

(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.	1638	(Ly)	Press
B.P. No.			Mis. <i>his</i>
Filed	28-6-	1876	

Not to be folded or roughly handled

Sp 207

Madras Railway Company
Chief Engineer's Office
Madras 7th March 1876

The Agents and Manager.

Dear Sir,

With reference to my letter Sp 173 of the 28th ultimo I have received further information from the Resident Engineer of the 2nd Division South West Line which is as follows.

2. The accident was caused by a Bull that got on the line by breaking two bars at the level crossing gate at $\frac{138}{14}$. He was run over, and the 3rd waggon from the engine derailed. This waggon was dragged the whole way into Challoor station, a distance of nearly four miles without its condition having been observed by the Driver or the guards. Very fortunately there were no goods bridges on this portion of the line or the accident might have been much more serious.

3. The Bull seems to have got on the line as the train approached, for watchmen had only just passed the gate, and this watchman and another nearer to Challoor when they saw that a waggon was off the line tried to attract attention by showing red lights, but appear to have done so too late to be observed by the Driver.

4. The damage to the line was as follows:

331 pit sleepers _____ broken

52 Cotters _____ " "

42 Tie-bars _____ bent

The eastern points at Challoor station were also broken.

MADRAS RAILWAY.

Second Division South West Line

STATEMENT of Cattle run over by Trains on 27 February 1876

Date	Mileage		Number and Description of Cattle.	By which Train	Description and State of Fence	Whether the Cattle were injured or not	Whether the Engine has a Cow Catcher or not	Remarks
	Miles	Chains						
about 5 am on Sunday the 27 February 1876	188	111	One Bull	12/50 am	also fence in good order			
					Bolar Road and Malloor nearest Village Buttarie			
					At a Level Crossing			
					No cow-catcher			
					The cow has been reported to the Village Moonsiff			

Resident Engineer's Office
Bangalore 6 March 1876

1/1 1/2 Copy 1/1
1/1 1/2 Copy 1/1
Agent & Manager

1/1 1/2 Copy 1/1
1/1 1/2 Copy 1/1
Agent & Manager

1/1 1/2 Copy 1/1
1/1 1/2 Copy 1/1
Agent & Manager

5 The Inspector is a student at all times seems to have acted very properly and well and got the lines into a state of repair by 10 AM. that he was prepared to pass the 8-30 AM train (Bangalore) and it is a law respects

6 All damages are as shown. The usual statement of Cattle run over enclosed

P. H. H. H.

Yours faithfully
P. H. H. H.
Chief Engineer.

(True Copy)
1/1 1/2 Copy 1/1
1/1 1/2 Copy 1/1
Agent & Manager

5
seen
and
by
8-30
expenses
6

over

MADRAS RAILWAY.

Division W Line

Dated _____ 197
Received *W. Church*

Statement of Cattle run
over by trains.

9/1/44548 2

*N^o 6/66547
13112*

Madras Railway
Traffic Manager's Office
Madras 17 March 1876

To
The Agent and Manager
Madras Railway
Madras

Dear Sir,
12.50 a.m. Mail ran over a Cow near
Malloor

With reference to your letter of 8
instant N^o 909, I beg to forward enclosed
copy of a further report from Mr. Johnstones
on the above subject, and to state that
both the guards are steady and attentive
men.

Yours faithfully
Edw Louis C. Moss
Deputy Traffic Manager

*N^o M. 16358
3122*

Madras Railway Company
Traffic Department
Bangalore Station
14 March 1876.

H. E. Church Esq.
Madras.

Dear Sir,
12-50 a.m. Mail ran over a Cow near
Malloor

In addition to the report I have
already made, I beg to state that the
Train

Train arrived at Malloor 25 minutes after time, and it is evident that this time was lost while the wagon was being dragged on the ballast. The speed of the train while in this state did not exceed more than 8 or 10 miles the hour. Chief Guard Locke tells me that the speed of the train attracted his attention, and he looked out several times and could see nothing wrong. A telegraph Cascar, by name Veerabudren, was in the Brake with Locke, and this man is a witness to what Locke was doing from Solar Road to Malloor.

The derailed wagon was the 5th from the Engine and the 6th from the first Brake. Under Guard Morehead rode in this Brake and he also states that he noticed the train travelling very slow, and when he put his head out he saw nothing unusual. The morning was dark, and the derailment did not create any more dust than is ordinarily seen. The guards state that the wagon ran on the ballast with the flanges of the wheels adhering close to the rails, so that no prominence was given to the derailed truck.

Both guards are attentive men, and the time they have been on the Branch, I have had no occasion to find fault.

The Driver informed me that when he found the train pulling hard he looked back, and heard something like the noise of a wagon brake being down, and with this impression he went on.

Yours Obediently
W. W. Johnstone

N^o 118.

Madras Railway Company
Locomotive Superintendent's Office
Perambore Works
13th March 1876.

The Agent and Manager

My dear Sir,

Your et^g of 8th inst.

Wagon off line between
Solar and Malloor.

Attached are the answers of the Driver to my questions as to how it happened that he did not discover that a wagon in his train was off the rails until he had dragged it 3 miles on the Ballast.

Yours faithfully
H. H. Chervithick
Locomotive Superintendent

1. I did not see the animal struck by the Engine
2. As I did not see the animal, I did not sound the whistle to frighten it off.
3. It was very dark at the time.
4. I looked back several times, as well as both my mates as I felt the train pulling heavy but thought it was owing to there being perhaps a wagon brake down.
5. The guards made no signal. Both side lamps showed white lights.

Madras, 8th March 1876.

From

D. B. Oliver Esq
Agent and Manager, M. R. Co.

To

Mr J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

In continuation of my endorsement of the 28th ult. at 206, I have the honour to enclose in the usual form a report of the Bull run over at the 188th mile Bangalore Branch on the 27th idem, and also a copy of a further letter from the Acting Chief Engineer to me upon the subject.

The damage done to the Permanent way is stated to have been

331	not sleepers	broken
52	bolts	"
42	tie bars	bent

The Eastern points at Challoor station were also broken

The following damage was done to the waggon that was derailed,
the axle bars and buffer stops broken

One draw bar bent.

6. The first indication I had of there being a wagon off the line was owing to a very heavy jerk on entering siding at Challoor and points, so I stopped, and found a wagon off the line. I then noticed by marks on engine that I had run over a bull.

7. I looked back along my train several times between Challoor and Challoor, and it is my practice as well as that of my firemen to do so, more especially when working night trains.

8. My statement of it being the 6th wagon from engine which left the rails is correct.

9. When the accident occurred I would be running about 20 miles an hour.

Edw. G. W. Stuart
Engine Driver

(True copy)
Edw. H. Trevithick
Locomotive Superintendent

(True copies)

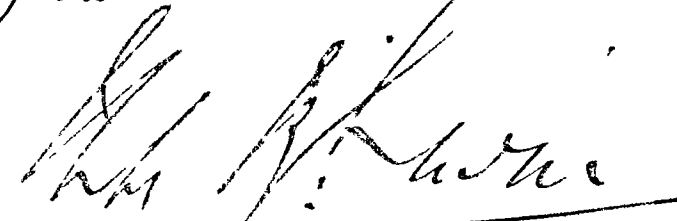
D. B. Oliver
Agent and Manager

copy

14 It is incomprehensible to me how
the guards, if not the Driver, could have
failed to discover that something was wrong
with the train as soon as the derailment
occurred, if they had been on the alert and
attending to their duty, and I have requested
the Locomotive Superintendent and Traffic
Manager to make a further inquiry into
the case.

I have the honour to be,
Sir,

Your most obedient servant


Agent & Manager

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 13th June 1876

No. 289

From

MAJ. GEN. 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,

I have the honour to submit for the information of Government the accompanying papers in connection with a case of derailment upon the Bangalore branch of the Madras Railway upon the 27th February 1876.

2.

The 12.50 a.m. mail from Dolarpett ran over a hill at the $\frac{188}{14}$ mile. The engine, which

was

MADRAS RAILWAY

From

The Agent and Manager.

The Consulting Engineer

at Madras

But I suppose 1876

1876.

Proceeding further
particulars in reference
to the accident that
occurred at the 188
mile from Dolarpett on the
27th Feb last by the
train running over a hill

Letter from Agent Mr. C. J. No 238
of 8 March 1876 with Enclosures
and also copies of letters from Loco
Superintendent & Traffic Manager

was not provided with a coupler, passed safely over the animal but the 5th wagon from it, was thrown off the rails and dragged the whole way into the Mallor station, a distance of nearly 11 miles, causing considerable damage to the permanent way.

3. The enclosed letters from the Traffic Manager and the Motive Superintendent explain that the guards as well as the driver failed to discover that a derailment had taken place. The former, who bear good characters, are said to have looked out several times, and to have

seen nothing wrong. The driver, feeling the train pulling heavy, being unable to discover anything wrong with it, and receiving no signal from the guards - came to the conclusion that a wagon handle had accidentally got down. The first intimation of a vehicle being off the line was a heavy jolt on entering the siding at Mallor East point, and on the train coming to a stand, marks were found on the engine indicating that an animal had been run over. The speed when the accident occurred was probably about 20 miles per hour.

4. The chief reason for the

the derailment not being discovered earlier seems to be the darkness of the hour, and the fact of the wagon running on the ballast with the flange of the wheels adhering close to the rails so that no prominence was given to the derailed vehicle.

Although the results were not so serious as they might have been, this accident affords further evidence of the necessity for catchers on all train engines, and it is believed that every effort is now being made by the Locomotive Department to supply these as soon

as possible.

5. From a letter received on the 8th instant I learn from the Agent that the owner of the animal was discovered and on conviction fined \$25.00.

I have the honor to be
Sir

Yours most obedt servant
Wm. A. R. E. Captain
for the Engineer for Railway

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the

Read the following —

From,

The Cons. Eng^r for Pys. (M.C. No. 289 of 13th June 1876)

His Grace the Governor
in Council cannot but
feel dissatisfied with
the manner in which this,
~~which might have been~~
~~a most serious~~, accident
has been ~~disposed of~~ ^{noted} in
the ~~present place~~, though
it occurred on the 27th
February, and the last
papers concerning it that
have been submitted bear
date 17th March, the
Consulting Engineer has
only reported about it on
the

MC 23/6

RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort Saint George.

Recd

13th

June 1876

Encl. No. 289

Department

Madras Bull No

received at 100 pm

13th Branch and

27 February 1876.

Recd 26 676 On 28.6.76
Cp. 21.6.76 On 26.6.76
Dep. 6.11.6.76.

8028-2-76 No 552
31-3-845
21-4-1074

1476 No 552

the 13th June, and has failed
to enter into either in the
Report of Accidents or
Return of cattle run over
for the quarter ended 31st March
1876. It cannot be presumed that
he had endeavoured meanwhile
to induce the Railway authori-
ties to deal more satis-
factorily with the matter
than they have done; but
not succeeding has con-
tented himself with simply
recording the facts for the in-
formation of Gov^t. If this
be the case, it is not a suf-
ficient performance of his
duty; he should have
stated how it was that
he has been able to submit
to Gov^t only such meagre
results of an enquiry protracted
through several months.

2. The train was due
at Malloor at 4-42 A.M.
and the delay of 25 minutes
in arriving there is set
down to the speed of 20
miles an hour, at which
the train is presumed to
have been running when
the Bull was run over,
being reduced to 8 or 10
miles by the derailment
of a wagon which ensued.
The morning is said to
have been dark; but it
is equally incomprehen-
sible to His Excellency
the Governor in Council
as it was to the Agent
and Manager when
writing on the 8th March,
how it was that, if the
Driver and Guards were

on the alert as asserted,
they failed to detect that
an obstacle had been
encountered, and a vehicle
derailed. Seeing further
also that both Guards
and Driver own that their
attention was attracted to
the heavy drag upon the
speed of the train, they
cannot any of them be
acquitted of culpable
neglect of duty in not
pulling up to investigate
the matter: of course the
Driver and the Guards
have indulged in mutual
recriminations; and it is
much to be feared that
each party being supported,
according to former experience,
by the head of his own

Dept.

Dept., the result is that
no one has been punish-
ed for negligence, which
might have had far more
serious consequences than
the very considerable
damage to the line and
rolling stock that has
occurred.

3. His Grace the
Governor in Council must
call on the Agent and
Management to act with
more decision in deal-
ing with such cases in
future.

C. E. for Rep.

10
N^o 1038-22 Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 28th June 1876

Read the following

From

The Cons^g. Eng^r. for
Railways

(N^o. 289 of 13th June 1876)

His Grace the Governor
in Council cannot but
feel dissatisfied with
the manner in which this
accident has been reported
on. Although it occurred
on the 27th February, the
Consulting Engineer has only
reported about it on the
13th June, and it does not
appear to have been included
either in the Report of
Accidents or Returns of
Battles

Cattle run over for the
quarter ended 31st March
1896. It is presumed that
he had endeavoured mean-
while to induce the Railway
Authorities to deal more
satisfactorily with the
matter than they have
done. The Consulting
Engineer should state how
it is that this accident
was not included in, and
earlier reported on.

2. The train was due
at Malloor at 4.52 P.M.
and the delay of 25 minutes
in arriving there is put
down to the speed of 20
miles an hour, at which
the train is presumed to
have been running when
the Bull was run over,
being

being reduced to 8 or 10 miles
by the derailment of a
wagon which ensued.
But this cannot be ac-
cepted as it would not
explain a delay of more
than 12 or 13 minutes. It
is equally inconceivable
to His Excellency the
Governor in Council as it
was to the Agents and
Manager when writing
on the 8th March, how
it was that if the Driver
and Guards were on the
alert, as asserted, they
failed to detect that an
obstacle had been encoun-
tered, and a vehicle
derailed. Both Guards
and Driver own that their
attention was attracted to
the

the heavy drag upon the
spring of the train, and the
latter a minute that he heard
a noise as of a Brake
coming on, they cannot any
of them therefore be held
as guilty of culpable
neglect of duty in not
pulling up to investigate
the matter.

3. His Grace the
Governor in Council must
express his opinion that
the officers of the Railway
have failed to deal with
this case in a proper or
satisfactory manner

Enclosure for Report

1871

the heavy drag upon the
 speed of the train, and the
 latter a hint that he heard
 a noise as of a Brake
 being on; they cannot any
 of them therefore be held
 as guilty of culpable
 neglect of duty in not
 pulling up to investigate
 the matter.

3. His Grace the
 Governor in Council must
 express his opinion that
 the officers of the Railway
 have failed to deal with
 this case in a proper or
 satisfactory manner

4244

OFFICE OF THE
 PUBLIC WORKS

The Com^r Eng^r for the

1889

1894/5

and P. 10/10/94

Accident - M. P.

Issuing orders on letter
 from the Com^r Eng^r for the
 reporting that a train
 was run over at the
 88 mile in the Bangalore
 section on the 27th July 1894

10/10/94