

(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.	648	Press
B.P. No.	(Rly)	Mis.
306-307		
Dated	13-3-1844	195.

Not to be folded or roughly handled

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

No. 306. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 27th January 1874, No. 56:—

I HAVE the honour to lay before Government reports, as per margin, from the Agent of the Madras Railway Company regarding an accident which occurred on the 13th December 1873 at the Cadgoody station upon the Bangalore Branch.

No. 1,039, dated 16th December 1873.
" 1,055, " 18th " "
" 51, " 19th January 1874.

2. It will be seen that, upon the arrival at Cadgoody of the 7-A.M. train from Jollarpett, a bundle of empty gunnies was unloaded from a powder-van, and carelessly thrown by the Under-Guard into the 6 feet track so as to foul the foot-board of the leading brake-van. The bundle was carried forward as far as the Scotch-block, when it was thrown across the rail, and two cooly-class carriages mounted the bundle and got off the line. Before the train could be stopped these carriages had been dragged 158 feet beyond the Scotch-block. One carriage was uninjured, but the other was thrown upon its side and seriously damaged. Fortunately none of the passengers sustained any injury.

3. The accident was without doubt caused by carelessness upon the part of the Under-Guard, who has been punished by being suspended from duty, with loss of pay, for more than a month.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 15th December 1873, No. 10,116-1,866.

Accident to 7-A.M. mixed Train at Cadgoody.

I BEG to report that, on the 13th instant, two cooly-class carriages, attached to the 7-A.M. train, from Jollarpett to Bangalore, were thrown off the line at Cadgoody station, but fortunately without injury to passengers.

2. The accident was caused in this way. A bundle of empty gunnies, carelessly unloaded from a powder-van in the same train, on the off-side of the platform, fouled the foot-board of the leading brake-van as the train commenced to move, and was dragged along the ballast as far as the Scotch-block, where it was thrown across the rail, and two cooly-class carriages mounted the bundle and got off the line. One of the carriages was very slightly damaged, and was placed on the rails again before assistance from Bangalore reached Cadgoody, but the second carriage was thrown over on its side, and is very much damaged.

3. Pending further inquiry, the Under-Guard, who unloaded the bundle of gunnies, has been suspended. His reason for unloading it on the off-side instead of on the platform-side is that the door of the powder-van on the platform-side was locked. He admits having informed the Head Guard that all was right.

No. 1,039.

To the Consulting Engineer for Railways for information.

(True Copy.)

MADRAS,
16th December 1873.

(Signed) W. B. WRIGHT,
Acting Agent and Manager.

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

From W. B. WRIGHT, Esq., Acting Agent and Manager, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 18th December 1873, No. 1,055.

In continuation of my endorsement, No. 1,039, of the 16th instant, I have the honour to sub-join particulars of the damage done to the permanent-way and rolling stock on the occasion of the accident on the Bangalore Branch on the 13th idem :—

Permanent-way.

Five pot-sleepers broken.

One rail bent.

Rolling Stock.

Third-class Carriage, No. CC. 21, right hand foot-board broken, bridle-rols bent, iron foot-steps broken, two grease axle-boxes broken, one side chain broken.

Third-class carriage, No. 19, undamaged.

From L. S. MOSS, Esq., Deputy Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager, Madras Railway Company, dated Madras, 16th January 1874, No. C. 10,116-1,866.

Accident to 7-A.M. mixed Train at Cadgoody.

In continuation of my letter, No. 10,116-1,866, dated 15th ultimo, I beg to report that the train was started from the platform and the bundle of gunnies was thrown out in the 6 feet between the main line and through-siding.

2. The train left Cadgoody formed in the following manner :—

Engine.	4 Goods-waggons.
10 Goods-waggons.	1 Third-class brake.
1 Powder-van.	2 Cooly-class carriages.
1 Road brake-van.	1 Brake-van.

3. The Scotch block is fixed at 288½ feet from the west end of the platform, and the two cooly-class carriages thrown off the line were 158 feet beyond the Scotch-block when the train was brought to a stand.

4. There can be little doubt that the accident was due to the cause explained in my previous report.

5. The Under-Guard has been under suspension, with loss of pay, since the date of the accident, and may now, I think, be allowed to return to his duty.

No. 51.

FORWARDED to the Consulting Engineer for information, in continuation of this Office endorsement, No. 1,039, of the 16th ultimo.

19th January 1874.

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

No. 307.

ORDER THEREON, 13th March 1874, No. 678.

RAILWAY, No. 37.

It appears from the above papers that two cooly-class carriages attached to the 7-A.M. train from Jollarett to Bangalore on the 13th December 1873 left the rails at the Cadgoody station, owing to a bundle of gunnies having been thrown out by the Under-Guard between the tracks, foul of the foot-board of the leading brake-van, previous to the train starting from the station; and that the vehicles were dragged to a distance of 158 feet, one of the carriages having been overturned. Although these carriages contained passengers, it is reported that none of them were seriously injured. This must be regarded as extremely fortunate under the circumstances,

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

and is doubtless attributable to the slow speed at which the train was moving at the time. But the result might well have been otherwise, and in this case the reprehensible neglect of those in immediate charge of the train would have been deservedly dealt with in the most rigorous manner, instead of by the loss of one month's pay with which the Under-Guard was mulcted.

2. This as well as other accidents of recent occurrence on the Madras Rail- way seem to His Excellency the Governor in Council to indicate that the train staff of the Company do not always adequately appreciate the responsible nature of the duties they are called upon to perform; and the subject is remitted for the serious consideration of the officers of the Company, who will take every opportunity of impressing on their subordinates the absolute necessity of extreme caution in the conduct of their duties, so as to reduce to a minimum the chances of accident to the passengers under their care.

3. The actual damage sustained was confined to slight injury to the perma- nent-way with considerable injury to one of the carriages.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantleman.
Spare Copies

N^o 10116
1866

Madras Railway,
Traffic Managers Office
Madras 13th December 1873

The Acting Agent and Manager
Madras Railway Company

Dear Sir

Accident to 7 A.M. Mixed Train
at Cadjoody

I beg to report that on the 13th instant, 2 cooly class Carriages, attached to the 7 A.M. Train from Gollarpett to Bangalore, were thrown off the Line at Cadjoody Station, but fortunately without injury to Passengers.

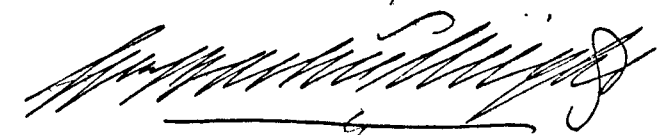
The accident was caused in this way. A Bundle of empty gummies, carelessly unloaded from a Powder Van on the same Train, on the off side of the platform, fouled the foot board of the leading Brake Van as the Train commenced to move, and was dragged along the Ballast as far as the Scotch Block, where it was thrown across the Rail and 2 cooly class carriages mounted the Bundle and got off the Line. One of the carriages was very slightly damaged and was placed on the rails again before assistance from Bangalore reached Cadjoody, but the second carriage was thrown over on its side and is very much damaged.

Pending further enquiry, the under

Guard who unloaded the Bundle of Gunnies,
has been suspended. This reason for unloading
it on the off side, instead of on the Platform
side, is that the door of the Powder Van on
the Platform side was locked. He admits
having informed the Head Guard that all
was right.

Yours faithfully
/signed/ H. B. Church
Traffic Manager

/True Copy/



Acting Agent & Manager

No 1039

To
The Consulting Engineer
for Railways
for information

Madras
16th Decemler }
1873

C/10116
1866

Madras Railway
Traffic Managers Office
Madras 16 January 1874

The Agent and Manager
Madras Railway Company

Dear Sir

Accident to 7 A.M. Mixed Train
at Badgoody

In continuation of my letter No 10116
dated 15 ultimus I beg to report that the train
was started from the Platform and the
bundle of gunnies was thrown out in the six
feet between the Main line and Through
sidings.

The train left Badgoody formed in
the following manner

Engine
10 Goods Wagons
1 Powder Van
1 Road Brake Van
4 Goods Wagons
1 Third class Brake
2 body class carriages
1 Brake Van.

The Scotch Block is fixed at 288 1/2 feet
from the West end of the Platform, and the
2 body class carriages thrown off the line
were 158 feet beyond the Scotch Block when the
train was brought to a stand.

There can be little doubt that the accident
was due to the cause explained in my
previous

MS. 913 March 1/74
L. 13. 1866

17 Dec 1866

S. M. Scott

previous report.

The Under Guard has been under suspension with loss of pay since the date of the accident, and may now, I think be allowed to return to his duty.

Yours faithfully
(Signed) Louis S. Moss.

Sgt. Traffic Manager
(True copy)

W. F. Whitte
Agent and Manager

N^o 57

Forwarded to the Consulting Engineer for information in continuation of this Office endorsement N^o 1039 of the 16th ultimo.

W. F. Whitte
Agent and Manager

19 January 1874.

No. 1055

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 18 December 1873.

From

The Agent and Manager.

To

Sir J. H. M. Shaw Stewart B. E.

Consulting Engineer for Railways.

Sir,

In continuation of my endorsement
No. 1039 of the 16th instant I have the
honour to subjoin particulars of the
damage done to the Permanent Way
and Rolling Stock on the occasion of
the accident on the Bangalore Branch
on the 13th idem.

Permanent Way.

Five Pot sleepers broken.

One rail bent.

Rolling Stock.

Third Class Carriage No. 66, 21, right
hand foot board broken. Bristle rods bent
iron foot steps broken, two grease axle
boxes broken, one side Chain broken

Third Class Carriage No. 49, undamaged

I have the honour to be

Sir
Your Most Obedient Servant

J. N. Mellis.

P. M. 550/74
18. 12. 13. 21. 1974.
Sir. B. E. M. 306.
20. Dec. 1974

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 56

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,

I have the honour to lay before Government reports^x as per margin from the Agent of the Madras Railway Company regarding an accident which occurred on the 13th December 1873 at the Cadgoody station upon the Bangalore branch.

2 It will be seen that, upon the arrival at Cadgoody of the 7 a.m. train from Sallarapett, a bundle of empty gunnies was unloaded from

1873/January 19
1873/January 18
1873/January 16
x. No. 1039 dated 16th December 1873

11/1/74

It is requested that the necessary arrangements be made for the repair of the road at the station.

The Civil Engineer, Madras Railway, is requested to make the necessary arrangements for the repair of the road at the station.

11/1/74
11/1/74
11/1/74

It is requested that the necessary arrangements be made for the repair of the road at the station. The Civil Engineer, Madras Railway, is requested to make the necessary arrangements for the repair of the road at the station.

from a powder vat, and carefully
thrown by the under-guard into the
six feet track so as to foul the
foot-board of the leading brake-
van. The bundle was carried
forward as far as the scratch-block,
when it was thrown across the rail,
and two cooly-clasp carriages mounted
the bundle and got off the line.
Before the train could be stopped
these carriages had been dragged
158 feet beyond the scratch-block.
One carriage was uninjured, but
the other was thrown upon its side
and seriously damaged. Fortunately
none of the passengers sustained
any injury.

The accident was with-
out doubt caused by carelessness
upon the part of the under-guard,
who

who has been furnished by being
suspended from duty, with loss of
pay, for more than a month.

I have the honour to be,

Sir,

Your most Obedient Servant,

Wentworth St. Coll. R.C.

Engr for Railway

Madras

27th Jan'y.

1874

Edw

Rees Esq.

1.11.530/14 1.1.1874
27 Jan 1874

P. W. D.

Proceedings of the Madras Government,
Under date the 187 .

Read the following :—

From the Consulting Engineer
for Railways.

Here enter No 56 of 27 Jan 1874

Appears from
the above papers that two
Coaly Class Carriages attach-
ed to the 7 A.M. Train
from Jellapett to Banga-
lore on the 13th December
1873 left the rails at the
Cuddalore Station, owing
to a bundle of gunnies
having been thrown out
by

27 1874
12 530
RAILWAY DEPARTMENT.

1873.4

From

The Consulting Engineer
for Railways,

To

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

Dated 29 Jan 4 1874
Recd. 25

No. 56

Very respectfully

Enclosed are the
papers relating to the
accident which
occurred on the
13th Dec 1873 at
Cuddalore
Station.

No 305

27 1874

by the Underguard between
the tracks, foul of the foot-
board of the leading brake-
-van, previous to the
train starting from the
Station; and that the
vehicles were dragged
to a distance of 158 feet,
one of the Carriages hav-
ing been overturned. —

Although these Carriages
contained passengers it is
reported that none of them
were seriously injured.

This must be regarded
as extremely fortunate under
the circumstances, and
is doubtless attributable
to the slow speed at which
the train was moving
at

at the time. But the re-
-sult might well have
been otherwise, and in
this case the reprehensible
neglect of those in im-
-mediate charge of the
train would have been
deservedly dealt with
in the most rigorous
manner, instead of by
the loss of ^{one} month's
pay with which the
Underguard was
rewarded.

This as well as
other accidents of recent
occurrence on the Madras
Railway seem to His
Excellency the Governor
in Council to indicate
that

See 14th/14

See 14th/14

that the brain staff of the
Company do not always
adequately appreciate
the responsible nature
of the duties they are
called upon to perform;
and the subject is remitted
for the serious consideration
of the Officers of the Com-
pany, who will take
every opportunity of im-
pressing on their subor-
dinates the absolute ne-
cessity of extreme caution
in the conduct of their
duties, so as to reduce
to a minimum the
chances of accident to
the passengers under their
care.

The

The actual damage
sustained was confined
to slight injury to the
permanent way with
considerable injury to
one of the Carriages.

Yours

To the Chief Engineer
for Railways
Belfast 1st 11/11

Up. 530
Govt. of (1874) Madras.
PUBLIC WORKS.

The Consulting Engineer
for Railways

Dated

Recd.

Encl. 3

G. O. 13th March No. 148.

Nos. 306 & 307

Accident (Railway). Reporting

Orders in letter from the Secy
Supt. Submitting report
of an accident to the
7 A.M. Train from
Tollaspet to Bangalore
on the 13th Decr at
Cadagody.

306-307

Civil 14/74