

(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.	<i>2076</i>	Press
B.P. No.		Mis.
Dated	<i>14.12.54</i>	1954

Not to be folded or roughly handled

No. 290. 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 Department, dated Madras, 25th July 1876, No. 363 :—

I HAVE the honor to forward the accompanying statement of cases of fire on the Madras and South Indian Railways for the quarter ending 30th June 1876, not yet reported to Government.

2. It will be observed that in accordance with the Proceedings of Government, No. 122, dated 20th January 1876, paragraph 2, the supposed cause has been given in nearly all cases where it was impossible to trace the origin of the fire.

Proceedings of the Madras Government, Public

Statement of Cases of Fire on the Madras and South Indian Railways

Month and Date.	Train.	Number of Engine.	Name of Driver.	Where Fire was first discovered.	Whether burning Wood or Coal.	Whether fitted with Spark-arrester or not.
MADRAS South-West						
19th April ...	8.5 A.M. Mixed, from Pothanore.	56	H. Hails ...	At 245th mile, 10th Tl. Post, between Royacheroo and Ghooty.	Wood ...	Yes ...
25th ..	6.40 A.M. from Erode ...	96	W. Wagstaff.	At Salem station.	Do. ...	Do. ...
29th ..	11.15 A.M. Goods, Bangalore to Jolarpett.	83	Byatt ...	At 199th mile, 5th Tl. Post, between Colar road and Mallore.	Do. ...	Do. ...
12th June ...	6.40 A.M. Local, Royapooram to Perambore.	10	E. Shaller ...	At Perambore station.	Coal ...	No ...
North-West						
1st April ...	1.35 P.M. Mail ...	124	T. L. Williams.	At Ausproo station.	Do. ...	No ...
6th ..	Do. ...	72	E. B. Lowe...	At 54½ mile between Tirumay and Naggery.	Do. ...	Do. ...
15th ..	3.15 P.M. Mail, Bellary to Adony.	43	J. Young ...	After passing Goondoul station.	Do. ...	Do. ...
15th ..	8.25 P.M. Mail ...	124	T. L. Williams.	While approaching Raichore station.	Do. ...	Do. ...
22nd ..	1.35 P.M. Mail ...	124	Do. ...	At Gooty station.	Do. ...	Do. ...
12th May ...	10.35 A.M. Goods, Arcconum to Cuddapah.	78	G. Atkins ...	At Gadoor station.	Wood ...	Yes ...
12th ..	8.35 P.M. Mail, Arcconum to Raichore.	112	G. Allison ...	At 167th mile, 10th Tl. Post, between Cuddapah and Camulapore.	Do. ...	Do. ...
24th ..	9 A.M. train ...	52	G. Pratt ...	At Kondipooram station.	Coal ...	No ...
50th ..	10.30 A.M. Goods, from Arcconum to Gadoor.	78	G. Atkins ...	105th mile, 2nd Tl. P., between Tripaty and Gadoor.	Wood ...	Yes ...
14th June ...	12.15 P.M. Mixed, from Arcconum to Cuddapah.	108	T. Cane ...	At Tripaty station.	Do. ...	Do. ...
23rd ..	8.25 P.M. Mail, from Arcconum to Raichore.	109	H. Damoena.	At Gooty station.	Do. ...	Do. ...
23rd ..	12.15 P.M. Mixed train, Arcconum to Raichore.	78	G. Atkins ...	100th mile, 8th Tl. P., between Tripaty and Gadoor.	Do. ...	Do. ...
26th ..	3 A.M. Goods, Raichore to Gooty.	52	G. Pratt ...	250th mile, 16th Tl. P., between Kondipooram and Tadputri.	Coal ...	No ...
SOUTH INDIAN						
17th ..	No. 3 Train ...	43	O. Wallace...	At 70th mile, 4th Tl. P., between Boudalore and Teroovembore.	Do. ...	No ...

Works Department, 14th August 1876. No. 2,096.

for the Quarter ending 30th June 1876, not yet reported to Government.

Whether Arrester and Ash-pan were in good order.	Damage sustained by Vehicle.	Damage to contents of Vehicle.	Name and Description of Vehicle.	Whether Sheeted or not.	Delay to Train.	Remarks.
RAILWAY.						
Line.						
Yes ...	...	...	H. S. O. G., No. 289.	Not sheeted.	10 minutes.	Cannot account for fire.
Do. ...	...	6 pieces fire-wood burnt.	H. S. O. G., No. 597.	Do. ...	One ...	Do.
Do. ...	A hole about 6 inches in circumference.	...	Coal wagon, No. 336, (empty).	...	10 minutes.	Supposed to be through sparks from engine.
Ash-pan in good order.	About 2 inches of number board burnt.	...	3rd-class carriage D. No. 174.	...	None ...	Do.
Line.						
Ash-pan in good order.	One handstock slightly burnt.	...	G. I. P. wagon, No. 434.	Yes ...	None ...	Probable cause of fire sparks from engine.
Do. ...	Flooring board burnt about 6 inches square.	Do. ...	Horse-box, No. 1, (empty).	...	5 minutes.	Supposed to be from sparks of fire falling upon dry straw in horse box.
Do. ...	Coir rope and tarpaulin slightly burnt and wagon singed.	Do. ...	H. S. O. G., No. 1,355.	Yes ...	None ...	Supposed to be caused by friction of rope.
Do. ...	One angle bar, one sole bar, one cross bar, burnt about 13 inches in length, and 2 bottom boards burnt about 2 feet in length.	Do. ...	G. I. P. wagon, No. 5,745.	Not sheeted.	Do. ...	Probable cause of fire sparks from engine. Wagon contained a quantity of firewood.
Do. ...	Flooring board slightly burnt in corner.	Do. ...	Carriage truck, No. 13.	Yes ...	Do. ...	Do.
In good order.	One end of flooring board, part of headstock and part of bottom plank slightly burnt.	...	H. S. O. G., No. 15, (empty).	...	Do. ...	Do.
Yes ...	Small portion of side sole slightly burnt.	...	G. I. P. wagon, O. S. G., No. 665, (empty).	...	2 minutes.	Supposed to be caused by sparks from engine setting fire to straw in crevices.
Ash-pan in order.	One end of flooring plank burnt one foot.	...	H. S. O. G., No. 1,361.	...	None ...	Probable cause of fire sparks from engine.
Yes ...	One end of bottom plank about 9 inches slightly burnt.	...	Timber truck, No. 119, loaded.	...	5 minutes.	Do.
Do. ...	One front cross beam and bottom of flooring plank slightly charred.	...	G. G., No. 2,090, belonging to F. I. R., (empty).	...	None ...	Do.
Do. ...	Flooring board slightly damaged.	...	G. I. P. H. S. O. G., No. 5,751, (empty).	...	Do. ...	Do.
Do. ...	One bottom corner of wagon slightly damaged.	...	H. S. O. G., No. 1,286, (empty).	...	...	...
Ash-pan in good order.	Side planks slightly burnt in two places.	...	G. I. P. wagon, No. 7,123, (empty).	...	10 minutes.	Do.
RAILWAY.						
Ash-pan in good order.	Estimated at Rupees 84-12-6 to goods and rolling stock also, vide special report herewith submitted, No. 1,796, dated 19th June 1876.	...	Open truck, No. 7.	Covered with tarpaulin.	10 hours.	Probable cause of fire, lumber on truck of piece of live coal.

(Signed) W. H. COAKER, Captain, R.E.,
for Consulting Engineer for Railways.

SOUTH INDIAN RAILWAY

AGENT'S DEPARTMENT.

Report of Accident.

Collectorate.—Tanjore. Railway District, Section and Mile.—Eastern Section No. 2, Mile 70th, 4th Telegraph Post. Between what two Stations and Name of nearest Village.—Between Boodalore and Perovembore Cattapully village. Whether at a level-crossing or not.—Not a level crossing. Date of the Accident.—17th June 1876, 6 p.m. Nature of the Accident.—No. 3 Train between Boodalore and Perovembore first discovered in train, the train stopped at 70th mile, 4th Telegraph Post, and open Truck No. 7 containing coal tar was found to be on fire; before it could be uncoupled the truck next it, high-sided, No. 133, with coal also took fire, and the two trucks being uncoupled were run to a distance of half a mile from the train, viz., 70th mile, 12th Telegraph Post. High wind blowing and finding it impossible to put out fire, ran engine, with six loads next it, to Trichinopoly for assistance and returned with men and tools immediately. Finding it difficult on account of heat to derail trucks, sent for another train and transferred passengers, taking them on to Trichinopoly. Woodworks of trucks entirely burnt and ironworks much damaged. Trucks derailed at 4.30 (or to-day 18th June 1876), and line clear. No other trains interfered with. C. G. 399, next the burning trucks, slightly damaged in end planks. Rails red hot and bent. The truck of tar well covered with tarpaulin and tied down and all right before leaving Boodalore. Circumstances which caused the Accident.—Fire discovered in train. Nature of assistance afforded.—Passengers transferred into another train and brought on to Trichinopoly. Name, age, caste and occupation.—Nil. Gratuity proposed to be given or not; if so, how much.—Nil. Whether reported to the Police authorities and verdict of inquest (if any).—Nil. Remarks by the Company's Officers.—Estimated cost of damage will be reported hereafter. Remarks by the Consulting Engineer.—Nil.

NEGAPATAM,
19th June 1876.

(Signed) W. S. BETTS,
Agent.

To the Consulting Engineer for Railways, Madras.

No. 291.

ORDER THEREON, 14th August 1876, No. 2,096.

RAILWAY, No. 32.

ORDERED to be recorded.

2. The Governor in Council notices that of the seventeen accidents by fire to

trains reported for the last quarter on the Madras Railway, eight were caused by three engines, viz.:—

Engine 124, Driver Williams	3
" 78, " Atkins	3
" 52, " Pratt	2

The attention of the Railway Company should be drawn to this circumstance which suggests that there may be something in the construction or handling of these engines causing greater liability to accident.

3. The attention of the South Indian Railway Company should also be drawn to the very long delay of their train, and also in forwarding the passengers from it, and to the fact reported that the rails were allowed to become red hot and bent, which indicates a want of judgment and care in the measures taken.

(True Extract.)

Colonel,

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

To the Consulting Engineer for Railways.

Exd. W. H. French.

Spare Copies

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 25th July 1876.

No. 363

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,

I have the honour to forward the accompanying statement of cases of fire on the Madras and South Indian Railways for the quarter ending 30th June 1876 not yet reported to Government.

2. It will be observed that in accordance with the Proceedings of Government, No. 122 dated 20th January 1876, paragraph 2,

the

the supposed cause has been
given in nearly all cases -
where it was impossible to
trace the origin of the fire.

I have the honour to be

Sir

Your most obedient servant
Wm. L. L. R. D. Captain
for Cons. Engineer for Railways

2020-1-76-13122
26-6-76-1067.

P. W. 1876 No. 363
P. 13611

No

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

Aug 7/76.

READ the following:—

From

The Comr. Engr. for Railways (H.E. No. 363 of 25th July 1876)

Ordered to be recorded.

2. As in the previous return some of the causes of fire were caused by the ignition of rubbish allowed to remain in empty vehicles. The action taken on the suggestion in para 2 of C.O.

was dated 26th April 1876, should be reported.

3. Out of 18 accidents reported, 9 occurred when coal was burnt without spark catchers and 9 when wood was burnt without spark

I should point out that the fault as Engineer & drivers which seem to me to suggest that the construction of engine arrangement of that or a little want of thought with the regulator may have something to do with these accidents & would

Recd - 9.8.76 (H.E. 14-8-76)
Recd - 9.8.76 (H.E. 9-8-76)
G.O. - 2.8.76 (H.E. 7-8-76)
Despatch to Govt 28-7-76

Advise the Government of the fact that the railway is in a state of emergency and that the Government should take immediate action to prevent further accidents.

Dated 25th July 1876
Received 27th July 1876
Number No. 363

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

From
The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

Spark catchers. It is presumed that when Coal is burnt spark catchers are supposed to be unnecessary, and that might have been the case formerly. But perhaps another kind of Coal is now burnt which requires precaution against sparks being taken. And it should be stated what kind of coal was used on each occasion.

Suggest the following draft order - notices that of the 17 accidents by fire to trains reported for the last quarter on the Madras Railway, 8 were caused by 3 engines -

Engine 124	Driver Williams	3
78	Atkins	3
52	Pratt	2

This ~~fact~~ suggests that there may be something in the construction or handling of these engines - and the attention of the R.W.C. should be drawn to this fact -

The attention of the S.I. should also be drawn to the very long delay of the train - and to the fact reported that the rails were almost to be covered hot & bent - which indicates a want of judgement in the measures taken -

By 7/8
Comd. Eng. for Rys.

Under date the 14th Aug 1876
Read the following -

From
The Comd. Eng. for Rys (M.C. No 363 of 25th July 1876)

Ordered to be recorded.

2. The Governor in Council notices that of the 17 accidents by fire to trains reported for the last quarter on the Madras Railway, 8 were caused by 3 engines

Engine 124	Driver Williams	3
" 78	Atkins	3
" 52	Pratt	2

The attention of the R.W.C. should be drawn to this circumstance which suggests that there may be something in the construction or handling of these engines

Causing

causing greater liability
to accident. ~~And the attention~~
~~of the Railway Company~~
~~will be drawn to this fact.~~

3. The attention of the
South Indian Railway Company
should also be drawn to the
very long delay ^(in forming the passenger train) of their train, & also
~~in the case of the~~
and to the fact reported
that the rails were allowed
to become red hot and bent,
which indicated a want
of judgment ^{in the} measures
taken.

12290-29

Chief Engr. for Ry.

Date 15/10/11

5364

Govt. of Madras
PUBLIC WORKS.

The Commr. Engrs. & Supt. of P.W.

Dated

Received

By

For

11th Report on P.W. 2076

290-291

Statement of cases of fire
in the Madras & North Indian
Railways for the quarter
ending 30th June 1878

The — records
with remarks.

16-9-78