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MADRAS RECORD OFFICE

Government of Madras

Public Work

DEPARTMENT

C.O. No.	1098	Press
B.P. No.		Mis.
20, 251,		
Dated	16-4-	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th April 1873.*

No. 220. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 4th March 1873, No. 134:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 28th February 1873, No. 155.

WITH reference to your letter No. 154, dated the 14th instant, and to G. O. No. 398 of the 6th idem, I have the honour to forward herewith, for submission to Government, a copy of the depositions taken at the trial of the Section Maistry and the Line Watchman who were concerned in the accident that occurred on the 23rd of November last between Arcot and Sholinghur. I enclose also a copy of the finding of the Court, from which it will be gathered that the prisoners were acquitted.

2. With regard to the 2nd paragraph of the Order of Government referred to above, I have the honour to enclose a copy of the Traffic Manager's letter No. C126-129 of this date, in which he expresses his opinion as to the conduct of the Chief Guard upon the occasion in question, firstly, in causing the under guard to leave his brake-van; and, secondly, in not himself remaining with his train after the accident had occurred.

3. I quite concur in the views expressed by Mr. Church, and I may mention also that when the conduct of the guards was under consideration by the Committee before which the evidence in this case was taken, it was, under all the circumstances, considered undesirable and unnecessary to take any action in the matter.

4. I trust that in passing final orders upon this subject, His Excellency the Governor in Council will be pleased to deal with the question of the bursting of the tank, which was the original cause of this disaster.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 28th February 1873, No. C126-129.

Accident at 60th Mile, South-West Line, 23rd November 1872.

WITH reference to the Consulting Engineer's letter No. 154, dated 14th instant, there can be no doubt that the Chief Guard was in error in allowing the under guard to leave his own van, but looking at his explanation, namely, that the under guard's brake-van was very much exposed to the weather, that the non-preparation of the Truck Way Bill would inevitably have detained the train at Arconum, and that the train was a comparatively light one scarcely requiring more than one brake, I think the Chief Guard may be exonerated from blame.

2. With regard to the Chief Guard leaving his train after the accident, it will be remembered that his own intention was to remain with the train in his own van, and that he only left it at the solicitation of the driver and firemen, who considered such a course attended with danger, believing at the time that the water would continue to rise. Deprived of shelter of any kind and suffering from a severe cut in his head, it would appear somewhat inhuman to punish the man for not remaining within sight of his train (for he could not remain near it) during so wild a night.

SUBMITTED for the consideration of Government, with reference to their order, dated the 6th February 1873, No. 398.

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

R. S. A.
1-11-1873

for the consideration of Government

Proceedings of the Madras Government, Public Works Department,
16th April 1873.

No. 221. ORDER THIRTEEN, 16th April 1873, No. 1,093.

RAILWAY, No. 22.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.

Secretary to Government.

To the Consulting Engineer for Railways.

No. 155-

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 28th February 1873.

From

D. P. Clavin Esq.
Agent and Manager of the M. R. Co.

To

Col. J. H. Shaw Stewart Esq.
Consulting Engineer for Railways.

Sir,

With reference to your letter
of 15th dated the 14th instant and to G. C.
of 29th of the bidder, I have the honour to
forward herewith for submission to your
honour a copy of the depositions taken at
the trial of the Station Clerk and the
Line Watchman who were concerned in
the accident that occurred on the 23rd of
November last between a foot and
a half train. I enclose also a copy of
the finding of the Court from which it
will be gathered that the Prisoners were
acquitted.

With regard to the second
paragraph of the Order of Government
referred to above, I have the honour to
enclose a copy of the Traffic Manager's
letter of 12th of this date, in which he
expresses his opinion as to the conduct
of the Chief Guard upon the occasion in
question, viz. by causing the Under
Guard to leave his brake on, and

secondly in not himself remaining with
his train after the accident had occurred.

I quite agree in the views
expressed by Mr. Church and I may
mention also that when the conduct of
the guards was under consideration by the
Committee before which the evidence in
this case was taken it was under all the
circumstances considered undeviable
and unnecessary to take any action
in the matter.

4. I trust that in passing
final orders upon this subject His
Excellency the Governor in Council will
be pleased to deal with the question
of the bursting of the Tank which
was the original cause of this disaster.

I have the honour to be
Sir

Your most Obedient Servant.

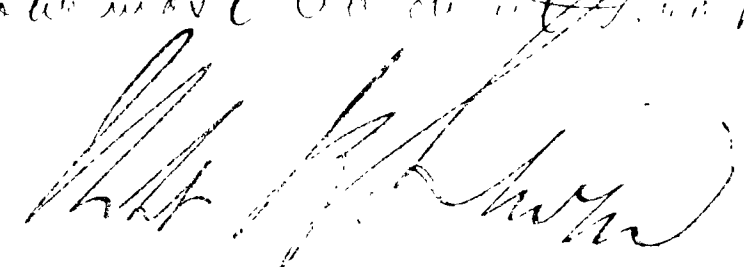
W. J. L. Wm

Agent & Counselor.

3. could by no means himself remaining with
his train after the accident had occurred.

4. I quite agree in the views
expressed by Mr. Church, and I may
mention also that when the conduct of
the guards was under consideration by the
Committee before which the evidence in
this case was taken it was under all the
circumstances considered undeviating
and unnecessary to take any action
in the matter.

5. I trust that in passing
final orders upon this subject Mr.
Dresser, the Governor in Council will
be pleased to deal with the question
of the competency of the Guard which
was the original cause of this disaster.

I have the honor to be
Sir
Your most Obedt. Servt.

Alfred Holland

N^o C/126
129

Madras Railway
Traffic Managers Office
Madras 28th February 1873

To
The Agent and Manager
Madras Railway Company

Dear Sir,

Accident at 60th Mile S. W. Line
23rd November 1872

With reference to the Consulting Engineer's letter N^o 154 dated 14th instant, there can be no doubt that the Chief Guard was in error in allowing the under Guard to leave his own Van, but looking at his explanation viz: that the under Guard's Brake Van was very much exposed to the weather, that the non preparation of the Truck Way Bill would inevitably have detained the Train at Arcorum, and that the Train was a comparatively light one scarcely requiring more than one Brake, I think the Chief Guard may be exonerated from blame.

With regard to the Chief Guard leaving his Train after the accident, it will be remembered that his own intention was to remain with the Train in his own Van, and that he only left it at the solicitation

23383

MADRAS RAILWAY

From

The Agent and Manager.

To
8th 15436/73
24th 16th April 1873
The Consulting Engineer

To Railways.

Date 28th July 1873.
Recd. 1. March.

12th 155

2. Regarding the error
in the telegraph and a
delay in the telegraph
from the head of the
section. Nothing and the
line station who were
concerned in the accident
had occurred in the 23rd
of January last before
Chief and Sub Engineer

of the Driver and Firemen, who considered such a course attended with danger believing at the time that the water would continue to rise. Deprived of shelter of any kind and suffering from a severe cut on his head, it would appear somewhat inhuman to punish the man for not remaining within sight of his Train (for he could not remain near it) during so wild a night.

Yours faithfully
J. E. Church
Traffic Manager

/ True Copy /
[Signature]
Agent and Manager

14/16/1873 13:38:20

14/16/1873 14:36/73

was.

No. 134

Submitted for the consideration of Government, with reference to their order dated the 6th February 1873 N^o 898.

[Signature]

[Signature]

CONSULTING ENGINEER'S OFFICE,
Madras, 4th March 1873.

Consgr. Engr. for Railways.

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

at some distance with a white light. who he was now. I reported what had happened to the station. I saw no signals after I saw the green signal to

of the Driver and Tourmen, who considered such a course attended with danger believing at the time that the water would continue to rise. Deprived of shelter of any kind and suffering from a severe cut on his head, it would appear somewhat inhuman to punish the man for not remaining within sight of his Train (for he could not remain near it) during so wild a night.

Yours faithfully
J. B. Church
Traffic Manager

/True Copy/
Agent and Manager

1873/1436/73
16 April 1873 13:20

Wm.

No. 134

Submitted for the consideration of Government, with reference to their order dated the 6th February 1873 N^o 898.

Mountstuart

Luffell

CONSULTING ENGINEER'S OFFICE,
Madras, 4th March 1873.

Consgr. Engr. for Railways.

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

to the place of smash. Signals from watchman
 ought to be shown on the right hand
 side of the engine. I had arranged down
 on the left side. There were two firemen with me on the engine.
 Our lives were in danger. The water rose right over the boiler.
 7 trucks followed the engine into the gaps and others remained
 on the road broken up. We were running about 5 or 6 miles
 an hour when we fell in. I could not see the line of rails
 a head of the engine at all. The station Master at North Arcot
 despatched us from Arcot with a line all right.
 I don't know who it was showed me the green signal.
 It was a native. The guards were I suppose in the back.
 I don't look after them. We passed over no detouring signal.
 On our way back to Arcot I don't remember that any one
 asked any watchman as to what signal he had shown. The
 name of my firemen were Walter Carroll & Krishnasami.
 Seven on the right side was not down. After seeing the caution
 signal. I held no communication with the guard. I did
 not whistle when I saw the Caution signal. It is only
 usual to whistle if you require the assistance of the guard.
 I don't remember if there was any thunder that night. I can't
 say whether defendants were among the men I saw on the train
 at the rear of the train. I did not speak to the natives. I
 don't know if the guards spoke to them, nor if the firemen
 did. I did not notice what the others did returning to the track.
 Re 12. I looked at the rails all the way back to Arcot
 but saw no detouring signals. I was going from 10-15
 miles an hour when I saw the Caution signal. Going
 at 5 or 6 miles an hour I could pull up in 3 minutes.

by Court Interesting signals made a loud report.
 Notwithstanding the wind and rain.
 I must have heard a detouring signal
 if it had gone over it. I stood on the left side of the engine.
 Looking out a head after I passed the Caution signal
 Carroll was on the right side. The fireman was probably
 on the move from one to the other. There is only one hand lamp
 for the engine. It was lying on the footplate. No one
 waved this lamp outside the engine. I heard the roaring
 of water about 10 minutes before the engine sunk.
 Signed Frank Melkison
 15-1-73.



Before the Head Assistant Magistrate of North Arcot
 I, the undersigned, do hereby depose and state:
 I am a witness for the prosecution in Calendar Case No. 3 of 1873.
 Name - Walter Carroll
 Surname - Carroll
 Caste - Englishman
 Profession - Fireman
 Age - 42
 Residence - Madras.

The deponent has been sworn and states:
 I am fireman under 1st witness. On the 22nd November
 last I worked on the 8 am. from Coimbatore. We arrived
 at Arcot at 2-15 AM on the 23rd and left 2-20 at
 the level crossing gate about 2 1/2 miles from Arcot. I
 saw a white signal on the left of the train and in the
 3rd mile in the cutting a green signal on the right. On
 seeing that the driver eased off the steam, I applied the
 brake and we went at about 10-15 mile an hour. That
 we were going when we passed the green signal. I don't
 know

we were going after crossing off. I could have jumped off we were going to slow. I saw no signal after the green signal. At the 60th mile the engine and part of the train ran into the water. On returning to the break-van after the smash. I saw the 1st Prisoner and 2 others. I don't know approaching the break-van from west. I don't recognize the 2nd Prisoner. I said that I asked 1st Prisoner why he did not show a light. He said he did show a red signal, and that he placed a detonating signal on the line. We told him we had seen no red light and heard no noise. We then walked back along the line to inspect and were looking along the line but found no sign of a detonating signal.

X 2d. I can speak Tamil. 1st Witness was standing with no one when we spoke to 1st Prisoner. I did not tell him what 1st Prisoner said. The 1st Prisoner alone spoke to the chief guard. We made no search for detonating signals. I did not look particularly for them. It was very dark & was raining a little. We could not see the line on the other side of the place of the smash from the break-van. The guard spoke to the natives at the level crossing gate. I did not speak to the other natives who were with the 1st Prisoner, nor did I notice the guard or Kristnasamy, speak to them. The screen on the right side of the engine was let down. I don't recollect any thunder that night. We heard a roar of water after passing the Caution signal, about a mile and a half after it.

I was on the look out for signals after the Caution signal. I was on the right side of the engine, Kristnasamy was behind the driver. Signals ought to be shown on the right side of the train. The guards were not in the tender when the smash occurred. I asked the watchman who showed the Caution signal as I was returning and he said he showed the light because there was a slack in the cutting. I don't know his name. 1st Witness was not with me when I asked. I told I Emmells what he told me.

Re examined - I can't say I should have seen a detonating signal if one had been placed on the line. I saw 2 snakes which were pointed out to me.

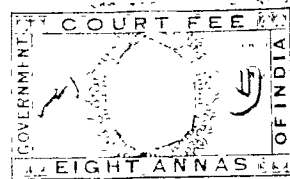
by Court. I was on look out when I heard roaring of water. It seemed to be first on left and then on right. There is one hand lamp on the engine. I did not take that and look out when I heard the water. we none of us took any steps to find out what the roaring of the water was. My head was outside the engine, so that I could see well a head. When I heard the roaring I saw some water outside the fence. If we had gone over a detonating signal we must have heard it. We made no remark when we heard the roaring. We went $2\frac{1}{2}$ miles about after hearing the roaring of the water until we went smash. and it increased until we went smash. We had plenty of time to try & find out what it was before we went smash.

15-1-73.

DW

/signed/ Frank Wilkinson

Ad Asst. Magistrate.



Before the 4th Assistant Magistrate of Madras
3rd Witness for the prosecution in
Calendar Case No 3 of 1873.

Name Arindrasamy
Father's name Muttan
Caste Vannar
Profession Freimaid
Age 30

Residence Fordamamattam.

The Defendant has made a solemn affirmation.

Put in for Examination

X 22. The 1st Witness shut off steam after seeing the Caution
Signal. It was shown in the cutting about 2 or 3 miles from
Arach. It was sometimes perhaps 1/2 an hour after seeing the
Green signal till the smash. I don't see any signal before
Green signal. I was looking out for signals after that,
as well as 1st & 2nd witnesses. I did not hear any groaning
of water after seeing the Green signal. 1st & 2nd witnesses
did not talk as to why Green signal was shown. I did not
see any natives after I got on to the line after the smash.
We all returned together to Arach. There was no conversation
on the way back as to the cause of the accident. We all
returned quietly back to Arach. I found a snake cut into
two, nothing else. None of us were drunk. I was not drunk.
I don't know if 1st or 2nd witness tried to find out why
green signal was shown.

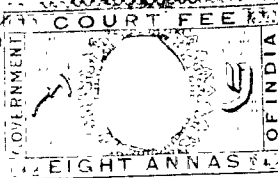
Re 22. I might understand part of a conversation
between 1st & 2nd witnesses.

15-1-73. (Signed) Frank Wilkinson
4th Assistant Magistrate

Before the 4th Assistant Magistrate of Madras
2nd Witness for the prosecution in
Calendar Case No 3 of 1873

Name Anthony J. De. Melio
Father's name
Caste
Profession Guard. M. R. Co.
Age
Residence Madras.

The Defendant has been sworn & states:—
On the 22nd November last I was in charge of the 8th M.
G. & D. from Coimbatore. We arrived at Arach at 2.15 am
on 23rd. After leaving Arach about the 63rd miles I saw
a green signal, signifying Caution. A train should not be
stopped for a Caution signal, only for a red signal. Line
Watchmen exhibit signals. I am not in a position to know
if the line is unsafe. I saw no signals after the Green
Signal. In the 50th mile the train came to a dead stop.
It was then 2.50 exactly. I was in the breakvan at the
very rear of the train. Johnson was with me. I took him
into my van at Arach. Because his van leaked and he in
water, and he could not make out his papers because of
the wet. Had he been in his own van, about the middle
of the train when the accident occurred he would have
been killed. When we stopped I jumped down & found no
of the side lamps out. About 2 or 3 minutes after 2 or 3
Watchmen came from the left side i.e. northern side of
the line towards Arach over the fence. I caught
one of the prisoners as having come there. I



Before the Head Assistant Magistrate for
Cherooh.

2nd Witness for the defence in Calandar Case

Name Kullandi
Father's name Kudi Gumanab Reddi
Caste Vannan
Profession Cultivator.
Age 25
Residence Kavidalam.

The deponent has made a solemn affirmation:—
I know defendant. I remember the railway accident
at Salangi. I was on the line that night. I saw defendant
there that night at 6 P.M. after the 3rd train had passed
as the water was flowing over the rails 2nd defendant
sent me to fetch 1st defendant. I went and called him
and he came to the line. As we were going east Raman
Abba met us. Then 1st Prisoner told Abba to go and
tell Gummisamy to show a green light and to go on and
tell Karayanasamy to go and tell the station master
at Cherooh that the line was submerged. He went and
then 1st prisoner, I and Raman went to where the
prisoner was standing 1/2 a mile from where the line
was breached. He was showing a red light. We went
on one mile from where the water was flowing over
the line. After an Indian hour the train came. The
prisoner waved the lantern about. Before that
Reddi called out from the tank band who is showing
red light and why? 1st prisoner said I am stopping
the train as the line is gone. We saw the train coming
a mile off and as it did not slacken, 1st prisoner

prisoner took a detonating signal from 2nd
prisoner and gave it to me to put on the rail
— broke off near the breach. I went and put it when
the train went over it it went off like a gun. I was
standing close by them. Then we all ran after the train
and found the guard and others standing in a crowd and
said go we showed you red lantern and you did not
stop. I could not see any one on the engine passed as
the curtains were down on 4 sides. It was raining very
hard. After the accident 1st Prisoner sent me to the
station to stop the next train. I know the writer (Court witness)
I went and called him and he came to the spot and we
pointed out the place where red light was shown and
where detonating signal was placed. The writer got
to the spot about 5.30 am
Next day It was a very dark night. I could not have seen
a man without a lantern. I could not see people on the
engine because of the darkness. I did see that the curtains
were down as the engine passed me. I could only see one
side. The train was not slackening speed as it came to
us. I could tell by the noise it made it was not slack-
ening. There was no whistle. There was a great noise from
the wind, rain and water. The wind was blowing from the
East. But it was not very strong enough to blow away
the sound of a whistle. Had it whistled, I should have
heard it.
Re Exd. I was standing on the S. side i.e. right side of train
By Court. I only saw one red light in front and 2 behind
the



Before the 1st Assistant Magistrate of Madras
3rd Witness for the prosecution in
Calendar Case No 3 of 1873.

Name K. S. S. S. S.
Father's name Muttan
Caste Vannan
Profession Freeman
Age 30

Residence Fordammanattam.

The Deponent has made a solemn affirmation.
Put in for Examination

X 122. The 1st Witness shut off steam after seeing the
Signal. It was shown in the cutting about 3 miles
from the accident. It was sometimes perhaps 1/2 an hour after seeing
green signal till the smash. I don't see any signal
green signal. I was looking out for signals after that
as well as 1st & 2nd witnesses. I did not hear any
of water after seeing the green signal. I did not
did talk as to why green signal was shown. I did not
see any natives after I got on to the line after the smash.
We all returned together to the accident. There was no
on the way back as to the cause of the accident. We all
returned quietly back to the accident. I found a snake
two, nothing else. None of us were drunk. I was not drunk
don't know if 1st or 2nd witness tried to find out why
green signal was shown.

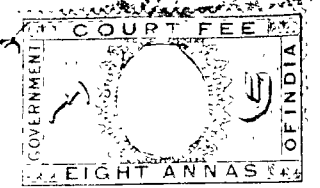
Re 122. I might understand part of a conversation
between 1st & 2nd witnesses.

15-1-73. Signed Frank Wilkinson
1st Assistant Magistrate

Before the 1st Assistant Magistrate of Madras
2nd Witness for the prosecution in
Calendar Case No 3 of 1873

Name Anthony C. Dr. Gellie
Father's name
Caste
Profession Guard. M. R. Co.
Age
Residence Madras.

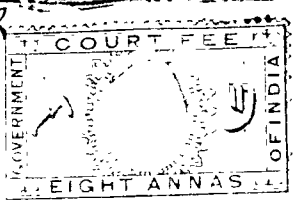
The Deponent has been sworn & states:—
On the 22nd November last I was in charge of the train
from Coimbatore. We arrived at Arcot at 2.15 am
on 23rd. After leaving Arcot about the 63rd mile I saw
a green signal, signifying Caution. A train should not be
stopped for a Caution signal, only for a red signal. Line
Watchmen exhibit signals. I am not in a position to know
if the line is unsafe. I saw no signals after the green
signal. In the 60th mile the train came to a dead stop.
It was then 2.50 exactly. I was in the break van at the
very rear of the train. Johnson was with me. I took him
into my van at Arcot. Because his van leaked and he
water, and he could not make out his papers because of
the wet. Had he been in his own van, about the middle
of the train when the accident occurred he would have
been killed. When we stopped I jumped down & found one
of the side lamps out. About 2 or 3 minutes after 2 or 3
Watchmen came from the left side i.e. northern side of
the line towards Arcot over the fence. I can't recog-
nize either of the prisoners as having come there.



I asked them why they did not exhibit the signals; and one of them said we did not return to see all about it tomorrow. Then I asked at the level crossing in the 12th of line I overtook a watchman or rather gateman. I asked him if he knew the line was washed away. He said he knew. I asked him why he did not stop us. He said some one told me not to stop you. I looked out on the road back to see if any detouring signals had been placed. 3rd witness had the lamp and looked particularly at the green signal. Train went at 6 miles an hour.

I examined it was raining night and very dark. There was no thunder. After passing the caution signal about one mile I heard a roar of water which continued up to the smash. I was on North side of the line. 5 minutes elapsed from when I heard a roar to the smash. I spoke to the watchmen myself. I don't recollect if Johnson spoke to them. The watchmen at the smash did not say they had put a detouring signal on the line. One of them sent another to Aroch to report what had happened. I don't think Johnson searched for detouring signals. I was hurt in my head which had gone through the shelter when we suddenly stopped. So I could not talk much. We were all 5 standing together when I spoke to the 3 watchmen. By Court. We were due at Aroch at 1-22. The 1st gatekeeper was the only man spoken to the way back. We did not see the man who exhibited the green signal on the way back. I don't know who exhibited the green signal. 15-1-73. Signed/ Frank Wilkinson
 Ho. Assistant Magistrate

Before the Ho. Assistant Magistrate of North Boro
 5th witness for the prosecution in
 Calcutta Case No 3 of 1873.



Name Edward Cassidy
 Father's name
 Caste
 Profession Permanent way Inspector
 Age
 Residence Aroch

The deponent has been sworn and states:—
 I am in charge of the line from 29 1/2 — 65 miles. I know the prisoners before Court. 1st Prisoner is Gang Maistry Chhangalrojan, 2nd Prisoner is watchman Subban Chhangalrojan 1st Prisoner is in charge of the line from the mile post of the 59 to the mile post of the 62. 2nd Prisoner is under 1st Prisoner in charge of miles, 59, 60, 61. The chief duty of a Gang Maistry is to look after the safety of the line; and the duty of a watchman is to go backwards & forwards in his miles, to keep off the passers and to report to the Gang Maistry if he sees anything wrong with bridges or the line. If there is a danger on the line of the Gang Maistry is absent, he may stop a train. If the Gang Maistry is on the spot & finds that by floods the line is rendered unsafe he must stop the train by showing red flag or light. A book of rules in the Vernacular has been supplied to 1st Prisoner. I arrived at the scene of the accident between 8-9 AM on the 23rd November last. The hours for a Gang Maistry to be on his beat are from 6 AM to 6 PM

I P.M. in case of accident if called he
Come at once. 2nd Defendant was
Night watchman on the 28-02-23rd

His hours were from 8 P.M. to 8 A.M. The accident
happened at the 1st telegraph post after the 6th
No Cross Examination

By Court Night line watchmen are supplied with
a lantern & 2 detonating signals. Both prisoners
on the spot when I got there. I asked 2nd prisoner
he had been on the line on the night, & he said that
the train up goods passed at 11:30 he walked along
line and found water over the line and the track on the
of the line breached. I asked him what he did then
he said he sent one of the coolies I had supplied him with
the 1st Prisoner and turned on the red light. He said
1st Prisoner arrived very soon and a detonating signal
was ordered to be put down by a coolie. The 1st Prisoner
Corroborated him. Punga chary my witness gave me
pieces of a detonating signal & shown the light. If
not go I was at Arcosum, when the accident
happened. The 1st Prisoner has been in the service of
the Co. a long time.

15-1-73

Signed/ Frank Wilkinson
H.D. Asst. Magistrate

Recalled on oath, states:-

I came up to the engine first. I did not take particular
notice of the engine. She was on her wheels about a foot

of the wheels imbedded in mud. I walked
across on the north side of the engine.

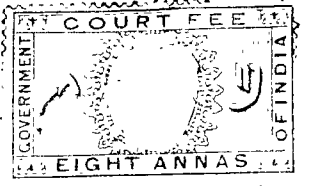
I think there was only one curtain down
but I can't say for certain nor on which side it was. My
pleck Runya Chary was the first person on the spot.
Signed/ Frank Wilkinson
15-1-73

H.D. Asst. Magistrate

Before the Head Assistant Magistrate of North Arcot
Court Witness in Calendar Case No. 3 of 1873

Name Punga chary
Father's name Perasam Chary
Caste Brahmin
Profession Gunastah
Age 22
Residence Amoor

The Deponent has made a solemn affirmation
I first heard of the accident at 10 to 11 in the morning.
23rd. Kullandi and Sibba came to my house in Amoor
and told me. They said the Salangai tank burst, carried
away line and train had fallen in. I at once went there &
got there at 4-45. I found 1st & 2nd Prisoner, there I
asked 1st prisoner what he had been doing that the train
had fallen in. He said, I sent and made Annisamy
show green signal. I showed red signal and Kullandi
put detonating signal and yet they did not stop. I
went and looked at the train. I examined the engine and
found the curtains down on both sides; the water was
running over the floor of the engine. I could get to the
engine



Engine over the Cornages. I did not see anything to me at the time about the people on the engine being unable to see because the Curtains were down. I put the detonating signal and then he went out the 10th mile. The Maistry showed me the detonating signal which he said had been placed on the road. It was as if train had passed over it, & as there was no way it was crushed it must have been crushed by the wagon run over it. It was not so much crushed as other was.

15-1-73

Signed/ Frank Wilkinson
2nd 2nd Magistrate

Calendar No. 3-1873

Chungaboyaraga, 1st Prisoner. States:—
I am the gang Maistry of miles 59, 60, 61, 62. I remember the accident on the night of the 22nd. I was sent for the night. One Kullandi came and told me the 2nd Prisoner wanted me. I went. This was about 12th night. Charge read to accused.
I plead not guilty. I sent to the spot, showed a danger signal, put down detonating signal and sent a man to put down the Curtains were put down on both sides of the engine, the people on the engine could not see the signals, and so fell in. 2nd Prisoner showed the red signal. I

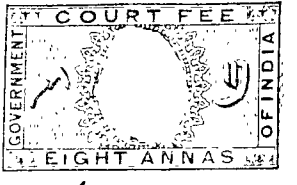
Kullandi and Raman were standing there. Kullandi put down the detonating signal 3/4 of a mile from where the train fell in. The train went over the detonating signal and it exploded. We were standing showing the danger signal at the 10th post and the detonating signal was at the 14th post. Kullandi showed the green signal. He is under me. I sent by Gang-man Abba to him to show signal. I saw the Curtains of the engine down and could see none in it as it came up. I called as witnesses Kullandi (1) Raman (2) Muttapa Reddi (3) to prove that I shouted and showed a danger signal, Syal Reddi (4) Kullapa Reddi (5) to prove I went with danger signal & Abba (6).

15-1-73.

Signed/ Frank Wilkinson
2nd 2nd Magistrate

Calendar No. 3-1873

Subarogan alias Subban, 2nd Prisoner states.—
I plead not guilty. There was a great deal of rain on the 22nd. I came at 5 P.M. & 1st Prisoner gave me Kullandi and Raman to assist me that night. I looked after the line carefully. After the 11 o'clock train passed Muttavasi tank wind burst and much water came on the line, so we returned to Falangi and as soon as we returned that tank burst and came in a flood over the line. I sent Kullandi and Raman for 1st Prisoner who came. Meanwhile I had gone 1/2 mile west and put red light. I held it near the 10th post from the 60th mile. 1st Prisoner and the other two came. After looking at the



flood 1st Prisoner took us close to the 61st mile we stood for 3/4 hour then train came. Then Kullandi Rajah and others of Muttavadi who were on the tank bund asked us we showed the red light, what was the danger. 1st said, the Salanga tank has burst and carried away road. When the train was a mile off we showed the signal it came very fast. I remarked so to 1st Prisoner who Kullandi a detomating signal to put down. He did. The waved light and called out but no one took notice. The curtains were down and they could not see. The detomating signal went off like a gun. We ran after the train and 1st Prisoner told the Guard, I showed green light then red light & put down detomating signal. He didn't you take notice. Guard said "We did not see". I first saw the train when it was a mile off, after it had passed the Muttavadi tank bund. The detomating signal was between us & the accident place. I call the same witnesses as 1st Prisoner.

15-1-73. Signed/ Frank Wilkinson
Head Ass't Magistrate

Calendar No 3 of 1873.
Shungaloga Razu 1st Prisoner. States:—
I put down a detomating signal like the one shown me by the Court. The 2nd Prisoner gave it to me. It went off with an explosion like a gun. Kullandi picked it up and when the Court witnesses came and asked for it gave it to him.

24-1-73. Signed/ Frank Wilkinson
Head Ass't Magistrate

Before the Head Assistant Magistrate of North Arcot.
1st Witness for the Defence in Calendar Case No 3 of 1873.
Name Albu
Father's name Arunthi
Caste Iyengar
Profession Cooly
Age 30
Residence Muttavadi

The deponent has made a solemn affirmation.
I saw the Defendants. I remember the Railway accident near Salangi. I was sent by 1st Prisoner to tell Munisamy to show a green light. Munisamy is watchman of the 62nd mile. I went and told him. This was 4 Indian hours before train came. The Defendants were in the 61st mile, when 1st Prisoner sent me. They went east to the place where the train fell. I also told Paraganasamy and Paraganam who were at the level crossing, etc.

I had 1st Prisoner gave me the message. I did not see the red light shown, only 1st Prisoner told me he would show it. It would take 2 Indian hours to go to Arcot station from where 1st Prisoner told me. The gate was west of Munisamy. 1st Prisoner told me to tell Paraganasamy also.

By Court. I was a post near the scene of the accident when the train passed me. I had not passed Munisamy. I could see no one as the curtains were down on 4 sides.

24-1-73. Signed/ Frank Wilkinson
Head Ass't Magistrate.

du

Before the Head Assistant Magistrate of
Arcoth.

2nd Witness for the defence in Calicut Case.

Name.

Father's name.

Caste.

Profession.

Age.

Residence.

Kullandi

Andi Punnab Reddi

Vannyan

Cultivator.

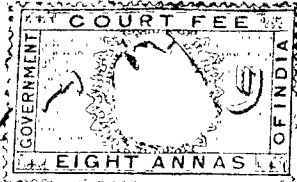
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Maridalam.

The deponent has made a solemn affirmation:—

I know defendant. I remember the railway accident at
Falangi. I was on the line that night. I saw defendant
there that night at 6 P.M. after the 3rd train had
as the water was flowing over the rails 2nd defendant
sent me to fetch 1st defendant. I went and called
and he came to the line. As we were going East Raman
Abba met us. Then 1st Prisoner told Abba to go and
tell Annisamy to show a green light and to go on and
tell Karayanasamy to go and tell the station master
at Arcoth that the line was submerged. He went
Then 1st prisoner, I and Raman went to where
prisoner was standing 1/2 a mile from where the line
was breached. He was showing a red light. We
on one mile from where the water was flowing over
line. After an Indian hour the train came. The
prisoner waved the lantern about. Before that
Reddi called out from the tank band who is showing
red light and why? 1st prisoner said I am stopping
the train as the line is gone. We saw the train come
a mile off and as it did not slacken, 1st Prisoner

Prisoner took a detonating signal from 2nd
prisoner and gave it to me to put on the rail
— 100 yds off near the breach. I went and put it when
the train went over it it went off like a gun. I was
standing close by them. Then we all ran after the train
and found the Guard and others standing in a crowd and
said ayo we showed you red lantern and you did not
stop. I could not see any one on the engine passed as
the curtains were down on 4 sides. It was raining very
hard. After the accident 1st Prisoner sent me to the
station to stop the next train. I know the writer (Court witness)
I went and called him and he came to the spot and we
pointed out the place where red light was shown and
where detonating signal was placed. The writer got
to the spot about 5.30 am.
X 2 x 2. It was a very dark night. I could not have seen
a man without a lantern. I could not see people on the
engine because of the darkness. I did see that the curtains
were down as the engine passed me. I could only see one
side. The train was not slackening speed as it came to
us. I could tell by the noise it made it was not slack-
ening. There was no whistle. There was a great noise from
the wind, rain and water. The wind was blowing from the
East, but it was not very strong enough to blow away
the sound of a whistle. Had it whistled, I should have
heard it.
Re Exd. It was standing on the S. side i.e. right side of train
By Court. I only saw one red light in front and 2 behind
the



the train. I could not see any on the platform.
I could see the chimney of the engine. I was
standing thus far from the engine (he points out about
yards) I called out loudly as it passed me. I went with
the Court witnesses next day and got on to the engine. I did
not then notice if the curtains were down.

Signed/ Frank Wilkinson

Head Asst. Magistrate.

Before the Head Assistant Magistrate of North Arcot.
3rd Witness for the defence in Calcutta Case No. 3 of 1873

Name Raman
Father's name Sahadewan
Caste Vannian.
Profession Cooly
Age 25
Residence Muttavadi.

The deponent has made a solemn affirmation

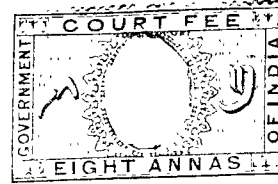
Put in for Cross examination" by Defendants. Debit

X Ed. I was present when the accident happened. It was a
dark night and raining. I should have been able to tell a
man without a light 7 or 8 fathoms off. There was not much
noise arising from wind, rain and water. As it was
dark I can't speak of time. I could tell by the noise
whether a train was slackening speed or not.

By Court. When the witness came I was at the place the
red light was shown. I did not go to the smash.

24-1-73

Signed/ Frank Wilkinson
Head Asst. Magistrate



Before the Head Assistant Magistrate
of North Arcot.

2nd Witness for the defence in Calcutta Case No. 3 of 1873

Name Raman
Father's name Muttan
Caste Vannian.
Profession Cultivator
Age 30
Residence Kanikapuram.

The deponent has made a solemn affirmation
I remember the accident at Talangai. I saw Defendants
there that night. I was fishing in the tank water at the
Kanikapuram gate, when I saw the 2 defendants pass
me talking about going a mile off. I asked them why
they were going with a red light. They said to stop the
train, because the line was damaged by Talangai tank
water. I did not see the train pass.

X Ed. My house is one Caony from the line. It was past
midnight when I saw Defendants. I only heard the 2
defendants. I could not see them. I asked who are you. I
have seen them daily since; but have not spoken to them
about this. They were 20 or 30 yards from me. It was
very dark and raining; I could not have seen a man
2 or 3 fathoms off without a lantern.

Re. Said. I heard and recognized defendants by their
voices. I heard the 1st prisoner say. Half a mile is not
enough you must go a mile off. I did not hear any
Sw

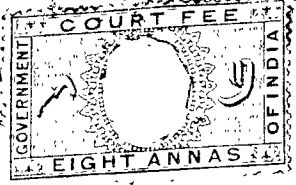
any one answer him
24-1-73.

Signed/ Frank Wilkinson
Before the Head Assistant Magistrate of North District
5th witness for the defence in Calandar Case No. 3 of 1873

Name Mustapa Reddi
Father's name Sangiapa Reddi
Caste Vannagar
Profession Cultivation
Age 40
Residence Muttavadi

The deponent has made a solemn affirmation

I knew defendants. I remember the railway accident at Solangai. It happened at night. The taluk and talagari came and called me that night saying the tank had burst. D. Syal Reddi and taluk and talagari ran to see the tank. On opening the gate across the line, we saw a red light and said who are you and why are you showing a red light. Then the 1st prisoner said Solangai tank has burst & the line is in danger, we show a red light to stop the train. I did not see first defendant then. He asked me who I was & I told him. I saw the train pass that night. I was on the south side of the line. I was 20 or 30 yards off. I don't know where defendants were then. I saw the engine. I could not see any light on it as the curtains were down. I say the curtains were down, as if not I should have seen the fire and lights.
By Court. I did not see with my actual eyes that the curtains were down.



Xnd As one told me the curtains were down

I have seen the curtains of an engine. I don't know how many curtains there are to an engine. I saw the said light on last carriage. Can't say at what hour train fell in. Don't know who were with 1st defendant. I did not see 1st defendant, but I know it was him as I recognized his voice. He had a red light. I never saw such a light before that. About 2 Indian hours after the train came. It was very dark. I could not see an object 2 or 3 fathoms off.

By Court. I went and saw the train but did not go near the engine.

Signed/ Frank Wilkinson
Before the H^d Assistant Magistrate of North District
6th witness for the defence in Calandar Case No. 3 of 1873

Name Syal Reddi
Father's name Perumab Reddi
Caste Vannagar
Profession Cultivation
Age 35
Residence Muttavadi

The deponent has made a solemn affirmation
Put in for examination by D^{ft}'s Vakil

Xnd I remember the night of Railway accident. I was sleeping in my house when about midnight talagari called me, & I went to the rail with 5th witness, we had no light with us. It was

Very dark, when we got to the line. I saw a red light. 5th witness asked who kept light? I saw a crowd on the line. I don't know if the defendants were in the crowd. I saw the train pass as I was returning home. The engine had a red light in front. I was about 10 fathoms off them. I could only see the train as something black. I could not have seen a window down. I heard the defendants speak that night. I know them well. Can't say how many there were in the crowd. 5th Defence Witness wanted me all the time.

24.1.73.

Signed Frank Wilkins

Asst Magistrate

Sealed under

Head Asst Magistrate

Copy applied for on 24.1.73 / True Copy / Stamp put in on 14.3.2.73 / Copy ready on 7.2.73

Copy delivered on 7-2-73

Copied by M. Rama Rao.

Malakshana Rao to Clerk

Compd by S. S. Prasad to G

Cooly 3-12-12

Ms 16 dated 7/3/73 8:22.

1496/73

In presence of Head Asst Magistrate of Chittoor Zillah.

Case No 3 of 1873

Deposition of 1st prisoner Cheungulappa

Rajoo.

Q. Are you the Gang Master of Mile No 59.60.61.62

A. Yes I saw the Gang Master of above miles

Q. Can you recollect about the accident which took place on the night of the 22nd November 1872

A. Yes. I recollect.

Q. Did any one called you on that night

A. Yes

Q. Who called you

A. I was called by Gang Cooky Chellamudiyalingam that Gadshunaw wants me.

Q. I saw you here to that place as he wanted

A. I have gone accordingly

Q. What time it would be at that time

A. about 12 o'clock.

Q. Now you had better listen to this statement which I am reading & let me know who used to be blamed for this fault.

A. I have listened to the statement but I did not committed this accident. but I have

known that place where accident has to take place and also I sent a man to the Railway Station

& I have shown the Red Signal, & also I

I kept the de-saturating signals on the line
the rails. Again I have shown the franchise
without seeing all these signals the train was
brought to a halt. The accident because the
engine was covered with screws.

Q. Who has shown the Red signal

A. Watchman to whom I showed the Red signal

I. Cullamdy. Ramen were near him

Q. who kept the de-saturating signals

A. Cullamdy.

Q. How far it would be to the accident

where you left the above signal

A. It will be nearly $\frac{3}{4}$ of a mile to the accident

Q. Did train has gone upon the de-saturating

A. Yes she has gone over it.

Q. Did that signal make any noise

A. Yes it is

Q. Where you were at that time

A. The de-saturating signal was kept in the
post & more with the danger signal on the
16th post.

Q. Let me know the name of the watchman
who had the green signal

A. Watchman from measuring of 61 & 62 miles

Q. Let me know whether from measuring is under
your orders

A. Yes he is under my orders

Q. Did you sent him to put green signal

A. I have sent word by Gang Cooly Appavoo.

Q. You told me that engine was covered with
screws. How do you know?

A. There was heavy rain on the date in question
& I have seen the engine was covered with
screws. ^{after} the came near me by that I could
not see any one on the engine.

Q. Can you produce witnesses for it

A. Yes I can. Cullamdy, Ramen, Muttavandy,
Muttappa Reddy, the above came there
to look after the state of the lake & for
my marking horse & showing danger signs.
the following are the witnesses. Syaloo Reddy,
Shalungayyagoraw, Cunnasapuram, Cuthuppan,
& for my fixing that with the danger signal
the above are witnesses.

Taken down in my presence & hearing Muttavandy
accurately all said by the accused

15/1/73

Signed Frank Wilkinson
M.D. Magistrate

Calendar Nov 3 of 1873

Deposition taken from 2^d prison looking
in the presence of H. A. Magistrate of Chittagong

Q. Listen to they reading the deposition to
who has seen this?

A. I have listened the statement but I did
not commit this case.

Q. Have you got anything to plead about
this?

A. Yes. There was heavy rain pouring on the
2^d November & I came at 5 o'clock then the
Gang Maistry sent. Cullamdy & Ramon in
order to inform me to go & inspect the
Bridge near the lake with them I came near
the Bridge after the 11 o'clock train had passed
on my being, the lake was broken & the
water was over flowing above the Railway
Road again we returned to Shalung lake
& the above also broken & over flowing water
on the line then I sent word by Cullamdy
& Ramon immediately to inform the above
& to bring the Gang Maistry in the same manner
they brought the above man so soon
I have gone to 6th mile 10th mile post with

Red lantern. Again Cullamdy & Ramon came
to 10th mile post & took me to 61st mile & we
were there at about 3/4 of an hour I heard that
train has come when we were near Cullamdy
lake gate. Bruthu & Appaloo asked me why you
are showing danger signal then Bruthu
told him that Shalungai lake was broken
& over flowing water upon the line so that
we got afraid & showing the Red signal
then the train is coming nearly one mile
after with great speed. after I heard the
above from Bruthu immediately I gave
demonating signal to Cullamdy to put
upon the rail beyond 2. mile post
I have shaken the lantern & made a
great deal of noise after all no avail
because the engine was covered with
smoke so that they cannot see my signal
& I could not see any one as there is no
house immediately the demonating signal
was put & made a loud noise so soon as
we heard the noise we ran away near
Engine Driver & Guard to enquire as to why
they did not stop the train for my showing
all these signals & making noise then
the guard told me that they did not

see any signals to ask for the train
Q. How far it will be when you have
the train at first?

A. I have seen the train after a mile
Q. Let me know where the train was
coming at the 6th mile

A. After the arrival of train on the Marudalam
Muttuadylassi bank I can see the
train coming & there is a mile stone
bearing No 6

Q. Where he left the detonating signals
either in the West or East

A. I was left in the East side of me
then the train passed first me then
the detonating signals. I will call
the same witnesses which the prisoners
produced.

Taken in my presence & hearing & contents
accurately all said by the accused only

Signed / Frank Wilkison
Hd. Spt. Magistrate

Case No 3 of 73

This 1st prisoner Chingulnarayat Cajo
was again tried on the 24th January

Q. You told me that you have left the
detonating signals on the rail ~~side~~
have you done so.

A. I did so
Q. Where you got the above signal

A. I was given to me by 2nd prisoner
watchman

Q. You told me that the above signal made
assurance when train has passed in what
time it was

A. Just like a rifle sound

Q. Either you or any other has gone to take the
above signal

A. I was taken by Jang Cooby Cullawdy

Q. Did he returned to you again

A. He gave that to the writer

Taken in my presence & having contents
accurately all said by the accused

Signed / Frank Wilkison
Hd. Spt. Magistrate

വിജ്ഞാപനം (Notice) എന്നതാണ് ഇതിനർത്ഥം.

1873 நெய்தல் 3. பெயர் கேள்.

[illegible]

59. 60. 61. 62 — உரிமையாளர் பெயர் பெயர்
பெயர்

39. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 90

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Հոգևոր և ֆիզիկական առողջությունը

(Handwritten signature)

[illegible]

(Handwritten notes in Tamil script)

1. ~~in a series of~~ ~~series~~
 2. ~~in a series of~~ ~~series~~

$\frac{2}{3} \times 100 = 66.67\%$
 $\frac{2}{3} \times 100 = 66.67\%$

[Handwritten notes:]

- 2 වර්ෂ කටයුතු සම්පූර්ණ
- 2 වර්ෂ කටයුතු පැමිණිලි

202-114 - 210 பேர் வெளியேற்றம் செய்யப்பட்டனர்

1/ 11/12 - ବିଜୟ (35) ବିଜୟ (35)
 2/ 12/12 - ବିଜୟ (35) ବିଜୟ (35)

420. (2) is Bestimmung (3) Bestimmung
 1000000 Bestimmung Bestimmung

Zinnper.

1. - 12.7.83 (544) பித்தகாரி
க.க. 10.03.07 சுயமநிபா. தூய்மை
1983.05.07 தூய்மை

1. இது உருவம் உடையது.

உதவித் தொகை 500 ரூபாய்
பெற்றுள்ளதை உறுதிப்படுத்தி
பெற்றுள்ளதை உறுதிப்படுத்தி

பெரிய நகரம். இது ஒரு பெரிய நகரம்.

- மதுரை அருகே உள்ள கிராமங்களில் இருந்து வரும் மக்கள்

6) இரண்டு கிணறுகளைப் பற்றியும் ஒரு கிணறுக்குள்
உள்ளே சென்று அதைக் கொண்டு வந்து கொடுக்க

[illegible][illegible]

min ~~to say~~ NASA ~~to say~~

[illegible]

அருள் . நெய்தல் தோண்டி யாக் கருவியை
பெருந்
தெய்வம் வந்தருளியே.

1. சென்னை நகரில் சென்னை நகராட்சி
 2. சென்னை நகரில் சென்னை நகராட்சி
 3. சென்னை நகரில் சென்னை நகராட்சி
 4. சென்னை நகரில் சென்னை நகராட்சி
 5. சென்னை நகரில் சென்னை நகராட்சி
 6. சென்னை நகரில் சென்னை நகராட்சி
 7. சென்னை நகரில் சென்னை நகராட்சி
 8. சென்னை நகரில் சென்னை நகராட்சி
 9. சென்னை நகரில் சென்னை நகராட்சி
 10. சென்னை நகரில் சென்னை நகராட்சி

உருபம். ~~உருபம்~~ உருபம் உருபம் உருபம் உருபம்
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~~உரிசெய்து~~
~~உரிசெய்து~~
~~உரிசெய்து~~

சென்னை - 600 004
தென்மேல் கோட்டை 14 நம்பு தெருவுக்குள்

① 16-ம் பருவம்
 1-ம் பருவம்

61. 62 unlike

அருள்
 இவ்வாறு
 இவ்வாறு
 இவ்வாறு

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[Handwritten notes in Tamil script, partially obscured by a vertical line.]

சுருதி
இவ்வாறு செய்து கொள்ளுக

[illegible]

உரி பூர்வமாக உரி
பூர்வமாக உரி பூர்வமாக உரி

From the night.

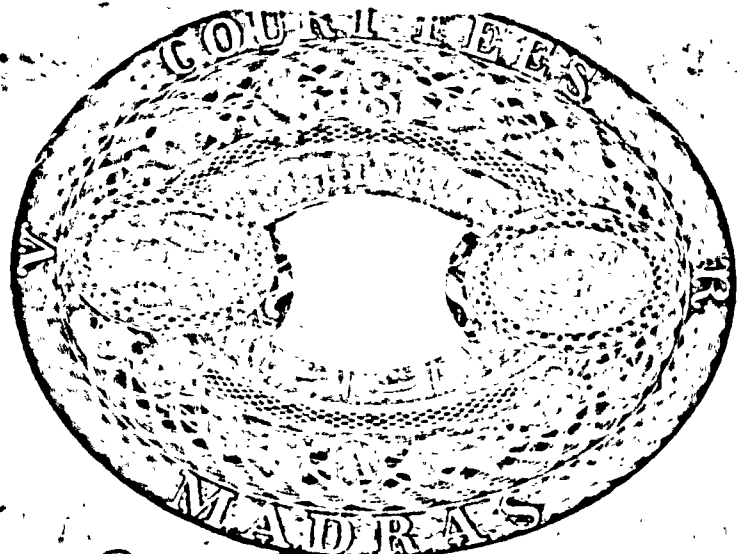
03 21/49 *ad 10/10/1949*
10/10/1949
 STAMPOEPART
10/10/1949

STAMPOEDPARTMENT
AUG 15
1972
CIRCUT

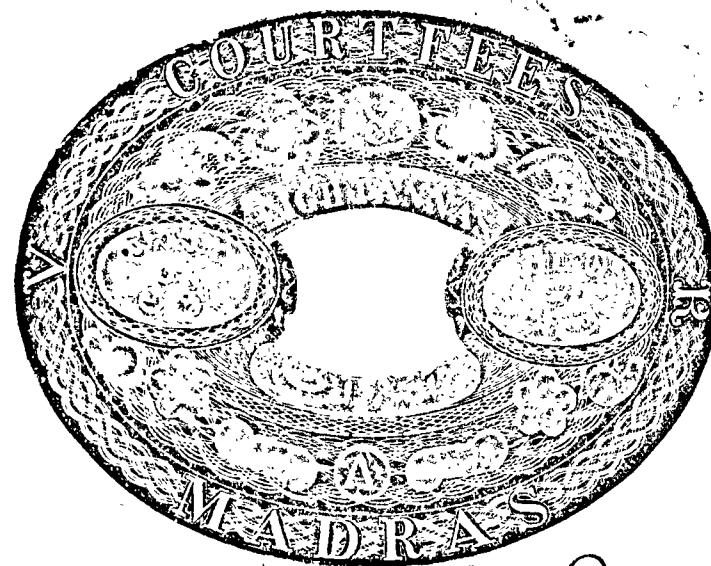
ll

[illegible]

Handwritten text in Devanagari script, likely a signature or name, written diagonally across the page.

[illegible]

~~I was in the room when~~
~~it was written.~~
 Taken down in my presence and hearing and contains accurately
 all said by the accused.
 15.1.73. /signed/ Frank Wilkinson
 (H. Asst. Magistrate)

[illegible]

Case No 3 of 73

[illegible]

Taken in my presence & having & contains no...

[illegible]

by a negligent act or omission
being then employed upon the same
Railway endanger the safety of
certain persons & that they have
thereby committed an offence
punishable under section XXX
of Act XXX of 1871 & the Court
directs that the said Chhangabong
page (1) & Subagan alias Subbarao
be discharged under section 220
of Act X of 1872.

3

point is not Conclusive. Witnesses 1-2 swear that only one Curtain was drawn, on the left side and that after seeing the green signal they slackened speed & looked not Carefully. I am however inclined to suspect their Caution & Carefulness, for it appears that though some after passing the green light, they both had' about running of water first on one and then on the other side of the line, they took no precautions, made no efforts to find out what it was, and after the accident they hurried back as fast as they could to correct without making any Enquiries on the way.

12-08 acquit the defendants of all blame, and am of opinion that if a Careful & intelligent person look out had been kept by the people on the Engine the accident would not have happened.

(Camp Rikuranam) 10/10/1873
 19th January 1873
 Copy applied for on 24.1.73
 Copy ready on 26.2.73
 Copy delivered on 27.2.73

Signed/ Frank Wilkinson
 Head Assistant Magistrate
 Frank Wilkinson
 Head Assistant Magistrate

Copied by
 M. Rama Rao.
 Cooby
 10/10/73

comp'd by
 R. S. R. R. R.

Public Works Department

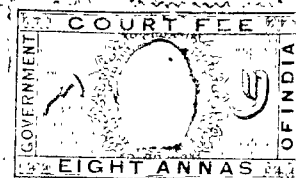
Proceedings of the Madras Government
 Read the following

From The Consulting Engineer
 for Railways
 H.E. No. 134 of 14th March 1873

The results of the investigations, Departmental and Magisterial, that have been made into the subject of the accident of the 23rd November 1872 below Arcot and Tholinghur are eminently satisfactory. The guards, Engine Drivers, and he if no use by remaining with

I disapprove of the tone of this report altogether. I do not think that any thing more than Censure is required in the case of the Chief Guard for allowing the under guard to get into the rear van. As regards the Chief Guard leaving the train. He could be of no use by remaining with

Spimen



The Hon. Assistant Magistrate of North

1st Witness for the prosecution in
Calendar Case No 3 of 1873.

William Rapson

name

of the Driver and Journey were considered.
Such a course attended with danger & injury
at the time that the water would continue
to rise. Deprived of shelter of any kind
and suffering from a severe cold in his
head, it would appear somewhat unusual
to punish the man for not remaining within
sight of his Train (for he could not remain
near it) during so wild a night.

Yours faithfully
J. H. & Co. Limited
General Managers

/True Copy/

Wm. J. H. & Co.
Agent and Managers

of the Driver and Journey were considered
such a course attended with danger & injury

14/10/1873

PM 1436/73

Wm.

now. I reported

I saw no signals after I saw the green

of system and want
of foresight. It would
appear to His Ex-
cellency the Governor
in Council that the
discipline amongst
those employed in
working trains is
habitually slack,
and should be a-
mended in order
that disastrous con-
sequences may here-
after be averted.

The Chief Engineer
for Irrigation will take
up the subject of the con-
dition of the Salunga
Tank in personal com-
munications with the
District Engineer and

report for the satisfaction
of the Government and
the Railway authorities
the steps that have been
or are to be taken for
putting it into as secure
a state as is ^{necessary} ~~comfortable~~
with ^{reference to} its situation rela-
tively to other works,
and its own importance
as a work of Irrigation.
G.N.W.

C/21436

Sept. of 1873 Madras

PUBLIC WORKS.

The Consulting Engineer
for Railways

Encl. 1

15 April 1873, 1098.

No. 2207221

Accident (Railway).

Report of the result of
the prosecution of
the Section Master
& Night Watchman
in connection with
the accident between
Great & Shalmejore on
the Madras Railway on
17.23 Nov 72, recorded.

To be recorded

P. A. C.