

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	503	Press
		~~Mis.~~
414-E-417		
Dated	15 — 2 —	1869.

NR

Not to be folded or roughly handled

12

*Proceedings of the Madras Government, Public Works Department,
15th February 1869.*

Read the following papers :—

No. 414. Proceedings of the Madras Government in the Judicial Department, dated 9th January 1869, No. 27.

Read the following letter from the Acting Magistrate of Cuddapah, to the Chief Secretary to Government, Fort St. George, dated Cuddapah, 25th December 1868.

1. I have the honour to report that yesterday afternoon I held an inquiry regarding the death of a Fireman, whose surname was Smith, and Christian name unknown, which resulted from an accident that occurred, on the previous evening, to the 7-30 A. M. goods train from Arconum.

2. It appears that a second engine was attached to the train at Tripaty, and that as the train was running down the decline of, what is called, the Nundaloor bank, a few miles from the Wontimitta Station, the couplings parted, probably about the middle of the train, which was a very long and heavy one.

3. The first intimation which the drivers say they had of anything being wrong was seeing the red light exhibited about the middle of the train. The driver of the hindmost engine at once applied his breaks gently. The driver of the leading engine says he ran about a quarter of a mile, and then applied his breaks also gently. Speed was slackened in consequence, and the detached half of the train almost immediately overtook the leading half in collision so violent as, I am informed, to smash up all the waggons in the centre of the train.

4. The buffers of the waggon next to the tender were broken with the shock, and the unfortunate Fireman, who appears to have been at the back of the tender, was thrown off, and jammed by the back and stomach between the waggon and the tender, where he remained crying out until the drivers stopped the train, put the engines ahead, and thus released him. He lived for about five minutes. His spine and four ribs were fractured.

5. I presume a professional and departmental inquiry will be instituted. I am not prepared to decide whether, under the circumstances, the red light was the proper signal for the guard to have exhibited, or whether, under the circumstances, the drivers are blamable for slackening speed. Their doing so was the undoubted cause of the collision, and its consequences.

COMMUNICATED to the Public Works Department.

(True Extract.)

(Signed) R. S. ELLIS,
Chief Secretary.

No. 415. Endorsement of the Consulting Engineer for Railways, dated Madras, 15th January 1869, No. 16.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th January 1869, No. 374.

1. I beg to hand you reports of two fatal accidents which occurred on the 23rd ultimo and 31st idem, at the 144th mile, North-West Line, and Salt Cotaaur Station, respectively.

Proceedings of the Madras Government, Public Works Department,
15th February 1869.

2. The result of the adjourned Inquest shall be reported, and I hope to be able to send further particulars with reference to the accident at the 144th mile.

No. 7.
MADRAS RAILWAY.
Report of a fatal Accident on the Madras Railway.

Collector-ate.	Railway District, section, and mile.	Date on which the accident occurred.	Nature of the accident.	Nature of assistance afforded.	Occupation of the deceased.	Gratuity proposed to be given or not.	Reported to the Police authorities.
Cuddapah.	144th mile, North-West Line, between Nundaloor and Wontimitta Stations.	23rd December 1868.	European Fireman of 7-20 A. M. Goods Train, from Arcotum to Cuddapah, jammed between engine tender and first waggon in the train, in consequence of a part of the train becoming detached when in motion and the front part of the train stopped before the detached part was brought to a stand.		Fireman...		Duly reported and Inquest held.

MADRAS,
4th January 1869.

(True Copy.)

(Signed) H. E. CHURCH,
Traffic Manager.
(Signed) R. B. ELWIN,
Agent and Manager.

Proceedings of the Madras Government, Public Works Department,
15th February 1869.

No. 8.
MADRAS RAILWAY.
Report of a fatal Accident on the Madras Railway.

Collector-ate.	Railway District, section, and mile.	Date on which the accident occurred.	Nature of the accident.	Nature of assistance afforded.	Occupation of the deceased.	Gratuity proposed to be given or not.	Reported to the Police authorities.
Madras	Salt Cotauro Goods Station.	31st December 1868.	Porter while shunting severely wounded between the buffer of one waggon and the side of another, and died on the way to the General Hospital.	Sent at once to the General Hospital	Porter	Will be considered hereafter.	Coroner's Inquest held on 1st instant and adjourned to 6th idem.

MADRAS,
4th January 1869.

(True Copy.)

(Signed) H. E. CHURCH,
Traffic Manager.
(Signed) R. B. ELWIN,
Agent and Manager.

1. SUBMITTED for the information of Government.
2. The submission of these reports has been delayed, in the hope of further information as to the accidents in question being received from the Agents.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
15th February 1869.*

No. 416. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 30th January 1869, No. 37.

1. Referring to my docket of the 15th instant, No. 16, I have the honour to forward further reports from* the authorities of the Madras Railway upon the two fatal accidents which occurred on the 23rd and the 31st ultimo, at the 144th mile, North-West Line, and the Salt Cotaour station, respectively.

2. I have been obliged to draw the Agent's attention to the very great delay which has been allowed to occur in furnishing the Government with information regarding these two accidents, especially in the case of the former, which occurred on the 23rd December, and the first intimation of which, consisting of a report of a vague and unsatisfactory nature, was not received in this Office till the 5th instant, thirteen days after the occurrence. After sending† two requests for further information, and after the lapse of more than five weeks, I have received the letter which I have now the honour to enclose.

3. I regret that I have been constrained to point out to the Agent that the information now supplied is far from satisfactory.

4. The recorded facts do not seem to account conclusively for the accident; and I cannot understand why there should have been such great delay in laying them before the Government.

5. There is no allusion to any magisterial inquiry, or to any Inquest held upon the Fireman's body: and it is impossible to imagine that neither should have taken place.

6. The blame is thrown by the Traffic Manager on the Drivers of the engines; but they do not appear to have been in any way punished for their error, nor does the Locomotive Superintendent seem to have been called on for any report upon their conduct.

7. I have received no information as to whether the deceased Fireman left any family, and whether they are to be in any way provided for.

8. I have requested the Agent to furnish me with full information on these points.

9. I approve of the orders which have been issued by the Traffic Manager, prohibiting the running of more than one engine with any train; and I have asked this order shall not in future be cancelled without the express permission of Government.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 29th January 1869, No. 30.

1. Adverting to your docket, dated the 20th instant, No. 21, I have the honour to enclose copy of further reports* received from the Traffic Manager, with regard to the accidents which occurred on the 23rd and 31st ultimo, at the 144th mile, North-West Line, and Salt Cotaour Station, respectively.

* No. C/23, dated 27th January 1869.
No. C/21, dated 25th do. do.

*Proceedings of the Madras Government, Public Works Department,
15th February 1869.*

2. You will observe that Mr. Church attributes the accident on the North-West Line to an error in judgment on the part of the Drivers, in bringing the train to a stand, and that he is of opinion that if they had judiciously checked the speed of the train, and finally stopped it, there would have been little or no damage to record.

3. I enclose copy of a statement furnished by the Acting Locomotive Superintendent, showing the damage sustained by the rolling stock in this accident; but Mr. Collinson informs me that he is at present unable to give the cost of repairing and replacing the damaged vehicles.

4. The injury to the permanent-way was very slight, twelve pot sleepers only having been broken.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 27th January 1869, No. C/23.

Accident at 144th mile, North-West Line.

1. With reference to my report No. C/394, dated 4th instant, I beg to submit further particulars of this accident.

2. The train at the time of the accident consisted of two engines and fifty-one vehicles, marshalled in the following order, viz:—

2 Engines.
1 Waggon of short timber.
1 Empty brake van.
2 Waggon, Locomotive firewood.
3 Waggon, Railway keys.
11 Waggon Merchandize.
1 Brake van. (A)
1 Empty waggon.
28 Waggon of materials.
1 Empty waggon.
1 3rd Class Carriage.
1 Brake van. (B)

Total 51

3. The Chief Guard of the train rode in the rear brake van marked B, and the Under-guard in brake van marked A.

4. The Chief Guard states, "everything went on well until within three miles of Wontimit-ta, when I felt a jerk "forward." I applied the brake at once, opened the door of my Van "and looked out, but could see nothing to account for the "jerk;" while so engaged I was knocked "against the door post of the Van and fell back insensible on the floor of the "brake van." "I remember nothing further until I was called by Engineman Riley, when I got up, and went with "him to the head of the train, where I saw the European Fireman lying dead by the side of the "line. The front part of the leading waggon was "stove in," and the leading wheels were off "the rails, but the rear wheels were still on the rails and the other parts of the waggon were "apparently uninjured. The empty brake van, sixteen waggons next to it, the Under-guard's "Brake van and the empty waggon immediately behind it were standing on the line apparently "uninjured. Of the twenty-eight waggons of materials, eight or ten were lying one over the other, "broken to pieces, and the rest were standing on the line with the rails for the most part shot "out of them and lying on both sides of the line. The empty waggon, the empty 3rd class "carriage, and the rear brake van sustained no injury."

5. The Under-guard states, "near the 144th mile I felt a jerk and then a shaking of the "train, as if a coupling had snapped. I looked out of the brake van and saw a broken chain "lying between the rails, and immediately concluded that the train had "parted." I applied "my brake and exhibited a red signal to the Driver, who stopped the train "dead" within "four or five Telegraph posts. The sudden stoppage of the train threw me down, and when I "recovered I got out of the van and examined the train. The fifth waggon from my brake van "was held by a side chain only, the centre coupling and one of the side chains having been "broken."

*Proceedings of the Madras Government, Public Works Department,
15th February 1869.*

6. The accident is said to have occurred at miles 144 49 chains, on a falling gradient of 1 in 62½, which ceases at miles 144-75, where a rising gradient of 1 in 513 commences.

7. The speed of the train at the time is said to have been about twenty-five miles per hour, and I am inclined to think that the train was running down the incline *without* steam, that on approaching the foot of it steam was put on, which broke a coupling, and that on seeing the danger signal exhibited by the Under-guard, the Drivers applied their brakes and stopped the train too suddenly.

8. Both engines are fitted with "engine" as well as "tender" brakes which are sufficiently powerful to arrest the progress of a heavy train almost instantaneously, but they require very great judgment in their application.

9. The European Fireman was standing in rear and outside of the tender, and was crushed between it and the first waggon, the front part of which is described as "stove in."

10. The very slight damage to the waggons in front of brake van marked A induces me to think, that the surmise of the Guard that the train had "parted" is incorrect, and I have little doubt that if the speed of the train had been judiciously checked and finally stopped, there would have been little or no damage to record.

11. There can be no doubt that the sudden stoppage of the train displaced the rails in the material waggons, and the rails shot from waggon to waggon were the immediate cause of the very great damage which these waggons sustained.

12. The accident was purely the result of an error in judgment on the part of the Drivers in checking the speed of so heavy a train, and although we may not be able to prevent a similar accident in future, I think, with you, that the risk may be considerably diminished by prohibiting the running of more than one engine with any train, and orders have been issued to this effect.

13. This order will, however, involve a large "Empty" Engine mileage, but I see no other way out of the difficulty

LIST OF DAMAGED VEHICLES, &c.

Damage sustained by Engine and Tender.		
Engine No. 84 ...	...	Tool box broken.
Tender ...	...	Draw bar hook broken, water tap at back of Tender broken.
Damage to Vehicles.		
H. S. O. G. Waggons, Nos. 771, 984, 959, 888, 1,206, 1,537 and 285 ...	...	Broken to pieces.
H. S. O. G. Waggons, Nos. 780, 902 and 32 ...	...	Do.
Do. do. " 394 ...	...	One end planking and buffer-casting broken.
Do. do. " 361 ...	...	Two buffer-castings and two grease-pans broken.
Do. do. " 1,378 ...	...	Side and end planking, buffer plank, two buffer-castings and one grease-pan broken.
Do. do. " 1,408 ...	...	Both ends, both buffer planks, three buffer-castings, and four grease-pans broken.
Do. do. " 52 ...	...	One end, one buffer plank, four buffer-castings, and four grease-pans broken.
Do. do. " 448 ...	...	One end planking, one buffer plank, three buffer-castings, one axle-box and grease-pan broken.
Do. do. " 986 ...	...	One end planking, three buffer-castings, and two grease-pans broken.
Do. do. " 1,374 ...	...	One end planking and three grease-pans broken.
Do. do. " 793 ...	...	One end planking and one buffer-casting broken.
Do. do. " 158 ...	...	Do.
Do. do. " 166 ...	...	One end planking and buffer plank broken.
Do. do. " 973 ...	...	One end planking, one buffer-casting, and one grease-pan broken.
Coke Waggon, No. 353 ...	...	Two grease-pans and one buffer-casting broken.
H. S. O. G. Waggon, No. 840 ...	...	One grease-pan broken.
Do. do. " 753 ...	...	One end planking broken.
Do. do. " 605 ...	...	One buffer-casting broken.
Do. do. " 1,200 ...	...	Do.
G. B. V., No. 17 ...	...	Three buffer-castings broken.

*Proceedings of the Madras Government, Public Works Department,
15th February 1869.*

Coke Waggon, No. 251 ...	...	Three buffer-castings, one grease-pan, and top part of end planking broken.
H. S. O. G. Waggon, No. 1,387 ...	...	One end planking, one buffer plank, three buffer-castings, and three grease-pans broken.
Do. do. " 98 ...	...	One end planking, buffer plank, three buffer-castings, and two grease-pans broken.
Do. do. " 168 ...	...	One end planking, buffer plank, and four buffer-castings broken.
Do. do. " 830 ...	...	Both buffer planks, one end planking, four buffer-castings, and two grease-pans broken.
Do. do. " 1,147 ...	...	One end planking, one buffer plank, three buffer-castings, and one grease-pan broken.
Do. do. " 327 ...	...	One end planking, both buffer planks, four buffer-castings, and flooring broken.
Do. do. " 804 ...	...	One end planking, buffer plank, four buffer-castings, and four grease-pans broken.

(Signed) W. J. COLLINSON,
Acting Locomotive Superintendent.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 25th January 1869, No. C/21.

1 With reference to my letter, No. C/394, dated 4th instant, I beg to inform you that at the adjourned Inquest held at the Salt Cota Station on the 6th instant, a verdict of accidental death was returned, accompanied by a suggestion that a Head Porter or some responsible person should be appointed to watch the movement of waggons about the yard to guard against similar accidents for the future.

2 I need not say that the remedy would be worse than the disease, and that the fewer hands we employ, the less will be the risk of accident. We have been at work at the Salt Cotaurs for more than five years, and this is the first accident of the kind we have ever had.

No. 417. ORDER THEREON, 15th February 1869, No. 503.

RAILWAY, No. 31.

1. The Government will await a report on the result of the further reference which, in the last of the letters above recorded, the Consulting Engineer reports having made to the Agent in connection with the recent fatal accident at the 144th mile of the North-West Line of the Madras Railway.

2. His Excellency in Council approves of the proceedings of the Consulting Engineer as reported in paragraphs 3 and 9 of his letter of the 30th January 1869.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Consulting Engineer for Railways.
Magistrate of Cuddapah.

Exd. S. T. Augustin.

Govt. of 1869 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR
RAILWAYS

Dated February, 1869.

Recd.

G. O. 15th February 1869, No. 417.

FEBRUARY.

Nos. 414-417

Accidents (Railway).—Passing orders on papers relative to certain accidents which occurred in December last on the North-West Line and Salt Coteur Station of the Madras Railway.

Proceedings of the Madras Government, Judicial Department,
9th January 1869.

No. 44. Read the following letter from the Acting Magistrate of Cuddapah, to the Chief Secretary to Government, Fort Saint George; dated Cuddapah, 25th December 1868.

I have the honor to report that yesterday afternoon I held an inquiry regarding the death of a fireman, whose surname was Smith, and Christian name unknown, which resulted from an accident that occurred, on the previous evening, to the 7-30 A. M. goods train from Arcanum.

2. It appears that a second engine was attached to the train at Tripaty, and that as the train was running down the decline of, what is called, the Nundaloor bank, a few miles from the Wontimitta Station, the couplings parted, probably about the middle of the train, which was a very long and heavy one.

3. The first intimation which the drivers say they had of anything being wrong was seeing the red light exhibited about the middle of the train. The driver of the hindmost engine at once applied his breaks gently. The driver of the leading engine says he ran about a quarter of a mile, and then applied his breaks also gently. Speed was slackened in consequence, and the detached half of the train almost immediately overtook the leading half in collision so violent as, I am informed, to smash up all the wagons in the centre of the train.

4. The buffers of the wagon next to the tender were broken with the shock, and the unfortunate fireman, who appears to have been at the back of the tender, was thrown off, and jammed by the back and stomach between the wagon and the tender, where he remained crying out until the drivers stopped the train, put the engines ahead, and thus released him. He lived for about five minutes. His spine and four ribs were fractured.

5. I presume a professional and departmental inquiry will be instituted. I am not prepared to decide whether, under the circumstances, the red light was the proper signal for the guard to have exhibited, or whether, under the circumstances, the drivers are blamable for slackening speed. Their doing so was the undoubted cause of the collision, and its consequences.

No. 45. ORDER THEREON, 9th January 1869, No. 27.
Communicated to the Public Works Department.
(True Extract)

W. M. S.
Chief Secretary.

To the Public Works Department. ✓

Exd. J. Wright.

20th Jan 1869

Madras Railway
Traffic Manager's Office
Madras. 4th January 1869

18/394:

Dear Sir,

I beg to hand you reports of two fatal accidents which occurred on the 25th ultimo and 31st Idem at the 144th mile, North West Line and Salt Coteaux station respectively.

The result of the adjourned inquest shall be reported and I hope to be able to send if further particulars with reference to the accident at the 144th mile.

Yours faithfully
H. B. Church
The Agent & Manager Traffic Manager

(True Copy)

H. B. Church

Agent & Manager

To The Consulting Engineer
for Railways
4th January 1869.

127/10/69
G.O. of 1869
JUDICIAL.

THE PUBLIC WORKS DEPARTMENT.

Dated January, 31st
Recd. 1869.
G. O. 914 January 1869, No. 27.

JANUARY.
Nos. 44-45.

Communicating letter from the Magistrate of Cuddapah, reporting the death of a Fireman which resulted from a Railway accident.

nos 03-1575 Secy 1869

1869 Jan 16/9 Q. 262

No 8
1868

MADRAS RAILWAY

Report of a fatal accident on the Madras Railway.

Collectorate.	Railway District Section and Mile.	Date on which the accident occurred.	Nature of the Accident.	Nature of Assistance afforded.	Occupation of the deceased.	Gratuity proposed to be given or not.	Reported to the Police authorities.	REMARKS.
Madras	Salt Pottam Goods Station	31 st December 1868.	Porter while shunting severely wounded between the buffers of one Wagon and the side of another, and died on the way to the General Hospital	Sent at once to the General Hospital	Porter	Will be considered hereafter	Coroner's Inquest held on 1 st Instant and adjourned to 6 th Idem	

Traffic Manager's Office
Madras 11 January 1869
For the information of the Consulting
Engineers for Railways
11 Jan'y 1869

Yours Very Truly
W. H. Church
General Manager

Wm. H. Church
Traffic Manager

From

The Special Messenger
Mr. H. R. Clarke

Recd 5th Jan'y 1869

10/1/69

Copy of a letter

from the Traffic Manager
forwarding reports of
two fatal accidents which
occurred on the 28th with
one of the items of the
14th 1868, which is the
Salt Potam Goods Station

25-1-69

Feb 7/1868

MADRAS RAILWAY.

Report of a fatal accident on the Madras Railway.

Collector.	Railway District Section and Mile.	Date on which the accident occurred.	Nature of the Accident.	Nature of Assistance afforded.	Occupation of the deceased.	Gratuity proposed to be given or not.	Reported to the Police authorities.	REMARKS.
	Buddalapak. 14 1/4 mile, at Mr. Lurie Between Buddaloor and Kontimettah stations.	23 rd December 1868.	European Fireman of 7.30 Kalle Goods Train from Chennam to Buddalapak met between Engine tender and first wagon in the train, in consequence of a part of the beam becoming detached when in motion and the front part of the train stopped before the detached part was brought to a stand		Fireman.		Duly reported and inquest held.	

Staff Manager's office }
Madras 14 January 1869 }

1 True Copy
W. H. (H. H. H.)
Agent to the Railway.

1009 14th Dec 1868
Staff Manager's

Dated } 1861
Received }

69/69/1868

To
The Consulting Engineer for Railways

From
The Agent and Manager

MADRAS RAILWAY.

furnished

No. 16.

Submitted for the information of Government.

*The submission of these reports
has been delayed in the hope
of further information as to the
accidents in question being re-
ceived from the Agents.*

CONSULTING ENGINEER'S OFFICE,
Madras, 15 Jan 1869.

Montgomery
Consgr. Engr. for Railways.

To

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

No. 30

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE.

Madras, 29th January 1869.

From

A. B. Elwin Esq.
Agent and Manager of the M.R.C.

To

Major J. H. B. Shaw-Stewart Esq.
Consulting Engineer for Railways.

SIR,

Addressing to you docket
dated the 20th instant, I enclose
the honor to enclose copy of further
reports received from the Traffic
Managers with regard to the accidents
which occurred on the 23rd and 31st
ultimo, at the 144th mile North West
line, and Salt-Cotter Station respectively.

2. You will observe that
Mr. Church attributes the accident on the
North-West line, to an error in judgment,
on the part of the Driver, in bringing
the train to a stand, and that he is
of opinion that if they had judiciously
checked the speed of the train, and finally
stopped it, there would have been little
or no damage to the road.

3.

I enclose copy of a statement
furnished

P. W. Department
(2) 1869
1869

From

The Consulting Engineer
for Railways

To

Secretary to Government,
P. W. Department,
Fort St. George.

15th
15th January 1869.

No. 16

Enclosures 3.

Submitting for
the information of Govt.
reports of fatal accidents
which occurred on the
23rd ultimo & 31st ultimo
at the 144th mile North
West line & Salt-Cotter
Station.

No 503-15th Feby 1869.

No 415

C. 1869 Jan 16/26

212

furnished by the Acting Locomotive
Superintendent, showing the damage sustained
by the Pulling Slacks in the accident;
but Mr. Callison informs me that he is
at present unable to give the cost of
repairing and replacing the damaged
vehicles.

It The injury to the Permanent
Way was very slight, 12 foot sleepers
only having been broken.

I have the honor to be,

Yours most obedt servant,

Wm. D. May
for Agent and Manager.

186/25
Madras Railway
Traffic Manager's Office
Madras, 27 January 1869

Dear Sir,
Accident at 14 1/2 Miles North West line.

With reference to my report No 6/395 dated 4 Instant, I beg to submit further particulars of this accident.
The Train at the time of the accident consisted of 2 Engines and 51 Vehicles, marshalled in the following order viz.

- 2 Engines
- 1 Wagon of Shock Tunker
- 1 Empty Brake Van
- 2 Wagon Locomotive Firewood
- 3 Wagon Railway Keys
- 11 Wagon Merchandise
- 1 Brake Van
- 1 Empty Wagon
- 28 Wagon of Materials
- 1 Empty Wagon
- 3 3rd Class Carriage
- 1 Brake Van

Total 51.
The Chief Guard of the Train rode in the rear Brake Van marked B and the Under Guard in Brake Van marked A. The Chief Guard stated "Everything went on well until we were 3 miles of Mountmelick, when I felt a jerk forward. I applied the Brake at once, opened the door of my Van and looked out, but could see nothing to account for the jerk: while so engaged I was knocked against the Door post of the Van and fell back insensible on the floor of the Brake Van. I remember nothing further until I was called by Augustine Riley, when I got up, and went with him to the head of the Train where I saw the European Fireman lying dead by the side of the Locomotive. The front part of the leading wagon was "stove in" and the leading wheels were off the Rails, but the rear wheels were still on the Rails and the other parts of the

MADRAS RAILWAY

From

The Agent and Manager

The Consulting Engineer

for Railways

157387/69

Dated 29 January 1869

No. 31

On ordering Copy of facts
Report of the accident to the
Manager, the following information
was sent with regard to the
accident which occurred
on the 23 & 24th instants at the
14 1/2 miles N. W. line was
sent below for perusal.

272
252
"wagon were apparently uninjured. The Empty Brake Van, 16 wagons
"next to it, the Under Guard's Brake Van and the Empty wagon
"immediately behind it were standing on the line apparently uninjured.
"Of the 28 wagons of materials, 8 or ten were lying one over the other
"broken to pieces, and the rest were standing on the line with the rails
"for the most part shot out of them and lying on both sides of the line.
"The empty wagon, the empty 3rd class Carriage, and the rear Brake
"Van sustained no injury.

5. The Under Guard states: "Near the 14th mile I felt a jerk
"and then a shaking of the Train as if a coupling had snapped. I
"looked out of the Brake Van and saw a broken chain lying between
"the Rails, and immediately concluded that the Train had "parted."
"I applied my Brake and exhibited a Red signal to the Driver,
"who stopped the Train "dead" within 10 or 5 Telegraph posts. The
"sudden stoppage of the Train threw me down, and when I recovered
"I got out of the Van and examined the Train. The 5th wagon from my
"Brake Van was held by a side chain only - the centre coupling
"and one of the side chains having been broken."

6. The accident is said to have occurred at Miles 144.49 ch.
on a falling gradient of 1 in 624, which ceases at Miles 144.75, where
a rising gradient of 1 in 513 commences.

7. The speed of the Train at the time is said to have been
about 25 miles per hour, and I am inclined to think that the Train
was running down the Incline without steam, that on approaching
the foot of the Incline steam was put on, which broke a coupling, and that
on seeing the danger signal exhibited by the Under Guard, the
Drivers applied their Brakes and stopped the Train too suddenly.
8. Both engines are fitted with "Engines" as well as "Tenders"
Brakes which are sufficiently powerful to arrest the progress of a
heavy Train almost instantaneously but they require very great
judgment in their application.

9. The European Fireman was standing in rear and outside
of the Tender and was crushed between it and the first wagon, the
front part of which is described as "stove in."

10. The very slight damage to the wagons in front of Brake
Van marked A induces me to think that the surmise of the Guard
that the Train had "parted" is incorrect, and I have little doubt
that if the speed of the Train had been judiciously checked and finally
stopped, there would have been little or no damage to record.

11. There can be no doubt that the sudden stoppage of the
Train displaced the Rails in the material wagons, and the Rails
shot from wagon to wagon were the immediate cause of the very
great damage which these wagons sustained.

12. The accident was purely the result of an error in
judgment on the part of the Drivers in checking the speed of so
heavy a Train, and although we may not be able to prevent a
similar accident in future, I think with you that the risk may
be considerably diminished by prohibiting the running of more than
one engine with any Train, and orders have been issued to this
effect.

13. This order will however involve a large "empty" engine
mileage, but I see no other way out of the difficulty.

Yours faithfully
Signed H. E. Church
Traffic Manager.

To The Agent and Manager.

/ True Copy /
Signed [Signature]
for Agent and Manager.

Madras Railway
Traffic Manager's Office
Madras 25th January 1869

No C/21

Dear Sir,

With reference to my letter No C/394 dated 4th instant, I beg to inform you that at the adjourned Inquest held at the Salt Cotavers station on the 6th instant a verdict of accidental death was returned accompanied by a suggestion, that a Head Porter or some responsible person should be appointed to watch the movement of waggons about the yard to guard against similar accidents for the future.

I need not say that the remedy would be worse than the disease, and that the fewer hands we employ, the less will be the risk of accident. We have been at work at the Salt Cotavers for more than 5 years, and this is the first accident of the kind we have ever had.

Yours faithfully
H. C. Church
Traffic Manager

To
The Agent and Manager
1 True Copy
Alfred Page
for Agent & Manager.

Compd. Com.

List of Damaged Vehicles per.

Damage sustained by Engine and Tender.

Engine at 84

Tender

Cool Box broken

Screw bar hook broken,
Water Tap at back of Tender
broken.

Damage to Vehicles.

H. S. O. G. Wagons Nos 771, 984

959, 888, 11206, 1537 and 285.

H. S. O. G. Wagons Nos 780, 902

and 32

H. S. O. G. Wagon No 394

H. S. O. G. Wagon No 361

H. S. O. G. Wagon No 1378

H. S. O. G. Wagon No 1408

H. S. O. G. Wagon No 52

H. S. O. G. Wagon No 448

H. S. O. G. Wagon No 986

H. S. O. G. Wagon No 1374

H. S. O. G. Wagon No 793

H. S. O. G. Wagon No 158

Broken to pieces.

do

one end planking and Buffer
Castings broken.

Two Buffer Castings and
two grease pans broken.

Side and end planking,
Buffer plank, Two Buffer
Castings and one grease pan
broken.

Both ends, both buffers
planks, three buffer castings
and four grease pans
broken.

one end, one buffer plank,
four buffer castings, and
four grease pans broken.

One end planking, one Buffer
plank, three buffer castings
one axle box and grease
pan broken.

One end planking three
Buffer castings and two
grease pans broken.

One end planking and three
grease pans broken.

one end planking and one
buffer casting broken.

One end planking and one
buffer casting broken.

H. S. O. G. Wagon No. 166
H. S. O. G. Wagon No. 973
Coke Wagon No. 353
H. S. O. G. Wagon No. 840
H. S. O. G. Wagon No. 753
H. S. O. G. Wagon No. 605
H. S. O. G. Wagon No. 1200
G. B. Co. No. 17
Coke Wagon No. 451
H. S. O. G. Wagon No. 1387
H. S. O. G. Wagon No. 98
H. S. O. G. Wagon No. 168
H. S. O. G. Wagon No. 830
H. S. O. G. Wagon No. 1147
H. S. O. G. Wagon No. 327
H. S. O. G. Wagon No. 804

one end plank and buffer
plank broken.
One end plank and one buffer
casting and one grease
pan broken.
Two grease pans and one
buffer casting broken.
One grease pan broken.
one end plank broken.
one buffer casting broken
do do
Three Buffer castings broken.
Three Buffer castings, one
grease pan and top part of
end plank broken.
One end plank, one buffer
plank, Three Buffer castings
and three grease pans broken.
One end plank, Buffer
plank, three buffer castings
and two grease pans broken.
One end plank, Buffer
plank, and four buffer
castings broken.
Both buffer planks, one end
plank, four Buffer
castings and two grease pans
broken.
One end plank, one buffer
plank three buffer castings
and one grease pan broken.
One end plank, both
buffer planks, four buffer
castings and flooring broken.
One end plank, Buffer plank,
four Buffer castings and four
grease pans broken.

1 True Copy
Alfred. [Signature]
for Agent Kellenger.

W. J. Collins on,
Sgt. Loco. Supt.

Comptrol

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 37-

From

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

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,
Fort Saint George

SIR,

*Letter from Agent
No. 30-29 Dated 1869
with enclosures.*

Referring to my docket of the 15th Instant
No. 16, I have the honour to forward further reports
from the authorities of the Madras Railway upon
the two fatal accidents which occurred on the 23rd
and the 31st ultimo, at the 144th mile North-West
Line and the Salt Cotour station, respectively.

2. I have been obliged to draw the Agent's
attention to the very great delay which has been
allowed to occur in furnishing the Government with
information regarding these two accidents, especially
in the case of the former, which occurred on the 23rd
December, and the first intimation of which, consisting
of a report of a vague and unsatisfactory nature,
was

was not received in this office till the 5th Instant, 13 days after the occurrence. After sending two requests for further information, and after the lapse of more than five weeks, I have received the letter which I have now the honour to enclose.

on 22nd 14th and 20th Instant.

3. I regret that I have been constrained to point out to the Agent that the information now supplied is far from satisfactory.

4. The recorded facts do not seem to account conclusively for the accident. I cannot understand why there should have been such great delay in laying them before the Government.

5. There is no allusion to any magisterial inquiry, or any inquest held upon the Fireman's body: and it is impossible to imagine that neither should have taken place.

6. The blame is thrown by the Traffic Manager on the Drivers of the engines; but they do not appear to have been in any way punished for their error; nor does the Locomotive Superintendent seem to have been called on for any report upon their conduct.

7. I have received no information as to whether the deceased Fireman left any family, and whether they are to be in any way provided for.

8. I have requested the Agent to furnish me with full information on these points:

9. I approve of the orders which have been issued by the Traffic Manager, prohibiting the running of more than one engine with any train; and I have asked that this order shall not in future be cancelled without the express permission of Government.

I have the honour to be
Sir
Your most obedient Servant
Major-General
Consulting Eng. for Railways

Madras
30th January 1869.

Public Works Department.

No 503.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 15th Feb^y 1869

Read the following

From the Madras Govt.
Surial Dept. - (K.R. No 27 of 1869)
From Consulting Engineer for Railways (Here enter No. 16 dated 15th Feb^y 1869)

No. 16 do (K.R. No 37 of 1869)

The Government will
await a report on the result
of the further reference which
in the last of the letters above
recorded, the Consulting En-
gineer reports having made
to the Agent in connection
with the recent fatal ac-
cident at the 16th mile
of the North West Line
of the Madras Railway.

His Excellency in
Council approve of the

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

From
The Consulting Engineer
for Railways.

W. J. G. Webb
Railway Department
15th Feb^y 1869

Date 15th Feb^y 1869
Received 1/

No. 503-15th Feb^y 1869
K.R. No 37 of 1869

Reports from the authorities
of the M. W. R. show the two
fatal accidents which
occurred on the 25th & 26th
instants at the 14th & 15th miles
of the N. W. Line. On the 25th inst
the passenger train

15th Feb^y 1869

proceedings of the Consulting Engineer as reported in Paras 3 & 9 of his letter of the 30th January 1869.

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side.]

[Handwritten signature or initials.]

The Consy Engr for
Magistrate of Cuddalore

Public Works Department

Proceedings of the Madras Government
Under date the January 1869.
That the following

No of the Madras Government }
Judicial Dept B & C dated 9th Jan 1869 No 27
From the Consulting Engineer }
for Railways } Do " 15th do " " 16

The Consulting Engineer
will obtain & submit a
detailed report of the results
of the departmental enquiries
which it is presumed have
been instituted into the
causes which led to the
accidents brought to notice
in these papers.

[Handwritten signature or initials.]

[Handwritten signature or initials.]

The Consy Engr for
Cuddalore

Handwritten text at the top of the right page.

(2)

Handwritten notes and a large circular scribble on the left page.

Handwritten text at the bottom of the right page.

Cu 163 426

Court of 1869 Madras.

PUBLIC WORKS.

To

Dated

Recd.

Encl.

G. O.

1869, No.

Nos.

Accidents (Reg) The Eng Eng re-
quested to submit a detailed
report of the results of the de-
partmental inquiries insti-
tuted in connection with the
certain accidents which occurred
in December last on the South
West Coast & Salt Colanoralli
-tion of the Madras Railway

447⁷/₆₃

No 126, 153, & 387.
Govt. of (1869) Madras.

PUBLIC WORKS.

The Consulting Eng^r.
for Railways

Dated

Recd.

G. O. 15 Feb 1869 No 503

Nos. 411 (e 417)

Accidents (By) Opening orders
in papers relative to certain
accidents which occurred
in December last on the
North-West Line & Salt
Peters Station of the
Madras Railway -