

(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.	1878	Press
B.P. No.		Mis.
236-237		
Dated	13-2-1874	-195-

Not to be folded or roughly handled

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

No. 236. 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, 18th June 1874, No. 358:—

I HAVE the honor to lay before His Excellency the Governor in Council a letter* from the Agent of the Madras Railway Company, reporting the occurrence of a serious accident on the 16th instant at the bridge over the Paupugnee river on the North-West Line of the Madras Railway, which has resulted in the death of two persons and in severe injury to four others.

2. I received intimation of the accident about 11 A. M. on the 16th instant, and at once proceeded by special train to the scene of the accident, accompanied by the Agent and Manager, the Chief Engineer, the Acting Locomotive Superintendent, and the Acting Consulting Physician. We reached the Paupugnee bridge about 6-30 P. M.; and during that evening and the following morning Mr. Going and I made a minute inspection of the bridge and the state of the road upon it. I arrived at the conclusion that the bridge, up to the very spot where the engine left the rails, was in excellent running order, as good as it has ever been; and I am forced to the conclusion that this most deplorable accident was altogether due to the excessive speed at which the train was driven.

3. I regret to say that, in addition to the sad loss of life, the accident will entail heavy expenditure upon the Company. Of the twenty 70-foot girder openings which formed the bridge, three are more or less destroyed, and the cost of restoring them will be considerable. In the matter of rolling stock, the engine and the inspection carriage are completely ruined; the guard's brake-van having been in some measure saved from their fate by the marvellous manner in which it was caught by one of the piers of screw piles, a circumstance to which alone may be attributed the preservation of Messrs. Robinson and Haworth from almost certain death. The loss to the Company in the item of goods traffic, during the interruption of communication, will also be serious.

4. Mr. Haworth, the Resident Engineer in charge of the district, having been incapacitated for duty by the severe injuries he has received, the task of restoring temporary communication has been intrusted to Mr. Stoney, and there is every reason to hope that it will be accomplished within about a week. Upon the 16th the mails in both directions were delayed at the break for some hours; but by the following day arrangements had been made by the Traffic Manager for the bags being carried at once across the river, and it is hoped that the mails will suffer no further delay of any kind. The Traffic Manager has, in my opinion, wisely determined not to undertake the transport of passengers across the river by night, until temporary communication has been restored.

5. I returned from Cuddapah only late last night, and I find that I shall have to return there again this evening, in order to be present at a magisterial inquiry instituted by the District Magistrate into the circumstances which caused the loss of life. The late hour at which I received the Agent's report prevents me

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

from doing more than forward it for the information of Government, together with the above few general observations upon the circumstances which have attended this most deplorable accident. A further report shall be submitted shortly.

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, 18th June 1874, No. 536.

It is with extreme regret that I have the honor to report, for the information of His Excellency the Governor in Council, that a most serious accident, unfortunately attended with fatal results, happened to the Deputy Chief Engineer's special inspection train on the morning of Tuesday, the 16th instant.

2. Mr. Robinson, the Deputy Chief Engineer, was engaged on his quarterly inspection of the permanent-way and works, and left Cuddapah in company with Mr. Haworth, the Engineer, and Mr. Satur, the Inspector, in charge of the division, at 6 o'clock on the 16th instant, in a special train, consisting of a tank engine, Engineer's inspection carriage and a brake-van. Driver Lem and Firemen Chengleroy and Aboo were in charge of the engine, and Guard Johnston was in charge of the van. Everything appears to have gone well until they had traversed about two-thirds of the Paupugnee bridge, about 14 miles from Cuddapah, when from no apparent defect in the line the engine left the rails, broke through the bridge (which is a wrought-iron structure, composed of girders supported by screw pile piers, and consists of twenty openings of 70 feet each) and fell into the bed of the river, dragging the inspection carriage and van with it. The last vehicle was arrested in its fall by one of the piers, and to this circumstance I attribute the almost miraculous escape of Mr. Robinson and Mr. Haworth.

3. Inspector Satur was unfortunately killed on the spot, the Driver Lem cut and severely scalded, as well as the two firemen. One of the latter, Chengleroy, received such severe injuries that he died afterwards in the Civil Dispensary at Cuddapah after having had one of his arms amputated. Aboo, the other fireman, is doing well, as also Lem, the driver, who I saw this morning in the General Hospital at Madras. The guard fortunately escaped unhurt.

4. Mr. Robinson received a cut on the top of his head and another across his nose and was severely shaken. Mr. Haworth's injuries were more serious, and consisted of a severe contused wound of the right cheek, and scars and bruises over the whole body. He also received a severe shock, but Dr. Hackett, as you will see from a copy of his report which is enclosed, does not think that his injuries are of a nature to call for anxiety as to his ultimate recovery.

5. At half-past 9 on the morning of Tuesday, the 16th, I received a telegram announcing the disaster, and having communicated with you at once made arrangements to leave by special train for the scene of the accident, which I did in your company at 12 o'clock, reaching the Paupugnee Bridge at half-past 6 in the evening.

6. As Mr. Horsley, the Collector of Cuddapah, has given notice of his intention to hold a magisterial inquiry on Friday, the 19th, at noon, at which you and I have been requested to attend, I think it only right to defer offering any expression of opinion as to the origin of this most untoward accident.

7. The Acting Chief Engineer is at the break, actively engaged in making arrangements for the restoration of through communication with as much despatch as possible.

From A. L. HACKETT, Esq., Acting Consulting Physician of the Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Royapooram, 18th June 1874, No. 133.

I HAVE the honor to report, for your information, that on receipt of a telegram from the Deputy Traffic Manager, on the 16th June 1874, asking for medical assistance, I proceeded by special train, arriving in Cuddapah at about 6 P. M. on the evening of the 16th, and at once inspected the persons who were injured by the accident to the train on the morning of that date.

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

2. Mr. Henry Haworth was in the brake or inspection van at about 6-15 A. M.; was leaning on the front of the carriage looking into the engine; saw the engine run off the line, and seized the brake. Suddenly noticed the carriage going over the side of the bridge; remembers nothing more. On recovering his senses he was removed from the debris of the train and received medical assistance from Dr. Iyasawmy at about 7-30 A. M. I saw Mr. Haworth at about 6-30 P. M. on the evening of the 16th instant in the station bungalow, Cuddapah; he has a severe contused wound of the right cheek; he has received a violent wrench or shock; has several scars scattered over the chest, arms, and forearms, and the whole of the lower extremities are more or less covered with bruises; he has considerable pain in the left groin and thigh, and there are several bruises on the nates and back; he passes urine freely; there is no fracture of any bones; and though suffering much from the severe shaking and contusions of the whole body, I do not think his injuries are of a nature to cause any anxiety about his ultimate recovery.

3. Mr. W. R. Robinson was in the carriage with Mr. Haworth when the accident occurred. I saw him at 6-30 P. M. on the evening of the accident in the station bungalow. He has a wound of the forehead not very severe, and a slight wound of the nose; he is a heavy man and is a good deal shaken by the accident; he has several contusions on the limbs and body, but all are of a trifling nature, and I hope some days' rest will quite restore him.

4. Inspector D. D. Satur, an East Indian, was in the carriage with Messrs. Haworth and Robinson at the time of the accident; he was instantaneously killed; could have suffered no pain; the skull was completely divided, the whole of the interior portion being completely separated from the other parts; he also had a frightful wound of the abdomen from which the bowels protruded.

5. Mr. John Lem, Engine Driver, remembers the morning of the 16th instant; saw the train run off the lines; shut off steam; remembers no more for some time after. I saw him at 6-30 P. M. in Cuddapah. His wounds had been dressed by Dr. Iyasawmy. There is a severe contused and lacerated wound over the right brow, extending backwards to the ear and exposing the bone, which is fortunately not fractured. The wound bled profusely, requiring the ligature of two arteries; he has several bruises over the body and limbs, and is severely scalded by steam or hot water, or probably a combination of both. The scalds extend over the chest, portions of both arms, across the abdomen, and over portions of the lower extremities. His injuries are very severe; his wounds and burns had been dressed by Dr. Iyasawmy soon after the accident. Considering his very severe injuries he is going on as well as can be expected. He is now in the General Hospital, Madras, where he particularly desired to be treated. I saw him several times during the journey from Cuddapah to Madras; he appeared to bear the journey well, and was nourished with broth and brandy as he required it. Aboo, a native fireman, is at present in the Civil Hospital, Cuddapah. I saw him at 7-15 on the evening of the 16th instant. Has a severe contusion of the left ankle, and is much scalded over the left forearm, left thigh, and leg. He was much collapsed after the receipt of the injuries, but reaction had set in when I saw him, and he was going on as favourably as could be expected; physically he is a weak subject. Chengleroy, a native fireman, died at the Civil Hospital soon after admission on the 16th. His injuries were compound comminuted fracture of the left arm and forearm. Right arm and forearm were lacerated severely; bones exposed. The left arm was amputated; he died of shock, the result of the above injuries. His relations removed the body soon after death.

6. Dr. Iyasawmy paid every attention to the wounded, doing all in his power to relieve them.

No. 237.

ORDER THEREON, 13th July 1874, No. 1,878.

RAILWAY, No. 33.

His Excellency the Governor in Council learns with extreme regret of the occurrence of the deplorable acci-

Class

S

INDIAN TELEGRAPH.

Local No.

72

To (Station)

Botatamund

FROM (Station)

Cuttack

No.

WORDS.

Time tendered for transmission.
(Madras time)

OFFICIAL INSTRUCTIONS.—

—

46-

Day

H.

M.

17

8

5-

To (Person)

Honorable J. D. Kim

FROM (Person)

K. Kim -

Robinson's inspection train ran off the
 Pampunge bridge and fell into the River.
 Inspectors killed one fireman has died
 since. Engine driver cut on head and
 killed - Robinson and Hamworth cars
 and loaded - Shaw Stewart accomp
 me to scene of accident -

RECD. FROM _____ (L. L.)

SENT TO _____

AT _____ H. _____ M., on the _____

AT _____ H. _____ M., on the _____

By _____

By _____

Date _____

Telegraph Ma

(P. 1)—Alipore Jail Press.

BOTACAMOND 17-6-74

CONSULTING ENGINEER'S OFFICE.

From

Consulting Engineer for Railways,

To

Secretary to Government,

Public Works Department.

Fort Saint George.

SIR,

I have the honour to lay
before His Excellency the Governor
in Council a letter from the Agent
of the Madras Railway Company re-
-porting the occurrence of a serious
accident on the 16th instant at
the bridge over the Perupuzha
river on the North-West line
of the Madras Railway, which
has resulted in the death of two

x
105362
18 June 1874
with enclosure.

My dear Robinson
Have you been
to the?
p. 22

My
You have
system
has
the
H.O.
make

No. 10

persons, and in severe injury to four others.

2. I received intimation of the accident about 11 a.m. on the 16th instant, and at once proceeded by special train to the scene of the accident, accompanied by the Agent and Manager, the Chief Engineer, the Acting Locomotive Superintendent, and the Acting Consulting Physician. We reached the Paupugnet bridge about 6.30 p.m., and during that evening and the following morning Mr. Gouge and I made a minute inspection of the bridge and the state

state of the road upon it.

I arrived at the conclusion that the bridge, up to the very spot where the engine left the rails, was in excellent running order, as good as it has ever been; and I am forced to the conclusion that this most deplorable accident was altogether due to the excessive speed at which the train was driven.

3. I regret to say that, in addition to the ~~real~~ loss of life, the accident will entail heavy expenditure upon

the Company. Of the twenty
70 foot girder openings which
formed the bridge, three are more
or less destroyed; and the cost
of restoring them will be con-
siderable. In the matter of
rolling-stock, the engine and
the inspection carriage are
completely ruined; the guard's
brake van having been in some
measure saved from their
fate by the marvellous manner
in which it was caught by one
of the points of screw piles, and
circumstance to which alone
may be attributed the preservation
of

3
of Messrs. Robinson and
Haworth from almost certain
death. The loss to the Company
in the item of goods traffic,
during the interruption of com-
munication, will also be
serious.

4. Mr. Haworth,
the Resident Engineer in charge
of the district, having been
incapacitated for duty by the
severe injuries he has received,
the task of restoring temporary
communication has been in-
trusted to Mr. Stone; and
there is every reason to hope
that

that it will be accomplished
within about a week. Upon
the 16th the mails in both di-
rections were delayed at the
break for some hours; but
by the following day arrangements
had been made by the Traffic
Managers for the bags being
carried at once across the
river, and it is hoped that
the mails will suffer no further
delay of any kind.

The
Traffic Managers has in my
opinion wisely determined
not to undertake the transport
of passengers across the river by
night.

4
night, until temporary com-
munication has been restored.

5. I returned from
Cuddapah only late last night,
and I find that I shall have
to return there again this evening,
in order to be present at a
magisterial inquiry instituted
by the District Magistrate
into the circumstances which
caused the loss of life. The
late hour at which I received
the Agent's report prevents me
from doing more than forward
it for the information of Govern-
ment, together with the above
few general observations upon the
the

Sp 173

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 18th June 1874.

From

Robt. B. Elliott Esq
Agent and Manager.

Agent and Manager.

T

Charles I. H. M. Shaw Stewart
 Consulting Engineer for Railways. *N.B.*

Consulting Engineer for Railways.

SIR

It is with extreme regret that I have the honour to report for the information of the Secretary the Governor in Council that a most serious accident, unfortunately attended with fatal results, happened to the Deputy Chief Engineer's Special Inspection train on the morning of Tuesday the 16th instant.

2. Mr. Robinson the Deputy
Chief Engineer was engaged on his
quarterly inspection of the Permanent
way and works; and left Suddapah
in company with Mr. Harvorth the
Engineer and Mr. Slater the Inspector.

the circumstances which have attended this most-deplorable accident. A further report shall be submitted shortly.

Madras
18th June 1874

I have the honour to be
Sir,
Your most obedient

Manitowish

Yours Eng^l for Railway

I have just been told by a friend of mine that the
 following is the list of names of the persons who
 have been in the city of New York since the
 1st of January 1880. The names are as follows:

From the great Masses
of either Jerusalem
the richness of a
person accident in
that instant at the
ledge was the Wings
given in the Wings

Q. 1898/13-9-24
de Gruut Heng Veltus

Dated 18th June 1874
Recd. 23rd 0

358

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

To

**The Consulting Engineer
for Railways.**

From

RAILWAY DEPARTMENT.

1874. Not stamped
Miss Goodrich

4-38134

in charge of the Division, at 6 o'clock
 on the 16th went in a special train
 consisting of a Tank Engine, Engineer's
 Inspection Carriage and a Brake Van.
 Dennis Lewis and Theodore Shengler
 and also were in charge of the
 Engine and Guard Johnston was
 in charge of the Van. Everything
 appears to have gone well until they
 had traversed about two-thirds of
 the Pauquere bridge about 14 miles
 from Suddapah when from no
 apparent defect in the line the Engine
 left the rails, broke through the
 Bridge (which is a wrought-iron
 structure composed of girders supported
 by screw pile piers and consists of
 20 openings of 70 feet each) and
 fell into the bed of the river dragging
 the Inspection Carriage and Van with
 it. The last vehicle was arrested
 in its fall by one of the piers and
 to this circumstance I attribute
 the almost ^{miserable} escape of
 Mr. Robinson and Mr. Hawth.

3. Inspector Arthur Lewis
 unfortunately killed on the spot, the
 Driver Lewis cut and severely lacerated
 as well as the two firemen. One of
 the latter, Choughroy, received such
 severe injuries that he died afterwards
 in the Civil Dispensary at Maddurah
 after having had one of his arms
 amputated. About the other fireman
 is doing well, as also Lewis the Driver
 who I saw this morning in the General
 Hospital at Madras. The Guard
 fortunately escaped unhurt.

4. Mr. Robinson received
 a cut on the top of his head and
 another across his nose and was
 severely shaken. Mr. Hawthth's
 injuries were more serious and consisted
 of a severe contused wound of
 the right cheek, and scars and bruises
 over the whole body. He also
 received a severe shock, but Dr.
 Hackett as you will see from a copy
 of his report which is enclosed, does
 not think that his injuries are of

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date

Recd.

187

No.

is natural to call for anxiety as to
his ultimate recovery.

5. At half past 9 on the
morning of Tuesday the 16th I received
a Telegram announcing the disaster
and having communicated with you
at once made arrangements to leave
by special train for the scene of
the accident, which I did in your
company at 12 o'clock, reaching the
Pampunee Bridge at 1/2 past 10 in the
evening.

6. As Mr. Horsley the
Collector ofuddapah has given notice
of his intention to hold a Magisterial
inquiry on Tuesday the 19th at noon
at which you and I have been requested
to attend, I think it only right
to defer offering any expression of
opinion as to the origin of this most-
unfortunate accident.

7. The Acting Chief Engineer
is at the break actively engaged in
making arrangements for the restoration
of

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

9
of through communication with a
much despatch as possible.

I have the honor to
be,
Yours most obediently,
Wm. J. L. L. L.
Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

1878
P. W. D.

Proceedings of the Madras Government,

Under date the

187

Read the following:—

From *The Consulting Engineer for Railways* } (No 358 of 18 June 78)

His Excellency the Governor in Council
hears with extreme
regret of the occur-
rence of the deplorable
accident reported in
these papers, whereby
an Inspector and
Fireman have been

W. B. 20/6

MADRAS RAILWAY

From

The Agent and Manager,

To

The Consulting Engineer

for Railways.

Dated 18th June 1878

No. 536

Reporting a serious
accident that occurred
at the Marayana bridge
to the Dy. Ch. Engineer
in respect from the
18th inst.

381308

W. B. 20/6

Rs. 713 7/4

in 1871 236

Killed And all other
persons travelling in
the Inspection train
at the time more
or less injured-

For further parti-
culars with the result
of the magisterial
investigation will be
awaited.

Ann

236-237.

See 25/6/74. Rtd 2/7/74

To The Chief for Rys
Judicial Dept
St. Cyprian depts to hells 17/7/74.

Expressing extreme
regret of the occurrence
of the accident ~~to the~~
~~and the~~ to the Inspection
train at the Panpergne
~~and~~ Bridge on the 16th
June and awaiting for
their particulars with the
result of the Magisterial
investigation -

11/10/74, 11/11/74