

(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.	3280	Press
B.P. No.		M.E.
Dated	16 - 11	C8 75 — 195 —

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th November 1875.*

No 389. Read the following endorsement of the Consulting Engineer for Railways,
dated Madras, 5th November 1875, No. 601 —

SOUTH INDIAN RAILWAY

ENGINEERING DEPARTMENT

Report of Accident

Collectorate —Madura Railway District, section and mile —District No 5, Section No 1, 4th mile Between what two Stations and name of nearest village —Between Dindigul and Ammanaikanoor, village Ambotoray Whether at a level crossing or not —No Date of the Accident —18th June 1875 Nature of the Accident —Return material train from Madura run over and killed the boy The left arm at a little below the shoulder joint is severed, the bones of the arm and forearm have been crushed like a cake, and the hand is severed also, but attached by a fold of skin The right thigh bone is smashed and the leg is severed at the ankle, and the upper portion of the (right) tibia and fibula about 2 or 3 inches cannot be seen The foot is severed The left leg bones are crushed below the knee The scalp, about 2 inches long, is divided below and back of the crown of head Circumstances which caused the accident —Driver of return material train from Madura to Trichinopoly sighted boy too late to pull up the train. Nature of assistance afforded —Train stopped, boy was picked up dead, taken to Dindigul and handed over to the Dresser in charge of District 5, for examination Name, age, caste and occupation —Santiago, aged 15 years, Christian Gratuity proposed to be given or not, if so, how, much —None Whether reported to the Police authorities and verdict of Inquest (if any) —Reported to Police authorities at once, copy of verdict not sent with this, owing to absence of Joint Magistrate —Remarks by the Company's Officers —Boy was in the employ of Inspector Pharoah, 1st Section, District 5, as a cowherd, his letter reporting the circumstance From inquiries I made on the spot I find that permanent-way gang were at 3 miles 40 chains, and the mile watchman was at or about 2 miles 40 chains

TRICHINOPOLY,
6th July 1875

(Signed) D LOGAN,
Chief Engineer
(") W S BETTS
Agent

SUBMITTED for the information of Government.

2 This accident was first reported on the 21st June Further particulars July, and on the 5th August the inquest verdict was sent The Agent was then asked to report the mileage in order that this office might know whether any curve in the line would explain the apparent negligence of a driver in not seeing a boy on the open line until too close to stop Owing to there being no mileage posts or numbers to the telegraph posts at the time, this fact it appears cannot be furnished, nor can this office for the same reason, in the absence of any information as to the gradient, judge as to the possible effect of brake power vigorously applied on an ascending gradient, if such it was It would seem that the line watch must at that time have been ineffective

(Signed) C J SMITH, Major, R E,
for Consulting Engineer for Railways

No. 390 ORDER THEREON, 16th November 1875, No 3,280

RAILWAY, No 47

RECORDED His Excellency the
Governor in Council observes from separate
correspondence that the defects noticed in

the Consulting Engineer's endorsement are engaging the attention of the Railway
authorities with a view to their removal as early as practicable

(True Extract)

Major-General, R E,
Secretary to Government

To the Consulting Engineer for Railways
Judicial Department

C. No. 7/33 The Section of the Penal
Code relating to Manslaughter
runs as follows: "Whoever causes
the death of any person by doing
any rash or negligent act
not amounting to culpable
homicide, shall be punished
with imprisonment for a term
which may extend to ten
years, or with fine, or with both."
It seems therefore to be necessary
in order to substantiate a charge
of manslaughter that rashness
or negligence must be proved.
There is nothing in the papers
to show that the driver was
travelling at such a speed at
the time the accident took
place as to constitute rashness
within

the meaning of the Section, or that
he neglected to take such precaution
as he was bound to take. It
must be remembered that the
boy was trespassing at the time
he was run over, and the
Railway authorities state that
he was sighted by the driver too
late to enable him to pull up.
From the evidence sent up
there does not appear to be
sufficient ground to believe
that a prosecution for manslaughter
would be successful. p p

South Indian Railway.
Engineering DEPARTMENT.
 Report of Accidents

[illegible]

Chief Indian Purveyor
Chief Engineer Office
Richmond 6.th July 1875.

William & Beth
Lyons

Rigaud / David Loguin
Chief Engineer

20 *The Secretaries to Prisons*

No. 601

SUBMITTED for the information OF GOVERNMENT

2 This accident was first reported on the 21st June. Further particulars followed on the 8th July and on the 5th August the Inquest verdict was sent. The Agent was then asked to report the mileage in order that this Office might know whether a curve in the line would explain the apparent negligence of a driver in not seeing a boy on the open line until too close to stop. Owing to there being no mileage posts or numbers to the telegraph posts at the time, this fact it appears cannot be furnished, nor can this Office for the same reason, in the absence of any information as to the gradient, judge as to the possible effect of brake power vigorously applied on an ascending gradient, if such it was. It would seem that the line watch must at that time have been ineffective. —

C. Smith Major, R.E.
for Genl. Engineer for Railways
To The Secretary to Government
Public Works Department
Fort Saint George

No 3280. 16 Nov 75
Recorded. Wt the General in C

Enclosed enclose from separate
correspondence that the defect
noted in the Enclosure are
Engineer's Enclosurement are
Engaging the attention of the
Railway authorities with a
view to their removal as early
as practicable.

AMW.

C. & for the
J. M. Dept.

Dec 10 26-11-75

12 389-390

PM. 1875 Dept

RAILWAY DEPARTMENT.

From 187 No 7133

The Consulting Engineer
for Railways,

To

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

Dated 5th Nov 1875.
Received 8th Nov 1875.

No. 601
ENCLOSURES 2

Definitive

fatal accident to
train on S. & N. Railway
on 10th Nov 1875 at
4 miles S. of No 5.

App'd order

10-11-75

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Recorded. Wt the General in C

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PUBLIC WORKS.

20

Dated

Issued

Recd

End

G O, 16 Nov 1875, No 3280

Nos. 389 - 390

Accident - P. I. Ry -
Report of a fatal acci-
-dent in Ry on the P. I.
Ry, recorded with re-
-marks.