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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 364 Press Mis.
765-766

Dated 30-1- 18 66.

Not to be folded or roughly handled

No. 765. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th January 1866, No. 25 :—

I have the honor to submit, for transmission to the Government of India, two Returns of Accidents which happened on the Madras and Great Southern of India Railways in the year 1865.

RETURN No. 1.

DRAS RAILWAY.

—*Injury. January 3rd.*

An old Native woman had her right arm cut off by the wheels of an engine at the Vellore Station.

No. 2.—Fatal. January 15th.

A Native throw himself on the rails, as the train was approaching the 168th mile of the South-West Line, and was killed.

No. 3.—Fatal. January 17th.

A Pointsman at the Bangalore station was severely injured attempting, contrary to orders, to get on an engine. He died shortly after.

No. 4.—Fatal. January 17th.

At a level crossing about half a mile from Bangalore, a Pointsman attempted to get on the engine of a special goods train. He missed his footing, was run over and killed.

No. 5.—Fatal. January 18th.

The engine of a train passing a level crossing at the 125th mile, struck one of the gates, which was not properly opened, and knocked down the Gateman who died shortly after the occurrence.

No. 6.—Fatal. January 30th.

A Watchman was found dead at miles 236, chains 45, of the South-West Line. It was supposed that the train from Madras to Coimbatore ran over him and killed him when he was asleep on the rails.

No. 7.—Fatal. February 12th.

Another Watchman between the 144th and 145th mile was found dead in the same way as No. 6.

No. 8.—Fatal. February 12th.

A Watchman at the 145th mile, supposed to have been standing on the line either from carelessness or wilfulness was run over and killed.

No. 9.—Injury. February 14th.

A Cooly woman on the 4th District of the Bangalore Branch attempting to get on a waggon attached to a ballast train in motion, fell and had one leg broken and the other injured.

No. 10.—Fatal. March 8th.

A Watchman was killed by the night train on the 3rd District of the Bangalore Branch.

No. 11.—Fatal. May 1st.

A Contractor's servant shunted a horse box to make room for a waggon loaded with chunam. The horse box ran off the turn-table, and killed a cooly,

No. 12.—Fatal. May 4th.

An old woman while crossing the South-West Line at the 117½ mile was knocked down, and so severely injured that she died shortly afterwards.

No. 13.—Fatal. May 6th.

An aged Native was run over at the foot-path crossing at miles 405, chains 30, of the South-West Line. He expired an hour afterwards.

No. 14.—Injury. July 17th.

A gang Maistry was run over at miles 296, chains 40, South-West Line and severely injured.

No. 15.—Fatal. July 26th.

A Porter at the Vellore station was found dead on the line. It was supposed that he must have been sleeping on or by the side of the rails, and that he was run over by a train and killed.

No. 16.—*Fatal. July 27th.*

A night Watchman at the Jollarapett station who was leaning against a waggon was warned to move away, but not having done so was thrown down and had his right arm crushed. He died two days after the occurrence.

No. 17.—*Fatal. August 3rd.*

A Peon in the Municipal Department of Madras, was found dead on the Salt Cotaur branch. He was evidently ran over by a train during the night, but no information could be elicited by what train he had been killed.

No. 18.—*Fatal. August 25th.*

A Guard in charge of a train fell off while the train was moving, and died at the Jollarapett station from the injuries sustained.

No. 19.—*Fatal. September 5th.*

At the Arcot station a Guard attached to a train was killed while attempting to get on the foot-board of a passenger carriage in motion.

No. 20.—*Fatal. September 17th.*

A Nativeman was run over by a train and killed at the 93rd mile, North-West Line.

No. 21.—*Fatal. September 17th.*

A Gateman was killed when crossing the line of rails at the 67th mile, North-West Line.

No. 22.—*Fatal. September 17th.*

A Peon in the service of the Railway Company was found dead at the 161¼ mile North-West Line. It was supposed that he had fallen asleep and been run over by an extra goods train.

No. 23.—*Fatal. September 17th.*

A Cooly lying asleep under a waggon at the Cuddapah station was killed by the waggon, break van, and engine passing over him.

No. 24.—*Injury. October 28th.*

A Porter was injured at the Reddypully station, North-West Line, whilst attaching a waggon to a train.

No. 25.—*Fatal. December 30th.*

A Native was found dead at mile 298, chains 50, South-West Line. It was supposed that he had been intoxicated and had trespassed on the line, and been run over by one of the trains.

GREAT SOUTHERN OF INDIA RAILWAY.

No. 1.—*Faial. November 1st.*

A Contractor's Cooly who was sitting, contrary to orders, on a ballast waggon got his leg jammed between two buffres, and died seven days after.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

RETURN No. 2.
MADRAS RAILWAY.

No. 1. On the 27th March a goods train from Madras to Beypoor came in collision with a special train, employed collecting wood between Shoranoor and Puttamby stations. The special train should have been at the latter station at the time of the accident, but the Foreman in charge of the train mistook the time of the ordinary train being due, and failed to show the usual signals. Five waggons were completely smashed, two of them being forced on the top of the engine, which was but slightly damaged. Three coolies were killed and twenty-four wounded. Of the latter four died subsequently. The Locomotive Foreman, Engine Driver and Guard of the special train were committed for trial, for gross neglect of duty. The Foreman and Driver were acquitted at the Sessions held in Madras in May last, but the Guard was sentenced to one year's simple imprisonment by the Sessions Judge at Calicut.

No. 2. On the 4th May, an ordinary train from Beypoor to Coimbatore ran into the waggons belonging to a special wood train, which were left standing on the line near the Muddikerry station. The special train was detained by the slippery state of the rails, and as this led to a great waste of water, the Driver stopped the train, detached his engine and ran to Coimbatore for water, none

Proceedings of the Madras Government, Public Works Department,
30th January 1866.

being available at Muddikerry. The Guard of the special train omitted to place the necessary signals, and the collision happened. The wood work of the brake van of the special train was, with the exception of the roof, completely smashed, and one waggon was thrown off the line. Two coolies, a man and a woman, were killed, and seven slightly injured. The Guard and Line Watchmen were committed for trial to the Sessions Court at Coimbatore, and were sentenced, the former to three years, and the latter to one year's rigorous imprisonment. The line was cleared in the course of a few hours.

No. 3. On the 14th June a goods train from Jollarapett to Bangalore ran over a Buffalo at the 197th mile. Two waggons were thrown off the line. The train was detained 4½ hours.

No. 4. At the Walliar station, on the night of the 13th August, an engine and two waggons of a train got off the line. It happened on enquiry that the points were half open, some malicious person having taken advantage of the Pointsman's absence to place a piece of wood between the tongue and rail, so as to prevent the points closing. The Pointsman arrived immediately after the accident. He was given into custody and was sentenced to four months' rigorous imprisonment. The rolling stock escaped injury and the road was immediately repaired.

No. 5. On the 2nd October, a special train from Jollarapett ran into a waggon laden with Salt, at the 148¾ mile, between that station and Coopum. One of the Porters employed at Coopum attempted without instructions to shunt a Truck of Salt from one of the sidings to the platform in order to unload it. The Railway being on an incline he lost all control over it. The Porter was tried and sentenced to six months' imprisonment.

(Signed) J. C. ANDERSON; Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 1.

Number of persons killed and injured from all causes on the Madras and Great Southern of India Railways during the year 1865.

	Madras Railway.		Great Southern of India Railway.	
	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control.	...	...	...	...
Do. do. owing to their own misconduct or want of caution.	...	...	...	...
Total Passengers killed or injured ...	...	...	...	...
Servants of Companies or of Contractors killed or injured from causes beyond their own control.	1	...	1	...
Do. of the Company do. owing to their own misconduct or want of caution.	14	3	...	...
Trespassers or other persons neither servants of Companies or of Contractors killed or injured while crossing or walking on the Railway.	5	1	...	...
Suicide	1	...	...	...
Total killed or injured ...	21	4	1	...
Length of Railway open at the termination of the year ... ... Miles.	610	...	79	...
Number of Passengers conveyed during the year	1,783,869	...	393,292	...

Madras, 16th *January* 1866.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 2.

Statement of Accidents upon the Madras and Great Southern of India Railways during the year 1865, showing the nature of the Accidents and the number of Persons killed and injured thereby.

Nature of Accident.	Number of accidents.	Passengers or Persons unconnected with Lines. Killed.	Passengers or Persons unconnected with Lines. Injured.	Causes of Accidents. Purely accidental.	Causes from the Rolling Stock or Road. Neglect of Machinery of Train.	Neglect of Road.	Defective condition of Machinery of Train.	Defective condition of Road.	Causes attributable to the Management. Defective description. Unpunctuality. Accidental.	Unpunctuality. Defective or inadequately enforced system.	Insufficient or inadequately enforced Regulation.	Defective system for securing intervals between Trains.	Negligence of servants.	Improper interference by persons not under the control of Company.	Malicious attempt of persons not under control of Company.
MADRAS RAILWAY.															
Accidents from Engine or Carriage leaving the rails	1	…	…	1	…	…	…	…	…	…	…	…	…	…	…
Accidents from Train running through the facing points	1	…	…	…	…	…	…	…	…	…	…	…	1	…	…
Accidents from persons in Trains being struck against works adjacent the line	…	…	…	…	…	…	…	…	…	…	…	…	…	…	…
Miscellaneous …	3	9	27	…	…	…	…	…	…	…	…	…	3	…	…
Total …	5	9	27	1	…	…	…	…	…	…	…	…	4	…	…
GREAT SOUTHERN OF INDIA RAILWAY.															
Accidents from Engines or Carriage leaving the Rails	…	…	…	…	…	…	…	…	…	…	…	…	…	…	…
Accidents from Trains running through the facing points	…	…	…	…	…	…	…	…	…	…	…	…	…	…	…
Accidents from persons in Trains being struck against works adjacent the line	…	…	…	…	…	…	…	…	…	…	…	…	…	…	…
Miscellaneous …	…	…	…	…	…	…	…	…	…	…	…	…	…	…	…
Total …	…	…	…	…	…	…	…	…	…	…	…	…	…	…	…
Total for both Lines …	5	9	27	1	…	…	…	…	…	…	…	…	4	…	…

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

MADRAS,
16th January 1866.

Proceedings of the Madras Government, Public Works Department,
30th January 1866.

No. 766. ORDER THEREON, 30th January 1866, No. 364.

RAILWAY, No. 72.

Ordered that copies of the foregoing letter from the Consulting Engineer for Railways and of its accompaniments be forwarded to the Government of India.

(Here enter No. 365, dated 30th January 1866.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
30th January 1866.

No. 365.

No. 767.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 73.

1. I am directed by His Excellency the Governor in Council to forward, for the information of the Government of India, the accompanying copies of Returns which have been furnished by the Consulting Engineer for Railways, of accidents which occurred on the Madras and Great Southern of India Railways during the year 1865.

2. A transcript of the Consulting Engineer's letter giving cover to these Returns is enclosed.

I have the honor to be,
Sir,
Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

Circular

Paid all the enclosures

Railway

Public Works Department

364

Proceedings of the Madras Government
Under date the 25th January 1866
Read the following

From the Consulting Engineer
for Railways
Submitting two Returns
of Accidents which happened
on the Madras and S. I.
Railways in the year
1865.

Rec'd. enter 16 Jany/66 No. 251

Ordered that copies
of the foregoing letter
from the Consulting En-
gineer for Railways and
of its accompaniments
be forwarded to the Go-
vernment of Madras

To
The Consulting Engr for Railways

Dept. 31th January

To

en 365

The Secretary to the
Govt of India
PWD

Sir

I am directed by
His Excellency the Go
vernor in Council to
forward for the infor:
mation of the Govern:
ment of India the ac:
companying Copies of
Returns which have been
furnished by the Con
sulting Engineer for Rail
ways ~~during the~~ accidents
which occurred on the
Madras and Great
Southern of India Railways
during the year 1865 –

2. A transcript of
the Consulting Engineer's
letter giving cover to
these Returns is enclo:
sed –

Fort St George
~~30th~~ January 1866

Sec[y] to Govt
31st January with 4 Copies & 4 D. No 364/66

Pol. V 1866 Depte

Pol. No: of Govt for Jany

No. 364

Pol. of the Rlgoad

Dep. 30 Jany 166

Accidents on the
Madras and Great Southern
of India Railways in 1865—
Passing orders on letter from
the Comg Engr submitting
Returns of—

No. 766 & 767