

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1194	Press
B.P. No.		Mis.
Dated	5 - 5 - 195	874

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

No. 108. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 27th March 1874, No. 191:—

I HAVE the honour to enclose, for the information of Government, two reports* from the Agent of the Madras Railway Company with regard to the destruction by fire of a covered wagon attached to a troop special train between Ghooty and Avady on the 27th February 1874. It will be seen that the fire was first observed when the train was approaching the Puttoor Station, between 4 and 5 A.M., and that, after the wagon was detached, the efforts to extinguish the fire were unsuccessful.

2. I beg to draw special attention to the fact that articles of an explosive and dangerous nature were placed in the wagon in question without being declared. There is every probability that the presence of these articles defeated the efforts to extinguish the fire.

3. Among the papers forwarded by the Agent will be found a list of the articles which were recovered from the wagon in question.

4. The depositions taken from the Railway officials concerned are enclosed in original, and I request that they may be returned when no longer required by Government.

From W. B. WRIGHT, Esq., Locomotive Superintendent, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore Works, 2nd March 1874, No. 70.

I BEG to inform you that the Locomotive Foreman at Tirupetty reports that covered goods wagon No. 8, attached to No. 1 troop special, from Ghooty to Avady, of the 27th ultimo, took fire when approaching Puttoor Station. The wagon was detached at that station, but before the fire could be extinguished, its contents, together with the body of the wagon, were completely destroyed.

2. The Locomotive Foreman at Tirupetty states that he was informed the contents of the vehicle consisted of mess articles, amongst which some gun-caps were found.

3. Further particulars will follow.

• No. 192.

To the Consulting Engineer for Railways for information.

(Signed) R. B. ELWIN,

3rd March 1874.

Agent and Manager.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 25th March 1874, No. 266.

IN continuation of my endorsement, No. 192, dated the 3rd instant, on a copy of the Locomotive Superintendent's letter, No. 70, of the 2nd idem, reporting that covered goods wagon No. 8, attached to No. 1 troop special, from Ghooty to Avady, on the 27th ultimo, took fire when approaching the Puttoor Station, I have now the honour to enclose you, herewith, copy of a letter from the Traffic Manager, Nos. C/15,453-3,491 of the 23rd of March, together with a report from the Acting Superintendent of Police and the depositions* alluded to therein.

• To be returned.

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

2. I have also the pleasure to enclose a list of the property now in our possession as well as of some wearing apparel, silver plate, and plated-ware, which was identified and claimed by Colone Gage as his property, and was in consequence delivered to him.

3. I regret that the origin of the fire cannot be ascertained. It is clear, however, that gun-caps and other articles of a combustible nature (which were not declared) formed part of the consignment.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 23rd March 1874, Nos. C/15,458-3,491.

Fire in Train.

With reference to my No. C/0-832 of the 28th ultimo, I beg to enclose a copy of report from the Acting Superintendent of Police, together with depositions of the persons concerned.

2. I also enclose a list of the property now in our possession as well as some wearing apparel, silver-plate, and plated-ware, belonging to Colonel Gage and identified as his property, which has already been delivered to that officer.

From R. ROSS, Esq., Acting Superintendent of Police, to H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, dated Madras, 17th March 1874, Nos. G/15,458-3,491.

C. Goods No. 8, loaded with baggage, attached to 5 P.M. Troop Special Train of 27th

February 1874, from Ghooty to Avady, detached at Puttoor on fire.

I HAVE to report, for your information, that, as directed by you, I proceeded to Puttoor on the 5th instant and held an inquiry conjointly with Mr. Hill, the Assistant Traffic Manager, into the matter of covered goods wagon No. 8 of the troops special from Ghooty of the 27th ultimo being on fire.

2. It would appear that the covered goods in question was attached second from the engine, and a coke wagon intervening it, and the Engine Driver Bourke, who took charge of the train at 3-30 A.M. of the 28th at Tirupetty, observed, when he arrived at Puttoor Station points, smoke from the second wagon, and consequently brought the train to a stand, unhooked, and drew the wagon up to the water-column. The door of this wagon was locked and the key was in the possession of an officer who was in the special train following; the lock had to be broken, and the door opened, when the contents were found to be in a blaze; endeavours were made and every assistance given by all present, together with the officers and men, to quench or extinguish the fire, unfortunately to no purpose; somehow the sepoys in their anxiety and excitement got to the offside of the wagon and broke open the panels with pieces of firewood; this terminated to more serious loss of property than otherwise, as the current of air passing through the wagon increased and spread the flames which could not be quenched, for the men then had to keep a distance from it. Although an attempt was made by the driver and guards and also by the officers to prevent the sepoys from breaking open the door on the opposite side, the attempt was but useless.

3. After several ineffectual attempts to extinguish the fire, the wagon was shunted on to the through siding and there left. It would have been placed in the lay-bye but for the large quantity of firewood lying in the yard and close to the lay-bye.

4. It would seem that Line Watchman Vencatasawmy, No. 1, whose length is from the 70th to 71½ mile, noticed the wagon smoking, and even smelt something like burnt cloth when the train passed him at the 71st mile; he gave the "all right" signal as the train was near Puttoor station and more assistance could be got there if necessary.

5. It is very remarkable that the watchman smelt burning cloth as the train passed, and yet the under guard, who says he was looking out all the time, did not smell it, though he was only five vehicles from the burning wagon.

6. Guard Heppolitte, who was in charge of the second troops special, arrived at Puttoor about 5-5 A.M., and he observed a covered goods wagon on the main line siding burning, when he, with the assistance of the Colonel and other officers and sepoys of his special, tried to extinguish

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

the fire but failed; just as the wagon was being pushed on to the points and backed into the lay-bye there was an explosion; the Colonel then ordered the persons then near the wagon to keep clear, as he remarked that something else might explode.

7. The origin of the fire cannot be stated for certain; there is no doubt, however, from the evidence, that several small explosions took place, and, from the discovery of gun-caps among the ashes, it is clear that articles of a combustible and dangerous nature were among the baggage, and it is, therefore, most probable that the fire was caused by such combustibles.

List of Articles recovered from Covered Goods No. 8, burnt at Puttoor.

No.	Articles.	No.	Articles.
7	Large brass water pots.	31	Locks of sorts.
5	Copper rice pots, large.	1	Copper pipe.
10	Do. do. small.	3	Screws for cleaning guns.
6	Brass do. do.	1	Copper ink bottle.
32	Do. trays of sizes.	1	Do. scales, small.
32	Copper do.	116	Brass and copper utensils, much damaged.
2	Do. rice pots with covers.	26	Tin articles much damaged.
7	Brass curry dishes.	2	Boxes, iron articles.
3	Copper do.	1	Do. containing a quantity of buttons and buckles.
1	Brass rice strainer.	1	Box melted brass and copper ornaments, copperlace and percussion gun-caps (exploded).
5	Do. do. plates.	2	Bundles, beds damaged.
3	Copper do. do.	2	Do. cloths do.
10	Metal curry and rice dishes on stands.	4	Silk women's cloths.
2	Brass stands for do.	2	Do. jackets.
4	Do. lamps, incomplete.	3	Do. drawers.
1	Copper do., small.	1	Do. women's jacket.
9	Metal spittoons.	1	Bundle burnt cloths (silk).
5	Do. mugs.	6	Men's cotton do.
2	Copper chemboos (tea-pot shape).	3	Women's do. do.
6	Brass boxes	4	Do. skirts.
3	Copper do.	1	Woollen jacket.
11	Iron frying pans.	10	Cotton jackets.
1	Do. bucket.	3	Handkerchiefs.
47	Brass chemboos of sizes.	1	Cotton drawers.
5	Copper do.	4	Pieces cloth.
27	Do. utensils of sizes.	1	Bundle burnt cloths (cotton).
6	Brass do.	1	Cap.
3	Copper box covers.	1	Roll gold lace.
3	Brass articles.	5	Gold bangles.
1	Bell.	1	Do. chain.
3	Copper spoons.	5	Do. neck ornaments.
3	Brass do.	58	Do. ear do.
1	Do. comb.	7	Do. nose do.
22	Iron spoons.	1	Cap fitted with gold pendants.
3	Pair cymbals.	16	Gold ornaments assorted.
1	Brass ball with chain.	7	Do. coins.
10	Iron axes.	3	Do. rings.
35	Do. knives and choppers of sizes.	23	Silver and white metal bracelets.
9	Scissors of sizes.	11	Do. leg ornaments.
2	Swords.	6	Do. chains.
1	Dagger.	1	Do. waist ornament.
3	Iron measures.	2	Do. ear ornaments.
4	Grass cutter's iron.	37	Do. and white metal articles.
4	Iron nut-cutters.		
1	Hand-saw.		
4	Pinchers.		
2	Cocoanut scrapers.		

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

List of Articles recovered from covered Goods, etc.—(Concluded).

No.	Articles.	No.	Articles.
9	Silver coins.	6	Silver King's pattern table spoons.
19	Gold and silver pieces alloyed with other metals.	6	Do. do. forks.
64	Stones of colours and sizes.	6	Do. Dessert spoons.
	A quantity of broken gold and silver ornaments.	6	Do. do. forks.
	Money... {Silver Rupees 140-14-0.	6	Do. tea spoons.
	{Copper „ 0-14-0.	7	Egg spoons.
	A large quantity of sweepings.	3	Wine lables..
1	Round electro-plated waiter.	1	Silver teapot, cover and handle.
2	Large do. spoons.	1	Butter knife.
6	Table do. do.	1	Marrow spoon.
6	Do. do. forks.	1	Salt spoon.
6	Dessert do. spoons.	2	Muffineers.
6	Do. do. forks.	1	Pair sugar tongs.
6	Tea do. spoons.	1	Mug, small.
6	Egg do. do.	1	Do., large.
1	Fish do. knife.	5	Carvers and 3 forks.
1	Silver King's pattern soup ladle.	2	Knives of sorts.
1	Do. sauce do.	3	Spoons of do.
1	Do. gravy spoon.	3	Forks of do.
		1	Tin case containing clothing, etc.
		1	Bundle of burnt table linen.

(Signed) H. E. CHURCH,
Traffic Manager.

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

Puttoor, 12th March 1874.

SHAIK ABDOLAH, Station Master, Puttoor.

On the 28th February the troops special (5 p. m. from Ghooty of 27th) arrived; when she was at the gate, about 200 yards off, I saw smoke more than usual, so I went and stood at the water-column, and as soon as the train stopped I asked the driver what the smoke was coming from covered goods No. 8. It was the second wagon from the engine. He informed me that the wagon was on fire and asked me for the key; I replied I had not it. The under-guard came up at the time, and I asked him to get the key from the chief guard, and he returned saying that the key is in the possession of the sepoy. Then I asked the driver to break open the lock, so the driver and under-guard both broke and opened the door; as soon as the door was opened the contents of the wagon was found to be in a blaze, and we tried to cool it by pouring water on it while it was opposite the water-column, but could not succeed. The sepoy and officers came out and rendered assistance. They asked something to break off the door, and I gave them ropes, crow-bars, sticks, etc., the flames only increased. They succeeded in getting one box and a bundle of bedding out, then we shunted the wagon with "through" siding and started the train for Avady after about an hour's delay.

2. We succeeded in putting the fire out about 9 A. M., and I got all the things removed on the platform. I found copper and brass utensils, silver and gold jewels (native) and native clothing, also some percussion caps, and some bedding and about 130 Rupees. I heard two or three explosions, like crackers, going off. When the second troop train came in, the wagon was burning so fiercely and on the siding to the windward of the train, she could not pass. The sepoy came and pushed it on the lay-bye. I heard an explosion just as it was being pushed for the lay-bye, and I told the people to stand back, for as soon as the door of the wagon was opened the flames burst out and we were unable to secure anything. I saw the chief guard after the train came to a stand-still for five minutes, but he was attending to the train, and I saw him at intervals several times; he was quite sober. I have been sick and could not attend the first investigation. We did

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

our best to save the wagon, and I have no complaint to make against any one belonging to the Company, but the sepoy were very unruly, abused and wanted to strike me; I complained to the officer and he cautioned them; the sepoy in some cases threw pots and chatties into the fire, the driver was complaining in a loud tone that the guard rendered no assistance, and that he was drunk; the driver was excited, I found the guards both perfectly sober, and I am positive of it.

(Signed) SHAIK ABDOLAH,
Station Master.

Puttoor, 5th March 1874.

JAMES BOURKE, Engine Driver.

I was the Driver of the 5 p. m. troop special train from Ghooty of the 27th ultimo. I left Tirupetty at 3-30 A. M. on the 28th idem; on arrival at Puttoor Station points I saw the smoke ascending from the second wagon from my engine. I immediately stopped the train, unhooked and drew the wagon up to the water-column. I informed the guard that the wagon was on fire, and the doors were locked; we were unable to get the keys, and I broke the lock to get the door open; as soon as the door was opened, I found the wagon was in one flame inside, and we tried to put the fire out by throwing water on it; the sepoy and officers came to assist, but the sepoy rushed to the wagon with pieces of firewood and forced upon the panels on the off-side; I tried to prevent them and drew the officers' attention to what they were doing and asked him to stop them as by letting the draft in the other side it would increase the flame, the officer and myself tried to stop them, but did not succeed until they had forced through the panels; directly the panels were forced in, we were driven away from the side of the wagon by the flames bursting out; if they had not broken in the panels we could have kept nearer the wagon and saved some of the baggage; we had only one bucket and two chatties to work with, and it was impossible to put the spout of water-column into the wagon to do any good. When I first noticed the fire the smoke was coming through the venetians and through the cracks, but I observed no flames until the door was opened. When the door was opened the cotton gutteries (or beddings) were all on fire. I cannot possibly say what part of the contents first took fire, but the wagon had not yet commenced to burn. I heard several slight explosions while I was near the wagon. The Station Master came up immediately after I stopped; the train arrived at Puttoor in good time; we were detained one hour and ten minutes; the wagon was still blazing when we left, and there seemed to be no hopes of saving it; my engine was a wood-burning engine, the spark catcher was in good condition; there were no sparks flying that night. I shut steam about 4 miles before I came to Puttoor.

(Signed) J. BOURKE.

Puttoor, 5th March 1874.

ROBERT DALGAIRNS, Chief Guard.

I was the chief guard of the 5 p. m. troop special train from Ghooty of the 27th ultimo. I took charge of the train at Cuddapah at 10-35 p. m. on the same day. I examined my train and found it all right; started from Cuddapah right time. I examined my train at Nundalore, Rajampett, Codoor and Tirupetty. I passed every wagon and felt all the axles and found every thing all right and no appearance of fire whatever; changed engines at Tirupetty and left right time. At Puttoor the driver pulled up the train at the points and sent a message to me saying that covered goods No. 8 was smoking. I went up to the wagon immediately and found it smoking, and at once sent my under-guard, Pappell, to the officer in charge for the key of the lock and informed him also that the wagon was on fire, but we could not get it for the Colonel of the Regiment was in the following special and he had the keys. I asked the driver to break open the lock, directly the doors were opened the contents of the wagon were found to be in a blaze all round. We immediately unhooked the wagon and drew up to the water-column to see if we could extinguish the fire by applying water; the sepoy all jumped out of the train and smashed the panels on the off-side of the wagon; they were very much excited and they could not be controlled. We tried to keep them away; they pushed us aside and abused us, and we could not succeed in quenching the

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

fire; we shunted the wagon on the "through" siding, and left the wagon in charge of the Station Master. We had only two or three pots and a bucket to work with; we were detained here one hour and ten minutes; I was looking out all the way and saw two watchmen near Puttoor, but they did not give us any "danger" signal. The covered goods was the second vehicle from the engine. We had 22 vehicles on the train. I travelled in the last which was a brake-van, my under-guard's was the 7th vehicle from the engine. I heard two explosions, like crackers going off. I did not notice any sparks flying from the engine of any consequence. I did not think there were sufficient sparks to set a wagon on fire; there were no symptoms of fire outside of the wagon, and I concluded that the fire originated from some combustible among the baggage.

(Signed) R. DALGAIRNS.

Further enquiry at Madras, 17th March 1874.

The lay-bye was locked and the portion of the train on the crossing would not admit of the covered goods being shunted on that line, and besides we were afraid of putting the wagon in the lay-bye owing to a good deal of wood being stacked close by. I gave driver instructions to draw ahead over the east points, and shunted the wagon on to the through siding and left it clear of the wood stack close by. My under-guard unhooked the wagon at my request when the train first came to a stand.

(Signed) R. DALGAIRNS

Puttoor, 5th March 1874.

EDMUND PAPELL, Under Guard.

I was the under-guard of the 5 p. m. troops special train from Ghooty on the 27th ultimo, on arrival at Cuddapah Dalgairns took charge as chief-guard, and I worked as under-guard; on arrival at Tirupetty I went right round the train to see if all was right; after changing engines we proceeded, coming into Puttoor points the driver whistled and I put on my brake, and we stopped the train just near the water-column, I got out of my van and I got the smell of burnt cloth. I looked up and at that moment the driver called me and drew my attention to the covered goods wagon which was the second vehicle from the engine. I was told to go for the key of the wagon, but could not succeed in getting it; the officers in the train were asleep, and I had to awake them and tell them that the wagon was on fire and asked for the key. I was going back to get assistance from the sepoy when I found them jumping out of their carriages and rushing towards the truck; some of the sepoy assisted in throwing water on the flames, others tried to brake open the panels on the off-side with large pieces of firewood; we tried to stop them but they only abused us; the officer ordered the bugle to be sounded; at the request of the chief guard the sepoy got into their carriages and we started; the other troop special was in sight; the wagon was shunted on the through siding, and as we could not succeed in putting the fire out, we left it in charge of the Station Master. I was looking out all the way, I met watchmen and they all gave us the "all right" signal. Only smoke was to be seen from the wagon until we opened the door when we found it in a blaze inside; as the train passed the wagon leaving Puttoor I heard an explosion, and I saw the flash; there were a few sparks, but being small could not have caused a fire, my brake-van was the seventh vehicle from the engine and had windows facing the engine.

Further enquiry at Madras, 16th March 1874.

Guard Papell.—I was in the second brake van, which was the seventh vehicle from the engine, when the train was coming into Puttoor, when the train passed the line watchman before Puttoor, I could not smell anything like burnt cloth, but I got the smell just as I got to the points; there was a pointsman at the west points who let the train on the platform; can't say how long after the train stopped the chief guard made his appearance, but the moment I went up to his van and told him the wagon was on fire, he jumped out of his van; the chief guard ordered me to detach it, and I did so. I guess that it was ten minutes after the train came to a stand that I detached the burning wagon from the train. I am certain I and nobody else unhooked the wagon from the train. I can't say whether the Station Master was on the platform when the train came

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

to a stand, as I was very busy, but when I went to the platform he was there. Guard Dalgairns was not drunk nor did he ever smell of liquor.

(Signed) E. PAPELL.

Puttoor, 12th March 1874.

SAMUEL HEPPOLITTE, Chief Guard of the 2nd Special.

On the 27th February 1874 I took charge of the 6-15 p.m. troop special from Ghooty, at Cuddapah at 11-40 p.m., I examined my train before starting, and found it to be all right, and started. On arriving at $\frac{1}{2}$ mile about 5-5 a.m. on the 28th, I stopped the train owing to a watchman exhibiting a "danger signal," he informed us that a wagon was on fire. The driver proceeded to the station cautiously. On arriving at the station we found the wagon burning on the main line siding, and it was impossible to pass the wagon. We tried to quench it by pouring water, but could not succeed, and also tried to throw it off the line, but we could not get near it. With the assistance of the sepoy, Colonel, and the officers we ran the wagon up to the point, and backed it into the lay-bye; just as we were about to move it there was an explosion, the Colonel immediately gave orders to stand clear of the wagon as there might be something else that may explode. We stood clear four or five minutes, and pushed it into the lay-bye; there was no chance of saving anything when we arrived. We left after the line was clear about 6-15 a.m. I was formerly a driver in the Artillery, and the explosion I heard was, in my opinion, as if loose gun-powder or a box of matches had gone off. We were detained at Puttoor 45 minutes.

(Signed) S. HEPPOLITTE,

Guard.

Puttoor, 5th March 1874.

HOOSSAIN SHERIFF, Pointsman, Belt No. 197.

I was not on duty when the first troop special came into this station on the morning of the 28th ultimo, but I was on the platform with the Station Master. After the covered goods was unhooked from the train I saw it in a blaze. I rendered assistance immediately, and I heard an explosion while they were shunting the wagon on the main line siding, it was left there, and we succeeded in putting the fire out at about 9 a.m., and then we cleared the wagon of the luggage.

(Signed) HOOSSAIN SHERIFF.

Puttoor, 5th March 1874.

VENCATAROYALOO, Porter.

I was on duty rendering assistance in quenching the fire, the wagon stood on the main line siding. I heard three explosions like the sound of crackers, we could not put the fire out; between 7 and 8 a.m. we succeeded in putting the fire out, and commenced clearing by removing the burnt things from the wagon and placing them on the platform, the Police and village Munsif came and had an eye over the property. I was searched before I went home. This happened on the morning of the 28th ultimo.

The mark of x VENCATAROYALOO.

Puttoor, 5th March 1874.

CHENGELROYEN, Porter.

I was on duty when the first troop special arrived on the morning of the 28th ultimo; the train pulled up at the points, the driver brought up his engine with two wagons to the water column; he sung out to me to throw water on the wagon to quench the fire. When I went up to the wagon I smelled gun-powder, and I heard about ten explosions like crackers; the wagon was taken on the "through" main line siding, and about 7 a.m. we succeeded in putting the fire out and unloaded the baggage.

The mark of x CHENGELROYEN.

*Proceedings of the Madras Government, Public Works Department,
5th May 1874.*

PUTTOOR, 5th March 1874.

VENCATASAWMY, Night Watchman.

I was on duty as line watchman on Friday night the 27th ultimo. I came to work at 6 p.m. I had been on my length three times, and as I was at the 71st mile I saw the special coming in, and gave the "all right" signal; about two carriages from the engine I observed a good deal of smoke and a smell of burnt cloth. I remained at the same place for the second special and exhibited the "danger signal," and stopped her because the first special stood at the station points, about half a mile from where I stood. When I received the "all right" signal from the station, I exhibited the same for the second special to proceed, about seven or eight minutes. Afterwards, another special came in. When I was relieved by Chengelroyaloo at 6, then I came to the station and I rendered assistance in quenching the fire. When the first special passed me and I smelled fire I did not stop her, as she was very near the station, and thinking that the station staff would render more assistance than I could.

The mark of X VENCATASAWMY.

No. 109.

ORDER THEREON, 5th May 1874, No. 1,194.

RAILWAY, No. 15.

THE accident reported in these papers doubtless occurred, like so many that have lately been brought under notice, in this unusually dry season, owing to sparks from the engine; and the damage to property was enhanced by the indiscretion of the sepoys in breaking open the panels of the off-side of the wagon. The fact that the danger and difficulty of meeting it were increased by the presence of articles of an explosive nature will be brought to the notice of the Military Department, with a view to the issue of precautionary orders on the subject.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
,, Military Department.

Exd. S. T. Austin.
Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

X
No 192

3 March 1874.

No 266

25 March 1874.

with enclosures

I have the honour to
enclose, for the information of Govern-
ment, two reports from the Agent
of the Madras Railway Company,
with regard to the destruction by
fire of a covered wagon attached to
a Troop special train between
Ighooty and Avady, on the 27-
February 1874. It will be seen
that

that the fire was first observed when the train was approaching the Poostoor station, between 4 and 5 a.m.; and that, after the wagon was detached, the efforts to extinguish the fire were unsuccessful.

2. I beg to draw special attention to the fact that articles of an explosive and dangerous nature were placed in the wagon in question, without being declared. There is every probability that the presence of these articles defeated the efforts to extinguish the fire.

Among

3. Among the papers forwarded by the Agent will be found a list of the articles which were recovered from the wagon in question.

4. The depositions taken from the Railway officials concerned are enclosed in original, and I request that they may be returned when no longer required by Government.

I have the honor to be
Sir

Your most obedient servant.
W. M. M. L. J. O. R. E.
Cons. Engr. for Railways

Madras. 2
27 March 3
1874
W. M. M. L. J. O. R. E.

of which the first is
 at the (top) of the hill
 between the first and second
 in regard to the first and second
 of which the first is
 at the (top) of the hill
 between the first and second
 in regard to the first and second

to the first and second
 of which the first is
 at the (top) of the hill
 between the first and second
 in regard to the first and second
 of which the first is
 at the (top) of the hill
 between the first and second
 in regard to the first and second

RAILWAY DEPARTMENT.
 The Consulting Engineer
 for Railways,
 To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 Dated 27th March 1874
 Recd. 30th March 1874
 Encl. 1/2
 No. 191
 G.O. No. 1194. 5-5-74.
 From the Engineer to the
 Superintendent of the
 Madras Railway
 by the
 of a covered wagon at
 attached to a Troop of
 horse artillery, only
 and at the end of
 25th March 1874.

Madras Railway
 Locomotive Superintendent's Office
 Perambore Works
 2nd March 1874
 No. 70
 To
 The Agent and Manager

Dear Sir
 I beg to inform you that the
 Locomotive Foreman at Tirupetty reports that
 Covered Goods Wagon No 8 attached to No 1
 Troop Special from Ghooty to Avady of the
 27th ultimo, took fire when approaching Postoor
 Station. The wagon was detached at that
 station, but before the fire could be extinguished,
 its contents, together with the body of the wagon,
 were completely destroyed.

The Locomotive Foreman at
 Tirupetty states that he was informed, the
 contents of the vehicle consisted of mess articles,
 amongst which some gun-caps were found.

Further particulars will follow.
 Yours faithfully
 Signed / Wm Barton Wright
 Loco Superintendent

True Copy
 W. J. K. L. W.
 Agent and Manager
 No. 192
 The Consulting Engineer for Railways
 for information
 3rd March 1874

No. 266

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 25th March 1874.

From

A. D. Clavin Esq.

Agent and Manager, M. R. Co.

To

Mr. J. H. Shaw Stewart, Esq.

Consulting Engineer for Railways.

SIR,

In continuation of my
endorsement of 192 dated the 3rd
instant on a copy of the Locomotive
Superintendent's letter of 70 of the 2nd
idem reporting that covered goods
wagon of 8 attached to 1. Troop
special from Shooly to steady
on the 27th ultimo took fire when
approaching the Pottor station,
I have now the honour to enclose
you herewith copy of a letter from
the Traffic Manager of 15458 of
the 23rd of March together with a
report from the Acting Superintendent
to be returned of Police and the depositions alluded
to therein.

2 I have also the pleasure to
enclose a list of the property now
in our possession as well as of
some wearing apparel, Silver Plate

Agent in No. 251 of 17/3/74

Mr. J. H. Shaw Stewart
Esq. 25th March 1874

A. D. Clavin Esq.

and plated ware, which was identified and claimed by Colonel Gage as his property and was in consequence delivered to him.

3. I regret that the origin of the fire cannot be ascertained. It is clear however that Gun caps and other articles of a combustible nature (which were not declared) formed part of the cargo.

I have the honour to be
Sir,

Your most Obedient Servant.

Wm. B. Smith

Agent & Claimant.

Copy
 Shair Abduloh Mohammed
 On the 28th Feb. the Troops Special

(6 PM from Gooty of 27th) arrived, when she was at the gate about 200 yards off I saw smoke more than usual, so I went and stood at the water column and as soon as the train stopped I asked the Driver what the smoke was, coming from G. Goods No. 2. It was the second wagon from the engine, he informed me that the wagon was on fire and asked me for the key. I replied I had not it. The Under Guard came up at the time and asked him to get the key from the Chief Guard and he returned saying that the key is in the possession of the Sepoys. Then I asked the Driver to break open the lock, so the Driver and Under Guard both broke and opened the door. As soon as the door was opened the contents of the wagon was found to be in a blaze, and we tried to cool it by pouring water in it while it was opposite the water column, but could not succeed. The Sepoys and Officers came out and rendered assistance. They asked something to break the off door, and I gave them ropes cross bars sticks &c. the flames only increased. They succeeded in getting one bar and a bundle of bedding out, then we abandoned the wagon on the through siding and started the train for Puduk after about an hour's delay. We succeeded in pulling the fire out about 9 AM and I got all the things removed on the platform. I found coffee of brass ornamental silver and gold jewels/watches and native clothing, also some precious caps and some bedding and about 130 lbs. I heard two or three explosions like crackers going off. When the second Troops Train came in, the wagon was burning as fiercely and on the siding to the windward of the train she could not pass. The sepoy came and pushed it on the bayage. I heard an explosion just as it was finished for the bayage, and told the people to stand back for as soon as the door of the wagon was opened the flames burst out and we were unable to secure anything. I saw the Chief Guard after the train came to a stand still for 5 minutes but he was attending to the train, and I saw him at intervals several times, he was quite when

322

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 25th March 1874
 Recd. 26th

266.

Summing further losses.
 - loss by rail road to the
 destination by fire (see
 - and goods (Sepoy) etc.
 attached to goods special
 from Gooty to Broadly
 on the 27th ult.

1874
 1874

1874

11 12
I have been ill and could not attend the first investigation. We
did our best to save the wagon and I have no complaint to make
against anyone belonging to the Co.: But the Sepoys were very cruel,
violent and wanted to strike me, I complained to the Officer and he
reprimanded them, the Sepoys in some cases threw pots and stones into the
fire, the Driver was complaining in a loud tone that the Guard rendered
no assistance and that he was drunk; the Driver was excited, I found
the Guards quite perfectly sober, and I am positive of it.

(Sgd) Thos. H. Hildesheim

Station Master

Copy
James H. Bourke, Eugene Divis
Boston 5th March 1874

I was the Driver of the
5 P.M. Express Special Train from Quincy of the 27th Oct. I left
Quincy at 3-30 A.M. on the 28th Oct. on arrival at Pullman St.
Quincy, I saw the smoke ascending from the 2nd Wagon from my
Engine, I immediately stopped the train, unhitched and drew the
Wagon up to the water column, I informed the Guard that the Wagon
was on fire, and the doors were locked, we were unable to get the
Keys, and I broke the lock to get the door open, as soon as the door
was opened, I found the wagon was in one flame inside, and
we tried to put the fire out by throwing water on it, the Agents and
Officers came to assist but the engine rushed to the wagon in pieces
of fire wood and forced open the panels on the off side, I tried to
prevent them and drew the Officers attention to what they were doing
and asked him to stop them as by letting the draft in the other side
it would increase the flame, the Officer and myself tried to stop
them, but did not succeed until they had forced through the panels,
directly the panels were forced in, we were driven away from the
side of the Wagon by the flames ~~then~~ bursting out, if they had not
broken in the panels we would have kept nearer the Wagon and ~~lost~~
some of the baggage, we had only one bucket and ~~two~~ shovels to
work with, and it was impossible to put the contents of water into
the Wagon to do any good. When I first noticed the fire the smoke
was coming through the windows and through the cracks, but I noticed
no flame until the door was opened. When the door was opened the
entire contents (bedding) were all on fire, I cannot possibly say what
part of the contents first took fire, but the wagon had ~~in~~ ^{been} ~~on~~ ^{been}
to burn. I heard several slight explosions while I was near the wagon.
The Station Master came up immediately after I stopped, the train
arrived at Pullman in good time, we were detained one hour and
ten minutes the Wagon was still blazing when we left and there
remained

seemed to be no hopes of saving it my Engine was a Wood burning
Engine, the spar & hatcher was in good condition, there were no hopes of flying
that night I shut steam about 4 miles before I came to Tatters

Sydney Bond Re

Copy
Robert Calgains, Chief Guard
March 5th 1874

I was the Chief Guard of the 5 P.M.
Trop Special Train from York of the 27th Attns. I took charge of
the Train at Cuddalore at 10.30 P.M. on the same day I examined
my train and found it all right, started from Cuddalore right
time, I examined my train at Mundalore, Payampett, Padore & Tirupathy.
I passed every wagon and felt all the wheels and found everything all
right and no appearance of fire whatever, changed engine at Tirupathy
and left right time. At Puthoor the Driver pulled up the train at
the point and sent a message to me saying that C. Goods & Co was
something I went up to the wagon immediately and found it smoking
and at once sent my Under Guard Tappell to the Officer in charge
for the Key of the lock and informed him also that the wagon was
on fire, but we could not get it for the cloud of this puff was in the
following Special and he had the Key, I asked the Driver to look
open the lock directly the doors were opened, and the contents of the wagon
were found to be in a blaze all round. We immediately rushed to the
wagon and drew up to the water station to see if we could extinguish
the fire by applying water, the express all jumped out of the train and
smashed the planks on the off side of the wagon, they were very much
excited and they could not be controlled. They ~~would not~~ tried to
keep them away they pushed us aside and abused us and we could
~~not~~ succeeded in quenching the fire, we shunted the wagon on the
through siding and left the wagon in charge of the Station Masters.
We had only two or three pots and a bucket to work with, we were
detained fire one hour and ten minutes. I was looking out all the
way and saw two watchmen near Puthoor, but they did not
give us any danger signal. The C. Goods was the second vehicle
from the Engine. We had 22 Vehicles on the train, I travelled in the
last which was a brake Van, my Under Guards was the seventh vehicle
from the Engine. I heard two explosions like crackers going off I did not
notice

C/15458
3491

Madras Railway
Traffic Manager's Office
Madras March 23rd 1874

Agent and Manager

Madras Railway

Dear Sir,

Fire in Train

With reference to my C/15458 of the
28th ultimo I beg to enclose a copy of Report
from the Acting Superintendent of Police
together with Depositions of the persons
concerned.

I also enclose a list of the
Property now in our possession as well
as some wearing apparel Silver Plates
and Plated ware, belonging to Colonel
Gage and identified as his property
which has already been delivered to that
Officer.

Yours faithfully
H. C. Church
Traffic Manager.

C/15458
3491

Madras Railway
17th March 1874

No. 293.
To

The Traffic Manager, The Railway
Madras.

Dear Sir,

C. Goods &c. loaded with baggage
attached to P. M. Troop Special Train

of 27th February 1874 from Footy to Brady detached at Pooton in fire.

I have to report for your information that, as directed by you, I proceeded to Pooton on the 5th Instant, and held an enquiry conjointly with Mr. Skell, the Assistant Traffic Manager into the matter of Covered Goods Wagon No 8 of the 2nd Troop Special from Footy of the 27th ult. being on fire.

It would appear that the Covered Goods in question was attached second from the Engine, and a Coke wagon intervening it and the Engine Driver Bourke who took charge of the train at 3.30 at all of the 28th at Tringully observed, when he arrived at Pooton Station. Pooton, smoke from the 2nd waggon and consequently brought the train to a stand, unhooked and drew the wagon up to the water column. The door of this wagon was locked and the key was in the possession of an Officer who was in the special train following, the locks had to be broken and the door opened when the contents were found to be in a blaze, endeavours were made and every assistance given by all present together with the Officers and men to quench or extinguish the fire, unfortunately to no purpose; some how the sepoys in their anxiety and excitement got to the off side of the wagon and broke open the panels with pieces of firewood, this terminated to some

16
serious loss of property than otherwise as the current of air passing through the Wagon increased and spread the flames which could not be quenched, for the men then had to keep a distance from it. Although an attempt was made by the Driver and Guards and also by the Officer to prevent the sepoys from breaking open the door on the opposite side, the attempt was but useless.

After several ineffectual attempts to extinguish the fire, the wagon was shunted on to the Through siding and there left. It would have been placed in the Lay-by but for the large quantity of firewood lying in the yard and close to the Lay-by.

It would seem that Lieut. Watchman. Descentaux 2nd B. 1, whose length is from the 70th to 71 1/4 mile, noticed the wagon smoking, and even smelt something like burnt cloth when the train passed him at the 71st mile, he gave the all right signal as the train was near Pooton Station and more assistance could be got there if necessary.

It is very remarkable that the Watchman smelt burning cloth as the train passed, and yet the Under Guard, whose eyes he was looking out all the time, did not smell it though he was only a few Vehicles from the burning Wagon.

Guard. Hepthill who was in charge of the 2nd Troop Special arrived

at Pootoon about 5.5 a.m. and he observed a Covered Goods Wagon on the main line siding burning when he with the assistance of the Colonel and other officers and Sepoys of his special tried to extinguish the fire, but failed, just as the Wagon was being pushed on to the points and backed into the lay-by, there was an explosion, the Colonel then ordered the persons then near the Wagon to keep clear, as he remarked that something else might explode.

The origin of the fire cannot be stated for certain, there is no doubt however from the evidence that several small explosions took place, and, from the discovery of Gun Caps among the ashes, it is clear that articles of a combustible and dangerous nature were among the baggage, and it is therefore most probable that the fire was caused by such combustibles.

Yours faithfully
 1207 A. Ross
 City Superintendent of Police
 True Copy
 1207 H. C. Church
 Traffic Manager
 True Copy
 1207 W. J. Lunn
 Agent & Messenger

S 17

List of Articles recovered from Covered Goods Wagon burnt at Pootoon

No.	Description
7	Large Brass Water Pots
5	Copper Rice Pots Large
10	do do small
16	Brass do do
32	do Trays of Silver
32	Copper do
2	do Rice Pots with Covers
7	Brass Curry Dishes
3	Copper do
1	Brass Rice Strainer
5	do do Plates
3	Copper do do
10	Metal Curry & Rice Dishes on Stands
2	Brass Stands for do
4	do Lamps incomplete
1	Copper do small
9	Metal Spoons
5	do Chugs
2	Copper Chimboos (Yew-rot shape)
6	Brass Boxes
3	Copper Boxes
11	Iron Hopping Pans
1	Iron Basket
47	Brass Chimboos of sizes
5	Copper do do
27	do Utensils of Silver
16	Brass do
3	Copper Box Covers
3	Brass Articles
1	Bell

- 3 Copper Spoons
 3 Brass Spoons
 1 do Comb
 22 Iron Spoons
 3 Pair Cymbals
 1 Brass Ball with chain
 10 Iron Axes
 35 do Knives & Choppers of Sizes
 9 Scissors of Sizes
 2 Swords
 1 Dagger
 3 Iron Measurers
 4 Grass Cutters Iron
 4 Iron Club Cutters
 1 Hand Saw
 4 Pitchers
 2 Coconut Scrapers
 31 Locks of Sorts
 1 Copper Pipe
 3 Screws for cleaning Gun
 1 Copper Ink Bottle
 1 do Scales small
 116 Brass and Copper Utensils - much damaged
 26 Fine Articles do
 2 Boxes Iron Articles
 1 do containing a quantity of Buttons & Buckles
 1 do melted Brass & Copper ornaments, Copper lace
 and Percussion Gun Caps (exploded)
 2 Bundles Beds damaged
 2 do cloths do
 4 Silk Women's cloths
 2 do Jackets
 3 do Drawers
 1 Silk Women's Jacket

- 1 Bundle Quilted Cloth (Silk)
 6 Men's Cotton do
 3 Women's Cotton do
 4 do Skirts
 1 Woolen Jacket
 10 Cotton do
 3 Handkerchiefs
 1 Cotton drawers
 4 Pieces cloth
 1 Bundle Quilted Cloth (Cotton)
 1 Cap
 1 Roll Gold Lace
 5 Gold Bangles
 1 do Chain
 5 do Neck Ornaments
 58 do Ear Ornaments
 7 do Cross Ornaments
 1 Cap fitted with Gold Pendants
 16 Gold Ornaments assorted
 7 do Rings
 3 do Rings
 23 Silver and White metal Bracelets
 11 do Earrings
 6 Silver Chains
 1 do Waist Ornament
 2 do Ear Ornaments
 37 do and White metal Articles
 9 Silver Coins
 19 Gold and Silver pieces alloyed with other metals
 64 Stones of Colors and sizes
 A quantity of Broken Gold & Silver Ornaments
 Money { Silver Rs. 140 - 14 -
 { Copper " " - 14 -
 A large quantity of Sweepings

Ms. 25.4.1894
L. B. N. 108

Q. W. 1894/14
3/11/14

70 16
noticed any sparks flying from the Engine of any consequence, I did not
think there were sufficient sparks to set a wagon on fire, there were
no symptoms of fire outside of the wagon and I concluded that the
fire originated from some combustible among the baggage

(Sgd) R. Dalgarno

I. Copy
Further enquiry at Macdrossy March 1894

The bay-bye was locked and the
portion of the train on the crossing would not admit of the
covered goods being shunted on that line and besides we
were afraid of putting the wagon in the bay-bye owing to
a good deal of wood being stacked close by I gave ^{directions} instructions
to draw a head over the last points and shunted the wagon
on to the through siding and left it clear of the wood stack
close by My Underward unhitched the wagon at my
request when the train first came to a stand

(Sgd) R. Dalgarno

Copy
P. 19
Puthon 5th March 1874
Command Papell Under Guard

I was the Under Guard
of the B.M. Troop Special Train from Puthon on the 27th March on
arrival at Cuddalore. Valgannu took charge as Chief Guard, and I
worked as Under Guard on arrival at Cuddalore. I went right round the
the train to see if all was right, after changing engines we proceeded, coming
into Puthon. I went to the engine and found on my back and in the
the train just near the water column I got out of my Van and I got the smell
of burnt stuff. I looked up and at that moment the engine called me and
drew my attention to the loaded Goods Wagon which was the 2nd vehicle from
the engine. I was told to go for the key of the wagon but could not succeed in
getting it. The Officers on the train were asleep and I had to wake them
and tell them that the wagon was on fire and asked for the key. I was going
back to get assistance from the depots when I found them jumping out
of their carriages and rushing towards the truck. Some of the depots assisted
in throwing water on the flames. They tried to break open the panels on the
offside with large pieces of firewood, we tried to stop them but they only alarmed
us. The Officers ordered the truck to be uncoupled at the request of the Chief Guard.
The depots got into their carriages and were started. The B.M. Troop Special was
in sight. The wagon was drenched in the trough siding and as we could not
succeed in putting the fire out we left it in charge of the Station Master. I was
looking out all the way. I met watchmen and they all gave me the all
"right" signal. Only another was to be seen from the wagon while we
opened the door when we found it in a blaze inside. As the train passed
the wagon leaving Puthon I heard an explosion and I saw the flames
there were a few sparks but long small ones and we had no fire, my
back Van was the 4th vehicle from the engine and had no fire, leaving the
engine.

Copy
Further enquiry at Madras March 16th 1874
Guard Papell I was in the second Brake Van which was
the

W 18
the 4th Vehicle from the Engine when the train was coming into Portboro
when the train passed the Linn. Walchman before Portboro I could not smell
anything like burnt stock but I got the smell just as I got to the point there
was a fireman at the West Point who let the train on the platform I
can't say how long after the train passed stopped the Chief Guard
made his appearance but the moment I went up to his Van and told
him the wagon was on fire he jumped out of his Van, the Chief Guard
ordered me to detach it and I did as I guess that it was two minutes
after the train came to a stand that I detached the burning wagon
from the train I am certain I and nobody else unhitched the wagon
from the train I can't say whether the St. Master was on the platform
when the train came to a stand as I was very long lost when I
went to the platform then he was there Guard D. S. Gannon was
not there nor did he ever smell of liquor

Sydney C. Papell

Copy
1000 12th March 1874
James Hepholite Chief Guard of the
2nd Special.

On the 27th February 1874, I took charge
of the 6-46 P.M. Troop Special from Gt. at Luddopah at 11-40
P.M. I examined my train before starting and found it to be all right
and started. On arriving at 7th mile about 6-5 a.m. on the 28th, I stopped
the train owing to a watchman exhibiting a "danger signal", he informed us that
a wagon was on fire. The driver proceeded to the station cautiously. On
arriving at the station he found the wagon burning on the main line siding
and it was impossible to pass the wagon. We tried to quench it by pouring
water, but could not succeed and also tried to throw it off the line, but
we could not get near it. With the assistance of the sergeants, fencers and two
Officers we ran the wagon up to the point and backed it into the hayrack.
Just as we were about to move it, there was an explosion, the C.O. immediately
gave orders to stand clear of the wagon as there might be something else
that may explode. We stood clear 4- or 5 minutes and pushed it into
the hayrack. There was no chance of saving anything when we arrived. We
left after the line was clear, about 6-15 a.m. I was formerly a Driver
in the Artillery and the explosion I heard was in my opinion, as if
some gunpowder or a box of matches had gone off. We were detained at
Rotham 15 minutes

(Sgd) S. Hepholite
Guard

Copy
Horsain Sheriff, Pinkman Bt 197
March 6 March 1874

20
I was not on duty when
the first Swift Special came into this station on the morning of
the 28th of March, but I was on the Platform with the Station Master,
After the C. Goods was unhitched from the train, I saw it in a
flame I rendered assistance immediately and I heard an
explosion, while they were shunting the Wagon on the main
line siding, it was left there and we succeeded in putting
the fire out at about 9 a.m. and then we cleared the wagon
of the luggage
(Sd) Horsain Sheriff.

Copy *21*
Given 6 March 1844
Vencataroyalor Porter

I was on duty rendering assistance in quenching the fire, the wagon stopped on the Main Line siding. I heard three explosions like the sound of crackers; we could not put the fire out, between 7 and 8 a.m. we succeeded in putting the fire out, and commenced clearing by removing the burnt things from the wagon and placing ^{them} on the platform, the Police and ^{Mr} Sheriff came and had a ~~look~~ eye over the property, I was searched before I went home. This happened on the morning of the 20th ^{of March} 1844
+ master of Vencataroyalor

Copy 26
Posters 5 March 1874

Chengelroyen Porter

I was on duty when the first train Special arrived, on the morning of the 28th March, the train pulled up at the junction the Driver brought up his engine with two wagons to the water column he engaged me to throw water on the ~~engine~~ ^{water} to quench the fire. When I went up to the Wagon I smelled gun powder, and I heard about 10 explosions like crackers, the wagon was taken on the "through" main line siding and about 7 a.m. we succeeded in putting the fire out and unloaded the baggage.

" the master of Chengelroyen

Copy Book 5 March 1871
Guecatasanny Night Watchman

I was on duty as
live Watchman on Friday night the 27th March. I came to
work at 10 P.M. I had been on my length 3 times and as I
was at the 1st mile I saw the Special coming in, and gave
the "allright" signal, about two ~~engines~~ carriages from the
Engine I observed a good deal of smoke and a smell of
burnt cotton. I remained at the same place for the second
Special and exhibited the "danger" signal and stopped her
because the first special stood at the Station point, about
1/2 a mile from where I stood. When I received the "all-right"
signal from the Station I exhibited the same for the 2nd
Special to proceed, about 7 or 8 minutes. Afterwards, another
Special came in. When I was relieved by Chungchongtoo
at 6, then ^{I came to the 1st and} I rendered assistance in quenching the fire. When the
first Special passed me and I smelled fire I did not stop
her, as she was very near the Station and thinking that the
Station Staff would render more assistance than I could.

V. mart of Guecatasanny

part

1194

187

12

[Handwritten signature]

~~7/6/81~~ 7/11
Pg. 25 - May 9/94
Jul 8. 9:108.

breating open the panels
of the Office of the wagon.
The fact that the dangers
and difficulty of meeting
it, were increased by the
presence of articles of an
explosive nature, will be
brought to the notice of the
Military Department, with
a view to the issue of
pre-
cautionary orders on the
subject.

EW

To
" Chief Engineer
" Military Dept
A. Copies despatched to both 15/5/74.

108-109.

15
Cur 10 Apr 74 RD-13/4/74

1897

Govt. of 1874 Madras.
PUBLIC WORKS.

To

The Commr. Engrs
for Railways

Dated

Recd.

Encl. 4

G. O. 5th May 1874, No. 1194

Nos. 108, 109.

Accident (Madras Railway)

Passing orders on
papers submitted by
the Commr. Engrs relating to
~~the~~ ^{the} destruction
by fire of a covered wagon
attached to a Troop
special train between
Gooty and Adony on the
27th February last —