

(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.	1204	Press
B.P. No.		Mis.
		C8 76
Dated	26-7	1955

Not to be folded or roughly handled

No. 457. Read the following endorsement of the Chief Secretary to Government, dated Ootacamund, 19th July 1876, No. 1,106 :—

From J. H. GARSTIN, Esq., District Magistrate of South Arcot, to the Honorable W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Cuddalore, 13th July 1876, No. 38.

I HAVE the honor to report, for the information of Government, that on the 28th ultimo a cooly died at the Manjakupam dispensary from injuries received by falling from a train in motion. The Zillah Surgeon's certificate, a copy of which is enclosed, shows the cause of death was fracture of the skull and internal hemorrhage.

2. The facts appear to be as follows. The cooly was one of a number riding on the trucks of a "material" train loaded with rails and sleepers on the 27th ultimo. On the north side of the Ponnai, while the train was going slowly up an incline, the cooly fell off. The train was stopped, and he was picked up and sent in to Cuddalore where he died next day.

I enclose the translation of a Police report sent to me in Tamil, on the 29th June, by the Head Constable of the Puthupolliam Police Station, who went to the spot* on learning of the accident from the Hospital Assistant of the Manjakupam dispensary, and held an inquiry. From his report, it would appear that this

Hospital Assistant was in the train at the time of the accident; but this was not the case, and is the faulty arrangement of a sentence in the report. It, however, seems clear from it that, according to the statements of the relatives of the deceased and of some other coolies who were riding on the train with him, that he was struck on the head by a rail as it fell off the train, that he was knocked off the truck by the blow, and that he and the rail fell to the ground. An inquest was held at the dispensary, and the finding of the persons who composed the Coroner's jury was to the effect that, in their opinion, his death was the result of the blow from the rail, and not of any person's act. I enclose a translation of this finding of the jury.

3. I also forward a copy of a second Police report from a Police Inspector, who has had a good deal of experience (so I learn from the District Superintendent of Police) in railway matters, and who was sent by him to make further inquiry into the matter, from which no new facts as to the accident can be gathered, but in which the opinion of certain railway officials is repeated to the effect that the loading of the rails was safe, as they were supported by the handles of mamoties, but that they were not loaded as usual on loading boards, so as to be quite safe.

4. The Tamil report was sent by me on receipt, on the 29th ultimo, into the Office to be abstracted, but I did not know of its contents till some days after. On reading the translation of it I considered there was ground for thinking that the train had not been as carefully loaded as it ought to have been; and I accordingly sent for the Railway Store-keeper and forwarding Clerk from Cuddalore, and examined them, and enclose copies of the statement of the former and of the deposition of the latter.

5. From these it will be seen that the loading of "material" trains is done by contract by one Kandasami Mudali, that on the day of the accident and the previous one the Store-keeper Anderson was on the sick list, that on the evening of the 27th the contractor came and asked him for a load of "materials;" that he told the

forwarding Clerk to give them to him, and that they were given and the train loaded, that evening. He did not, however, see the loading, but states that the customary method of loading was to fill the waggons with sleepers and to place the rails lengthwise along two trucks resting on timber baulks placed across the sleepers into which iron spikes were driven to keep the rails from moving; that sometimes the baulks were not used, when the rails would be secured by spikes driven into the sleepers on which the rails then rested; and that sometimes pieces of fire-wood were stuck upright between the ends of the sleepers and the sides of the waggons to prevent the rails moving. The Store-keeper is the person who, according to his own admission, is responsible for seeing the trains are properly loaded. He said in his statement that "sometimes nothing was put," and on my asking him what he meant by that, he explained that sometimes no baulks were used.

6. The forwarding Clerk was in the train when the accident happened, and he swears that he saw the rail fall off first and the cooly afterwards, and that they lay about 22 yards (a chain) apart. From the way in which he lifted his hands in describing the falling off of the rail, it seemed to me that one end of the rail must have slipped off first and then the other. He does not know how the cooly fell. He says, however, that the rails were not tied together nor secured on baulks, and that though in some waggons spikes were used to keep the rails in their places, this was not the case in all, and that no pieces of wood were placed upright between the ends of the sleepers and the sides of the waggons, and that the rail fell off owing to the shaking of the waggons, and because there was nothing to prevent its falling.

7. I think it is clear that there was not sufficient care taken in loading the rails on the train (possibly owing to the Store-keeper's sickness and absence from duty), and that in consequence the cooly met his death through one of the rails striking him on the head in falling off and knocking him off the waggon.

TRANSFERRED to the Public Works Department.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 453.

ORDER THEREON, 26th July 1876, No. 1,904.

RAILWAY, No. 47.

It seems to be clearly established from the papers submitted that the rails, one of which struck the cooly and caused his death, were not sufficiently secured. The Consulting Engineer will draw the attention of the South Indian Railway Company's authorities to the necessity of care in the concern of all employed.

(True Extract.)

To the Consulting Engineer for Railways.
Judicial Department.

Ed. F. R. Bantleman.
Spare Copies

Colonel,
Offy. Under Secy. to Govt., P.W.D.

For Majesty's Government
Maharajahmadd by the undersigned
person, dated 28th June 1876.

The dead body of a male
person lying in the Maharajahmadd
dispensary was examined and
was in good health.

It appears from the statement
of the deceased's younger brother,
Subban, Pannell Lakshmanan,
Chinn, Seenan, Kalathal elder
sister of the above, Yellammal
and Kallachi. One of the
deceased and the Hospital
Assistant Raju Mudaliar,
that on the morning of the
27th instant iron rails and
coolies were being taken from
Cuddalore on Railway waggons
that when they were passing
near Kuchipolam on the other
side of the Ponnai river, one
of the iron rails in the waggon
rolled

Mark of Yellammal. / Sir J. Bunker
 " Kullachi. (a) P. S. Izrael P. 854/11
 " Deeran. (a) Inspector
 " Chari. (a) Kanchasami Mudali
 " Chrapathri. (a) Arumanga Mudali
 " Linnayyan. (a) P. Constable
 " Vellarian. (a) Constable N: 995
 of manyakappan. (a) Appasami Pillai
 Village Magistrate
 of manyakappan

/ True translation /

J. H. Cantin
 District Magistrate

In a letter from
 the Magistrate
 dated 13 July
 1876 - No 38
 1003.

Statement of Mr. L. M. Anderson
 Storekeeper of the South Indian
 Railway Company Cuddalore.

I remember hearing of a cooly
 tumbling off a truck and being hurt
 some days ago. The evening before
 I was sick and off duty and the
 Contractor Kandasami Mudali who
 has the contract for loading and
 unloading materials and for ballasting
 came and asked me for a load to load
 the train with it having come in from
 Punnrooty. I told my Assistant to give
 the Contractor the permanent way
 materials he wanted. I did not see
 the train loaded as I was on the sick
 list. The writer or forwarding clerk
 Sarraimami Naidoo saw it loaded
 and gave the materials to the Contractor.
 The usual way of loading rails on the
 waggons is to fill the waggons with
 sleepers and lay the rails either on the
 sleepers or on baulks of timber laid
 across

across the sleepers. The rails are
not always tied together with ropes.
If baulks are used iron pins are
driven into them to hold the rails in
their places. If there are no such
baulks the rails are prevented from
moving or tumbling off by spikes
driven into the sleepers in the waggons
or by pieces of firewood stuck
upright between the sides of the wagon
and the ends of the sleepers. Sometimes
nothing is put. I have never seen a
train start without spikes or firewood
or smooth handles stuck in or up
to keep the rails on the waggons. It is
my duty to see the trains loaded and
to see that the rails are properly
secured.

Question. What do you mean by
"sometimes nothing is put."

Answer. I meant that sometimes no
baulks of timber are used.
(Signed) G. D. Anderson

Given before me this 11th day of July

July 1876.

11th July 1876.

(Signed) J. H. Bearton.
District Magistrate

(True Copy)

J. H. Bearton

District Magistrate

11th July 1876
J. H. Bearton
District Magistrate

(11)

Deposition of Karimuddin
 Forwarding, C. & S. Indian
 Railway Company, Cuddalore.
 I remember the fact of a cooly
 tumbling off the train on the 27th
 June. I was in the guard's van
 at the time in charge of the ma-
 terials with which the train was
 loaded. I saw the train loaded
 by the Contractor the coolies
 free. The sleepers are placed
 in the trucks and the rails are
 placed on the sleepers. The rails
 extend over the trucks. Sometimes
 the rails are tied together with
 ropes but sometimes they are
 not. They were not on the day
 the accident occurred. The
 rails are sometimes placed
 in blocks of timber placed across
 the sleepers but on this occasion
 the

P. W. 5412/76

In a letter from
 the Magistrate of
 South Arcot dated
 13th July 1896 to 38
 No 5

18th July 1927

the Contractor had left them all
at the Pannian. I saw a similar
fall off the train. A chain from
them on (22 yards). the cooly fell
off. The train was not stopped
to pick up the rail. When the cooly
fell off the other coolies all crick
out and the train was stopped
and he was picked up. The train
went its own length before it
stopped. When it stopped we
all got down and went to the
cooly's assistance. He was lying
on his back from the line.
The rail which fell off was lying
a chain from him. It was not
lying on him or beside him. The
rail fell off by reason of the
shaking of the Wagon. There was
nothing to prevent its falling off.
The rails were not tied to
Some of the Wagon had to

see to it

(13)
secured against falling off by
spikes, others had such a to fire.
wood nor ironatti handles were
placed between the ends of the
sleepers and the sides of the trucks
to secure the rails. The cooly was
not knocked off the truck by
the rail. I am sure of it. There
were some bricks buried along
the line where the ground was
swampy. The cooly fell on these
bricks. The train was going
very slowly. I don't know why
the cooly fell off.

Read over in English to the
deponent who understands
it and acknowledged by him
to be correct.

12.7.16
[signed] J. H. Gantier
District Magistrate.

[true copy]

J. H. Gantier
District Magistrate.

it appears by the opinion of
 the Railway officials that the
 loading was safe as the rails
 were supported by the trucks of
 the train but they were
 not loaded as usual on
 loading boards in order to
 be quite safe

0. 8. 5. 12/16

Foreman Ramasami
 was substituted as guard
 and was in charge of the
 train and wagon.

I hereby certify that
 (original) (signed) District Magistrate
 (true copy) District Magistrate

J. C. P. S.
 District Magistrate

In a letter from the
 District Magistrate of
 Madras dated 12/12/76
 July 11/16 12/35

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No. 69

Cuddalore

11th July 1876

I hereby certify that Kasavan,
 a Cooly in Railway employ,
 aged 35 years, died in this
 Hospital at 5 A.M. on the
 28th June, and that the cause
 of his death was fracture of
 base of skull and internal
 hemorrhage.

Signed C. Robertson M.D.
 J. C. P. S.
 J. C. P. S.

True Copy

J. C. P. S.
 District Magistrate

In a letter from the
 District Magistrate of
 Madras dated 12/12/76
 July 11/16 12/35

P. 8.54.12/76
2

In a letter from
the Collector of South
Arcot dated 13th
July 1896 No. 38.

No. 1.

1 July 1927
76

21
Chandragiri

Chandragiri, District of South Arcot, reported to the District Magistrate of South Arcot by the Police Station Officer of Chandragiri on the 28th June 1900.

231
212

Death of a person from the Memo of the Assistant Surgeon of the Hospital, that on the 27th Instant, a person was wounded by falling down from the truck on the road to Viceroyan, that he was taken to the Hospital and kept under treatment and that he died on the 28th at 5 A.M.

As the above person came to knowledge, and others proceeded to the above locality accompanied by the Police Inspector of the

the (Division, the Village)
Magistrate and police and
an inspection was made
and enquiries conducted. It
appears from the statements
of 1 Subban brother of the
deceased, 2 Lakshminian
of Pimrully, 3 Leeman of
Alimoor, 4 Kalathur sister
of the deceased, 5 his wife
Jellammal, 6 another wife
Kullachi and Raju Mudaliar
Dresser of the Hospital who
were then in the carriage that
on the morning of the 27th
Instant the train was passing
near the Kuchupalam and
the other side of the Ponnian
with a load of Rails and
Coolies that at about 9 o'clock
in the morning a rail from
the truck turned over and
struck the deceased Kesavan
who was in the truck on his
left cheek when he fell down
with

with the rail, that he was
wounded on the cheek and
blood flowed from the ear,
wound 1/2", that he was then
taken to the hospital and
kept under treatment but
he did not recover and died
early on the morning of the
28th at 5 o'clock and that his
death was not caused by
hurt inflicted by any body
else. The above Dresser says
that the flesh above the left
ear of the deceased was torn
in the shape of a triangle and
beneath it the swelling was
large, that the right eye was
laid, that the right hand
2nd finger of the right hand
was crushed and that on
a post-mortem examination
he found that the bone above
the left ear was broken and
driven inwards, that the
blood had congested on
the

SOUTH ARCOT.

No. 38.

District Magistrate's
COLLECTOR'S OFFICE,
Cuddalore
13th July 1876.
(37)

From

J. H. Garstin Esquire
District Magistrate of South Arcot.
To
The Honorable W. Huddleston
Chief Secretary to Government,
Madras.

Sir,

I have the honor to report
for the information of Government
that on the 28th ultimo a
coolie died at the Manjathalam
Dispersed from injuries re-
ceived by falling from a train
carriage. The Lillah Surgeon
certified, a copy of which is en-
closed, shows the cause of death
was fracture of the skull and
internal hemorrhage.
The facts appear to be as follows:
The coolie was one of a number
riding on the trucks of a material
train loaded with rails and
sleepers.

P. 8. 54/12/76

W. H. H.

In a letter from
the Surgeon
of South Arcot
dated 13th July 1876
No. 38
No 2.

1 July 1876

sleepers on the 27th ultimo. On the north side of the Ponnian while the train was going slowly up an incline the coolie fell off. The train was stopped and he was picked up and sent in to Cuddalore where he died next day.

3. Enclosure ^{the translation of a} Police Report, sent to me in Tamil on the 29th June by the Head Constable of the Puthupollai Police station, who went to the spot on the morning of the accident from the Hospital Assistant of the

Manjakuppam Dispensary, and held an inquest. From his report it would appear that this Hospital Assistant was in the train at the time of the accident, but this was not the case and is the faulty arrangement of a sentence in

x 3- is not clear about the Head Constable means that he went to the spot where the accident happened or only to the Dispensary

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in the report. It, however, seems clear from it that according to the statements of the relatives of the deceased and of some other coolies who were riding on the train with him, ^{that} he was struck on the head by a rail as it fell off the train, that he was knocked off the track by the blow and that he and the rail fell to the ground. An inquest was held at the Dispensary and the finding of the persons who composed the Coroner's jury was to the effect that in their opinion his death was the result of the blow from the rail and not of any persons act. Enclosure of a translation of this finding of the jury.
3. I also forward a copy of a second Police report from a

a Police Inspector who has had a good deal of experience (so I learn from the District Superintendent of Police) in Railway matters, and who was sent by him to make further enquiry into the matter, from which no new facts as to the accident can be gathered, but in which the opinion of certain Railway Officials is repeated to the effect that the loading of the rails was safe, as they were supported by the handles of mounmatoes, but that they were not loaded as usual on loading boards, so as to be quite safe.

The Tamil report was sent by me on receipt on the 29th Ultimo, into the office to be abstracted, but I did not know of its contents till some days

31 3 4
days after. On reading the translation of it I considered there was ground for thinking that the train had not been so carefully loaded as it ought to have been, and I accordingly sent for the Railway Storekeeper and forwarding clerk from Cuddalore and examined them, and enclosed copies of the statement of the former and of the depositions of the latter.

From these it will be seen that the loading of material trains is done by contract by one Kandasami Mudali, that on the day of the accident and the previous one the storekeeper Anderson was on the sick list, that on the evening of the 27th the contractor came and asked him for a load

load of materials; that he told
the forwarding clerk to give
them to him and that they
were given and the train
loaded that evening. He did
not however see the loading,
but states that the customary
method of loading was to fill
the wagons with sleepers and
to place the rails lengthwise
along 2 trucks resting on timber
baulks placed across the sleepers
into which iron spikes were driven
to keep the rails from moving.
That sometimes the baulks
were not used, when the rails
would be secured by spikes
driven into the sleepers on
which the rails then rested,
and that sometimes pieces
of firewood were stuck upright
between the ends of the sleepers
and the sides of the wagons

to prevent the rails moving.
The storekeeper is the person
who, according to his own ad-
mission, is responsible for
seeing the trains are proper-
ly loaded. He said in his
statement that "sometimes
nothing was put" and on
my asking him what he meant
by that he explained that
sometimes no baulks were
used.
The forwarding clerk
was in the train where the
accident happened and
he said that he saw the
rail fall off first and the
coal afterwards, and that
they lay about 22 yards (a
chain) apart. From the way
in which he lifted his
hands in describing the
falling off of the rail it
seemed

seemed to me that one end
of the rail must have slipped
off first and then the other.
He does not know how the
coolie fell. He says, however,
that the rails were not tied
together, nor secured on baulks,
and that though in some
wagons spikes were used
to keep the rails in their places,
this was not the case in all,
and that no pieces of wood
were placed upright between
the ends of the sleepers and
the sides of the wagons and
that the rail fell off owing
to the shaking of the wagons
and because there was
nothing to prevent its falling
7. I think it is clear,
that there was not sufficient
care taken in loading
the rails on the train;
possibly

(possibly owing to the Stockkeeper's
sickness and absence from
duty) and that in consequence
the coolie met his death through
one of the rails striking him
on the head in falling off
and knocking him off the
wagon.

I have the honor to be
Sir

Your Most obedient Servant

J. H. Austin
District Magistrate.

[Faint, mostly illegible handwritten notes and markings on the right side of the page, including some numbers and possibly names.]

*2114-88
Aug 12 1876
Dep't of Ag.*

No 1106

*The Hon. Mr. Nathan
with Sec. Buckle
1876*

*Indiv 1876 Dep't
SOUTH ARCOT.
From
The Collector of
South Arcot.*

*For Chief Clerk
to Sam. Messrs*

*Date 13 July 1876
Recd 14*

*ENCLOSURES 6
No. 38.*

Subject

*Regarding the death
at the Kensington
dispensary on the
25th June of a boy
from vicarage
received by falling
from a railway
train going up the
incline on the
North side of the
Dunstan Line
Hampstead*

*21. 9. 76 M.L. 27. 7. 76
L. Shurt. 36 July*

FORMER CASES.

Current No. of 187

"
"
"
"

L. 1876 Department
M. WORKS FORM No. 3.

Current No. 5412

From

The Judicial Dept.

No. 1106

Dated 19

Recd. 29

July 1876

Subject:-

Transferring a letter from the District Magistrate of South Arcot, reporting the death at the Muzakurpura Dispensary on the 28th of a Cooly from injuries received by falling from a train going up an incline on the South side of the River. ENCLOSURES. 6-1

From

to

"

"

"

"

"

"

Orders and Proceedings in file.

Department.	No.	Date.	ENDORSEMENTS.		
			Department.	No.	Dated.

LATER CASES.

Current No. of 187

"
"
"
"

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the

Read the following:-

Indorsement of the Judicial Department on letter from the District Magistrate of South Arcot No 38 of 15th July 1876.

(H.C. No 1106 of 19th July 1876)

It seems to be clearly established from the papers submitted, that the rails, one of which struck the Cooly and caused his death, were not sufficiently secured. The Consulting Engineer will examine the Railways and authorities for such precautions as the authorities have to offer in this respect and advise.

23/7

11/7

No 1157

favors the Government
with his opinion as to
the sufficiency of the
arrangements made.

G.M.

(Sd/-) [illegible]

[illegible handwritten text]

[illegible handwritten text]

His Grace the Archbishop
Am. R. S. 613

[illegible handwritten text]

For copied

Cons. Ingr. for Railways
Judicial Department.

No. 1904

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 26 July/76
Read the following:—

Endorsement of the Judicial
Dept. on letter from the
District Magistrate of South
Arcat, No. 30 of 18 July/76 } H.E. No 1106 of 19 July/76/

It seems to be
clearly established from the
papers submitted that the
rails, one of which struck
the cooly and caused his
death, were not sufficiently
secured. The Consulting
Engineer will draw the atten-
tion of the South Indian
Railway Company's Authori-
ties to the necessity of
care in the concern of
all employed.

To The Consulting Railways
Dept. V
[illegible signature] 9-8-76

C. No 5712 (12)

Govt. of 1876 Madras.

PUBLIC WORKS.

To
The Secy. Engr. & P.W.

Dated

Issued

Recd

Encl.

G. O., 25th July 1876, No. 1984

No. 457/8.

Accident to a Cooly.

Passing orders on the improvement in the public works on a letter from the District Magistrate, Arcot, relating to the death of a cooly at Manjankuram from injuries received by falling from a train in motion.

Encl. in P.W.
15-7-76