M.R.O. 1—77,006—3-6-37.

(1) Number of pages 26

(2) Date of repair 1942

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3191 Press Mis.

42-43

Dated 2 10 1869.

Not to be folded or roughly handled

69

No. 42. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th September 1869, No. 285:—

I HAVE the honour to submit, for the information of Government, two letters* from the Agent of the Madras Railway with reference to an accident which occurred at the Reddipully Station to the train which left Madras for Ghooty on the 2nd instant.

*No. 483, 3rd September 1869.
No. 488, 6th September 1869, with three enclosures and sketch, the return of the last being requested.

2. The first letter from the Agent reached me too late to allow of my proceeding to the scene of the accident with the Deputy Chief Engineer and the Traffic Manager; but the investigation made by those gentlemen seems to have been as complete and satisfactory as was possible.

3. I am the more inclined to concur with the railway authorities in attributing the accident to excessive speed in entering the siding, from the fact that I had occasion, only a few days ago, to draw the Agent's attention to the not unfrequent breach of the rules in this respect which had recently come under my personal observation. It is laid down† that "the "speed of trains on passing over facing "points must not exceed ten miles per "hour, and when entering sidings, must not be more than five miles per hour;" and although the most stringent instructions for the due observance of these precautions have been repeatedly issued, it is by no means easy to enforce them. In the present instance, after reading Mr. Pinson's Report, I have not the least doubt that the accident arose from their neglect.

†Working Time-table, page 31.

4. The only satisfactory features connected with the accident are that none of the passengers has sustained serious injury, and that the traffic on the line was not interrupted.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd September 1869, No. 483.

I REGRET to have the honour to forward copy of a letter from the Traffic Manager, with telegram annexed, reporting that the 6 A. M. train of yesterday from Madras to Ghooty got off the line in the through siding of the Reddipully Station.

2. Mr. Pinson and Mr. Church leave by the 2-30 P. M. train to-day to institute a searching inquiry into the cause of the accident; the result of whch shall be duly reported to Government.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 3rd September 1869, No. 263.

I BEG to annex copy of a telegram received this morning from Mr. Sandy, the Assistant Traffic Manager in charge of the 1st Division, North-West Line.

2. I leave Madras at 2-30 P. M. to-day and hope to be able to furnish further particulars on Monday next.

"Engine of 6 A. M. from Madras yesterday ran off the road in the through siding at Reddi-
"pully—6 A. M. from Ghooty arrived first and was at the platform—6 A. M. from Madras came
"into the siding at four or six miles an hour, and after passing the second pair of facing points, about
"four truck lengths, the engine mounted and ranoff, dragging three waggons off. The engine is
"buried in the ballast up to the buffer plank, and the three waggons are unfit to run. Several
"Native passengers are badly bruised. Apothecary D'Cruiz was in the train and attended to them.
"European passengers escaped without hurt. Line is in gauge, but a wooden sleeper at the points
"where engine mounted is not tightly packed, and I think the sinking of it at the off-side caused
"the accident."

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 6th September 1869, No. 488.

WITH reference to my letter of the 3rd instant, No. 483, I have the honour to solicit your attention to the accompanying copies of reports from the Chief Engineer* and a Traffic Manager† arising out of their investigations on the ground into the cause of the unfortunate accident at Reddipully to the 6 A. M. train from Madras to Ghooty on Thursday, the 2nd instant.

* No. 366, 6th September 1869.
† No. C. 279, 6th September 1869.

2. I have discussed at length with Mr. Pinson and Mr. Church the origin of the disaster, and unhesitatingly arrive at the conclusion that it was occasioned by the excessive speed at which the train was driven when passing from the main line into the through siding.

3. Mr. Pinson's Report with sketch, conclusively shows, I think; this to have been the case, and if no evidence to the contrary is established at the investigation which I have instructed the Traffic Manager to hold in the presence of the Deputy Chief Engineer on Permanent-way, and the Acting Locomotive Superintendent, I shall summarily dismiss the Driver from the service for gross neglect of duty. Under ordinary circumstances I should have prosecuted him before a Magistrate; but, as our rules now stand, a conviction would be doubtful. I, therefore, consider it undesirable to hazard failure.

4. The Consulting Physician has been requested to obtain from Apothecary D'Cruiz a concise report of the injuries sustained by Native passengers in this accident, though you will be glad to learn from the Traffic Manager's Report that the telegram, a copy of which accompanied my letter under reference, exaggerated the injuries which the passengers had sustained.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 6th September 1869, No. 366.

I FORWARD herewith a report from the Deputy Chief Engineer, having reference to the accident which occurred at Reddipully on the 2nd instant.

From the Deputy Chief Engineer, to the Chief Engineer of the Madras Railway Company, dated Madras, 6th September 1869.

A TELEGRAM was received on the morning of the 3rd instant, to the effect that the engine and four waggons of the 6. A. M. from Madras of the 2nd instant had got off the line at Reddipully Station, and that some of the passengers were slightly hurt.

2. Mr. Church and I left Madras by the 2-30 P. M. for Tripetty on the same day, and took on a special engine from that station to Reddipully, arriving between ten and eleven at night.

3. We there met the Assistant Traffic Manager, the Locomotive Foreman, the Driver of the train which got off the line, and the Driver of the 6 A. M. from Ghooty which met the Madras train at Reddipully on the day of the accident. The evidence of the two latter was at once taken, the

Driver of the disabled Madras train asserting that his engine got off the rails at the crossing marked B. on the accompanying sketch; whilst the Driver of the Ghooty train who was standing on his engine at the platform waiting for the Madras train, which was late, stated that he first saw a grinding up of dust from the engine of the tender wheels some little distance before the arrival at the crossing.

4. Early the following morning, I made a minute examination of the road which, with the exception of a little displacement of ballast to enable the locomotive men to get the waggons on the line, had not been touched since the accident.

5. I could not see any thing at the crossing B. to justify a conclusion that the engine left the road at this spot; on the contrary the track left by the wheels in tearing up the road before she finally sank up to her buffer framing in the position indicated on the sketch, led me to search further back; and at the point A., 21 feet 6 inches from the nose of the crossing, I found at "X." a deep indentation in the chair on the pot, which looked as if it had been produced by the flange of one of the engine wheels dropping down upon it. On the opposite side at "Y." the jan of the chair on the pot had been broken off, and the fractured portion which I searched for and now produce, exhibits a defective casting about a foot or two in advance of "Y.," and nearer the crossing, the rail has an indentation on its surface which appears to have been produced by a wheel flange.

6. My opinion is that the road was first burst out at the point $\frac{A}{Y}$ on the sketch, and the cause is probably attributable to the train coming from the main line into the siding at excessive speed.

7. In such case the force exerted by the wheels against the outer rail of the curve would be very great, and would naturally tend to displace it if there were any weak or defective casting.

8. The evidence of the Driver of the Ghooty train confirms my opinion as to the point at which the engine left the rails, and that of the pointsman and a porter would lead me strongly to suspect that the train came in at a greater speed than usual. Indeed the mode in which the engine has buried herself in the ballast, and the distance from the rear of the tender to the point A. (113½ feet), would, I think, justify such a conclusion.

9. The damage done to the road consists of 84 pots broken, 19 rails bent, 40 tie-bars broken and 1 c, 2 f, 1 a, 1 b, 1 c, & 1 d crossing chairs.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 6th September 1869, No. C. 270.

Accident at Reddipully on 2nd instant.

WITH reference to my letter, No. 263, dated the 3rd instant, I beg to report that I proceeded to Reddipully in the afternoon of that date, in company with the Deputy Chief Engineer on the Permanent way, and held a preliminary inquiry into the cause of the accident. The result of that inquiry coupled with the opinion of Mr. Pinson who examined the road very minutely, will give you full particulars on this point, leave no doubt on my mind that the accident was primarily due to excessive speed in entering the siding. It is only fair, however, to the Engine Driver that the matter should be thoroughly investigated, and that he should be allowed to examine the witnesses; and I would propose to form a committee, consisting of the Deputy Chief Engineer on Permanent way, the Acting Locomotive Superintendent and myself, to conduct this investigation.

2. The report "that several Native passengers were badly bruised" was incautiously exaggerated on hearsay. I made very particular inquiries on this point, and believe that the list, as per margin, is a complete one of all the passengers who can be said to have been bruised. The sudden stoppage of the train would, doubtless, have caused some shaking; but even this was probably confined to those 3rd class passengers who were, as usual, carelessly standing up in the carriages as the train entered the station. I have,

Annamallay Moodelly, of Madras, passenger to Cuddapah, since gone to Ghooty; bruise below left eye.
Ally Saib, of Cuddapah, right eyelid bruised and slightly cut.
A Goozarat woman; shoulder slightly bruised; is returning to Madras. Ramanaick and Arunachellum Moodelly, Government coolies, both bruised but not seriously.

however, desired Mr. Sandy to institute most minute inquiries at Cuddapah and elsewhere, and to provide medical aid if he can find a case requiring it. It is also desirable that Apothecary D'Cruiz who was a passenger in the train, should be called upon to submit a report to the Consulting Physician of the cases he is said to have treated ; but this report should be received with caution, as D'Cruiz is an alarmist and would be disposed to aggrandize his own exertions.

3. It is at present impossible to estimate the extent of damage to the engine, as the whole of the wheels of the engine on the *left-hand* side are buried in the ballast, and it will be necessary to dig a large pit under the engine in order to lift it. The three waggons, which were thrown off the line, are not very seriously damaged ; and the contents of the waggons, consisting of ordinary merchandize, were not damaged at all.

No. 43.

ORDER THEREON, 2nd October 1869, No. 3,191.

RAILWAY, No. 8.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

No. 483

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 3rd September 1869.

From

R. B. Elwin Esq
Agent and Manager. of the M R Co

To

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

SIR,

I regret to have the honor to forward copy of a letter from the Kazipet Manager, with Telegram annexed, reporting that the 6 a.m. train of yesterday from Madras to Ghoorj got off the Line in the through siding of the Reddipully Station -

2. Mr Pinson and Mr Church leave by the 2.30 p.m. train today to institute a searching enquiry into the cause of the accident, the result of which shall be duly reported to Government.

I have the honor &c.,
(Sd) R. B. Elwin
Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 30th October 1869

Rec'd. 3.

2.40 P.M. No. 4983

Copy of a letter received from the D.M. Arni from Mr Barr to Elliott at the 2 o'clock Mail Reddipilly Station.

Rec'd. at 12-50 P.M.

Madras Railway
Traffic Manager's Office,
Madras, 30th September 1869.

No 263.

Dear Sir,

I beg to annex copy of a Telegram received this morning from Mr Sandy the Assistant Traffic Manager in charge of the First Division North West Line

I leave Madras at 2-30 P.M. today and hope to be able to furnish further particulars on Monday next.

I am faithfully
(Signed) H. B. Church
Traffic Manager

"Engine of 6 a.m. from Madras
"yesterday ran off the road in the Tiruvalangadu
"siding at Reddipilly - 6 a.m. from Ghoorg
"arrived first and was at the Platform -
"6 a.m. from Madras came into the siding at
"4 or 6 miles an hour and after passing the
"second pair of facing points about 4 Feet
"together the Engine mounted and ran off
"dragging 3 waggons off - The Engine is
"buried in the Ballast up to the Buffer
"plank and the 3 waggons are unfit to run
"several native Passengers are badly bruised -

"Apothecary D Cruze was in the Train and
"attended to them - European passengers
"escaped without hurt - Line is in pango but
"a wooden Sleeper at the Point where Engine
"mounted is not tightly packed, and I think
"the sinking of it at the off side caused the
"accident -"

/True Copy/

Agent and Manager

No. 488.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 6th September 1869.

From R. B. Elwin Esqre,
Agent and Manager, of the MRCo

To Major J Hall Shaw Stewart RE.
Consulting Engineer for Railways.

SIR,

With reference to my letter of the 3d instant, No 483, I have the honor to solicit your attention to the accompanying copies of Reports from the Chief Engineer and Traffic Manager, x No 366 - 6th Septr 69 = x
& No C/270 - 6th Septr 69. arising out of their investigations on the ground, into the cause of the unfortunate accident at Reddipully to the 6. A.M. Train from Madras to Ghooty on Thursday the 2d instant.

2. I have discussed at length with Mr Dixon and Mr Church the origin of the disaster and unhesitatingly arrive at the Conclusion, that it was occasioned by the excessive speed at which the Train was driven when passing from the Main Line into the through siding.

3. Mr Pinson's report with Sketch conclusively shews, I think, this to have been the case, and if no evidence to the Contrary is established at the investigation which I have instructed the Traffic Manager to hold in the presence of the Deputy Chief Engineer ow Permanent way and the Acting Locomotive Superintendent, I shall summarily dismiss the Driver from the service for gross neglect of duty. Under ordinary circumstances, I should have prosecuted him before a Magistrate, but as our rules now stand, a Conviction would be doubtful. I therefore Consider it undesirable to hezard failure.

4. The Consulting Physician has been requested to obtain from apothecary D'Cruze a Concise report of the injuries sustained by native passengers in this accident, though you will be glad to learn from the Traffic Manager's report that the telegram, a Copy of which accompanied my letter under reference, exaggerated the injuries which the passengers had sustained.

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

Agent & Manager

WM.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 6 September 1869.

Rec.d 7 "

No. 488.

Forwarding Copies of Report from the Chief Engineer & Diagram relative to the accident with regard to the case cited at Reddipully to the Secretary to Government & Copy to the Locomotive Superintendent.

Madras Railway Company.
Chief Engineer's Office.
Madras 6th September 1869.

No. 366.

Dear Sir,

I forward herewith a Report from the Deputy Chief Engineer having reference to the Accident which occurred at Reddipully on the 2d instant.

Yours &c.
(Signed) John A Pinson
for Chief Engineer

The Agent & Manager.

Madras Railway Company.
Chief Engineer's Office
Madras, 6th September 1869.

The Chief Engineer.

My Dear Sir,

A Telegram was received on the morning of the 3d instant to the effect that the Engine and four Waggons of the 6. AM. from Madras of the 2d instant had got off the Line at Reddipully Station and that some of the Passengers were slightly hurt.

Mr Church and I left Madras by the 2.30. P.M. for Tripetty on the same day, and took on a Special Engine from that Station to Reddipully arriving between 10 & 11 at night.

We there met the Assistant Traffic Manager, the Loco: Foreman, the Driver of the Train which got off the Line, and the Driver of the 6. AM. from Goody which met the Madras Train at Reddipully on the day of the accident. The Evidence of the two latter was at once taken, the Driver of the disabled Madras Train asserting that his Engine got off the Rails at the Crossing marked B on

on the accompanying Sketch, whilst the Driver of the Goety Train who was standing on his Engine at the platform, waiting for the Madras Train which was late, stated that he first saw a grinding of dust from the Engine or the Tender wheels some little distance before the arrival at the crossing.

Early the following morning I made a minute examination of the road which, with the exception of a little displacement of Ballast to enable the Loco: men to get the Waggons on the Line, had not been touched since the accident.

I could not see any thing at the Crossing **B** to justify a Conclusion that the Engine left the road at this spot, on the contrary the track left by the wheels in tearing up the road before she finally sank up to her buffer framing in the position indicated on the Sketch, led me to search further back, and at the point **A** 21. 6" from the nose of the Crossing I found at "X" a deep indentation in the Chair on the pot: which looked as if it had been produced by the flange of one of the Engine wheels dropping down upon it. On the opposite side at "**Y**" the jaw of the Chair on the pot had been broken off and the fractured portion, which I searched for and now produce, exhibits a defective Casting - about a foot or two in advance of "**Y**" and nearer the Crossing, the rail has an indentation on its surface which appears to have been produced by a wheel flange.

My opinion is that the road was first burst out at the point $\frac{A}{Y}$ on the Sketch, and the Cause is probably attributable to the Train coming from the main Line into the Siding at excessive Speed.

In such Case the force exerted by the wheels against the outer rail of the Curve would be very great, and would naturally tend to displace it if there were any weak or defective Casting.

The evidence of the Driver of the Goety Train confirms my opinion as to the point at which the Engine left the Rails, and that of the Points man and a porter would lead me strongly to suspect that the Train came in at a greater Speed than usual. Indeed the mode in which the Engine has buried herself in the ballast and the distance from the rear of the tender to the point **A** (113½ feet) would I think justify such a Conclusion.

The damage done to the road consists of 84 Pots broken, 19 Rails bent, 40 tie-bars broken & 1 E, 2 F, 1 a, 1 b, 1 c, & 1 d crossing chairs.

Yours &c.

(Signed) John a Pinson.
Dy. Chief Engineer.

(True Copy)
(signed) John a Pinson
for Chief Engineer.

(True Copies)
W. K. Lewis
agent and Manager

Compd now

Madras Railway
Traffic Manager's Office,
Madras. 6th Sept.r 1869.

C/ No 270.

Dear Sir,

Accident at Reddipully on 2nd instant.

With reference to my letter No 263 dated the 3rd instant, I beg to report that I proceeded to Reddipully on the afternoon of that date, in Company with the Deputy Chief Engineer on permanent way, and held a preliminary enquiry into the Cause of the accident. The result of that enquiry, Compiled with the opinion of Mr Pinson, who examined the Road very minutely and will give you full particulars on this point, - leave no doubt on my mind that the accident was primarily due to excessive Speed in entering the siding. It is only fair, however, to the Engine Driver that the matter should be thoroughly investigated, and that he should be allowed to examine the witnesses, and I would propose to form a Committee, Consisting of the Deputy Chief Engineer on Permanent way, the acting Locomotive Superintendent and myself, to Conduct this investigation.

2. The report "that Several native Passengers were badly bruised" was incautiously exaggerated on hearsay. I made very particular enquiries on this point; and believe that the list as per margin is a Complete one of all the Passengers who Can be said to have been bruised. The sudden Stoppage of the Train would doubtless have Caused

Annamalla Moodelly, of Madras. Passenger to Cuddapah, since gone to Gooty - bruise below left eye.

Ally Saib, of Cuddapah - right eyelid bruised and slightly Cut.

A Goozarat woman - shoulder slightly bruised, is returning to Madras. Ramanaick - and Arunachellum Moodelly Government Coolies, both bruised but not seriously.

Some shaking, but even this was probably confined to those 3d Class Passengers who were, as usual, carelessly standing up in the Carriages as the Train entered the station. I have however desired Mr Soundy to institute most minute enquiries at Cuddapah and elsewhere, and to provide medical aid if he can find a Case requiring it. It is also desirable that Apothecary D'Cruz, who was a Passenger in the Train, should be called upon to submit a Report to the Consulting Physician of the Cases he is said to have treated, but this Report should be received with caution, as D'Cruz is an alarmist and would be disposed to aggrandize his own exertions.

3. It is at present impossible to estimate the extent of damage to the Engine, as the whole of the wheels of the Engine on the left hand side are buried in the Ballast; and it will be necessary to dig a large pit under the Engine in order to lift it. The 3 Waggons, which were thrown off the Line, are not very seriously damaged, and the Contents of the wagons, consisting of ordinary Merchandize, were not damaged at all.

Yours &c.
(sig) H. E. Church
Traffic Manager.

To
The Agent & Manager
Madras Railway

(True Copy)

H. E. Church
Agent & Manager.

Compd

107

P.W.D. 1869 Dept.
(L) No. 6836

RAILWAY DEPARTMENT.

From The Consulting Engineer for Railways,

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

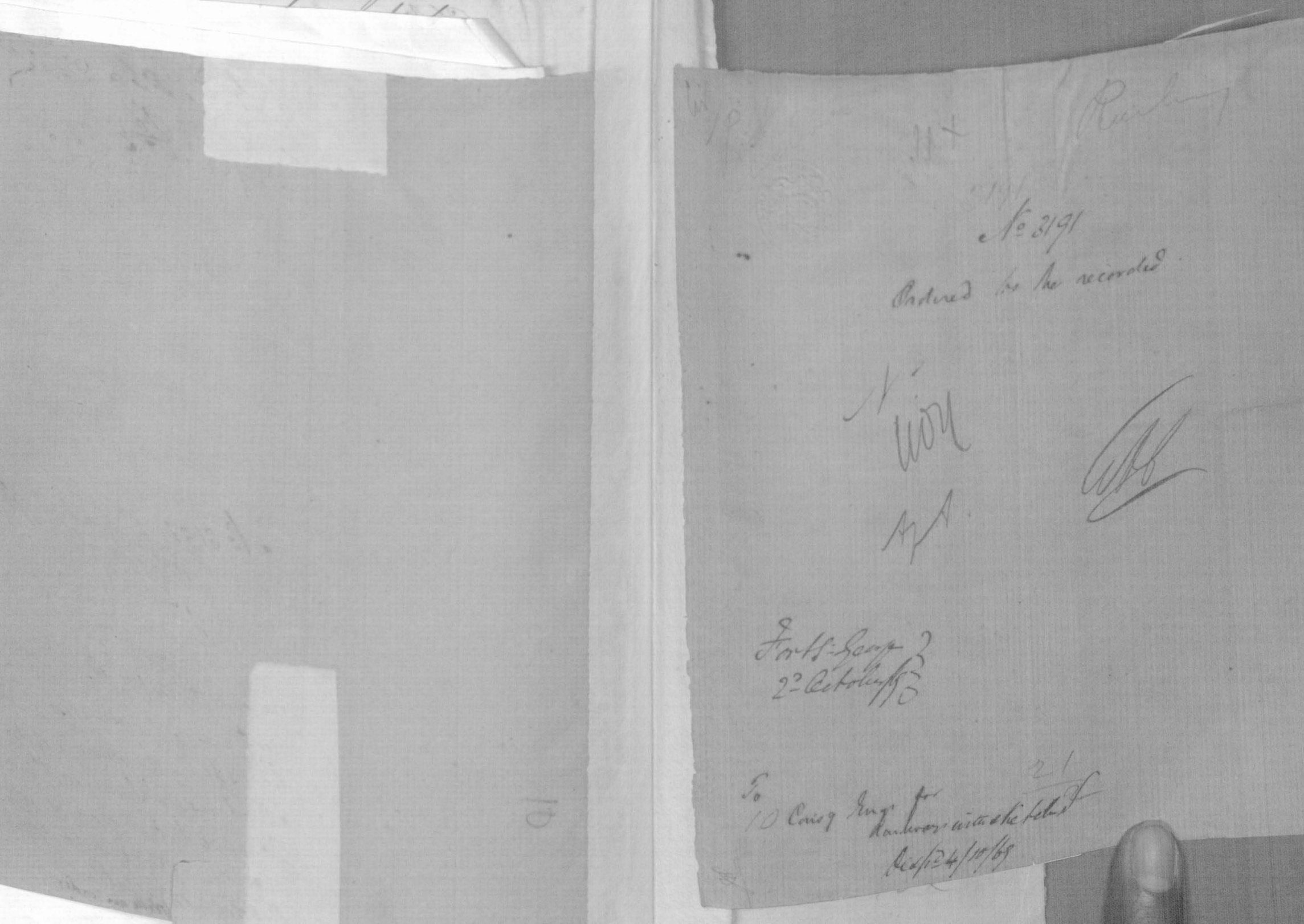
No. 3191 - 2d October 69.

Dated 8th September 1869
Received 9th

No. 285
Exp. 6

Submitting for the information of Government two letters from the Agents of the Madras Railway with reference to an accident which occurred at the Reddipally Station with an order

11th Sept 1869 R. 16



Rec 3835

Govt. of {1869} Madras.

PUBLIC WORKS.

To The Consulting Engineer

&c., &c., &c.

Dated

Recd. Encl. 5

G. O. 27 October 1869, No. 3191.

Nos. 42 - 43

Accident to Pt Pallis from the
Engine relative to the acci-
-dent which occurred at the
Respectfully states the train
which left Madras for Ghaut
on the 22 September 1869 - re-
-corded.