

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1937-38
Volume II—Statistics

(Compiled by Controller of Railway Accounts.)



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ADDENDUM.

Page.	Railway or item(s)	Year.	Column.	As printed.	As should
3.	General charges under item 2.	31st March 1938.	7	36 6	36,65
13	9. Earnings from Goods carried.	1936-37	10	17,24,13	17,24,13
	-Do-	-Do-	12	1,05,92	1,05,92
74	Last footnote.	..	..	(i)	(i)
81	Footnote. 6	..	..	52 and 100	52,56 and 100
82	E.B. Jodhpur, Rohilkhand and Kumson.	..	36 37	Dim figures 2, 4, 1 Dim figures. 30, 36, 33	
94.	Total Class I Rlys.	1937-38	9	460,6	460,7
95.	-Do-	-Do-	13	504,490,6	504,490,5
140	E.B.	1936-37	5	3	33
147	E.I.	1936-37	15	200	290
149	E.B(2'6" & 2'0")	1936-37	16	(a) 1.9	(a) 1.96
181	Footnote (i)	..	..	Under	Under A.I.
198	Footnote.	..	..	Includes	Includes.
219	Cutch State.	1936-37	7.	16,5	215,5
228	Total	..	10	94,6	91,60
229	-Do-	..	12	2, 26	24,26
232	Kurasia	1937-38	7	290,570	290,670
262	Footnote.	..	..	Exclusive	Exclusive.
275	Summary Statement Appendix.	1934-35	..	Statement 30, Table C.	Statement 30, Table C(a).

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- (2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published semi-annually. Price Rs. 6-0-0 or 9s. 9d.
- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 or 31s. 6d. (corrected up to 1st July 1937).

TECHNICAL PAPERS.

(5) Over 303 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise:—

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

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

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

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INTRODUCTORY NOTE.

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

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

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

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

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

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

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

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

APPENDICES.

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

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

“ “ *B* indicate Value of imported

“ “ *C* indicate Value of stores of

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	2	2,60	..	..	11	..	26	7
B. Engineering Plant and components including all hand and power machinery.	1,18	9	6	1	22	2	..	2,29	11
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	70	18	1	4	9	..	3,66	1,76	4
D. Permanent Way Material and Track tools—									
(a) Rails. .. .. .	..	3	7,94	1,72	..	2,01	..	1	3,17
(b) Steel Sleepers .. .. .	..	..	3	..	..	2	..	..	2
(c) Cast-iron sleepers .. .. .	..	..	..	..	..	..	..	..	6
(d) Wooden sleepers .. .. .	..	..	5,37	..	..	6,21	..	..	12,90
(e) Other P. W. Material	43	22	1,95	54	27	23	..	22	3,70
Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	3,81	6	15	8,24	22	2	11,97	1,92	59
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	3,05	29	25	..	..	..	3,65	10,07	10,97
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	4	3	1	1,08	35	5	1	1,21	1,72
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1	..	12	6	..	..	1,16	17
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	1	5	7	2	6	..	..	39	22
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	77	86	13	27	19	..	1,33	2,24
F2. Signal and Interlocking material, and their parts and fittings.	..	78	2,53	..	22	60	..	63	2,64
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	1	51	24	15	61	24	..	1,68	1,00
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	10	3	1	30	7	..	51	15
Gb4. Metals	11	2,25	1,43	65	2,23	2,37	25	9,23	5,80
Gb5. Painters' Stores .. .. .	..	84	41	55	83	33	..	1,39	2,96
Gb6. Timber. .. .. .	..	..	2,56	..	..	1,80	..	10	3,46
Gb7. Fuel and fuel oil .. .. .	..	..	6,76	..	6	6,25	..	12	30,06
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	67	1,25	8	53	1,46	..	3	7,26	47
All other stores not detailed in the above major heads.	15	2,15	3,41	18	3,31	5,41	67	12,32	12,14
Total	10,16	9,63	36,75	13,97	10,56	27,93	20,24	53,86	94,66

* Includes figures of Vizagapatam Harbour construction.

DIX A.

(the Nizam's State Railways) during the year 1937-38. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19		20
53	..	4	..	..	30	..	1	3.42	A. Bridge work and its parts, fittings and special fastenings.
20	14	4	..	24	6	..	44	1.07	B. Engineering Plant and components including all hand and power machinery.
1,79	61	2	..	65	2	..	3,35	3.57	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
..	2	3,60	..	..	6,76	..	..	16,70	D. Permanent Way Material and Track tools—
1,44	..	3,45	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	..	..	..	11,32	(b) Steel Sleepers.
..	85	11,07	..	..	12,80	..	..	9,98	(c) Cast iron sleepers.
1,32	8	2,47	..	12	4,37	..	47	13,53	(d) Wooden sleepers.
4,46	49	..	..	7,67	55	..	13,51	1,08	(e) Other P. W. Material.
7,91	9	11,23	..	1,38	3,20	..	14,12	6,26	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
19	31	32	..	33	8,90	..	89	21,06	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
23	46	57	..	34	35	..	99	3,97	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
2	21	..	..	43	9	..	1,33	27	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
57	95	61	..	63	4,42	..	1,44	2,65	EbC. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
2,89	38	23	..	19	27	..	1,77	4,81	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1,28	95	36	..	1,48	87	..	1,77	2,75	F2. Signal and Interlocking material, and their parts and fittings.
27	89	26	..	39	25	..	97	37	Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
3,64	2,59	10,41	..	6,90	3,98	..	13,69	49,58	Gb2. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
4	1,43	2,64	..	64	3,39	..	1,12	6,75	Gb3. Metals.
..	1,80	1,06	..	5	3,11	..	6	2,69	Gb4. Painters' Stores.
..	2,43	17,78	..	..	16,07	..	..	24,04	Gb5. Timber.
3,73	3,30	18	..	12,58	48	..	9,12	3,37	Gb6. Fuel and fuel oil.
82	6,78	16,82	..	4,35	3,25	3	9,01	45,35	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
31,33	21,26	83,18	..	39,47	79,09	3	74,06	2,24,61	All other stores not detailed in the above major heads.

† Includes figures for Central India Coalfields Railway.

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

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

" " *B* indicate Value of imported

" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
21									
A. Bridge work and its parts, fittings and special fastenings.	1	1	..	..	1
B. Engineering Plant and components including all hand and power machinery.	..	26	2	4	17	1	..	61	5
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	3,33	21	15	1,17	1	..	3,99	1
D. Permanent Way Material and Track tools—									
(a) Rails.	1,70	..	..	8,64	..	..	12,58
(b) Steel Sleepers	1,72
(c) Cast iron sleepers	90	..	..	2,44
(d) Wooden sleepers	4,24	..	..	7,88	..	1,47	20,62
(e) Other P. W. Material	..	2,21	3,23	3,13	12	38	..	98	10,74
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	10,52	39	14,80	84	21	1	18,64	62
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	7,07	5,50	1,23	12	4,88	..	7,62	69
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	2,02	17	30	13	2	..	34,01	38
EVb. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	94	13	6	22	6	..	2,78	5
Eb3. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	1,00	24	4	10	7	..	1,14	11
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	85	1,67	6	55	83	..	3,76	5,74
F2. Signal and Interlocking material, and their parts and fittings.	..	21	58	1	10	7	..	2,67	46
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	..	1,88	1,26	39	1,01	41	..	2,10	2,17
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	66	28	46	25	13	..	58	48
Gb4. Metals	..	9,49	4,36	2,01	3,84	2,96	..	15,39	18,23
Gb5. Painters' Stores	..	2,92	1,07	25	97	49	..	4,97	1,38
Gb6. Timber	..	5,42	24	..	..	1,73	..	..	7,51
Gb7. Fuel and fuel oil	..	48	39,79	..	1,09	25,81	..	10,01	47,42
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	7,20	32	1,13	3,51	11	..	7,71	16
All other stores not detailed in the above major heads.	..	13,54	11,26	2,13	7,95	6,77	33	21,04	22,82
Total	..	70,00	76,66	26,08	22,15	62,38	34	1,39,47	1,56,39

DIX A—concl.

Nizam's State Railways) during the year 1937-38. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	..	..	2,61	60	35	3,14	90	6,81	A. Bridge work and its parts, fittings and special fastenings.
..	1	..	2	25	4	1,45	4,72	1,48	B. Engineering Plant and components including all hand and power machinery.
..	4	..	67	17	14	7,01	15,34	4,03	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
..	..	..	..	..	..	..	..	..	D. Permanent Way Material and Track tools—
..	..	..	..	..	4,38	1,73	6	67,48	(a) Rails.
..	..	..	..	..	3,25	1,44	..	8,49	(b) Steel Sleepers.
..	..	..	..	..	..	..	..	14,72	(c) Cast iron sleepers.
..	..	1,90	..	..	8,24	..	1,82	1,01,21	(d) Wooden sleepers.
8	15	13	58	67	5,09	6,13	5,51	45,82	(e) Other P. W. Material.
2,96	25	2	4,86	72	..	50,91	54,84	3,63	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	3,08	54	3,08	18,97	41,30	46,06	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
18	4	1	1,04	30	4	2,84	39,67	32,70	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	3	..	1	23	2	42	7,22	5,32	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	8	31	1	17	5,08	1,08	Eb3. Trimmings, i.e., textiles, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	7	11	9	1,01	1,98	85	11,63	21,30	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	4	17	..	1,05	13	2,90	3,04	12,49	F2. Signal and Interlocking material, and their parts and fittings.
..	16	1	31	59	13	2,13	12,74	9,44	Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
..	8	1	9	10	4	83	4,83	2,07	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
5	79	30	80	3,46	2,73	7,51	60,86	1,02,15	Gb4. Metals.
8	25	12	55	1,99	64	1,47	17,35	20,18	Gb5. Painters' Stores.
..	..	33	..	..	3,00	..	7,43	27,51	Gb6. Timber.
..	..	2,00	..	76	13,33	..	14,95	2,31,31	Gb7. Fuel and fuel oil.
..	32	..	3,99	3,97	36	10,08	57,58	5,53	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	51	84	80	5,37	3,79	5,11	86,33	1,37,46	All other stores not detailed in the above major heads.
3,35	2,75	5,95	19,58	*22,09	50,67	1,25,08	4,67,30	9,08,27	Total.

*Includes Rs. 2,70 on account of Customs duty.

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Output		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	August 1916.	1935-36	28,90,859	611,108	Nil	100,395
				1936-37	(e)(b) 27,52,165	597,050	95,795	77,003
				1937-38	(a) 26,83,495	805,342	154,434	120,963
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	1935-36	16,15,088	38,145	4,790	7,706
				1936-37	(b) 15,60,572	41,391	4,025	(e) 10,497
				1937-38	(a) 15,51,634	55,386	3,648	(e) 9,177
Kurharbaroo	State	Bihar	1st January 1871.	1935-36	(j) 69,50,106	(m) 189,818	(m) 55,459	(m) 72,671
				1936-37	(j)(i) 67,81,902	168,285	75,316	27,501
				1937-38	(f) 31,83,356	177,366	54,409	38,733
Serampur	State	Bihar	1st January 1871.	1935-36	(k)	230,866	69,254	94,895
				1936-37	(k)	229,948	96,666	67,862
				1937-38	(f) 30,90,960	194,924	116,812	60,043
Bhurkunda	State	Bihar	1st June 1927.	1935-36	53,24,592	73,631	Nil	13,269
				1936-37	53,25,994	56,474	Nil	10,693
				1937-38	54,17,395	171,928	(c) 355	(d) 25,473
Kargali	State	Bihar	18th July 1917.	1935-36	42,27,839	343,189	2,059	(d) 90,092
				1936-37	(h) 39,78,990	493,519	2,781	(d) 80,281
				1937-38	(i) 39,51,904	710,798	1,338	(d) 140,654
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	1935-36	28,29,616	237,278	Nil	19,754
				1936-37	(n) 26,82,233	238,989	Nil	20,584
				1937-38	(n) 26,27,265	265,047	Nil	21,791
Deulbera	Bengal Nagpur Railway.	Orissa	(g) 1st Sept. 1932.	1935-36	20,20,541	145,045	Nil	12,894
				1936-37	(n) 20,00,544	26,854	Nil	3,120
				1937-38	(n) 19,41,201	121,271	Nil	8,821
Talcher	Madras & Southern Mahratta Railway.	Orissa	Sept. 1930	1935-36	38,87,494	150,005	Nil	6,285
				1936-37	39,09,899	153,089	Nil	6,393
				1937-38	40,35,137	193,018	Nil	11,044
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	1935-36	78,58,188	77,737	14,486	11,189
				1936-37	(a) 78,81,602	62,519	8,205	6,549
				1937-38	(p) 78,57,335	85,841	8,638	10,231
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	..	1935-36	20,79,627	††	††	††
				1936-37	20,79,627	††	††	††
				1937-38	(o) 19,80,626	††	††	††
Kurasia	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	1935-36	12,25,397	150,245	Nil	3,087
				1936-37	(a) 13,20,417	177,227	Nil	2,655
				1937-38	13,70,495	290,570	Nil	2,832
Kodla	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	1935-36	7,38,124	§	§	§
				1936-37	(l) 7,36,561	§	§	§
				1937-38	7,36,561	§	§	§

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

(b) Revised figures.

(c) Represents Dust coal.

(d) Includes coal consumption.

(e) Represents Smithy coal

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

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

(h) Decrease of Rs. 2,48,000 is due to credit balance under outstanding Account, Sinking Fund and Purchase Account during the year.

(i) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year. and in the case of Bokaro, in addition to this it is also due to the transfer to Swang Colliery of a sum of Rs. 78,000 (odd) representing capital expenditure on Swang previously booked under Bokaro.

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

(k) Included with the figures of Kurharbaroo Colliery.

(l) The decrease is due to adjustment of difference in the amounts of capital at charge as booked by the two Rlys. (E. I. & B. N.).

(m) Revised figures exclusively for Kurharbaroo Colliery.

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

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

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

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

DIX B.

for the years 1935-36 to 1937-38.

FIG.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.								
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
611,501	611,501	12,12,306	1-98	1,714	357	1	8	Bokaro.
789,848	789,978	13,94,974	1-81	1,685	457	2	18	
1,080,739	1,080,739	20,14,397	1-86	3,278	330	1	8	
50,641	50,641	2,40,638	4-75	278	122	Nil	1	Swang.
65,913	65,918	2,43,535	4-44	270	207	Nil	Nil	
68,211	68,211	2,83,701	4-16	233	203	1	2	
(m) 317,948	(m) 301,427	(j) 30,07,305	(j) 4-22	(m) 2,875	(m) 111	(m) 66	(m) 26	Kuchharbaroo.
271,102	290,734	12,63,317	4-62	1,885	144	7	13	
270,508	304,332	14,00,415	5-17	2,024	134	1	46	
395,015	366,003	(k) 15,96,914	(k) 4-05	2,505	157	3	11	Serampur.
394,476	438,164	15,96,914	4-05	(b) 2,492	158	Nil	21	
971,779	422,423	15,98,034	4-30	1,912	206	3	40	
86,900	86,900	6,21,055	7-15	675	120	Nil	4	Bhurkunda.
67,167	67,167	5,29,120	7-85	698	112	1	3	
197,756	197,756	6,78,980	4-95	1,083	183	Nil	3	
435,340	435,340	11,78,441	2-71	3,147	138	3	13	Kargall.
676,581	676,581	16,41,773	2-84	3,314	174	Nil	15	
852,790	852,790	29,05,639	2-41	5,171	166	7	31	
257,032	(b) 257,032	7,22,598	2-81	1,336	192	Nil	2	Aryada.
259,573	259,573	7,00,606	2-70	1,674	155	1	Nil	
286,838	236,838	7,31,230	2-55	1,452	198	Nil	1	
157,939	158,193	5,70,402	3-61	1,209	131	3	10	Deolbaro.
29,974	29,974	1,37,762	4-60	755	40	1	Nil	
130,092	130,092	5,28,633	4-05	1,158	112	1	6	
156,290	156,290	5,06,751	3-24	174	898	3	93	Talcher.
158,482	158,482	4,63,889	2-93	232	633	Nil	141	
204,062	204,062	5,27,365	2-58	1,099	186	Nil	519	
103,462	103,747	4,50,831	4-36	1,156	80	1	7	Jaranghata.
77,273	77,538	3,20,434	4-15	936	33	4	3	
104,710	103,662	3,46,892	3-31	475	220	Nil	11	
††	††	††	††	††	††	††	††	Bokaro.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
153,332	152,692	5,14,807	3-36	619	244	Nil	10	Koradia.
179,832	179,921	5,10,192	2-84	828	217	Nil	5	
293,502	293,544	7,18,409	2-66	1,016	289	1	7	
§	§	§	§	§	§	§	§	Kalia.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

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

§ Further Development postponed indefinitely.

† Includes Contractors labour not included in previous years.

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

Railways.	Number of													
	Europeans.		Indians.								Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus.				Muslims.							
	1936-37.	1937-38.	Hindus other than Depressed Classes.		Depressed Classes.		1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.		
1936-37.			1937-38.	1936-37.	1937-38.									
I	2	3	4	5	6	7	8	9	10	11	12	13		
CLASS I.														
Assam-Bengal .	48	48	7,286	7,587	3,070	2,903	6,970	6,161	228	242	118	148		
Bengal & North Western.	87	94	20,082	20,182	*2,885	3,910	3,717	3,828	237	248	8	9		
Bengal-Nagpur .	279	213	46,814	48,085	9,123	10,977	6,578	6,310	1,911	1,918	662	548		
Bombay, Baroda & Central India.	348	328	40,234	40,409	7,690	7,509	11,114	11,088	931	968	196	209		
Burma .	93	†	14,915	†	..	†	2,301	†	606	†	617	†		
Eastern Bengal .	*169	149	*28,022	26,047	*7,830	9,359	*16,301	16,667	*602	624	*205	214		
East Indian . .	*628	589	*78,831	79,248	*17,161	17,824	*24,764	25,251	*2,390	2,364	*515	490		
Great Indian Peninsula.	*409	321	*48,542	45,812	*16,475	17,261	*10,523	10,102	*1,587	1,623	*270	263		
Jodhpur . .	*23	31	4,783	5,414	963	821	1,727	1,807	27	25	15	21		
Madras & Southern Mahratta.	168	156	*28,076	26,121	*10,724	9,736	*5,631	5,290	*1,883	1,822	*32	33		
Nizam's State .	75	77	‡11,891	7,126	††	4,858	2,533	2,512	393	367	19	14		
North Western .	*476	473	*31,384	32,584	*5,675	3,714	*54,991	55,617	*968	932	*5,841	5,904		
Rohilkund and Kumaun.	17	14	*2,967	3,021	*715	799	*1,785	1,786	39	40	2	3		
South Indian .	108	90	27,366	26,974	2,093	2,561	2,039	2,063	1,397	1,451	3	NH		
Total	*2,919	2,578	*391,193	368,610	*84,404	92,252	*148,974	148,470	*13,199	12,624	*8,503	7,856		
CLASS II.														
Barak Light . .	9	7	798	771	388	365	167	160	13	15	NH	NH		
Bengal-Dooars .	3	4	562	688	749	664	233	236	7	9	8	17		
Bhavnagar State	2	2	*2,101	2,081	906	942	266	257	NH	NH	NH	NH		
Bikaner State .	3	9	3,256	3,403	(a)	(a)	331	351	2	2	40	45		
Darjeeling-Himalayan.	6	5	1,522	1,520	164	161	66	68	19	17	3	1		
Dibru-Sadiya .	11	11	1,008	975	565	647	232	304	5	4	26	28		
Gaekwar's Baroda State.	4	1	3,133	3,197	365	411	320	308	10	13	32	38		
Gondal . .	NH	NH	1,081	1,075	188	183	41	60	NH	NH	NH	NH		
Jaipur State .	2	3	640	625	158	157	143	164	6	6	1	1		
Jamnagar-Dwarka	NH	NH	954	938	21	21	200	204	NH	NH	NH	NH		
Junagad State .	3	4	*1,113	1,132	*52	60	*234	242	*7	7	*NH	NH		
Morvi . .	NH	NH	395	341	45	39	68	79	NH	NH	NH	NH		
Mysore . .	2	2	1,393	2,707	NH	2	224	490	33	67	NH	NH		
Shabdara (Delhi)-Saharanpur.	*3	2	274	240	74	89	249	251	6	3	5	6		
Total	*53	50	*18,620	20,193	*3,675	3,741	*3,324	3,664	*113	148	*115	136		
Class III, Total .	28	29	*3,767	3,922	2,469	2,410	1,008	932	14	18	5	6		
Railway Board & Other Railway Offices.	*41	40	*2,314	2,656	*197	488	*607	723	*51	53	*20	116		
Grand Total .	*3,041	2,692	*415,394	395,381	*90,745	98,891	*153,913	153,794	*13,377	12,843	*8,703	8,114		

*Revised figures.

†Figures not furnished due to separation with effect from 1st April 1937.

‡Includes Hindus—Depressed classes

††Included under Hindus—other than Depressed classes.

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

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1936-37 and 1937-38

servants employed.

Indian Christians.		Paria.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Depts.)		Railways.
1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	
14	15	16	17	18	19	20	21	22	23	24	25	26
*139	122	NH	1	*236	98	17,067	17,362	17,095	17,310	17,095	17,310	Class L.
202	207	2	2	3	3	27,136	28,387	27,223	28,481	27,223	28,481	A. B.
1,026	1,153	13	14	37	28	66,164	69,033	66,443	69,246	66,443	69,246	B. & N.-W.
1,649	1,718	884	881	300	271	62,998	63,051	63,346	63,370	63,346	63,370	B. N.
374	†	†	†	4,332	†	23,145	†	23,233	†	23,233	†	B., B. & C. I.
*256	255	3	3	*17	17	*52,236	53,186	*52,406	53,336	*52,407	53,337	Burma.
*666	697	19	15	*36	35	*124,382	125,924	*125,010	126,513	*125,016	126,519	E. H.
*3,252	3,385	460	471	*548	448	*81,657	79,385	*82,057	79,706	*82,058	79,707	E. I.
96	94	NH	2	10	8	7,621	8,192	*7,644	8,213	7,645	8,214	G. I. P.
*3,691	3,563	50	49	*29	284	*50,116	46,866	*50,284	47,024	*50,284	47,024	Jodhpur.
764	894	††	††	67	71	15,067	15,842	15,742	15,919	15,742	15,919	M. & S. M.
*1,221	1,121	*69	62	*36	20	*100,185	99,954	*100,661	*100,427	*100,665	100,431	N. B.
*26	29	NH	NH	*NH	NH	5,534	5,678	5,551	5,692	5,551	5,692	N. W.
3,720	3,709	NH	NH	4	6	36,632	36,764	36,730	36,854	36,730	36,854	B. & K.
*17,082	16,945	*1,500	1,500	*5,855	1,269	*670,510	649,528	*673,429	652,009	*673,444	652,113	B. L.
43	52	NH	NH	1	1	1,410	1,364	1,419	1,371			Total.
8	5	NH	NH	1	7	1,558	1,626	1,561	1,630			Class II.
45	43	35	33	NH	NH	*3,353	3,356	*3,355	3,358			Bard Light.
10	5	††	††	NH	NH	4,139	4,306	4,167	4,315			B. D.
15	13	NH	NH	13	15	1,802	1,795	1,808	1,800			B. S.
26	36	††	††	6	1	1,917	1,995	1,928	2,006			BK. S.
55	54	10	12	NH	2	3,925	4,036	3,929	4,036			D. H.
7	10	NH	NH	NH	NH	1,317	1,328	1,317	1,328			D. S.
4	6	NH	NH	2	NH	854	959	856	962			G. B. S.
9	13	*1	1	*NH	NH	1,185	1,177	1,186	1,177			Gondal.
*5	6	2	2	3	8	*1,416	1,457	*1,419	1,461			Jaipur State.
2	2	1	1	NH	NH	1,011	962	1,011	962			J. D.
NH	NH	1	1	144	249	1,300	3,506	1,302	3,508			J. S.
6	4	NH	NH	NH	29	*614	627	*617	629			Morvi.
*235	249	*50	50	*169	312	*26,301	28,493	*26,354	28,543			Mysore.
52	56	6	5	15	15	*7,336	7,364	*7,364	7,393			S. (D.) S.
*60	61	NH	NH	*1	1	*3,310	4,103	*3,251	4,143			Total.
*17,429	17,311	*1,556	1,555	*5,840	1,507	*707,457	689,486	*710,498	692,178			Cl. III Total.
												B. Bd. & other R. O.
												Grand Total.

* Revised figures.
† Figures not furnished due to separation with effect from 1st April 1937.

* Information not available.
†† Not furnished.

APPENDIX C—concl'd.

II.—Statement showing number of servants of all races employed on Class I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1936-37 and 1937-38.

Name of Railway.	31st MARCH 1937.											31st MARCH 1938.												
	Europeans.	INDIANS.										Total No. on the Railway (Column 2 plus 11).	Europeans.	INDIANS.										Total No. on the Railway (Col. 13 plus 22).
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Pariahs.	Other Communities.	Total (Columns 3 to 10).	Hindus.			Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Pariahs.	Other Communities.	Total (Cols. 14 to 21).				
		Hindus other than Depressed classes.	Depressed classes.								Hindus other than Depressed classes.										Depressed classes.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
<i>State Managed Railways.</i>																								
Burma ..	22	2,018	N/A	591	517	84	245	†	1,172	4,627	4,649	†	†	†	†	†	†	†	†	†	†	†	†	
Eastern Bengal ..	*117	*7,350	*164	*1,926	*532	*28	*49	1	*17	*10,067	*10,184	104	7,441	193	2,161	552	27	61	1	17	10,443	10,547		
East Indian** ..	*487	*43,792	*8,977	*14,772	*2,269	*187	*446	*15	*22	*70,480	*70,967	456	44,456	9,063	14,860	2,264	176	468	10	26	71,323	71,779		
Great Indian Peninsula	*263	*9,699	*407	*1,592	*1,406	*51	*1,192	*403	*231	*14,981	*15,244	193	9,694	294	1,576	1,437	56	1,249	408	167	14,881	15,074		
North Western ..	*349	*11,453	*47	*6,831	*828	*1,512	*223	55	*22	*20,971	*21,320	347	11,290	67	7,023	806	1,569	198	59	15	21,026	21,373		
Railway Board and Miscellaneous Offices.	2	*1,496	*5	*313	*40	*55	*38	N/A	*1	*1,948	*1,950	2	1,510	5	322	41	61	38	N/A	1	1,978	1,980		
Total ..	*1,240	*75,808	*9,600	*26,025	*5,532	*1,917	*2,193	*474	*1,465	*123,074	*124,314	1,102	74,391	9,622	25,942	5,099	1,889	2,004	478	228	119,651	120,753		
<i>Company Managed Railways.</i>																								
Assam Bengal ..	*14	*2,693	*184	*1,289	*183	*24	*50	N/A	*57	*4,480	*4,494	14	2,607	211	1,124	193	27	41	N/A	57	4,260	4,274		
Bengal Nagpur ..	103	7,829	64	806	1,171	86	203	6	5	10,170	10,273	106	7,934	51	799	1,210	91	187	8	5	10,285	10,391		
B. and N. Western†..	*28	*3,563	*181	1,097	*241	9	*71	2	*2	*5,166	*5,194	36	7,125	790	1,641	245	6	79	2	2	9,890	9,926		
B. B. and Central India	*248	*14,072	*697	*4,201	*905	*115	*918	*817	*365	*22,090	*22,338	237	14,122	672	4,181	900	122	951	797	375	22,120	22,357		
M. and S. Mahatta..	83	*7,067	*96	*927	*1,366	6	*721	39	*12	*10,234	*10,317	77	6,837	108	943	1,319	8	685	34	90	10,024	10,101		
U. and Kumaon ..	*6	646	1	283	*35	1	6	N/A	N/A	*972	978	6	645	1	266	34	2	8	N/A	N/A	956	962		
South Indian† ..	42	6,056	28	532	936	N/A	792	N/A	1	9,245	9,267	31	7,823	58	681	1,006	N/A	940	N/A	4	10,512	10,543		
Total ..	*524	*42,826	*1,251	*9,135	*4,837	*241	*2,761	*864	*442	*62,357	*62,881	507	47,093	1,891	9,635	4,907	256	2,891	841	533	68,047	68,554		
GRAND TOTAL	*1,764	*118,634	*10,851	*35,160	*10,429	*2,158	*4,954	*1,338	*1,907	*185,431	*187,195	1,609	121,484	11,513	35,577	10,006	2,145	4,895	1,319	759	187,698	189,307		

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* Revised figures.
 † Increase in the figures on 31st March 1938 as compared with those on 31st March 1937 is due to the inclusion of monthly paid labourers by the Railway which is under investigation.

† Figures not furnished due to separation with effect from 1st April 1937.
 ** Increase in the figures on 31st March 1937 and 31st March 1938 is due to the inclusion of the inferior staff by the Railway which is under investigation.

† Information not available.
 ‡ Increase in the figures on 31st March 1938 as compared with those on 31st March 1937 is under investigation.

APPENDIX D (i).
Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1937-38 and the preceding four years.
 [Summary of Appendices D (ii) to D (vi).]

Class of accidents.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	References.					
	2	3	4	5	6	7					
I.—Accidents to trains—											
Collisions—											
Passenger trains	65	47	59	48	48	Appendix D (iii) Col. 290.					
Other trains and light engines	191	166	204	206	215	Items 1 to 3.					
Derailments—						.. 4 to 6.					
Passenger trains	234	274	272	283	278	.. 7 (a) & 7 (b).					
Other trains	3,174	3,217	3,077	3,362	3,361	.. 8 (a) & 8 (b).					
II.—Failure of engines and rolling stock											
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	84	115	96	101	85	Item 9 (a) (1).					
(2) machinery springs, etc.	437	441	308	338	344	.. 9 (a) (2).					
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	269	224	260	299	237	.. 9 (b) (1).					
(2) other causes	1,132	1,182	1,379	1,246	1,434	.. 9 (b) (2).					
Failure of tyres and wheels	12	33	20	11	13	.. 9 (c) & 9 (d).					
ditto axles	44	51	52	47	45	.. 9 (e).					
ditto brake apparatus	18	15	9	33	22	.. 9 (f).					
ditto couplings and draft gear	1,917	2,029	2,025	2,100	1,916	.. 9 (g).					
Other rolling stock failures	345	748	435	164	274	.. 9 (h).					
III.—Failure of permanent-way—											
Broken rails	355	323	321	309	316	.. 10 (a).					
Failure of tunnels, bridges, viaducts, culverts, etc.	6	5	4	4	8	.. 10 (b).					
Flooding of portions of permanent-way.	188	107	83	83	90	.. 10 (c).					
Slips in cuttings or embankments	74	52	68	61	45	.. 10 (d).					
IV.—Fires—											
Fire in trains	144	182	166	170	188	.. 11 (a).					
Fire at stations or involving injury to bridges or viaducts.	42	23	64	65	36	.. 11 (b).					
V.—Other accidents—											
Trains running over cattle on the line	9,701	9,362	9,538	9,573	9,191	.. 12 (b).					
Trains running over obstructions on the line (other than those at level crossings)	193	189	201	183	157	.. 12 (c).					
Trains running over obstructions or vehicles at level crossings	94	79	85	78	116	.. 12 (d).					
Train-wrecking	20	17	10	16	16	.. 12 (e).					
Attempted train-wrecking	116	107	101	84	73	.. 12 (f).					
Miscellaneous	381	387	387	376	372	.. 12 (g) + 12 (a).					
TOTAL	19,231	19,379	19,214	19,269	18,910	Total.					
*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											Appendix D (ii).
Passengers	204	785	189	794	177	787	164	729	214	818	Total (a) Col. 29.
Railway servants	177	1,975	183	2,269	164	2,306	178	2,505	185	2,258	.. (b) Col. 53.
Other persons	2,307	679	2,545	790	2,509	767	2,769	802	2,714	773	.. (c) Col. 53.
Total	2,688	3,439	2,917	3,853	2,840	3,860	3,111	4,036	3,113	4,849	.. (d) Col. 53.
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (iii).
Passengers	21	160	15	74	5	87	13	72	105	174	Cols. 301 and 303—(Total)
Railway servants	9	123	10	107	16	135	7	191	18	107	.. 305 & 307—
Other persons	45	86	32	42	98	139	56	81	61	80	.. 309 & 311—
Total	75	369	57	223	119	361	76	344	184	361	.. 313 & 315—(Total).
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (iv).
Passengers	7	19	5	38	3	27	3	81	1	14	Cols. 342 & 343—(Total)
Railway servants	33	6,357	24	6,071	22	6,618	16	7,039	30	8,773	.. 344 & 345—
Other persons	23	798	28	67	25	84	32	106	43	116	.. 346 & 347—
TOTAL	63	7,174	57	6,176	50	6,729	50	7,174	73	8,901	.. 348 & 349—(Total).
TOTAL PASSENGERS	233	964	209	906	185	901	179	833	320	1,006	A + B + C above.
TOTAL RAILWAY SERVANTS.	219	8,455	217	8,447	202	9,069	201	9,734	233	12,138	
TOTAL OTHER PERSONS	2,375	1,563	2,605	899	2,722	990	2,857	988	2,817	967	
GRAND TOTAL	2,826	10,932	3,031	10,252	3,109	10,900	3,237	11,554	3,370	14,111	

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

*Number of persons killed or injured in Railway Workshops, etc., in 1937-38 not included in the above summary. Killed .. 11 Injured .. 8,111 Total .. 8,122

†Exclusive of Burma Railway's figures not furnished due to separation. Total .. 15 Totals (b), (c) & (d) (Col. 393)

Number of persons killed or injured during the year 1937-38 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (a)	8	9	10	11	12	13	14	15
(a) PASSENGERS.								
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.								
1. Falling between trains and platforms	Killed . . . . .	..	..	..	..	..	16	6
	Injured	1	2	2	..	5	15	12
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed . . . . .	..	..	..	..	..	2	4
	Injured	7	3	10	1	3	15	40
3. Crossing the line at stations	Killed . . . . .	..	..	..	..	2	3	1
	Injured	1	3	..	..	1	1	..
4. Closing of carriage doors	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	..	..	..
5. Falling or jumping out of carriages during the running of trains.	Killed	4	2	2	20	8	14	22
	Injured	15	69	27	81	7	19	54
6. Other accidents	Killed	1	3	..	7	..	1	1
	Injured	1	9	2	34	..	4	98
TOTAL (a)	Killed	5	5	2	27	10	36	34
	Injured	25	86	41	116	16	54	208
(b) RAILWAY SERVANTS.								
(i) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.								
1. Coupling or uncoupling vehicles	Killed . . . . .	..	..	..	..	..	1	1
	Injured	2	..	57	104	23	123	224
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines.	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	2	1	1	4	1
3. Passing over or standing upon buffers during shunting	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	3	..	..	1
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	..
	Injured	2	..	5	3	6	23	29
5. Braking, spragging or choking wheels	Killed . . . . .	..	..	1	1	..	..	1
	Injured . . . . .	..	..	4	2	7	22	48
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	1	2	1	2	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	1	..	3	5	4	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	1	..	..	..	3	4	7
	Injured . . . . .	..	3	34	11	25	65	76
TOTAL (i)	Killed	1	..	1	1	3	5	9
	Injured	4	4	103	129	70	243	380

DIX D (ii).

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (a)].
Jodhpur.	Madras and Southern Mah-ratta.	Nizam's State.	North Western.	Rohil-kund and Kumaon.	South Indian.	†		1936-37.	1937-38.	1936-37.	1937-38.	†		
						1936-37.	1937-38.					1936-37. (Cols. 22, 24 and 26.)	1937-38. (Cols. 23, 25 and 27.)	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
			7	1		24	30					24	30	1
			10			64	47				3	64	60	
			4		1	19	11		1			19	12	2
			14		5	36	98				3	36	101	
			2	1		11	9		1			11	10	3
			2			5	8	1				5	8	
														4
					2	10	6				1	10	7	
1	9	1	52		8	99	143	2				101	143	5
1	26	1	55	13	70	427	447	25	23*	12	20	464	400	
			5		1	9	19					9	19	6
	2	1	3	1	5	93	160		3	3		99	162	
1	9	1	70	2	10	162	212	2	2			164	214	Total (a).
1	28	2	84	14	91	633	766	26	26*	15	27	729	818	
														1
1	2		4			3	9					3	9	
1	62	12	157		28	662	793		4	4	9	666	806	2
								1	1			1	1	
			6			17	15	2				19	15	3
						1		2	1			3	1	
	3		2			3	9					3	9	4
	2					5	2					5	2	
	10	2	20			113	102	3		2	1	117	163	5
					1	1	4					1	4	
	10		10		3	95	106					95	106	6
						1					1	1	1	
			9			14	16			2		16	16	7
			1			16	14					16	14	8
	2		1		1	14	19					16	19	
	9		30	1	13	192	267				1	192	268	Total (b)
1	6		5		2	30	34	2	2		1	33	37	
1	94	14	235	1	44	1,117	1,322	4	4	2	11	1,129	1,337	

*This does not include 3 passengers who jumped out of a running train but received no injuries.
 †Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
31	32	33	34	35	36	37	38	39
(b) RAILWAY SERVANTS—contd.								
(ii) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	1	..	..	..	1	..	..
	Injured	1	1	7	8	1	13	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..
	Injured	..	2	..	2	1	4	5
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	1	..	..	..	1	3	2
	Injured	1	3	10	5	4	18	69
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	1	..
	Injured	..	5	..	..	27	292	188
13. Working on the permanent-way, sidings, etc.	Killed	..	..	2	..	..	6	2
	Injured	2	1	8	5	3	6	3
14. Attending to gates, at level-crossings	Killed	..	1	..	..	..	..	1
	Injured	..	1	1	4	1	..	..
15. Walking, crossing, or standing on the line on duty.	Killed	..	5	2	..	7	17	..
	Injured	3	10	2	4	3	6	68
16. Being caught between vehicles	Killed	1	..	..	1	..	4	..
	Injured	..	..	..	..	..	..	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	2	..	..	1	4	..
	Injured	..	3	..	..	1	3	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	4	5	5	1
	Injured	..	..	..	3	1	3	1
19 Miscellaneous	Killed	..	..	2	1	1	21	2
	Injured	1	8	86	39	88	68	270
	TOTAL (ii).	3	8	7	6	16	61	14
	TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	4	8	8	7	19	66	23
		12	38	212	109	200	661	932
(c) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	..	..	..	..	11	8	2
	Injured	..	..	..	..	2	..	..
2. Trespassing on the line	Killed	46	236	168	151	203	471	181
	Injured	26	111	74	73	46	195	53
3. Suicides	Killed	5	2	52	14	27	175	66
	Injured	..	..	8	1	..	5	3
4. Miscellaneous	Killed	..	2	..	1	2	23	..
	Injured	4	17	4	1	3	17	4
	TOTAL OTHER PERSONS (c)	51	240	240	166	243	677	249
		30	128	86	75	51	157	60
	(d) GRAND TOTAL = (a) + (c)	60	253	250	200	272	779	303
		67	252	339	300	267	872	1,200

DIX D (ii)—concid.

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Total No. of accidents (see Col. 51). 54
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1936-37.	↑ 1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37 (Cols. 46 & 50.)	↑ 1937-38. (Cols. 47, 49 & 51.)	
40	41	42	43	44	45	46	47	48	49	50	51	52	53	
..	1	2	1	2	9
..	5	..	19	1	7	53	70	..	2	..	..	53	72
..	2	1	..	3	..	10
..	1	..	8	..	..	17	23	..	1	..	1	17	24
..	1	..	2	..	1	8	11	..	1	1	1	9	13	11
1	12	..	34	..	..	130	157	1	2	1	..	132	160
..	1	2	2	2	2	12
..	..	..	107	..	2	405	621	1	1	..	..	406	622
..	1	..	5	26	16	26	16	13
..	..	..	32	1	..	42	56	..	2	..	..	42	58
..	4	2	4	2	14
..	1	..	..	1	..	2	9	..	1	1	1	3	11
..	1	1	7	..	1	60	47	60	47	15
..	4	3	10	1	2	65	56	2	1	..	..	68	57
..	1	..	2	3	9	1	4	9	16
..	1	..	5	..	..	4	7	1	..	..	..	5	7
..	1	2	8	1	3	8	17
..	..	..	2	..	..	10	14	..	..	..	..	10	14
..	3	17	19	17	19	18
..	..	..	8	..	..	31	16	..	..	..	..	31	16
..	2	..	1	16	30	16	30	19
..	153	6	152	1	5	590	877	19	1	..	2	609	890	
..	6	1	22	..	2	141	146	2	1	2	1	145	148	Total (a).
1	177	9	377	5	16	1,350	1,906	24	11	2	4	1,376	1,921	
1	12	1	27	..	4	171	180	5	2	2	2	178	185	Total (b).
2	271	23	612	6	60	2,467	3,228	23	15	10	15	2,505	3,258	
..	5	..	7	39	33	1	2	..	1	40	36	1
..	..	..	2	..	1	9	6	..	4	2	..	11	9
10	107	23	254	18	182	2,078	2,070	28	47	11	12	2,117	2,129	2
8	15	3	65	10	26	663	645	20	15	20	22	704	682	
1	60	6	57	1	23	566	489	..	3	1	3	567	495	3
..	..	1	1	1	..	12	20	..	1	..	2	12	22	
1	6	2	5	..	12	44	54	1	..	45	54	4
1	..	..	5	..	2	66	58	6	1	4	..	76	59
12	173	31	321	19	224	2,727	2,646	29	52	13	16	2,769	2,714	Total (c).
9	15	4	73	11	29	750	728	25	21	25	24	802	772	
14	194	33	418	21	238	3,050	3,038	36	57	15	18	3,111	3,113	Grand Total (d).
12	314	29	769	31	180	3,905	4,722	60	61	51	66	4,036	4,841	

† Exclusive of Burma Railway's figures not furnished due to separation.

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

CLASS I

Class of accident,	ASSAM BRANCH.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 56 and 57).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 59, 61 and 63.)	In- jured. (Cols. 60, 62 and 64.)
55	56	57	58	59	60	61	62	63	64	65	66
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
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	4	1	5	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	4	5	9	..	..	1	6	..	..	1	6
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	17	17	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	1	37	38	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	6	6	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	13	13	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	280	280	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	4	4	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	4	4	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	9	382	391	..	..	1	9	..	..	1	9

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

Class of accident.	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 80 and 81.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 83, 85 and 87.)	Injured. (Cols. 84, 86 and 88.)
79	80	81	82	83	84	85	86	87	88	89	90
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.	..	30	30	..	..	..	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.	..	3	3	..	..	..	1	..	..	..	1
6. Collisions between light engines	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	1	..	..	..
(b) other causes	..	1	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	82	82	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	14	14	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	13	13	..	..	..	..	..	..	..	..
(2) other causes	..	167	167	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	229	229	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	31	31	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	1	2	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	1	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	34	34	..	..	..	..	..	..	..	..
(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.	..	89	89	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	6	6	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	36	37	..	..	..	..	..	..	..	..
Total	3	753	755	..	..	..	5	4	10	4	15

DIX D (iii)—contd.

permanent-way, etc., during the year 1937-38 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 91.	Other accidents. 92.	Total. (Cols. 91 and 92.) 93.	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 79.) 102.
			Killed. 94.	Injured. 95.	Killed. 96.	Injured. 97.	Killed. 98.	Injured. 99.	Killed. (Cols. 94, 96 and 98.) 100.	Injured. (Cols. 95, 97 and 99.) 101.	
	6	6	..	..	1	..	..	..	1	..	1
	3	3	..	..	..	..	..	..	..	..	2
	..	..	..	..	..	..	..	..	..	..	3
	4	4	..	..	..	..	..	..	..	..	4
	..	..	..	..	..	..	..	..	..	..	5
	..	..	..	..	..	..	..	..	..	..	6
	60	60	..	..	1	..	..	..	1	..	7 (a)
	3	3	..	..	..	..	..	..	..	..	7 (b)
	45	45	..	..	..	..	..	..	..	..	8 (a)
	649	649	..	..	..	..	..	..	..	..	8 (b)
	2	2	..	..	..	..	..	..	..	..	9 (a) 1
	5	5	..	..	..	..	..	..	..	..	9 (a) 2
	37	37	..	..	..	..	..	..	..	..	9 (b) 1
	111	111	..	..	..	..	..	..	..	..	9 (b) 2
	..	..	..	..	..	..	..	..	..	..	9 (c) 1
	..	..	..	..	..	..	..	..	..	..	9 (c) 2
	..	..	..	..	..	..	..	..	..	..	9 (c) 3
	1	1	..	..	..	..	..	..	..	..	9 (d) 1
	133	133	..	..	..	..	..	..	..	..	9 (d) 2
	38	38	..	..	..	..	..	..	..	..	9 (d) 3
	48	48	..	..	..	..	..	..	..	..	10 (a)
	..	..	..	..	..	..	..	..	..	..	10 (b)
	4	4	..	..	..	..	..	..	..	..	10 (c)
	2	2	..	..	..	..	..	..	..	..	10 (d)
1	2	3	..	..	3	11	..	..	3	11	11 (a)
	..	..	..	..	..	..	..	..	..	..	11 (b)
	3	3	..	..	..	..	..	..	..	..	12 (a)
	358	358	..	..	..	..	..	..	..	..	12 (b)
	..	..	..	..	..	..	..	..	..	..	12 (c)
1	10	11	1	1	..	..	..	..	1	1	12 (d)
1	..	..	..	..	..	..	..	..	..	..	12 (e)
1	13	13	..	..	..	..	..	..	..	..	12 (f)
	..	..	..	..	..	..	..	..	..	..	12 (g)
3	2,037	2,040	1	1	4	11	..	..	5	12	Total

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

CLASS I											
EASTERN BENGAL.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 104 and 105.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
				(Col. 107)	(Col. 108)	(Col. 109)	(Col. 110)	(Col. 111)	(Col. 112)	(Cols. 107, 109 and 111.)	(Cols. 108, 110 and 112.)
103	104	105	106	107	108	109	110	111	112	113	114
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	1	..	3	..	..	..	4
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.	..	4	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 running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	15	..	15	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	37	37	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	15	15	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	17	17	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	22	22	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	96	96	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	12	12	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	3	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	2	..	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	2	4	6	..	..	..	..	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	..	195	195	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	6	..	6	..	..	..	..	1	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	12	..	12	..	1	..	..	..	2	..	3
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	5	..	5	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	7	7	..	..	..	..	..	..	..	..
Total	45	417	462	..	2	..	3	2	2	2	7

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 115	Other accidents. 116	Total (Cols. 115 and 116.) 117	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 103.) 126
			Killed. 118	Injured. 119	Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. (Cols. 118, 120 and 122.) 124	Injured. (Cols. 119, 121 and 123.) 125	
..	..	..	..	..	..	..	..	..	..	..	1
3	3	6	3	17	4	11	..	..	7	28	2
..	..	..	..	..	..	..	..	..	..	..	3
..	12	12	..	..	..	12	..	..	..	12	4
..	2	2	..	..	..	..	..	..	..	..	5
1	5	6	..	..	..	..	1	..	1	..	6
..	4	4	..	1	..	1	..	1	..	2	7 (a)
1	6	7	101	115	4	3	1	..	106	116	7 (b)
..	13	13	..	..	..	1	..	..	..	1	8 (a)
1	637	638	..	3	..	4	..	..	..	7	8 (b)
..	11	11	..	..	..	..	..	..	..	..	9 (a) 1
..	89	89	..	..	..	..	..	..	..	..	9 (a) 2
..	15	15	..	..	..	..	..	..	..	..	9 (b) 1
..	279	279	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
1	4	5	..	..	..	..	..	..	..	..	9 (d)
..	1	1	..	..	..	..	..	..	..	..	9 (e)
..	661	661	..	..	..	..	..	..	..	..	9 (f)
..	5	5	..	..	..	..	..	..	..	..	9 (g)
..	63	63	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
4	..	4	..	..	..	..	..	..	..	..	10 (c)
1	3	4	..	..	..	..	..	..	..	..	10 (d)
..	7	7	..	3	..	..	..	..	..	3	11 (a)
..	2	2	..	..	..	..	..	..	..	..	11 (b)
..	15	15	..	..	..	..	..	..	..	..	12 (a)
..	1,030	1,030	..	..	..	..	..	..	..	..	12 (b)
..	11	11	..	..	..	..	..	..	..	..	12 (c)
4	4	8	..	..	..	..	2	6	2	6	12 (d)
..	1	1	..	..	..	4	..	..	..	4	12 (e)
5	4	9	..	..	..	..	..	..	..	..	12 (f)
..	75	75	..	..	1	9	..	..	1	9	12 (g)
21	2,963	2,964	104	139	9	45	4	7	117	191	Total

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

Class of accident.	GREAT INDIAN PENINSULA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 128	Other accidents. 129	Total. (Cols. 128 and 129) 130	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 131	Injured. 132	Killed. 133	Injured. 134	Killed. 135	Injured. 136	Killed. (Cols. 131, 133 and 135) 137	Injured. (Cols. 132, 134 and 136.) 138
127											
1. Collisions between passenger trains or parts of passenger trains.	..	8	8	..	..	..	1	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	9	10	..	17	2	4	..	..	2	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	23	25	..	1	..	7	1	..	1	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.	..	74	74	..	..	..	1	..	..	..	1
6. Collisions between light engines	..	20	20	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	31	32	..	..	..	1	..	..	1	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(b) other causes	..	504	504	..	..	..	2	..	..	..	2
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	43	43	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	14	14	..	..	..	..	..	..	..	..
(2) other causes	..	481	481	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	6	7	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	441	441	..	1	..	..	..	..	..	1
(h) Other Rolling Stock failures	..	40	40	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	49	49	..	..	..	..	..	..	..	..
(b) the failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	1	106	107	..	4	..	..	..	..	..	4
(b) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,410	1,410	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	7	7	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	11	12	..	..	..	..	1	6	1	6
(e) Train-wrecking	..	7	7	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	1	1	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	48	48	..	..	..	..	..	..	..	..
Total	7	3,355	3,362	..	23	2	21	2	6	4	50

* Includes 298 Electrical multiple units failures on Suburban Service.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

January.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 139 and 140.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Claim of Accidents. (See column No. 127.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 142, 144 and 146.)	Injured. (Cols. 143, 145, and 147.)	
..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
2	..	2	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	3	3	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	..	..	9 (a) 2
..	3	3	..	..	..	..	..	..	..	..	9 (b) 1
..	18	18	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c) 1
..	..	..	..	..	..	..	..	..	..	..	9 (c) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c) 3
..	..	..	..	..	..	..	..	..	..	..	9 (c) 4
..	..	..	..	..	..	..	..	..	..	..	9 (c) 5
..	15	15	..	..	..	..	..	..	..	..	9 (c) 6
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
2	..	2	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	3	3	..	..	..	..	..	..	..	..	12 (a)
..	73	73	..	..	..	..	..	..	..	..	12 (b)
..	6	6	..	..	..	..	..	..	..	..	12 (c)
..	..	..	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
4	124	128	..	..	..	..	..	..	..	..	Total.

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

Class of accident.	MADHAR AND SOUTHERN MAHRATTA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 152 & 153.)	Passengers.		Rail way accounts.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 155, 157 & 159.)	Injured. (Cols. 156, 158 & 160.)
151	152	153	154	155	156	157	158	159	160	161	162
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.	2	13	15	..	..	..	1	..	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.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	6	6	..	..	..	1	..	..	..	1
(b) other causes	..	5	5	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	58	58	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	15	15	..	..	..	..	..	..	..	..
(2) other causes	..	61	61	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	21	21	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	5	29	34	..	..	..	..	1	..	1	..
(h) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	44	44	..	..	..	..	..	..	..	..
(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	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	2	15	17	..	..	..	..	..	..	..	..
(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.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	983	983	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	17	..	17	..	..	..	..	5	1	5	1
(f) Attenuated train wrecking	5	..	5	..	..	..	1	..	..	..	1
(g) Miscellaneous	31	..	31	..	..	..	..	..	..	..	..
(h) Miscellaneous	2	6	8	..	..	..	..	..	..	..	..
Total	70	1,262	1,332	..	..	..	4	6	3	6	7

DIX D (iii)—contd.

Stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAY—contd.

NIRAN'S STATE.

Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1930, 1932.	Other accidents.	Total. (Cols. 163 & 164).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 174.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 166, 168 & 170.)	Injured. (Cols. 167, 169 & 171.)	
..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
1	..	1	..	..	..	2	..	..	..	2	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	6	6	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	2	2	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	17	17	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	..	..	..	..	..	..	..	9 (f)
..	61	61	..	..	..	..	..	..	..	..	9 (g)
..	9	9	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	4	4	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	2	2	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	..	..	..	..	..	..	..	12 (b)
..	370	370	..	..	..	..	..	..	..	..	12 (c)
4	..	4	..	..	..	..	..	..	..	..	12 (d)
1	..	1	..	..	..	..	1	4	1	4	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
1	..	1	..	..	..	..	..	..	..	..	12 (g)
..	3	3	..	..	..	..	..	..	..	..	12 (h)
8	482	480	..	..	..	2	1	4	1	6	Total.

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

Class of accident.	NORTH WESTERN.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1900. 176	Other acci- dents. 177	Total. (Cols. 176 & 177.) 178	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 179	In- jured. 180	Killed. 181	In- jured. 182	Killed. 183	In- jured. 184	Killed. (Cols. 179, 181 & 183) 185	In- jured (Cols. 180, 182 & 184.) 186
175											
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	1	4	..	..	..	..	..	..	..	..
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	..	..	..	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	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	5	..	5	..	..	..	..	..	..	..	..
(b) other causes	30	1	31	..	..	..	..	..	..	..	..
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	..	310	310	..	..	..	..	..	..	..	..
(b) other causes	..	834	834	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	11	11	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	15	15	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	117	117	..	..	..	..	..	..	..	..
(2) other causes	..	60	60	..	..	..	..	..	..	..	..
(c) The failure of tyres	1	2	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	1	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	32	32	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	47	47	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	16	16	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	3	6	9	..	..	..	..	..	..	..	..
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	..	773	773	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	3	15	18	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	25	1	26	..	..	..	..	19	24	19	24
(e) Train-wrecking	1	..	1	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	3	2	5	..	..	..	..	1	..	1	..
(g) Miscellaneous	..	53	53	..	..	..	..	..	..	..	..
Total	75	2,313	2,388	..	..	..	3	20	24	20	27

*Includes three failures of rail motors and two of steam coaches.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

ROHILKHAND AND KUMAON.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 187	Other accidents. 188	Total. (Cols. 187 and 188.) 189	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents, (See column No. 178.) 198
			Killed. 190	Injured. 191	Killed. 192	Injured. 193	Killed. 194	Injured. 195	Killed. (Cols. 190, 191, 192 & 194.) 196	Injured. (Cols. 191, 193 and 195.) 197	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
1	2	3	..	..	..	..	..	..	..	..	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
..	11	11	..	..	..	..	..	..	..	..	8 (b)
..	5	5	..	..	..	..	..	..	..	..	9 (a) 1
..	13	13	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	10	10	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	16	16	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
1	..	1	..	..	..	..	..	..	..	..	12 (a)
..	29	29	..	..	..	..	..	..	..	..	12 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (c)
1	3	4	..	..	..	..	..	1	..	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	7	7	..	..	..	..	..	..	..	..	12 (g)
3	101	104	..	..	..	..	..	1	..	1	Total.

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

CLASS I RAILWAYS—contd.

Class of accident.	SOUTH INDIAN.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 200 & 201.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 203, 205 & 207.)	In-jured. (Cols. 204, 206 & 208.)
199	200	201	202	203	204	205	206	207	208	209	210
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collision 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	5	..	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	3	3	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	21	21	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	69	69	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	49	49	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	8	1	4	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	14	14	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	42	147	189	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	159	159	..	..	..	..	..	..	..	..
10. Failure or permanent-way—											
(a) Broken rails	5	..	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	13	..	13	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	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.	14	..	14	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	2,509	2,509	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	9	..	9	..	..	..	..	..	..	..	..
(d) Train running over obstructions or vehicles at level crossings.	7	..	7	..	..	..	..	..	4	..	4
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	2	..	2	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	103	2,976	3,079	..	..	..	..	..	4	..	4

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between servants and other persons killed or injured in each class of accident.

TOTAL CLASS I RAILWAYS—contd.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 211 and 212.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 100.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 and 218.)	Injured. (Cols. 217 and 219.)	
211	212	213	214	215	216	217	218	219	220	221	222
1	15	16	..	1	1	4	..	..	1	5	1
7	20	27	3	34	6	15	..	..	9	49	2
..	3	3	..	..	..	..	..	..	..	..	3
5	94	99	..	1	..	25	1	2	1	28	4
..	79	79	..	..	..	2	..	..	..	2	5
1	30	31	..	..	..	5	1	..	1	5	6
6	65	71	..	1	1	1	..	1	1	3	7 (a)
63	47	110	101	115	4	9	1	..	106	124	7 (b)
..	388	388	..	..	..	2	..	..	..	2	8 (a)
5	2,846	2,851	..	3	1	13	..	..	1	16	8 (b)
..	67	67	..	..	..	..	..	..	..	..	9 (a) 1
..	332	332	..	..	..	..	..	..	..	..	9 (a) 2
..	221	221	..	..	..	..	..	..	..	..	9 (b) 1
..	1,325	1,325	..	..	..	..	..	..	..	..	9 (b) 2
1	7	8	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
6	33	39	..	..	..	..	..	..	..	..	9 (e)
..	21	21	..	..	..	..	..	..	..	..	9 (f)
48	1,898	1,946	..	1	..	..	1	..	1	1	9 (g)
..	260	260	..	..	..	..	..	..	..	..	9 (h)
5	302	307	..	..	..	..	..	..	..	..	10 (a)
3	4	7	..	..	..	..	..	..	..	..	10 (b)
22	49	71	..	..	..	..	..	..	..	..	10 (c)
3	18	21	..	..	..	..	..	..	..	..	10 (d)
10	173	183	..	7	2	11	..	..	2	18	11 (a)
2	29	31	..	..	..	..	1	..	1	..	11 (b)
15	26	41	..	..	..	..	..	..	..	..	12 (a)
..	8,599	8,599	..	..	..	..	..	..	..	..	12 (b)
22	57	79	..	..	..	..	1	..	1	..	12 (c)
69	38	107	1	2	..	..	28	48	29	50	12 (d)
6	8	14	..	..	..	5	..	..	..	5	12 (e)
48	23	71	..	..	..	..	1	..	1	..	12 (f)
3	250	253	..	..	1	11	4	10	5	21	12 (g)
351	17,328	17,679	105	165	16	103	29	61	160	229	Total.

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

Class of accident.	CLASS II		
	BANK LINES.		
223	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880. 224	Other accidents. 225	Total (Cols. 224 and 225). 226
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	2	..	2
8. Other derailments—			
(a) Due to trains running in the wrong direction through points . . . . .	..	2	2
(b) Other causes . . . . .	..	13	13
9. Failure of engines and rolling stock—			
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes . . . . .	..	..	..
(2) machinery, springs, etc. . . . .	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes . . . . .	..	2	2
(2) other causes . . . . .	..	7	7
(c) The failure of tyres . . . . .	..	..	..
(d) Ditto wheels . . . . .	..	..	..
(e) Ditto axles . . . . .	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	5	5
(h) Other rolling stock failures . . . . .	..	..	..
10. Failure of permanent way—			
(a) Broken rails . . . . .	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc. . . . .	..	..	..
(c) The flooding of portions of permanent way . . . . .	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	..	..
11. Fires—			
(a) Fire in trains . . . . .	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts . . . . .	..	..	..
12. Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed . . . . .	..	1	1
(b) Trains running over cattle on the line . . . . .	..	29	29
(c) Trains running over obstructions on the line (other than those at level-crossings) . . . . .	..	3	3
(d) Trains running over obstructions or vehicles at level-crossings . . . . .	..	..	..
(e) Train-wrecking . . . . .	..	..	..
(f) Attempted train-wrecking . . . . .	..	..	..
(g) Miscellaneous . . . . .	..	..	..
Total	2	62	64

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-58 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			Serial No. of class of accidents (See column No. 236.)
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 227 and 228.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 230 and 231.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 233 and 234.)	
227	228	229	230	231	232	233	234	235	236
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (a)
..	..	..	..	..	..	0	..	0	7 (b)
..	..	..	..	..	..	..	..	..	8 (a)
..	..	..	..	..	..	..	..	..	8 (b)
..	1	1	..	7	7	1	..	1	9 (a) 1
..	..	..	..	2	2	1	..	1	9 (a) 2
..	..	..	..	..	..	0	..	0	9 (b) 1
..	4	4	..	..	..	5	..	5	9 (b) 2
..	1	1	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	9 (f)
..	1	1	..	..	..	1	..	1	9 (g)
..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	1	..	1	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	1	..	1	11 (a)
..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	12 (a)
..	5	5	..	53	53	..	77	77	12 (b)
..	2	2	..	..	..	..	..	..	12 (c)
..	2	2	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	1	1	..	2	2	12 (g)
	16	16	1	63	64	20	79	99	Total

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

Class of accident,	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GARHWAR'S BARODA STATE.			GON	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 238	Other acci- dents. 239	Total (Cols. 238 and 239.) 240	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 241	Other acci- dents. 242	Total (Cols. 241 and 242.) 243	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 244	Other acci- dents. 245	Total (Cols. 244 and 245.) 246	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 247	Other acci- dents. 248
237	238	239	240	241	242	243	244	245	246	247	248
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	1
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	35	..	35	..	..	..	..	1	1	..	..
8. Other derailments—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	..	26	26	..	1	1	..	14	14	..	21
9. Failure of engines and rolling-stock—
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—
(1) boilers and tubes
(2) machinery, springs, etc.
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes	2	2	..	21	21	..	2
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.	1	1	..	..	..	..	..
(A) Other Rolling Stock failures.
10. Failure of permanent way—
(a) Broken rails	6	6	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent way.	7	..	7	..	..	..	5	3	8	..	..
(d) Slips in cuttings or embankments	6	15	21	..	..	..	..	..	..	..	..
11. Fires—
(a) Fire in trains	4	4	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	4
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line.	..	3	3	..	5	5	..	40	40	..	23
(c) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	42	42	..	..
(d) Trains running over obstructions or vehicles at level crossings.
(e) Train-wrecking
(f) Attempted train wrecking
(g) Miscellaneous	..	5	5	..	..	..	..	20	20	..	2
Total	48	57	105	..	9	9	5	160	165	..	53

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

DAL-	JAIPUR STATE.			JAMNAGAR DWARA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents. (See column No. 237.)
	Total. (Cols. 247 and 248.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 250	Other accidents. 251	Total. (Cols. 250 and 251.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 253	Other accidents. 254	Total. (Cols. 253 and 254.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 256	Other accidents. 257	Total. (Cols. 256 and 257.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 259	Other accidents. 260		Total. (Cols. 259 and 260.)	262
													1
													2
													3
													4
													5
													6
													7 (a)
													7 (b)
													8 (a)
													8 (b)
													9 (a) (1)
													9 (a) (2)
													9 (b) (1)
													9 (b) (2)
													9 (c)
													9 (d)
													9 (e)
													9 (f)
													9 (g)
													9 (h)
													10 (a)
													10 (b)
													10 (c)
													10 (d)
													11 (a)
													11
													12
													12 (a)
													12 (b)
													12 (c)
													12 (d)
													12 (e)
													12 (f)
													12 (g)
													Total
59	10	49	59		23	23		56	56		29	29	

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

Class of accident.	CLASS II RAILWAYS.									TOTAL CLASS II			
	MYSORE RAILWAYS.			SHAHJHARA (DELHI). SAHARANPUR LIGHT.			Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.			Railway creants.
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 264	Other acci- dents. 265	Total. (Cols. 264 and 265.) 266	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 267	Other acci- dents. 268	Total. (Cols. 267 and 268.) 269	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 270	Other acci- dents. 271	Total. (Cols. 270 and 271.) 272	Killed. 273	In- jured. 274	Killed. 275	
	263	265	266	267	268	269	270	271	272	273	274	275	
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.	1	1	..	..
6. Collisions between light engines	1	1	..	..	..	..	2	2	..	..
7. Derailments of passenger trains—		
(a) Due to trains running in the wrong direction through points.		
(b) Other causes	43	3	46	..	..
8. Other Derailments—		
(a) Due to trains running in the wrong direction through points.	8	8	..	..
(b) Other causes	1	1	..	..	..	2	84	86	..	..
9. Failure of engines and rolling-stock—		
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—		
(1) boilers and tubes	4	4	..	..	..	1	14	15	..	..
(2) machinery, springs, etc.	1	7	8	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff		
(1) boilers and tubes	3	3	..	..	..	5	8	13	..	..
(2) other causes	17	17	..	..	..	13	57	70	..	..
(c) The failure of tyres	1	1	..	..
(d) Ditto wheels		
(e) Ditto axles		
(f) Ditto brake apparatus	5	5	..	..
(g) Ditto couplings and draft gear.	1	..	1	..	..
(h) Other Rolling Stock failures	2	..	2	..	..	..	2	8	10	..	..
10. Failure of permanent way —		
(a) Broken rails		
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	7	8	..	..
(c) The flooding of portions of permanent-way.	..	2	2	..	..	..	..	1	1	..	..
(d) Slips in cuttings or embankments	1	1	..	..	..	12	7	19	..	..
11. Fires—		
(a) Fire in trains	1	4	5	..	..
(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.	..	1	1	..	..	..	..	3	3	..	..
(b) Trains running over cattle on the line.	..	125	125	..	2	2	..	471	471	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	..	52	52	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	..	1	..	..	..	1	2	3	..	2
(e) Train-wrecking		
(f) Attempted train-wrecking		
(g) Miscellaneous	3	..	3	..	..	..	3	42	45	..	..
Total	6	100	106	..	4	4	92	830	912	2	

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.												Serial No. of accident. (See col. No. 203.)
Railway servants	Other persons.		Total.		Accidents reported to Local Governments under section 63 of the Indian Railways Act No. IX of 1900.	Other accidents.	Total. (Cols. 281 and 282.)	Passengers.		Railway servants.		Other persons.		Total.			
	Injured.	Killed.	Injured.	Killed.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
276	277	278	279	280	281	283	283	284	285	286	287	288	289	290	291	292	
..	1	
..	1	..	1	..	5	..	..	..	..	..	5	2	
..	1	..	1	..	..	..	..	..	..	..	..	3	
..	2	2	..	..	..	..	..	..	..	..	4	
..	1	1	..	..	..	..	..	..	..	..	5	
..	6	
..	1	2	3	..	..	..	..	..	..	..	..	7 (a)	
..	19	9	28	..	4	..	3	..	..	..	7	7 (b)	
..	10	10	..	..	..	..	..	..	..	..	8 (a)	
..	18	18	..	..	..	..	..	..	..	..	8 (b)	
..	3	3	..	..	..	..	..	..	..	..	9 (a) (1)	
..	4	4	..	..	..	..	..	..	..	..	9 (a) (2)	
..	3	..	3	..	..	..	..	..	..	..	..	9 (b) (1)	
..	4	..	39	..	..	..	..	..	..	..	..	9 (b) (2)	
..	2	2	..	..	..	..	..	..	..	..	9 (c)	
..	2	2	..	..	..	..	..	..	..	..	9 (d)	
..	9 (e)	
..	3	7	10	..	..	..	..	..	..	..	..	9 (f)	
..	2	2	..	..	..	..	..	..	..	..	9 (g)	
..	1	1	..	..	..	..	..	..	..	..	9 (h)	
..	10 (a)	
..	10 (b)	
..	10 (c)	
..	1	1	..	..	..	..	..	..	..	..	10 (d)	
..	11 (a)	
..	1	1	..	..	..	..	..	..	..	..	11 (b)	
..	9	9	..	..	..	..	..	..	..	..	12 (a)	
..	11	18	11	18	1	120	121	..	..	..	..	11	..	11	..	12 (b)
1	2	1	10	16	26	..	..	..	..	..	1	..	1	12 (c)	
..	6	6	..	..	..	..	..	..	..	..	12 (d)	
..	12 (e)	
..	4	..	4	..	..	..	..	..	..	..	..	12 (f)	
..	3	18	21	..	..	..	..	..	..	..	..	12 (g)	
1	11	18	13	19	50	269	319	..	8	..	3	11	1	11	13	Total.	

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

Class of accident.	TOTAL ALL									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
					(Cols. 294 and 296.)	(Cols. 295 and 297.)	Killed.		Injured.	
	1936-37. 294	1937-38† 295	1936-37. 296	1937-38† 297	1936-37. 298	1937-38† 299	1936-37. 300	1937-38† 301	1936-37. 302	1937-38† 303
293										
1. Collisions between passenger trains or parts of passenger trains.	9	1	6	15	14	16	1	..	19	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	10	8	19	20	29	28	2	3	17	39
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	3	5	4	1	..	6	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	3	5	90	96	93	101	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.	..	..	89	81	89	81	..	..	..	..
6. Collisions between light engines	1	1	22	22	23	33	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	11	7	43	67	54	74	..	..	1	1
(b) Other causes	165	125	63	59	228	184	7	101	20	119
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	2	..	705	406	707	406	..	..	..	..
(b) Other causes	29	7	2,626	2,948	2,655	2,955	..	..	..	3
9. Failure of engines and rolling stock—										
(d) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	1	101	84	101	85	..	..	..	..
(2) machinery, springs, etc.	..	1	338	343	338	344	..	..	..	..
(e) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	8	299	329	299	237	..	..	..	..
(2) other causes	..	17	1,246	1,417	1,246	1,434	..	..	..	..
(f) The failure of tyres	..	1	7	8	7	9	..	..	..	..
(d) Ditto wheels	..	1	4	3	4	4	..	..	..	..
(e) Ditto axles	7	5	40	40	47	45	..	..	..	..
(f) Ditto brake apparatus	..	1	33	21	33	22	..	..	..	..
(g) Ditto couplings and draft gear	47	53	2,113	1,913	2,160	1,968	..	..	..	1
(h) Other Rolling Stock failures	..	..	162	274	164	274	..	..	1	..
10. Failure of Permanent way—										
(a) Broken rails	7	6	302	310	309	316	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	3	4	5	4	8	..	..	..	..
(c) The flooding of portions of permanent-way.	25	34	58	66	83	90	..	..	..	..
(d) Slips in cuttings or embankments	3	9	58	38	61	45	..	..	..	..
11. Fires—										
(a) Fire in trains	9	11	161	177	170	188	1	..	4	7
(b) Fire at stations, or involving injury to bridges or viaducts.	6	2	50	34	55	36	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	16	15	43	38	59	53	..	..	..	..
(b) Trains running over cattle on the line	7	1	9,556	9,190	9,573	9,191	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	53	32	130	125	183	157	..	..	4	..
(d) Trains running over obstructions or vehicles at level crossings.	40	70	33	45	73	116	..	1	..	2
(e) Train-wrecking	1	8	15	8	16	16	..	..	..	..
(f) Attempted train-wrecking	35	50	49	23	84	73	..	..	..	..
(g) Miscellaneous	6	9	312	310	317	319	..	..	..	..
Total	493	493	18,795	18,417	19,283	18,910	13	105	72	174

Exclusive of Burma Railway's figures not furnished due to separation.

DIX D (iii)—concl'd.

stock, permanent-way, etc., during the years 1936-37 and 1937-38 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				Other persons.				Grand Total.				Serial No. of class of accident. (See column No. 203.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1936-37. 204	1937-38.† 205	1936-37. 206	1937-38.† 207	1936-37. 208	1937-38.† 209	1936-37 210	1937-38.† 211	1936-37. 212	1937-38.† 213	1936-37. 214	1937-38.† 215		216
..	1	72	4	..	..	..	..	1	1	91	8	1
..	6	63	15	1	..	..	..	3	9	70	64	2
..	..	3	..	..	..	..	..	1	..	9	..	3
1	..	13	25	..	1	..	2	2	1	13	28	4
..	..	1	2	..	..	..	..	..	..	1	2	3
..	..	6	5	..	1	2	..	..	1	2	8	6
..	1	1	1	..	..	..	1	..	1	2	3	7 (a)
..	4	14	12	1	1	1	..	3	109	36	131	7 (b)
1	..	..	2	..	..	..	..	1	..	..	2	8 (a)
..	1	13	13	..	..	..	..	..	1	13	10	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	1	..	..	1	..	..	..	1	1	1	9 (g)
..	..	..	..	..	..	..	..	..	..	1	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	1	..	..	..	1	..	..	..	10 (d)
..	2	..	11	..	1	..	..	1	2	2	13	11 (a)
..	..	1	..	1	1	..	..	1	1	1	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	27	23	27	18	27	22	49	18	12 (b)
..	..	3	..	..	1	3	1	6	3	9	2	12 (c)
5	2	3	1	..	..	23	48	25	20	30	50	12 (d)
..	..	2	..	25	28	23	..	..	..	..	5	12 (e)
..	..	..	5	..	..	..	..	..	1	..	..	12 (f)
..	..	..	..	..	1	..	..	..	5	16	..	12 (g)
..	1	5	..	..	4	11	10	..	..	..	21	12 (h)
7	18	191	107	56	61	81	80	76	184	344	291	Total.

† Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 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.
317	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	
1. Ascending or descending steps at stations.	14	1	..	1	14	..	..	..	..	..	..	..
2. Being struck, by barrows falling over packages, etc., on platform.	1	..	..	30	..	..	1	30	..	..	..	..	..	..	..
3. Falling off platforms.	20	2	..	2	20	..	..	..	..	..	..	..
4. Loading, unloading or shunting waggons.	1	1,033	4	21	5	1,033	..	..	..	1	..	..	1	
5. Moving or carrying goods at stations, etc.	1	299	2	8	3	307	..	..	..	..	..	..	..
6. Working at cranes or capstans.	2	85	1	1	3	89	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	1	..	264	2	5	2	270	..	..	..	2	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	1	..	279	..	..	..	280	..	..	..	2	..	..	2
9. Falling off platforms, ladders, scaffolds, etc.	..	1	9	168	4	13	13	182	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	5	2	251	6	8	8	264	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	1	2,077	..	..	1	2,077	..	..	..	3	..	..	3	
12. Being trampled on or kicked by horses.	0	..	..	..	0	..	..	..	..	..	..	..
13. Working on the line or in sidings.	1	1,528	1	..	2	1,528	..	..	..	4	..	..	4	
14. Miscellaneous.	..	6	13	2,701	17	57	30	2,764	..	..	..	4	2	..	4
Total	1	14	30	8,754	40	113	71	8,881	..	..	..	14	2	..	14

DIX D (iv).

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

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 334, 336 and 338.)	In-jured. (Cols. 335, 337 and 339.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 342, 344 and 346.)	In-jured. (Cols. 343, 345 and 347.)	
334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	
..	14	1	..	1	14	1. Ascending or descending steps at stations.
..	1	..	..	30	..	..	1	30	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	1	..	..	..	1	..	..	..	21	2	..	2	21	3. Falling off platforms
..	1	..	..	..	1	..	..	1	1,034	4	21	5	1,055	4. Loading, unloading or shunting wagons.
..	1	209	2	8	3	207	5. Moving or carrying goods at stations, etc.
..	2	85	1	1	3	86	6. Working at cranes or capstans.
..	1	..	1	..	1	..	264	2	6	2	271	7. Falling off wagon doors, lamps, hales of goods, etc.
..	1	..	281	..	..	..	282	8. Falling off, or getting on or off, stationary engines or vehicles.
..	1	9	168	4	13	13	182	9. Falling off platforms, ladders, scaffolds, etc.
..	2	..	..	..	2	..	5	2	253	6	8	8	266	10. Stumbling whilst walking on the line or platforms.
..	1	2,080	..	..	1	2,080	11. Attending to stationary engines in sheds.
..	6	..	..	..	6	12. Being trampled on or kicked by horses
..	1	1,532	1	..	2	1,533	13. Working on the line or in sidings.
..	1	..	..	..	1	..	6	13	2,706	19	57	32	2,709	14. Miscellaneous.
..	5	..	1	..	6	1	14	20	8,773	42	114	73	8,901	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1937-38
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed. 352	Percent- age of total. 353	Injured. 354	Percent- age of total. 355	Killed. 356	Percent- age of total. 357	Injured. 358	Percent- age of total. 359	Killed. 360	Percent- age of total. 361	Injured. 362	Percent- age of total. 363
Assam-Bengal	1	25.0	5	41.7	3	75.0	7	59.8	..	..	..	..
Bengal and North-Western	5	62.5	26	68.4	3	87.5	12	31.6	..	..	..	..
Bengal-Nagpur	2	25.0	186	87.7	6	75.0	24	11.8	..	..	2	0.94
Bombay, Baroda and Central India.	4	57.1	190	95.5	3	42.9	9	4.53	..	..	..	..
Eastern-Bengal	4	21.1	151	75.5	15	78.9	36	18.0	..	..	13	6.50
East Indian	51	77.3	646	97.7	15	22.7	11	1.66	..	..	4	0.61
Great Indian Peninsula	16	69.6	904	97.0	7	30.4	19	3.04	..	..	9	0.97
Jodhpur . . . . .	..	..	2	100.0	1	100.0	..	..	..	..	..	..
Madras and Southern Mahratta	12	100.0	260	95.9	..	..	11	4.10	..	..	..	..
Nizam's State	1	100.0	30	87.0	..	..	3	13.0	..	..	..	..
North Western	26	96.3	608	99.3	1	3.70	3	0.49	..	..	1	0.16
Rohilkund and Kumaon . . . . .	..	..	..	..	..	..	6	100.0	..	..	..	..
South Indian	4	100.0	54	90.0	..	..	6	10.0	..	..	..	..
Total	126	70.0	2,052	94.5	54	30.0	147	4.55	..	..	29	0.90

DIX D (v).

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

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway System.
Killed. 364	Percentage of total. 365	Injured. 366	Percentage of total. 367	Killed. 368	Percentage of total. 369	Injured. 370	Percentage of total. 371	† Killed. (Cols. 368, 369, 370, 364 and 368.) 372	† Injured. (Cols. 366, 367, 362, 366 and 370.) 373		374
..	4	12	Assam-Bengal.
..	8	38	Bengal and North-Western.
..	8	212	Bengal-Nagpur
..	7	199	Bombay, Baroda and Central India.
..	19	200	Eastern Bengal.
..	66	661	East Indian.
..	23	932	Great Indian Peninsula
..	1	2	Jodhpur.
..	12	271	Madras and Southern Mahratta.
..	1	23	Nizam's State
..	27	612	North Western.
..	6	Rohilkhand and Kumaon.
..	4	60	South Indian.
..	180	2,228	Total.

†Exclusive of Burma Railways' figures not furnished due to separation.

Number of accidents which occurred during the year 1937-38 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I						
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
375	376	377	378	379	380	381	382	383
(a) Total number of accidents .. .. .	.. .. .	4	16	42	1,979	373	1,562	1,202
(b) Affecting Railway Servants.								
1. Railway workshops	Killed ..	1	..	..	..	2	2	1
	Injured ..	3	9	30	1,063	365	1,560	1,201
2. New works not opened for traffic	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
3. Lines under constructions	Killed ..	..	..	..	1	..	..	..
	Injured ..	..	..	..	15	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..
	Injured ..	..	1	6	..	..	..	..
Total (b)	Killed ..	1	..	1	1	2	2	1
	Injured ..	3	10	36	1,078	366	1,560	1,201
(c) Affecting other persons.								
1. Railway workshops	Killed ..	..	..	..	..	1	..	..
	Injured ..	..	..	..	..	1	..	..
2. New works, not opened for traffic	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	2	..	..
	Injured ..	..	..	2	..	1	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
Total (c)	Killed ..	..	..	1	..	3	..	..
	Injured ..	..	..	2	..	2	..	..
(d) GRAND TOTAL-(b+c)	Killed ..	1	..	2	1	5	2	1
	Injured ..	3	10	38	1,078	369	1,560	1,201

DIX D (vi).

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

Railways.										No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	† Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 300, 301 and 302).	
304	305	306	307	308	309	300	301	302	303	304
	723	450	1,336	3	371	8,001	..	..	8,001	(a) Total number of accidents.
										(b) Affecting Railway Servants.
	1	..	2	..	..	9	..	..	9	Killed } 1
	727	450	1,334	3	371	8,016	68	4	8,088	Injured } 1
	..	..	..	..	..	..	..	..	..	Killed } 2
	..	..	..	..	..	..	..	..	..	Injured } 2
	..	..	..	..	..	1	..	..	1	Killed } 3
	..	..	..	..	..	15	..	..	15	Injured } 3
	..	..	..	..	..	..	..	..	..	Killed } 4
	..	..	..	..	..	1	..	..	1	Injured } 4
	..	..	..	..	..	1	..	..	1	Killed } 5
	..	..	..	..	..	7	..	..	7	Injured } 5
	1	..	2	..	..	11	..	..	11	Killed } Total (b).
	727	450	1,334	3	371	8,039	68	4	8,111	Injured } Total (b).
										(c) Affecting other persons.
	..	..	..	..	..	1	..	..	1	Killed } 1
	..	..	..	..	..	1	..	..	1	Injured } 1
	..	..	..	..	..	..	..	..	..	Killed } 2
	..	..	..	..	..	..	..	..	..	Injured } 2
	..	..	..	..	..	..	..	..	..	Killed } 3
	..	..	..	..	..	..	..	..	..	Injured } 3
	..	..	..	..	..	3	..	..	3	Killed } 4
	..	..	..	..	..	3	..	..	3	Injured } 4
	..	..	..	..	..	..	..	..	..	Killed } 5
	..	..	..	..	..	..	..	..	..	Injured } 5
	..	..	..	..	..	4	..	..	4	Killed } Total (c).
	..	..	..	..	..	4	..	..	4	Injured } Total (c).
	1	..	3	..	..	15	..	..	15	Killed } GRAND TOTAL (d)
	727	450	1,334	3	371	8,043	68	4	8,115	Injured } GRAND TOTAL (d)

† Exclusive of Burma Railways' figures not furnished due to to separation.

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with auto-matic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	204	100-0	856	97-8	0-82	5,912	88-5	1-96
Bengal and North-Western	3' 3½"	394	72-8	1,578	67-6	12-9	12,476	Nil	0-82
Bengal-Nagpur	5' 6"	656	100-0	1,103	95-7	4-26	22,645	78-3	21-7
	2' 6"	115	93-0	414	91-8	Nil	1,987	85-3	0-10
Bombay, Baroda and Central India	5' 6"	362	100-0	1,992	100-0	Nil	10,140	94-0	2-34
	3' 3½"	460	100-0	1,475	99-9	0-07	9,458	38-1	11-0
	2' 6"	27	Nil	72	Nil	Nil	329	Nil	Nil
Eastern-Bengal	5' 6"	294	100-0	1,141	99-7	0-26	3,378	58-9	40-7
	3' 3½"	207	100-0	1,063	88-5	11-5	5,593	38-6	2-22
	2' 6"	9	Nil	58	Nil	Nil	23	Nil	Nil
East Indian	5' 6"	1,542	99-4	3,353	98-7	1-19	51,229	78-8	18-9
Great Indian Peninsula	5' 6"	682	100-0	2,031	100-0	Nil	19,122	91-3	8-48
	2' 6"	21	Nil	51	Nil	Nil	235	Nil	Nil
Jodhpur	3' 3½"	107	84-1	345	86-7	4-06	2,695	4-01	2-00
Madras and Southern Mahratta	5' 6"	298	99-3	905	98-2	1-77	6,064	86-3	13-7
	3' 3½"	322	73-0	973	88-1	5-14	6,933	2-70	44-6
Nizam's State	5' 6"	85	100-0	174	99-4	0-57	2,231	78-7	18-9
	3' 3½"	87	85-1	168	100-0	Nil	1,457	33-2	1-17
North Western	5' 6"	1,186	99-0	3,629	100-0	Nil	29,274	93-0	6-94
	2' 6"	100	Nil	361	84-2	Nil	907	75-0	0-77
Rohilkund and Kumaon	3' 3½"	83	77-1	225	55-6	21-8	2,393	0-97	0-53
South Indian	5' 6"	151	100-0	478	97-5	2-52	2,484	80-4	18-8
	3' 3½"	383	100-0	1,519	94-3	4-34	6,078	4-66	4-26
	2' 6"	11	54-5	35	Nil	Nil	78	Nil	Nil
Total		7,786	94-4	22,997	93-9	2-74	208,721	67-4	13-6
CLASS II RAILWAYS.									
Barsi Light	2' 6"	33	90-9	121	100-0	Nil	286	43-7	56-3
Bengal Doore	3' 3½"	19	47-4	72	15-3	44-4	448	0-44	Nil
Bhavnagar State	3' 3½"	39	76-9	202	92-1	5-94	1,212	0-33	1-07
Bikaner State	3' 3½"	54	55-5	179	34-1	16-8	1,262	5-71	0-24
Darjeeling Himalayan	2' 0"	35	2-90	128	100-0	Nil	516	100-0	Nil
Dibru Sadiya	3' 3½"	27	81-4	64	82-8	17-2	1,126	28-4	66-3
Gaukwar's Baroda State	3' 3½"	24	95-8	91	98-9	1-10	321	21-2	3-43
	2' 6"	28	Nil	162	Nil	Nil	743	Nil	Nil
Gondal	3' 3½"	26	100-0	142	95-1	4-93	700	0-14	2-00
Jaipur State	3' 3½"	13	100-0	78	100-0	Nil	188	100-0	Nil
Jamnagar and Dwarka	3' 3½"	16	75-0	74	71-6	21-6	598	96-3	0-84
Junagad State	3' 3½"	18	100-0	170	98-2	1-76	361	0-28	6-09
Morvi	3' 3½"	20	90-0	119	97-5	Nil	344	3-78	4-65
Mysore	3' 3½"	91	87-9	312	92-0	6-00	1,079	41-0	18-0
	2' 6"	10	90-0	30	10-0	Nil	88	3-00	96-0
	2' 0"	6	Nil	5	Nil	Nil	52	Nil	Nil
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	49	Nil	Nil	266	Nil	Nil
Total		479	67-0	1,998	74-4	6-51	9,590	24-3	13-3
GRAND TOTAL (CLASS I & II RAILWAYS).		8,265	92-8	24,995	92-3	3-04	218,311	65-5	13-6

† Includes 48 Trailer Coaches (Electric).

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1938.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
722	Nil	93.4	4	329	227	460	100.0	95.8	100.0	97.9	CLASS I RAILWAYS.
1,349	Nil	100.0	61	498	78	637	100.0	51.9	100.0	88.0	Assam-Bengal.
(b)840	5.12	94.9	57	345	189	591	100.0	97.7	97.9	98.0	Bengal and North Western.
(b)893	Nil	91.9	11	176	65	252	100.0	84.2	73.0	81.6	Bengal Nagpur.
778	Nil	100.0	Nil	299	154	453	Nil	94.9	64.7	81.9	Bombay, Baroda and Central India.
1,271	Nil	100.0	Nil	651	254	905	Nil	89.4	100.0	92.2	
72	Nil	38.9	Nil	38	26	69	Nil	76.7	100.0	85.8	
814	Nil	100.0	5	184	237	426	100.0	78.2	69.9	73.6	Eastern Bengal.
746	Nil	100.0	15	291	231	537	100.0	100.0	100.0	100.0	
58	Nil	39.7	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	East Indian.
(c)2,798	Nil	81.7	139	1,143	795	2,077	100.0	96.5	97.3	97.0	Great Indian Peninsula.
(a)1,809	Nil	100.0	1	457	357	815	100.0	82.2	77.9	80.4	
49	Nil	100.0	Nil	26	20	46	Nil	92.9	100.0	95.8	Jodhpur.
313	Nil	93.6	13	98	113	224	100.0	100.0	100.0	100.0	Madras and Southern Mahratta.
(d)668	Nil	99.7	Nil	264	262	526	Nil	94.2	97.4	95.8	
(d)812	Nil	97.7	Nil	353	321	674	Nil	100.0	95.2	97.7	Nizam's State.
140	20.0	80.0	Nil	59	21	80	Nil	100.0	100.0	100.0	North Western.
136	44.9	55.1	Nil	62	20	82	Nil	93.9	87.0	92.1	
*2,653	Nil	96.8	45	1,004	823	1,872	100.0	100.0	100.0	100.0	Robilkund and Kumaon.
*301	Nil	81.7	8	178	45	231	100.0	100.0	100.0	100.0	
254	Nil	93.7	3	91	52	146	100.0	67.9	100.0	77.2	South Indian.
359	Nil	94.2	Nil	141	102	243	Nil	100.0	100.0	100.0	
1,391	Nil	94.5	Nil	558	212	770	Nil	83.0	81.2	70.9	
35	Nil	100.0	Nil	8	1	9	Nil	44.4	9.09	31.0	Total.
18,251	0.72	94.0	362	7,148	4,605	12,115	100.0	87.4	88.7	88.2	CLASS II RAILWAYS.
110	Nil	100.0	Nil	24	12	36	Nil	32.4	66.7	39.1	Barak Light.
64	Nil	100.0	3	17	10	30	100.0	54.8	100.0	68.2	Bengal Doon.
142	Nil	100.0	Nil	85	14	99	Nil	100.0	100.0	100.0	Bhavnagar State.
143	Nil	97.2	6	86	16	108	100.0	100.0	100.0	100.0	Bikaner State.
106	4.70	87.7	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadiya.
168	Nil	100.0	Nil	50	29	79	Nil	100.0	100.0	100.0	Gaskwar's Baroda State.
313	Nil	91.7	Nil	79	43	122	Nil	79.0	100.0	85.3	
112	Nil	100.0	Nil	62	16	78	Nil	100.0	100.0	100.0	Gondal.
74	Nil	100.0	Nil	60	Nil	60	Nil	100.0	Nil	100.0	Jaipur State.
55	Nil	100.0	Nil	30	Nil	30	Nil	98.2	Nil	98.2	Jamnagar and Dwarka.
150	Nil	100.0	Nil	65	37	102	Nil	100.0	86.0	94.4	Junagad State.
92	Nil	98.9	Nil	45	15	60	Nil	100.0	83.2	95.2	Korvi.
270	Nil	99.0	2	185	28	215	100.0	100.0	100.0	100.0	Mysore.
30	Nil	97.0	Nil	22	Nil	22	Nil	100.0	Nil	100.0	
5	Nil	Nil	Nil	3	Nil	3	Nil	100.0	Nil	100.0	
53	Nil	100.0	3	12	2	17	100.0	28.1	100.0	28.2	Shabdara(Delhi)-Sahasrapur.
1,941	0.26	97.2	14	858	234	1,106	100.0	82.1	67.0	83.3	Total.
20,192	0.68	94.3	376	8,006	4,839	13,221	100.0	86.8	86.6	87.8	GRAND TOTAL (CLASS I & II RAILWAYS.)

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

(a) This figure varies from the total figure of columns 45 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 121 reserved cars and 56 non-passenger carrying vehicles.

(b) Exclude 63 Broad-Gauge and 5 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 19 carriages not used for public traffic and includes 3 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(c) Includes 3 steam coaches.

(d) Exclude 26 and 44 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1937-38.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per Train Mile
1	2	3	4	5	6	7
CLASS I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	65,266	93,396	1,782	1,60,444	122-9	0-08
Bengal and North Western	84,180	79,150	4,289	1,67,619	79-0	0-02
Bengal Nagpur	32,59,604	3,98,916	20,776	6,79,296	200-2	0-04
Bombay, Baroda and Central India	2,27,213	6,46,174	18,090	8,91,477	254-0	0-05
Eastern Bengal	2,38,241	3,60,224	18,489	6,16,954	307-0	0-08
East Indian	3,50,703	(a) 6,88,590	64,032	11,03,325	251-3	0-08
Great Indian Peninsula	(a) 3,28,965	4,06,807	9,111	7,44,883	199-9	0-08
Jodhpur	7,021	24,600	3,108	34,729	32-9	0-12
Madras and Southern Mahratta	2,09,093	2,97,516	10,669	5,17,278	163-5	0-03
Nizam's State	1,67,232	.	84,405	2,01,637	149-6	0-05
North Western	5,80,877	10,20,004	19,756	16,20,637	233-3	0-06
Rohilkhand and Kumaon	14,409	23,426	876	38,711	67-9	0-02
South Indian	1,96,428	1,36,956	2,587	3,35,969	132-7	0-02
Total	27,29,230	41,75,759	2,07,970	71,12,959	196-8	0-04
CLASS II.						
Barri Light	4,800	6,034	122	10,456	51-6	0-02
Bengal Doonars	Nil	7,481	833	7,614	48-6	0-02
Bhavnagar State	13,610	12,448	Nil	26,058	84-9	0-04
Bikaner State	43	7,054	212	7,309	9-18	0-01
Darjeeling Himalayan	1,562	Nil	Nil	1,562	10-7	0-00
Dibru Sadiya	Nil	4,740	Nil	4,740	55-1	0-01
Gaskwar's Baroda State	Nil	10,348	191	10,537	16-3	0-01
Gondal	13,094	10,835	52	23,981	116-3	0-04
Jaipur State	(b)	(b)	(b)	(b)	(b)	(b)
Jamnagar Dwarka	1,979	3,181	67	5,227	33-2	0-02
Junagad State	5,059	2,073	Nil	7,732	33-7	0-02
Morvi	8,143	1,572	Nil	9,715	73-5	0-02
Mysore	Nil	10,440	Nil	10,440	14-1	0-01
Shahdara (Delhi)-Saharanpur Light	Nil	4,840	176	5,016	54-2	0-03
Total	48,390	81,044	1,153	1,30,537	34-2	0-02
Class III Total	10,752	11,177	128	22,057	19-6	00-1
GRAND TOTAL	27,88,372	42,67,980	2,09,251	72,65,803	176-9	0-04

* Included in column 2.

§ Includes Rs. 1,44,957 for additional Police Force deputed during the strike in 1936-37.

(a) Represents expenses incurred by Provincial Government on 'Order' Police from 1st April 1937 *Vide* section 187 (3) of the Government of India Act 1935.

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

(c) Includes Rs. 985 on account of passages of Officers under *Loco* concession.

APPENDIX G.

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

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

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

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

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

Please see corrected figures referred to as "revised figures" in footnotes on pages 7, 12, 13, 15, 46, 47, 48, 49, 51, 56, 97, 99, 110, 112, 114, 117, 129, 132, 134, 135, 139, 141, 142, 144*, 154, 155, 158, 159, 160, 216, 217, 222, 232, 233, 234, 235 and 236.

* Previous years' figures in respect of Bengal and North Western Railway in cols. 7 and 8 of Statement 25 are incorrect as they are based on gross ten miles-goods and proportion of mixed only.

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

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary statement Appendix.		Figures as shown.	Figures as should be.
1936-37	Heading 7 net ton miles (Class I Railways).	1935-36	12	Summary X	2	20,295,579	20,295,581*
1936-37	Heading 7 net ton miles (3' 3 3/4" gauge).	1935-36	13	Do.	10	3,718,827	3,718,829*
1936-37	Heading 7 net ton miles (All Railways).	1935-36	13	Do.	14	20,553,684	20,553,686
1936-37	Class II Railways	1935-36	7	Summary V	8	††4.03	4.03
1936-37	Total other Railways	1935-36	7	Do.	8	††5.59	5.59
1936-37	Grand Total	1935-36	7	Do.	8	††3.74	3.74
1936-37	Total Class II Railways	1935-36	45	Statement 5	9	††4.03	4.03
1936-37	Grand Total	1935-36	47	Do.	9	††3.74	3.74
1936-37	Total Class I Railways	1935-36	115	Statement 14	10	**3.79	3.79
1936-37	Do.	1935-36	115	Do.	13	**1.94	1.94
1936-37	Total Class III Railways	1935-36	220	Statement 26	26 and 27	††15.7	15.7
1936-37	Class I Railways	1935-36	14	Summary XI	4	‡1.94	1.94
1936-37	Do.	1935-36	14	Do.	7	‡3.79	3.79
1936-37	3' 3 3/8" Gauge	1935-36	14	Do.	4	‡1.67	1.67
1936-37	Do.	1935-36	14	Do.	7	‡2.90	2.90
1936-37	Do.	1935-36	14	Do.	8	‡1.85	1.85
1936-37	Total	1935-36	14	Do.	7	‡3.85	3.85
1936-37	Do.	1935-36	14	Do.	8	‡300	300
1936-37	Total 2' 6" and 3' 0" Gauges	1935-36	94	Statement 12	3	‡	‡
1935-36	Jamnagar and Dwarka	1935-36	270	Appendix E.	7	93.3	22.7
1936-37	Do.	1936-37	270	Do.	7	94.6	23.0
1936-37	South Indian	1935-36	113	Statement 14	8	1,01,15	1,01,51
1936-37	Do.	1935-36	114	Do.	4	2,34,56	2,43,56
1931-32	Assam Bengal	1931-32	43	Statement 5	10	(a) In-cludes Rs. 75,70,000	(a) Ex-cludes Rs. 75,70,000
1932-33 to 1936-37	Assam Bengal	1931-32 to 1936-37	43	Do.	10	Capital.	Capital.
1936-37	Heading in Col. 7 (portion within brackets).	..	160	Statement 23	7	Including weight-departmental. 0.1	Excluding weight-departmental. 0.14
1936-37	Eastern Bengal 5' 6" Gauge	1936-37	190	Statement 30	126		

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary statement Appendix.		Figures as shown.	Figures as should be.
1936-37	Footnotes	1936-37	198	Statement 30	3rd foot-note.		§ to be inserted before the foot-note.
1936-37	Do.	1936-37	204	Do.	Do.	†	§
1936-37	Nizam's State	1936-37	180	Do.	25	(c) appearing above the figures (both 5' 6" and 3' 2 3/8" Gauges) should be deleted.	
1936-37	Bengal and North Western	1936-37	190	Do.	120 to 123	†	†
1936-37	Do.	1936-37	205	Do.	285		* to be deleted.
1936-37	Jodhpur	1936-37	205	Do.	283		(c) should be put on the figures in this column.
1936-37	Great Indian Peninsula Gauge.	1936-37	181	Do.	37	0-36	0-56
1936-37	Do.	1936-37	205	Do.	285	8,722,248	8,72,92,248
1936-37	Great Indian Peninsula 2' 6" Gauge.	1936-37	181	Do.	37	0-01	0-05
1936-37	Great Indian Peninsula	1936-37	88	Statement 10	4 Goods stock (Narrow gauge).	29	30
1936-37	South Indian	1936-37	88	Do.	Do.		1
1936-37	Total	1936-37	88	Do.	Do.	126	128
1936-37	Great Indian Peninsula	1936-37	91	Statement 11	23 (Narrow gauge).		1
1936-37	South Indian	1936-37	91	Do.	Do.		1
1936-37	Total	1936-37	91	Do.	Do.	-1	1
1936-37	Class I Railways 2' 6" and 2' 0" Gauges.	1936-37	11	Summary VIII	27	126	128
1936-37	Do.	1936-37	11	Summary IX	24	-1	1
1936-37	Total 2' 6" and 2' 0" Gauges	1936-37	11	Do.	24	-11	-9
1935-36	Bombay Baroda and Central India.	1935-36	78	Statement 9	12 (Narrow Gauge).	9-00	12-0
1926-27 and 1927-28	Dholpur Bari	1926-27	46	Statement 5	9	7-30	7-20
1927-28 and 1928-29	Do.	1927-28	46	Do.	9	6-58	6-03
1928-29 and 1929-30	Do.	1928-29	46	Do.	9	4-42	4-15
1929-30 and 1930-31	Do.	1929-30	46	Do.	9	6-36	6-35
1930-31 and 1931-32	Do.	1930-31	46	Do.	9	4-57	4-56
1931-32 and 1932-33	Do.	1931-32	46	Do.	9	3-16	2-98
1933-34 and 1934-35	Do.	1933-34	46	Do.	9	3-37	3-35
1934-35 and 1935-36	Do.	1934-35	46	Do.	9	4-60	4-35
1935-36 and 1936-37	Do.	1935-36	46	Do.	9	3-26	3-08
1936-37	Great Indian Peninsula	1936-37	194 and 195	Statement 30, Table C (a)	179 180 183 184 189 190	48-0 10-8 9-05 18-1 2-26 0-47	23-0 4-85 44-5 9-40 0-98 0-21
1935-36	Do.	1935-36	Do.	Do.	179 180 183 184 189 190	48-1 10-6 91-8 18-7 2-94 0-54	23-0 4-97 45-3 9-79 1-18 0-25

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary Statement Appendix.		Figures as shown.	Figures as should be.
1934-35	Great Indian Peninsula ..	1934-35	194 and 195	Statement 30, Table C.	{ 191 { 192 { 195 { 196 { 201 { 202	49.0 11.1 94.6 19.1 4.44 0.78	24.6 5.19 46.9 9.91 1.72 0.86
1933-34	Do.	1933-34	Do.	Do.	{ 191 { 192 { 195 { 196 { 201 { 202	52.9 11.2 93.2 18.8 4.18 0.69	25.2 5.32 45.6 9.85 1.55 0.32
1932-33	Do.	1932-33	Do.	Do.	{ 191 { 192 { 201 { 202	50.2 11.9 4.02 0.68	26.8 5.54 1.55 0.32
1932-33 to 1936-37	Footnote below Table C (a)	1932-33 to 1936-37 each Volume.	Do.	Do.	Footnote	The existing footnote under Table C (a) should be replaced by the following note— "Note—The figures of different railways exhibited in this Table are not susceptible of comparison as they are not compiled on a uniform basis".	