

(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.	1682	Press
B.P. No.		Mis. —
Dated	15-8-	CR 75 —195—

Not to be folded or roughly handled

101

Proceedings of the Madras Government, Public Works Department,
15th June 1875.

No. 327. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 2nd June 1875, No. 312 :—

From E. C. BOODLE, Esq., Acting Locomotive Superintendent, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore Works, 27th April 1875, No. 186.

I BEG to inform you that, on the night of the 24th instant, about 8 o'clock, a collision occurred at Mullapooram Station between the engines of two trains, the particulars of which are reported by the driver of one of the trains as follows :—

“On arriving at Mullapooram with the 3-30 P.M. goods special from Jollarett, I was ordered by the Station Master to haul four wagons out of the goods shed line and to back on the main line. Whilst doing so the engine of the 5-41 P.M. goods special from Salem came in contact with me; the night being dark, I had no other means of seeing than the signals of the pointsman and porter, and I was thus not aware of the engine of the 5-41 P.M. special coming on the same line, and all signals were given ‘all right’ to back, which caused the collision, and a buffer casting of a wagon to be damaged.”

I will advise you of the numbers of the engines and of the wagon as soon as I hear again from the Foreman.

—

No. 439.

For the information of the Consulting Engineer for Railways. Further particulars will follow.

MADRAS,
29th April 1875.

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

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, 26th May 1875, No. 547.

WITH reference to your docket of the 25th instant, No. 591, and in continuation of my endorsement, No. 439, dated the 29th ultimo, I have the honor to inform you that the collision, which is reported to have occurred at the Mullapooram Station on the night of the 24th of April, appears upon inquiry to have been of a very harmless nature.

2. I enclose, for your information, a copy of the report upon the subject made by Mr. Craik who conducted the inquiry, from which it appears that the two engines came in contact with each other while shunting, and, although it is doubtful whether one of the drivers did not move his engine against a red light, the shunting operation seems to have been conducted so cautiously that no serious collision could possibly have occurred. The driver and his firemen, moreover, declare that the danger signal was not given to them.

From J. CRAIK, Esq., Assistant Traffic Manager, to H. E. CHURCH, Esq., Traffic Manager, Madras Railway, dated 13th May 1875.

THE collision was to begin with a very slight affair, and arose as follows :—The engine of the 3-30 P.M. special, Jollarett to Mullapooram, after leaving its train in the platform siding at Mullapooram, was required by the Station Master to proceed to the goods shed siding for the

Proceedings of the Madras Government, Public Works Department,
15th June 1875.

purpose of lifting four west wagons standing there and draw them out upon the main line, so that the Salem engine, which with its train was standing outside the extreme west points, might come and lift and shunt them on to the 3-30 P.M. train, and so complete its load for Salem. Then the 3-30 P.M. engine would only have to proceed to the western points to draw up the 5-41 P.M. train and proceed to Jollarett as the 7-30 P.M. special. However, after the Jollarett engine had drawn the four wagons out of the goods shed siding, it began to propel them westwards to the Salem engine. This the Station Master and Pointsman at the goods shed points declare was done in the face of a red light, for the Salem engine had been signalled to come, and was actually coming at the same time to the goods shed points to take off the four wagons from the Jollarett engine, and so the collision so-called occurred; that the collision was of the very mildest order is apparent from the fact that the only damage which ensued was a slight injury to the buffer casting of a wagon. The driver of the Jollarett engine appears to be slightly to blame for moving his engine and wagons westward against a red light, but there is this in his favor, that he did not move many feet, was proceeding at the very slowest possible rate, and had almost come to a stand when he met the Salem engine which also was moving forward very cautiously. It is just possible the Jollarett driver may have mistaken the call "come on" directed to the Salem driver as for himself, and so have moved forward. The whole shunting was being carefully performed as it was dark, and there was scarcely a possibility of a collision occurring which could possibly be attended with any serious damage.

SUBMITTED for the information of Government.

2. The Agent reports a collision between the engine of the 3-30 P.M. goods special from Jollarett and that of the 5-41 P.M. goods special from Salem on the night of the 24th April last at the Mullapooram Station.

3. It would appear from the report made by the Assistant Traffic Manager that the two engines came into contact while shunting, and that, although there is a doubt as to the proper signals being given, the shunting was conducted so cautiously that no serious collision could have taken place.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

No. 328.

ORDER THEREON, 15th June 1875, No. 1,682.

RAILWAY, No. 46.

ORDERED to be recorded.

(True Extract.)

Major, R.E.,

Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.

Exd. A. Grubert.

Spare Copies

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 26th May 1875.

From

The Agent and Manager of the M. R. C.

To

Mr. J. H. E. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

With reference to your check of the 25th instant at 5.09 and in continuation of my endorsement at 4.09 dated the 29th ultimo, I have the honour to inform you that the collision which is reported to have occurred at the Mullapooram station on the night of the 24th of April appears upon inquiry to have been of a very harmless nature.

I enclose for your information a copy of the Report upon the subject made by Mr. Crank who conducted the inquiry, from which it appears that the two engines came in contact with each other while shunting, and although it is doubtful whether one of the Drivers did not move his Engine against a red light, the shunting operation seems to have been conducted so cautiously that no serious collision

could possibly have occurred. The
Driver and his firemen moreover declare
that the danger signal was not given
to them.

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

J. H. Mellis.

for the Agent & Managers.

Madras Railway.
Locomotive Superintendent's Office
Perambore Works.

27 April 1875.

The Agent and Manager
Dear Sir

I beg to inform you that on the night of the 24th instant, about 8 o'clock a collision occurred at Mullapooram Station between the Engines of two trains the particulars of which are reported by the Driver of one of the trains as follows.

"On arriving at Mullapooram with the 3.30 P.M. Goods Special from Jolarapett I was ordered by the Station Master to haul four wagons out of the Goods shed line and to back on the main line. Whilst doing so the Engine of the 5.41 P.M. Goods Special from Salem came in contact with me, the night being dark I had no other means of seeing than the signals of the pointsman and porter and I was thus not aware of the Engine of the 5.41 P.M. Special coming on the same line, and all signals were given 'all right' to back, which caused the collision, and a buffer-casting of a waggon to be damaged"

I will advise you of the Nos. of the Engines and of the Wagon as soon as I hear again from the Foreman.

Yours.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

M.

Dated 26th May 1875

Recd 27th May

No. 547.

Furnishing further
particulars as to the
collision which occurred
at Mullapooram Station
on the 24th April

Mr. G. B. G. /
G.B. 15 June 75 /
ms 311 327

Yours faithfully
(Signed) L. B. Mordaunt
Ag. Loc. Superintendent

(True copy)

[Signature]
Agent & Manager

10439

For the information of the Consulting Engineer
for Railways. Further particulars will
follow.

Madras }
29 April 1875 }

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Detail

1st

Recd.

No.

RAILWAY DEPARTMENT.

Consulting Engineer's Office,
Madras, 2nd June 1875.
No. 312

SUBMITTED for the information OF GOVERNMENT.

2. The Agent reports a collision between the engine of the 3-30 p.m. goods special from Jallarpett and that of the 5-41 p.m. goods special from Salem, on the night of the 24th April last at the Mullaipoorum station.

3. It would appear from the report made by the Assistant Traffic Manager that the two engines came into contact while shunting and that although there is a doubt as to the proper signals being given the shunting was conducted so cautiously that no serious collision could have taken place.

W. M. S. S. S.
for Consulting Engineer for Ry.

The Secretary to Government
Public Works Department
Fort Saint George.

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 29th April 1875

Recd. 30th April 1875

No. 312

Reporting the occurrence
of a collision at Mullaipoorum
on the 24th April 1875.

96-15 June 75
No. 312

1262

3667
Coll. of 1875
PUBLIC WORKS.

To
The Engineering

Date
From
Recd.

15 June 1875

108227-328

Collision between two
engines at Pullman
Station, Madison Railway

Report of a — on
the night of the 24th
April 1875, recorded.

To Com: Eng. In. Dep. -
SC 28.6.75

Recordal

4. O. No. 1682 of 15th June 75

RAILWAY DEPARTMENT.
P. W. 1875. Delph.

To
The Consulting Engineer
for Railways
The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 1st June 1875.
Received 4th

No. 312

Enclosures, 3

Depositing a statement

between two engines
at Pullman
Station on night of
24th April 1875.

With notes

En: 27475-108227-328
Recd: 16 Oct 75 - 6-75