M.R.O. 1—10,006—28-2-50.

(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. 3378-Rg Press
B.P. No. Mis.

Dated 2-12-1876 ~~1905~~.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
2nd December 1874.

No. 15. Read the following endorsement of the Acting Chief Secretary to Government, Judicial Department, dated Ootacamund, 12th October 1874:—

From W. D. HORSLEY, Esq., Magistrate of Cuddapah, to the Honorable D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated on Circuit, Burakayalakota, 3rd October 1874, No. 22.

With reference to paragraph 4 of G. O., No. 2,270, dated August 17th, 1874, I have the honor to forward a copy of the statement of Driver Lem.

2. He agrees with Mr. Robinson in saying that the inspection train passed over the Paupugnee bridge at 35 miles an hour, and that the greatest speed at which he travelled after leaving Cuddapah was 55 miles an hour. He accounts for his ability to slacken speed from 55 miles to 35 miles an hour by simply shutting off steam by saying that when 5 miles from the bridge he felt a shock, which induced him to close the regulator of the engine, and thereby he reduced the speed to 45 miles an hour. The shock which Lem alludes to was that noticed by Mr. Robinson. Driver Lem asserts that the engine was in perfect order.

Transferred to the Public Works Department, with reference to the orders in that department, dated the 17th August 1874, No. 2,270.

(Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

No. 16. Order thereon, 2nd December 1874, No. 3,378.

RAILWAY, No. 2.

Ordered to be recorded.

2. The evidence does not throw any additional light on the subject. It agrees with that of Mr. Robinson generally.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Asst. Engineer
Judl. Dept.

Exd. S. T. Austin.
Spare Copies

Witness for the

Calendar Case No. — of 187—

Deposition given on Solemn affirmation on the 21st day of September 1874

by. W. J Lem

Fathers name. E Thomas Lem.

Caste. Xtian

Religion. Protestant

Age - 34 Years.

Residence. Madras

Occupation. Engine Driver

I was on the special inspection train which started on the 16 June By my watch it was exactly 6 A.M. when the train started from Cuddapah I was incharge of the Engine, and Mr. Robinson, the Deputy Chief Engineer was incharge of the Train. Mr. Robinson regulated the speed. The train was a light one, consisting of a Carriage and a brakevan. We started from the staff bungalow

it

it was exactly 6, and then Mr. Robinson was in the Carriage. The speed between Ruddapark and the bridge was about 55 miles an hour, and never exceeded it. There were three brakes in the train. One in the tender, one in the Carriage, and the third in the Van. At the level crossing gate, I shut off steam, when in about 3/4 of a mile from the bridge. The fireman applied his brake, but the Inspector motioned to him to remove it I do not know whether the guard applied his brake; I did not whistle for it, because I did not think it necessary. At the 170th Mile, 14th Telegraph post, I felt the first shock, in consequence of it, I eased the

the train by closing the regulator. By easing the regulator the speed was reduced to about 45 miles an hour, and when I came to the level crossing gate, I shut off steam, and by the time I came to the bridge the speed was reduced to about 30 or 35 miles an hour. I consider it safe to travel at the rate of 30 miles an hour over that bridge, and likewise safe if travelled at 60 miles an hour if the bridge is true. Having felt an unusual shock with a light train at the 170th Mile, I took the precaution to reduce the speed from 55 miles to 35 miles an hour when over the bridge At the 170th Mile, when I felt the first shock, I did not apply any brake, I merely eased the train by closing the regulator until I came to the level cross, and then I shut off steam. So that from the 170th Mile, where I felt the first shock, to the

173rd

173rd Mile the speed was reduced from 55 to 45 Miles an hour; and to do this is possible even without shuttings off steam. When on the bridge I felt a marked oscillation in the train. This oscillation I felt when I got about 3 parts over the bridge; and from the 170th Mile up to the bridge I felt no more shocks of any kind: Just as I felt oscillation the engine began swaying and immediately gave way under me, and I do not know what happened afterwards The Engine must have left the rails and ran on the sleepers for a short while, and then dropped in between the rails. The engine when it left the rails was in perfect order, Reddapah was in perfect order, because I worked all it from 6½ A.M. to 6 P.M. on the 15th. When the speed was reduced by the Hon. Robinson must have noticed it.

/Signed/ W J Lee
Engine driver

The Evidence was read over and acknowledge to be correct.

/Signed/ W C H Cherry
/True Copy/ By Keayte.
W Nunty
Magistrate

C/C/Sec.

Enclosure No 1
In a letter from the Magistrate of Cuddapah dated 3d October 1874. No 22.

Pol. D 2nd Dec/74
In B No 15.

Mr 7305/74.

In Jud 2544/74.

Cuddapah Magistrate's Office
on Circuit-Cat Burakayalakota
3. October 1874.

No. 22 Dated 7th do do

From

W. D. Horsley Esquire
Magistrate of Cuddapah

To

The Honorable D. F. Carmichael
Chief Secretary to Government
Fort-Saint-George.

Sir,

With reference to para 4 of G.O. No. 2270 dated August 17th 1874, I have the honor to forward a copy of the statement of Driver Lem.

2. He agrees with Mr. Robinson in saying that the inspection train passed over the Papagni bridge at 35 miles an hour, and that the greatest speed at which he travelled after leaving Cuddapah was 55 miles an hour. He accounts for his ability to slacken speed from 55 miles to 35 miles an hour by simply shutting off steam by saying that when 5 miles from the bridge he felt a shock, which induced him to close

the regulator of the Engine, and thereby
he reduced the speed to 40 miles an
hour. The shock which Lem alludes
to was that noticed by Mr Robinson.
Driver Lem asserts that the Engine
was in perfect order.

I have the honor to be
Sir
Your most Obt Servant

W Smith
Supt

Ex Col

1874

From The Inspr. State of Two dispatches

To The Chief Secretary to Government Fort Smith Ga

Dated 3d
Despatched 7th } October
Rec. 12. } 1874.

No 2544

Enclosure one

No 22.

Forwards with reference to para 4 of G O No 2270 dated 17th August 1874 Copy of Driver Lewis's statement connected with the late Pauhagin accident at the Pauhagin Bridge.

Transmitted -

Transmits with reference to his letter No 2544 dated 7th instant with enclosure a statement by Driver Lewis of the accident at the Pauhagin Bridge on the 17th August 1874. No 22.

H. E. Gouverneur
Asst Chief Secretary

To The Public Works Department.
Fort Smith 12th October 1874.

P. W. 1874 Dep.
Prisoners for Dumpies
No: 7305

From

The Ag: Chief Secy:

Dated 12 Octr: 1874.
Read 20 Novr: 1874.
E. I.

Transferring a letter from the Magistrate of Cuddapah furnishing further information regarding the late accident at the Pauppuree Bridge on the N. W. Line of the Madras Railway—

Ap 15

Ltr ir 21-11-74

P. W. Department

&

Proceedings of the Madras Government

Read the following:-

From the Magistrate of Cuddapah
Dated the 2nd Octr 1874

3378
(M. Ex. Dy 32 3 3rd Octr 74.)

Ordered that the recorded evidence does not throw any additional light on the subject—

It agrees with that of Sub Collector and generally

Ordered that it be sent to the Superintending Engineer which testimonies appear blame

Enclosed as the case to which they were actually travelling in accordance with

No. 23/11

Shuck Ltr is needless
Mr Taylor has been despd
5

the recorded time
he has in travelling
from Cuddalore, a
with the only means
admitted that are
adopted for regulating
and checking it.

Signed

To The Town Engineer
& Jt. Secretary

Despatched letter 17/12/74.

15-16.

21-11-74
2-11-74

7305

Gobt. of 1874 Madras.

PUBLIC WORKS.

To

Letd

Lead. Encl.

G. O. 2 Dec 1874, No. 5378

Nos 15-16.

Late accident at the Pau-
-jugnee Bridge on the
North West Line - Madras
Dr - Endorsement by the
Judicial Dept transferring
a letter from the Magistrate
of Cuddapah furnishing
further information regarding
the late accident, recorded
with remarks -