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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**G.O. No. 505

Press

~~Mis.~~

421-22

Dated 20-2- 1871.**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department,
20th February 1871.*

No 421. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 1st February 1871, No. 52.—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 13th January 1871, No. 21.

In reference to your letter of the 30th ultimo, No 750, I have the honour to forward herewith a copy of a statement* made by J Spurr, the Driver of the special train with empties, which ran through the gates at the Perambore Station on the 24th ultimo, in which details of the occurrence are given.

2 I further learn from the Traffic Manager† that the Gateman is in custody awaiting his trial. The Signaller and Pointsman have absconded, but the Police are in search of them, and there is little doubt that they will be apprehended.

MADRAS RAILWAY.

Report of an Accident on the Madras Railway.

Collectorate,—Madras. *Railway District, Section and Mile*—Perambore Station, 3½ miles from Madras *Date on which the Accident occurred*,—24th December 1870, about 4 A.M. *Nature of the Accident*,—The 3-50 A.M. special with locomotive empties from Madras to Tiruputty ran through the gates at the east end of Perambore Station; Fireman Dupratt, who was standing on the outside framing of the engine, was struck by a piece of the gate and had his right thigh broken. *Nature of assistance afforded*,—Sent to General Hospital, where he is doing well. *Occupation of the injured*,—Fireman. *Gratuity proposed to be given or not*,—None proposed at present *Reported to the Police authorities*,—Not reported by the Locomotive Department. *Remarks*,—Aged 25 years.

PERAMBORE,
26th December 1870

(Signed) W J COLLINSON,
For Locomotive Superintendent.

For the information of the Acting Consulting Engineer for Railways
27th December 1870

Copy of a statement of J. Spurr, Driver of the Locomotive Wood Special Train, from Madras to Tiruputty, on 24th December 1870

“LEFT Madras at 3-50 A.M. No semaphore light at junction. The usual hand-signal, green light, shown by the Pointsman. I put off steam at the canal bridge. Passed the junction at 6 or 8 miles an hour, and then gave the two distinct whistles, in accordance to rules, on approaching Perambore Station, and put on steam. Seeing no lights I then opened my small whistle and kept blowing it, and then shut off steam and put on the brake. When within a short distance of the level crossing, a white light was shown, which I took to be the semaphore all-right signal, and I slacked off the brake to allow the train to run through, when I heard a crash and heard Fireman Dupratt, who had gone along the framing to see to the head light, call out he was hurt, I then left the brake and went forward to assist Dupratt.

“In the meantime my engine and train had run through the west points and stopped just clear of them, and I put back into the north siding and got Dupratt into the ladies' waiting room

*Proceedings of the Madras Government, Public Works Department,
20th February 1871.*

"I asked the Station Master why he had his gates closed and no lights. He said he did not expect me so soon. I said it was 4-10 and you should have been ready. He said the white light I saw was the hand-lamp of the man who was going up the ladder to light the semaphore.

"I should say I was running from 7 to 8 miles an hour when I struck the gates. No damage done to engine. The train consisted of twenty-one vehicles."

(Signed) W. B. WRIGHT,
"Locomotive Superintendent."

7th January 1871.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 26th January 1871, No. 61.

In reply to the inquiry contained in your letter, No. 22, dated the 14th instant, I have the honour to state that a reference to the enclosed copy of the notice will show you that no particular hour was mentioned at which the special train would leave Royapooram on the 24th ultimo, though a notice for a train to work as a "Ballast train" between Tiruputty and Madras was issued and received by the Station Master at Perambore.

2. I enclose, for your information, copy of the evidence given by the Station Master, from which it will appear that the staff at his station was duly warned that a special train would start from Royapooram early on the morning of the 24th so as to meet the 8-15 A.M. of the previous day at Avady.

3. I have pointed out to the Traffic Manager that, though the train was to work as a ballast train keeping clear of all ordinary trains, I consider that the notice should have contained some mention of the hour about which it was to start, and that I wish this course to be adopted in future whenever it is possible.

4. With regard to your inquiry, whether it is reasonable or possible for an Engine Driver approaching Perambore to mistake a hand-light for the semaphore "all-right" signal, I will solicit your attention to Engine Driver Spurr's statement,* from which it would appear that the white light which he mistook for the "all-right" signal was the hand-lamp carried by the man who was going up the ladder to light the semaphore.

5. I think that, under the circumstances, Spurr did mistake the hand-lamp for the "all-right" signal, and that no blame whatever can be attached to him for so doing.

MADRAS RAILWAY.

NOTICE OF LOCOMOTIVE WOOD TRAIN.

No. 107.

A TRAIN to collect firewood for Locomotive Department will work between Tiruputty and Madras as a ballast train on Thursday and Saturday, the 22nd and 24th of December 1870.

EXTRACT FROM REGULATIONS FOR BALLASTING

Rule 13—"Ballast, Earth, or Material trains must be moved clear of the main line at least twenty minutes before any engine or train is due."

(Signed) W. F. HUGO,
Deputy Traffic Manager.
19th December 1870

Mr. DOUGLAS, Station Master, Perambore—"I received Special Train Notices Nos. 107 and 153. In accordance with the usual custom I gave them to Porter Veerasawmy to take to the Signalman, Gateman, and Pointsman, and to get their signatures. When I receive a special notice I call Veerasawmy and explain in Tamil the contents of it. I make him repeat it to me, and when I find he thoroughly understands it, I send him round to the men with it; when the man returns I count the signatures and have them read by one of the clerks, as I cannot read Tamil, Telugu, or Hindu-

*Proceedings of the Madras Government, Public Works Department,
20th February 1871.*

stanes. I did the same in the case in question. In explaining to Veerasawmy about Notice No. 107, I told him the train would leave Madras early on Saturday morning, and in time to meet the 8 A.M. train at Avady. The notice does not state that, but, as that has been the practice, I concluded it would be so. A similar train ran on 22nd November last, the time was not on the special train notice, but I know that the train ran to Avady to meet the 8 A.M., and that the same thing has been done on other occasions. During the time I was Station Master at Avady (about fourteen months) whenever a similar notice was issued, the trains, to the best of my belief, have always left Madras in time to meet the 8 A.M. from Coimbatore at Avady.

"I always signal the time of all trains. I was this morning aroused by the whistle of the special, and I got up to signal the time to Madras. As I reached the north platform, I heard the gate smash. The train ran as far as the west points, west of the west gate, the hindmost vehicle was near the west points. The train ran through the station at about 10 or 15 miles an hour.

"Directly after the accident, I spoke to Signalman Valen; I said to him, 'you lazy man, you received notice of this train, why did you not attend to it?' I do not see the semaphore light. The only light then upon the platform was a wall-lamp; it stood upon the ground. Valen was a long time answering me, and I had to repeat my questions to him two or three times before I could get him to say anything, when he did answer me he denied having received the notice. I showed him his signature on the notice; he acknowledged the writing, but said it had not been explained to him at what time the train would run. He said he understood that the train which went from Madras yesterday was the train to Tiruputty, and he expected it to return from Tiruputty today. I questioned the Gateman at the west gate (Mahomed Ghose), he said he had received the notice and was up expecting the train. As soon as I got upon the platform, I saw a light at the west gate.

(Signed) J. W. DOUGLAS

SUBMITTED for the information of Government.

2. It will be observed that in future the probable hour, as well as the date when the special train may be expected, will be entered in the special train notice.

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

No. 422.

ORDER THEREON, 20th February 1871, No. 505.

RAILWAY, No. 57.

ORDERED to be recorded.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd E. C. Shunker.

Copy Read the following letter to the
General Manager of the Madras Railway
dated 13th Jan 1871

No. 21

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 13th January 1871.

From

Robert D. Cairns Esq
Agent and Manager of the M. R. Co.

To

Captain H. P. Prendergast R.E.,
Aty Consulting Engineer for Railways.

SIR,

received
with copy
of the letter
of 4th date
7th Jan 1871.

In reference to your letter of the 30th
ultimo at 7.50, I have the honor to forward
herewith a copy of a statement made by J.
Spence the Driver of the Special train with
empties which ran through the Gates at the
Pembroke station on the 24th ultimo in which details
of the occurrence are given.

recd 12th
10th Jan.

I further learn from the Traffic
Manager that the Foreman is in custody
awaiting his trial. The Signalman and
Painterman have absconded, but the Police
are in search of them, and there is little doubt
that they will be apprehended.

I have the honor to be

Sirs

Your most obedient servant

Robert D. Cairns
Agent & Manager

Received
14/1/71

Forwarding Copy of a
 statement made by J. S.
 about the driver of
 the special train with
 engine which ran
 through the gate at
 the Perambur station on
 the 24th ult.

No. 21.

Dated 13th January 1891.
 Recd. 14th "

J. S. S. To
 for Railways

The Consulting Engineer

To

The Agent and Manager.

MADRAS RAILWAY.

MADRAS RAILWAY.

Report of acc 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 injured.	Gravely proposed to be given or not	Reported to the Police authorities	REMARKS.
Madras	Perambur Station, 24 miles from Perambur.	24 th Decr. 1890 about 4 o'clock.	The S. 500 engine, running with locomotive engine from Perambur to Perambur, ran through the gates of the East end of Perambur station. The engine was running at a speed of 10 to 12 miles per hour and had its right thigh broken.	Such a quick accident, when the engine was running.	Perambur.	None.	Not reported by the driver.	edged 25th Decr. 1890.

Perambur Station, } the information of the
 26th December 1890. } Acting Consulting Engineer for
 Railways. }

J. S. S. To
 for Railways

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Copy of statement of I Sherr, Driver of the Rao
Road Special Train from Madras to Tirupetty
on 24th December 1870.

Left Madras at 3-50 a.m.
No semaphore light at Junction. The usual hand-
signal green light shown by the Pointman -
I put off steam at the Canal Bridge
Passed the Junction at 6 or 8 miles an hour and then
gave the 2 distinct whistles in accordance to Rules on
approaching Perambore station and put on steam.
Seeing no lights I then opened my small whistle and
kept blowing it, and then shut off steam and
put on the break. When within a short distance
of the level crossing a white light was shown,
which I took to be the semaphore all-right
signal and I slacked off the break to allow
the train to run through, when I heard a crash
and heard someone Dupratt, who had gone
along the framing to see to the head light,
call out he was hurt, I then left the break
and went forward to assist Dupratt -

In the meantime my Engine and Train had run
through the west points and stopped just
clear of them, and I put back into the
north siding and got Dupratt into the
Coach's waiting room -

I asked the station Master why he had
his gates closed and no lights - He said
he did not expect me so soon. I said it
was 4-10 and you should have been ready -
He said the white light I saw was the
hand lamp of the man who was going up
the ladder to light the semaphore.

I should say I was running from 7 to 8 miles an hour when I struck the gates.

No damage done to Engine
The Train consisted of 21 Vehicles.

/signed/ Wm Benton Wright
7th January 1871.

True copy

Wm Benton Wright
Agent & Manager

21/1/71

No. 61

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MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 26th January 1871

From

A. B. Elwin Esq.

Agent and Manager of the M.R.

To

Captain W. L. Henderson R.E.
Acting Consulting Engineer for Railways.

Sir,

In reply to the enquiry contained in your letter of 22nd dated the 14th instant, I have the honour to state that a reference to the enclosed copy of the Station will show you that no particular hour was mentioned at which the Special Train would leave Royapuram on the 24th ultimo, though a Station for a train to work as a "Ballast Train" between Tripetty and Madras was received and received by the Station Master at Pambone.

2

I enclose for your information copy of the evidence given by the Station Master from which it will appear that the Staff at his Station was duly warned that a Special Train would start from Royapuram early on the morning of the 24th, so as to meet the 8-15 A.M. of the previous day at Brady.

Completed

3. I have pointed out to the
Haffie Manager that though the Train
was to work as a Ballast Train keeping
clear of all ordinary trains I consider
that the notice should have contained
some mention of the hour about which
it was to start; and that I wish the
Course to be adopted in future whenever
it is possible.

4. With regard to your enquiring
whether it is reasonable or possible for
an Engine Driver approaching Perambore
to mistake a hand light for the
Semaphore "All Right" signal I will
direct your attention to Engine Driver
Spurr's statement, from which it
would appear that the White light
which he mistook for the "All Right"
signal was the hand lamp carried by
the man who was going up the ladder
to light the Semaphore.

5. I think that under the
circumstances Spurr did mistake
the hand lamp for the "All Right"
signal and that no blame whatever
can be attached to him for so doing.
I have the honor to be,
Sir, your obedient servant,
Agent and Manager

Sent to you
with letter
of 21 dated
13 January.

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17
The Douglas Electric Locomotive

T (72.C)

MADRAS RAILWAY

NOTICE OF LOCOMOTIVE WOOD TRAIN

19 December 1870

No. 407

A Train to collect Firewood for Locomotive Department

will work between Tirupathi and Madras as a BALLAST TRAIN
on Thursday & Saturday the 22 & 24 of December 1870

EXTRACT FROM REGULATIONS FOR BALLASTING.

Rule 13 — "Ballast, Earth, or Material Trains, must be moved clear of the Main Line, at least 20 MINUTES before ANY Engine or Train is due".

To

Sgt William J. Hugg
Traffic Manager

22/12/70

MADRAS RAILWAY

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Mr 493/71

Dated 26th December 1870
Recd. 27th

No. 61

Replying to the telegram
containing in Capt. Parker
quote letter of 22nd
in regard to the accident
which occurred at
Pondicherry on the 24th
ultimo -

The Douglas Station Master Perambore.
I received special train notices nos 107
and 153. In accordance with the usual
custom I gave them to Porter Teerasawmy
to take to the Signalman, Gateman and
Pointman and to get their signatures.
When I receive a special notice I call
Teerasawmy and explain in Tamil the
contents of it. I make him repeat it
to me, and when I find he thoroughly
understands it, I send him round to
the men with it, when they receive it
I count the signatures and have them
repeated by one of the clerks as I cannot
read Tamil, Telugoo or Hindustani.
I did the same in the case mentioned.
In explaining to Teerasawmy about
notice no 107, I told him the train would
leave Alibada weekly on Saturday morning
and in time to meet the P. & S. train at
Quady. The notice does not state that
but as that has been the practice I
concluded it would be so. A similar
notice was issued in 1902 when last, the
time was not on the special train
notice, but I know that the train
leaves to Quady to meet the P. & S.
train and that the same thing has been done
on other occasions. During the time
I was Station Master at Quady
(about fourteen months) whenever a
similar notice was issued the train,

to the best of my belief, have always
left Mahe's in time to meet the train
from Coimbatore, which was -

I always signal the time of all
trains. I was this morning aroused by
the whistle of the special and I got
up to signal the time to Mahe's. As
I reached the north platform I heard
the gate smash. The train ran as
fast as the west points, west of the
west gate - the hindmost vehicle
was near the west points. The train
ran through the station at about ten
or fifteen miles an hour.

Directly after the accident I
spoke to signal man Talen. I said to
him, "You large man: you received
notice of this train. Why did you not
attend to it?" I do not see the Semaphore
alight. The only light upon the plat-
form was a wall lamp. It stood upon
the ground. Talen was a long time
answering me, and I had to repeat my
questions to him two or three times
before I could get him to say any thing.
When he did answer me he denied
having received the notice. I showed
him his signature on the notice - he
acknowledged the writing but said
it had not been explained to him at

19
what time the train would run. He
said he understood that the train
which went from Mahe's yesterday
was the train to Limpetty, and he
expected it to return from Limpetty
today. I questioned the gate man at
the west gate (Ahamed Ghose) He
said he had received the notice and
was up expecting the train. As soon
as I got upon the platform I saw
a light at the west gate.

Signed J W Douglas.

True Copy

W. J. K. M.
Agent Kallarayan

9
No 52

Submitted for the information of Government.

2. It will be observed that in future the probable hour, as well as the date when the special train may be expected, will be entered in the special train notice. —

CONSULTING ENGINEER'S OFFICE,
Madras, 1 February 1871.

W. H. Pender Capt. R.E.
Acting Consgr Engr. for Railways

To

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

(14)
RAILWAY DEPARTMENT.

1871. kept
From *Mr. No 493*
The Consulting Engineer
for Railways,

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

Dated 1st February 1871
Received 2nd
En: 6. No 52.

Submitting for the
information of Government
report of an accident at
Perumlore station

No 505-20 Feb/71

With an order

*For Secret's office
20 Feb/71*

No 505.

1. order

Recd 21/2/71

W

6 Feb/71 P. 6

Op 49³

Govt. of 1871 Madras.

PUBLIC WORKS.

To The City Consulting Engrs
for Railways

Dated

Recd

Encl

b

G O 20 Feb 1871, No 505.

Nos. 1219422,

Accident. Indorsement for
the Engineer for Railways
submitting Report of an
accident which occurred
at the Perambore Station
on the Madras Railway
on the 24 Dec^r last,
recorded.