

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***12.6* **Public Works DEPARTMENT.**

G.O. No. <i>2313</i>	Press Mis.
<i>438-439</i>	
Dated <i>26-9-</i>	<i>18</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th September 1870.*

No. 438. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 16th September 1870, No. 372:—

Read the following letter from the Acting Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 9th September 1870, No. 265.

I BEG to forward herewith a report of an accident, which since its occurrence has resulted fatally, to a wood cooly named Shaik Daddoo, at the Palghaut Station.

2. This report was only received by me this morning from Foreman Armstrong, who has been reminded to forward all such reports without delay to this Office; and he has also been requested to furnish further particulars with regard to the date of the accident, the age of the deceased, etc., etc., which I will communicate to you as soon as received.

MADRAS RAILWAY.

Report of an Accident on the Madras Railway, which has since resulted fatally.
*Collectorate.—Malabar. Railway District, Section, and Mile.—Palghaut. Date on which the accident occurred.—21st August 1870. Nature of the accident.—*Whilst an engine was passing from the shed to the turn-table at Palghaut, the deceased attempted to jump on it, and in doing so placed his hand on the shed door, which closed towards the engine frame and caught his foot, cutting the heel. The injuries were not serious at the time, but the man, from constitutional weakness, died from the effects a few days after. *Nature of assistance afforded.*
*—Nil. Occupation of the deceased.—*Wood cooly. *Gratuity proposed to be given or not.—*None proposed to be given by the Locomotive Department. *Reported to the Police authorities.*
*—Nil. Remarks.—*The driver says he did not think that the man would attempt to get on the engine to ride such a short distance; he also states that he passed the door all right, and that it would not have moved had the deceased not interfered with it.

PERAMBORE WORKS,
9th September 1870.

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

To the Acting Consulting Engineer for Railways for information.
(Signed) R. B. ELWIN,
Agent and Manager.

From the Acting Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 15th September 1870, No. 273.

REFERRING to my letter No. 265, of the 9th September, I beg to attach extract of a report from Foreman Armstrong, who states that the accident happened on the 21st ultimo, and resulted fatally on the 5th instant, and that the deceased was first attended to by the Company's Apothecary, and was afterwards taken charge of by his own people. The age of deceased was 29 years. The case was duly reported to the Police.

Extract of a letter from Foreman ARMSTRONG, dated 13th September 1870.

"THE man that died, said the other cooly who was with him, attempted to get on the engine first, and as he was placing his foot on the step he touched the door with one hand to assist himself upon to the engine step; this caused the door to unfold rapidly, and came round to catch the

*Proceedings of the Madras Government, Public Works Department,
26th September 1870.*

deceased's foot as he was attempting to follow the other man. I was under the impression, at first, that the door was not clear when the engine started. It is very evident it was not fastened back; the men themselves say it was clear, therefore we are obliged to accept their statements as correct. The coolies know that by telling the truth the driver (Ward) is exonerated, and all doubts removed as to the door being clear before the engine started; if such had not been the case Ward would now be in a very queer position. The coolies are perfectly aware that their own statements throw the blame on themselves, and, if the door had not been clear, I am sure they would have said so. The Police have enquired into the matter, and are of the same opinion as myself, that the coolie's death was caused by an accident."

To the Acting Consulting Engineer for Railways for information, with reference to the Acting Locomotive Superintendent's letter of the 9th instant, No. 265.

15th September 1870.

(Signed) R. B. ELWIN,
Agent and Manager.

SUBMITTED for the information of Government.

(Signed) H. L. PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways.

No. 439.

ORDER THEREON, 26th September 1870, No. 2,313.

RAILWAY, No. 44.

ORDERED to be recorded.

(True Extract.)

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

Exd. S. T. Augustin.

No. 265.

Madras Railway Company
Loco. Superintendent's Office
Breamore Works 9th Sept 1870

To

The Agent and Manager

Dear Sir,

I beg to forward herewith a Report of an accident, which since its occurrence has resulted fatally, to a Coolie named Shaikh Daddoo at the Palghat station.

This report was only received by me this morning from Messrs. Armstrong, who has been requested to forward all such reports without delay to this Office, and he has also been requested to furnish further particulars with regard to the date of the accident, the age of the deceased, &c. &c., which I will communicate to you as soon as received.

Yours &c.

Wm. J. Collinson
ag. Loco. Supt.

True copy
Wm. J. Collinson
Agent & Manager.

To The Actg. Consulting Engineer
for Railways,
for information.
9th Sept 1870.

Extract of a letter from Foreman Armstrong, dated 13th September 1870.

The man that died said the other Cooly who was with him attempted to get on the Engine first, and as he was placing his foot on the steps he touched the door with one hand to assist himself up on to the Engine step; this caused the door to unfold rapidly and came round to catch the deceased's foot, as he was attempting to follow the other man. I was under the impression at first that the door was not clear when the Engine started. It is very evident it was not fastened back; the men themselves say it was clear, therefore we are obliged to accept their statements as correct. The Coolies know that by telling the truth the Driver (Ward) is exonerated; and all doubts removed as to the door being clear before the Engine started; if such had not been the case Ward would now be in a very queer position. The Coolies are perfectly aware that their own statements throw the blame on themselves, and if the door had not been clear I am sure they would have said so. The Police have enquired into the matter and are of the same opinion as myself that the Cooly's death was caused by an accident.

(True Extract)

Sgt. W. J. Collinson
Sgt. Capt.

(True Copy)

[Signature]
Agent and Manager.

Comptroller

S.P. 4 3

Madras Railway Company
Locomotive Superintendent's Office
Perambore Works
15th September 1870

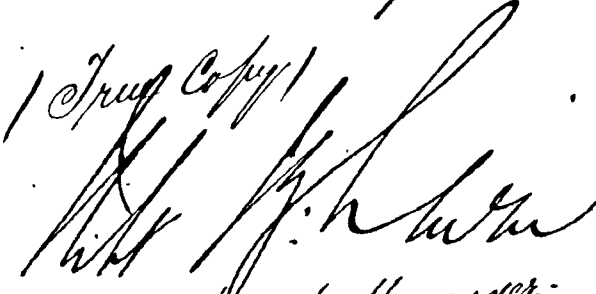
N^o 273.

To
The Agent and Manager

Dear Sir,

Referring to my letter N^o 265 of the
9th September I beg to attach extract of a report
from Foreman Armstrong, who states that the
accident happened on the 21st ultimo, and resulted
fatally on the 5th instant, and that the deceased
was first attended to by the Company's Apothecary
and was afterwards taken charge of by his own people.
The age of deceased was 29 years. The case was duly
reported to the Police

Yours &c.
W. J. Collinson
Actg. Loco. Supt.

1 True Copy

Agent and Manager.

To
The Acting Consulting Engineer for Railways
for information with reference to the Actg.
Locomotive Superintendent's letter of the 9th instant
15th September 1870.

Recd 16th Sept 1870

M 3690/70

for information.

Handwritten notes on the left side of the page, including dates like '12th Sept 1870' and various illegible cursive text.

MADRAS RAILWAY.

Report of an accident on the Madras Railway. which has since resulted fatally.

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.
Madabhar	Palgahat	12th Sept 70	<p>Whilst an Engine was passing from the shed to the turn table at Palgahat, the deceased attempted to jump on it, and in doing so placed his hand on the shed door, which closed towards the Engine frame, and caught his foot, cutting the heel. He injured were not serious at the time, but the man from Constitutional weakness, died from the effects a few days after.</p>		Wood Cook	<p>He was forced to be given by the R.O. (Palgahat).</p>		<p>The Driver says he did not think that the man would attempt to get on the Engine to ride such a short distance; he also states that he saw the door all right and that it would not have moved, had the deceased not interfered with it.</p>

Perambore Works } To the Acting Consulting Engineer for Railways.
 9th September 1870. }
 Comptroller }
 for information.

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dated
received
18-11-1870
Mr. 36/10/70
The Consulting Engineer for Railways

To
The Agent and Manager

MADRAS RAILWAY.

No. 272
Submitted for the information of Government. 6

[Signature] Captain, R.E.

CONSULTING ENGINEER'S OFFICE,
Madras, 16th September 1870.

[Signature] Consq. Engr. for Railways.

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

9

RAILWAY DEPARTMENT.

Public Works 1870. Department

From

The Consulting Engineer
for Railways,

To

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

Dated

16th

Received

17th

Sept^r 1870.

3. E. 6. 11

En: 4.

No. 372.

No 2313-26 Sept^r 1870
submitting for

the information of
Government, a report
of an accident ~~to a~~
wood coach named
Sheik Qaddoo at the
Palphat Station.
With an order

7

Ordered to be recorded.

No 2313

26 Sept 1870.

South Africa

15

C-3670.
Govt. of 1870. Illinois.

PUBLIC WORKS.

Order

and

7. 4

G. O. 28. Sept. 1870. No. 2313.

Nos. 438-439

Accident. Indorsement
from the Engineer for Railway,
submitting a report of an
accident which occurred
to a Car on at the Del-
phane Station on the
21st August last, recorded