

(1) Number of pages 25(2) Date of repair 7 6 44

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works. DEPARTMENT.

G.O. No.	953	Press
		Mis.
	72-73	
Dated	5. 4	1870.

Not to be folded or roughly handled

No. 72. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th March 1870, No. 108 :—

I HAVE the honour to request that you will have the goodness to lay before Government the accompanying letters*
* No. 137, dated 11th March 1870, with two enclosures. from the Agent of the Madras Railway Company, reporting that on the 10th instant four waggons loaded with cotton, which were attached to the 6 A.M. train from Ghooty, were entirely destroyed by fire at the 101st mile, North-West Line, near the Codoor Station, a Post Office Brake Van being also injured at one end.

2. It will be within the recollection of Government that two years ago the North-West Line was, for a time, notorious for the frequency of cotton fires; but the last instance on record occurred on the 14th April 1868.

3. As usual in such cases, the origin of the recent fire has not been satisfactorily accounted for. It is possible that it may have been caused, as suggested by the Driver, by sparks flying underneath the waggons from the fires kindled by the watchmen close to the side of the line. The Agent has undertaken that this practice shall be put a stop to.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th March 1870, No. 137.

I HAVE the honour to express my regret that it is my duty to report, for the information of Government, that four waggons, attached to the 6 A.M. train from Ghooty yesterday, caught fire at the 101st mile from some unknown cause, the contents (cotton) and the waggons themselves, with the exception of the iron work, being completely destroyed.

2. I enclose copies of the reports made to me by the Traffic Manager† and the Acting Locomotive Superintendent,‡ and as soon as I am in possession of further details I will communicate with you again.

† No. C-92, 10th March 1870.
‡ No. 68, 11th " "

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 10th March 1870, No. C-92.

I BEG to forward copy of a telegram just received from Mr. Sandy, the Assistant Traffic Manager at Cuddapah.

"Four waggons of cotton on fire in 6 A.M. from Ghooty at 101st mile. Will advise you further, as soon as I can get information."

2. I have requested Mr. Sandy to come down by the night train and inquire into the cause of the fire.

From R. WOOLLEY, Esq., for Acting Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 11th March 1870, No. 68.

I REGRET to inform you that four waggons of the 6 A.M. from Ghooty, loaded with cotton, were completely destroyed by fire yesterday, the iron work only being left at the 101st mile, North-West Line; a Post Office Brake Van is also burnt at one end. No passengers were hurt, and the line was clear by 2 A.M. this day.

*Proceedings of the Madras Government, Public Works Department,
5th April 1870.*

2. The origin of the fire is at present not known, and seems more mysterious than those which took place in February, March, and May 1868. The train was descending the Ballapully bank with steam off, damper down, and burning coke and coal.

3. Boilersmith Fisher has gone up to examine the engine. Upon his return, and the receipt of further information from Foreman Barefoot, it will be my duty to address you again.

4. Mr. Collinson left this morning for Salem to confer with Mr. Armstrong respecting the working of the Specials on the Western Division. He will return by the 8-15 A.M. train from Leypore of this date.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 15th March 1870, No. 145.

In continuation of my letter, No. 137, of the 11th instant, I have the honour to enclose, for your information, copies of further report made to me by the Traffic Manager* and the Acting Locomotive Superintendent† in reference to the burning of four waggons loaded with loose cotton on the 10th instant.

* No C-102, 14th March.
† No. 70, 14th "

2. In reference to the statements of J. T. Davies, Engine Driver, and W. Shaw, Shunter, (enclosed with the Acting Locomotive Superintendent's report,) to the effect that the fire was probably caused by sparks from the fires kindled by watchmen on the side of the line, I will take care that stringent regulations are laid down and enforced for the prevention of similar carelessness in future.

From W. F. HUGO, Esq., for Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 14th March 1870, No. C-102.

With reference to my letter, No. 92, dated the 10th instant, I regret to say that four waggons, with their contents (loose cotton), were totally destroyed.

2. The train consisting of seven waggons of cotton placed next to the engine, one Post Office 3rd-class Brake, five 3rd-class Carriages, one Composite, and a Brake Van travelled safely up to the 101st mile (between Ballapully and Codoor), when smoke was seen on the 5th waggon. The train was stopped, but unfortunately the fire communicated with the 4th, 6th, and 7th waggons, and, as the wind was very high, it was impossible to quench the fire, and the waggons, after being detached from the other parts of the train, were allowed to burn out.

3. It is supposed that the fire was caused by a spark from the engine, but there is no direct proof. The fuel used on the engine was coke and coal.

4. Mr. Sandy informs me that he can speak positively as to the sheeting of the waggons, as they with three others were received at Cuddapah from Ghooty the previous day, and being dissatisfied with the roping of one of the waggons he caused it to be re-roped, and at the time the waggons were attached at Cuddapah to the train. Mr. Sandy is of opinion that open waggons carrying loose cotton could not have been better secured.

5. Beyond the loss of the cotton and waggons and detention of the train itself and of the night trains, I am happy to say there is nothing more serious to report.

From the Acting Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 14th March 1870, No. 70.

REFERRING to mine, No. 68, of the 11th instant, I beg to forward herewith copy of a letter from Foreman Barefoot, also an extract from Driver Davies' statement, and copy of Shunter Shaw's statement respecting the burning of the four waggons of cotton.

2. It would appear from Mr. Barefoot's letter that the fire would have been confined to two waggons, but for the insufficiency of the brake-power applied by the Guard to the burning waggons, after they had been drawn ahead and detached from the rest of the train.

3. I think it very likely that Davies and Shaw have indicated the cause of this fire, and of those which occurred on the North-West Line, and baffled all inquiry in 1868.

*Proceedings of the Madras Government, Public Works Department,
5th April 1870.*

From Mr. W. BAREFOOT, to the Acting Locomotive Superintendent, dated Cuddapah, 11th March 1870, No. 431.

I BEG to report a fire of four waggons of cotton being totally burnt, and one end of a Post Office Brake Van in the 6 A.M. train from Ghooty of the 10th instant.

2. On the train nearing the 101st mile, the Chief Guard states he saw smoke coming from the top of the 5th waggon from the engine. The train was at once stopped; by that time there was a hole in the tarpaulin about a foot square caused by the fire breaking into a blaze. This waggon was at once detached from the after-part of the train, and drawn ahead by the engine. Whilst doing so the 4th waggon from the engine took fire; the 4th and 5th waggons were then detached and left by themselves, and, the Guard states, the brakes put down; it being on a gradient, these two burning waggons ran back to the train and set fire to two other cotton waggons and one end of the Post Office Brake Van. The passengers were at once got out of the train and the carriages pushed away from the burning waggons. The last Brake Van ran back into Codoor Station; the carriages within two miles were pushed in by coolies; the engine went on to Tirupetty with three waggons. The fire at the end of the Post Office Brake Van was put out and the Mail saved. The four waggons burnt until there was not a particle of wood or cotton remaining, when the wheels, springs, etc., were thrown down the embankment to clear the line. The line was thrown out of gauge by the heat of the burning waggons which was put right and all clear by 2 A.M. of the 11th instant.

3. The engine was burning coke and coal. I will forward the Driver's statement to you as soon as I get it.

4. A special engine with screw jacks, packing, etc., was ordered from here to proceed to the accident; on our arrival the fire was out. The 6 A.M. train was cancelled by the Assistant Traffic Manager beyond Tirupetty. The passengers remained near the scene of the fire and were picked up and taken on by the 7-15 P.M. train. No passengers were hurt.

5. I believe they were four High Sided Open Goods; the numbers will have to be obtained through the Traffic Department.

Extract from a Statement of Driver J. T. Davies, respecting the burning of four Cotton Waggons at the 101st mile on the 10th March 1870.

WHILE running on the line I saw several fires about two feet from the line which are used by watchmen. It is my opinion that the fire was caused by the sparks from these fires flying underneath the waggons and tarpaulins. When I first saw the fire I observed that it was on the side of the waggon about half way down.

2. My engine was burning coke and patent fuel, and the ash-pan full of water.

Statement of Shunter W. Shaw who was on the engine when the Cotton Waggons took fire at the 101st mile on the 10th March 1870.

WHEN the watchman gave the danger signal, it was noticed by the fireman and mentioned to the Driver and the engine stopped. No danger signal was given by the Guard till the engine brake was applied. I went back and saw the 4th and 5th waggons on fire; the Chief Guard unhooked the cotton waggons and gave "Right" telling the Driver to go ahead with the detached waggons, he went about two to three hundred yards and detached the burning waggons and told the Driver to go ahead again with the remainder.

2. I noticed several fires along the line between Codoor and Tirupetty with large logs of woods burning at the watchmen's huts within two feet of the rails; after this accident (while running to Tirupetty) I particularly took notice that the sparks from these fires flew under the waggons.

Proceedings of the Madras Government, Public Works Department,
5th April 1870.

No. 73.

ORDER THEREON, 5th April 1870, No. 953.

RAILWAY, No. 10.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exl. E. C. Shanker.

No. 137.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 11th March 1870.

From

R. B. Edwin Esq.,

Agent and Manager. of the M.R.

To

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

Sir,

I have the honor to express my regret that it is my duty to report for the information of Government that four waggons attached to the 6th M. Train from Ghooty yesterday caught fire at the 101st mile from some unknown cause, the contents (Cotton) and the waggons themselves with the exception of the iron work, being completely destroyed.

2 I enclose copies of the Reports made to me by the Traffic Manager and the Acting Locomotive Superintendent, and as soon as I am in possession of further details I will communicate with you again.

X
C 92-10th
March/70
No 68-
11th March
1870.

I have the honor to be
Sir
Your most obedient servant
R. B. Edwin
Agent and Manager.

low

C/92.

Madras Railway
Traffic Manager's Office
Madras 10th March 1870.

Dear Sir,

Fire in Train.

I beg to forward Copy of a Telegram -
just received from Mr. Sandy the Assistant Traffic
Manager at Cuddalore.

"4 Wagons of Cotton on fire in b a m.
from Gooty at 10th mile - will advise you further,
as soon as I can get information."

I have requested Mr. Sandy to come
down by the night Train, and enquire into the
Cause of the fire.

Yours faithfully,
Signed J. E. Church
Traffic Manager.

To
The Agent & Manager
M.R.T.

1 True Copy
Mr. J. E. Church
Agent & Manager.

MADRAS RAILWAY.
From

The Agent and Manager.

To

The Consulting Engineer

Mr. 10687/70.

Dated 11th March 1870.
Recd. 12.

No. 137.

Referring to the
information of fire that
from Mysore Road
with Cotton and other
goods & a fire train from
Mysore Road.
arrived at the 10th mile.

Madras Railway
Locomotive Superintendents Office
Perambore Works
11th March 1870.

No. 68.

To

The Agent and Managers.

Dear Sir,

I regret to have to inform you that four waggons of the 6 a.m. from Ghooty, loaded with Cotton, were completely destroyed by fire yesterday the Ironwork only being left at the 101st mile. At W. Line, a Post-office Brake Van is also burnt at one end, no passengers were hurt, and the line was clear by 2 p.m. this day.

The origin of the Fire is at present not known, and seems more mysterious than those which took place in February, March and May 1868; The train was descending the Ballahally Bank with steam off, dampers down, and burning Coke and Coal.

Boiler Smith Fisher has gone up to examine the Engine. Upon his return and the receipt of further information from Foreman Barefoot, it will be my duty to address you again.

Mr Collinson left this morning for Salem to confer with Mr. Armstrong respecting the working of the Specials on the Western division. He will return by the 8^{a.m.} train from Beypore of this date.

Yours faithfully

Signed R. Woolley
for as. Secy. Supdt.

1 True Copy
W. J. K. W. W.

M. 10 68/70

To The Consulting Engineer
for Railways
for information
11 March 1870.

Mr. J. H. M. Shaw Stewart R.E.

No. 145.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 15th March 1870.

From

R. B. Clavin Esq.

Agent and Manager.

To

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

Sir,

In continuation of my letter No. 137 of the
11th instant. I have the honor to enclose for your
information Copies of further Report made to me
by the Traffic Manager and the Acting Locomotive
Superintendent in reference to the burning of four
waggons loaded with loose Cotton on the 10th instant.

2. In reference to the Statements of J. J.
Davis, Engine Driver and W. Shaw Shunter
enclosed with the Acting Locomotive Superintendent's
Report to the effect that the fire was probably
caused by sparks from the fires kindled by
Watchmen on the side of the line, I will take care
that stringent Regulations are laid down and
enforced for the prevention of similar careles-
sness in future.

I have the honor to be

Sir,

Your most obedient Servant

W. J. H. M. Shaw Stewart
Agent and Manager.

No. 102.
15 March }
No. 1070.
16 March }

Madras Railway 13
Traffic Manager's Office
Madras 14 March 1870.

C/102

Dear Sir,
Fire in Train.

With reference to my letter No. 92 dated the 10th instant I regret to say that 4 Wagons with their contents (loose cotton) were totally destroyed.

The Train consisting of 7 Wagons of Cotton placed next to the Engine, one Post Office 3. class Brake, 5. 3. class Carriages one Composite and a Brake Van travelled safely up to the 101st mile (between Rallyully and Goodoor), when smoke was seen on the 5th wagon. The Train was stopped, but unfortunately the fire communicated with the 6th and 7th wagons, and as the wind was very high it was impossible to quench the fire and the wagons after being detached from the other parts of the Train were allowed to burn out.

It is supposed that the fire was caused by a spark from the Engine, but there is no direct proof. The fuel used on the Engine was Coke and Coal.

Mr Sandy informs me that he can speak positively as to the shunting of the Wagons, as they with 3 others were received at Cuddapah from Pooty the previous day, and being dissatisfied with the roping of one of the Wagons he caused it to be re-rope, and at the time the Wagons were attached at Cuddapah to the Train Mr Sandy is of opinion that open wagons carrying loose cotton could not have

MADRAS RAILWAY.

From

To
The Agent and Manager.

The Consulting Engineer

for Railways.

M. 10 68/70

Dated 15 March 1870
Recd. 16.1

No. 145

Enclosed copies of
the report made
by the Traffic Manager
and the report of the
reference to the burning
of four Wagons loaded
with loose cotton on
the 10th instant.

been better secured.

Beyond the loss of the Cotton and
Wagons and detention of the Train itself and
of the night Train, I am happy to say there
is nothing more serious to report.

Yours faithfully,
Wm. Williams Esq. Mgr.
for Traffic Manager.

The Agent and Manager,
M. & Co.

True Copy
Wm. Williams
Agent and Manager

Comptroller

11/10/68/70.

N. 70.

Madison Railway
Loco. Superintendent's Office
Perambore Works March 14th 1870.

The Agent and Manager,
Dear Sir,

Referring to memo N. 68 of the 11th inst.
I beg to forward herewith copy of a letter from
Hon. Wm. Parke, also an extract from
Driver Davies' statement, and copy of the
Driver's statement, respecting the burning of the
four wagons of Cotton.

It would appear from Mr. Parke's
letter that the fire would have been confined
to two wagons, but for the inefficiency of the
break power applied by the Guard to the
burning wagons, after they had been drawn
aboard and detached from the rest of the Train.

I think it very likely that Davies
and Shaw have indicated the cause of this
fire, and of those which occurred on the
N. W. Line, and baffled all enquiry in 1868.

Yours faithfully
Wm. J. Collinson
Asst. Loco. Supt.

Madison Railway Company
Locomotive Department
Cuddalore 11th March 1870.

N. 431.

Wm. J. Collinson Esq.

Sir,

I beg to report a fire of four wagons
of Cotton being totally burnt and one end of
a Post Office Brake Van in the 6th New Train

from Ghosty of the 10th Instant.

On the Train running the 10th mile, the Chief Guard states he saw smoke coming from the top of the fifth wagon from the engine; the train was stopped; by that time there was a hole in the tarpaulin about 12 foot square caused by the fire having got into it (blaze). This wagon was a 6 wheel detached from the other part of the train and driven ahead by the engine. While doing so the fourth wagon from the engine took fire; this fourth and fifth wagons were then detached and left by themselves, and the Guard states, the brakes put down - it being on a gradient these two burning wagons ran back to the train and set fire to two other Cotton Wagons and the end of the Postoffice Station. The Passengers were all got out of the train and the burning pushed away from the burning wagons. The last Passenger Wagon ran back into Cadogan station; the Carriages within two miles, and were pushed in by coolies; the engine went on to Vinipetty with three wagons. The fire on the end of the Postoffice Brake Wagon was put out and the mail saved. The four wagons burnt until there was not a particle of wood or cotton remaining, when the wheels, springs &c were thrown down the embankment to clear the line. The line was thrown out of gauge by the heat of the burning wagons which was put right and all clear by 2 am. of the 11th Instant.

The

The engine was burning coke and coal. I will forward the Driver's statement to you as soon as I get it.

A special engine with screw jacks, packing etc, was ordered from here to proceed to the accident; on our arrival the fire was out. The 6 am. Train was cancelled by the Asst. Traffic Manager beyond Vinipetty. The passengers remained near the scene of the fire, and were picked up and taken on by the 7.15 pm. Train. No passengers were hurt.

I believe they were 4 High Sided Open goods - the numbers will have to be obtained through the Traffic Department.

Yours truly,
W. R. Parry
[True Copy]
W. R. Parry
for Mr. Locust.

Extract from a statement of Driver J. J. Davies, respecting the burning of four Cotton Wagons at the 10th mile on the 10th March 1870.

It takes running on the line - I am several feet about 2 feet from the line which are used by Watchmen. It is my opinion that the fire was caused by the sparks from the fire flying under the wagons, and tarpaulins. When I first saw the fire I observed that it was on the side of the wagon about half

may down

My Engine was burning coke and
Patent Fuel and the ash-pan full of water.

True Extract
Hof R. Woolley
for aq. Recs. Supts.
14. 3. 70.

Statement of Shunter W. Shaw who was
on the Engine when the Cotton wagons took
fire at the 101st mile on the 10th March 1870...

When the watchman gave the danger
signal, it was noticed by the St. Vincent
and mentioned to the Driver and the
Engine stopped. A danger signal was given
by the guard till the Engine had been
applied. I went back and saw the 4th
and 5th Wagons on fire, the Chief Guard un-
hooked the Cotton Wagons and gave Right
telling the Driver to go ahead with the
detached Wagons. He went about 2 to 3
hundred yards and detached the burning
wagons and told the Driver to go ahead
again with the remainder.

I noticed several fires along the
line between Cado and Grampetty with
large logs of wood burning at the watchman's
huts within two feet of the rails - after this
accident (while running to Grampetty) I
particularly took notice that the sparks
from these fires flew under the wagons.

True Copy
Hof R. Woolley
for aq. Recs. Supts.
Hof W. Shaw
Agent for aq. Recs. Supts.

11/10/68/70

Col

353

953

Ordered to be recorded.

Noted & recorded
5 April 1903

N.
E

To the Land for
Railway

Recd. 7/4/70.

may down

My Engraving was burning Coke and
Patent Fuel and the ash-pail full of water.

True Extract
of R. Woolley

Cue 1063

Govt. of 1870

PUBLIC WORKS.

The Consulting Engrs
for Railways.

Statements
on the Engr
live at the

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Engr to
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and 5. Wag
hooked. the
telling the
detached
hundred of
wagons on
again well

1870
1871
G. O. 31st Feb 1870 to 1871

Nos. 72-73

Woolley (Eng) Letter from the Engr
Engrs continued along the entire line
- (the line by fire) in 1870 and 1871
loaded with cotton of four Waggons
- 6 Waggons 6 Waggons train from
- 1870 - recorded

line before
large logs of
huts within two feet of the rails. After this
accident (while running to Tripetty) I
particularly took notice that the sparks
from these fires flew under the wagons.

True Copy of True Copy
of R. Woolley of M. Shams.
Agent Manager forag. Locs. Supt.