

(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.	2159	Press
B.P. No.		Mis.
Dated	27-7-195	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th July 1875.*

No 720. Read the following endorsement of the Consulting Engineer for Railways,
dated Madras, 19th July 1875, No 403 —

From H. E CHURCH, Esq, Traffic Manager, to R B ELWIN, Esq, Agent and
Manager of the Madras Railway Company, dated Madras, 11th June 1875,

No C/ ⁴⁷⁹⁷⁵
10168

Two Wagons running away out of Goondacul Station.

I beg to forward for your perusal copy of a letter received from Mr Darke.
Further inquiry shall be made into this case, and the result duly communicated to you

From A W DARKE, Esq, Assistant Traffic Manager, to H E CHURCH, Esq, Traffic
Manager of the Madras Railway Company, dated Gooty, 8th June 1875, No M 3,537

I HAVE to report that on 4th instant two laden high-sided wagons were allowed to run out
of the Goondacul Station yard when being hand-shunted, after the departure from the station of
the 1-35 p.m. mail.

2 The Station Master at Goondacul immediately telegraphed information of the occurrence
to me at Gooty, and I at once sent a staff of porters along the line towards Goondacul to meet
the wagons and secure them, and I took other measures to protect the 6 a.m. mail train then
approaching Gooty, in case the wagons had found their way to Gooty

3 Porters were also sent from Goondacul in pursuit of the wagons. These men returned
to Goondacul at about 9-30 p.m. with the information that the wagons had come to a stand at a
point about 5 miles from Gooty. This information the Goondacul Station Master telegraphed to
me. The Gooty porters had also come up to the wagons and taken charge of them, but could
not push them up the gradients. I then ordered the 3 p.m. goods train, which I had previously
stopped at Goondacul, to proceed cautiously with a signalman 500 yards in advance, until the
wagons were reached, then to couple them on to the engine and bring them to Gooty. This was
accordingly done, the goods train arriving at Gooty with the wagons at 12-25 a.m.

4 The wagons referred were Madras Railway high-sided 439 and 238, consigned Bombay
to Bellary. They were sent back to Goondacul by the 6-15 a.m. train of 5th instant

5 I beg to forward herewith the reports furnished by the Station Master and the head
porter at Goondacul. It appears the head porter was writing in the booking office at the time
the wagons ran away. He has ample opportunity to make out his returns when there is no
shunting going on, and I think the occurrence under notice was due to the absence of his super-
vision and direction of the work. The gradient is severe immediately after the south points at
Goondacul are passed, and the porters should by no means have been entrusted with the work of
hand-shunting, especially in that direction without proper supervision

No. 620

To the Consulting Engineer for Railways for information

MADRAS,
12th June 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, 15th July 1875, No 751

In continuation of my endorsement No 629, of the 12th ultimo, I have the honor to inform
you that the investigation which has been made as to the running away of two wagons from the
Goondacul station on the 4th idem shows, in my opinion, that the accident was due to the want

*Proceedings of the Madras Government, Public Works Department,
27th July 1875.*

of care with which the shunting was performed. The evidence shows that a high wind prevailed at the time, and this was probably the direct cause of the accident, though there is no reason if proper care had been taken, why the wagons should not have been moved over the south points of the station and back again with safety.

2 The head porter, Francis Young, who should have been present to superintend the shunt, was at the time in the booking office writing up his books, and I have instructed the Traffic Manager to severely reprove him for his want of attention to his work. This, under all the circumstances, will, I think, be a sufficient notice to take of his share in the matter, and I have also requested Mr Church to warn the Station Master, Mr Godfrey, to give in future more of his personal attention to the affairs of his station.

3 After the wagons had got off the whole of the staff appear to have acted with much promptitude, and were successful in preventing any damage being caused by the accident.

SUBMITTED for the information of Government.

2 Adverting to the fact noticed by the Assistant Traffic Manager, that the gradient is severe after the south points at Coonoor are passed, the Agent has been addressed with regard to the desirability of constructing a catch siding.

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

No 721.

ORDER THEREOF, 27th July 1875. No 2,152

RAILWAY, No 72.

RECORDED. The result of the reference made to the Agent on the subject of constructing a catch siding at the southern points of the station will be awaited.

(True Extract)

Major, R.E.

Offy Joint Secretary to Government

To the Consulting Engineer for Railways

Encl S T Austin
Spurs Copies

No. 751

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 15th July 1875.

From Robert B. Shaw Esq.
Agent and Manager of the M.R.C.

To Lieut. Col. J. H. M. Shaw Stewart Esq.
Consulting Engineer for Railways.

SIR,

In continuation of my endorsement No. 629 of the 12th ult. I have the honour to inform you that the investigation which has been made as to the running away of the wagons from the Coonoor station on the 4th inst. seems in my opinion that the accident was due to the want of care with which the shunting was performed. The evidence shows that a high wind prevailed at the time and this was probably the direct cause of the accident, though there is no reason, if proper care had been taken, why the wagons should not have been moved over the south points of the station and back again with safety.

The Head Porter, Francis Young, who should have been present to superintend the shunt, was at the time in the booking office writing up his books, and I have instructed the Traffic Manager to severely reprove him for his

want of attention to his work. This, under all
the circumstances, will I think, be a sufficient
notice to take of his share in the matter, and
I have also requested Mr. Church to warn the
Station Master, Mr. Godfrey, to give in future
more of his personal attention to the affairs of
the station.

3 After the waggons had got off,
the whole of the staff appear to have acted
with much promptitude and were successful
in preventing any damage being caused by
the accident.

I have the honour to be
Sir

Yours most Obedient Servant

W. J. L. L. L.
Agent and Manager

No. 4.5

Submitted for the information of Government.

2. Subscribing to the fact noticed by the
Traffic Manager, that the gradient
is severe after the south point at Goom-
dawl are passed, the Agent has been
addressed with regard to the desirability
of constructing a catch siding.

W. E. R. E.

Consy. Engineer for Railways.

CONSULTING ENGINEER'S OFFICE,

Madras, 19 July 1875

To

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

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

For L. JAMES

Date

19 July

1875

Id

16.

M.

According to the report
of the Traffic Manager, that
the gradient is severe after
the south point at Goom-
dawl are passed, the Agent
has been addressed with
regard to the desirability
of constructing a catch siding.

W. E. R. E.
19 July 1875

1871
No. 4693
The Consulting Engineer
for Railways,
The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 19th July 1875-
Received 20th July 1875-
2.1 No 423.

Repenting that
Cassidy was not
my firm conductor
know & see ss-

With order.

No. 2159
Records. The result of the reference made to the agent on the subject of conducting a cattle raising at the Southern points of the Atlantic will be advised -
J. J. Gilly / 75.
Confidentially 12 30
Dr.
SC Paid - 12-8-75

K. M. L. / 61
Paid 21.7.75
Cu. 23.7 75
Bills 60.5 20-7-75

MacKays / 200
96-278 and 975

4699

Govt. of India
PUBLIC WORKS.

L. *Cushy & Phipps*

Date

Locality

Dist.

27 July 1875
No 710-121

Madras Railway.
Of certain wagons
getting away from
Gondal station
the 4th June 1875, recorded
with remarks.

Ci. 23.7.75
Date 6.8.75

172

1000 4699 1/25
27 July 1875

1000 4699 1/25
27 July 1875