

(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.	1326	Press
B.P. No.	(Rly)	Mis.
379-380		
Dated	18-5-1874	195 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th May 1874.*

No. 379. 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, 21st April 1874, No. 239 :—

I HAVE the honour to submit, for the information of Government, certain papers connected with the derailment of part of the 10-30 A. M. goods train from Pothanore to Salem on the 23rd March 1874. It appears that, on approaching the Wutkullee Station about 12-30 P. M., the train was entering the siding, when, through carelessness of the Pointsman, the tender and three vehicles were thrown off the rails, causing a temporary block both on the main line and on the siding. The line was cleared about 10-20 P. M. the same day. The 10-15 A. M. mail train from Beypore arrived at Wutkullee during the block, and the mails and passengers were at once transferred to another train brought for the purpose from Salem, so that the delay was slight. Captain Thomson, Deputy Consulting Engineer, who happened to be present, says that great credit is due to Mr. Hardinge, the Resident Engineer, and to Mr. Bailey, the Assistant Traffic Manager, for their exertions in clearing the line.

2. The wheels of the engine and tender were damaged, and the injury sustained by the permanent-way is noted in the Resident Engineer's report.

3. There is no doubt that the accident was entirely due to carelessness on the part of the Pointsman. The man was tried at Coimbatore on the 14th instant, and sentenced to four months' rigorous imprisonment.

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, No. 853.

MR. Bailey reports engine tender, one third-class carriage, one brake-van, and one wagon of 10-30 A. M. goods train from Pothanore to Salem off the line at west points of Wutkullee.

2. Further particulars will be furnished.

No. 255.

For the information of the Consulting Engineer for Railways. The Agent and Manager will report further in due course.

MADRAS,
24th March 1874.

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

From L. S. MOSS, Esq., Deputy Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 24th March 1874, No. 3,248.

IN continuation of my letter, No. 853, of yesterday's date, I beg to subjoin copy of a telegram received last night (10-40 P. M.) from Mr. Bailey, Wutkullee.

"10-20 P. M., line clear; mail carriages left 10-5 P. M.; 10-30 train at 10-20 P. M."

No. 260.

To the Consulting Engineer for Railways for information in continuation of this office endorsement No. 255 of this date.

MADRAS,
24th March 1874.

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

*Proceedings of the Madras Government, Public Works Department,
13th May 1874.*

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 30th March 1874, No. 224.

I FEEL to forward herewith copy of a letter from the Resident Engineer, 3rd Division, South-West Line, (No. 247, dated 28th instant,) reporting an accident to the 10-30 A. M. goods train from Pothanore on the 23rd March 1874.

From G. HARDINGE, Esq., Resident Engineer, 3rd Division, South-West Line, to T. H. GOING, Esq., Acting Deputy Chief Engineer, dated Pothanore, 26th March 1874, No. 247.

Accident at west points, Wutkullee.

I BEG to report that on the 23rd instant the 19-30 goods from Pothanore met with an accident at Wutkullee.

The first I heard of it was by a telegram received at Pothanore from Mr. T. Bailey, about 2-30 P. M. same day, and about 4-30 P. M. I was on the ground by means of an express engine.

I noticed the engine on the rails in the siding east of the crossing; the tender, one brake van and one high sided open goods wagon off the rails on and near the crossing, and the remainder of the train, which was said not to have left the rails at all, I found on the main line west of the west points, to which place the Guard said it was pushed after the accident.

I noticed one (the E) connecting rod of the points bent at the centre and upwards only the north rail of main line 35 feet east of the points bent north, and cut in inner flange, and for 50 feet east of this again both rails of main line scored along the top, and another cut in the inner flange as before.

The Driver (Lurey) stated his engine went over the points on to the siding all right, and the Guard that after the accident he found remaining hind vehicles on the siding all right.

Captain Thompson and Mr. Bailey agreed with me that there was only one way the accident could have occurred, i. e., by the Pointsman reversing his points (either intentionally or through inadvertence).

The road was in good order save and except from the effects of the accident, and owing to this the damage was as follows:—

- 17 Cast-iron pots broken.
- 12 Tie-bars very badly bent, and I fear are unserviceable.
- 1 B. Chair 1 in 10 crossing broken.
- 1 Switch rail bent.
- 1 Eye bolt bent.
- 1 Cross rod bent.
- 15 Keys smashed.
- 1 Heavy fish bolt broken.
- 6 Twenty feet heavy rails bent.

I understand that the Company's Prosecuting Inspector is collecting evidence on the whole matter as usual.

The line is now in good order.

No. 287.

For the information of the Consulting Engineer for Railways, with reference to this office endorsement, Nos 255 and 260, of the 24th instant.

MADRAS,
31st March 1874.

(Signed) R. B. ELWIN,
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, 20th April 1874, No. 333.

With reference to my endorsement, No. 287, of the 31st ultimo, I have the honour to inform you that the inquiry made into the circumstances attending the accident that occurred at Wutkullee on the 23rd idem resulted in the prosecution of the Pointsman Veerasawmy, owing to whose

*Proceedings of the Madras Government, Public Works Department,
18th May 1874.*

carelessness the accident happened. He was tried on the 14th instant, and was sentenced by the Assistant Magistrate at Coimbatore, Mr. Macgregor, to four months' rigorous imprisonment.

2. The flanges of the leading and middle wheels of the tender of Engine No. 102 were badly damaged, but the other vehicles sustained no injury in the accident.

3. The damage done to the permanent-way has already been reported to your office.

No. 280. ORDER THEREON, 18th May 1874, No. 1,326.

RAILWAY, No. 44.

RECORDED, and communicated to
the Judicial Department.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
„ Judicial Department.

Exd. E. C. Shunker.

Spare Copies

No. 224.

Madras Railway Co.
Chief Engineer's Office
Madras 30th March 1874.

The Agent and Manager,

Dear Sir,
I beg to forward herewith copy
of a letter from the Resident Engineer of
Division S. W. Line (No. 247) dated 26th instant
reporting an accident to the 10-30 A.M.
Goods train from Pothanore on the 23rd March/74.

Yours faithfully
J. H. F. J. G. J.
Sg. Chief Engineer.

No. 247

Madras Railway
Resident Engineer's Office
Pothanore 26th March 1874.

Sir,

Resident Engineer
S. Division S. W. Line

To

The Sg. Dy. Chief Engineer
Madras Railway.

My dear Sir,
Accident west point to Ootacallee
I beg to report that on the 23rd instant
the 10-30 Goods from Pothanore met with
an accident at Ootacallee.

The first I heard of it was by a
telegram received at Pothanore from J.
Bailey Esq. about 2 1/2 P.M. same day,
and about 4 1/2 P.M. I was on the ground.

by means of an express Engine.

I noticed the Engine on the Rails in the siding East of the Crossing; the Tender, one break Van and one H. O. G. Wagon off the rails on and near the crossing and the remainder of the train which was said not to have left the Rails at all I found on the main line west of the west points to which place the forward said it was pushed after the accident.

I noticed one (the C.) connecting road of the points bent at the center and upwards only the north Rail of main line 35 feet east of the points bent north, and cut in inner flange, and for 50 feet east of this again both rails of main line scored along the top, and another cut in the inner flange as before.

The Driver (Curry) stated his Engine went over the points on to the siding all right, and the forward that after the accident he found remaining behind Vehicles on the siding all right.

Captain Thompson and Mr. Bailey agreed with me that there was only one way the accident could have occurred i.e. by the pointman reversing his points (either intentionally or through inadvertence).

The road was in good order save and except from the effects of the accident and owing to this the damage was as follows.

- 17 Cars Snow Pots broken
- 12 Tie bars very bad by beat and 3 of them unserviceable.

1. B. Chair 1 in 10 Crossing broken
1. Switch Rail bent
1. Eye bolt bent
1. Cross rods bent
15. Keys smashed
1. Heavy Irish bolts broken
6. 20 feet heavy rails bent

I understand that the Company's
 prosecuting Inspector is collecting evidence
 on the whole matter, as usual.

The line is now in good order.

Yours very truly
 Geo. H. Chandler
 Resident Engineer

1 True Copy
 Geo. H. Chandler
 Acting Chief Engineer

1 True Copy
 H. H. White
 Agent & Manager

C 287.

For the information of the Consulting
 Engineers for Railways with
 reference to this Office
 endorsement nos 255 and
 260 of the 24th instant

Madras

31st March 1874

W.

AGENT AND MANAGER'S OFFICE.

Madras, 20th April 1874.

From

R. B. Clavin Esq
Agent and Manager. M. R. Co.

To

Col. H. H. Shaw Stewart, & Co.
Consulting Engineer for Railways.

Sir,

With reference to my enclosure C 287 of the 31st ultimo, I have the honour to inform you that the inquiry made into the circumstances attending the accident that occurred at Nuthall on the 23rd idem resulted in the prosecution of the Painsman, Veeraswamy, owing to whose carelessness the accident happened. He was tried on the 14th instant and was sentenced by the Assistant Magistrate at Coimbatore, to four months rigorous imprisonment.

2. The flanges of the leading and middle wheels of the Tender of Engine C 102 were badly damaged, but the other vehicles sustained no injury in the accident.

3. The damage done to the permanent way has already been reported

C/853

Madras Railway
Traffic Manager's Office
Madras 23 March 1874

The Agent and Manager
M. R. Co.

Dear Sir,

Mr. Bailey reports Engine Tender
one 3rd class Carriages, one Brake Van
and one Wagon of 10.30 AM Goods Train
from Pothanur to Salem off the line
at West Point of Nakkalli.

Further particulars will be
furnished.

Yours faithfully
H. C. Church
Traffic Manager

1 True Copy

[Signature]
Agent & Manager

C/255

For the information of the Consulting
Engineers for Railways. The Agent
and Manager will report further
in due course.

Madras
24 March 1874

MADRAS RAILWAY

The Agent and Manager

The Consulting Engineers

For Railways

Date 20th April 1874
Recd 21st

M. R. 338

Forwarding freight
incident as to the
accident that occurred
at Nakkalli on the 23rd
ultimo-

M. R. 2414/74
4

14.03.1874
15.03.1874

Railway Dept Civil Engineer's Office
No. 239

Fond

Lieut Colonel J. M. Shaw Stewart R.E.
Civil Engineer for Railways

To

Colonel G. W. Walker R.E.

Secretary to Government
P. O. Dept
Fort St George.

Sir,

I have the honour to submit,

from Agent M. R. for the information of Government,
Nos 253 & 260 certain papers connected with the
26 March/74
No 257. 31 March/74 derailment of part of the 10.30 a.m.
" 338. 20 April/74 goods train from Pothanore to Salem,
on the 23rd March 1874. It appears
that, on approaching the Wuthukkee
Station about 12.30 p.m., the train
was

on the 23rd March
1904, Conrad to the
Accident Report

Accident - (Railways)

Trains admitted to
the San Jo. Railway
containing materials
etc. to the accident -
which occurred to the
10.50. AM train
from London Station

10.50. AM train

10.50. AM train
for the
10.50. AM train

PUBLIC WORKS.

10.50. AM train
for the
10.50. AM train

10.50. AM train
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for the
10.50. AM train

Railway Dept Louis Eugenie's Office
No 239

Good

Lieut Colonel J. M. Shaw Stewart R.E.

Louis Eugenie for Railway
Co

Colonel G. W. Walker R.E.

Secretary to Government
P. W. Dept
Fort St George.

Sir,

I have the honour to submit,
for the information of Government,
certain papers connected with the
derailment of part of the 10.30 a.m.
goods train from Pothanore to Salun,
on the 23rd March 1874. It appears
that, on approaching the Wuthullie
Station about 12.30 p.m., the train
was.

From Agent M. P.

No 253 & 260

24 March/74

No 257. 31 March/74

" 338. 20 April/74

was entering the siding, when through carelessness of the pointman, the tender and three vehicles were thrown off the rails, causing a temporary block both on the main line and on the siding. The line was cleared about 10.20 p. m. the same day. The 10.15 a. m. mail train from Ruyrore arrived at Wulthulw during the block, and the mails and passengers were at once transferred to another train brought for the purpose from Lulew, so that the delay was slight. Captain Thomson, Deputy Consulting Engineer, who happened to be present, says that great credit is due to Mr. Furdinge, the Resident Engineer, and to Mr. Bailey, the Assistant Traffic Manager, for their exertions in clearing the line

2. The wheels of the engine and tender were damaged, and the injury sustained by the permanent way is noted in the Resident Engineer's report.

3. There is no doubt that the accident was entirely due to carelessness on the part of the pointman. The man was tried at Leimbaldore on the 14th instant, and sentenced to four months' rigorous imprisonment.

Have the honour to be
Sir

Your most obedient Servant
Wm. Stewart L. FARR
Civil Engineer for Railways

Madras
21 April
1874
Ed
Brs. 4.

2414
Ct. of 1874 30000000

PUBLIC WORKS.

*The Lines. High
for Rep.*

*Recd. 11/11/74
Dated 11/11/74
Recd. 11/11/74*

Nos. 279-380.

Accident - (Railway)

*Pages submitted 3
The San Francisco Railroad
containing particulars
of the accident
which occurred to the
10.30. A.M. train
from Richmond to Salem,*

*San Francisco
d. 11/11/74
11/11/74*

*Recorded and communicated to the
11/11/74*

1326

*P. W. 1874 Sept.
No. 2414.*

*The Secretary of the
P. H. Dept
San Francisco*

*San Francisco
No 239
Sub: H.*

*Submitting for the
information of your
certain papers con-
tained with the documents
of a portion of a
train at the
No 23 March 1874
At the San Francisco*