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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 398. Press
126, 127, Mis.

Dated 6-2- 1873.

Not to be folded or roughly handled

Read the following papers :—

No. 126. Endorsement of the Consulting Engineer for Railways, dated Madras, 25th November 1872, No. 647.

From the Officiating Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 25th November 1872.

I HAVE the honour to report having examined the scene of the accident to the goods train which took place at the 60th Mile, 1 and 2 Telegraph Posts, on the South-West Line, Madras Railway, on the morning of Saturday, the 23rd instant.

2. I was returning from Trichinopoly to Madras by mail train on the same morning and had reached Arcot about 5-15 A.M. when one of the Guards told me that the goods train preceding us had met with an accident and that the line was blocked.

3. Mr. Wilkinson, of the Madras Railway, Resident Engineer on the Bangalore Branch, happened fortunately to be on his way to Madras by the same train as myself. He ordered the engine of the mail train to be detached, and I accompanied him on it at once to the scene of the accident.

4. About twenty yards of the railway embankment had been completely washed away by a rush of water from the north towards the south of or across the line, occasioned by the bursting of tanks on the north side; one about thirty or forty yards distant had breached in four places.

5. The engine had rushed into the hole scoured by the flood under the line of rails and was turned almost at right angles to the direction it had been going in; the tender was upset, then came eight open wagons and timber trucks completely smashed to pieces; after these a road brake wagon also upset and smashed; then ten open goods wagons greatly damaged standing on end, leaning against one another, with their buffers up in the air; next to these an open goods wagon partially off the line, then three other open wagons, a coke wagon, and the guards' brake van in rear, not off the line, but all more or less smashed.

6. The train was most fortunately not a passenger one. The Engine Driver, Stoker, and Guards escaped in the most miraculous way. The Driver was thrown forward against the fire-box and bruised his right shoulder a little. The Under-Guard had his head slightly cut, and the Stoker and Head Guard escaped with a shaking.

7. After the telegraph wires had, under Mr. Wilkinson's instructions, been cleared from the wreck and communication with Madras restored, a sufficient number of coolies had been collected to commence the earth-work of a diversion or loop line round the gap in the embankment.

8. In the course of a few hours the Chief Engineer, the Resident Engineer of the division, the Locomotive Superintendent, and the Traffic Manager arrived with labour and materials to restore communication.

9. It is not expected that the wreck of the train can be cleared away before a week has elapsed; but before that time it is hoped that through communication for passengers and light traffic will have been restored, if not for heavy goods trains.

10. The Driver of the goods train informed me that at some distance to the westward of the scene of the accident a caution signal had been shown by a night watchman in consequence of which he slackened speed; he saw no further signals, however, until the accident occurred.

11. On the afternoon of the 23rd instant the passengers of the mail train and their baggage were brought up from Arcot to near the break in the line and were transferred to a special train at the other side, which conveyed them to Arconum and Madras.

12. In weather such as we have had for the past few days the irrigation tanks along the line of rail must always be a source of great danger to night traffic.

13. On stormy, rainy nights, when (on such lines as we have in India, with tanks of all sizes and degrees of weakness abounding on every side) the maximum of danger may be looked for, only the minimum of vigilance unfortunately may be expected, as a rule, from native watchmen.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd November 1872, No. 816.

I HAVE the honour to inform you that I have just learned from the Traffic Manager that the line at the 60th mile, 2nd Telegraph Post, South-West Line, has been washed away in consequence of the bursting of a tank in the neighbourhood.

2. The telegraph has been damaged also, and there is at present no communication beyond Sholinghur.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd November 1872, No. 851.

IN continuation of my letter, No. 846, of this morning, I have the honour to inform you that the Chief Engineer and the Traffic Manager proceeded to the break at the 60th mile, 2nd Telegraph Post, South-West Line, by special train from Royapooram at 11 A.M. to-day.

2. Mr. Anderson telegraphed from Arconum to say that the floods along the line are fearful and that the Cortelliar River is up to the springing of the arches, adding that the line to Arconum is, however, in good order.

3. The damage done to the line between Arcot and Sholinghur by the bursting of the tank appears to be very serious, the permanent way being reported to have been entirely swept away for some distance. The engine of the 8 A.M. train from Coimbatore and one or two trucks are off the road, and the 8-15 A.M. train from Beypore is detained at Arcot with passengers and mails.

4. In consequence of the heavy floods it has been determined to stop the running of night trains between Madras and Jollarpett for a time, and consequently the 5 P.M. and 7-30 P.M. trains west, and the 8 A.M. and 8-15 A.M. trains east, will not run between those points until further notice. An intimation of this was given to the Postmaster-General as soon as it was determined upon.

SUBMITTED for the information of Government. So far as can be ascertained at present the accident to the goods train seems to have been directly due to culpable negligence on the part of the night watchmen. Full inquiry shall be made into the matter and the result communicated as soon as possible.

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

No. 223.

THE further report promised will be awaited.

FORT ST. GEORGE, *29th November* 1872. (Signed) G. W. WALKER, Colonel, R.E., *Secretary to Government.*

To the Consulting Engineer for Railways.

No. 126A. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 19th December 1872, No. 706.

IN continuation of my endorsement, dated the 23rd ultimo, No. 647, I have the honour to submit, for the consideration of Government, the accompanying letters* from the Agent of the Madras Railway Company with reference to the accident which happened to the 8 A.M. goods train upon the morning of the 23rd ultimo between Arcot and Sholinghur.

* No. 859, dated 27th November 1872, with enclosures.
No. 913, dated 13th December 1872.
" " 936, dated 18th December 1872, with plan and section.

2. The train in question is timed to leave Arcot at 1-22 A.M. Upon the 23rd ultimo it was 58 minutes late, having left Arcot at 2-20 A.M. It consisted of two brake vans and fifteen goods wagons, in all seventeen vehicles. After leaving Arcot the only undisputed fact is that about 2-50 A.M. it ran into the gap near the 60th mile from Madras which had been caused by the bursting of the Talunga Tank during the night. The engine and tender, followed by twelve goods wagons and one brake van, left the rails and went into the gap; the rear brake van and three wagons remained on the rails.

3. With the second of his letters now submitted the Agent forwards a copy of the evidence taken upon the 2nd and 3rd instant before a Committee of the Railway officials, and, so far as can be ascertained, the Talunga Tank seems to have been breached and the line of the railway carried away about midnight on the 22nd ultimo. The fact of the line being in a dangerous state seems to have been known to the watchmen almost immediately afterwards, certainly before 1 A.M. on the 23rd. There was, therefore, ample time to stop the goods train, which, as already mentioned, did not leave Arcot until 2-20 A.M.

4. As to the measures which were taken to warn the approaching train of the dangerous state of the line, the evidence taken before the Committee is very contradictory. Upon the one hand, the section maistry, the night watchmen, and the gang coolies depose that a red light was exhibited about three quarters of a mile to the west of the gap; that a detonating signal was also placed on the rails at that point; and that attempts were made to attract the Engine Driver's attention by shouting to him as the train passed. Most of these witnesses account for the Driver not seeing the red signal by the fact that the canvas curtains upon the right or south side of the engine were drawn down; but it should be noted that the eighth witness, a night watchman named Narrainen, is prepared to swear that he saw the head of a man upon the engine as the train passed.

5. Upon the other hand, the two Guards, the Engine Driver, and the two Firemen depose that the only signal which they saw after leaving Arcot was a green light which was exhibited in a small cutting about 1½ miles east of Arcot; that steam

was then shut off and a sharp look-out kept for signals, but that nothing further was seen until the train ran into the gap. At the time of the accident the train is stated by these witnesses to have been moving very slowly, at a speed of less than six miles an hour. The Driver and Fireman allege that the curtain on the right or south side of the engine was never let down, and their statement in this particular is corroborated by the condition of the engine after the accident, when inspected by the Locomotive Superintendent.

6. After a careful consideration of the evidence the Committee arrived at the conclusion that the statements made by the Guards, the Engine Driver, and the Firemen was true, and they have determined to prosecute the section maistry and one of the night watchmen for neglect of duty. In this conclusion I entirely agree with them, and I trust that the prosecution will be successful.

7. In connection with this accident two irregularities upon the part of the Chief Guard should be noticed—first, in calling the Under-Guard to leave his own brake van in the centre of the train and to sit with him in the rear van. The reason given for this is altogether inadequate, and the irregularity might possibly have had very serious consequences. Although in this case Under-Guard Johnson owes his life, in all probability, to his having left his own van, I am of opinion that the breach of rule should not be allowed to pass unnoticed. In the second place, I do not consider that the circumstances were such as to warrant the Chief Guard in leaving the train after the accident and in going to Arcot. It seems to me that his duty was clearly to remain with the train, or as near it as he could with safety, instead of going off to a distance of five miles, leaving the train without any one in charge of it.

8. The plan and section forwarded herewith give a clear idea of the site of the accident and of the relative positions of the Talunga Tank and the line of railway. After a careful inspection of the locality I found it difficult to account for the tank having been breached in so many places. The principal breaches are the two to the west, opposite to the twelve-feet girder opening in the railway. The rush of water here must have been very great, and it is satisfactory that this small bridge withstood the stream without more serious injury than the carrying away of some of the flooring and a part of the south-west wing-wall, although there can be no doubt that its safety was secured at the expense of the railway embankment. The stone revetment on the inner face of the tank bund is very irregular and in some places defective; but the District Engineer of North Arcot will doubtless see that this is attended to when the tank is being repaired. The position of the tank with reference to the line of railway is so critical that its condition should always be carefully watched.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th November 1872, No. 859.

In accordance with the request contained in your letter, No. 980, of this date, I have the honour to enclose you copies of the reports made by the Chief Engineer* and the Locomotive Superintendent† as to the accident that occurred to the 8 A.M. goods train between the Arcot and Sholinghur Stations on the morning of the 23rd instant.

* No. 550, 26th November 1872.
† „ 593, „ „ „

2. You will observe from the Chief Engineer's report that the watchman of the length states that the *proper* danger signals were exhibited with the object of stopping the train, while from the Locomotive Superintendent's report it appears that the Engine Driver only admits having seen a *green* light. I direct your attention now to this important difference in the evidence, and will reserve further comments until the depositions of all the servants concerned have been taken and the case thoroughly investigated.

From B. ANDERSON, Esq., Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 26th November 1872, No. 550.

On the morning of the 23rd instant I received intelligence that part of the South-West Line at 60th mile, 1st Telegraph Post, had been washed away owing to the bursting of the bund of a tank.

2. I left Royapooram at the earliest possible moment by special train accompanied by the Traffic Manager.

3. The whole country between Madras and Arconum was flooded, and water ran along the side ditches of the railway literally in torrents. The bridges were discharging to their utmost capacity, and in two instances the water rose above the crown of the arches. The Cortelliar River rose above the caps of the cut-waters of our bridge and spread over the banks. The flood was the severest I have ever witnessed in this part of the country, and but for the protective works executed within the last few years several of our bridges must inevitably have given way.

4. At Arconum I arranged with the Traffic Manager that night traffic should be suspended until the floods had subsided, and I gave notice that the speed of trains should be restricted to fifteen miles an hour. I also directed the Resident Engineer to station special watchmen at all bridges where the country was flooded.

5. On arrival at 60th mile, 1st Telegraph Post, I found that the bund of the Talunga Tank, which was parallel to the line at a distance of about fifty yards, was breached in five places, namely, a small breach, twelve feet wide, opposite to 60·1½; two breaches close together, thirty feet and twenty feet wide, respectively, opposite 60·3; a breach, fifty-one feet wide, opposite our twelve-feet girder bridge at 60·5; and a breach, fifty-nine feet wide, opposite 60·5½.

6. A tremendous rush of water passed through the girder bridge at 60·5 and damaged the south-west wing-wall. In other respects, however, the bridge is uninjured. The main body of the water ran alongside the line to 60·1, where it breached the embankment for a length of 380 feet, leaving a three-feet culvert exposed but fortunately undamaged.

7. I regret to say that the 8 A.M. train of the 22nd, which arrived at the break about 3 A.M., fell into the gap.

8 The watchman of the length states that the proper danger signals were exhibited; but, of course, this point will receive the fullest investigation. I directed the Resident Engineer to take depositions on the spot, and will forward them to you when received.

9. The train that fell into the gap was fortunately a goods train, and, although much property has been destroyed, there is happily no loss of life or injury to any one to be deplored.

10. An embankment has been formed round the wreck of the train and the 1-15 A.M. train of the 24th passed over, since when through traffic has been resumed.

11. The floods have now so far subsided that I have been able to remove the restriction as to speed between Madras and Arconum, and the usual night traffic will recommence from to-day.

12. In addition to the break at 60·1 the following damage has been sustained.

13. The north-east wing-wall of a twelve-feet arched bridge at 50·1 has been washed away, and the south-east wing-wall of a six-feet arched bridge at 59·4 has also been destroyed. The injuries, however, were not such as to necessitate a stoppage of traffic. The three injured bridges were provided, when originally constructed, with inverts, or flooring between the abutments. I do not consider this enough protection, and in all the protective works executed by me the curtain walls extend from newal to newal, so that the wings are protected equally with the abutments.

14. Mr. Wilkinson, Resident Engineer of the 2nd Division, South-West Line, was on his way to Madras on a few days' leave and was a passenger in the 3-30 P.M. train from Bangalore.

He was the first to arrive at the scene of the accident, and with his usual zeal and energy arranged for the necessary repairs, and this saved many valuable hours.

15. Mr. Smith, the Resident Engineer of the 1st Division, North-West Line, also proceeded to the spot with the accident stock of the division and rendered efficient service.

16. Inspectors Cassidy and Rabel, and Inspector's Writer Rungacharry, were most active and energetic.

17. Mr. Potter, the Resident Engineer of the division, and now also in charge of the Telegraph Department, accompanied by the Traffic Manager and myself—and after repairing the telegraph wire that was injured by one of the carriages—established a temporary Telegraph Office at the break to expedite the traffic arrangements.

18. Particulars as to the damage to the permanent way will be forwarded to you in due course. The Locomotive Superintendent will no doubt report upon the damage to the engine and rolling stock.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 26th November 1872, No. 593.

I REGRET to have to report the occurrence of a serious accident at the 60th mile on the 23rd instant to the 8 A.M. train of the 22nd idem, Engine No. 60, Driver William Rapson.

2. I received intelligence that this train was off the line about 7 o'clock on Saturday morning; I, therefore, stopped the 7 A.M. train at these works and attached two vehicles loaded with men and material and proceeded to Arconum by that train, whence we travelled by special train to the scene of the accident, arriving there between 11 and 12 o'clock.

3. I found that the bank of the railway had been washed away and that the engine had run into the gap followed by thirteen goods vehicles, all of which are more or less injured. Happily the accident was unattended by loss of life or serious injury, the Chief Guard only having sustained some slight contusion.

4. The injury to the rolling stock is considerable, but I cannot as yet form an estimate of the amount it will cost to repair the damage.

5. I proposed to leave this to-morrow morning by special train with a gang of men and the necessary appliances for getting the engine and stock out of the gap.

6. The men on the engine had a very narrow escape as the tender turned over on to its side; fortunately they were all on the foot-plate of the engine at the time of the accident, and, although the engine did not turn over, the rush of water from it was so great that the men had some difficulty in saving themselves from being swept away by the flood.

7. Driver Rapson informs me that the accident occurred between 2 and 3 o'clock in the morning. He states that a green light was exhibited and he slackened his speed and was running very slowly at the time.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th December 1872, No. 913.

IN continuation of my letter, No. 859, of the 27th ultimo, I have the honour to forward, herewith, for submission to Government, a copy of the evidence taken on the 2nd and 3rd instant before the Chief Engineer, the Locomotive Superintendent, the Traffic Manager, and myself in connection with the accident that occurred to the 8 A.M. goods train on the morning of the 23rd ultimo at the 60th mile, South-West Line.

2. The evidence is most voluminous, and the statements made by Chengelroya Rajoo, the maistry, Soobben and Moonusawmy, the night watchmen, and by Colanday, Ramen, and Abboo, gang coolies, appeared to the members of the Committee to show that all necessary precautions had been taken and that the regulations of the Company had been fully complied with.

3. The evidence of the Engine Driver (Rapson) and his Fireman and of the two Guards was, however, directly opposed to that of the men mentioned above, and the great difficulty experienced by the Committee was that of reconciling the conflicting statements regarding the exhibition of

the danger signal by the line watchman. The statements of the latter as to the speed of the train at the time the accident occurred were probably made with the object of showing that no attention was paid by the Driver even to the caution signal; but, irrespective of the admission of all on the engine that the green light was seen and speed slackened accordingly, the Committee had no doubt that the Engine Driver was proceeding with great caution, from the fact that the slight injury done to the engine and the position of the trucks all tended to show that such was the case.

4. After a very careful consideration of the whole of the evidence in connection with the question of the red light it appeared to the Committee to be without doubt that the statements of Rapson and the Firemen were true and that as the train approached no red light was exhibited at all.

5. In the first place, as stated above, the Committee were satisfied that the Driver proceeded very cautiously after passing the green light, and he and his subordinates were, therefore, presumably keeping a sharp look-out ahead for signals. It is almost certain, therefore, that if a red light had been exhibited it would have been seen.

6. In the second place, the maistry admitted that he ordered Soobben, the night watchman (who is alleged to have been exhibiting the danger signal), to accompany him with his light to examine that portion of the line which was under water leaving no one in his place to show a red light, and, looking at the evidence given by Fireman Carroll as to the presence of the men at the scene of the accident immediately after its occurrence, it appears most probable that the two men were examining the line at the time the danger signal should have been shown, and with the very light that should have been used for the purpose.

7. The statement of the watchmen that the canvas screen attached to the awning of the engine was down on the right-hand side, so that the Driver and Firemen could not have seen the signals, is proved to be false by the fact that when the Locomotive Superintendent examined the engine as it lay in the breach on the 23rd ultimo he found the screen on the left side down and that on the right-hand side folded up and perfectly dry. Moreover, the left or north-east side of the line was the quarter from which the rain and wind came, and it is probable that the screen would have been put down on that side for protection from the weather, while there could apparently have been no object for pulling down the screen on the right, on which side of the line the signals are always exhibited.

8. The Committee was so strongly impressed that the line watchmen gave false evidence and that no red light was exhibited upon the approach of the train that it was determined to prosecute Chengelroya Rajoo, the section maistry, and Soobben, night watchman, for neglect of duty. The result of the prosecution will be reported to Government in due course.

1*st Witness, Chengelroya Rajoo.*—I am a gang maistry at 59th, 60th, and 61st mile, South-West Line. I have been eighteen years in the service. It rained very heavily during the whole of the 22nd November. At 6 o'clock in the evening I left two gang coolies with the night watchmen of the 59th and 60th mile because there was a great deal of water in the large tank situated about 60·4 and I wanted them to bring me intelligence of the state of the weather or if the tank breached, as the Inspector had always warned me to be careful about this particular tank in the wet weather. I slept in my house this night. My house is situated close to the 61st mile. I went home at 6 o'clock P.M. The two coolies came and told me that the 7-30 goods train from Madras had passed all safe and that the tank had burst and the water was running over the line. I at once sent a gang cooly to Arcot Station to inform the Station Master and Inspector that the water was running over the line and to stop the goods train coming from the west and also to warn the watchman to show a green light. I and two other men went to examine the line and tank about half mile west of the place where the water was running over the line. We met a watchman (Soobben) showing a red light towards the west. I brought Soobben with me to examine the water running over the line. I left no one in Soobben's place to show a red light. I brought Soobben with me because I had no light with me and could not see without a lamp. When we arrived at the 60th mile, 2 and 3 Telegraph Post, I told Soobben to put a pole in the water to see how deep it was. The pole went in below the pot-sleeper by 1½ feet. I and Night Watchman Soobben, Gang Cooly Colanday, and Gang Cooly Ramen went to the end of the 60th mile, 17 Telegraph Post, and Soobben held up the danger

(red) signal. About three quarters of an hour afterwards the train from the west came in sight, and, seeing it coming fast and no whistle being sounded, I directed Colanday, gang cooly, to put a fog signal on the line. I told Colanday to run towards Madras and place the fog signal on the line, and he placed it at 60th mile, 14 Telegraph Post. The train passed us, and we bawled out to the Driver and waved the red signal. I heard the fog signal explode as soon as the engine passed over it. I did not send the fog signal to the west of our position as I considered the signal we were exhibiting was sufficient. From the time I sent a gang cooly to Arcot up to the time of arrival of the train from the west it was *about* two hours, I can't tell exactly.

Cross-examined.—I did not direct the gang cooly to go to Arcot Station. I only told him to give notice to the first night watchman to show the green signal, and to go to the watchman in advance and inform him of the water and to return back. The train from the west when it passed me was running as fast as the passenger train due about 4 P.M. usually runs.

I had two fog signals with me. I did not order red signals to be shown by night watchmen west of the 60·17 because I thought green signals in addition to the red signal I was exhibiting were sufficient. I did not replace the red light exhibited by Soobben and which I took away because I had no other lamps.

Witnessed by
(Signed) T. W. JORDAN.
2nd December 1872.

(Signed) CHENGELROYA RAJOO.

2nd Witness, Soobben.—I am night watchman employed at 59th and 60th mile. I remember the night of the 22nd November. I came on duty at 6 P.M. It was raining heavily. The maistry was there and left two men with me because he said the tank might overflow and they were to watch while I was going over my beat. The 7-30 P.M. goods train passed all safe about 11 o'clock. I then walked over my beat and back, and by the time I came back (about 1½ hours) the tank had burst. When the 7-30 passed I was about three-quarters of a mile west of the tank. The two gang coolies left by the maistry were with me. I told the coolies to go to the maistry and tell him that the water was running through the bridge and that the line was cut up and that I am going to show danger signals, and then I walked for half a mile towards Arcot showing the danger signal. I was standing there holding the light when the maistry came and told me to come along with him and see the water. I saw that the rails were under water at 60 2, about 2 or 3 Telegraph Posts on the Madras side of the bridge, and the maistry told me to measure the depth of the water. I put a pole in and found the water was about 3½ feet deep. After this I went back with the maistry and the two gang coolies towards the 60th mile and halted one Telegraph Post short of the 61st mile post. I held up the danger red) signal towards the west. About 1 or 1½ hours after this the maistry asked if I had any fog signals. I said "Yes" and took two out of my pouch and gave them to the maistry, and when the maistry saw the train coming the maistry gave one of the fog signals to Gang Cooly Colanday and told him to run towards Madras and put it on the rail. The train was about a mile off at this time, and passed me at the usual speed. As the train approached I bawled out and waved the signal towards the train. I heard the fog signal explode like a gun. This is the first time I have ever heard a fog signal explode. When I was made a watchman I received two fog signals. These two signals were given to me about two years ago. I know the way to put the signals on the rail. The Inspector instructed me how to use the signals.

Cross-examined.—If I had been by myself I should have put the fog signals on the rails to the west instead of to the east of the red signal.

I suppose that the Engineman could not see my red signal because the canvas curtains of the engine were drawn down. After the train passed me I turned the signal the other way towards the engine.

Witnessed by
(Signed) T. W. JORDAN.
2nd December 1872.

× Mark of SOOBBEN.

Proceedings of the Madras Government, Public Works Department, 6th February 1873.

3rd Witness, Colanday.—I am a gang cooly and employed under Chengelroya, maistry. I have been in the Company's service eleven or twelve years. I remember the 22nd November. I came on duty at 6 A.M., and at 6 in the evening I was told by the maistry to remain on duty as there was plenty of rain and to stop in case of accident to help the watchman. It rained very heavily. The 7-30 goods train from Madras due at 11 P.M. passed all safe. I was at the gate half mile west of the tank when the train passed, and after that I, Ramen, and Soobben came to the bridge, where the water was running through very fast. About one Telegraph Post on the Madras side of the bridge the water was running over the pot-sleepers, and I was very much frightened. The watchman (Soobben) told Ramen and me to go and inform the maistry, and we went to his house at the 61st mile and on our way took Abboo, who was at 60th mile. The maistry asked, "What news, is the water coming?" The maistry ran and came back with us to the spot where the water was running. We met Soobben coming towards us and shouting to us to come on. The maistry told Abboo to go to Arcot and inform the Station Master and the Inspector, and to go to the 61st mile and tell the watchman to put up a green light and then to run on further and request the watchman beyond to go forward and inform the Arcot Station Master. We met Soobben at the gate, and we all went to the place where the water was running over the rails. The maistry told Soobben to try the depth of the water. The maistry said, "It will be impossible for the train to pass, let us run on and show the danger signal." We all ran on towards the west and stopped one Telegraph Post short of 61st mile. Soobben showed a red signal. About half an hour afterwards the maistry got a fog signal from Watchman Soobben We heard the train coming, but could not see it. The maistry gave me the fog signal and told me to put it on the rail on the Madras side, and I placed it about six Telegraph Posts from where we all stood. The train came very fast. I heard the fog signal explode; the sound was like gun-fire.

I could not see any men on the engine. It was very dark and raining very heavily. I could not see whether the engine curtain was up or down. I was on side of the line to the right hand of the Driver.

Witnessed by
(Signed) T. W. JORDAN.
2nd December 1872.

× Mark of COLANDAY,
Gang Cooly.

4th Witness, Ramen.—I am a gang cooly employed under Chengelroya, maistry, at 59th, 60th, and 61st mile, South-West Line. I have been in the service three years. I remember an accident took place on 22nd November near 60th mile. I went to duty at 6 A.M. It was raining heavily all day. The maistry directed me at 6 P.M. to remain on duty all night because the tank was in a dangerous state and I must remain to help in case of accident. I walked up and down with the Watchman Soobben to exhibit the usual signals to the trains. Three trains passed after 6 o'clock—about 7, 9, and 11 o'clock. I was standing at the gate near the 61st mile with Watchman Soobben and Gang Cooly Colanday when the train passed at 11 o'clock. We came eastward and reached the tank in about half an hour and found the water coming over the rails and the line breached. The watchman said, "There is danger, you had better run and inform the maistry." I and Colanday went and informed the maistry, and on the way met Abboo, a gang cooly, and we all three went to the maistry. The maistry ordered Abboy to go westward to inform Moonusawmy, the watchman, and the watchmen beyond him. He also told him to tell the first watchman to exhibit a green signal and to direct the second watchman (Narrainen) to go to Arcot and inform the Station Master and Inspector. Watchman Narrainen is stationed at the 64th mile. The maistry, Colanday, and I then returned to the break, and on our way met Soobben, the watchman on the Madras side of the gate, running towards us. Soobben said, "The water is running and the line is being cut up." We all went to see the water, and after that we all went towards the west with the lantern about three quarters of a mile from the break and half mile west of the gate. We stopped there, and Watchman Soobben exhibited the red light. A little time afterwards we saw the light of the train coming about one mile off and at the same time heard the sound of the train. Maistry said to Soobben, "You had better give the fog signal," and Soobben gave one

signal to the maistry. Maistry asked for the fog signal when we heard the sound of the train. Maistry gave the fog signal to Colanday and told him to put it on the rail on the Madras side of where we were standing. Colanday ran to put the signal on the rail, but it was too dark for me to see him do it. The train passed afterwards, and I heard the signal explode like a gun. I stood on the south side of the line as the train passed. We all shouted out to the Driver as the train passed. It was too dark to see any one on the engine, but I saw that the canvas awning was down. The train was running at its usual speed.

Witnessed by
(Signed) T. W. JORDAN.
MADRAS, *3rd December* 1872.

× Mark of RAMEN.

5th Witness, Abboo.—I am a gang cooly under Maistry Chengelroya. I don't know what mile. It is near Arcot. I remember the 22nd November. I went to work in the morning, and went home as usual in the evening. I was called in the night by Ramen, who said the maistry wanted me. I went with him and Colanday to the maistry. The maistry sent me towards Arcot to tell Moonusawmy, the night watchman, to show green signal and afterwards to go to tell Narrainen, another night watchman, to run on to Arcot and tell the Station Master and Inspector. I found Narrainen about two miles from Arcot, and Narrainen said he would go to the station. Narrainen was about one post west of the traffic gate when I met him. I passed the traffic gate to get to Narrainen, and the gateman (Narrainsawmy) asked me where I was running. I said, "The tank is burst and the water is coming over the line and I am going to inform the watchman" I then turned back, and about one mile from where I found Narrainen and after repassing the traffic gate, before I reached Night Watchman Moonusawmy, the goods train from Arcot passed me. I did not see Moonusawmy's light before the train passed me. I was on the south side of the line when the train passed. It was so dark that I could not see any one on the engine. I followed the train and went up to Moonusawmy, but did not notice the colour of the light in his lantern as it rained so heavily.

Witnessed by
(Signed) T. W. JORDAN.
MADRAS, *3rd December* 1872.

× Mark of ABBOO,
Gang Cooly.

Re-examined.—When I went to inform Narrainen I did not stop at the traffic gate. The gateman did not run with me. I, Narrainen, and Narrainsawmy did not talk together.

6th Witness, Moonusawmy.—I am a night watchman stationed from the 61st to 63rd mile. I have been in the service about fifteen years. I remember the night of the 22nd November. I went to duty at 6 o'clock in the evening, and the trains passed about 7, 9, and 11 o'clock. I walked up and down my length. I went up to the 62 mile about one and a half hours after the 11 o'clock train passed, and I saw a man running towards me from the Madras side. The man was Abboo, a gang cooly, who told me that the maistry ordered him to tell me to exhibit a green signal as the tank had burst and the water was coming over the line. Abboo said he was going on to Arcot to inform the Station Master and Inspector. I immediately turned on the green signal and kept it ready and showed it towards the train. As soon as I heard it coming I kept the lantern close to the line in order to show that there was danger on the line. When the line is all right I hold up the white light above my head, and I should hold a red light in the same way. The green light is always held down towards the rails. About one and a half hours after Abboo left me the train came and passed me at the usual speed. It did not seem to slacken speed. I did not hear any whistle, nor did I hear the brakes put on. I did not see any one on the engine, the canvas screen was down. When the train passed me I was standing at 62·10.

Witness.
(Signed) T. W. JORDAN.
MADRAS, *3rd December* 1872.

(Signed) MOONUSAWMY.

Proceedings of the Madras Government, Public Works Department,
6th February 1873.

7th Witness, Narrainsawmy.—I am a porter at the Arcot Station, and was doing duty at the gate at 63rd mile in the absence of the regular gateman, who was sick. On a Friday night, I don't know the date, Abboo, a gang cooly, came to me at night long after the train from Madras passed. Abboo said, "The water is dashing over the line in two places at the 60th mile, I am going to tell the Station Master at Arcot." While he was talking to me, Narrainen, the line watchman, came up and Abboo told Narrainen to go and inform this to the Station Master. Narrainen left at once for Arcot and had passed about three Telegraph Posts when the train from the west passed me. I asked Abboo what signal the maistry said I was to show, he said, "The maistry gave me no instructions about you." Both Narrainen and I showed a white signal to the train. As the train passed it was drizzling. The night was very dark. The train was running very fast. I could not see any one on the engine. Abboo had left me when the train passed.

Cross-examined.—I did not leave my gate when Abboo came and told me. Abboo told me first what had occurred at 60th mile, and after Narrainen came up we related the same thing to him. I am quite sure that Narrainen could not have gone more than three Telegraph Posts from my gate when the train passed. I am quite sure that Abboo did not pass the gate to look for Narrainen.

Witness.
(Signed) T. W. JORDAN
MADRAS, *3rd December* 1872.

× Mark of NARRAINSAWMY,
Acting Traffic Gateman.

8th Witness, Narrainen.—I am a night watchman stationed at the 64th mile. I have been in the service upwards of sixteen years. I remember the night of the 22nd November. I came on duty at 6 P.M. It rained very heavily. About the time of the half past 1 train from the west, Abboo, a gang cooly, came to me and said that the water was dashing over the line in two places at 60·2 and that the maistry said I was to go to Arcot and report the same. I was standing at 63·3 when Abboo came to me. The traffic gate is at 63·3. Narrainsawmy, the acting gateman, was present when Abboo told me to go to Arcot. I went in the direction of Arcot at once running, and about three Telegraph Posts beyond the gate I heard the sound of the train and showed the white signal. I had previously asked Abboo what signals the maistry had ordered me to show, and Abboo said the maistry gave no instructions. The train passed me at the usual speed. I saw the head of a man on the engine, but I cannot say whether he was a white man or a black man. I will swear I saw the head of a man. I stood on the south side of the line.

Witness.
(Signed) T. W. JORDAN.
MADRAS, *3rd December* 1872.

× Mark of NARRAINEN,
Night Watchman.

Re-examined.—After the half past 1 train had passed I went towards Arcot for one and a half miles, and before I reached the station Colanday and Abboo ran after me and told me that the engine had fallen down although we exhibited red signals and fog signals. I then went on to Arcot with Colanday and Abboo. I cannot explain how Abboo and Colanday overtook me after the accident.

Witnessed by
(Signed) T. W. JORDAN.

× Mark of NARRAINEN.

9th Witness, Anthony Thomas D'Mello.—I am a Chief Guard in the service of the Madras Railway Company, and I was the Guard of the 8 A.M. train from Coimbatore on the 22nd November between Salem and Madras. I was at the time a spare Guard, and was working this train in place of Guard Madden. I left Arcot at 2-20 A.M. on the 23rd, or fifty-eight minutes late. The weather was very stormy, rough, and dark all the way from Jollarpett. About seven or eight minutes after leaving Arcot I perceived a green signal exhibited by a man. This was the first light I saw after leaving the Arcot Station. I am certain that the green signal

was on the Arcot side of the level-crossing gate. The Driver shut off steam, and we went slow. I am certain that this green signal was the only signal I saw after leaving Arcot and up to the time of the accident. I looked at my watch immediately after the accident, and the time was 2-50 A.M. I had seventeen vehicles in the train, and thirteen of them left the rails; the rear van and three wagons remained on the rails. The Under-Guard (Johnson) was riding with me in the rear brake. I called him into my van at Arcot to prepare his duplicate road goods way bill for the North-West Line as his own van was very leaky and the guard's compartment in the road brake vans is not sheltered from the rain. I was looking out of the van on the south side of the line and saw no signal of any kind except the green signal. I don't remember passing the level-crossing gate, and don't know whether there was any signal there within two minutes of the stoppage of the train. I got out of my van and found the maistry and two coolies standing by the side of it. I saw a green signal in the hands of one of the men. I asked them, "Why did you not exhibit any danger signal?" They said, "We had many." I said, "If you had many signals how came you to be near my brake van?" They said, "We know all about it, we will give answers to-morrow when we are asked about it." One of the men (whom I afterwards discovered to be the maistry) ordered another man to go to Arcot to tell the Inspecter. The man went away. I, Driver Rapson, Fireman Carroll, Under-Guard Johnson, and one native Fireman walked to Arcot, and on the way we overtook Porter Narrainsawmy, who had been in charge of a gate. I asked him, "Don't you know there has been an accident on the road?" He said "Yes." One of the watchmen told me as he was going to Arcot that there was something wrong on the line, and I asked him if I should stop the train that was coming. The watchman said, "Don't stop it because we have already placed signals on the road." The porter said he had asked the watchman what signals he had placed and he said two green signals. I don't know what time this conversation took place. I took out my watch when we overtook the porter and found it had stopped at 2-53 or 2-55. We walked on to Arcot Station, and I wrote messages and gave to the Station Master and then went to sleep. I don't know what time the 8-15 arrived at Arcot.

Cross-examined.—The green signal which I saw was in a cutting.

I did not tell any one that my watch had stopped, but after the accident Rapson asked me at what time it occurred and I told him 2-50. Fireman Carroll and Under-Guard Johnson heard me tell Rapson the time.

Witnessed by
(Signed) T. W. JORDAN.

(Signed) A. T. D'MELLO.

10*th Witness, James Johnson.*—I am an Under-Guard, and have been in the service of the Madras Railway Company twenty-two months. I was Under-Guard of the 8 A.M. train from Coimbatore between Salem and Madras on the 22nd November. I don't know when the train left Arcot. I rode with the Chief Guard from that station at his request in order to make out my way bills. I had just finished making up my duplicate road way bill for the North-West Line when the Chief Guard said he wanted to make out his truck way bill and asked me to stand in his place at the door. I observed a green signal at the cutting about one and a half miles from Arcot. I saw no other lights after this. From the time we saw the green signal up to the time of the accident the Chief Guard was engaged in making up his truck way bill and I was standing at the door looking out. About three or four minutes after the accident I saw one man standing about ten or fifteen yards on the Arcot side and another man was running up to him. I did not notice whether either of them had a lantern. As soon after the accident as possible we got away and walked to Arcot Station. It was the intention of the Chief Guard to remain with the train, but as the water was rising we did not think it safe to leave the Chief Guard there. No one was left in charge of the train. I heard the Chief Guard tell Driver Rupson that the accident happened at 2-50 A.M.

I was looking out the whole way from the time I saw the green light. Steam was shut off when the green signal was seen, and I don't think steam was put on again. The Chief Guard did not

mention to me that his watch had stopped. I did not hear the Driver whistle after leaving Arcot Station. From the time of leaving Arcot Station the brake was not put on. After the green signal was shown the speed of the train was sensibly reduced. The train was going slow enough at the time of the accident to enable me to get out of the train if I had desired to do so.

Witness.
(Signed) H. E. CHURCH.
MADRAS, *3rd December* 1872.

(Signed) JAMES JOHNSON.

11*th Witness, William Rapson.*—I am an Engine Driver in the service of the Madras Railway Company, and have been eleven years in the service. I was Driver of the 8 A.M. train between Jollarpett and Madras on the 22nd November. The train consisted of thirty-eight vehicles on leaving Jollarpett, nineteen of which were shunted off at Vellore. I am not certain whether the train consisted of nineteen or seventeen vehicles on leaving Vellore. We were about one hour late leaving Arcot. After leaving that station I saw one caution signal about the 63rd mile, which is in the cutting and on the Madras side of the public road level-crossing. I slackened speed, and as we passed through the cutting we heard the water rushing, and I said to my Fireman, "Carroll, we must go very cautiously." The speed of the train was reduced to about six miles an hour by this time. We could see no signals, but heard the water rushing all about. The awning on the left-hand side was down, but not the awning on the right-hand side. We continued to proceed in this steady manner until the engine seemed to stagger, then rose on her leading wheels as if there was some impediment in front and then dropped, when we found ourselves up to our middle on the foot-plate. The water was rushing terrifically, and but for the awning being down we should have been carried off our legs. We managed to scramble out in the dark. I never touched the engine from the time I left it until the Locomotive Superintendent saw it. The awning on the right-hand side of the engine was never put down. The wind and rain were coming from north-east. I saw no signals other than the green signal. I did not hear any shouting, nor did I hear the explosion of a fog signal. I would swear that no red light was exhibited at or near the gate situated west of the bridge. I did not put my engine into back gear. I shut off steam completely when the engine commenced to stagger. I did not see any white lights before I saw the green. Between Vellore and Arcot I saw a watchman's light near Tiruvellum Station and one at the west end of the Poiney Bridge. I can't say whether the Poiney was in flood; it was very dark. I can't say what the nature of the conversation was between the Guard and the people standing near the brake van after the accident.

Cross-examined.—On our way back to Arcot we saw only one man who was sent to give notice to the station of the accident. I saw the watchman (who showed the green light in the cutting) on our way back to Arcot; he was standing in the same place, but I can't say whether he had then a green or white light.

Witness.
(Signed) H. E. CHURCH.
MADRAS, *3rd December* 1872.

(Signed) W. RAPSON.

12*th Witness, Walter Samuel Carroll.*—I am a Fireman in the service of the Madras Railway Company, and have been so employed for three years and ten months. I remember the 22nd November. I worked with Engineman Rapson as First Fireman in the 8 A.M. train from Jollarpett to Madras. I don't know what wagons were shunted off at Vellore. I don't know at what time we left Arcot. The Station Master told us after we went back it was 2-15 A.M. After leaving Arcot I saw a green signal in the cutting at the 63rd mile on the Madras side of the public road level-

crossing gate. I told the Driver there was a green signal in front, and he eased off steam. I applied the brake and slackened it. I looked out to see the cause of the signal, but could only see water on both sides of the line. The speed of the train when I first saw the green signal was about twenty-five miles per hour, and was reduced to about fifteen miles. No steam was given after passing the caution signal, and the speed must have slackened by the time the accident occurred. The speed was getting lower and lower. I could not walk so fast as the train was going, but I could have run as fast. I cannot state what speed we were going when the train met with the accident. I was engaged looking out for signals. I saw a white fixed light on the level-crossing gate at the mouth of the cutting at 63rd mile. I did not see the gateman. I can't say that he was not there. I did not see any light near the gate beside the gate signal. I will swear that a red signal could not have been exhibited without my seeing it. I was watching for signals only after we passed the green signal. I know Tamil, and scrambled off the engine as well as I could. I saw the maistry and two men standing by the van five minutes after the accident. One of the men had a white light. I and D'Mello, the Chief Guard, asked them why they did not show any signals. The maistry said he had two red signals and one detonating signal on the line. I told him that *we* saw no signals as we came along, and he said, "You are telling lies." I said we were looking out all the time, and he made the same reply. I did not see any men come up from the Arcot side. I did not hear the explosion of a fog signal, nor did I hear any men shouting. We remained at the break after the accident for a few minutes only as the water was rising. The Chief Guard intended to stop with the train but we advised him to come away as the water was rising.

On leaving Arcot the awning on the Driver's side was down, the awning on my side (the right side) was never put down.

Witness.
(Signed) H. E. CHURCH. (Signed) W. S. CARROLL.
MADRAS, *3rd December* 1872.

13th Witness, Kistnasawmy.—I am a Fireman in the Madras Railway Company's service, and have been so employed for ten years. I was Second Fireman to Engineman Rapson of the 8 A.M. train between Jollarpett and Madras on the 22nd November.

After leaving Arcot I fired on the Arcot side of the level-crossing gate. I did not put fire after that. The Engineman and Fireman said there was a green light, and afterwards I saw it. The light was on the Madras side of the level-crossing gate. After this I was looking out for signals. I did not fire again. I was standing on the Driver's side of the engine. The Driver shut off steam, and I asked the Fireman why steam was shut off and he said there is a green light. I saw nothing up to the time of the accident. I did not hear any fog signal. I have heard fog signals before.

Witnessed by
(Signed) T. W. JORDAN. × Mark of KISTNASAWMY,
3rd December 1872. *Second Fireman.*

(True Copy.)

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

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 18th December 1872, No. 936.

IN continuation of previous correspondence upon the subject of the accident that occurred at the 60th mile, South-West Line, on the 23rd ultimo, in consequence of a portion of the embankment having been washed away by the bursting of the Talunga Tank, I have the honour to forward, herewith, for submission to the Government, a plan and section of the railway, showing the several places in which the bund of the tank was breached on the night of the 22nd of November and the position of the portion of the railway line which was washed away.

No. 127. ORDER THEREON, 6th February 1873, No. 398.

RAILWAY, No. 17.

HIS Excellency the Governor in Council, before passing final orders on the papers recorded at the head of these Proceedings, will await the receipt of the records connected with the prosecution of the section maistry and line watchman.

2. The attention of the Railway authorities will be directed by the Consulting Engineer to the conduct of the Chief Guard in causing the Under-Guard to leave his brake van, and to the circumstance that the Chief Guard did not remain with the train after the accident.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. A. S. Rodgers.

No. - Ends

Hms Capt. Rod. Thompson R.N.
O/C. D3 Cross Engr. Blacys

Lt. Lt-Col. J.N.M. Shaw Stewart
R.E.
Consulting Engr. for Railways.

(1). I have the honor to report
having Examined the Several
the Accounts & the Forms Rain
which took place at the 6th
Mile 1 & 2 Telegraph posts
on the South West Line Madras
Railway on the Morning
of Saturday the 23rd Instant.

(2) I was returning from
Trichinopoly to Madras by
Mail Train on the Same
Morning and had reached
Arcot about 5.15 am when
one of the Guards told me

that the Goods Train preceding
us had met with an accident
and that the Line was blocked

I'm Tidbinson of the (3)
Madras Railway Resident-
Engineer on the Bangalore
Branch, happened fortunately
to be on his way to Madras
by the same train as myself
He ordered the Engine of
the Mail train to be detached
and I accompanied him on
to the scene of the
Accident.

About twenty Yards of the (4)
Railway Embankment had
been completely washed away
by a rush of water from the
North towards the South of
it across the Line, occasioned
by the bursting of Culverts on
the North side, the about
30 or 40 Yards distant had
breached in Two places

(5) The Engine had reached
into the hole scarcely 3
Feet first under the Line
of Rails, and was turned
almost at Right Angles
to the direction it had been
going in, the tender was
upset, three Carriages
Open Waggons and Luggage
Trucks, Completely smashed
to pieces, after these a
Road Brake Waggon also
upset and smashed.
Then two open Goods
Waggons greatly damaged
Standing on End, leaning
against one another, with
their buffers up in the air
Next to these an open Goods
Waggon partially off the
Line, then three other open
Waggons, a Cake Waggon
and the Guards brake Van
in Line, but off the Line but
all more or less Smashed

The Train was Instantaneously
the appearance on the
Engine Driver, Stoker and
Guards escaped in the
most miraculous way.
The Driver was thrown forward
against the fire box and
bruised his Right Shoulder a little
the Under Guard had his
head slightly Cut, and the
Stoker and Head Guard
escaped with a Shaking.

(7) After the telegraph wires
had been the Tidkinson's
instructions been cleared from
the wreck, and Communication
with Madras Restored, a
Supplement Number of Coolies had
been collected to commence
the Earth work of a diversion
or Loop Line Round the
Gap in the Embankment.

(8) In the Course of a few hours
the Chief Engineer, the Resident
Engineer of the Division, the
Locomotive Superintendent
and the Traffic Manager
arrived with Cabin and
Materials to Restore Communication

(9) It is expected that
the wreck of the train can
be cleared away before night
has elapsed but it is hoped that
Communication for passengers
and light traffic will have
been restored by the Goods trains.

(10) The Driver of the Goods train
informed me that at some
distance to the Westward of
the Scene of the accident
a Caution Signal had been
shown & a Night Watchman
in Consequence of which he
slackened Speed, he saw
no further Signals however
until the accident occurred.

(11) On the afternoon of the
23rd Inst. the passenger
the Mail train and their
baggage were brought up

From Thos Thomson Esq
Sir
Your Obdt Servt
Wm Thompson
Capt R.E.

Madras 25th December
1872.

up from Arcot to the Coast
of Near the Creek at the
Cove and was transferred
to a Special train at the
Pier side which conveyed
them to Arconum and Madras
In treating such as we (12)
have had for the past few
days the Irrigation Canals
along the Line of Rail must
always be a Source of great
danger to Night Traffic.

On Stormy, Rainy Nights, (13)
When (on such Lines as
we have in India with
Tanks of all Sizes and Degrees
of Weakness abounding on
every side) the Maximum
of danger may be looked
for, only the Minimum of
Vigilance unfortunately
may be expected as a Rule
from Native Watchmen

P. 8811/72.

No. 851

S.P.C. 6
4-13

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 23d November 1872.

From

The *Agent and Manager.* of the M & R Rly

To

Lieutt Col I Kellock Shew Stewart R.E.

Consulting Engineer for Railways.

SIR,

In continuation of my letter
no 846 of this morning I have the honour
to inform you that the Chief Engineer
and the Traffic Manager proceeded
to the break at the 60th Mile 2d Telegraph
Post South West Line by special train
from Royapooram at 11 am today.

2. Mr Anderson telegraphed
from Arconum to say that the floods
along the line are fearful and that
the Cantilever weir is upto the
springing of the arches, adding that
the line to Arconum is however in
good order.

3. The damage done to the
line between Arcot and Sholinghur
by the bursting of the Tank appears
to be very serious, the permanent
way being reported to have been
entirely swept away for some distance

The Engine of the 8 am train from Coimbatore and one or two trucks are off the road, and the 8.15 am train from Beypore is detained at Arcot with passengers and Mails

4. In consequence of the heavy floods it has been determined to stop the running of night trains between Madras and Jalarapett for a time and consequently the 5-0 Pm and 7.30 Pm trains West, and the 8 am and 8.15 am trains East, will not run between those points until further notice. An intimation of this was given to the Postmaster General as soon as it was determined upon

I have the honour to be
Sir
Your most Obedient servant
J. H. Mellis
for the Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 26 November 1872

Rcd. 23.

No. 867.

Reporting the breach
of the 60 th clause 2 Q
Telegraph Instr
by Train

P. Gr. 28/11/72.

4-B

No 647

Submitted for the information of Government. So far as can be ascertained at present, the accident to the goods train seems to have been directly due to culpable negligence on the part of the night watchmen. Full inquiry shall be made into the matter, and the result communicated as soon as possible.

Madras
25 Nov.
1872

Lieut Col R.E.
Cons Engr for Railways

To The Secretary to the Government
Public Works Departt
Fort St George

No 859.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 27th November 1872

From

The Agent and Manager. of the M. R.

To

Lt Col. J. Hell. Shaw Stewart R

Consulting Engineer for Railways.

Sir,

In accordance with the request contained in your letter No. 980 of this date, I have the honour to enclose you copies of the Reports made by the Chief Engineer and the Locomotive Superintendent as to the accident that occurred to the 8 Am Goods train between the Arcot and Cholingheve stations on the morning of the 23rd instant.

2. You will observe from the Chief Engineer's Report that the Watchman of the length states that the proper danger signals were exhibited with the object of stopping the train while from the Locomotive Superintendent Report it appears that the Engine Driver only admits having seen a green light. I direct your attention to this important difference in the evidence, and will reserve further comments until the depositions of

No 550 - 26th Nov 72
" 593 - 26th — do —

No 223

The Functionary at Arcot

with the enclosure.

29th Nov 1872

for Agent & Engineer

Copy for information with reference to his letter No 980 of 27th Instant.

to

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

P. W. Railways

Fort St George

Dated 28th Nov 1872

Received 28th Nov 1872

Encl: 3.

No 598 - 6 miles

Submitting explanation with reference to accident to 8 Am goods train between Arcot & Cholingheve stations on the morning of the 23rd instant.

Copy forwarded with reference to your letter No 980 of 27th instant.

Agent

the servants concerned have been taken and the case thoroughly investigated.

I have the honour to be
Sir
Your most obedient servt

No 59 and

J. W. Ellis.
for the Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 27th September 1872

Recd. 28th

No. 859

Forwarding as requested Office Reports from the Asst. Engineers and Overseers relative to the recent accident at the 59th Mile Post West Line

P.R. 6371/72.

SP. 419

1st Witness

Chengelroyen Rayoo. I am a Coolie Mistry at 59th 60th and 61st mile South West Line. I have been 18 years in the service. It rained very heavily during the whole of the 22d November. At 6 o'clock in the evening I left 2 Coolies with the night Watchmen of the 59th and 60th Mile, because there was a great deal of water in the large Tank situated about 60/4, and I wanted them to bring me intelligence of the State of the weather, or if the Tank breached, as the Inspector had always warned me to be careful about this particular Tank in the wet weather I left in my House this night my House is situated close to the 61st mile. I went home at 6 o'clock P.M. The 2 Coolies came and told me that the 7.30 Goods Train from Madras had passed all safe, and that the Tank had burst and the water was running over the line. I at once sent a Coolie to Arcot Station to inform the Station Master and Inspector that the water was running over the line and to stop the Goods Train coming from the west and also to warn the Watchman to shew a green light I and two other men went to examine the line and Tank about half mile west of the place where the water was running over the line we met a Watchman (Soobben) shewing a Red light towards the West. I brought Soobben with me to examine the water running over the line I left no one in Soobben's place to shew a Red light. I brought Soobben with me because

I had no light with me and could not see without a Lamp. When we arrived at the 60 mile 2 and 3 Telegraph post, I told Loobben to put a pole in the water to see how deep it was, the pole went in below the pot sleeper by 1½ feet. I and Night watchman Loobben, Lang Cooly Colandery, Lang Cooly Ramen went to the end of the 60 mile 17 Telegraph post and Loobben held up the Danger (Red) Signal. About ¾ hour afterwards the Train from the west came in sight and seeing it coming fast, and no whistle being sounded, I directed Colandery, Lang Cooly to put a Fog Signal on the line. I told Colandery to run towards Mendras and place the Fog Signal on the line, and he placed it at 60 mile 14 Telegraph post. The Train passed me and we bawled out to the Driver and waved the Red Signal. I heard the Fog Signal explode as soon as the Engine passed over it. I did not send the Fog Signal to the west of our position, as I considered the signal we were exhibiting was sufficient. From the time I sent a Lang Cooly to Arcot up to the time of arrival of the Train from the west, it was about ½ hour. I can't tell exactly:

Cross examined. I did not direct the Lang Cooly to go to Arcot station. I only told him to give notice to the first light Watchman to have the Green Signal and to go to the watchman in advance and inform him of the water and the Train from the west when it passed me was running as fast as the Passenger Train due about 4 Pm. usually runs.

I had 2 Fog Signals with me I did not

order Red Signals to be shewn by night watchmen west of the 60 because I thought Green Signals in addition to the Red Signals I was exhibiting were sufficient. I did not replace the Red Light exhibited by Soobben and which I took away, because I had no other Lamps.

his Shengelia yerajoo

Witnessed by
his Lt. Jordan
2d. December 1872.

2d. Witness.

Soobben. I saw night watchman employed at 59th and 60th mile. I remember the night of the 22d. November. I came on duty at 6 Pm. it was raining heavily. The Mastry was there and left 2 men with me, because he said the Tank might overflow and they were to watch while I was going over my beat. The 7.30 Pm. Goods Train passed all safe about 11 o'clock. I then walked over my beat and back and by the time I came back (about 1½ hour) the Tank had burst. When the 7.30 passed I was about ¾ mile west of the Tank. The 2 Gang Coolies left by the Mastry were with me. I told the coolies to go to the Mastry and tell him that the water was running through the Bridge and that the line was cut up and that I am going to show Danger Signals, and

then I walked for 1/2 mile towards Uraot shewing the Danger Signals. I was standing there holding the light, when the Maxtey came and told me to come along with him and see the water. I saw that the Rails were under water at 60 about 2 or 3 telegraph posts on the Madras side of the Bridge and the Maxtey told me to measure the depth of the water. I put a pole in and found the water was about 3½ feet deep. After this I went back with the Maxtey and the 2 Lascy Coolies towards the 60th mile and halted one Telegraph post short of the 61st mile post; I held up the Danger (Red) Signal towards the next, about 1 or 1½ hours after this, the Maxtey asked if I had any Fog Signals, I said yes and took 2 out of my pouch and gave them to the Maxtey, and when the Maxtey saw the Train coming, the Maxtey gave one of the Fog Signals to Lascy Coaly Colanthy and told him to run towards Madras and put it on the Rail. The Train was about a mile off at this time, and passed me at the usual speed. As the Train approached I bawled out and waved the Signals towards the Train. I heard the Fog Signals explode like a Gun. This is the first time I have ever heard a Fog Signal explode. When I was inside a Watchman I received 2 Fog Signals - these 2 Signals were given to me about 2 years ago, I know the ways to put the Signals on the Rail. The Inspector instructed me how to use the Signals.

Cross examined - If I had been by myself I should have put the Fog Signals

up the Rails to the west instead of to the East of the Red signal.

I suppose that the Engineman could not see my Red signal because the canvas curtains of the Engine were drawn down. after the Train passed me I turned the signal the other way towards the Engine.

2 December 1872 — x mark of Soobben
Witnessed by
Hop T. N. Jordan

3 Witness.

Colanthary - I am a Lascar Coaly and employed under Ebengeleyen Mantry. I have been in the Company's service 11 or 12 years. I remember the 22 November. I came on duty at 6 a.m. and at 6 in the evening I was told by the Mantry to remain on duty as there was plenty of rain and to stop in case of accident to help the Watchman. I trained very heavily, the 7.30 Loads Train from Madras due at 11 P.M. passed all safe. I was at the gate ½ mile west of the Lanja when the Train passed, and after that J. Ramen and Soobben came to the Bridge where the water was running through very fast. about 1 Telegraph post on the Madras side of the Bridge the water was running over the Pot Sleepers, and I was very much frightened. The watchman (Soobben) told Ramen and

me to go and inform the Maxtby, and me went to his house at the 61st mile and on our way took Abbey who was at 60th mile. The Maxtby asked what news, is the water coming. The Maxtby saw and came back with us to the spot where the water was running, we met Soobben coming towards us and shouting to us to come on. The Maxtby told Abbey to go to Arcot and inform the Station Master and the Inspector, and to go to the 61st mile and tell the watchman to put up a green light, and then to run on further and request the watchman beyond to go forward and inform the Arcot Station Master we met Soobben at the Gate and we all went to the place where the water was running over the Rails. The Maxtby told Soobben to try the depth of the water. The Maxtby said it will be impossible for the Train to pass, let us run on and shew the Danger Signal. We all ran on towards the west and stopped at telegraph post short of 61st mile. Soobben shewed a Red Signal about ½ an hour afterwards the Maxtby got a Fog Signal from watchman Soobben. We heard the Train coming, but could not see it, the Maxtby gave me the Fog Signal and told me to put it on the Rail on the Madras side, and I placed it about 6 Telegraph posts from where we all stood. The Train came very fast. I heard the Fog Signal explode the sound was like Gun fire.

I could not see any men on the Engine. It was very dark and raining

very heavily - I could not see whether the Engine Curtain was up or down - I was on the side of the line to the right hand of the Driver.

x mark of Colaundary
Lang Cooly.

Witnessed by
Sd/ J.W. Jordan
2d December 1872

4th Witness. Ramen. I am a Lang Cooly employed under the engelsh engineer Mr Abbey at 59. 60 and 61 mile South West Line - I have been in the service 3 years. I remember an accident took place on 22d November near 60th mile. I went to duty at 6 a.m. It was raining heavily all day. The line by wrecked me at 6 P.M. to remain on duty all night, because the Bank was in a dangerous state, and I must remain to help in case of accident. I walked up and down with the watchman Soobben to exhibit the usual signals to the Trains - 3 Trains passed after 6 o'block about 7, 9 and 11 o'block I was standing at the gate near the 61st mile with watchman Soobben and Lang Cooly Colaundary when the Train passed at 11 o'block. We came Eastward and reached the Bank in about ½ an hour and found the water coming over the Rails and the Line breached. The watchman said there is danger. You had better run and inform the Inspector.

I and Colanthay went and informed the
Maxtey, and on the way met Abbey, & Saw
Cooley, and we all 3 went to the Maxtey. The
Maxtey ordered Abbey to go westward to
inform two or more away the watchmen and
the watchmen beyond him. He also told
him to tell the first watchman to exhibit
a green Signal, and to direct the second
watchmen (Navarinen) to go to Arcot and
inform the Station Master and Inspector.
watchman Navarinen is stationed at
the 64th mile. The Maxtey Colanthay and
I then returned to the Break, and on our
way met Soobben the watchman on the
Madras side of the Gate, running towards
us. Soobben said the water is running on
the line is being cut up. We all went to
see the water and after that we all went
towards the west with the Lantern about
3/4 mile from the Break, and 1/2 mile
west of the Gate we stopped there and
watchman Soobben exhibited the Red
light. A little time afterwards we saw
the light of the Train coming about one
mile off and at the same time heard the
sound of the Train. Maxtey said to
Soobben, you had better give the Fog Signal
and Soobben gave one Signal to the Maxtey.
Maxtey asked for the Fog Signal when
we heard the sound of the Train. Maxtey
gave the Fog Signal to Colanthay and
told him to put it on the rail on the Madras
side of where we were standing. Colanthay
saw to put the Signal on the Rail, but

it was too dark for me to see him do it.
The Train passed afterwards and I heard
the Signal explode like a gun. I stood
on the South side of the line as the Train
passed. We all shouted out to the Driver
as the Train passed. It was too dark to
see anyone on the Engine, but I saw that
the Caravan awning was down. The
Train was running at its usual speed.

× mark of Ramen.

Witnessed by
(Sd) T. R. Jordan
Madras
3. December 1872.

5th Witness.

Abboo- I am a Lascar Coolie under
Hanbury Chengelroyen. I don't know
what mile. It is near Arcot. I remember
the 22d November I went towards in the
morning and went home as usual in the
evening I was called in the night by
Ramen, who said the Hanbury wanted me
I went with him and volunteered to the
Hanbury. The Hanbury sent me towards Arcot
to tell Noorn away the night Watchman
to show green Signal, and afterwards to
go to tell Narrainen another night watchman
to run on to Arcot and tell the Station Master
and Inspector. I found Narrainen about
2 miles from Arcot and Narrainen said
he would go to the Station. Narrainen was

about one post west of the Traffic Gate when I met him. I passed the Traffic Gate to get to Navranieu and the Gateman (Navranieuxamy) asked me where I was running I said the Kank cribwet and the water is coming over the line and I am going to inform the Watchman. I then turned back and about 1 mile from where I found Navranieu and after repassing the Traffic Gate, before I reached ~~and~~ night Watchmen Moonuxamy the Goods Train from Arcot passed me I did not see Moonuxamy's light before the Train passed me. I was on the South side of the line when the Train passed. It was so dark that I could not see any one on the Engine. I followed the Train and went up to Moonuxamy, but did not notice the colour of the light in his Lantern, as it rained so heavily.

x Mark of Abboo
Long Gooly.

Witnessed by
(Sd) T.W. Jordan
Asst
3rd December 1872.
Madras.

Re-examined.

When I went to inform Navranieu I did not stop at the Traffic Gate; the Gateman did not run with me, & Navranieu and Navranieuxamy did not talk together.

U-286

6th Witness.

Moonikeeowey - I am a night Watchman stationed from the 61st to 63rd mile. I have been in the service about 15 years. I remember the night of the 22nd November. I went to duty at 6 o'clock in the evening and the Grain passed about 7, 9 and 11 o'clock I walked up and down my length. I went up to the 62 mile about 1½ hours after the 11 o'clock Grain passed, and I saw a man running towards me from the Madras side. The man was Abbay, a Tamil Cooly who told me that the Master ordered him to tell me to exhibit a green signal as the Tank had burst and the water was coming over the line. Abbay said he was going on to Arcot to inform the Station Master and Inspector. I immediately turned on the green signal and kept it ready and shewed it towards the Grain as soon as I heard it coming I kept the Lantern close to the line in order to shew that there was Danger on the line. When the line is all right I hold up the white light above my head. and I should hold a Red light in the same way. The green light is always held down towards the Rails. about 1½ hours after Abbay left me the Grain came and passed me at the usual speed. it did not seem to slacken speed. I did not hear any whistle, nor did I hear the Brakes put on, I did not see any one on the Engine, the Carriages were down. when the Grain passed

me I was standing at 62. 10. 11-29

Witness
Ist by Moonisawmy
Ist by T.W. Jordan
Madras
5th December 1872.

7th Witness.

Narrainsawmy. I am a Porter at the Arcot Station, and was doing duty at the gate at 63 mile in the absence of the regular Fakeman, who was sick. On a Friday night I don't know the date, Abboo a Lang Cooly came to me at night long after the Train from Madras passed. Abboo said the water is dashing over the line in 2 places at the 60th mile. I am going to tell the Station master at Arcot. While he was talking to me Narrainsawmy the Line Watchman came up and Abboo told Narrainsawmy to go and inform this to the Station master. Narrainsawmy left at once for Arcot, and had passed about 3 Telegraph posts when the Train from the West passed me. I asked Abboo what Liquid the man they said I was to show, he said the man they gave me no instructions about you. Both Narrainsawmy and I showed a white liquid to the Train, As the Train passed it was drizzling. The night was very dark. The Train was

running very fast, I could not see any one on the Cuprie. Abbos had left gone when the Train passed.

Cross examined. I did not know my Late when Abbos came and told me. Abbos told me first what had occurred at 60 mile and after Navarinen came up me related the same thing to him I am quite sure that Navarinen could not have gone more than 3 Telegraph Posts from my Late when the Train passed. I am quite sure that Abbos did not pass the Late to look for Navarinen.

x mark of Navarinxsawmy
Acting Traffic Lakeman

Witness
(by J.W. Jordan)
Madras
5th December 1872.

8th Witness.

Navarinen. I am a Night Watchman stationed at the 64 mile. I have been in the service upwards of 16 years. I remember the night of the 22nd November. I came on duty at 6 PM. It rained very heavily. About the time of the half past one Train from the West, Abbos a Sanyasy came to me and said that the water was dashing over the line in 2 places at 60½ and that the Mistry said I was to go to Arcot and report the same

I was standing at 6 3/3 when Abbas came to me. The Traffic Late exist 6 3/3 Divisionary the acting Catchman was present when Abbas told me to go to Arcot. I went in the direction of Arcot at once running, and about 3 telegraph posts beyond the Gate. I heard the sound of the Train and Gate. I heard the sound of the Train and shewed the white signal. I had previously asked Abbas what signals the Maistry had ordered me to shew, and Abbas said the Maistry gave no instructions. The Train passed me at the usual speed. I saw the head of a man on the Engine, but I cannot say whether he was a white man or black man. I will swear I saw the head of a man. I stood on the South side of the line.

Witness
(Sd) F.W. Jordan
Madras
5 December 1872

× Mark of Narrainen
Night Watchman

Re-examined - After the half past one Train had passed I went towards Arcot for 1/2 mile and before I reached the Station Columthay and Abbas ran after me and told me that the Engine had fallen down although we exhibited Red Signals and Fog Signals. I then went on to Arcot with Columthay and Abbas. I cannot explain how Abbas and Columthay overtook me after the accident

accident.

Witnessed by x mark of Nerreniem
S/d/ H.W. Sardaw 4-3

9th Witness.

Anthony Thomas Dechello- I am a
Chief Guard in the service of the Madras
Railway Company and I was the Guard
of the 6 a.m. Train from Coimbatore on the
22nd November between Salem and Madras
I was at the time a Spare Guard and was
working this Train in place of Guard
Madden. I left Arcot at 2.20 a.m on the
22nd or 58 minutes late. The weather was very
stormy, rough and dark all the way
from Villupuram about 7 or 8 minutes
after leaving Arcot I perceived a Green
signal exhibited by a man, this was the
first light I saw after leaving the Arcot
station. I am certain that the Green
signal was on the Arcot side of the Level
Crossing Gate. The Driver shut off steam
and we went slow. I am certain that this
Green signal was the only signal I saw
after leaving Arcot and up to the time
of the accident. I looked at my watch
immediately after the accident and the
time was 2.50 a.m. I had 17 Vehicles in
the Train, and 13 of them left the Rails, the
rear van and 3 wagons remained on the
Rails. The Under Guard (Johnson) was

riding with me in the rear Brake. I called him into my Van at Arcot to prepare his duplicate Road Goods Way Bill for the North West Line, as his own Van was very busy and the Guards Compartment in the Road Brake Vans is not sheltered from the rain. I was looking out of the Van on the South side of the Line, and saw no signals of any kind except the green signals. I don't remember passing the Level Crossing Gate - and don't know whether there was any signals there within 2 minutes of the stoppage of the Train. I got out of my Van, and found the Mail Guard standing by the side of it. I saw a green signal in the hands of one of the men. I asked them why did you not exhibit any Danger Signals. They said we had many. I said if you had many signals how came you to be near my Brake Van. They said we know all about it, we will give answers tomorrow when we are asked about it. One of the men (whom I afterwards discovered to be Mail Guard) ordered another man to go to Arcot to tell the Inspector. The man went away. I, Driver Rapson, Fireman Carroll, under Guard Johnson and one native Fireman walked to Arcot and on the way we overtook Porter Narayanswamy, who had been in charge of the gate. I asked him, don't you know there has been an accident on the Road. He said yes. one of the watchman told me as he was going to Arcot

that there was something wrong on the line and I asked him if I should stop the train that was coming, the watchman said dont stop it, because we have already placed Signals on the Road. The Porter said he had asked the watchman what Signals he had placed, and he said 2 green Signals. I dont know what time this conversation took place. I took out my watch when we overtook the Porter and found it had stopped at 2.05 a.m. 2.05. We walked on to Arcot Station and I wrote messages and gave to the Station Master and then went to sleep. I dont know what time the 8.15 arrived at Arcot.

Cross examined. The green Signal which I saw was in a Cutting.

I did not tell any one that my watch had stopped, but after the accident. Rapson asked me at what time it occurred, and I told him 2-50 Foreman Carroll and Under Guard Johnson heard me tell Rapson the time.

his
A. J. D Mello
Mark

Witnessed by
his
J. M. Jacobs.
Mark

10th Witness

James Johnson. I am an Under Guard and have been in the service of the Madras Railway Company 22 months. I was Under Guard of the 8 Aclk Train from Coimbatore between Salem and Erodes on the 22d November. I don't know when the Train left Arcot. I rode with the Chief Guard from that Station at his request in order to make out my way Bills. I had just finished making up my Duplicate Road way Bill for the N. W. Line, when the Chief Guard said he wanted to make out his Trunk way Bill and asked me to stand in his place at the Door. I observed a green signal at the Cutting about 1½ mile from Arcot. I saw no other lights after this. From the time we saw the green signal up to the time of the accident, the Chief Guard was engaged in making up his Trunk Way Bill, and I was standing at the Door looking out. About 3 or 4 minutes after the accident I saw one man standing about 10 or 15 yards on the Arcot side, and another man was running up to him. I did not notice whether either of them had a Lantern. As soon after the accident as possible we got away and walked to Arcot Station. It was the intention of the Chief Guard to remain with the Train

Train, but as the water was rising, we did not think it safe to leave the Chief Guard there. No one was left in charge of the Train. I heard the Chief Guard tell Driver Rapson that the accident happened at 2-30 am.

I was looking out the whole way from the time I saw the green light steam was shut off when the green signal was seen and I don't think steam was put on again. The Chief Guard did not mention to me that his Watch had stopped. I did not hear the Driver whistle after leaving Arcot Station. From the time of leaving Arcot Station the Brake was not put on. After the green signal was shewn, the speed of the Train was sensibly reduced. The Train was going slow enough at the time of the accident to enable me to get out of the Train if I had desired to do so.

/signed/ James Johnson

Witness
/signed/ H. E. Church
Madras
31 December 1872.

11th Witness

William Rapson. I am an Engine Driver in the service of the Madras Railway Company, and have been 11 years in the service. I was Driver of the 8 am Train between Collarpett and Madras on the 22d November. The Train Consisted of 38 Vehicles on leaving Collarpett, 19 of which were shunted off at Vellore. I am not certain whether the Train Consisted of 19 or 17 Vehicles on leaving Vellore. We were about 1 hour late leaving Arcot. After leaving that station I saw one Caution Signal about the 63d Mile, which is in the Cutting and on the Madras side of the Public Road Level Crossing. I slackened Speed, and as we passed through the Cutting we heard the water rushing, and I said to my Fireman, Carroll, we must go very Cautiously. The Speed of the Train was reduced to about 6 miles an hour by this time. We could see no Signals, but heard the water rushing all about. The awning on the Left-hand side was down, but not the awning on the right hand side. We Continued to proceed in this steady manner, until the Engine seem to stagger, then rose on her Leading to see as if there was some impediment in

near the Breek Van after the accident.

Cross examined - On our way back to arest we saw only one man who was sent to give notice to the station of the accident - I saw the Watchman (who showed the green light in the Cutting) on our way back to arest: he was standing in the same place, but I can't say whether he had then a green or white light.

/Signed/ R. Rapson

Witness
/sd/ H.B. Church
Madras
3d December 1872 -

12th Witness

Walter Sam: Carroll. I am a Fireman in the service of the Madras Railway Company, and have been so employed for 3 years and 10 months - I remember the 22d. of November. I worked with Engineman Rapson as first Fireman in the 8 am Train from Collarpett to Madras. I don't know what Wagons were shunted off at Pellore - I don't know at what time we left Arcot - the Station Master told us it after we went back it was 2.15 am

after

After leaving Orest I saw a green signal in the Cutting at the 63½ Mile on the Madras side of the Public Road Level Crossing Gate - I told the Driver there was a green signal in front and he eased off steam. I applied the Brake and slackened it. I looked out to see the cause of the signal, but could only see water on both sides of the line. The speed of the Train when I first saw the green signal was about 25 Miles per hour, and was reduced to about 15 Miles. No steam was given after passing the Caution signal, and the speed must have slackened by the time the accident occurred. The speed was getting lower and lower. I could not walk so fast as the Train was going; but I could have run as fast. I cannot state what speed we were going when the Train met with the accident. I was engaged looking out for signals. I saw a white fixed light on the Level Crossing Gate at the mouth of the Cutting at 63½ Mile. I did not see the Gateman - I cant say that he was not there. I did not see any light near the Gate besides the Gate signal - I will swear that a Red signal could not have been exhibited without my seeing it. I was watching for signals only after

we passed the green signal - I knew Jamie, and scrambled off the Engine as well as I could - I saw the Blairtoy and 2 men standing by the Van five minutes after the accident - One of the men had a white light. I and De Mello the Chief Guard asked them why they did not shew any signals - The Blairtoy said he had 2 red signals and 1 Detonating Signal on the Line. I told him that we saw no signals as we came along - and he said you are telling lies. I said we were looking out all the time, and he made the same reply. I did not see any men come up from the west side. I did not hear the the explosion of a Fog Signal, nor did I hear any men shouting - We remained at the Break after the accident for a few minutes only, as the water was rising - The Chief Guard intended to stop with the Train but we advised him to come away as the water was rising.

On leaving West the awning on the Driver's side was down, the awning on my side (the right side) was never put down.

(signed) W. V. Carroll

Witness
(sgd) H. B. Church
Madras
5th December/72

13th Witness

Thirstwaxawmy - I am a Fireman in the Madras Railway Company's service and have been so employed for 10 years. I was 2d. Fireman to Engineman Rapkon of the 8 am train between Pollachee and Madras on the 22d. November.

After leaving Orcot I fired on the Orcot side of the Level Crossing Gate. I did not put fire after that - The Engineman and Fireman said there was a green light, and afterwards I saw it - The light was on the Madras side of the Level Crossing gate - After this I was looking out for signals - I did not fire again - I was standing on the Driver's side of the Engine. The Driver shut off steam and I asked the Fireman why steam was shut off and he said there is a green light - I saw nothing up to the time of the accident. I did not hear any Hog Signal. I have heard Hog Signals before.

Witness'd by }
1st of H.H. Jordan }
3d December 1724

+ Mark of Thirstwaxawmy
Second Fireman

True Copy
Agent & Manager

Railway Department.

CONSULTING ENGINEER'S OFFICE,

4-43

No. 706.

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,

In continuation of my endorsement dated the 23d ultimo, No. 647, I have the honour to submit, for the consideration of Government, the accompanying letters from the Agent of the Madura Railway Company, with reference to the accident which happened to the 8-0 a.m. goods train upon the morning of the 23d ultimo, between Arad and Shalingalur.

No. 8598 27th Nov/72 with enclosures

No. 9138 13th Dec 1872 8o

No. 9368 18th Dec 1872 with plan & section

2

2 The train in question is timed to leave Oxford at 1-22 a.m. Upon the 23rd ultimo it was 5 minutes late, having left Oxford at 1-20 a.m. It consisted of 2 brake vans and 15 goods wagons, in all 17 vehicles. After leaving Oxford the only undisputed fact is that, about 2.50 a.m., it ran into the gap near the 66th mile from London which had been caused by the burning of the Yalunga timber during the night. The engine and tender, followed by 12 goods wagons and 1 brake van, left the rails and went into the gap; the rear brake van and 3 wagons remained on the rails.

3

3 With the second of his letters now submitted the Agent forwards a copy of the evidence taken upon the 2nd and 3rd inst. before a Committee of the Railway Officials; and, so far as can be ascertained, the Yalunga bank seems to have been breached, and the rails of the Railway carried away, about midnight on the 22nd ultimo. The fact of the line being in a dangerous state seems to have been known to the authorities almost immediately afterwards, certainly before 1 a.m. on the 23rd. There was therefore ample time to stop the goods train

train, which, as already mentioned, did not clear Derwent until 2.20 a.m.

4 On the evidence which were taken before this approaching train of the dangerous state of the fire, the evidence taken before this Committee is very contradictory. Upon the one hand the section mainly, the night watchmen and the gang cooker, depose that a Red light was exhibited about ¾ of a mile to the west of the gate; that a detonating signal was also placed on the Rails at that point; and that attempts were made to attract the engine-drivers attention by shouting to him as the train passed. Most of these witnesses account for the driver not seeing the red signal by the fact that the Canvas curtains upon the right or south side of the engine were drawn down; but it should be noted that the 8th witness, a night watchman named Parsons, is prepared to swear that he saw the head of a man upon the engine as the train passed.

5 Upon the other hand the

the two guards, the engine-driver, and the two firemen, declare that the only signal which they saw after leaving Preston was a green light which was exhibited on a curve cutting about 1½ miles east of Brent; that steam was then shut off, and a sharp look-out kept for signals; but that nothing further was seen until the train ran into the gap. At the time of the accident the train is stated by these witnesses to have been running very slowly at a speed of less than 6 miles an hour. The driver and fireman allege that the curtain on the right hand side of the engine was never let down; and their statement in this particular is corroborated by the condition of the engine after the accident, when inspected by the Locomotive Superintendent.

6. After a careful consideration of the evidence the Committee arrived at the conclusion that the statements made by the guards, the engine-driver, and the firemen, was false; and they have determined to prosecute the

section

seaboon mariner, and one of the
might probably be punished for neglect of
duty. In this consideration
I entirely agree with them,
and I do not think the circum-
stances will be sufficient
to excuse the Seaman with
his accident from the chief-
guard should be ordered.
Direct in telling the window-
guard to bear his own beards
way in the centre of the
Beam, and to sit with him
in the fore way. The Seamen
serve for this is altogether in-
adequate, and the irregularity
might

might possibly have had very
serious consequences. Although
in this case under-guard Johnson
owes his life in all probability
to his having left his own way,
I am of opinion that the breach
of Rule should not be allowed
to pass unnoticed. In the second
place I do not consider that
the circumstances were such as
to warrant the chief-guard in
leaving the Beam after the accident,
and on going to dinner. It
seems to me that his duty was
clearly to remain with the
Beam, or as near it as he could
with safety, instead of going
off

off to a distance of 5 miles,
leaving the train without any
one in charge of it.

8. The plan and section
forwarded herewith give a clear
idea of the site of the accident
and of the relative positions
of the Balunga bank and the
line of Railway. After a
careful inspection of the locality
I found it difficult to ac-
count for the bank having
been breached in so many
places. The principal breaches
are the two to the west, of about
60 feet & under opening
in the Railway. The levels of
water

water here must have been very
great, and it is satisfactory
that the small bridge with-
stood the stream without more
serious injury than the carrying
away of some of the flooring
and a part of the south-west
wing-wall; although there can
be no doubt that its safety
was secured at the expense of
the Railway embankment. The
stone facement on the inner
face of the bank round is
very irregular, and in some
places defective; but the
District Engineer of Northern
will doubtless see that the
is extended to where the bank
is

P. W. Department 14 1872

Proceedings of the Madras Government

Under date the 7th January 1873

Read the following report from the Consulting Engineer for Railways, dated 14th December 1872.

From the Consulting Engineer for Railways,

To the Secretary to Government, P. W. Department,

Sir,

I have the honor to submit herewith for the information of the Government, a report from the Superintendent of the Madras Railway, on the accident which occurred on the 2nd instant to the Chief Guard's van of the 4 P.M. train from Madras to Arconum, by which the van was overturned and considerably damaged.

2. The Superintendent of the Railway attributes this accident to the breaking of the axle of the Chief Guard's van, and he considers that the van would not have been overturned, had not the axle broken.

3. I have the honor to be, Sir, Your most obedient Servant,

Madras, 12th December 1872.

Consulting Engineer for Railways.

P. W. 1872 Report

Proc. Govt. for Rlways

RAILWAY DEPARTMENT.

1872.

From No. 6371

The Consulting Engineer for Railways,

To

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

Dated 14th December 1872.

Recd. 21st December 1872.

No. 398. 6th February 73

No. 706

ONE LS Cycle: 64 William

Subjoining with observations letters received from the Superintendent regarding the accident which happened to the S. M. Ry. Goods train upon the morning of the 2nd instant whereby the Guard and Stockingless

No 398

P.W. Dept 4-50

Proceedings of the Madras Government

Under date the January 1873

Read the following

From the Consg Engineer
for Railways. — (R.R. No 6477 25-Nov/72)
Do do — (Here enter No 706 of 19th Dec 1872)

His Excellency
the Governor in Council
before passing final orders
on the papers recorded
at the head of these Pro-
-ceedings, will await
the receipt of the records
connected with the pro-
-secution of the Section
Maistry and Line
watchman-

The

The attention of the Railway Authorities will be directed by the Consulting Engineer to the conduct of the Chief Guard in ~~directing~~ enquiring the Under Guard to leave his brake van; and to the circumstance that the Chief Guard did not remain with the train after the accident.

Gwn

To Lord Engineer

Despd 13/2/72.

Govt. of Madras

PUBLIC WORKS.

Thro. Covenanting Engineer for Railways

Dated

Read.

Encl. 9

G. O. 6 Febry. No. 398.

Nos. 12 & 12

Resident Railways