

(1) Number of pages 16

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 151	Press Mis.
<i>305-66</i>	
Dated 18	1869.

Not to be folded or roughly handled

31.8.43

*Proceedings of the Madras Government, Public Works Department,
18th January 1869.*

No. 305. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 18th December 1868, No. 454 :—

1. I have the honor to submit, for the orders of Government, a letter* from the Agent of the Great Southern of India Railway, reporting the particulars of an accident to a ballast train on the 13th instant.

2. From Mr. Betts' letter it seems clear that the accident occurred during the passage of the train over facing points, and arose from the Pointsman having become confused, and having reversed the points before the whole train had passed over them. It seems also beyond doubt that the train was being driven over the facing points at a speed much greater than what is prescribed.

3. The results of the accident were, that two vehicles were thrown off the rails, and that three persons were more or less injured.

4. Mr. Betts states that the Pointsman has been suspended, and inquires whether it is the wish of Government that he should be prosecuted.

5. From whatever cause it arose, there can be no doubt that the reversal of points during the passage of a train is one of the most serious accidents which can occur on a Railway, and one that might have been attended by most disastrous results.

6. In the interests of the public, I think it right that the circumstances under which such an accident occurred should be fully investigated in a Criminal Court, and I therefore recommend that the Agent be requested to prosecute both the Driver and the Pointsman under Section 26 of the Railway Act of 1854, reporting the result for the information of Government.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 16th December 1868, No. 2,837.

1. In continuation of my telegram of the 14th instant, I have to report, for the information of Government, that a break-van and an empty open truck attached to a ballast train, working between Trichinopoly and Teeroovembore, left the line on the 13th instant, near the ballast siding points on the 80th mile.

2. It appears the ballast engine was running up a train of empties from Trichinopoly station on the afternoon of Saturday last, and that the Pointsman, mistaking a signal from the Guard, turned a portion of the train into the siding, the Guard noticing the error, called out to the Pointsman, who thereby being flurried reversed his points, and sent the other portion of the train on to the main line.

3. The result was that the van and a truck were thrown off the rails and (the coupling chains not breaking) they were dragged off the rails for a distance of about twenty yards. The Native Guard and a Contractor's Cooly were slightly injured, and the Greaseman had his ankle joint fractured.

4. The Guard explains that as the train approached the points, he saw the Pointsman running to his post, and as the train was going fast, he motioned his arm for the Pointsman to keep clear of the line; this motion the Pointsman took as a signal for turning the train into the siding.

5. The Locomotive Superintendent has inquired into the statement relative to the speed of the train, and reports that he has taken off the Driver from the charge of an engine, and placed him as a Fireman for exceeding the regulated speed of four miles an hour over facing points; he states the speed to have been about ten miles an hour.

Proceedings of the Madras Government, Public Works Department,
18th January 1869.

6. The siding in question is under the charge of the Engineering department, and the Resident Engineer telegraphs he has suspended the Pointsman, but that he wishes to see me before taking further action. As the accident was caused entirely through a misapprehension on the part of the Pointsman of the signal given him, I wish to know if Government desire him to be prosecuted.
7. I have requested the Resident Engineer to remove these points, and discontinue the use of the siding, as I think the Engineering department can now dispense with the accommodation.
8. The damage to rolling stock and to permanent way was very slight. Only sixteen iron chairs were broken, and the cost of repairs to stock is estimated at Rupees 50.
9. The usual tabular accident report is attached.

GREAT SOUTHERN OF INDIA RAILWAY.
Accident Report.

Collectorate	Railway District, Section, and mile.	Month and date of accident.	Nature of the accident.	Nature of assistance afforded.	Occupation.	Gratuity proposed to be given.	Reported to Police authorities.
Trichinopoly.	District 5, Section 11, Mile 80.	Dec. 12th	A break van and an open truck forming part of a ballast train left the rails at the 80th mile points, in consequence of the Pointsman reversing the points during the passage of the train. The Guard and a Contractor's Cooly were slightly injured, and the Greaseman had his ankle joints fractured.	The Guard was conveyed to his own quarters. The Greaseman and the Cooly are in the Civil Dispensary.	Guard, Greaseman, and Cooly.		Yes.

NEGAPATAM,
— December 1868.

(Signed) W. S. BETTS,
Agent.

No. 306. ORDER THEREON, 18th January 1869, No. 151.

RAILWAY, No. 25.

Concurring with the Consulting Engineer for Railways in considering that the circumstances connected with

the accident reported in this letter should be fully enquired into in a Criminal Court, the Government are of opinion that the Driver and Pointsman concerned should be prosecuted under Section 26 of Act XVIII. of 1854,

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Great Southern of India Railway
Agent's office Negapatam 16 Dec 68
No 2032
From the Agent's office to the Consulting Engineer
Great Southern of India Railway
The Consulting Engineer
Agent's office Railways Madras
In continuation of my telegram of the 14th instant I have to report for the information of Government that a Break van and an empty open truck attached to a Ballast train working between Trichinopoly and Secunderbore left the line on the 13th instant near the Ballast siding points on the 80th mile.
It appears the Ballast engine was running up a train of empties from Trichinopoly station on the afternoon of Saturday last, and that the pointsman mistaking a signal from the Guard turned a portion of the train into the siding.

siding - the Guard asking the error, called
out to the pointman who thereby being
flurried reversed his points and sent
the other portion of the train on to the
main line

3. The result was that the Van
and a truck were thrown off the rails
and the coupling chains not breaking
they were dragged off the rails for
a distance of about 20 yards - The
station Guard and a Contractor's cooly
were slightly injured & the Greaseman
had his ankle joint fractured

4. The Guard explains that as
the train approached the points, he saw
the pointman running to his post,
and as the train was going fast, he
motioned his arm for the pointman
to keep clear of the line - This motion
the pointman took as a signal for
turning the train into the siding

5. The Locomotive Superintendent
has

inquired into the statement relative to the
speed of the train and reports that he has
taken off the driver from the charge of
an engine and placed him on a Foreman
for exceeding the regulated speed of 10 miles
an hour over facing points - he states
the speed to have been about 10 miles an hour
6. The siding in question is under
the charge of the Engineering Department
and the Resident Engineer telegraphs he has
suspended the Pointman, but that he
wishes to see me before taking further
action. As the accident was caused
entirely through a misapprehension on
the part of the pointman of the signal
given him, I wish to know if Government
desire him to be prosecuted.

I have requested the Resident
Engineer to remove these points and
discontinue the use of the siding, as I
think the Engineering Department can
now dispense with the accommodation

new document of India Mailman

Accident Report

Collectorate	Railway - How the Dist. Sec. and date and mile of accident	Nature of the accident	Nature of assistance afforded.	Occupation	Exactly supposed to be given.	Report to Police authorities	Remarks
Trichmopoly.	District 5. Section 11 Mile 80.	Dec 12 A Break down and an open truck forming part of a train having left the rails at the 80 th mile points in consequence of the jointman receiving the first strike the passing of the train the Guard and a Constable's Cooly were slightly injured and the Greaseman has his ankle joint fractured.	The Guard was conveyed to his own Quarters. The Greaseman and the Cooly are in the Civil Dispensary.	Guard, Greaseman and Cooly.	Geo.		

Registatano
December 1888.

W. H. H. H. H.
Agent

30/12/88

The damage to Rolling stock and to Permanent Way was very slight - only six iron chairs were broken, and the cost of repairs to stock is estimated at Rs 50. The usual tabular Accident report is attached.

I have the honor to be
Sir,
Your most obedient servant
William H. H.
Agent

12/12/88

to the Agent
H. J. P. D.

to the Consulting Engineer
Railways

Received 16/12/88
18/12/88

Report to Government
that a Break down and an open truck forming part of a train having left the rails on the 80th mile of the 13th District.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 454-

From

Major J. H. M. Shaw Stewart R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Ott R.E.

Secretary to Government,

Public Works Department,
Fort Saint George

Sir,

* No 2837 of 16th
December 1868.
with Accident
Report attached.

I have the honour to submit, for
the orders of Government, a letter⁺ from the
Agent of the Great Southern of India Railway,
reporting the particulars of an accident to a
Ballast train on the 13th Instant:

2. From Mr. Pett's letter, it seems
clear that the accident occurred during the
passage of the train over facing points, and
arose from the Pointman having become
confused, and having reversed the points
before

Before the whole train had passed over them.

It seems also beyond doubt that the train was being driven over the facing points at a speed much greater than what is prescribed.

3. The results of the accident, were that two vehicles were thrown off the rails, and that three persons were more or less injured.

4. Mr. Betts states that the Pointman has been suspended, and inquires whether it is the wish of Government that he should be prosecuted.

5. From whatever cause it arose, there can be no doubt that the reversal of points during the passage of a train is one of the most serious accidents which can occur on a railway, and one that might have been attended by most disastrous results.

6. In the interests of the public I think it right that the circumstances under which such an accident occurred, should

should be fully investigated in a Criminal Court, and I therefore recommend that the Agent be requested to prosecute both the Driver and the Pointman under Section XXVI of the Railway Act of 1854, reporting the result for the information of Government.

Madras on 3
18th December
1868

I have the honour to be,
Sir,

Your most obedient servant

Manthorpe Major R. E.

Cous. Eng^r for Railways

Public Works Department

No. 151

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 18th January 1869
Read the following

From the Consulting Engineer
for Railways

(Here enter No. 454 dated 18th Dec/68)

Concurring with
the Consulting Engineer
for Railways in con-
sidering that the cir-
cumstances connected
with the accident reported
in this letter should be
fully inquired into in
a Criminal Court, that
Govt are of opinion the Driver
and Pointman con-
cerned should be prosecuted
under Section 26 of Act
XVIII of 1864.

W. H. L.

A. A.

The Consulting Engineer
for Railways

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

From

The Consulting Engineer
for Railways.

No. 454

18th Dec 1868
Public Works Department

Dated 18th Dec 1868
Received 21st Dec 1868

No. 454
Recd: 21st

Submitting a letter
from the Secy. of the P.
W. D. reporting the
particulars of an acci-
dent to a Railways
train on the 18th Dec 1868.

No. 305

Cert. of 1869 Madras.

PUBLIC WORKS.

To *The Consulting Engineer
for Railways*

Dated

Recd.

Encl.

G. O. 18 Jan 1869, No. 151.

Nos. 305 & 306

Accident (By) Permission
granted for prosecuting the
Driver & Conductor concerned
in the accident which
befell a Ballast Train
of the Great S. Ry on the
13th December 1868.