

(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.	51	Press	<i>Original</i>
B.P. No.		Mts.	
Dated	8. 1	195	
		1875	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th January 1875.*

No 100 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, 12th December 1874, No 752 —

I HAVE the honor to forward, for the information of Government, two letters*
from the Agent, Madras Railway, on the
subject of a slight collision which occurred at Jollarett between two engines on
the 17th September last.

* Nos 849 and 923, dated 24th September and
15th October 1874

2 The circumstances of this accident will be readily understood from the
accompanying tracing of a portion of the Jollarett station yard. It appears that
the driver of the Salem Engine (No. 123) after the arrival of the 6 P.M. from
Madras, got an order from the head porter to go beyond the Bangalore main line
points, but within the tap points, and this engine probably halted at about A on
plan. After the engine which brought the 6 P.M. from Madras had drawn ahead
into Salem second line with a horse box which was at the head of the train, the
Bangalore Engine (No. 116) got an order to come out of the Bangalore old main
line for the purpose of taking the through carriages from the Salem to the
Bangalore platform. Having hooked on the carriages, Engine No. 116 proceeded
over the Bangalore main line points to within a short distance of the Salem engine.
It then got a signal to back over these points, and along the main line up to the
Bangalore platform.

3 The pointsman states that when the Bangalore engine was backing over
the main line points, it was followed by the Salem engine within one wagon's
length, and that, as he considered a serious accident would occur by their fouling
at the crossing, he turned the Salem engine on to the same line, and it appears to
have overtaken and come into collision with the Bangalore engine at point marked +
on plan about 10 yards within the second line points. The Bangalore engine on
coming to a stand was found about 35 yards further on, but the Salem engine
had cleared out after the collision and made its way to the Salem platform. A
buffer casting and two buffer planks of the Bangalore engine were damaged, but
the other engine sustained no injury.

4. The subject was discussed at a meeting held at Royapooram on the 13th
October, when it was considered that the accident was probably due to the driver
of the Salem engine having mistaken the signal given to the Bangalore engine as
being intended for him. Some doubt, however, was expressed as to whether
Driver Smith was on his engine at the time of the collision, and as the report
of the Superintendent of Police did not altogether clear up this point, I deemed
further inquiry by this department necessary. I regret the delay that occurred
in making this inquiry, which was due to the press of business in connection with
the breaks on the North-West Line. No further reliable particulars could be
ascertained, and after again discussing the subject with the Agent yesterday, the
conclusion first arrived at is adhered to. The driver has, however, been severely
reprimanded for having moved off so quickly after the collision, instead of wait-
ing to see whether any damage had been done.

*Proceedings of the Madras Government, Public Works Department,
8th January 1875.*

From E C BOODLE, Esq., Acting Locomotive Superintendent, to R B ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore Works, 23rd September 1874, No 318

I beg to inform you that whilst Engines Nos 123 and 116 were shunting in the Jollapett station yard on the morning of the 19th instant, after the arrival of the 6 P M mail train of the previous day, the two engines came into collision

2 The Foreman states that the accident was caused by the pointsman turning No 123 on to a wrong line

3 A buffer casting and two buffer planks of Engine No 116 were damaged, the other engine sustained no damage

No 849

For the information of the Consulting Engineer for Railways

MADRAS,
24th September 1874

(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 October 1874, No 923

With reference to my endorsement, No 849, dated the 24th ultimo, I have the honor to remind you that the subject of the collision therein reported was discussed in my office when you were present after the meeting of the Stores Committee on Tuesday last, the 13th instant, and I now write to place on record that it was then decided that the occurrence was purely accidental, and most probably due to the fact of the driver of the Salem engine having mistaken the signal given to the Bangalore engine as being intended for him

2 It was however determined that Smith, the driver of the Salem engine, should be severely reprimanded for having moved off so sharply after the collision instead of waiting to see whether any, and what damage had been done

No 101 ORDER THEREON, 8th January 1875, No 51.

RAILWAY, No 11

ORDERED to be recorded

(True Extract)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd S T Austin

Spare Copies

Public Works Dept

*Letter from the Locomotive Engineer for
Railways No 752 dated 12th December 1874.*

For Orders

*Circulated for
Orders.*

*Ordered to be
recorded -
H.M.W.*

*The damage re-
-sulting from the accident
has been inconsiderable
and the inquiry insti-
-tuted by the Railway
Authorities has apparently
elicited all the information
which it is possible to
obtain.*

*Colonel R E
Secretary to Government
P.W. Dept*

No. 23

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 15th October 1874

From

R B Green Esq

Agent and Manager of the M R Co

To

Mr Col F Webb & Son Esq, R E

Consulting Engineer for Railways

SIR,

With reference to my endorsement of 10 8 49 dated the 24th ult., I have the honour to remind you that the subject of the collision therein reported was discussed in my office when you were present after the meeting of the Stores Committee on Tuesday last the 13th inst. and I was unable to place on record that as they decided that the occurrence was purely accidental, and was probably due to the fault of the driver of the Salen Engine having mistook the signal given to the Bangalore Engine as being given for him.

It was however determined that the Smith the Driver of the Salen Engine should be severely reprimanded for having made do off so sharply after the collision instead of waiting to see whether any and what damage had been done.

I have the honour to be,
Sir,
Your obedient servant
R B Green

44 3

Madras Railway
 Loco Superintendent's Office
 Tambore North 23rd Sept 1874

To

The Agent and Manager

Dear Sir,
 I beg to inform you that
 whilst Engines Nos 123 and 116 were shunting
 in the following the Station Yard on the
 morning of the 19th inst after the arrival
 of the 1st class train of the previous
 day, the two Engines came into collision.

The Foreman states that the
 accident was caused by the foreman
 turning at 12:30 on to a wrong line.

A buffer casting and two buffer
 planks of Engine No 116 were damaged,
 the other Engine sustained no damage.

Yours faithfully
 H. B. Woodle

City locomotive Superintendent

True Copy

[Signature]
 Agent & Manager

CP 849

For the information of the Consulting
 Engineer for Railways

Madras
 24th Sept 1874

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railways

2nd Mys 812/74

Dated 13th October 1874

Recd

15th

No 923

Regarding the Collision
 between two Engines
 in the Pallavaram
 Station yard on the
 19th Sept.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 752.

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 forward
for the information of Government two
* Nos. 849 and 923, letters from the Agent Madras Railway
dated 24th Sep-
tember and 15th October 1874. on the subject of a slight collision which
occurred at Jallarpett between two engines
on the 17th September last.

2. The circumstances of this acci-
-dent will be readily understood from the
accompanying tracing of a portion of the
Jallarpett station yard. It appears
that the driver of the Pelem Engine (No.
123), after the arrival of the 6 p.m. from
Madras, got an order from the General
Porter to go beyond the Bangalore main
line points, but within the top points,

and

311
MADRAS RAILWAY
From
The Agent and Manager
To
The Consulting Engineer
for Railways

Received 24th Sept 1874
Recd 25th
No. 849

Regarding Collision
between two Engines
at the Jallarpett
Station yard on
the 17th September

P. M. 8/8/74

and the engine probably halted at about A on plan. After the engine which brought the 6 p.m. from Madras had drawn ahead into Salem second line with a horse-box which was at the head of the train, the Bangalore engine (N. 116) got an order to come out of the Bangalore old main line for the purpose of taking the through carriages from the Salem to the Bangalore platform. Having hooked on the carriages engine N. 116 proceeded over the Bangalore main line points to within a short distance of the Salem engine. It then got a signal to back over these points, and along the main line up to the Bangalore platform.

3. The pointman states that when the Bangalore engine was backing over the main line points, it was followed by the Salem engine within one wagon's length; and that, as he considered a serious accident would occur by their fouling at the crossing, he turned the Salem engine on to the same line, and it appears to have overtaken and come into collision with the Bangalore engine at point marked A X + on

2
on plan about 10 yards within the second line points. The Bangalore engine, on coming to a stand, was found about 35 yards further on, but the Salem engine had cleared out after the collision and made its way to the Salem platform. A buffer casting and the buffer plank of the Bangalore engine were damaged, but the other engine sustained no injury.

4. The subject was discussed at a meeting held at Royapuram on the 13th October, when it was considered that the accident was probably due to the driver of the Salem engine having mistaken the signal given to the Bangalore engine as being intended for him. Some doubt, however, was expressed as to whether Driver Smith was on his engine at the time of the collision; and as the report of the Superintendent of Police did not altogether clear up this point, I deemed further inquiry by this Department necessary. I regret the delay that occurred in making this inquiry, which was due to the press of business in connection with the break on the North-West line. No further reliable

C No 7818 ✓
Govt. of 1874 Madras
PUBLIC WORKS.

To

The Engineer for
Railways

R. 1

P. 13

C. 8 Jan 1875, No. 157

P. 100-101.

Railway Reports, &c.

mitted by the Engineer
for Railways, on the
Collision which oc-
curred at Tolkapett
between two Engines
on the 17th Sept. last,
recorded.