

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 3036

B.P. No.

543-544

Press

Mis.

Dated 26.10.1874.195.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
28th October 1874.*

No. 543. Read the following endorsement of the Acting Chief Secretary to Government, Judicial Department, dated Octacamund, 25th September 1874:—

From W. D. HORSLEY, Esq., Magistrate of Cuddapah, to the Honorable D. F. CARMICHAEL, Acting Chief Secretary to Government, Judicial Department, dated Kanalamadugu, 15th September 1874, No. 21.

WITH reference to G. O., No. 1,995-B.B., dated July 23rd, 1874, I have the honor to enclose copy of a letter* from the Head Assistant Magistrate, with

translations of reports from Village Magistrates, and of the Proceedings of village inquest, and also copy of a Police occurrence report.

2. I received information of the accident in the ordinary Police occurrence report. I took no steps for making any special inquiry into the matter, as the deaths being in no way connected with the working of the open line the safety of travellers by rail was not thereby affected. In the same way I presume that no special inquiry is held if an accident occurs in the Perambore Workshops.

3. The Agent and Manager is apparently not aware that a village Panchayat was held on the bodies.

From A. J. B. ATKINSON, Esq., Acting Head Assistant Magistrate of Cuddapah, to W. D. HORSLEY, Esq., Magistrate of Cuddapah, dated Camp at Mydakore, 27th August 1874, No. 209.

I HAVE the honor to reply to your foot-note, No. 345, dated 15th instant, on Government Order, Judicial Department, No. 1,443, of 5th idem, Railway accident at Cheyaur new bridge works, and to forward the papers that appertain to the subject.

2. The matter was reported to me by the Taluq Magistrate of Pullumpett in Urzee,* No. 12, of 8th April last. That report was sent because

* Enclosure 1.

I have instructed the Magistrates in this division, through whose taluqs the railway runs, to send me intimation of such railway accidents as they may hear of, as the Railway Company, as you are aware, give no information to Magistrates. The report had four enclosures, Nagareddypalle Village Magistrate's report, † Panchayatnama, ‡ Gundloor Village Magistrate's report, §

† Enclosure 1a.
‡ Do. 1b.
§ Do. 1c.
|| Do. 1d.

and Nundaloor Police occurrence report|| all dated 3rd April. All the papers show that the cylinder on which railway rails had been placed

to cause its descent sank accidentally, and without warning, crushing two men who were at work at the sand round the cylinder, killing one man instantaneously and so injuring the second that he died shortly afterwards. The Panchayatnama shows that the Village Magistrate of Nagareddypalle and other persons held an inquest on the bodies, viewed them, and reported the accident.

(1 a.)

Translation of Report from Mara Reddi, Village Magistrate of Nagareddypalle, to P. Soobba Row, 3rd Class Magistrate of Pullumpett Taluq, dated 3rd April 1874.

On learning from the Constable No. 285, attached to the Police station at Nandalur, that two coolies, named Ponnasawmy, a Christian, and Charry Yellen, a pariah, died by the fall of rails over them, which was occasioned by the sudden sinking of a cylinder loaded with 700 rails, as they and others were engaged in digging up sand at the base of the cylinder near the girders of the Cheyaur bridge, within the limits of Nagareddypalle, I and some other Panchayatdars proceeded to, and inspected, the place of accident. The maistry that was there informed us that the cylinder

*Proceedings of the Madras Government, Public Works Department,
26th October 1874.*

bank down to the earth; that the 700 rails which had been placed on it fell upon the individuals named above; that one of them died there instantaneously; and that as the other was not completely dead he was taken to the Railway Dispensary. The station officer, myself, and others inspected the corpse on the spot. We went to the dispensary where the other individual was found dead. Panchayatnama was taken regarding the death of those men. Mala Kristnadu, the father of the first corpse, stated, during inquiry, that his son went that day to work as a cooly near the girders in question; that on the cylinder accidentally sinking down to the earth, 700 rails which had been placed on it fell down; that his son died by their fall and not of any disease, and that he suspected none in the matter. Charry Ramen, son-in-law of the second corpse, who was inquired into, gave the same account, and added he had no suspicion against any one. Taking the whole into consideration, I believe that, the cylinder suddenly sinking down, the rails with which it was loaded must have fallen and caused the deaths. I do not believe that they died of any other cause. I caused the white cloths which were found on the bodies of the corpses to be delivered over to the heirs of the deceased. I, the Village Magistrate, gave permission to the heirs of the deceased to burn the corpses.

I beg to submit herewith the Panchayatnama referred to above.

(Signed) MARA REDDI.

(1 b.)

*Translation of Panchayatnama, that is Proceedings of the Village Inquest.
To HER MAJESTY THE QUEEN.*

HAVING been called upon on the 3rd April 1874 by Mara Reddi, the Village Magistrate of Nagareddypalle, and Kooppoosawmy, 4th Grade Head Constable and station-house officer of Nandalur, Pullempett Taluq, to examine and report on the two corpses, viz., the corpse of Ponnasawmy, a male aged about 18 years, which was lying facing to the sky, with its head on the east and the legs on the west side near the girder works of the Nandalur Cheyaur bridge, and the corpse of Charry Yellen, aged about 25 years, which was lying with its head on the west and its legs on the east side of the Railway Dispensary within the limits of Goondlur, where he had been taken when he was not completely dead, we the undersigned examined the corpses and report as follows:—

During our examination of the corpse, the head of the corpse of Ponnasawmy, aged about 18 years, was in a state of flat depression; blood was bleeding out from the mouth and the nose, the bone of the right leg below the knee was found fractured. The state of the second corpse, viz., that of a male named Charry Yellen, aged 25 years, was that there was a wound upon the head, another on the middle of the back, and the joint between the buttocks was broken. On considering over the subject, we are of opinion that the deaths must have been caused by the fall of rails, 700 in number, with which the cylinder was loaded, on the cylinder accidentally sinking down to the earth, and by no other cause. This Panchayatnama we have drawn up of our own free will. The two individuals named above were coolies employed on the Railway girder works.

(Signed) MANNURU SOOBBA REDDI.

(Signed in English) SASHEM RAJOO.
(" in Tamil) M. SOMASOONDRA MOODELLY.
(" in English) C. COOPPOOSAWMY MOODELLY.
(" ") T. RUNGASWAMY PILLAY.
(" in Tamil) M. CHINNASAWMY PILLAY.
AMBOO.

(Signed) MARA REDDI,
Village Magistrate.

(Signed in Tamil) COOPPOOSAWMY,
4th Grade Head Constable, No. 551.

*Proceedings of the Madras Government, Public Works Department,
26th October 1874.*

(1 c.)

*Translation of report from Sasha Reddi, Village Magistrate of Goondlur, addressed to
Pulamathy Soobba Row, 3rd Class Magistrate of Pullempett Taluq, and dated
3rd April 1874.*

At about 10 o'clock this morning, when men were engaged in digging up sand round the cylinder near the Cheyaur bridge works within the limits of Nagareddypalle, the cylinder which was loaded with 700 rails accidentally sinking down to the earth, the rails fell down upon two of the coolies who had been at work there, killing one of them immediately. The other, named Charry Yellen, a pariah, aged about 25 years, who had yet life in him, was taken to the Cheyaur Dispensary within the limits of Goondlur, where he died shortly after. The Nandalur Police station officer and the Village Magistrate of Nagareddypalle came to this place, inquired into the matter, and took a Panchayatnama also.

(Signed) SASHA REDDI.

(True translation.)

(Signed) M. RAMASWAMY, Acting Deputy Collector,
for Magistrate.

*Proceedings of the Madras Government, Public Works Department,
26th October 1874.*

I trust satisfy His Excellency that due notice was taken of the matter, and that proper precautions have been adopted with a view to prevent the recurrence of a similar accident.

3. I beg to enclose a copy of my letter, No. 311, of the 13th of April 1874, and of its enclosure, in accordance with your request.

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd August 1874, No. 519.

Consulting Engineer's letter No. 693 of 27th ultimo.

In explanation of the manner in which the accident occurred, I append copies of correspondence as per margin. It will be seen from Mr. Stoney's letter, No. 96, that there was no reason to anticipate a sudden subsidence of the cylinder. The work of sinking these weighted cylinders through sand involves a considerable amount of risk to the workmen, and I think the fact that the accident under notice was the only one which had happened to any of the men on the work, is a proof that the Resident Engineer had been very careful.

2. As the result proved, it is true the necessity for still further precautions appeared, but, under the peculiar circumstances attending the accident, I can hardly attach blame to the Resident Engineer for not having apprehended danger.

From T. H. GOING, Esq., Acting Chief Engineer, to E. W. STONEY, Esq., Resident Engineer Cheyaur Bridge, dated Madras, 8th April 1874, No. 505.

Yours No. 90 of 3rd instant.

From paragraph 3 it appears that the accident happened to the men while clearing away the sand at the base of the cylinders.

2. This proves how necessary it is that strict orders should be issued to forbid men going under the rails once the cylinders have been loaded.

3. I feared such an accident as has happened, and, as you are aware, cautioned you verbally to beware of it; but it would appear as if the Inspector or Maistry must, in this instance, have actually ordered the men into the position in which they were when killed, as they would scarcely have undertaken the work at which they were employed of their own free will.

4. I shall be glad to hear from you that you have issued stringent orders to your Inspectors and Maistries such as will prevent the recurrence of an accident from the same cause.

From E. W. STONEY, Esq., Resident Engineer in charge Cheyaur Bridge, to T. H. GOING, Esq., Acting Chief Engineer, dated Cheyaur Bridge, 10th April 1874, No. 96.

Yours No. 505.

No one could, I think, have anticipated the sinking of the cylinder which caused the accident at the time it did, as a consideration of the circumstances will show.

2. On the 20th of March a load of 628 rails had been put up on the cylinder, on top of these 94 men jumped without stirring it; on the following day the load was increased to 700 rails on which 105 men jumped without effect; this load remained on till the 25th when 121 men jumped on the rails without moving the cylinder; 444 of these rails were then taken off, and the hole which was excavated in the interior of the cylinder 8 feet deep below its bottom, was increased in depth 1 foot 8 inches. Rails were again loaded up till on the 1st of April 600 were on; upon these 140 men jumped without effect, the load of rails was then increased to 700, and on the evening of the 2nd of April in my presence 115 men jumped on these with all their might for some 20 minutes without causing the slightest sinking of the cylinder.

*Proceedings of the Madras Government, Public Works Department,
26th October 1874.*

3. After these repeated failures to sink it with a large number of men jumping on the load of rails to cause vibration, no one would, I think, suppose it probable that with a less load, and nothing to cause vibration, the cylinder would sink suddenly, simply because about 1½ feet of sand had been taken away from round it.

4. About half an hour before the accident as I was passing I ordered the men who were digging round the cylinder away from it; but it appears that after I left the maistry in charge of them ordered them in again to clear away some sand which slipped in, and it was while so engaged that they were killed, so that had my orders been attended to they would not have been killed. * * *

From T. H. GOING, Esq., Acting Chief Engineer, to E. W. STONEY, Esq., Resident Engineer, in charge Cheyaur Bridge, dated Madras, 11th April 1874, No. 522.

Yours No. 96 of 10th instant.

I QUITE agree with you in thinking that the sinking of the cylinders under the circumstances was very extraordinary, although I believe instances of the same sort occurred during the sinking of the Kuddlehoondy cylinders.

2. I am also convinced that you have taken every precaution to avoid accidents, as the great immunity from them which has hitherto attended the progress of these works sufficiently proves.

3. The late accident however shows the necessity for issuing strict orders to the Inspector and maistries to forbid men going under the rails once the cylinders have been loaded, and I request you will do so.

From E. W. STONEY, Esq., Resident Engineer, Cheyaur Bridge, to T. H. GOING, Esq., Acting Chief Engineer, dated Cheyaur Bridge, 16th April 1874, No. 106.

Yours No. 522.

IMMEDIATELY after the accident orders were given by me that no men should go under the rails on loaded cylinders.

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, 13th August 1874, No. 719.

In reply to your letter No. 746, of the 7th instant, I have the honor to inform you that the Acting Chief Engineer states that he thinks the maistry was to some extent responsible for the fatal accident at the Cheyaur bridge, but that the low degree of intelligence possessed by the class of men to which he belongs should be considered in extenuation of his fault. The man was immediately dismissed the service for disobedience of orders.

No. 544.

ORDER THEREON, 26th October 1874, No. 3,036.

RAILWAY, No. 79.

His Excellency the Governor in Council has pleasure in finding that the reference made in G. O., No. 1,995-BB.,

of 23rd July, elicits the fact of searching inquiry having been made by the Chief Engineer into the circumstances connected with the fatal accident at the Cheyaur bridge on the 3rd April. The correspondence now submitted proves that both the District Engineer and Chief Engineer were commendably alive to the necessity of using great precautions, and that their care was defeated by unauthorized action of a subordinate, which has been visited with prompt punishment so far as they were able to inflict it.

Proceedings of the Madras Government, Public Works Department,
26th October 1874

2. It would appear also from the Magistrate's report that the village authorities acted with laudable promptitude in viewing the bodies and reporting on the cause of death.

3. The Consulting Engineer must now be aware of the importance attached by the Government to the receipt from him of full and early report of all accidents like that under review.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways
 „ Judicial Department.

189. Memorandum of Crimes and other occurrences reported to the Magistrate by the Superintendent of Police in the District of Cawnpore on the 3 April 1874.

Miss Anne Storer

Number of Occurrences.	Date of Occurrence.	Place.	Nature of Occurrence with concise detail.	Property affected.	Persons involved.	Remarks.
1	1874	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
2	1875	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
3	1876	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
4	1877	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
5	1878	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
6	1879	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
7	1880	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
8	1881	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
9	1882	Chennai	Death by Accident.	Property of the deceased.	Deceased.	
10	1883	Chennai	Death by Accident.	Property of the deceased.	Deceased.	

(1a)

Translation of report from Mara Reddi
Village Magistrate of Nagireddipallai to
D. Soobba Rao 3rd Class Magistrate of Pullampit
Taluk dated 3rd April 1874.

On learning from the Constable A. 286
attached to the Police Station at Sandalur that
two coolies named Ponnaswamy a Christian
and Channyayellu a Pariah died by the fall
of rails over them, which was occasioned by the
sudden sinking of a Cylinder loaded with 700
Rails, as they and others were engaged in digging
up sand at the base of the Cylinder near the
girders of the Cheyyar Bridge within the
limits of Nagireddipallai I and some other
Panchayatdars proceeded to and inspected the
place of accident. The Maistry that was there
informed us that the cylinder sank down to
the earth that the 700 rails which had been
placed on it fell upon the individuals named
above that one of them died there instan-
-taneously, and that as the other was not
completely dead he was taken to the Railway
Dispensary. The Station Officer myself and
others inspected the corpse on the spot. We
went to the Dispensary where the other individual
was

Enclosure 2

Recd. from the

Magistrate of Nagireddipallai

D. Soobba Rao

15. 7. 26 6. 11/74

15. 7. 26 2. 11/74

was found dead. Panchayatnama was taken
regarding the death of those men. Mala
Kistnachu the father of the first corpse states
during enquiry that his son went that day
to work as a cooly near the girders in question,
that on the cylinder accidentally sinking
down to the earth 700 rails which had been
placed on it fell down that his son died by
their fall and not of any disease and that
he suspected none in the matter. Channy Ramen
son-in-law of the 2^d corpse, who was enquired
into gave the same account and added he had
no suspicion against anyone. Taking the
whole into consideration I believe that the
cylinder suddenly sinking down, the rails
with which it was loaded must have fallen
and caused the deaths. I do not believe
that they died of any other cause. I
caused the white cloths which were found
on the bodies of the corpses to be delivered
over to the heirs of the deceased. I the
Village Magistrate gave permission to
the heirs of the deceased to burn the corpses.
I beg to submit herewith the Panchayat-
nama referred to above.
Signed / Mara Reddi.

(16) Translation of Panchayatnama that is
Proceedings of the Village Inquest.
To Her Majesty the Queen.

Having been called upon on the 3^d April
1874 by Mara Reddi the Village Magistrate of
Najireddipallai, and Hoofloorawmy 4th Grade
Head Constable and Station house officer of
Nandalur, Pullempett Taluk to examine
and report on the two corpses viz the corpse of
Ponmasawmy, a male aged about 18 years
which was lying facing to the sky, with its
head on the east and the legs on the west side
near the Girder works of the Nandalur Cheyyar
Bridge and the corpse of Channy Yellen aged
about 25 years which was lying with its head
on the west and its legs on the east side of the
Railway Dispensary within the limits of
Goondalur where he had been taken when he
was not completely dead, we the undersigned
examined the corpses and report as follows -
During our examination of the corpse the head
of the corpse of Ponmasawmy aged about 18 years
was in a state of flat depression, blood was
bleeding

bleeding out from the mouth and the nose,
the bone of the right leg below the knee was
found fractured. The state of the 2^d corpse
viz that of a male named Charry Gellen
aged 25 years was that there was a wound
upon the head another on the middle of
the back, and the joint between the buttocks
was broken. On considering over the subject
we are of opinion that the deaths must
have been caused by the fall of rails 700
in number with which the cylinder was
loaded, on the cylinder accidentally sinking
down to the earth, and by no other cause. This
Panchayatnama we have drawn up of
our own free will. The two individuals named
above were coolies employed on the Railway fender
works.

1. /Signed/ Mammam Subba Reddi.

2. /Signed/ Sashem Rajor.

3. (Signed in English) M. Soma Soudra
Broodell.

4. /Signed in Tamil/ C. Coopporasingh
Broodell.

5. /Signed in English/ J. Aingawamy
Pillay.

6. /Signed in English/ M. Chinmaswamy
Pillay.

7. /Signed in Tamil/ Aniboo.

8. /Signed/ M. A. Reddi.

9. /Signed in Tamil/ Coopporasingh
Village Magistrate.

10. /Signed/ H. Constable.

(10)

Translation of report from Sashu Reddi.
Village Magistrate of Goundlur addressed to
Pulamathu Subba Rao 3^d class Magistrate of
Pullempett Taluk and dated 3^d April 1874.

At about 10 O'clock this morning
when men were engaged in digging up sand
round the cylinder near the Cheyyar Bridge
works within the limits of Nagireddipallai,
the cylinder which was loaded with 700 rails,
accidentally sinking down to the earth, the
rails fell down upon two of the coolies who had
been at work there killing one of them imme-
diately. The other named Charry Gellen a
Pariah aged about 25 years who had not life
in him was taken to the Cheyyar Dispensary
within the limits of Goundlur where he died
shortly after. The Vandalur Police Station
Officer and the Village Magistrate of Nagireddi-
pallai came to this place, enquired into the
matter, and took a Panchayatnama also.

/Signed/ Sashu Reddi.

/True Translation/

M. Romaswamy
As Deputy Collector
for Magistrate.

Ex. 2. 21

MS. 3266/1/14
15. 10. 543.

P. H. 6037. A/7H
2

Cuddapah P. H. Magistrate's Office
Camp. Andakore
27. August 1874

N^o 209.

From. The Acting Head Assistant Magistrate
of Cuddapah.
To. The Magistrate of Cuddapah

Sir. I have the honor to reply to your post note.
N^o 345. dated 15. instant on Government Order Judicial
Department N^o 1443 of 5. idem. Railway accident
at Cheyair near bridge works and to forward the
papers that appertain to the subject -

Enclosure 1.

II The matter was reported to me by the Taluk
Magistrate of Pullummett in letter N^o 12 of 8 April
last. That report was sent because I have instructed
the Magistrates in this division through whose
Taluk the railway runs to send me intimation
of such railway accidents as they may hear of;
as the Railway Company, as you are aware,
give no information to a Magistrate - The report
had 4 enclosures, Nagareddy palle village Magistrate's
report, Panchayatnama, Gundloor village
Magistrate's report, and Sundaloor police occurrence
report all dated 3 April. All the papers show
that the cylinder on which railway rails had
been placed to cause its descent sank accidentally
and

Enclosure 1 a
xx
Enclosure 1 b.
xxx
Enclosure 1 c.
xxxx
Enclosure 1 d.

and without warning crushing two men who
were at work at the end of the cylinder
killing one man instantaneously and so injuring
the second that he died shortly afterwards -
The panchayatnama shows that the village
Magistrate of Nagireddy palle and other persons
held an inquest on the bodies viewed them
and reported the accident -

I have the honor to be

Yours most obedient servant.

Signed A. J. B. Atkinson.

By J. P. A. H. Magistrate.

[True copy]

M. Ramaswamy
By Deputy Collector
for Magistrate.

Ex: AS
7/9

No. 21

Cuddapah Magistrate's Office.
On Circuit at Ramalaminadu -
15 September 1874.
Desd 21.8. Dr

Cuddapah.

Chief.
Government.
Department.
Copy.

1995 B.D. dated
close copy of
Magistrate with
Magistrate,
quest, and also

the accident
report. Took
inquiry into

the matter, as the deaths being in no way connected
with the working of the open line, the safety
of travellers by rail was not thereby affected.
In the same way I presume that no special
inquiry is held if an accident occurs in the
Perrambore Workshops.

The.

and without warning crushing two men who
were at work at the end of the cylinder
killing one man instantaneously and so injuring
the second that

The panchaya In a letter from the Magistrate of Cuddapah dated 15th September 1874 N. 21.
held an inquiry and reported.

P. N. 6037/11/74

P. N. 7.26 Oct/74
In B. N. 1.543

Ex. N. 7.26

Ex. N. 2627/74

N. 21

Cuddapah Magistrate's Office.
On Circuit at Tanalambada
15 September 1874.
Desd 21.8.74

From W. D. Horsley Esquire
Magistrate of Cuddapah.

To The Honorable D. F. Carmichael.
Chief Secretary to Government.
Judicial Department.
Fort Saint George.

1. With reference to G. O. N. 1995 B. 2 dated
July 23. 1874. I have the honor to enclose copy of
dated 27 August 1874 a letter from the Head Assistant Magistrate with
translations of reports from Village Magistrates,
and of the proceedings of a Village inquest, and also
copy of a Police occurrence report.

2. I received information of the accident
in the ordinary Police occurrence report. I took
no steps for making any special inquiry into
the matter, as the deaths being in no way connected
with the working of the open line, the safety
of travellers by rail was not thereby affected.
In the same way I presume that no special
inquiry is held if an accident occurs in the
Perambore Workshops.

The.

3. The Agent and Manager is apparently not aware that a village panchayat was held on the bodies -

I have the honor to be.

Your Most Obedient Servant -

M. Ramaswamy

As Deputy Collector.
for Magistrate.

Ch 196

Encl. (2)
7/2

254

10

Forwarded to the Public Works Department
with reference to the panchayat of the
in that department dated 28th July 1976.
1975-76.
B. B.
to the Public Works Department.
25th Sept 1976.

As Chief Secretary

Indiv 1874. Depur

ENGINEER'S OFFICE.

From The Magistrate
ofuddapah.

To The Chief Secretary
to Government
Judicial Department
Fort Saint George.

Railways
Department.
Saint George.

Encls 15
Sept 21st
Received } September 21st 1976
mg receipt
noted date

Encl. 2 No 2422 B, I beg
to enclose with reference to the
of 1975 AB dated 28th July 1976
copy of a letter from the
Magistrate ofuddapah with
translation of reports from
Village Panchayat and of the
proceedings of a Village
and also copy of a Police
report on the fatal
accident which occurred
at the Cheyair Bridge -
No 2436-26-1976

with full information. The scene of
the accident was visited by me on
the 13th and 14th April; and, after
full inquiry into the circumstances, I
came

3. The Agent and Manager is apparently
not aware that a village panchayat was held
on the 1

L. H. 1874 Department
No. 60374

From
The Chief Secy to Govt.
Judicial Dept.

Dated 25th September 1874
Received 28th - 1874

Encl: 3.

Handing
a letter from the
Magistrate of Buddapak
forwarding correspon-
dence relating to
the fatal accident
which occurred at
the Cheyaur Bridge
on the 3rd April
last

80086-26-10-74-

5/3.

Railway Department, CONSULTING ENGINEER'S OFFICE.

No. 563

From

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

Consulting Engineer for Railways,

To

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

Secretary to Government,

Public Works Department.

Fort Saint George.

SIR,

In acknowledging receipt
of the Order of Government under date
the 23rd July 1874, N: 1995 B B, I beg
to express my regret that, owing to an
oversight, the report of the accident which
caused the death of two men at the
Cheyaur bridge works on the 3rd April
should have been laid before His
Excellency in Council unaccompanied
with full information. The scene of
the accident was visited by me on
the 13th and 14th April; and, after
full inquiry into the circumstances, I

came

came to the conclusion that neither the Resident Engineer, nor any of his subordinates, was in fault. Every reasonable precaution to prevent accidents seemed to have been taken by Mr. Stoney, and I understood that the men who were killed had gone of their own accord to clear away some sand from the cylinder after having been warned by the Engineer to stand off from it.

2. From the accompanying papers, however, it appears that the men received an order from the ministry to clear away the sand, and that, while they were so engaged, the sudden and unexpected sinking of the cylinder caused their death. There can be no doubt that this ministry was in some degree responsible for the fatal accident, and he was at was diamified from

from the company's service for dis-
-obedience of orders.

3. It is with pleasure that I am able to bear testimony to the care and thoughtfulness with which W. Stoney, while in charge of the Cheyenne bridge works, has succeeded, with this one exception, in protecting from injury the workmen employed under him: and the additional precautions now taken render the recurrence of a similar accident extremely improbable.

I have the honour to be
 Sir
 Your most obedient servant

Wentworth Lieut. Col.
for Capt. Engineer for Railways.

Madras
22nd September
1874
Ex Buit

* From agent. 13th 688-4th August 1894. with enclosure
 " " " 719. 13th August.

No. 688.

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE

Madras, 14th August 1874.

From

The Agent and Manager of the M.R. Co

To

Lieut Col J. H. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

With reference to your letter of the 27th ultimo at 6 p.m. I have the honour to enclose for the consideration of His Excellency the Governor in Council a copy of the Acting Chief Engineer's letter no 519 dated yesterday in which Mr. Goring expresses the opinion that under the peculiar circumstances of the case the Resident Engineer cannot be blamed for not having foreseen and taken more stringent measures for the prevention of the fatal accident that occurred at the Cheyenne Bridge on the 31st of April last.

2. I also enclose a copy of the correspondence that took place between the Acting Chief Engineer and Mr. Stoney, the Resident Engineer, after the occurrence of the accident, which will I trust satisfy His Excellency that

[Faint handwritten text, likely bleed-through from the reverse side of the page.]

[Faint handwritten notes and signatures in the left margin.]

[Faint handwritten notes and signatures in the bottom left corner.]

[Faint handwritten text, possibly a date or reference.]

RAILWAY DEPARTMENT
J. H. 6002
The Consulting Engineer
for Railways,
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 22nd Sept 1874
Recd. 24th Sept 1874
No. 553

13

due notice was taken of the matter, and that proper precautions have been adopted with a view to prevent the recurrence of a similar accident.

3. I beg to enclose a copy of my letter No 311 of the 13th of April 1874 and of its enclosure, in accordance with your request.

I have the honour to be,
Sir,
your most obedient servant

J. W. Mellis.
for the agent & Manager.

Madras Railway Company
Chief Engineer's Office
Madras 5 August 1874.

No 579.

The Agent and Manager,
Dear Sir,

Consulting Engineer's letter No. 598 of 27 instant.

In explanation of the manner in
which the accident occurred, I append
the following list of correspondence which
shows the progress of the work from the
time the accident occurred to the present
time.

Res. Engr to Chg. Chief Engrs -	96-10-11	the accident occurred
Chg. Engr to Res. Engr -	106-16-11	
Res. Engr to Chg. Chief Engrs -	106-16-11	

Copies of correspondence are per margin. It
will be seen from Mr. Stacey's letter No. 96 that
there was no reason to anticipate a sudden
subsidence of the cylinder. The work of sinking
these weighted cylinders through sand
involves a considerable amount of risk to the
workmen and I think the fact that the
accident under notice was the only one
which had happened to any of the men on
the work was proof that the Resident
Engineer had been very careful.

As the result proved it is true
the necessity for still further precautions
appeared, but under the peculiar circum-
stances attending the accident I can hardly
attach blame to the Resident Engineer
for not having apprehended danger.

Yours faithfully,
J. H. Faring,
Chg. Chief Engineer.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

J. M. Boosey Esq.

Dated 4th August 1874

No. 688.

Submitting further
information regarding
the accident which
occurred at the
Koyari Bridge on the
30th April last.

MS. 726 Oct 1874
In B. 105433A

1874

Madras Railway Company
Chief Engineer's Office
Madras 8th April 1874

The Resident Engineer
Chepur Bridges.

My dear Sir,

Yours of 90 of 3 instant.

I am sorry to hear that the accident happened to the men while clearing away the sand at the base of the cylinders.

This proves how necessary it is that strict orders should be issued to forbid men going under the Rails once the Cylinders have been loaded.

I feared such an accident as has happened and as you are aware continued you verbally to be more of it, but it would appear as if the Inspectors or Maintenance men in this instance, have actually ordered the men into the position in which they were when killed as they would scarcely have undertaken the work at which they were employed if their own free will.

I shall be glad to hear from you that you have issued stringent orders to your Inspectors and Maintenance men such as will prevent the recurrence of an accident from the same cause.

Yours very truly
J. H. Faring
Chief Engineer

1874

Madras Railway Company
Resident Engineer's Office
Chepur Bridge 10th April 1874

The Acting Chief Engineer,
My dear Sir,

Yours of 505.

No one could I think have anticipated the sinking of the Cylinder which caused the accident at the time it did as a consideration of the circumstances will show.

On the 20th of March a load of 628 Rails had been put up on the Cylinder on top of these 94 men jumped with out stirring it, on the following day the load was increased to 700 Rails, on which 105 men jumped without effect, the load remained on till the 25th when 121 men jumped on the rails without moving the Cylinder, 444 of these rails were then taken off, and the hole which was excavated in the interior of the Cylinder 8 feet deep below its bottom, was increased in depth 1 foot 8. Rails were again loaded up till on the 1st of April 600 were on upon these 140 men jumped without effect, the load of rails was then increased to 700, and on the evening of the 2nd of April in my presence 115 men jumped on these with all their might for some 20 minutes without causing the slightest sinking of the Cylinder.

After these repeated failures

to sink it with a large number of men
jumping on the load of rails to cause
vibrations, no one would I think suppose
it probable that with a less load, and
nothing to cause vibration, the Cylinder
would sink suddenly, simply because
about 1 1/2 feet of sand had been taken
away from round it.

About half an hour before the
accident as I was passing I ordered
the men who were digging round the
Cylinder away from it, but it appears that
after I left the man in charge of
them ordered them in again to clear away
some sand which slipped in and it was
while so engaged that they were killed,
so that had my orders been attended to
they would not have been killed.

Yours very truly
Wm. C. Weston
Res. Engr. in Charge
Cheyair Bridge

Madras Railway Co.
Chief Engineer's Office
Madras 11th April 1874.

The Resident Engineer
Cheyair Bridge

My dear Sir,

Yours of 9th of 10th instant
I quite agree with you in thinking
that the sinking of the Cylinder under
the circumstances was very extraordinary.

although, I believe, instances of the
same sort occurred during the sinking of
the Kuddah sandy Cylinders.

I am also convinced that you
have taken every precaution to avoid
accidents as the great immunity from them
which has hitherto attended the progress
of these works sufficiently proves.

The late accident however shows
the necessity for issuing strict orders to
the Inspector and his subordinates to forbid men
going under the Rails once the Cylinders
have been loaded and I request you will
do so.

Yours very truly
Wm. C. Weston
Res. Engr. in Charge
Cheyair Bridge

Madras Railway Co.
Resident Engineer's Office
Cheyair Bridge 16th April 1874

No. 106.

The Acting Chief Engineer,
My dear Sir,

Yours of 5th 22
Immediately after the accident
orders were given by me that no men should
go under the rails unloaded by cylinders.

Yours Res.
Wm. C. Weston
Res. Engr. Cheyair B.
True Copies
Wm. C. Weston
Res. Engr. Cheyair B.

J. H. Mellis
for the Agent & Manager

8/6

No. 719.

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 13th August 1874

From

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

To

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

Sir,

In reply to your letter of 4th of the instant, I have the honour to inform you that the Acting Chief Engineer states that he thinks the driver was to some extent responsible for the fatal accident at the Chepauk Bridge, but that the low degree of intelligence possessed by the class of men to which he belongs should be considered in extenuation of his fault. The man was immediately dismissed the service for disobedience of orders.

I have the honour to be,
Sir,

Your most obedient servant

R. B. Clavin
Agent and Manager.

S. M. 1002/74
3
125-27 26 Oct 74
L. H. 1. 5. 5. 3. 3.

S.P.C. (Info)
 Proceedings of the Madras Road.
 Read the following:

From the magistrate
 of Cuddalore } (H.E. Dec 21 7 15th Sept 11/12)
 thro' the Jnd^l Depart^t }
 Cons^l Eng^r for Ry: (a. " " 543 7 22nd 00)

His Excellency the
 Governor in Council
 has pleasure in
 finding that the
 reference made in
 G.O. Dec 1995 B.B. of
 23rd July elicits the
 fact of searching in-
 -quiry having been
 made by the Chief
 Engineer into the
 circumstances con-
 -nected with the

MS
 507a

11/10

11/10

11/10

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

S. M. S. for Railways.

Dated 13th August 1874

Recd. 14th Sept 11/12

No. 719

Regarding the accident
 at the Chayam Bridge

MS. 5726 Oct 11/12
 In B. A. 543 3 X

fatal accident at the
Cheyenne Bridge on
the 3^d April. The
correspondence now
submitted proves
that both the District
Engineer and Chief
Engineer were com-
mendably alive
to the necessity of
using great pre-
cautions, and that
their care was de-
feated by unautho-
rized action of a sub-
ordinate, which has
been visited with
prompt punishment
so far as they were
able to inflict it.

acted with
caution
in the
[unclear]

2. It would appear
also from the In-
-génieur's Report
that the promptest
action was taken
by the Village au-
-thorities in viewing
the bodies and re-
-porting on the
cause of death.

3. The Board of Engineers
must now be aware
of the importance
attached by the Govt.
to the receipt from
him of full and
~~early~~ prompt report of
all accidents like that
under review.

Leaving Certificate for Papers
Judicial Dept
J. Capin despatch 3/11/74.

L.M.W.

6002 ✓ 113/4

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Engineer for Railways

Dated

Recd.

Encl. 6

G. O. 2622 No.

Nos.

543 & 544

Cheyaur Bridge

Passing orders on a
letter from the Comr. for
the submission of further
correspondence relating
to the fatal accident
which occurred at the
on the 3rd April last—