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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1071-Rly	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	27-4-1954		

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th April 1874.*

Read the following papers:—

No. 332. Endorsement of the Consulting Engineer for Railways, dated Madras,
16th February 1874, No. 90.

MADRAS RAILWAY.

*Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus,
on Tuesday the 10th February 1874.*

PRESENT.

Lieut.-Col. J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways.
Lieutenant W. H. COAKER, R.E., Deputy do. do.
Mr. R. K. WILLIAMS, Officiating Examiner of Railway Accounts.
" T. H. GOING, Acting Chief Engineer, Madras Railway.
" H. E. CHURCH, Traffic Manager, do.
" F. CHURCH, Chief Auditor, do.
" J. CRAMP, Chief Accountant, do.
" R. B. ELWIN, Agent and Manager, do.

THE under-mentioned applications for advances and payments on acco-
"Capital" and "Revenue," submitted by the Chief Auditor, were passed:—

Capital.				RS.	A.	P.
Locomotive Muster Roll	...	...	November 1873	11,246	2	9
Construction and Maintenance as per statement	...	...	" "	17,823	12	2
Salaries—						
General Management	...	...	December 1873	1,343	9	0
Police and Telegraph Departments	...	...	" "	0	11	5
General Superintendence	...	...	" "	93	1	5
Locomotive Department	...	...	" "	2,218	11	9
Madras Division...	...	...	" "	154	6	0
Second Division, South-West Line	...	...	" "	1	5	10
Fourth do., do.	...	...	" "	186	7	1
First do., North-West Line	...	...	" "	72	11	0
Second do., do.	...	...	" "	87	5	7
Third do., do.	...	...	" "	45	8	0
Abstract of Stores purchased...	...	...	January 1874	55,048	14	10
Total...				88,322	10	10

Revenue.				RS.	A.	P.
Locomotive Muster Roll	...	...	November 1873	37,053	10	9
Construction and Maintenance as per statement	...	...	" "	51,927	2	6
Salaries—						
General Management	...	...	December 1873	25,656	11	5
Police and Telegraph Departments	...	...	" "	7,048	2	0
General Superintendence	...	...	" "	7,745	11	1
Traffic Department	...	...	" "	36,225	14	4
Locomotive Department	...	...	" "	9,901	0	0
Madras Division...	...	...	" "	1,991	3	2
Second Division, South-West Line	...	...	" "	1,722	9	4
Third do., do.	...	...	" "	1,629	9	2
Fourth do., do.	...	...	" "	1,471	12	7
First do., North-West Line	...	...	" "	1,157	2	3
Second do., do.	...	...	" "	1,004	13	5

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Revenue.—(Concl'd.)			
Salaries—			
Third Division, North-West Line	December 1873	RS.	A. P.
Cheyair Bridge, Suspense Account—Revenue...	"	1,597	0 2
Contingencies—	"	947	8 6
General Management	"	21,713	12 0
Total...		2,08,793	10 8

2. An application for the following cash advances for the month of February 1874 was submitted to the Consulting Engineer with the Agent and Manager's letter, No. 110, dated the 2nd February 1874:—

	Capital.	Revenue.	Total.
	Cr.	Cr.	Cr.
Cash balance on 1st December 1873 ...	RS. A. P.	RS. A. P.	RS. A. P.
Amount received in " " ...	71,764 3 7	22,178 4 10	93,942 8 5
Total...	1,35,225 14 2	2,50,000 0 0	3,85,225 14 2
Amount actually expended in December 1873 ...	2,06,990 1 9	2,72,178 4 10	4,79,168 6 7
Balance in hand on 1st Jan. 1874 ...	82,786 11 7	2,01,596 13 0	2,84,383 8 7
Amount received for " " ...	1,24,203 6 2	70,581 7 10	1,94,784 14 0
Total...	67,670 9 7	1,30,000 0 0	1,97,670 9 7
Estimated expenditure in Jan. 1874 ...	1,91,873 15 9	2,00,581 7 10	3,92,455 7 7
Estimated balance on 1st Feb. ...	1,50,620 12 10	1,39,659 7 11	2,90,280 4 9
Amount now applied for " " ...	Cr.	Cr.	Cr.
	41,253 2 11	60,921 15 11	1,02,175 2 10
	1,30,000 0 0	1,40,000 0 0	2,70,000 0 0

3. It is requested that credit may be afforded on the following Treasury:—

	Capital.	Revenue.	Total.
Bank of Madras	RS. 1,30,000	RS. 1,40,000	RS. 2,70,000

4. Read letter from the Consulting Engineer, No. 115, dated the 3rd of February 1874, in which, with reference to the recent shunting accidents at Rairchore and the Cheyair bridge, the attention of the Agent and Manager was directed to the great difficulty which was experienced in arriving at a satisfactory decision as to the cause of those accidents, in consequence of the contradictory nature of the evidence, and the want of an officer competent to sift it on the spot. Colonel Shaw-Stewart forwarded with his letter, for the consideration of the Agent and Manager, a copy of a letter* he had received from the Consulting Engineer to the Government of Bombay, from which it appears that on each of the two large railways in that Presidency an officer belonging to the Government Police holds the appointment of Superintendent of Railway Police being paid by the Company according to the graded position in the Police Department of the officer holding the appointment. On the Great Indian Peninsula Railway the appointment is held by a Captain who receives

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27th April 1874.*

Rupees 600 a month and Rupees 200 travelling allowance, and on the Bombay, Baroda, and Central India Railway by a Lieutenant-Colonel who receives, as an exceptional case, a consolidated salary of Rupees 1,200 a month.

After full discussion of the question as to whether it would prove advantageous to create a similar appointment upon the Madras Railway, it was considered that a Committee of Heads of Departments, associated with an officer from the Consulting Engineer's Department, should be better able, from their knowledge of railway details and working, to ascertain the cause of an accident and through whose fault it occurred, than a single Police Officer without any practical railway experience. It was considered also that, looking at the limited earnings of this Company as compared with those of the railways in Bombay, the additional expense which would be entailed by the new appointment was a serious objection to the proposal.

It was therefore resolved that in all future cases of serious accidents on the line the matter shall, with as little delay as possible, be inquired into by a Committee constituted as mentioned above whose report shall be submitted for the orders of Government.

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

SUBMITTED for the approval of Government.

2. With reference to paragraph 4 of the minutes it should be mentioned that the unsatisfactory results which have attended the inquiries in the case of several recent accidents on the Madras Railway brought the question of the Police arrangements under discussion. The subject was brought forward at a meeting held in December 1873, and it was suggested that inquiries into accidents would probably be facilitated, and their results rendered more satisfactory, by the adoption of some arrangement such as prevails in the Bombay Presidency, where the appointment of Superintendent of Railway Police is held by an officer of the Government Police, the Railway Police forming part of the general Police system for that Presidency.

3. At the meeting which was held upon the 10th instant the subject was fully discussed in all its bearings, and it was agreed that the extra expense, which would be entailed by the adoption of any such system, would outweigh the advantages which might be expected from it.

4. The mode in which accident inquiries have been generally conducted was also brought under consideration. In almost every accident which occurs upon a railway, each of the three working departments, the Engineering, the Locomotive, and the Traffic, is concerned more or less directly. Until now, in the case of an accident on the Madras Railway, it has been the custom for the head of each department to make his preliminary inquiries independently of the other departments; joint action in the investigation being afterwards taken in all doubtful cases by the departments concerned. The natural, perhaps unavoidable, result of this system has been to foster a spirit of departmental bias, the subordinates in each department trying to screen themselves at the expense of their neighbours, and the contradictory nature of the evidence has more than once made it impossible to ascertain satisfactorily the cause of an accident.

5. It has now been arranged that, in every case of a serious accident, the inquiries shall be immediately conducted on the spot by a joint committee of officers belonging to each of the three working departments, associated with an

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officer from this department. I am confident that this arrangement will lead to satisfactory results.

6. With reference to the foregoing remarks, it may be mentioned that this is not the first occasion upon which the Police system of the Madras Railway Company has come under discussion. The frequent robberies which took place during 1865 led to a proposal for the adoption of a system similar to that which now prevails in Bombay; but the expense which the measure would have entailed led to its rejection. The circumstances are fully detailed in the following Proceedings of Government:—

23rd November 1865, No. 3,543

15th March 1866, „ 850

8th May „ „ 1,466

20th December 1866, „ 4,024

8th July 1867, „ 2,040

18th October 1869, „ 3,347

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 333. 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,
16th February 1874, No. 91.

I HAVE the honour to lay before His Excellency the Governor in Council certain letters* from the Agent of the Madras Railway Company, reporting the circumstances connected with two accidents in shunting, of which one occurred at the Cheyair bridge on the 22nd of August 1873, and the other at the Raichore Station on the 29th idem.

2. The circumstances connected with the accident at the Cheyair bridge are as follow:—

The 9-30 A.M. mixed train from Cuddapah to Madras, on arriving at the south abutment of the Cheyair bridge, detached five wagons loaded with material for the bridge. These wagons were run into a siding, while the rest of the train was left standing, on the main line, between the points and the bridge.

It appears that, after hooking on to the five loaded wagons in question ten empties and a loaded wagon which were standing in the siding, bringing these on to the main line, and attaching them to the train standing there, the Driver ran on past the points with the five loaded wagons which he had brought from Cuddapah, stopping when the last of these was clear off the points. During this stoppage it seems that a cooly unhooked the five wagons from the engine, but by whose orders is not clear; so that, when the engine began to move, a "fly shunt" took place, and the wagons ran rapidly back into the siding, which has a steep incline, carrying with them two other loaded wagons, and all seven coming into collision with and completely smashing a trolley. They were finally stopped in the middle of the river bed by the two loading wagons getting off the rails.

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In addition to the trolley being smashed, three wagons were damaged and a cooly severely wounded.

The evidence of the Company's servants concerned in the accident was laid before the Head Assistant Magistrate of Cuddapah, who is of opinion that a criminal prosecution would not lie against any of them, although he considers that both the Inspector and the Driver were in fault. The Agent has communicated this opinion to the Heads of the Departments to which they respectively belong. After studying the evidence and discussing the subject with the Railway Authorities, I have arrived at the conclusion that the chief blame rests with the Driver.

3. With regard to the accident at the Raichore Station, the papers herewith enclosed show that a cotton wagon belonging to the Great Indian Peninsula Railway Company was standing uncoupled, scotched by a granite stone; and that some other wagons which were being shunted came in contact rather smartly with the uncoupled wagon in question, throwing it off the rails, and causing it to run against and destroy the weigh bridge office.

I agree with the Railway Authorities in attributing this accident to the use of a stone for scotching the wagon, a practice which seems to have been not uncommon at Raichore, though apparently the Station Master had no knowledge of it.

4. The Agent proposes to recover from the Head Porter and other Porters concerned a portion of the expenses incurred in repairing the weigh bridge office.

5. The circumstances connected with the two accidents above referred to have been repeatedly discussed in full detail; but the conflicting nature of the evidence has in each case made it almost impossible to arrive at a satisfactory conclusion. The difficulty in ascertaining the facts, which has been experienced in these instances and in other recent accidents, has led to a consideration of the best mode of conducting the inquiries in such cases; and it is hoped that the measures adopted at the meeting held on the 10th instant, the minutes of which are this day* laid before Government, will have the desired effect of enabling

* With No. 90.

the officers who conduct the inquiry to trace each accident to its cause.

From W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 26th August 1873, No. 646.

I HAVE the honour to report, for the information of Government, that I learn from the Acting Chief Engineer that while the 9-30 A.M. train from Cuddapah was shunting at the Cheyair bridge on the 22nd instant, an accident occurred by which three wagons were damaged, a trolley smashed, and a cooly severely wounded.

2. I have directed the Traffic Manager to send up the Superintendent of Police to take the evidence of the servants concerned, and, as soon as I am in possession of full particulars, I will make a further report upon the subject.

From the same Officer, dated Madras, 8th November 1873, No. 920.

In acknowledging the receipt of your letter of yesterday, No. 1,066, I have the honour to express my regret that the reports concerning the accident at the Cheyair bridge, and the derailment of the cotton truck at Raichore, have been so long delayed.

2. The evidence in these cases is, however, so conflicting, that I have found it impossible to dispose of the subjects without conferring with the Heads of the Departments concerned. I have been unable to do this hitherto, but hope to discuss the questions at the meeting on Monday next, and to come to some conclusion with respect to both subjects.

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27th April 1874.*

From the same Officer, dated Madras, 19th December 1873, No. 1,058.

In continuation of my letters, Nos. 646 of the 26th August and 920 of the 8th ultimo, I have the honour to inform you that the Acting Chief Engineer, the Traffic Manager, and I met in this office on the 17th instant for the purpose of discussing the circumstances attending the accident that occurred at the Cheyair bridge on the 22nd of August last. After fully discussing all the evidence in this case it was determined that the Traffic Manager, who expects to be in Cuddapah during next week, shall consult the Head Assistant Magistrate as to the advisableness of prosecuting the cooly who unhooked the wagons that were damaged, with the view of eliciting evidence as to who is responsible for having given him the order to do so.

2. The evidence, as taken by the Company's Police, is so conflicting, that we were quite unable to agree to any conclusion upon the subject.

From the same Officer, dated Madras, 19th December 1873, No. 1,061.

In continuation of my letter of the 8th ultimo, No. 920, I have the honour to inform you that the Acting Chief Engineer, the Traffic Manager, and I met in this office on the 17th instant for the purpose of discussing the circumstances attending the accident that occurred at the Raichore Station on the 29th of August, when a wagon, belonging to the Great Indian Peninsula Company when standing on the turn-table, was thrown off the rails and knocked down the weigh bridge office.

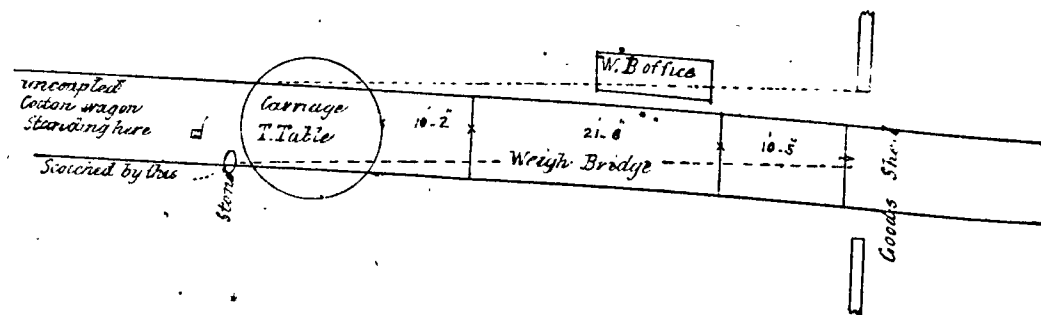
2. Particulars of the damage done to the Company's property and (according to the decision arrived at by the Committee) a correct statement of the facts of the case are contained in the enclosed copy of a report* made at the time by the Resident Engineer of the 3rd Division, North-West Line.

* Dated 1st September 1873.

3. The evidence considered by the Committee was most conflicting as to the statement that the wagon that was derailed was scotched with a piece of stone. The conclusion arrived at however was that there is no doubt that such was the case, but that the Station Master was unaware of the practice, and it was determined that, as soon as the cost of repairing the damage done has been ascertained, the Traffic Manager shall fine the Head Porter and other Porters concerned such portion of their wages as they can reasonably be expected to pay towards defraying the expenses of the said repairs.

From A. T. WILKINSON, Esq., Resident Engineer, 3rd Division, to the Acting Deputy Chief Engineer, Madras Railway, dated Raichore, 1st September 1873.

THE accident at the weigh bridge. I have carefully examined the spot, and find the weigh bridge office knocked to pieces in front and at the two ends; the back wall is standing, but so cracked to nearly ground level that it must be pulled down. Two windows and a door have also been smashed. The roof which was terraced fell in on to the scale beam and lever, and, as I telegraphed to you to-day, the machine must be removed and repaired. This rough sketch, by the help of the



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27th April 1874.*

plan in your office, will show the position. The Inspector said that the Great Indian Peninsula cotton wagon was standing uncoupled, scotched by a granite stone where I have marked it, and that some wagons being shunted kicked this uncoupled wagon rather smartly, causing it to mount the rails and go in the direction of the dotted lines, fouling and destroying the weigh bridge office, and being finally brought up against the goods' shed wall. The European Great Indian Peninsula Carriage Examiner told me that he saw the stone, and that he had frequently remarked that the Madras Railway Porters used stones to scotch vehicles. Marks of crushed stone are on the turn-table, and pieces of stone recently crushed are lying about. I have ordered preparations for re-building the office to be made. Will you kindly send me a copy of this letter.

From W. BARTON-WRIGHT, Esq., Acting 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 January 1874, No. 25.

In continuation of this office letter, No. 1,058, of the 19th ultimo, and in reply to your docket, No. 30, of the 10th instant, I have the honour to inform you that the evidence relating to the accident that occurred at the Cheyair bridge on the 22nd of August last, has been laid before the Head Assistant Magistrate of Cuddapah, who is of opinion that a criminal prosecution would not lie against any of the Company's servants in this case.

2. Mr. Atkinson is, however, of opinion that both the Inspector and the Driver are in fault, the former for neglecting to supervise the shunting which he admits having undertaken to perform, and the latter for striking the wagons after they had been detached from the engine, his object in doing so, in Mr. Atkinson's opinion, being to get the wagons clear of the points and so allow his engine to pass.

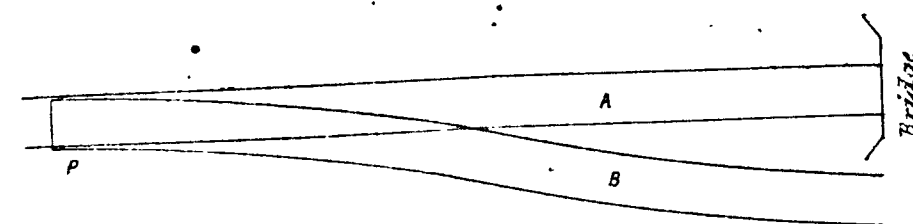
3. I have communicated Mr. Atkinson's opinion to the Acting Chief Engineer and the Locomotive Superintendent.

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, 2nd February 1874, No. 106.

With reference to your letter, No. 53, of the 20th ultimo, I have the honour to inform you that the circumstances connected with the accident at the Cheyair bridge on the 22nd of August last were as follow:—

The 9-30 A.M. from Cuddapah arrived at the south abutment of the Cheyair bridge at 11-18 A.M. having, next the engine, five wagons of Nurjee stone to be left at the bridge.

The train was brought to a stand when the five wagons were detached and drawn clear of the point P.



the rest of the train being left standing on the main line between the points and the bridge.

2. The Driver then ran into the siding B, with the five loaded wagons, and hooked on to them ten empties and one loaded wagon which were standing in the siding B ready to go on. After attaching these he ran out along the main line, cleared the points, and ran back along the main line, and attached one loaded and five empties to the train, intending not to take the remaining five empties; but being ordered by the Guard to do so, he attached these also to his train, and then ran on past the points with the five wagons of Nurjee stone, stopping when the last one was one rail (twenty feet) clear of the points P. During this stop it appears from the evidence that a cooly unhooked the five wagons from the engine. The Driver alleges that he was not aware that this was done, and the evidence is so contradictory that it was found impossible to determine who ordered the cooly to do so, or whether any order was given at all. The consequence was however that a "fly shunt" took place, and on the engine beginning to move the wagons ran rapidly back into the siding, and though the coolies jumped on the brakes and did all they could to stop them, the incline being so steep, they ran on striking and carrying with them two other wagons loaded with rails which were standing about half-way down the incline. The seven wagons coming into collision with and completely smashing the Resident Engineer's trolley, and were only stopped at the 13th pier of the bridge in consequence of the two front wagons getting off the rails.

3. A cooly in jumping off a wagon just before the final collision fell and had his foot crushed by one of the wheels running over it and was also severely bruised. The Acting Chief Engineer informs me that this man is still unable to walk well enough to go to work, but that he will probably be able to return to duty at the beginning of March.

4. The following damage was done to the permanent-way and rolling stock :—

Permanent-Way.

Two pots broken. Two rails bent.

Rolling Stock.

H. S. O. G. Wagon No. 801.—One axle bent, one end plank broken, one grease-pan broken.

H. S. O. G. Wagon No. 1,115.—One end plank broken, one stanchion broken, one stanchion plate broken, one head stock broken, one buffer casting broken.

H. S. O. G. Wagon No. 51.—Two buffer castings broken, one grease-pan broken, one end plank broken.

No. 334.

ORDER THEREON, 27th April 1874, No. 1,071.

RAILWAY, No. 49.

THE papers now laid before Government relate to two accidents on the Madras Railway, North-West Line, both

of which occurred within one week of each other in the month of August 1873, and are attributable to carelessness in shunting. It will be convenient to review each separately.

2. The first happened at the Cheyair bridge on the 22nd August; and report was made on the 26th to the effect that it resulted in damage to three wagons, a trolley smashed and a cooly severely wounded, and that evidence regarding it was about to be taken. But up to the 17th December no concerted action appears to have been taken by the Agent and Heads of Railway Departments concerned to decide on the evidence, which is described as very conflicting. The decision then arrived at was to ask the Head Assistant Magistrate of Cuddapah whether a certain cooly should not be prosecuted with a view to ascertain by what authority he unhooked the wagons that were being shunted. On the 13th January it was reported, as the Head Assistant Magistrate's opinion, that a criminal prosecution would not lie against any of the Company's servants, but that both the Inspector and Driver were at fault.

3. It does not appear that the Agent intends taking further action beyond communicating the opinion of the Head Assistant Magistrate to the Acting Chief Engineer and Locomotive Superintendent. His Excellency the Governor in Council is dissatisfied with the way in which the inquiry into this case has been conducted. Unreasonable delay took place which doubtless contributed to that conflict of evidence which has defeated justice. He desires to know what further notice was taken of the Driver's conduct.

4. Similar remarks apply to the other accident, the circumstances of which were not fully reported till nearly four months after date, although made known to the Agent within a few days; and the conclusion which was arrived at was to fine a few Porters for a practice which the Master of a large station like Raichore is allowed to plead ignorance of with impunity, and which, so far as His Excellency the Governor in Council can judge, could not be the cause of the accident.

5. His Excellency the Governor in Council will not for the present object to the trial of the system by which it is now proposed to make immediate inquiry into all serious accidents. But it must be understood that unless such inquiries result in decided action, the only alternative will be to place such inquiries in the hands of a Government Police Officer. His Excellency in Council is not by any means satisfied that the expense thereby entailed would not in the long run be more than counterbalanced by actual savings resulting from the enforcement of proper precautions.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways:

" ~~Public Department.~~

" Judicial do.

Exd. E. C. Shunker.

Spare Copies

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Tuesday, the 10th February 1874.

PRESENT.

Mr. J. H. Shaw Stewart, R.E. Cons. Engr for
Lieut. W. H. Barker, R.E. Dy. — do —
Mr. A. H. Williams, Offg. Examiner of Railway Accs
Mr. J. H. Goring, Asst. Chief Engrs, Madras Railw
Mr. H. B. Church, Traffic Manager — do —
Mr. F. Church, Chief Auditor — do —
Mr. J. Cramp, Chief Accountant — do —
Mr. A. B. Elwin, Agent & Manager — do —

1. The undermentioned applications
for advances and payments on account of
"Capital" and "Revenue" submitted by the
Chief Auditor were passed.

Madras Railway - Capital.

Locomotive Muster Roll - November 1873 -	Rs.	as	11,246 . 2 .
Construction and maintenance as per statement	Rs.	as	17,823 . 12 .
Salaries - General Management - Decr/73.	Rs.	as	1,343 . 9 .
Police and Telegraph Departments	Rs.	as	0 . 11 .
General Superintendence	Rs.	as	93 . 1 .
Grand total over			30,507 . 4 .

13

Brought over	Rs	as	P.	30,507.4.9
Salaries - Locomotive Department - Decr/73				2,218.11.9
do Madras Division				154.6.0
do 2 ^d Division, S. N. Line				1.5.10
do 4 th				186.7.1
do 1 st				72.11.0
do 2 ^d				87.5.7
do 3 ^d				45.8.0
Abstract of Stores purchased. Jan'y/74				55,048.14.10
				88,322.10.11

Madras Railway - Revenue

Locomotive Muster Roll - Novr 1873				37,053.10.9
Construction and Maintenance				
as per statement				51,927.2.6
Salaries - General Management - Decr/73				25,656.11.3
do Police and Telegraph				
Departments				7,048.2.0
do General Superintendence				7,745.11.1
do Traffic Department				36,225.14.4
do Locomotive Department				9,901.0.0
do Madras Division				1,991.3.2
do 2 ^d Division, S. N. Line				1,722.9.4
do 3 ^d				1,629.9.2
do 4 th				1,471.12.7
do 1 st				1,157.2.3
do 2 ^d				1,004.13.5
do 3 ^d				1,597.0.2
do Cheyair Bridge - Expenses				
Account Revenue				947.8.6
Contingencies General Management				21,713.12.0
				2,08,793.10.8

2. An application for the following cash advances for the month of February 1874, was submitted to the Consulting Engineer with the Agent and Manager's letter No. 110 dated the 2^d February 1874.

	Capital			Revenue			Total		
	Rs	as	p	Rs	as	p	Rs	as	p
Cash balance on 1 st December 1873	71764	3	7	22178	4	10	93942	8	5
Amount received in December	135225	14	2	250000	-	-	385225	14	2
Total	206990	1	9	272178	4	10	479168	6	7
Amount actually expended in Dec/73	82786	11	7	201596	13	-	284383	8	7
Balance in hand on 1 st January 1874	124203	6	2	70581	7	10	194784	14	-
Amount received for January	67670	9	7	130000	-	-	197670	9	7
Total	191873	15	9	200581	7	10	392454	7	7
Estimated expenditure in Jan/74	150620	12	10	139659	7	11	290280	4	9
Estimated balance on 1 st Feby	41253	2	11	60921	15	11	102175	2	10
Amount now applied for	130000	-	-	140000	-	-	270000	-	-

3. It is requested that credit may be afforded on the following Treasury:

Bank of Madras	Capital	Revenue	Total
	Rs	Rs	Rs
	130,000-0-0	140,000-0-0	270,000-0-0

4. Read letter from the Consulting Engineer No. 115 dated the 3rd of February 1874, in which, with reference to the recent shunting accidents at Raichore and the Cheyave Bridge, the attention of the Agent and Manager was directed to the great difficulty which was experienced in arriving at a satisfactory decision as to the cause of those accidents, in consequence of the contradictory nature of the evidence, and the want of an Officer competent to sift it on the spot.

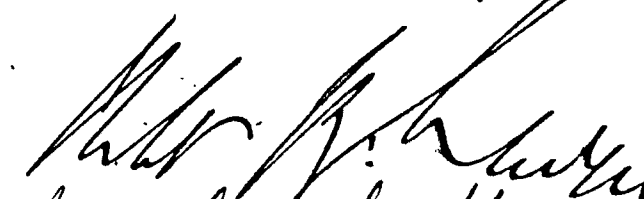
No 290 -
Dated 22nd
Jan'y 1874
with enclosures

Colonel Shaw Stewart forwarded with his letter for the consideration of the Agent and Manager a copy of a letter he had received from the Consulting Engineer to the Government of Bombay, from which it appears that on each of the two large Railways in that Presidency an Officer belonging to the Government Police holds the appointment of Superintendent of Railway Police being paid by the Company according to the graded position in the Police Department of the Officer holding the appointment. On the Great Indian Peninsula Railway the appointment is held by a Captain who receives Rs. 600 a month and Rs 200 travelling allowance and on the Bombay Baroda and Central India Railway by a Lieutenant Colonel who receives, as an exceptional case, a consolidated salary of Rs. 1200 a month.

19
After full discussion of the question as to whether it would prove advantageous to create a similar appointment upon the Madras Railway it was considered that a Committee of Heads of Departments, associated with an Officer from the Consulting Engineer's Department, should be better able, from their knowledge of Railway details and working, to ascertain the cause of an accident and through whose fault it occurred, than a single Police Officer without any practical Railway experience. It was considered also that, looking at the limited earnings of this Company as compared with those of the Railways in Bombay, the additional expense which would be entailed by the new appointment was a serious objection to the proposal.

It was therefore resolved that in all future cases of serious accidents on the line the matter shall with as little delay as possible be inquired into by a Committee constituted as mentioned above whose report shall be submitted for the Orders of Government.

Consulting Engineer for Railways


Agent and Manager
Madras Railway.

1873-74
27th April 1874
L. M. 956/14
L. M. 332

21
Submitted for the approval of
Government with view to receive
the same. With reference to paragraph
4 of the Minutes it should be mentioned
that the unsatisfactory results which
have attended the inquiries in the case
of several recent accidents on the Madras
Railway brought the question of the Police
arrangements under discussion. The subject
was brought forward at a meeting held
in December 1873, and it was suggested
that inquiries into accidents would pro-
bably be facilitated, and their results
rendered more satisfactory, by the adop-
tion of some arrangement such as
prevails in the Bombay Presidency,
where the appointment of Superinten-
dent of Railway Police is held by an
Officer of the Government Police, the
Railway Police forming part of the
general

general Police system for that Presidency.

3. At the meeting which was held upon the 10th instant the subject was fully discussed in all its bearings, and it was agreed that the extra expense which would be entailed by the adoption of any such system would outweigh the advantages which might be expected from it.

4. The mode in which accident inquiries have been generally conducted was also brought under consideration. In almost every accident which occurs upon a railway, each of the three working departments, the Engineering, the Locomotive, and the Traffic, is concerned more or less directly. Until now, in the case of an accident on the Madras Railway, it has been the custom for the head of each department to make his preliminary inquiries independently

of

of the other departments; joint action in the investigation being afterwards taken in all doubtful cases by the departments concerned. The natural, perhaps unavoidable, result of this system has been to foster a spirit of departmental bias, the subordinates in each department trying to screen themselves at the expense of their neighbours; and the contradictory nature of the evidence has more than once made it impossible to ascertain satisfactorily the cause of an accident.

5. It has now been arranged that, in every case of a serious accident, the inquiries shall be immediately conducted on the spot by a joint Committee of Officers belonging to each of the three working departments, associated with an Officer from this department. I am confident that this arrangement will lead to satisfactory results.

6. With reference to the foregoing remarks, it may be mentioned that this is not the first occasion

upon

upon which the Police system of the
Machras Railway Company has come
under discussion. The frequent robberies
which took place during 1865 led to a
proposal for the adoption of a system
similar to that which now prevails in
Bombay; but the expense which the
measure would have entailed led to
its rejection. The circumstances are
fully detailed in the following Pro-
ceedings of Government:—

23rd November 1865 — N^o 3543.

15th March 1866 — N^o 250.

10th May 1866 — N^o 1466.

20th December 1866 — N^o 4024.

8th July 1867 — N^o 2040.

18th October 1869 — N^o 3347.

Manuwa

Machras
15th February 1874
Consulting Engineer for Railways.

To The Secretary to Government
Public Works Department
Fort Saint George.

P. B. 1874 Depart
No. 956.
RAILWAY DEPARTMENT.

1874

From

The Consulting Engineer
for Railways,

To

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

Dated 16th February 1874
Recd. 17th February 1874

No. 90

Enclosure 1

Submitted Minutes
of Meeting held on 10th
February 1874. of the
Madras Railway Co.
with observation
E. B. No. 1071. 27-4-74.

252
A. 3. 3. 74.
At 27 Feb 1874

No. 646

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 26th August 1873

From

H. B. Knight Esq
Acting Agent and Manager. of the M.R. Co.

To

Lieut Col. J. H. Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

I have the honour to report for the
information of Government that I learn
from the Acting Chief Engineer that while
the 9.30 a.m. train from Buddalake was
shunting at the Cheyave Bridge on the
22nd instant an accident occurred by
which three waggon were damaged, a
Trally smashed and a Cooly severely
wounded.

2. I have directed the Traffic
Manager to send up the Superintendent
of Police to take the evidence of the
servants concerned and as soon as
I am in possession of full particulars
I will make a further report upon
the subject.

I have the honour to be,
Sir,
Your most obedient servant.

[Signature]

Ag. agent & Manager.

No. 920

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 8th November 1873.

From

N. B. Wright Esqre.
Agent and Manager. of the M. R. Co.

To

Col. J. H. B. Stewart, R.E.
Consulting Engineer for Railways.

Sir,

In acknowledging the receipt of your letter of yesterday at 10.55, I have the honour to express my regret that the reports concerning the accident at the Cheyair Bridge, and the derailment of the Cotton Truck at Ranchore have been so long delayed.

2. The evidence in these cases is however so conflicting that I have found it impossible to dispose of the subjects without conferring with the Heads of the Departments concerned. I have been unable to do this hitherto but hope to discuss the questions at the meeting on Monday next and to come to some conclusion with respect to both subjects.

I have the honour to be,
Sir,
Your most obedient Servant.

[Signature]

From

MADRAS RAILWAY.

The Agent and Manager.

To
N. B. Wright Esqre.
Consulting Engineer

for Railways.

N. B. Wright Esqre.

Dated 26 August 1873

Recd.

11.
No. 646.

Reported as received
at the Madras Bridge
by which three wagons
were damaged, a
bull crushed, and
a cart, several injured

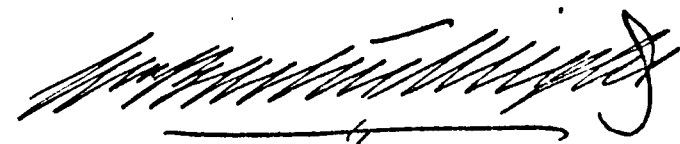
responsible for having given him
the order to do so.

2. The evidence as taken by
the Company's Police is so conflicting
that we were quite unable to agree
to any conclusion upon the subject.

I have the honour to be

Sir

Your most obedient Servant.



Acting Agent & Manager

No. 1061

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 19 December 1873.

From

William Bartow Wright Esq.
Agent and Manager of the M.R.

To

Lieut. Colonel J. H. M. Shaw Stewart
Consulting Engineer for Railways.

Sir,

In continuation of my letter of the 8th ultimo N^o 920 I have the honour to inform you that the Acting Chief Engineer, the Traffic Manager, and I met in this office on the 17th instant for the purpose of discussing the circumstances attending the accident that occurred at the Raichore Station on the 29th of August, when a Wagon belonging to the Great Indian Peninsula Company when standing on the Turn-table was thrown off the rails and knocked down the Weigh Bridge Office.

2. Particulars of the damage done to the Company's property and (according to the decision arrived at by the Committee) a correct statement of the facts of the case

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 19th Decr. 1873
Recd 20. Decr.

5. 1058.

Regarding the accident
that occurred at the
Chogam Bridge in the
22nd August last.

P.O. 924/74

Ms. 924/74
in A.M. 333.

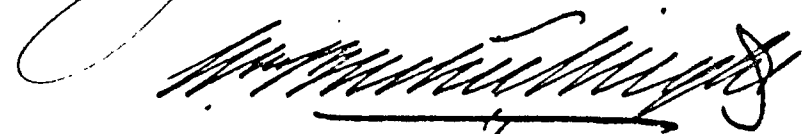
to the Chief Engineer 10 Decr 1873

37
are contained in the enclosed copy of a
Report made at the time by the Resident
Engineer of the 3rd Division North West
Line.

3. The evidence considered by the board
- committee was most conflicting as to the
statement that the waggon that was
derailed was scotched with a piece of stone.
The conclusion arrived at however was that
there is no doubt that such was the case,
but that the Station Master was unaware
of the practice, and it was determined
that as soon as the cost of repairing the
damage done has been ascertained the
Traffic Manager shall fine the Head Porter
and other Porters concerned such portion
of their wages as they can reasonably be
expected to pay towards defraying the
expenses of the said repairs.

I have the honour to be,

Yours most ^{devoted} obedient servant,

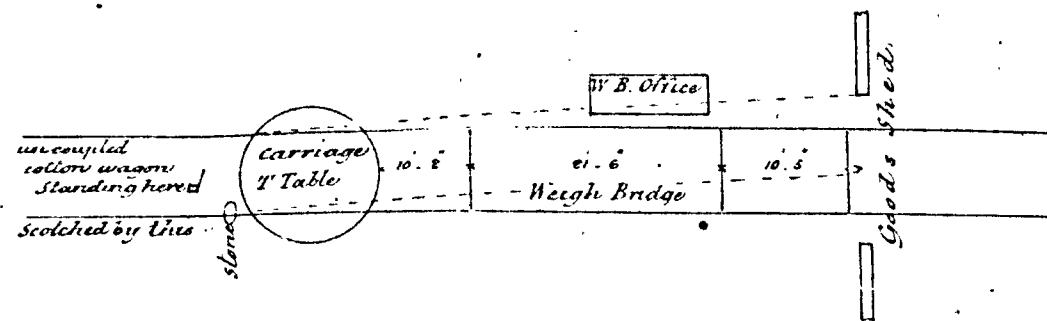


Ag. Agent and Manager

Madras Railway Company
 Resident Engineer's Office
 Ranchore 1 September 1873

The Acting Deputy Chief Engineer

My dear Sir, The accident at the Keigh Bridge.
 I have carefully examined the spot, and find the Keigh Bridge Office knocked to pieces in front and at the two ends: the back wall is standing, but so wrecked to nearly ground level that it must be pulled down. Two windows and a door have also been smashed. The roof which was twisted fell in on to the rafter beam, and leaves and as I telegraphed to you today, the machine must be removed and repaired. This rough sketch, by the help of the plan in your



office will show the position. The Inspectors said that the G. I. P. Cotton Wagon was standing uncoupled, scotched by a granite stone where I have marked it and that some wagon was

To
 26/11/73
 The Agent and Manager.

The Consulting Engineer

for Railways

and
 14 Miles
 No. 1081

Regarding the accident
 that occurred here
 the wagon at the Keigh
 station on the 29 August
 1873.

8.11.73/1/14

125.0/27.0/1/14
 28.8.73.333

shunted kicked this uncoupled wagon
rather smartly, causing it to mount the
rails and go in the direction of the
dotted lines, fouling and destroying
the N. B. Office and being forcibly brought
up against the Goods Shed wall. The
European, G. I. P. Carriage Examiner
told me that he saw the stone and that
he had frequently remarked that the
Ch. R. Porters used stones to catch vehicles.
Marks of crushed stone are on the T.
table and pieces of stone recently crushed
are lying about. I have ordered prepa-
rations for rebuilding the office to be
made. Will you kindly send me a copy
of this letter!

Yours very truly
Wm. J. Wilkinson

/True Copy/

Wm. J. Wilkinson

Chg. Agent & Manager.

copy

No. 25

113

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 13th Jan^y 1871.

From

The Agent and Manager, C. I. Co.

To

Mr. J. H. Bell, Esq. & Co. Stewart, P. E.
Consulting Engineer for Railways.

Sir,

In continuation of this
Office letter No. 1058 of the 19th ult^o and
in reply to your Docket No. 30 of the 10th
instant, I have the honour to inform you
that the Commission relating to the accident
that occurred at the Choorin Bridge on
the 22nd of August last, has been laid
before the Head Assistant Attorney General
of Cudalore who is of opinion that
a criminal prosecution would not
lie against any of the Company's
servants in this case.

The Attorney General is however
of opinion that both the Company and
the Division are partly to blame
for neglecting to repair the bridge
which he admits having been in a
state of disrepair for some time
before the accident. He has been
the manager after the accident
detached from the Company's
service.

105.9.9.1871
11.3.33
M. S.
11.3.33

in doing so, in Mr Atkinson's opinion,
being to get the waggon clear of the
points and so allow his Engine to
pass.

3. I have communicated Mr
Atkinson's opinion to the Acting
Chief Engineer and the Locomotive
Superintendent.

I have the honour to be,
Sir

Your most Obedient Servant

J. W. Melis.

for the Agent & Clearance

Madras, 2^d February 1874.

From

A. B. Olwin Esq.
Agent and Manager, M. R. Co.

To

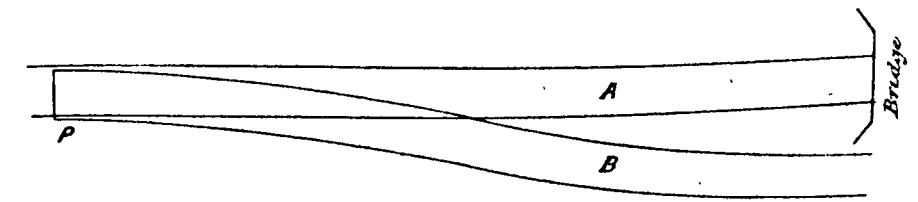
Col. J. H. Shaw Stewart, Esq.
Consulting Engineer for Railways.

Sir,

With reference to your letter of 5th of the 20th ultimo, I have the honour to inform you that the circumstances connected with the accident at the Cheyair Bridge on the 22^d of August last were as follows:-

The 9.30 A.M. train from Geddappah arrived at the South abutment of the Cheyair Bridge at 11.10 A.M. having next the Engine, five waggons of Kurjee stone to be left at the Bridge.

The train was brought to a stand when the five waggons were detached and drawn clear of the point P.



13.1

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 13th Jan 1874
Recd. 14th Jan 1874

M. 25

Regarding the accident that occurred at the Cheyair Bridge on the 22^d of August 1873.

13.1

P. M. 27/1/74

P. M. 27/1/74
No. 333

41

the rest of the train being left standing on the main line between the points and the Bridge.

2. The Driver then ran into the siding B. with the 5 loaded waggons and hooked on to them 10 empties and 1 loaded wagon which were standing in the siding B ready to go on. After attaching them he ran out along the main line, cleared the points and ran back along the main line, and attached one loaded and five empties to the train, intending not to take the remaining five empties, but being ordered by the guard to do so, he attached these also to his train and then ran on past the points with the five waggons of Turjee stone stopping when the last one was one rail (twenty feet) clear of the points P. During this stop it appears from the evidence that a Coolie unhooked the 5 waggons from the Engine. The Driver alleges that he was not aware that this was done, and the evidence is so contradictory that it was found impossible to determine who ordered the Cooly to do so, or whether any order was given at all. The consequence was however that as

51

fly shunt took place, and on the
Engine beginning to move the waggons
ran rapidly back into the siding,
and though the coolies jumped on the
Breakers and did all they could to
stop them, the incline being so steep
they ran on, striking and carrying
with them two other waggons loaded
with rails which were standing about
half way down the incline. The seven
waggons coming into collision with
and completely smashing the Resident
Engineer's Rally, and were only stopped
at the 13th pier of the Bridge in consequence
of the two front waggons getting off
the rails.

3. A Cooly in jumping off a
waggon just before the final collision
fell and had his foot crushed by
one of the wheels running over it, and
was also severely bruised. The Acting
Chief Engineer informs me that this
man is still unable to walk well
enough to go to work, but that he
will probably be able to return to
duty at the beginning of March.

4. The following damage was
done to the Permanent way and
rolling stock.-

Permanent Way.

Two Pats broken
Two rails bent.

Rolling stock.

H. S. O. G. } One axle bent; one end
Wagon no 801. } plank broken, one grease
 } pan broken.

H. S. O. G. } one end plank broken,
Wagon no 1115 } one stanchion broken,
 } one stanchion plate
 } broken, overhead stock
 } broken, one buffer casting
 } broken.

H. S. O. G. } Two buffer castings broken
Wagon no 57. } one grease pan broken
 } one end plank broken

I have the honour to be
Sir,
Your most obedient Servant
Wm. J. K. Wm
Agent & Manager

CONSULTING ENGINEER'S OFFICE.

No. 91

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

To

Secretary to Government,

Fort Saint George.

Sir,

I have the honour to lay before His Excellency the Governor in Council certain letters from the Agent of the Madras Railway Company, reporting the circumstances connected with two accidents in shunting, of which one occurred at the Cheyair bridge on the 22^d of August 1873, and the other at the Raichore station

222'

X 920 646-d/25 August 1843
 " 920-d/8 November "
 " 1058-d/19 December "
 " 1061-d/ - rich enlaved.
 " 25-d/18 Sang 1844
 " 106-d/2 February -

MAIDRAS RAILWAY.

Explain

The Agent and Manager.

70

The Consulting Engineer

for Tailwren.

Dated 2nd February 1874
 Recd. 3. 11/1

106

the rising forest
with exposure to the
sunlight which
occurred at the Che
Bridge on the 22nd
August last.

8. Mr. 974/74

ms. D. 272. 16b. v. 1/4
cont. 871. 333

on the 29th idem.

2. The circumstances connected with the accident at the Cheyair bridge are as follows:-

The 9.30 a.m. mixed train from Cuddapah to Madras, on arriving at the South abutment of the Cheyair bridge, detached five wagons loaded with material for the bridge. These wagons were run into a siding, while the rest of the train was left standing on the main line, between the points and the bridge.

It appears that, after hooking on to the five loaded wagons

in question ten empty and a loaded wagon which were standing in the siding, bringing these on to the main line, and attaching them to the train standing there, the driver ran on past the points with the five loaded wagons which he had brought from Cuddapah, stopping when the last of these was clear off the points. During this stoppage it seems that a coolie unhooked the five wagons from the engine, but by whose orders is not clear, so that, when the engine began to move, a "fly-shunt" took place, and the wagons ran rapidly

rapidly back into the siding, which has a steep incline, carrying with them two other loaded wagons, and all seven coming into collision with and completely smashing a trolley. They were finally stopped in the middle of the river-bed by the two loading wagons getting off the rails. In addition to the trolley being smashed, three wagons were damaged and a coolie severely wounded.

The evidence of the Company's servants concerned in the accident was laid before the

Board

59
Head Assistant Magistrate of Coimbatore, who is of opinion that a criminal prosecution would not lie against any of them, although he considers that both the inspector and the driver were in fault. The Agent has communicated this opinion to the heads of the departments to which they respectively belong. After studying the evidence, and discussing the subject with the Railway Authorities, I have arrived at the conclusion that the chief blame rests with the driver.

3. With regard to the accident

accident at the Raichore station,
the papers herewith enclosed show
that a cotton wagon belonging to the
Great Indian Peninsula Railway
Company was standing uncoupled,
secured by a granite stone; and
that some other wagons which were
being shunted came in contact -
rather smartly with the uncoupled
wagon in question, throwing it off
the rails, and causing it to run
against and destroy the weigh-
bridge office.

I agree with the
Railway Authorities in attributing
this accident to the use of a stone
for

61
for securing the wagon, a practice
which seems to have been not
uncommon at Raichore, though
apparently the station master
had no knowledge of it. The
Agent proposes
to recover from the head porter
and other porters concerned a
portion of the expenses incurred
in repairing the weigh-bridge
office.

4. The circumstances
connected with the two accidents
above referred to have been
repeatedly discussed in full
detail; but the conflicting nature
of

of the evidence has in each case
made it almost impossible to
arrive at a satisfactory conclusion.
The difficulty in ascertaining the
facts, which has been experienced
in these instances and in other
recent accidents, has led to a
consideration of the best mode of
conducting the inquiries in such
cases; and it is hoped that the
measures adopted at the meeting
held on the 10th instant, the
minutes of which are this day
laid before Government, will
have the desired effect of
enabling the officers who conduct
the

63 13
the inquiry to trace each accident
to its cause.

I have the honour to be
Sir

Your most obedient servant.

Madras
16 February
1874
Ed
R. H. H.

W. H. H. L. H. H. R. E.

Cons. Engineer for Railways

with Hoag

Proceedings of the Indian Court.
Read the following.

The Long Engines
for Railways

The papers now
laid before Government
relate to two accidents
on the Madras Railway.
The first line is the
one which occurred within
one week of each other,
in the month of August
1873 and are attributable
to carelessness in shunting.
It will be convenient
to review each separately.
The first happened
at the Heynir Bridge
on the 22nd August, and
report was made on

~~W. A. L.~~
~~See~~ ~~renew with~~

P. M. 1894
Wm. J. G. Smith
RAILWAY DEPARTMENT.

RAILWAY DEPARTMENT.

1878. 41

From

The Consulting Engineer

for Railways;

To

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

Dated *Feb 16* 1874
Recd. *Feb 18* 1874

Dec: 7. 18

No 10

Valentine
from the Legation, Mexico
in the regard of the
recognition that they
indulging, the order
at the Legation, Mexico
the order at the Legation
on the 22^d of May 1891
of the Legation, Mexico
20. 20. 1071. 27. 27. 27.

2056/74

Dr. 3.3.79

233

the 26th to the effect that
it resulted in damage
to 3 Waggon & 1 trolly
smashed and a Cooly
severely wounded and
that evidence regarding
it was about to be taken.

But up to the 17th Decem.
her no concerted
action appears to have
been taken by the Agent
and Heads of Railway
Departments concerned
to decide on the evidence,
which is described as
very conflicting. The
decision then arrived
at was to ask the Head
Assistant Magistrate
of Cuddapah whether
a certain Cooly should
not be prosecuted with
a view to ascertain

by

by what authority he
unhooked the waggons or
that were being shunted.
On the 13th January it was
reported as the
Head Assistant Magistrate
trated opinion that
a criminal prosecution
would not be
against any of the
Company's servants
but that both the
Inspector and Driver
were at fault. But
all this time no report
whatever of the actual
circumstances of the case
had been made, and they
were not elicited till
the 2nd February.

It does not appear
that the Agent intends
to bring further action

Beyond communicating
the opinion of the Rear
Assistant Engineers
to the Acting Chief En-
gineer and Locomotive
Superintendent. (18)

Not say.

105
- I may be so - but there
is no evidence of
this on the record - the
evidence is said to be
conflicting but this does
not quite justify the
serious charge here made
has been true of fact (not
on record) it may be

officers to screen their
own men, and throw
the blame, or let it
rest, on those of other
Departments. This is
unworthy management
and His Excellency
the Governor in Council
records this opinion
with a view to further
local action being
taken, failing which
report on the subject
will be made to the
Board of Directors
at home.

made known to the
Agent within a few
days; and the ~~appo-~~
sited conclusion
which was arrived
at was to fine a few
Porters for a practice
which the master of a
large station like
Ranchore is allowed
to plead ignorance of
with impunity and

His Excellency
the Governor in Council
will not for the pre-
sent object to the trial
of the system by
which it is now pro-
posed to make im-
mediate inquiry
into all serious ac-
cidents. But it must

W.B.

This is to me quite an
intelligent man. I am sure the
blame lies with him who
caused so smart an
impingement to drive
the wagon through a granite
block & house - the horse
was not the cause of the
accident.

But so far as H.C. can
prop. control the cause
of the accident

I think that the time
has fully come when the
Police arrangements of
all the Railway lines
should be put under one
head and have a special
officer appointed & I
will call on the Council
to enquire & I. of Police
& Council - with Daily
Officials of just & for

met on 18th March &
deliberated plain
Kalonay has too long
held it on
Kalonay
28/4

I concur - but
meanwhile the
plan for present
should be adopted
it is unnecessary
to alter the
now in force

be understood that
unless such inquiries
result in decided
action (owing to con-
flicts of opinion
between the represen-
tatives of Departments)
the only alternative
will be to place such
inquiries in the hands
of a Government
Police officer. His Ex-
cellency in Council
do not by any means
satisfied that the
experience thereby en-
tailed would not
in the long run be
more than counter-
balanced by actual
savings resulting
from the enforcement
of proper precautions.
The actual evidence is

but they have little
 doubt but that in
 the Cheyair case the
 accident occurred from
 the driver's indulgence
 in a hazardous prac-
 tice which his immunity
 in the present instance
 will encourage him
 and others in conti-
 nuing and that
 at Raichore not
 only was the Station
 Master negligent of
 his charge, but that
 gross carelessness
 prevailed in shunting
 which is probably
 habitual and will
 be aggravated by its
 not being noticed in
 any way.

L.M.W.

We must not compete
 Stan as to the t. cab
 for the evidence (what
 the use after 15 mos!) but
 without it cannot count
 myself a competitor. As
 soon as there strong terms

The following is a list of the names of the persons who were present at the meeting held at Raichore on the 15th inst. for the purpose of discussing the proposed alterations to the station. The names are given in alphabetical order.

To be sent for copy
 "Judicial Dept."
 1. Copies despatched to the 7/5/74.

974
195-6
L. 1000

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1071
Public Works Department

Proceedings of the Madras Government
Under date the 11th March 1874

Read the following

From
The Consulting Engineer
for Railways
No. 90 of 16 Feb 1874

The papers now laid
before Government relate to
two accidents on the Madras
Railway North Western line,
both of which occurred within
one week of each other, viz
the month of August 1873.
and are attributable to
carelessness in shunting.
It will be convenient to

Review

Review each separately.

The first happened at the Cheyair Bridge on the 22nd August, and report was made on the 26th to the effect that it resulted in damage to 3 waggons, a Trolly smashed and a Cooly severely wounded, and that evidence regarding it was about to be taken.

But up to the 17th December no concerted action appears to have been taken by the Agent and Heads of Railway Department concerned to decide on the evidence, which is described as very conflicting. The

decisions

77
decisions then arrived at was to ask the Head Constable and Magistrate of Ludda what whether a certain Cooly should not be prosecuted with a view to ascertain by what authority he unhitched the waggons that were being shunted. On the 13th January it was reported to the Head Assistant Magistrate's opinion that a Criminal Prosecution would not lie against any of the Company's servants, but that both the Inspector and Driver were at fault.

It does not appear that the Agent intends taking further action beyond communicating

Communicating the opinion
of the Head Assistant Magis-
trate to the Acting Chief
Engineer and Promoting
Superintendent His Excellency
the Governor in Council is
dissatisfied with the way
in which the enquiry into
this case has been conducted.
Unreasonable delay took
place which doubtless con-
tributed to that conflict of evidence
which has defeat-
ed Justice. He desires to
know what further notice
was taken of the Drivers
Conduct.

Similar remarks
apply to the other accident.
The circumstances of which
were

to that conflict
of evidence

were not fully reported till
nearly 4 months after date,
although made known to
the Agent within a few
days; and the conclusion
which was arrived at was
to fine a few Porters for a
practice which the masters
of a large station like
Ranchore is allowed to
plead ignorance of, the
impunity and which so
far as His Excellency the
Governor in Council can
Judge could be the cause
of the accident.
His Excellency the
Governor in Council will
not for the present object
to

to the trial of the system
by which it is now pro-
posed to make immediate
inquiry into all serious ac-
cidents. But it must be
understood that unless
such inquiries result in
decided action, the only
alternative will be to place
such inquiries in the hands
of a Government Police
Officer. His Excellency in
Council is not by any means
satisfied that the expense
thereby entailed would
not in the long run be
more than counter-balanced
by

81
by actual savings re-
sulting from the en-
forcement of proper pre-
cautions

974
956 ✓



Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Consulting
Engr. for Railway

Dated

Recd.

Encl. 8.

G. O. 27th April 1874, No. 1071

Nos. 332-334.

Accidents

Passing orders on
papers relating to two
accidents on the ~~the~~
~~Railway in Madras~~
into West-Line of the
Madras Ry. in shunt
the one at the Chagani
Bridge the other at
Rachna on the 22nd
August /73 respectively.

Sketch 10-4-74