

(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.	<i>2/22</i>	Press
B.P. No.		Mis.
Dated	<i>16-8-</i>	<i>195</i>

Not to be folded or roughly handled

No. 338. 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, 5th August 1876, No. 387:—

I HAVE the honor to lay before Government certain papers* from the Agent of the Madras Railway, reporting a slight collision which occurred on the 20th July 1876 at the Kondipoorum Station on the North-west Line.

* No. 755, dated 22nd July 1876.
" 791, " 3rd August "

2. The circumstances were simple. A special goods engine, which had been detached to take water, had proceeded to the points and was backing to the water-column, when it came into collision with its own train, which had followed it.

3. The accident was due solely to carelessness on the part of the Guard in charge, who neglected to apply his brake properly when the engine left the train. He has been reduced from the rank of Chief Guard to that of Under Guard.

4. The damage sustained by the rolling stock and by the permanent way is detailed in the enclosed papers.

5. The section shows that the line falls with a considerable gradient upon each side of the Kondipoorum Station; to the west at 1 in 208 and to the east at 1 in 213. I have asked the Agent whether the provision of catch-sidings or other precautions is considered advisable.

From F. H. TREVITHICK, Esq., Locomotive Superintendent, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 21st July 1876, No. 385.

I HAVE to report, for your information, a collision which happened at Kondipoorum on the 20th instant.

2. A special train timed to pass the 8-25 p.m. mail at Kondipoorum arrived from the west at 4-35 a.m. on the 20th instant, the mail arrived immediately after, and, as soon as it was clear, the engine of the special was detached to take water. This engine had proceeded to the points and was backing to the water-column, when it came into collision at the crossing with its own train, which appears to have followed the engine.

3. All three springs on one side of the tender were carried away and one tender buffer broken. Two wagons were thrown off the rails and the framing of one was injured, one buffer rod bent, and one axle-box broken.

4. The Driver asserts that the train brakes were not properly applied.

5. About seven hours were occupied in clearing the line before the special train could proceed.

No. 755.

To the Consulting Engineer for Railways for information. A further report will follow.
MADRAS, (Signed) J. W. MEILLS,
22nd July 1876. for Agent and Manager.

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, 25th July 1876, No. 766.

IN continuation of my endorsement, No. 755, of the 22nd instant, I have the honor to inform you that the circumstances under which the collision occurred at Kondipoorum on the morning of

Proceedings of the Madras Government, Public Works Department,
16th August 1876. No. 2,122.

the 20th instant have been fully inquired into, and it has been clearly shown that the accident was due to the neglect of the Chief Guard (Gear) to turn down his brake with a view to secure his train (a special goods train from Ghooty) when the engine left it to take water. The consequence was that the detached train slowly followed the engine and came into collision with it as it was being backed to the water-column.

2. The damage done to the rolling stock has already been reported, and the Acting Chief Engineer states that the damage to the permanent-way was very slight, viz., two rails bent.

3. The collision occurred at about 4-40 A.M.

4. There is a strong suspicion that Chief Guard was asleep in his van at the time the occurrence took place; but in any case he was guilty of very grave negligence and has shown himself to be unfit for the position of Chief Guard. He joined the service in January 1873, and was promoted to be Chief Guard in April last. I have requested the Traffic Manager to reduce him to the rank of Under Guard again on a salary of Rupees 30 per mensem.

No. 339.

ORDER THEREON, 16th August 1876, No. 2,122.

RAILWAY, No. 37.

ORDERED to be recorded.

(True Extract.)

Colonel,

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

No. 766

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 25 July 1876.

From

The Agent and Manager, M. R. Co.,

To

Mr. J. Walter, Consulting Engineer for Railways.

Consulting Engineer for Railways.

Sir,

The investigation of my subordinate went on 25th of the 20th instant. I have the honor to inform you that the circumstances under which the collision occurred at Khandupernam on the morning of the 20th instant have been fully inquired into, and it has been clearly shown that the accident was due to the neglect of the Chief Guard (Gear) to turn down his brake with a view to secure his train (a special goods train from Ghooty) when the engine left it to take water. The consequence was that the detached train slowly followed the engine and came into collision with it as it was being backed to the water-column.

The damage done to the rolling stock has already been reported, and the Acting Chief Engineer states that the damage to the permanent-way was very slight, viz., two rails bent.

to the permanent way was very slight, not
two rails bent.

The Collision occurred at about
4.40 am.

There is a strong suspicion that
James Gear was asleep in his van at the
time the occurrence took place, but in
any case he was guilty of very grave
negligence and has shown himself to be
unfit for the position of Chief Guard.
He joined the service in January 1873
and was promoted to be Chief Guard
in April last. I have requested the
Traffic Manager to reduce him to the
rank of Under Guard again, on a salary
of Rs 50 per month.

I have the honour to be,
Sir,
Your most obedient servant

J. W. Mallis
for the Agent & Co. of the

N^o 385.

Madras Railway
Locomotive Superintendent's Office
Perambore Works
21st July 1876.

The Agent and Manager
My dear Sir,

I have to report for your information a collision which happened at Kondipuram on the 20th instant.

A special train timed to pass the 8-25 p.m. mail at Kondipuram arrived from the west at 11.35 a.m. on the 20th instant. The mail arrived immediately after and as soon as it was clear, the engine of the special was detached to take water. This engine had proceeded to the points, and was backing to the water column, when it came into collision at the crossing with its own train which appears to have followed the engine.

All three springs on one side of the tender were carried away and one tender buffer broken. Two wagons were thrown off the rails and the framing of one was injured, one buffer rod bent, and one axle box broken.

The driver asserts that the train

M. 5843/26.

23rd July 1876
26th
1876
Notwithstanding the fact that
particulars in reference
to the collision at
Kondipuram on the
20th instant

From
The Agent and Manager
To
The Consulting Engineer
for Railways

6
brakes were not properly applied.

About seven hours were occupied
in clearing the line before the special train
could proceed.

Yours faithfully
W. W. Overthick
Locomotive Superintendent.

True copy,
J. W. [Signature]
for the Agent and Manager

N^o 755

The Consulting Engineer for Railway
for information. A further Report will
follow.

Madras
22nd July 1876

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, *Slough* 1876.

No. *387*

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 lay before
Government certain papers from the
Agent of the Madras Railway re-
porting a slight collision which oc-
curred on the 20 July 1876 at the
Kondipoor station, on the North
West Line.

2. The circumstances were
simple. A special goods engine
which had been detached to take
water, had proceeded to the pits,
and was backing to the watercolumn,
when

M 5842/76

From

MADRAS RAILWAY.

To

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 22nd July

1876

Recd. 22nd July

Wd No. 755

*Reporting the occurrence
of a collision at the
Kondipoor station
on the 20 inst.*

when it came into collision with its
own train, which had followed it.

3. The accident was due
solely to carelessness on the part of
the guard in charge, who neglected
to apply his brake properly when the
engine left the train. He has been
reduced from the rank of Chief Guard
to that of Under Guard.

4. The damage sustained
by the rolling stock and by the
permanent way is detailed in the
enclosed papers.

5. The section shows that
the line falls with a considerable gra-
dient upon each side of the Kandipoomun
station, to the west, at 1 mi 208, and to
the East, at 1 mi 213. I have asked the
Agent whether the provisions of catch-drains,
or

or other precautions, is considered
admirable.

I have the honour to be

Yr

Your most obedient Servant

Wm. Thomas Esq. M.P.

for Sir James P. P.

G.O. 20 June 176 No 1546

P.W.

1875 Sept
No. 5643

No 2122 of 16 Aug 76.
Recorded. The report of
the reference made by the
Consulting Engineer as to the
precautions necessary in
the falling gradients at the
Bondiporum station will
be awaited.

[Handwritten signature/initials]

12-338/29
Cm Engr for G.O. ✓

Recd 30/8/80

Dated 5th Aug 1876
Received
No 3007
Capt. J. H. ...
of the ...
Station ...

RAILWAY DEPARTMENT.
From The Consulting Engineer,
for Railway
To The Secretary to Government,
P. W. Department,
Port Saint George.
[Signature]

5643

Coll. of 113701
PUBLIC WORKS.

The Com^{rs} Eng^{rs} for N^o 11

11th August 1876

338-339

Collision at the London
poorhouse station on the
20th July 1876 M R

Letter from the Com^{rs} Eng^{rs}
submitting papers re
putting a chest
recd of.

Wm R
21-8-76