M.R.O. 1—10,006—28-2-50.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. 2785 Press

B.P.—No. 2376-239 Mis.

Dated 17 · 11 · 1873. 195—.

Not to be folded or roughly handled

No. 5550-5703

Govt. of {1873} Madras.

PUBLIC WORKS.

To the Consulting Engr.
for Railways

Dated

Rec'd. Encl. 10

G. O. 17th Nov. 2785.

Nos. 237 & 239

Accident. Passengers.

Re letter from the Engr.
submitting further par-
ticulars of the accident
to the 5 P.M. Mail train
from Raichore of the
20th Sept. at the 217 Mile
of the S. M. line of the
Madras Railway.

reported. I have deserted their posts, have been ordinarily vigilant. A report of the Magisterial investigations into their conduct, which is pending, will be awaited.

2. In order to provide against the recurrence of similar accidents at this place it is proposed to raise the gradient of the line 4 feet and to increase the waterway to the extent afforded by an additional treble six feet opening and the Joint Engineer will be careful to secure him self that the proposed measures are calculated to afford perfect security. The Railway Authorities doubtless recognize the importance of the attention being paid to the portion of the line on which the accident occurred;

review has occurred; the necessity for ensuring a strict compliance with their duties by the line watchmen should also be kept in view and such special arrangements made as will effect this object.

C.W.W.

To
The Joint Engineer
for Railways.

Dated 25/11/73

A rumour appears to have been current among the Railway Staff that the road had already been washed away once or twice in the neighbourhood, and the Deputy Cons. Engineer in the report of his last trip calls attention to the line through the Ballary Cotton Fields as requiring to be carefully watched and maintained. Although all the vehicles composing the train with the exception of the Engine and tender left the rails none of the passengers, of which there were a great number, appear to have been injured. This immunity from injury is attributed to the slow speed at which the train was at the time proceeding, and for which under the circumstances the Driver

is especially commended, and has subsequently been rewarded. The Rolling stock however was more or less damaged. Owing to the prompt measures taken by the Resident Engineer Mr. [illegible] whose energetic action is most praiseworthy, the interruption to traffic was not prolonged, through communication having been restored within 24 hours.

3. The Consulting Engineer after inspecting the locality is satisfied that the contingency could not have been foreseen, but it appears to His Excellency the Governor in Council that the accident would in all probability have been prevented if the night watchmen, who are

P. W. 1873 Depart
Proc of 7th Nov

RAILWAY DEPARTMENT.

1873.

No. 5753.

From The Chief Engineer
and Consulting Engineer
for Railways,

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

Dated 22 } Oct. 1873.
Received 23 }

Rem: 2 No. 560

No. 2785 - 17th Nov/73.

Submitting letter from the Agent M. R. with an estimate of the cost of repairing the damages done to the rolling stock at the 215 mile N. W. Line on 21 Sept.

No 287

23-10-73

No. 2785 P. W. Department

Proceedings of the Madras Government

Read the following:

From The Cons. Engineer for Railways } (No. 5389, 10th Octr/73.)
Do - Do } (" 5753, 22 " do)

The above papers contain an account of the accident which occurred to the G. P. M. Mail train from Raichore of the 20th September at the 217th mile of the North West line of the Madras Railway.

2. It is observed that owing to the insufficiency of the water-way allowed at the point where the formation level of the road is very little above the surface of the surrounding country which consists of black cotton soil, the drainage of the catchment basin topped the line in two places washing away the ballast and exposing the rails.

a

No. 2310

No. 560

Submitted ~~for the~~ to ~~of~~ Government, with reference to this Office letter No. 538 dated 10th October 1873.

Consulting Engineer's Office,
Madras, 22nd October 1873.

R.E.,
Consg. Engineer for Railways.

To

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

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 10 } October 1873.
Recd. 11. }

No. 806.

Forwarding copy of letter from Locl. Supt in which an Estimate is furnished of the cost of repairing the damage done to the Rolling Stock at the 21st mile N.W. Line on the 2nd ultimo.

P.W. 5753/73

P.W. 1873 Abstract
Proceedings

RAILWAY DEPARTMENT.

1873.
From No. 5550.

The Consulting Engineer
for Railways,

To

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

Dated 10th Nov. 1873.
Recd. 11 "

Ans. & No. 538

Reports on the Alleged Claim of the Contractors for Extra Allowance on account of Alterations in the Alignment of the Pulney Railway.

Sir,

With reference to Kindly Agreement Letter No. 763, dated 8th Oct. 1873, I have the honour to forward herewith a copy of the Executive Engineer's Letter No. 299 dated the 6th Instant, in which an Estimate is furnished of the cost of Retaining the Damage done to the Pollachi Block at the 21 Mile Point West Line on the 21st Instant.

I have the honour to be,
Sir
Your most obedient Servant,
J. H. Nelson.
for the Agent Manager

No. 806.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 10th October 1873.

From

The Agent and Manager of the Madras Railway Co.

To

Kenneth Andrew Esq. M.A.M.I.C.E. Executive Engineer for Railways.

Sir,

I have the honour to acknowledge the receipt of your letter No. 299 dated the 6th Instant, and to request that you will be so good as to furnish me with a detailed Estimate of the cost of repairing the damage done to the Pollachi Block at the 21 Mile Point West Line on the 21st Instant.

I have the honour to be,
Sir,
Your most obedient Servant,
J. H. Nelson.
for the Agent Manager

Recd 13 Oct 73

Report on the alleged claim of the Contractors for extra allowance on account of alterations in the alignment of the Pulney Railway.

No. 5550 dated 10th Nov. 1873.

the breach was completed and ready for the passage of trains within 24 hours. Mr French is a young assistant Engineer, and great credit is due to him for having restored communication so quickly.

8. The nightwatchmen who were absent from their posts upon the night of the accident are in custody and will I understand be tried next week for neglect of duty. The result of their trial shall be reported in due course.

I have the honour to be
Sir
Your most obedient servant
W. Mein Stewart Lt Col R.E.
Cons Engineer for Railways

Madras
October 1853

and during stormy weather there must be a cause of great anxiety. Great credit is due to the driver for the responsibility which he took upon himself of driving slowly and cautiously such a late train. In all probability it is owing to this that the passengers in the crowded carriages escaped without serious injury; and had he not exercised this praiseworthy caution the damage to the line and to the carriages must have been far greater than it was.

I have already reported that, owing to the exertions of Mr. French, the Resident Engineer, a loope line round the

I have carefully examined the place, and am satisfied that the contingency which happened could not well have been foreseen. The railway Engineers propose to provide against the possibility of its recurrence by raising the gradient four feet, and putting in an additional treble 6 feet opening at the point where the accident occurred. I agree with them in thinking that this work should be carried out at once, and I have accordingly authorised its immediate commencement. An estimate shall be submitted for sanction in due course.

5. It will be seen that driver

driver Law, in his deposition, states his belief that the road had been washed away once or twice at the 22nd and to have and been a mistake upon his part, as there is no record of the line having been previously injured in the neighbourhood of the spot where the accident happened.

"It must however be borne in mind that the North-West line runs through an extensive tract of black cotton soil, and that the road is in great measure formed of this material, which seems to have a peculiar facility for swallowing up ballast. These banks will require constant attention for some years to come,

and

2.

The train in question consisted of the following vehicles:-

1 engine and tender

1 brake-van

1 post-office carriage

1 composite carriage

7 third-class carriages

1 third-class carriage and brake-van

It left Tadpatri station at 12.32 a.m. on the 21st ultimo, being 15 minutes late. The driver, by name W. J. Lew, seeing by the help of the lightning that the country was flooded, shut off steam, and proceeded with caution. On reaching a point about 217½ miles from Madras, he felt a heavy jerk given to his engine; and on coming to a standstill he found that, with the exception of the engine and tender, the whole train had left the rails.

3.

Where the accident occurred the railway runs for some distance upon the surface of the country. At this point the catchment basin is small, and there is a double 9 feet opening within a short distance, which under ordinary circumstances would have been sufficient to carry off the water which fell within the basin. Upon the night of the 20th ultimo the rain was extremely heavy, and the water backing up against the railway found its way over the line at two points, washing off the ballast, and uncovering the black cotton soil beneath.

I

restoring through communication.

R. H. Thompson
Capt R.E.
Offg. Dy. Con. Engr. Rlways.

Madras. October 1st 1873

7/38

+ Letter from Agent M. R. No 753 dated 25 Sept 1873
No 763 " 26 Sep "
Endorsement from Do No 768 " 26 Sep "
Note by Dy Con Engineer No 786 " 2 Octr "
1st Octr "

Railway Department.

Consulting Engineer's Office,

No. 538

From

Lieut.-Colonel J. H. M. Shaw Stewart, R.E.,
Consulting Engineer for Railways,

To

Colonel G. W. Walker, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

Advertising to my endorsement dated the 29th ultimo, No. 518, I have the honour to submit, for the consideration of His Excellency the Governor in Council, additional papers + giving a full account of the circumstances connected with the accident which occurred to the 6 p. m. mail train from Raichore of the 20th ultimo, at the 217th mile of the North-West line, Madras Railway.

The

Ree 2785 - 17 Nov/73
No 5557/73

21 P

the momentum of the carriages in rear had been in a great measure lost.

3ª To the passengers having been so tightly packed as to have had no room to shake or get knocked about. The passengers were almost all third class, proceeding to the Temporary fair, and were very closely packed in the carriages.

7) None of the carriages were upset. It was most fortunate that the accident did not happen on a high embankment where the carriages would have rolled over, as the passengers would then have suffered severely

severely—

8 Mr French the President Engineer on the II^nd or Ghooty Division of the South west line happened fortunately to be travelling by the train in question and it is owing to his energy and skill that the accident caused so little interruption to the traffic of the line. Having at once ascertained the amount of damage done and what was required, he proceeded on the engine to the next station (Yondipuram) collected coolies, loaded wagons with rails, sleepers, &c. and despatched them to the break, and within 24 hours from the time at which the accident had happened, completed a diversion or loop line, thus restoring

had been sent down to Cuddapah. The remaining two carriages of the train were still off the line, but were being lifted on with screw jacks, &c.

(5) The springs of all the vehicles, and all the buffers appear more or less injured. The axles do not appear to have suffered much. One is greatly bent and must be made of particularly good iron to have stood as much as it has done without breaking. The Post office van was little damaged and the first class compartment of the Composite carriage was apparently uninjured. The ends of all the carriages however above the inframings were more or less injured.

It was expected that the line would be completely cleared by the next day, viz: the 24th instant.

(6) I attribute the comparatively small amount of injury sustained by the passengers and rolling stock to three causes.

1st To the caution and intelligence of the Driver in proceeding at a slow pace over the cotton soil portions of the line during heavy rain.

2nd To the Engine not having left the metals and having thus been able to keep the train in a state of tension until the

above the surface of the ground. The rain water appears not to have drained away sufficiently rapidly along one side of the line, to have risen above the rail level and to have flowed across the line washing away some of the ballast.

The cotton soil below the ballast then appears to have become saturated and yielding, to have sunk irregularly under the weight of the Engine as it passed over and thus have thrown the vehicles in rear of the line.

I passed over and inspected this portion of line closely on Thursday the 18th instant, (two days before the accident) It appeared to be in perfect order and well supplied with ballast. but then no rain had fallen to saturate the

the cotton soil.

(3) The engine fortunately did not leave the metals, had it done so the amount of damage done would undoubtedly have been much greater than it was.

No one appears to have been seriously hurt, and only a few slightly so, but judging from the condition and position of the carriages after the accident every one in the train must have been more or less shaken and alarmed.

(4) At the date of my visit to the scene of the accident, viz. the 23d instant the main line had been roughly restored. Nine of the vehicles had been placed on the rails again, of these two

had

2614

3 Oct 1873

P.W. 5550/73 [2]

R.O. No. 27820-17th Augt

17 56 10

Note on the break in the North-west line of the Madras Railway between Kondipuram and Tadputri of Saturday Night the 20th September 1873.

(1) I have the honour to report having inspected the break in the North-west line of the Madras Railway between Kondipuram and Tadputri where the mail train (6 p.m.) of the 20th instant from Raichore ran off the rails during a very violent rain and thunder storm.

(2) The country over which the line runs at the point in question is a rolling plain of black cotton soil. At the break, the formation level is little if any thing above

The double 9 feet at 217/12 is not sufficient. It has a headway of seven feet but the water on this night rose to the lower flanges of the girders.

I forward you a tracing showing the proposed alteration of gradient. An Estimate will follow as soon as it can be prepared.

The Driver in his examination stated that one of his reasons for driving slowly was that he heard that the line had been washed away more than once at the 224th mile. This I believe to be a mistake I can find no record in this Office of the line having ever been injured anywhere near this locality.

Yours &c
(Sd) W. R. Robinson
Ag. Dy. Chief Engineer

The Ag. Chief Engineer

/True Copy/
(Sd) J H Going
Ag. Chief Engineer

/True Copies/

J. H. Mellis
for the Ag. Agent & Manager

Ex'd

Govt. Order 11-12-73 No. 1782
P.W. 5550/3

No. 660

Madras Railway Company
Chief Engineer's Office
Madras 1st October 1873

The Acting Agent and Manager

Dear Sir,

I beg to forward you a list of the Permanent way material broken and damaged at 217/9 miles on the North West Line owing to the carriages of the 6 P.M. train getting off the line on the morning of the 21st ultimo.

Yours faithfully
/signed/ T. H. Going
Ag: Chief Engineer

List of broken and damaged Permanent Way material

20	Rails	broken and bent
172	Pot sleepers	broken
97	Cotters	broken and lost
134	Gibs	do do
172	Teak Keys	do do

/signed/ T. H. Going
Ag: Chief Engineer

/True Copy/

[signature]
Acting Agent and Manager
No. 786

For the information of the Consulting Engineer for Railways
2nd October 1873.

J.K.

165

proceeded on Sunday afternoon by the 2.45 P.M. Train to the scene of the accident "at the 217" mile. On arriving there I found that all the French had just completed a loop line round the disabled carriages and thus enabled the 2.45 mail Train to pass. We went on as far as Jadpaber by this Train and returned to Kondiparam by the 6 P.M., the meeting station having been altered owing to an accident at Sooty. Great credit is due to Mr French for the rapid manner in which he made the line passable. He was in the 6 P.M. at the time of the accident and left with the Engine for Kondiparam. By day light he had the necessary materials loaded up, and by working incessantly for 24 hours and without food, he had the line ready for the passage of Trains when I arrived at 1.30 A.M. on the 22nd.

The Railway at the place where the accident occurred ($\frac{217}{9\frac{1}{2}}$) is on a curve line for some 25 chains (that is from $\frac{217}{8}$ to $\frac{217}{14}$) on a slightly side long ground with a Cutting on either side, and although there is a double g feet at $\frac{217}{12}$ and the Catchment basin is small, the rain was so heavy that the water backed up and found its way over the rails in two places, at $\frac{217}{8\frac{1}{2}}$ where there is a level crossing and at $\frac{217}{9\frac{1}{2}}$ - the point where the Carriages

got off the line. At the latter place the Ballast was washed away for about two Rails length.

The night was pitch dark, and it rained heavily and the Driver of the mail Train although half an hour late proceeded with great caution at a rate of about 10 miles an hour for as he stated in his examination the lightning showed him that the Country was flooded. On arriving at $\frac{217}{9}$ he felt the Engine pass over what appeared to him a bird which immediately shut off steam and put on the breaks. On getting down he found that all the Carriages were off the line but fortunately although there were some four hundred natives passengers (Tripetty pilgrims) on the Train no one was injured. The Driver states that he saw but one watchman between Jadpaber and the 217 mile. He ought to have seen six. The watchman on whose beat the accident occurred was one of the absconders, but came up about 20 minutes afterwards and was handed into Custody by the Resident Engineer.

The only way to assure ourselves against a recurrence of this accident is to provide extra watchmen and this I propose to do by raising the gradient four feet and putting in a retaining wall to keep Rail Jurden at $\frac{217}{9\frac{1}{2}}$.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 27 } September 1873
Recd. 29. } No. 768

Forwarding copy of Agt. Letter No 646 dated 26th inst. and requesting Consulting Engineer's opinion thereon.

No. 646.

Madras Railway Office,
Egmore, 26th September 1873.

The Agent.

Sir,

I am directed to forward herewith, for your information, a letter No 637 of 22nd instant, from the Resident at Kamool, enclosing copy of a Report by the Assistant Engineer in charge of the Kistna Bridge Division, relative to the damage sustained by the Bridge on the 20th instant, also a copy of the Resident's letter No 247 of the 23rd instant, forwarding the Assistant Engineer's Report thereon.

2. The Board will be obliged if you will favor them with your opinion as to the cause of the damage to the Bridge, and whether it is likely to recur, and if so, what steps should be taken to prevent it.

3. The Board will also be glad to receive your opinion as to whether the Bridge is sufficiently protected at the Eastern abutment, and whether any further protection is necessary.

4. I am to request that you will return the enclosures with your reply.

I have the honor to be,
Sir,
Your most obedient servant,
[illegible]
Acting Chief Engineer.

No. 5.

Madras Railway Company,
Chief Engineer's Office,
Madras 25th September 1873.

My dear Sir,

I have the honor to

and to his caution and forethought it is probably due that the accident was unattended with loss of life. With respect however to his statement that one of his reasons for slacking speed was that he knew the line had been washed away once or twice at the 224th mile, you will notice that the Acting Deputy Chief Engineer believes this to be a mistake, as he can find no record in his Office of the Permanent way having ever been injured anywhere near that part of the line.

4. In order to make the line more secure at the place it was injured it is proposed to provide additional waterway by putting in a treble 6 feet rail girder opening at 217 9½ miles, the gradient being raised four feet.

5. I enclose a copy of the section at the 217 mile showing the proposed alteration and pending the submission of an Estimate I shall be much obliged if you will give authority for the work to be put in hand at once.

I have the honour to be,
Sir,
Your most obedient Servant

J. H. Mellis

for the Acting Agent & Chief Engineer

C. No. 29. — One Head-stock; and one end damaged, Sunshades, foot boards, and Roof damaged.

D. B. V. No. 24. — Bearing springs and Buffer block broken, one brake rod slide steps; and foot board damaged.

T. B. V. No. 56. — One Buffer rod shackle broken.

No. 768.

MADRAS RAILWAY. 12

AGENT AND MANAGER'S OFFICE.

Madras, 26th September 1873.

From

The Agy Agent and Manager, of the M. R. Co.

To

Lt Col J. Hell. Shaw Stewart, R.E.

Consulting Engineer for Railways.

Sir,

In continuation of my letters noted in the margin, I have the honour to enclose a copy of the acting Chief Engineer's letter No. 646 of this date, accompanied by a Report by the Acting Deputy Chief Engineer, which contains particulars of the accident to the P. Bus. Mail train from Ponchoor of the 20th instant.

No. 746 - 22d Septr 1873
" 755 - 25th " "
" 763 - 26th " "

2. I have requested the Govt to let me know in due course for the information of Government the result of the Prosecution of the Line Watchman who is stated to have been given into Custody; and also what measures are taken with respect to the four other Watchmen who are reported to have been absent from their Posts between Tadpatri and the 217th Mile on the night the accident occurred.

3. The Engine Driver, N. C. Row, appears to have behaved with the greatest prudence on the occasion

he discovered that the Ballast had been washed away, and that the whole of the train, with the exception of the Engine, was off the rails.

3. The Driver (W. J. Lein) states that he did not receive a signal of any kind, nor did he see any watchman, until after the accident had occurred; when Watchman ch 140 came up to the scene of the accident and was taken into Custody and carried to Kondiyoorum.

4. The only damage sustained by the Engine was the breakage of one of the life-guards, and I forward you with this a list shewing the damage sustained by the other Rolling Stock.

5. The passengers and luggage were forwarded by a train which left the 217 mile, 9 Telegraph Post, at 11 Am; and arrived in Madras at 9 Pm.

Yours faithfully
(Sd) C. C. Phipps
for Loco. Superintendent.

/True Copy/

J. H. Mellis.
for the Ag. Agent & Manager

DCS

List of damages sustained by Rolling stock through the accident at 217 mile, 9 Telegraph Post, on the 21st September 1873:

D. No. 150 — Both Foot-boards, and two steps broken, one Bearing-spring broken, and two Buffer rods bent.

D. No. 161. One axle bent, one end, and two Sunshades damaged, both Foot boards broken, bearing springs, one axle-box, and one Buffer-casting broken.

D. No. 44. One end damaged, one Foot board, steps, and two seats broken.

D. No. 84. One end, and one Head-stock damaged, both Foot boards, one Buffer-Casting, and one seat broken.

D. No 104. One end, and one door damaged, two Bearing springs, Foot-board, and steps broken.

D No. 124. One Buffer-rod bent, one side chain Hook, and one Buffer block broken.

D. No. 70. Seats, both Foot-boards, and one side chain-hook broken.

B. No. 29. One end, and side of carriage damaged, one Buffer rod bent, Foot-board and steps broken.

I did not observe this speed after leaving Tadputre as the flashes of lightning shewed me that the whole country was flooded and I thought it rather unsafe to run the regular speed, what made me suspicious of the road was that I know the road has been washed away once or twice at the 224 Mile.

The only Watchman I saw after leaving Tadputre exhibited a white light I ought to have seen six Night watchmen between Tadputre and the place of the accident.

The Inspector of Night watchmen who was on the Engine with me observed the absence of the other men and made a note of it.

After shutting off steam at the 217 mile, the train ran about two Telegraph posts before it was brought to a stand.

Although I passed the 224 Mile where I had suspicion of the road, in safety I still continued to proceed cautiously viz at about 15 miles per hour, because I know that a heavy shower of rain affects that part of the road.

Cross examined by: Dy Chief Engineer

After the accident only one Watchman came up to us viz No 40. It was on this man's beat that the accident happened.

I came up from Cuddapah with the Mail 19 due at Gooty on the morning of the 20 It was then raining very hard, but the road was in good running order. It commenced to rain only after we left Yerragoontla

(signed) W. J. Len

(True Copies)

J. H. Mellis

for the Ag Agent Manager

[illegible] 17 Septr. 73 [illegible]

No 283.

Madras Railway 10
Loco. Superintendent's Office
Royapooram 25 Septr 1873.

To

The Ag. Agent & Manager,

Dear Sir,

I beg to report for your information the occurrence of an accident to the 6 Pm. Mail train from Raichore to Madras on the morning of the 21st instant.

The train consisted of the following vehicles.

Third Class Carriage	No. 150
Do	" 161
Do	" 44
Do	" 84
Do	" 104
Do	" 124
Do	" 70
Composite Carriage	" 29
2nd Class Mail Carriage	" 29
3rd Class Brake Van	" 24
Goods Brake Van	" 56
11 Vehicles in all	

2. On arrival at about the 217th mile the Driver, observing that the line was flooded, shut off steam, and proceeded very cautiously. At the 217th mile, 9th Telegraph post, however, feeling a very heavy jerk given to his Engine, he stopped as soon as possible, and, on going back to examine his train,

was induced to reduce the speed, although he was late, and proceed cautiously. To this very commendable caution on the part of Lee must be attributed our immunity, on this occasion, from personal injury, for had the Train been travelling even at the speed it is timed, the consequences must have been fatal to many of the Passengers in the train.

In his deposition Lee states positively that when he looked at his watch, at the time of the accident it was 12.48 but I am inclined to think he is incorrect, as assuming that the Train left Tadpatri 15 minutes late (Lee himself could not say how much late) and that the Accident occurred at 12.48 the average speed from Tadpatri would have been about 20 miles an hour. The position of the Carriages however is a convincing proof that the speed could not have been anything like 20 miles per hour, if so much as Lee states viz 15 miles an hour.

The Passengers in the disabled Train were transferred to the Carriages of the 2.45 P.M. Mail from Madras, which could not proceed beyond the place of the accident, and reached Madras at 9.0 P.M.

The Passengers of the 2-45 P.M. Train from Madras were transferred to a Train brought specially from Gooty and reached Raichoor at 5-30 P.M.

The Local Trains between Guddapah and Bellary did not run on Sunday the 21st and by the night of that day a diversion had been laid in at 217.9 and the Mail Trains of the 21st in both directions with a little delay ran through as usual.

Yours faithfully
(Signed) H. E. Church
Traffic Manager

Gooty September 22nd 1873.

9

Deposition of W. J. Lee

Taken at Gooty before Deputy Chief Engineer Deputy Locomotive Superintendent, Traffic Manager Resident Engineer and Assistant Traffic Manager.

I was the Driver of the 6 P.M. Mail Train of the 20th instant, between Gooty and Guddapah left Gooty at 11.15 P.M. Royalcherroo about 11-55. left Tadpatri late, but cannot say exactly at what time I looked at my watch at the time of the accident it was 12.48 I was running from Tadpatri at the speed of about 15 miles per hour. The weather was very dark and raining. When I arrived at about the 217/9 mile Post I felt a heavy shock. I shut off steam at once, and applied my brake. When I brought the train to a stand I went to examine the train with the Night Watchman. Inspector Wooden found my train parted from the second carriage from the Engine. The road was very much scoured away and broken up. By this time I saw Mr. French who accompanied me with the Engine to Kondapurram Station to report the circumstances. after leaving Tadpatri. I saw only one Watchman at about the 225th Mile

Cross examined by Traffic Manager. I compared my watch with Gooty block before I left.

I know that I am timed between twenty and twenty five miles an hour between Tadpatri and Kondapurram.

(Signed) W. J. Lee

No. 120

Madras Railway
Traffic Manager's Office
Madras 24th September 1853

The Acting Agent and Manager
Mr. R. Brumpany

Dear Sir,

Accident of 21st Inst. & Jet Post
Stock West Line

In continuation of my letter of the 23rd instant I beg to report that an accident happened to Stock of the Mail Train on the 20th instant at the 217 Mile 9 Miles 9 Chains. Post Office Train left Chintadrepettah at 12.32 A.M. and arrived at its appointed Station at 2.45 A.M. Pongal Station at 3.45 A.M. We Engineers proceeding to the Junction Station at 4.45 A.M. when consisted of the following Vehicles

1 Horse Box
1 Post Office Carriage
1 Composite do
2 3rd Class do
1 Brake (3rd Class)

and the under Portion of these Vehicles were thrown off the line at 217.9 but providentially all without injury, as the Train was proceeding at a very slow pace.

Driver Lew, a City Pilot which I enclose that the night was very dark, but the Flashes of Lightning facilitated him to see that the road was under water and Kankrey that previous floods had damaged that part of the Line, he was

Madras 24th September 1853

Acting Agent & Manager
Mr. R. Brumpany

Dear Sir,

I have the honor to report for your information that the Mail Train left Chintadrepettah at 12.32 A.M. on the 21st instant and arrived at Pongal at 2.45 A.M. and left at 3.45 A.M. for Perambore where it arrived at 4.45 A.M. and left at 5.45 A.M. for Madras where it arrived at 6.45 A.M.

I have the honor to be
Dear Sir
Your most obedient Servant
P. M. Sastri

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 25th October 1853

Recd. 26.

No. 120

Letter relating to Cooly of the Madras Railway Department of the Board who observed his duty during Heavy floods on the 20th & 21st Inst.

No. 7553.

7

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 25 September 1873

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Sir,

I am instructed by my Letter No. 746 of the 25th instant, to have the Revenue Statement, Abstract, Journal, Ledger, Cash Book and Diary of the Establishment at the Chief Office, and a copy of the Abstract of Receipts and Disbursements at the Agency Office, examined at the Audit Office, and the Report of the Auditor General thereon, submitted to me.

2. The Statement of Receipts and Disbursements for the month of August 1873 has been examined, and the Report of the Auditor General thereon, with the Statement, is returned herewith.

I have the honour to be,
Sir,
Your most obedient Servant,
[illegible]
for the Agent and Manager.

Reply of Agent and Manager. Dated 26 September 1873. Recd. 27 September 1873. No. 763.

Transmitting copy of his Letter No. 746 dated 25th inst. with enclosures & requesting copy of the Revenue Statement, Abstract, Journal, Ledger, Cash Book and Diary of the Establishment at the Chief Office & Abstract of Receipts & Disbursements at the Agency Office for the month of August 1873 to be examined at the Audit Office & Report thereon submitted.

No. 763

1

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 26th September 1873

From

The Ag Agent and Manager of the Mdr. R. Co.

To

Lt Col. J. H. Ll. Lloyd Stewart, &c.

Consulting Engineer for Railways.

Sir,

In continuation of my letter No. 755 of yesterday, I have the honour to forward herewith a copy of the Locomotive Superintendent's letter No 283 dated the 25 instant, which contains particulars of the damage done to the Rolling stock at the 217 mile North West Line on the 21 instant.

2. I have called for an Estimate of the cost of the repairs, and this will be forwarded to you with as little delay as possible.

I have the honour to be
Sir
Your most Obedient Servt

J. H. Sells

for the Ag. Agent & Manager

next station (Kondipuram); collected coolies, loaded wagons with rails, sleepers, etc., and despatched them to the break, and within 24 hours from the time at which the accident had happened completed a "diversion" or loop-line, thus restoring through communication,

MADRAS, (Signed) ROSS THOMPSON, Captain R.E.,
1st October 1873. *Offg. Dy. Consulting Engineer for Railways.*

No. 238. Endorsement of the Consulting Engineer for Railways, dated Madras, 22nd October 1873, No. 560.

From J. W. MELLIS, Esq., for Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 10th October 1873, No. 806.

WITH reference to paragraph 2 of my letter No. 763, dated the 26th ultimo, I have the honour to enclose you a copy of the Locomotive Superintendent's letter, No. 299, dated the 6th instant, in which an estimate is furnished of the cost of repairing the damage done to the rolling stock at the 217th mile, North-West Line, on the 21st ultimo.

From W B. WRIGHT, Esq., Locomotive Superintendent, to the Acting Agent and Manager of the Madras Railway Company, dated Royapooram, 6th October 1873, No. 299.

As requested in your letter, No. 3,023, dated 26th September, I beg to hand you below an estimate of the cost of repairing the damage done to the rolling stock at the 217th mile, North-West Line, on the 21st ultimo.

ESTIMATE.	RS.	P.	A.
Engine No. 107	4	0	0
D. ,, 150, (3rd class)	117	14	3
D. ,, 161, do.	123	8	3
D. ,, 44, do.	147	10	0
D. ,, 84, do.	108	6	4
D. ,, 104, do.	81	15	3
D. ,, 124, do.	12	12	0
D. ,, 70, do.	23	6	0
D. ,, 29, (composite)	144	12	0
C. ,, 27, (not No. 29 as quoted in my No 283 of 25th ultimo,) sorting carriage	141	4	6
D. Brake No. 24, (3rd class)	131	9	11
Goods Brake-van No. 56	0	12	6
Sundry small stores	7	0	0
Total ...	1,044	15	0

SUBMITTED to Government with reference to this Office letter No. 538, dated 10th October 1873.

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

No. 239. ORDER THEREON, 17th November 1873, No. 2,785.

RAILWAY, No. 26.

THE above papers contain an account of the accident which occurred to the 6 P.M. mail train from Raichore

of the 20th September, at the 217th mile of the North-West Line of the Madras Railway.

2. It is observed that owing to the insufficiency of the waterway allowed at this point, where the formation level of the road is very little above the surface of the surrounding country which consists of black cotton soil, the drainage of the catchment basin topped the line in two places, washing away the ballast and exposing the rails. A rumour appears to have been current among the Railway staff that the road had already been washed away once or twice in the neighbourhood; and the Deputy Consulting Engineer in the report of his last trip calls attention to the line through the Bellary cotton fields as requiring to be carefully watched and maintained. Although all the vehicles composing the train, with the exception of the engine and tender, left the rails, none of the passengers, of which there were a great number, appear to have been injured. This immunity from injury is attributed to the slow speed at which the train was at the time proceeding; and for which, under the circumstances, the driver is especially commended, and has subsequently been rewarded. The rolling stock however was more or less damaged. Owing to the prompt measures taken by the Resident Engineer, Mr. French, whose energetic action is most praiseworthy, the interruption to traffic was not prolonged, through communication having been restored within 24 hours.

3. The Consulting Engineer after inspecting the locality is satisfied that the contingency could not have been foreseen; but it appears to His Excellency the Governor in Council that the accident would in all probability have been prevented if the night watchmen, who are reported to have deserted their posts, had been ordinarily vigilant. A report of the magisterial investigation into their conduct, which is pending, will be awaited.

4. In order to provide against the recurrence of similar accidents at this place it is proposed to raise the gradient of the line 4 feet, and to increase the water-way to the extent afforded by an additional treble 6-feet opening, and the Consulting Engineer will be careful to assure himself that the proposed measures are calculated to afford perfect security. The Railway Authorities doubtless recognize the importance of close attention being paid to the portion of the line on which the accident under review has occurred; the necessity for ensuring a strict compliance with their duties by the line watchmen should also be kept in view, and such special arrangements made as will effect this object.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.
Spare Copies

From J. W. MELLIS, Esq., for Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 26th September 1873, No. 763.

In continuation of my letter No. 755 of yesterday, I have the honour to forward herewith a copy of the Locomotive Superintendent's letter, No. 283, dated the 25th instant, which contains particulars of the damage done to the rolling stock at the 217th mile, North-West Line, on the 21st instant.

2. I have called for an estimate of the cost of the repairs, and this will be forwarded to you with as little delay as possible.

From C. E. PHIPPS, Esq., for Locomotive Superintendent, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Royapooram, 25th September 1873, No. 283.

I beg to report, for your information, the occurrence of an accident to the 6 P.M. mail train from Raichore to Madras on the morning of the 21st instant. The train consisted of the following vehicles :—

Third-class Carriage	...	...	...	...	...	...	No. 150
Do.	do.	...	...	...	...	...	... ,, 161
Do.	do.	...	...	...	...	...	... ,, 44
Do.	do.	...	...	...	...	...	... ,, 84
Do.	do.	...	...	...	...	...	... ,, 104
Do.	do.	...	...	...	...	...	... ,, 124
Do.	do.	...	...	...	...	...	... ,, 70
Composite Carriage	...	...	...	...	...	...	... ,, 29
Second-class Mail Carriage	...	...	...	...	...	...	... ,, 29
Third-class Brake-van	...	...	...	...	..	...	... ,, 24
Goods Brake-van	...	...	...	...	...	...	... ,, 56

11 vehicles in all.

2. On arrival at about the 217th mile the driver observing that the line was flooded, shut off steam and proceeded very cautiously. At the 217th mile, 9th telegraph post, however, feeling a very heavy jerk given to his engine, he stopped as soon as possible, and, on going back to examine his train, he discovered that the ballast had been washed away, and that the whole of the train, with the exception of the engine, was off the rails.

3. The driver (W. J. Len) states that he did not receive a signal of any kind, nor did he see any watchman until after the accident had occurred, when watchman No. 40 came up to the scene of the accident and was taken into custody and carried to Kondipuram.

4. The only damage sustained by the engine* was the breakage of one of the life-guards, and I forward you with this a list showing the damage sustained by the other rolling stock.

* No. 107.

5. The passengers and luggage were forwarded by a train which left the 217th mile, 9th telegraph post, at 11 A.M., and arrived in Madras at 9 P.M.

List of damages sustained by Rolling Stock through the accident at 217th mile, 9th telegraph post, on the 21st September 1873.

D. No. 150.—Both foot boards and two steps broken, one bearing spring broken, and two buffer rods bent.

D. No. 161.—One axle bent one end, and two sunshades damaged, both footboards broken, bearing springs, one axle-box, and one buffer-casting broken.

D. No. 44.—One end damaged, one footboard, steps, and two seats broken.

D. No. 84.—One end and one head-stock damaged, both footboards, one buffer-casting, and one seat broken.

D. No. 104.—One end and one door damaged, two bearing springs, footboard, and steps broken.

D. No. 124.—One buffer rod bent, one side-chain hook and one buffer block broken.

D. No. 70.—Seats, both footboards, and one side-chain hook broken.

B. No. 29.—One end and sides of carriage damaged, one buffer rod bent, footboard and steps broken.

C. No. 29.—One head-stock, and one end damaged, sunshades, footboards, and roof damaged.

D. B. V. No. 24.—Bearing springs and buffer block broken, one brake rod slide steps and footboard damaged.

G. B. V. No. 56.—One buffer rod shoe broken.

From J. W. MELLIS, Esq, for Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 26th September 1873, No. 768.

In continuation of my letters noted in the margin I have the honour to enclose a copy of the Acting Chief Engineer's letter No. 646 of this date, accompanied by a report by the Acting Deputy Chief Engineer, which contains particulars of the accident to the 6 P.M. mail train from Raichore of the 20th instant.

No. 746, 22nd September 1873.
,, 755, 25th ,, ,,
,, 763, 26th ,, ,,

2. I have requested Mr. Going to let me know in due course, for the information of Government, the result of the prosecution of the line watchman who is stated to have been given into custody, and also what measures are taken with respect to the four other watchmen who are reported to have been absent from their posts between Tadputri and the 217th mile on the night the accident occurred.

3. The Engine Driver, W. J. Len, appears to have behaved with the greatest prudence on the occasion, and to his caution and forethought it is probably due that the accident was unattended with loss of life. With respect, however, to his statement that one of his reasons for slacking speed was that he knew the line had been washed away once or twice at the 224th mile, you will notice that the Acting Deputy Chief Engineer believes this to be a mistake, as he can find no record in his office of the permanent-way having ever been injured anywhere near that part of the line.

4. In order to make the line more secure at the place it was injured it is proposed to provide additional waterway by putting in a treble 6-feet rail-girder opening at 217-9½ miles, the gradient being raised 4 feet.

5. I enclose a copy of the section at the 217th mile, showing the proposed alteration; and, pending the submission of an estimate, I shall be much obliged if you will give authority for the work to be put in hand at once.

From T. H. GOING, Esq., Acting Chief Engineer, to W. B. WRIGHT, Esq, Acting Agent and Manager of the Madras Railway Company, dated Madras, 26th September 1873, No. 646.

In continuation of my letter No. 637, of 22nd instant, I beg to forward herewith copy of report by the Acting Deputy Chief Engineer giving particulars of the accident to the 6 P.M. mail train east, of 20th instant, also a copy of the section at the 217th mile showing the proposed alteration of gradients at the locality where the ballast was washed away, and provision for a treble 6-feet rail-girder opening with 5 feet clear headway for the passage of water.

2. I shall feel obliged if you will ask the Consulting Engineer's consent to this work being proceeded with at once. In the meantime I am preparing an estimate of the cost, which shall be submitted without delay.

From W. R. ROBINSON, Esq., Acting Deputy Chief Engineer, to T. H. GOING, Esq., Acting Chief Engineer of the Madras Railway Company, dated Madras, 25th September 1873, No. 5.

As you are aware, I proceeded on Sunday afternoon by the 2-45 P.M. train to the scene of the accident at the 217th mile. On arriving there I found that Mr. French had just completed

extensive tract of black cotton soil, and that the road is in great measure formed of this material, which seems to have a peculiar facility for swallowing up ballast. These banks will require constant attention for some years to come, and during rainy weather they must be a cause of great anxiety.

6. Great credit is due to the driver for the responsibility which he took upon himself of driving slowly and cautiously with a late train. In all probability it is owing to this that the passengers in the crowded carriages escaped without serious injury, and had he not exercised this praiseworthy caution the damage to the line and to the carriages must have been far greater than it was.

7. I have already reported that, owing to the exertions of Mr. French, the Resident Engineer, a loop-line round the break was completed and ready for the passage of trains within 24 hours. Mr. French is a young Assistant Engineer, and great credit is due to him for having restored communication so quickly.

8. The night watchmen who were absent from their posts upon the night of the accident are in custody, and will, I understand, be tried next week for neglect of duty. The result of their trial shall be reported in due course.

From J. W. MELLIS, Esq., for Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 25th September 1873, No. 755.

In continuation of my letter No. 746 of the 22nd instant, I have the honour to forward herewith for your information a copy of the Traffic Manager's report* of the accident that occurred at the 217th mile, 9th telegraph post, North-West Line, to the 6 P.M. mail train from Raichore of the 20th instant.

2. The Acting Chief Engineer's Report and the Locomotive Superintendent's, with particulars of the damage done to the rolling stock, will follow.

* No. C 0-620, 24th September 1873.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 24th September 1873, No. C 0-620.

Accident at 217th mile, 9th telegraph post, North-West Line.

In continuation of my No. C. 0-617, dated 23rd instant, I beg to report that an accident happened to the 6 P.M. mail train of the 20th instant, at the 217th mile, 9th telegraph post.

2. The train left Tadputri Station, at 12-32 midnight, or 15 minutes late, and was unusually heavily laden with pilgrims proceeding to the Tirupetty feast. The train consisted of

1 Brake-van.
1 Post-office Carriage.
1 Composite do.
Third class Carriages.
1 Brake (3rd class.)

and the whole of the vehicles were thrown off the line at 217-9, but providentially without injury, so far as I have been able to ascertain, to a single individual.

It will be seen from the deposition of Driver Len, a copy of which I enclose, that the night was very dark, but the flashes of lightning enabled him to see that the whole of the country was *under water*, and knowing that previous floods had damaged that part of the line he was induced to reduce the speed, although he was late, and proceed cautiously. To this very commendable caution on the part of Len must be attributed our immunity, on this occasion, from personal injury, for had the train been travelling even at the speed it is timed, the consequences must have been fatal to many of the passengers in the train.

4. In his deposition Len states positively that when he looked at his watch at the time of the accident it was 12-48, but I am inclined to think he is incorrect, as assuming that the train left Tadputri 15 minutes late (Len himself could not say how much late) and that the accident occurred at 12-48, the average speed from Tadputri would have been about 20 miles an hour. The position of the carriages, however, is a convincing proof that the speed could not have been anything like 20 miles per hour, if so much as Len states, viz, 15 miles an hour.

5. The passengers in the disabled train were transferred to the carriages of the 2-45 P.M. mail from Madras, which could not proceed beyond the place of the accident, and reached Madras at 9 P.M.

6. The passengers of the 2-45 P.M. train from Madras were transferred to a train brought specially from Gooty and reached Raichore at 5-35 P.M.

7. The local trains between Cuddapah and Bellary did not run on Sunday the 21st, and by the night of that day a diversion had been laid in at 217-9, and the mail trains of the 21st in both directions with a little delay ran through as usual.

GOOTY, *September 22nd*, 1873.

Deposition of W. J. Len taken at Gooty before Deputy Chief Engineer, Deputy Locomotive Superintendent, Traffic Manager, Resident Engineer, and Assistant Traffic Manager.

I WAS the driver of the 6 P.M. mail train of the 20th instant, between Gooty and Cuddapah, I left Gooty at 11-15 P.M., Royalcherroo about 11-55. I left Tadputri late, but cannot say exactly at what time. I looked at my watch at the time of the accident it was 12-48. I was running from Tadputri at the speed of about 15 miles per hour. The weather was very dark, and raining. When I arrived at about the 217·9 mile I felt a heavy shock; I shut off steam at once and applied my brake. When I brought the train to a stand I went to examine the train with the night watchman, Inspector Wooden, I found my train parted from the second carriage from the engine The road was very much scoured away and broken up. By this time I saw Mr. French, who accompanied me with the engine to Kondipuram station to report the circumstances. After leaving Tadputri I saw only one watchman at about the 225th mile.

Cross examined by Traffic Manager.—I compared my watch with Gooty clock before I left.

I know that I am timed between twenty and twenty-five miles an hour between Tadputri and Kondipuram.

I did not observe this speed after leaving Tadputri as the flashes of lightning showed me that the whole country was flooded, and I thought it rather unsafe to run the regular speed. What made me suspicious of the road was, that I know the road has been washed away once or twice at the 224th mile.

The only watchman I saw after leaving Tadputri exhibited a white light. I ought to have seen six night watchmen between Tadputri and the place of the accident.

The Inspector of night watchmen, who was on the engine with me, observed the absence of the other men and made a note of it.

After shutting off steam at the 217th mile the train ran about two telegraph posts before it was brought to a stand.

Although I passed the 224th mile, where I had suspicion of the road, in safety, I still continued to proceed cautiously, viz., at about 15 miles per hour, because I know that a heavy shower of rain affects that part of the road.

Cross examined by Deputy Chief Engineer.—After the accident only one watchman came up to us, viz., No. 49. It was on this man's beat that the accident happened.

I came up from Cuddapah with the mail of 19th, due at Gooty on the morning of the 20th. It was then raining very hard, but the road was in good running order. It commenced to rain only after we left Yerragoontla.

(Signed) W. J. LEN.

Read the following papers:—

No. 237. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 10th October 1873, No. 538.

ADVERTING to my endorsement dated the 29th ultimo, No. 518, I have the honour to submit, for the consideration of His Excellency the Governor in Council, additional papers* giving a full account of the circumstances connected with the accident which occurred to the 6 P.M. mail train from Raichore of the 20th ultimo, at the 217th mile of the North-West Line, Madras Railway.

* Letter from Agent, Madras Railway, No. 755, dated 25th September 1873.
Do. No. 763, dated 26th September 1873.
Do. „ 768, „ „ „ „
Endorsement from do., No. 786, dated 2nd October 1873.
Note by Deputy Consulting Engineer, dated 1st October 1873.

2. The train in question consisted of the following vehicles:—

1 Engine and tender.
1 Brake-van.
1 Post-office carriage.
1 Composite carriage.
7 Third-class carriages.
1 Third-class carriage and brake-van.

It left Tadputri Station at 12-32 A.M. on the 21st ultimo, being 15 minutes late. The driver, by name W. J. Len, seeing by the help of the lightning that the country was flooded, shut off steam and proceeded with caution. On reaching a point about 217½ miles from Madras, he felt a heavy jerk given to his engine, and on coming to a stand-still he found that, with the exception of the engine and tender, the whole train had left the rails.

3. Where the accident occurred the railway runs for some distance upon the surface of the country. At this point the catchment basin is small, and there is a double 9-feet opening within a short distance, which under ordinary circumstances would have been sufficient to carry off the water which fell within the basin. Upon the night of the 20th ultimo the rain was extremely heavy, and the water backing up against the railway found its way over the line at two points, washing off the ballast and uncovering the black cotton soil beneath.

4. I have carefully examined the place, and am satisfied that the contingency which happened could not well have been foreseen. The Railway Engineers propose to provide against the possibility of its recurrence by raising the gradient 4 feet, and putting in an additional treble 6-feet opening at the point where the accident occurred. I agree with them in thinking that this work should be carried out at once, and I have accordingly authorized its immediate commencement. An estimate shall be submitted for sanction in due course.

5. It will be seen that Driver Len, in his deposition, states his belief that the road had been washed away once or twice at the 224th mile. This seems to have been a mistake upon his part, as there is no record of the line having been previously injured in the neighbourhood of the spot where the accident happened. It must, however, be borne in mind that the North-West Line runs through an