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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1546	(R)	Press
B.P. No.			Mis.
Dated	20-6-	18	7.

Not to be folded or roughly handled

No 411. Read the following letter from Lieutenant-Colonel J H M SHAW-
STEWART, R E, Consulting Engineer for Railways, to Major-General
G W WALKER, R E, Secretary to Government, Public Works Depart-
ment, dated Madras, 23rd May 1876, No 250 —

With reference to the Order of Government, No 3,231, dated 12th November
1875, I have the honor to submit a Schedule of all Accidents which have occurred on
the Madras and the South Indian Railways during the quarter ended 31st March 1876

2 A schedule of the incomplete accidents for the last quarter, now in a com-
plete state, is also submitted

Proceedings of the Madras Government, Public

Schedule of Accidents incomplete when reported to

Number	DATE AND HOUR		MILEAGE		Circumstances which caused, and particulars of Accident	Damage to Rolling Stock and Permanent way	Name of nearest Village	Between what two Stations	Whether at a Level Crossing or not
	Month		Mile	Tel Post					
1	1875 31st Oct		166		The engine of an up mail train ran through public road level crossing gate	Gates broken	Not known	Samulputty and Morapore	MADRAS SOUTH- At level-crossing
1	19th Aug		54	13	Engine of an up mixed train ran over a gate which was placed on line	Gate broken no damage to engine	Honnattihodday	Royalcheroo and Ghooty	NORTH- At level-crossing
1	9th Sept		3	75	A covered goods wagon attached to a down mail train got off the line just as the train started from siding, it having been started too suddenly while brake was on one of the vehicles	Estimated cost of damage, Rs 280	Vada Madura	At Madura	SOUTH INDIAN Trucks were dragged over goods approach road level crossing
2	11th Nov		112	4	A man was knocked down the bank and killed by No 7 train while trespassing on line		Kistnapooram	Lalapettah and Cuttalay	At foot path level crossing
3	30th Dec		203		A goods van and two high sided wagons attached to an Engineer's pick-up train were derailed at the south points	Buffer of guard van and next truck damaged estimated cost of repairs Rs 100		At Virdaputty	

MADRAS,
23rd May 1876

Works Department, 20th June 1876 No 1,516

Government with those for Quarter ending 31st December 1875

Whether reported to Police, and Verdict of Inquest (if any) - If not why none was held	Nature of Injuries inflicted	Name, Age, Caste, and Occupation	Nature of assistance rendered	Amount of Gratuity or Allowance proposed to be given	Remarks	Complete or otherwise
RAILWAY WEST LINE	The second Fireman who was oiling the cylinder at the time was severely injured	Cawley, Second Fireman	Attended to by Railway Apothecary	Half pay allowed during absence from duty	Fireman recovered and returned to duty. Gate man prosecuted for being asleep at time of accident and sentenced to 3 months' rigorous imprisonment and a fine of Rupees 10	Complete
WEST LINE					Watchman being absent was prosecuted and acquitted, but he as well as the Maistry was dismissed by the Company	Do
RAILWAY					Curve where accident occurred very flat, and about 40 chains radius. Line tested immediately after the accident and found to be in gauge	Do
Reported to Police.		Oomoyan, aged 25 years	Guard and Driver both unaware of accident, body found by gangman afterwards and handed over to Police		Man is supposed to have been deaf and dumb and to have come on line through level crossing at this spot. Gang cooly who should have been at this crossing committed to Sessions under Sections 304 and 304-A, Indian Penal Code, and sentenced to 18 months' rigorous imprisonment	Do
			Driver and Guard obtained assistance and put fallen vehicle on line		Driver and Guard both believe accident to be due to fault of Points man, inquiry being made, very dark night. Chief Engineer is of opinion that Guard is to blame, and he has therefore been fined Rupees 5	Do

(Signed) J H M SHAW-STEWART, Lt-Col, R E,
Consulting Engineer for Railways

Proceedings of the Madras Government,

Quarterly Schedule of Accidents, not yet reported

Number	DATE AND HOUR		MILEAGE		Circumstances which caused and particulars of Accident	Damage to Rolling Stock and Permanent-way	Name of nearest Village	Between what two Stations	Whether at Level Crossing or not
	Month		Mile	Tei Post					
1	1876 4th Jan		4		Two vehicles, D No 54 and D brake No 19, attached to an up-local train from Royapooram to Perambore while being shunted were derailed on account of carelessness of Pointsman	To Permanent-way — One connecting rod bent one tie-bar bent, and one eye-bolt broken In addition to this 24 lineal feet of paling, one brick pillar, and 20 feet of boundary wall knocked down Damage to Pollina Stock — One foot board and one head stock broken, and four buffer rods bent		Perambore and Avady	MADRAS SOUTH WEST At workshop yard
2	10th "	11 30 P M	138	2	A gate was carried away by a down mail train on account of gates not being shut by Gateman		Kasanamputti	Tripatore and Samulputty	At level crossing
3	11th "	206			A cooly-class passenger attached to a down passenger train was found to be suffering from cholera on arrival at Salem and was immediately removed from train			At Salem Station	
4	14th "	3 10 P M	199		Engine while shunting was derailed at No 3 points through carelessness of Pointsman	Coupling block of engine broken, six fish bolts nine pot sleepers, one double block chair, ten wooden keys, and four iron trenails broken, also one tie bar and one 75 lbs rail bent		At Salem Station	
5	17th "	9 15 P M	188	9	The crank axle of engine attached to a down mail train broke			Malloor and Colar Road	Level crossing at 188th mile, 9th telegraph post, when engine was brought to a stand-still
6	18th "	1 2			A third-class carriage while being shunted was derailed at No 7 points through carelessness of Pointsman	Draw bar of vehicle bent, and cross rod of points broken		At Jollarpett Station	

Public Works Department, 20th June 1876. No 1,546

to Government, for Quarter ending 31st March 1876

Whether reported to Police, and Verdict of Inquest (if any) If not, why none was held	Nature of Injuries inflicted	Name, Age, Caste, and Occupation	Nature of assistance rendered	Amount of Gratuity or Allowance proposed to be given	Remarks	Complete or otherwise
RAILWAY LINE					Man who held the points was an employe of Locomotive Department and his carelessness was considered so gross that he was summarily dismissed the service	Complete
Reported					Gateman was employed in Traffic Department and has absconded He has not been apprehended yet	Do
Reported ; no Inquest held		Veeryagoondoo, aged 40, Reddy, Cultivator	Taken to cholera shed		Man died on 13th January 1876	Do
					Pointsman fined Rupees 3	Do
					Mileage run by axle 149,643 miles Speed of train at time of accident, about 20 miles an hour, Locomotive Fireman in train at time, examined; engine and found that it could be worked to Colar Road, and this was done Axle examined, no visible flaw	Do
					Pointsman fined Rs 3 ..	Do

Proceedings of the Madras Government, Public

Quarterly Schedule of Accidents, not yet reported

Number	DATE AND HOUR		MILEAGE		Circumstances which caused, and particulars of Accident	Damage to Rolling Stock and Permanent-way	Name of nearest Village	Between what two Stations	Whether at Level Crossing or not
	Month		Mile	Tel Post					
7	1876	20th Jan	42½		One of a number of wagons being shunted on, although siding, got off rails at No 23 points, and was dragged on to a distance of 140 feet	Two joint chairs, ten pot-sleepers, four cotteners, four gibs, fifteen wooden keys, eight fish bolts, and one iron trenail broken		At Arconum Station	SOUTH WEST
8	13th Feb		206	8	Watchman while running across line was run over and severely wounded by a down mail train, and died from the effects of the injuries after wards		Sooramungalum	At Salem Station	Not
9	14th "		4		A boy who was riding on shaft of grinding stone fell under it and hurt himself		Perooloor	Perambore and Avady	At Workshop yard
10	16th "				A brake-van while being shunted got off line on account of points not being held properly	One pot-sleeper, 1 double block chair		At Central Station	
11	23rd "		309	4	Gang cooly while pushing trolley shipped and falling on girder bridge hurt himself		Ettymudday	Munddykerry and Wallair	Not
12	26th "		305	18	Gates run through by a down mail train, they having been closed across railway	Two leaves of gate broken		Pothanore and Coimbatore	At level crossing
13	29th "	11 15 P M	184		A Fireman of an up-goods train fell off engine accidentally while oiling the cylinders		Not known	Mullapooram and Sheva roy Hills	Not
14	13th Mar		320	10	Journal of a first-class wagon of an up mail train was twisted off completely	Seven sleepers of bridge at 321st mile, 7th telegraph post, smashed, and 4 pot sleepers broken		Tudialore and Karamady	Not
15	29th "	5-15 A M	122½		A Wood cooly while passing from wood stage to tender to assist in stacking wood on engine of an up goods train missed her footing and fell			At Vaniembady	Not
16	30th "				Engine of a down mixed train got off line at No 20 points through carelessness of Pointsman	Three rails and 4 tie bars bent and 3 check rails, 8 pot-sleepers, and 1 connecting rod broken, engine also slightly damaged		At Royapoorum	Not
17	31st "		206½		Leading and driving wheels of engine got off rails at facing points	Seven pot-sleepers and three fish bolts broken		At Salem	

Works Department, 20th June 1876 No 1,546.

to Government, for Quarter ending 31st March 1876 —(Continued)

Whether reported to Police, and Verdict of Inquest (if any) If not, why none was held	Nature of Injuries inflicted	Name, Age, Caste, and Occupation	Nature of assistance rendered	Amount of Gratuity or Allowance proposed to be given	Remarks	Complete or otherwise
LINE —(Concl'd)					Pointsman fined Rs 3	Complete
Yes, result of Police investigation was that man was drunk and caused his own death	Right leg cut off just 3 inches above ankle, and left foot smashed.	Chinnapan, aged 26, Pully, Night watchman	Handed over at once to Company's Dresser	None	Man is supposed to have been asleep, in a state of intoxication, and to have run across line on hearing approach of train	Do
No	Fracture of left arm	Mauree, aged 14, Vineer, earth-work	Sent to General Hospital		The boy had no business there He has recovered and returned to duty	Do
Reported	Right leg skin bruised, tenderness on left lower ribs	Therumallay, aged 26 years, gang cooly	Attended to by Railway Apothecary and sent to Coimbatore hospital by train.	Paid during time in hospital	Dismissed from hospital on 28th February 1876	Do
No	Slightly bruised on right arm	Permal, aged 30 years, Pariah, Fireman	With permission of Assistant Traffic Manager of division, Driver went back from Mullapoorum and picked up the Fireman		Recovered and returned to duty	Do
	Contused wounds, much shaken, but no bones broken	Kistnappen, aged 40, Hindoo, Wood cooly			Recovered and returned to duty	Do
					Pointsman fined Rupees 3 and reduced in pay 8 Annas for six months	Do
					Due to points not being properly oiled Circular issued by Traffic Department stating that in future Station-masters will be held responsible for this	Do

Proceedings of the Madras Government, Public

Quarterly Schedule of Accidents, not yet reported

Number	DATE AND HOUR		MILEAGE		Circumstances which caused, and particulars of Accident	Damage to Rolling Stock and Permanent-way	Name of nearest Village	Between what two Stations	Whether at Level Crossing or not
	Month	Year	Mile	Post					
1	1876	25th Feb	215	13	Engine of a down mail train after being detached was backed up to water column and got derailed and ran along ballast for about 30 yards.	.	At Tripetty Station		NORTH-WEST
2	23rd Mar		254	13	A ryoat while crossing line after a stray cow was knocked down by 3 A M train from Cud daph	"	Kanadoddy	Royalcheroo and Ghooty	Not
3	Night of 28th and morning of 29th "		178	.	An attempt was made to throw the up-mail of the line by removing the fastenings of a rail on bridge and propping up the rails	"	Gopaulpoorum	Between Cal malapore and Yerragoontla	
1	4th Jan		210	7	Draw bar of engine of No 6 train broke and carried away feed bags Metre gauge		.	Sattur and Virdaputti	SOUTH IND I
2	8th "		154		Engine working a Special train from Trichinopoly to Madura ran through gate on account of carelessness of Gate-man Metre gauge	Gates smashed	"	Ammanaicka noor and Sholavan dum	At level cross ing
3	12th "		49		While some trucks were being backed, two of them were thrown off the line Metre gauge	Five chairs, 4 spikes, and 2 bolts broken		At Tanjore	Not
4	12th "		124	20	Cooly carrying rails threw them on the ground which being uneven one end of rail sprang up and hit him	"	Terupapahyur	Nellicoopum and Tirupapahyur	Not
5	19th "		175		Gates being closed across railway, No 5 train ran through it, the all right signal being exhibited and Gateman asleep	Gates smashed	Madura	Sholavandum and Madura	At level cross- ing
6	25th "		4		A trolleyman was thrown from a service wagon by shock received by wagon in coming against a brick placed on rails.	"	Pulyur	Chetput and Saidapet	Not
7	2nd Feb		103		Left hand driving wheel of engine of No 7 train shifted on axle and engine ran into Trichinopoly Broad gauge	.		Callitalay	Not

Works Department, 20th June 1876 No 1,546.

to Government, for Quarter ending 31st March 1876 — (Continued)

Whether reported to Police, and Verdict of Inquest (if any) If not, why none was held	Nature of Injuries inflicted	Name, Age, Caste, and Occupation	Nature of assistance rendered	Amount of Gratuity or Allowance proposed to be given	Remarks	Complete or otherwise
LINE					Will be specially reported	
Yes	Wounded and bruised about head, arms, and body	Boodaen Sahib, aged 60, Mus salman, Ryot	Train stopped, man picked up taken to Ghooty, and thence sent to Civil Dispensary there		Watchman inspected this length shortly before arrival of train and says he saw no trespassers on it Recovered from injuries	Complete
					Two Watchmen committed to the Sessions	InComplete
AN RAILWAY			Dead engine coupled with rope and brought in by 12 9 from Madras		Defective construction of draw bar	Complete
Reported					Gatekeeper asleep when train was approaching, and no signal given to Engine-driver, who not observing the gates ahead could not pull up Gatekeeper was sentenced to 15 months' rigorous imprisonment and a fine of Rupees 80 Deraiment caused by central buffing.	Do
Reported	Leg broken	Ramasawmy Naick, aged 22, Gentoo, Cooly	Sent immediately to hospital	No pay granted since 12th January	Cooly improving, but not returned to duty yet Line under construction	Do
Reported					Gatekeeper sentenced to one year's rigorous imprisonment	Do
Reported	Internal injuries and a slight wound on arm	Annasawmy aged 18 years, Moodelly, Trolleyman	First taken to his house near by where slight wound was dressed and then taken to General Hospital	Gratuity of Rs 80 given to parents of deceased trolleyman who were dependant on him	Since line watchmen have been placed at the principal level crossings and on each mile, there has been but small cause for complaint with regard to bricks being placed on the rails Line under construction	Do
Reported Verdict of Inquest, died rupture of liver accidentally caused by a wagon of the South Indian Railway knocking the deceased down					Engine wheels and tires were examined by Fireman at the engine station and a suspicion of this wheel being loose had been raised through or working out on face of axle, and the key was hammered on, after running again it had not shifted until when working this train The wheel shifted endways on axle, so that it had gradually got loose by continual working.	Do

Proceedings of the Madras Government, Public

Quarterly Schedule of Accidents, not yet reported

Number	DATE AND HOUR		MILEAGE		Circumstances which caused, and particulars of Accident.	Damage to Rolling Stock and Permanent-way	Name of nearest Village	Between what two Stations	Whether at Level Crossing or not
	Month	Hour	Mile	Tel Post					
8	5th Feb	10 A M	1	-	Cooly working on roof of goods shed let fall an iron pulin on the toes of right foot			SOUTH INDIAN	
9	6th Feb	11-30 P M	117		Out houses of Engineer's bungalow completely burnt down and destroyed		Culputty	Vaipampettiv and Analoor	Not
10	6th "				Axle of a laden salt van while being shunted, broke with boss of wheel Broad gauge			At Trichinopoly Station	
11	9th "				Engine No 20 which had brought No 2 train from Negaram had been uncoupled and was running ahead to get to the locomotive yard when Pointsman turned engine into siding in which engine No 42 was standing with which it came into collision Metre gauge	Estimated cost of damage, Rs 60		Trichinopoly Junction Station	
12	10th Feb	2 P M	90	40	A cooly while excavating gravel for ballast got injured by side of ditch falling in		Vickravandy	Between Tindavaram and Vickravandy	Not
13	16th Feb	5-30 P M	103	5	Cooly while excavating clay got severe cut on thumb		Pilloor	Between Villapooram and Punrooty	Not
14	18th Feb	4 15 P M	79½		Engine No 10 returning with goods to Trichinopoly junction got off rails at broad gauge points, owing to Pointsman turning it into wrong line Broad gauge			Trichinopoly Junction Station	Not
15	19th Feb	5 P M	105		A cooly engaged in putting down rails got injured by stumbling over sleeper and rail hurting him		Akadavilly	Villapooram and Punrooty	Not
16	27th Feb	1 P M	109	66	Ballast cooly in endeavouring to recover cloth slipping one side of ballast wagon fell off while train was in motion		Conesapakum	Do	Not
17	1st March		185	11	Engine of No 1 train got uncoupled from train Metre gauge			Teraparen gundim and Tirumungalam	

Works Department, 20th June 1876. No 1,546

to Government, for Quarter ending 31st March 1876 —(Continued)

Whether reported to Police, and Verdict of Inquest (if any) If not, why none was held	Nature of Injuries inflicted	Name, Age, Caste, and Occupation	Nature of assistance rendered	Amount of Gratuity or Allowance proposed to be given	Remarks	Complete or otherwise
RAILWAY —(Cont ^d)						
Not reported	End of third toe crushed	Murrian, aged 25, Pariah, cooly	Carried to General Hospital	Rs 3 to be given him for fortnight's time he was sick	Recovered and returned to duty Line under construction	Complete
Reported					Fire was caused by lighted lamp being hung too near roof, which caught fire Fire put out by man named Chinna moothoo who occupied out-houses	Incomplete
Do					Not an unusual place for axle to break Broke from wear and tear No register of wheel mileage of broad gauge stock kept Van erected in July 1870	Complete
Do					Driver and Fireman of engine No 20 fined for want of prompt action, being only 25 yards away from dead engine Pointsman sentenced to six months' rigorous imprisonment	Do
Do	Arm bone (humerous) fractured	Govinda, aged 25, Pully, cooly	Attended to by Railway Apothecary who set fracture		Cooly not in service of Railway Company and therefore difficult to obtain information as to state of health	Do
Reported to Village Munsif	Cut on thumb	Rungum, aged 16, Vanien, cooly	Sent to Dispensary		Almost recovered and again at work Line under construction	Do
					Pointsman fined half month's pay	Do
Reported to Village Munsif	Fracture of forearm and slight hurt on neck	Ramen, aged 28, Odyan, cooly	Attended to by Railway Apothecary	Paid 2½ Annas a day during time sick	Recovered and returned to duty Line under construction	Do
Not	Dislocation of right ankle joint	Thananayagan, aged 30, Gouden, cooly,	Do		Recovered and returned to duty Line under construction	Do.
					The articulating joint of the pin coupling the engine working itself straight pushed through the hole of buffer head	Do.
					Immediately Driver found that train was uncoupled kept away and continuously whistled to Guard to apply brakes to train, when he cautiously advanced to his train coupled and proceeded	

Proceedings of the Madras Government, Public

Quarterly Schedule of Accidents, not yet reported

Number	DATE AND HOUR		MILEAGE		Circumstances which caused, and particulars of Accident	Damage to Rolling Stock and Permanent-way	Name of nearest Village	Between what two Stations	Whether at Level Crossing or not
	Month	Hour	Mile	Post					
18	6 45 A M	8rd March	120		A ballast wagon and brake-van of a material train were derailed on account of some sand being heaped on line and Guard jumping off van injured himself. Metre gauge		Nellikupum	Tirappappalur and Nellikoopum	Not
19	5 45 P M	17th Mar	8		A man placed a pot sleeper and four fence bars with bases attached across the rails		Sickle	Between Sickle and Kevalore	Not
20	21st Mar		86		Watchman trying to get on wagon while in motion, fell, and train went over him		Neddy	Tindevasam and Vickravandy	Not
21	8 30 A M	27th Mar	72	39	Cooly while fitting up girder on abutment got injured by its being thrown on him		Pettah	Ol k ur and Tindivanam	Not
22	7 P M	28th Mar	49	57	A woman was injured by jumping out of wagon when in motion			Madranticum and Karangooly	At level crossing

MADRAS,
23rd May 1876

Works Department, 20th June 1876 No 1,546.

to Government, for Quarter ending 31st March 1876 —(Concluded)

Whether reported to Police, and Verdict of Inquest (if any) If not, why none was held	Nature of Injuries inflicted	Name, Age, Caste and Occupation	Nature of assistance rendered	Amount of Gratuity or Allowance proposed to be given	Remarks	Complete or otherwise
RAILWAY —(Concl'd)						
Reported	Wrist joint and ankle slightly injured	Gon'ding, aged 22½, East Indian, Guard	Taken to Dispensary at Old Town	Man resumed work same day and so nothing beyond his pay was disbursed	The van was loaded with materials and was running van foremost, and was derailed on account of some sand being heaped upon line in form of human being by some persons unknown, not discovered as yet	Complete
Do	...	...	...	...	Line under construction. Case heard by Tahsildar, but prisoner appearing insane was placed under medical observation and case adjourned. He was on 30th April still under observation. On 1st May he was tried by Taluk Magistrate of Negapatnam and acquitted for want of evidence but sentenced to six months' rigorous imprisonment for theft of a piece of the bar of iron in his possession	Do
Do	Right leg broken	Voerasawmy, aged 25, Teloo-goo, watchman	First attended to by Railway Apothecary, and subsequently removed to Cuddalore Dispensary	No gratuity, happened through man's own carelessness. He had no business to leave his post or jump on wagon	Watchman had no business there	Do
Not reported	Wound on left heel	Gunganathum, aged 18, Reddy, cooly	Wound dressed up, and sent to Tindivanam for medical aid	Allowance of Rs 4 5 0 allowed during time absent from work	Recovered and returned to duty	Do
Reported	Hand smashed	Kanny, aged 20 years, Pariah, cooly	Sent to Madras Dispensary		Line under construction	Incomplete

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

*Proceedings of the Madras Government, Public Works Department,
20th June 1876. No 1,516.*

No. 412.

ORDER THEREON, 20th June 1876, No 1,546

RAILWAY, No 41.

HIS GRACE the Governor in Council
remarks as follows on the Schedules of
Accidents recorded above —

Accidents brought forward from previous quarter, South Indian Railway

Item I—This accident was caused by an irregularity, of which no notice seems to have been taken. The engine should not have started till signalled by the Guard, who should first have satisfied himself that the train was quite ready.

Schedule for quarter ending 31st March 1876

2 The return of accidents for this quarter is unusually large on both lines, no

* Madras Railway	19	less than forty* accidents of various kinds
South Indian Railway	21	having been recorded. Many of these,
	40	however, are of a trivial character, and ten

of trains had no immediate connection. Nine accidents are due to carelessness on the part of Pointsmen, eleven to neglect of duty by Line Watchmen and Gatemen, and twenty-one to other causes. The cause of one† which occurred on 25th February is not

stated, but should have been completely reported on before end of quarter. Two accidents proved fatal.

3 Of the accidents classed under other causes seven are due to failures of the rolling stock as shown below —

Madras Railway, South-west Line.

Item 5—Fracture of crank axle of engine.

Item 14.—Journal of first-class carriage twisted off.

South Indian Railway

Item 1.—Fracture of draw bar of engine. Metre gauge

Item 3—Derailment due to central buffer arrangement. Metre gauge

Item 7.—Shifting of driving wheel of engine. Broad gauge

Item 10—Fracture of axle of salt van. Broad gauge

Item 17—Uncoupling of engine through defective coupling arrangements.

Metre gauge

Accidents resulting from these causes are likely to be serious in their consequences. Great care therefore is necessary in the examination of the condition of vehicles before being attached to trains, and the sending out of the broad gauge engine on South Indian Line on 2nd February after suspicion that the wheel was loose had arisen, without the engine being taken into shop, merits grave censure.

4 The breaking of axle within boss of wheel in the case of No 10, South Indian Line, and which is stated to be not an unusual place of failure, should draw the attention of the Railway Authorities to devising means to increase the strength at that point or to lessen the strain thereon. The three accidents from causes connected with draw bar or central buffing apparatus in metre gauge, point to the necessity of very careful noting and examination of the circumstances of each case in order to discover the cause, and thus the remedy to be applied.

*Proceedings of the Madras Government, Public Works Department,
20th June 1876 No 1,546.*

5 The accidents on the South Indian Railway due to neglect of Pointsmen,*

* Items 11 and 14

† Items 2, 5, 6, 18, 19, and 20

Line Watchmen,† and Gatemen seem to point to a want of training and discipline amongst these servants. Notice has already

been taken of this matter, and the officers of the Company have promised to pay strict attention to it. It is essential to the safe working of the line that these classes of servants should not only be carefully looked after, but also made to appreciate their responsibilities.

6 Further information will be awaited in respect to the cases marked "Incomplete."

(True Extract.)

Colonel,

Offg Under Secy. to Govt, P.W.D.

To the Consulting Engineer for Railways

Exd E C Shunker
Spare Copies

Govt. of {1876} Madras.

PUBLIC WORKS.

THE CONSULTING ENGINEER
FOR RAILWAYS

Dated June 20th

Issued

Recd

G O, 20th June 1876, No 1,546

JUNE.

Nos. 411-412.

Accidents (Railways) — Passing orders on
letter from the Consulting Engineer for
Railways submitting Schedule of — on the
Madras and South Indian Railways for
quarters ending 31st December 1875 and
31st March 1876

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 23rd May 1876

No. 250

From

LIEUT. COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George

SIR,

With reference to
the Order of Government
No 3231 dated 12th Novem-
ber 1875, I have the honour
to submit a schedule of
all accidents which have
occurred on the Madras
and the South Indian
Railways during the quarter
ended 31st March 1876.

2. A schedule of
the incomplete accidents for
the

the last quarter, now in a
complete state, is also sub-
-mitted.

I have the honor to be

Sir

Your most obedient servant

Wentworth

Lieut. Col. R. B.

Cons. Engineer for Railways.

4812-1000 p. 3231

" 9: Feb/76.. 357.

" 8: March/76.. 619.

11 Dec/75 - 2904.

20 Jan/76 - 124

7 Apr/76 - 919

1 Report of Accidents of English Rlys.

1876 Department

80-3734

No. 1546

Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 20 June/76

Read the following —

From
The Engr. Engrs for Rys: (No. 250 d/23rd May 1876)

His Grace the Governor
in Council remarks as follows
on the Schedules of Accidents
recorded above.

Accidents brought forward from
previous quarter. South India
Railway.

Item 1. This accident was
caused by an irregularity
of which no notice seems
to have been taken. The
Engine should not have
started till signalled
by the Guard who should
first have satisfied himself
that

No. 411
Cir. 6-6.76 Mā 20/7/76
Recd to Act 25-5-76.

Submitting order
note of accidents for
quarter ending 31st
March 1876, and also
one for incomplete
accidents for quarter
ending 31 Dec 1875.

Dated 23rd May
Received 24th May
Engrs: 250 No. 250

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

that the train was quite ready.

Schedule for Quarter Ending
31st March 1876.

2 The return of Accidents for this Quarter is unusually large in both lines, no less than 42⁺ accidents of various kinds having been recorded.

Many of these however are of a trivial character, and 10 are due to causes with which the running of trains have had no immediate connection. 9 accidents are due to carelessness on the part of Portmen, 11 to neglect of duty by Line watchmen and Gatemen, and 21 to

other causes. The cause which occurred on 25th Feb^y of one, is not stated. 2 accidents proved fatal.

The cause of the accident
on 25th Feb^y is not stated
+ Madras Railway 20
S I Railway - 22
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but should have been completely reported on before end of Quarter.

* Item I N W Line Madras Railway

3. Of the accidents elapsed under other causes 7 are due to failures of the Rolling Stock as shown below.

Madras Railway S.W. Line

Item 5. Fracture of Crank axle of Engine.

Item 14. Journal of 1st Class carriage twisted off

South Indian Railway

Item 1. Fracture of Drawbar of Engine - Metre gauge

Item 3. Derailment due to Central buffer arrangement - Metre gauge.

Item 7. Shifting of Driving wheel of Engine - Broad gauge.

Item 10. Fracture of axle of salt van - Broad gauge

Item 17. Uncoupling of Engine through defective coupling arrangements - Metre gauge.

Accidents resulting from these causes are likely to be serious in their consequences. Great care therefore is necessary in the examination of the condition of vehicles before being attached to trains.

A. The accidents on the South Indian Railway due to neglect of Pointmen, Sign-watchmen and Gate-men

seem to point to the necessity for increased vigilance in respect to the ^{want of} training and discipline ^{amongst} of these servants.

Notice has already been taken of this matter and the officers of the Company have promised to pay strict attention to it. It is essential to the safe working of the line that these classes of

servants

* Items 11 & 14

* Items 2-5-6-18-19-20

15
and the sending out of the Broad gauge engine on South Indian line on 2nd Feb after suspicion that the wheel loose had arisen, without the engine being taken into shop, merits grave censure.

The breaking of axle, joints of wheel in the case of No. 10 South Indian line, and which is stated to be not an unusual place of failure, should draw the attention of the Railway Authorities to devising means to increase the strength at that point or to lessen the strain there.

The 3 accidents from causes connected with draw bar or central buffing apparatus in metre gauge, point to the necessity of very careful noting and examination of the

the circumstances of each
case in order to discover the
cause and thus the remedy
to be applied.

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servants should not only
be carefully looked after
but that they should be
made to appreciate their
responsibilities. His Grace
the Governor in Council
trusts that the subject
will continue to receive
at the hands of all
supervising authorities that
watchful attention which
its importance so imperatively
demands.

5. Further information
will be awaited in respect
to those cases marked
"Incomplete."

C.E. M. B. Dec 10 from note
book 1/16

The Cont. Eng. for N^o 1.

1870, No. 1546

411-412

51-7761

~~Handwritten text~~
Recd - (20)

Passing orders as letter
from the Treasury for the
submitting schedule of—
~~the American Army 37th~~
~~Jan. 1876~~ ~~and one for~~
~~the President's note~~
to the Quartermaster 37th
37th March 1876