M.R.O. 1—10,000—28-2-50

(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.	798	Press	
B.P. No.	---	Mis.	
Dated	22 - 3 -	1955	

Not to be folded or roughly handled

No. 531. 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, 11th February 1875, No. 94.—

I HAVE the honor to forward, herewith, a letter* from the Agent of the Madras Railway giving cover to report of the derailment of a carriage of the 5-30 P M. train from Arconum to Vellore on the 16th December last at the 72nd mile of the South-West Line, by which the permanent-way was considerably damaged. The accident is said to have been caused by a sawmy bull having charged the train and got under the wheels of the carriage, and the Resident Engineer suggests, for consideration, whether as animals of this class belong to temples, and not to individuals, it would not be desirable that the inhabitants of the villages to which they belong should be held responsible for any damage caused by them.

* No 1,130, dated 19th December 1874

2. The subject having been referred to the Collector of North Arcot, Mr. Whiteside in his letter, dated the 5th instant, No 7, (also enclosed,) states that, although local inquiries were instituted, it cannot be ascertained to which particular temple the bull belongs. This is not the first time an accident has happened from this cause, and it seems necessary, if possible, that steps should be taken to prevent their recurrence. To say nothing of the danger incurred, the damage to property is very considerable; in the present instance amounting to upwards of 300 rupees.

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, 19th December 1874, No. 1,130.

I HAVE the honor to forward you, herewith, a report received from the Resident Engineer, 1st Division, South-West Line, of a bull having been run over at the 71-15 and 16 mile, South-West Line, on the 16th instant.

2. I also enclose you copy of a letter from Mr. Carter, No 869, of 18th instant, and request that you will be so good as to call the attention of Government to his observations with reference to sawmy bulls.

From H. R P. CARTER, Esq , Resident Engineer, to B ANDERSON, Esq , Chief Engineer of the Madras Railway Company, dated Arconum, 18th December 1874, No 869.

I HAVE to report that the penultimate carriage of the 5-30 P M. train from Arconum to Vellore on 16th instant was thrown off the line at 71-15 and was dragged to 72-8 where the train was stopped.

2 The cause of the accident was a sawmy bull which, from what I can gather, charged the train and got under the wheels of the carriage.

3. You are doubtless aware that these animals belong to no one in particular, and are frequently very vicious. In many cases to my knowledge they have charged trollies on the line, and I believe I am right in saying that a ballast train was on one occasion charged by one of these animals and some wagons derailed

4. It is unfortunate that we cannot prosecute any one in this case, and I have to suggest, for your consideration, whether it might not be well to apply to Government to make the inhabitants of the villages which these animals resort to responsible for damage they may cause.

5. In this case 115 pot sleepers, 2 tie-bars, and 2 chairs were broken

Proceedings of the Madras Government, Public Works Department,
22nd March 1875.

From W S WHITESIDE, Esq, Magistrate of North Arcot, to Lieutenant Colonel J. H M SHAW-STEWART, R.E, Consulting Engineer for Railways, dated Camp at Trivellum, 5th February 1875, No 7.

ADVERTING to your letter of the 22nd December last, No 1,227, I have the honor to inform you that, notwithstanding local inquiries were instituted, it cannot be ascertained to which particular temple the sawmy bull therein referred to belongs. It is generally known that bulls dedicated to Hindu temples for religious purposes are usually allowed to be at large uncontrolled and without the exercise of the right of ownership by any one No particular person, therefore, can be held responsible for damage or mischief that such a bull may occasion.

No. 532. ORDER THEREON, 22nd March 1875, No 738.

RAILWAY, No. 65.

HIS EXCELLENCY the Governor in Council is not prepared to deal with this question as proposed.

2. The best security against damage from cattle trespass lies in improved fencing and increased vigilence of Railway servants.

(True Extract.)

Colonel, R.E.
Secretary to Government.

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 94

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 herewith a letter* from the Agent of the Madras Railway, giving cover to report of the derailment of a carriage of the 5-30 P.M. train from Arcanum to Vellore, on the 16th December last, at the 72nd mile of the South-West line by which the permanent way was considerably damaged. The accident is said to have been caused by a Sawmy Bull having charged the train and got under the wheels of the carriage, and the Resident Engineer suggests for consideration whether no animals of this class belong to temples, and not to individuals

* No. 1130, dated 19th December 1874.

-duals, it would not be desirable that the inhabitants of the villages to which they belong should be held responsible for any damage caused by them.

2. The subject having been referred to the Collector of North Arcot, Mr Whiteside in his letter dated the 5th instant No 7, (also enclosed) states that although enquiries were instituted, it cannot be ascertained to which particular temple the bulls belong. This is not the first time an accident has happened from this cause, and it seems necessary, if possible, that steps should be taken to prevent their recurrence. So many instances of the danger incurred, the damage to property to very considerable; in the present instance amounting to upwards of three hundred Rupees.

I have the honour to be
Sir
your most obedient servant

Madras
9th February
1875

W. H. Cowden Lieut. R.E.
for Chief Engineer for Railways

Proceedings of the Madras Government &c
Read the following

From
The Consulting Engineer for Rlys (No. 943 dated 11th February 1875)
798

To
His Excellency the
Governor in Council &c
(not to be printed)

Sir

I have the honor to submit for the consideration of Government the accompanying correspondence with the Agent of the Great Southern of India Railway Company relative to the proposed deviation of the Railway from the Cauvery Bridge to Trichinopoly Fort.

2. The Agent has addressed me a letter dated 1st instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

3. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

4. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

5. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

6. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

7. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

8. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

9. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

10. The Agent has also addressed me a letter dated 3rd instant, a copy of which is forwarded herewith, in which he states that the Directors of the Company have already sanctioned the proposed deviation, and that the Engineer-in-Chief has also approved of it, but that the Government of Madras have not yet given their sanction to the proposed change.

P. W. 1875 Sept.

Railway Department

No. 943.

From
The Consulting Engineer
for Railways.

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

Dated 11th February 1875.
Rcd 12

C 3/

No 94

Submitting for
Government correspondence
regarding a deviation
of the railway
from the Cauvery
Bridge to Trichinopoly
Fort.

G.O. No. 798. 22-3-75

fencing, and increased
vigilance of Railway
Servants.

Genl

No Circ. Cy. Roorkee
Dept. 23-3-75

Public Works Dept.

Letter from the Accounting Engineer
for Railways No 94 dated 11th February 1876.

For Orders

Circulate for
Orders.

Legal proceedings are
possible under the en-
closure and Government
the matter can scarcely be
dealt with in the Bengal
In Calcutta the Bengal
-nacal company a few
years ago secured all the
sacred bulls & broke them
into carts bulls in the Bengal
nacal conserving cart
another they are still at
work - but this could
one in the Mofussil
Government may find
do not see their way clear
with the creation as pro-
at present. Suppose we
for a decree against a temple
or idol, it could be executed

Comptroller
Currency
by
Delhi
are not more
dangerous because
but the law
in the N.-C.
the cruelty
the chain
the fine
Ans

94°

Govt. of H.E.H. Nizam's

PUBLIC WORKS.

Consltg: Engineer

& Railways.

Dated

Rcvd.

C. O. 22 March 1918 No. 718

Exs 531 - 532.

Battle thereof. (1930)

The Cons: Engineer formed that the best security against damages lies in the proper fencing and the constant vigilance of Rail[illegible] servants -