..	1	20.00	..	..	5	5	Bengal and North-Western.
..	4	3.78	6	106	Bengal-Nagpur.
..	35	216	Bombay, Baroda and Central India.
..	11	49	Burma.
..	26	29	Eastern Bengal.
..	..	1	0.43	..	..	..	..	58	234	East Indian.
..	86	321	Great Indian Peninsula.
..	7	Jodhpur.
..	10	110	Madras and Southern Mahratta.
..	10	27	Nizam's Guaranteed State.
..	71	109	North Western.
..	2	4	Rohilkund and Kumaon.
..	2	12	South Indian.
..	..	1	0.08	1	0.31	4	0.32	323	1,236	Total.

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes on the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	165	97.0	585	98.4	1.53	5,222	83.5	4.05
Bengal and North-Western ..	3' 3½"	353	52.6	1,277	62.3	16.8	11,195	1.02	0.38
Bengal Nagpur	5' 6"	731	92.3	1,030	96.6	3.40	23,074	66.5	16.90
	2' 6"	114	89.5	406	89.4	Nil	1,749	88.7	0.11
Bombay, Baroda and Central India.	5' 6"	439	95.0	988	100.0	Nil	11,148	77.2	12.8
	3' 3½"	521	97.7	1,783	99.9	0.06	8,927	10.6	0.21
	2' 6"	19	Nil	57	Nil	Nil	248	Nil	Nil
Burma	3' 3½"	374	82.0	1,163	68.6	5.07	9,623	32.6	0.18
Eastern Bengal	5' 6"	319	91.8	830	97.1	2.80	8,626	46.6	35.0
	3' 3½"	235	100.0	1,047	85.1	14.4	5,136	13.2	2.00
	2' 6"	10	Nil	69	Nil	Nil	95	Nil	Nil
East Indian	5' 6"	1,004	97.1	3,170	98.5	2.02	53,798	69.1	22.7
Great Indian Peninsula	5' 6"	1,294	98.1	2,516	100.0	Nil	21,412	74.5	20.9
	2' 6"	15	Nil	Nil	Nil	Nil	182	Nil	Nil
Jodhpur	3' 3½"	99	29.3	225	30.2	21.3	2,417	Nil	Nil
	2' 0"	2	Nil	5	Nil	Nil	10	Nil	Nil
Madras and Southern Mahratta	5' 6"	307	97.7	933	98.9	1.07	6,085	74.1	25.8
	3' 3½"	358	51.4	1,139	71.3	7.81	7,468	3.76	7.88
Nizam's Guaranteed State	5' 6"	73	98.6	151	98.7	1.32	1,928	52.9	42.8
	3' 3½"	76	77.6	199	99.5	Nil	1,210	18.9	0.91
North Western	5' 6"	1,506	99.6	3,047	99.1	0.87	29,951	86.8	11.6
	2' 6"	99	78.7	294	61.9	Nil	756	67.0	1.98
Rohilkund and Kumaon ..	3' 3½"	76	64.0	251	46.2	27.1	2,574	0.66	0.03
South Indian	5' 6"	143	94.4	283	100.0	Nil	1,694	89.4	5.84
	3' 3½"	375	98.7	1,307	87.0	6.50	4,864	5.53	4.89
	2' 0"	11	54.5	35	Nil	Nil	78	Nil	Nil
Total		9,408	91.2	23,390	90.3	3.81	220,470	57.3	14.6
CLASS II RAILWAYS.									
Barai Light	2' 6"	16	100.0	40	100.0	Nil	206	36.0	64.0
Bengal Doonrs	3' 3½"	16	37.5	64	18.8	26.6	452	0.22	Nil
Bhavnagar State	3' 3½"	27	62.0	148	56.8	43.2	596	Nil	2.01
Bikaner State	3' 3½"	57	36.8	138	6.50	24.6	1,040	Nil	Nil
Darjeeling Himalayan ..	2' 0"	33	3.03	132	Nil	Nil	485	Nil	Nil
Dibru Sadiya	3' 3½"	26	84.6	50	76.0	18.0	1,602	23.3	53.6
Gaokwar's Baroda State ..	2' 6"	38	Nil	132	0.77	Nil	695	Nil	Nil
Gondal	3' 3½"	23	73.0	100	54.0	45.0	302	Nil	2.30
Gwalior Light*	2' 0"	25	64.0	70	8.57	Nil	306	100.0	Nil
Howrah-Amra*	2' 0"	19	Nil	139	Nil	Nil	76	Nil	Nil
Jamnagar and Dwarka* ..	3' 3½"	17	52.9	60	46.7	21.7	164	91.5	Nil
Junagad State	3' 3½"	18	55.6	83	65.1	24.7	313	Nil	2.56
Morvi	3' 3½"	18	66.7	101	69.3	30.7	208	0.96	Nil
Mysore	3' 3½"	28	75.0	138	66.7	9.42	382	36.4	3.66
	2' 6"	10	30.0	23	Nil	Nil	87	Nil	Nil
	2' 0"	6	Nil	4	Nil	Nil	46	Nil	Nil
Shahdara (Delhi)-Saharanpur*	2' 6"	10	Nil	52	11.5	Nil	232	100.0	Nil
Total		387	44.2	1,483	33.9	16.6	7,186	17.7	14.3
GRAND TOTAL		9,795	89.3	24,873	86.9	4.57	227,656	56.1	14.6

* Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.

DIX E.

provided with latrine accommodation on the 31st March 1926.

Vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each case.				
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	
570	45.2	54.2	Nil	197	29	226	Nil	95.1	100.0	95.5	
1,551	Nil	96.3	53	365	74	484	100.0	38.3	100.0	44.8	
914	64.3	35.7	55	363	115	533	100.0	77.9	74.7	79.0	
359	76.3	23.7	11	169	42	222	100.0	75.4	53.2	70.7	
743	60.6	39.4	Nil	321	109	430	Nil	79.5	69.9	76.8	
1,662	Nil	97.6	12	756	184	952	100.0	76.7	83.2	78.0	
57	Nil	26.3	Nil	25	14	39	Nil	62.5	100.0	72.2	
680	Nil	98.4	Nil	505	161	666	Nil	89.7	70.0	84.0	
827	32.1	54.1	14	174	145	333	87.5	79.8	65.6	73.2	
1,044	47.7	40.3	29	363	180	572	83.5	98.1	98.4	97.9	
69	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
2,933	42.0	55.8	115	1,000	591	1,706	98.3	87.0	90.5	88.0	
2,409	49.3	35.2	1	573	247	921	100.0	65.5	81.8	69.7	
45	100.0	Nil	Nil	26	18	44	Nil	100.0	100.0	100.0	
283	Nil	84.4	21	78	49	148	100.0	100.0	100.0	100.0	
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
1,138	67.3	32.0	2	361	154	517	100.0	90.2	77.3	86.0	
1,285	86.0	13.9	Nil	500	239	739	Nil	94.1	78.6	88.9	
121	59.5	40.5	Nil	41	13	54	Nil	100.0	86.7	96.4	
183	80.3	11.5	Nil	84	22	106	Nil	96.6	88.0	94.6	
3,174	50.3	49.6	93	1,104	656	1,853	100.0	100.0	100.0	100.0	
282	Nil	60.2	8	93	43	144	88.8	63.6	82.6	69.5	
242	Nil	100.0	3	76	39	118	100.0	49.3	92.8	59.3	
212	Nil	95.8	Nil	92	68	160	Nil	98.9	100.0	99.4	
1,140	Nil	94.0	Nil	508	100	608	Nil	76.4	30.4	61.2	
95	Nil	Nil	Nil	8	10	24	Nil	44.4	100.0	70.6	
21,964	38.6	56.0	417	7,782	3,308	11,499	97.9	79.1	80.6	80.0	
130	Nil	100.0	Nil	7	Nil	7	Nil	20.6	Nil	19.4	
58	Nil	100.0	2	15	8	25	100.0	48.4	100.0	61.0	
139	Nil	87.8	Nil	68	2	70	Nil	85.0	40.0	82.4	
138	Nil	100.0	2	63	12	77	100.0	100.0	100.0	100.0	
85	Nil	94.1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
50	Nil	94.0	9	16	11	36	100.0	72.7	100.0	85.7	
84	Nil	63.1	Nil	38	14	52	Nil	39.8	100.0	47.3	
101	Nil	96.0	Nil	51	3	54	Nil	96.2	60.0	93.1	
70	Nil	68.6	Nil	20	2	22	Nil	66.7	100.0	68.7	
139	Nil	96.4	Nil	8	5	13	Nil	8.0	33.3	16.2	
59	Nil	100.0	Nil	30	2	32	Nil	75.0	100.0	76.2	
78	Nil	87.2	Nil	28	4	32	Nil	84.9	40.0	74.4	
96	Nil	100.0	Nil	46	9	55	Nil	100.0	100.0	100.0	
130	32.3	66.2	Nil	83	11	94	Nil	100.0	100.0	100.0	
23	Nil	100.0	Nil	17	4	21	Nil	100.0	100.0	100.0	
4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
52	Nil	100.0	5	9	2	16	100.0	22.0	100.0	33.3	
1,138	2.92	89.9	18	499	89	606	57.1	60.9	66.9	61.8	
23,400	36.4	58.1	435	8,281	3,397	12,105	94.9	77.7	80.2	78.9	

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1925-26.

Railway System.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	COST.	
		Watchmen.	Contingencies.		Per Route Mile.	Per train mile.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.						
Assam-Bengal	30,672	08,021	2,632	1,10,325	105.2	0.03
Bengal and North-Western	30,000	71,549	353	1,01,902	48.9	0.02
Bengal-Nagpur	72,034	3,12,984	52,074	4,37,092	148.0	0.04
Bombay, Baroda and Central India	5,20,444	6,05,164	29,314	11,63,922	304.4	0.06
Burma	1,28,000	69,659	2,341	2,00,000	110.8	0.03
Eastern Bengal	4,460	2,82,757	1,948	2,89,194	169.2	0.03
East Indian	..	7,83,155	92,922	8,76,077	223.1	0.03
Great Indian Peninsula	68,785	3,89,760	†	4,58,545	125.4	0.02
Jodhpur	Nil	14,529	2,571	17,100	19.7	0.01
Madras and Southern Mahratta	2,06,525	2,30,154	16,269	4,52,948	148.9	0.03
Nizam's Guaranteed State	1,02,006	*	22,890	1,85,586	187.4	0.07
North Western	8,183	7,72,421	8,610	7,89,214	127.9	0.04
Robilkund and Kumaon	9,760	21,512	†	31,272	54.8	0.02
South Indian	1,55,725	1,02,289	7,032	2,65,046	141.6	0.03
Total	1,415,313	3,723,954	239,556	53,78,823	155.0	0.04
CLASS II.						
Usrai Light	2,500	4,538	352	7,390	63.0	0.03
Bengal Doonars	..	4,195	52	4,247	27.1	0.01
Bhavnagar State	25,307	10,757	†	36,154	127.3	0.05
Bikaner State	..	4,701	118	4,819	7.98	0.01
Darjeeling Himalayan	..	1,581	..	1,581	10.8	0.00
Dibru Sadiya	..	6,405	†	6,405	74.5	0.02
Gaekwar's Baroda State	..	13,217	305	13,522	39.7	0.02
Gondal	51,264	5,119	211	56,594	298.4	0.11
Gwalior Light (a)	..	..	..	7,728	30.5	0.03
Howrah Amta (a)	1,310	2,250	†	3,569	81.4	0.01
Jamnagar and Dwarka (a)	7,659	2,711	89	10,459	66.6	0.05
Junagad State	12,181	1,253	†	13,434	90.7	0.06
Morvi	534	2,161	†	2,695	30.0	0.10
Mysore†	..	..	..	27,161	67.7	0.03
Shahdara (Delhi) Saharanpur Light (a)	Nil	3,159	500	3,659	39.6	0.03
Total	1,00,842	62,056	1,627	1,99,414	67.0	0.03
Class III Total	4,389	12,315	17	16,721	18.4	0.01
GRAND TOTAL	1,520,544	3,798,325	241,200	55,04,958	145.0	0.04

* Included in column 2.

† Included under watchmen.

‡ Including the Bangalore-Chik Pallapur Light, Kolar, District and Tarikere-Narasimharajapura Light Railways.

(a) Shown under Class III in the Report by the Railway Board on Indian Railways for 1924-25.