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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2310	(Ry)	Press
~~B.P. No.~~			~~Mis.~~
Dated	20-8-	1876.	

Not to be folded or roughly handled

No. 688. 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, 9th August 1876, No. 405 :—

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 South Indian Railways during the quarter ended 30th June 1876.

Schedule of Accidents not yet reported to

Number.	DATE AND HOUR.		MILEAGE.		Circumstances which caused, and particulars of accident.	Gauge.	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.						
MADRAS										
1	2nd April.	243	..		Engine while shunting got off line at No. 6 points.	Broad gauge.	No damage to permanent-way, but engine slightly injured.	..	At Erode station.	..
2	11th April.	1	9		A child while attempting to cross line was knocked down by engine of a down mixed train.	Do.	..	..	Between Central station and Royapuram station.	Yes ..
3	3-50 A.M. 14th April.	46	3		A woman was run over and killed by a down mail train of previous day.	Do.	..	Companypett.	Sholinghur and Arcotum.	Not ..
4	9-35 A.M. 18th April.	316	14		A woman was injured in attempting to get on ballast wagon while in motion.	Do.	..	Walliar ..	At Walliar station.	Do. ..
5	2-45 P.M. 22nd April.	93	12		A man was run over and killed by a down passenger train.	Do.	..	Bushmatoor..	Goriattum and Verinjepooram.	Yes ..
6	3rd May.	132	..		While driver of a down special from Coopum was taking his engine to the shed its leading wheels got off the line.	Do.	One double block chair, one pot-sleeper, and two fish bolts broken, and one cross rod bent.	..	At Jollarpett station.	..
7	5th May.	53	13		Engine of up goods ran over two large stones which were placed on the line.	Do.	Life guards of engine bent, and two bolts broken in each.	Kothumbakum and Mathoor.	Between Arcotum and Sholinghur stations.	..
8	5th May.	4	..		An apprentice at the Perambore workshop was injured while at work by being accidentally caught in turning lathe.	Do.	..	..	At the Perambore workshop.	..
9	12th May.	252	6		Two coolies while engaged in deepening a well were injured by the explosion of an old charge.	Do.	..	Calathoopoliem.	At the Perundoray station.	..
10	29th May.	132	..		A shunting engine while proceeding along main line came in contact with four empty wagons and one of the wagons left the rails.	Do.	Two buffer couplings broken, one buffer rod bent, and one axle box cracked.	..	At the Jollarpett station.	..

Works Department, 30th August 1876. No. 2,310.

Government for Quarter ending 30th June 1876.

Whether reported to Police, and Verdict of Inquiry (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.						
..	..	..	..	..	Crossing on a sharp curve due to inner flange of outer rail being cut or worn away considerably by engine, so that gauge is 5 feet 6 1/2 inches. This has been remedied now.	Complete.
Not ..	Severe bruise on forehead.	Name and caste not known. Aged about 3 years.	..	..	Nothing further is known regarding the child, as it was taken away by its parents after the accident.	Do.
Yes. Verdict, "committed suicide."	Head severed from body.	Name, caste, and occupation, unknown.	..	..	..	Do.
..	Left leg fractured.	Chuddachy, aged 30 years. Pul-lachy, cooly.	Brought to Pothanoor by 7-15 A.M. train, attended to by Railway Apothecary and sent to Coimbatore hospital.	None ..	The woman appears to have first stood on bridge rod, and then to have got her foot entangled in the wheel. Woman recovered.	Do.
Yes. Verdict, "accidental death."	Skull cracked, brain protruding on left side.	Soobroyen, aged 55 years, mool-delly, cultivator.	..	..	No gateman for gate, as it is only a village road crossing. Speed of train at time, 35 miles an hour, and man first seen at a distance of 80 yards. Man appears to have been dead, and to have come on line through gate at this point to cross over to sell betel leaves.	Do.
..	..	..	..	..	Due to pointsman not holding points properly closed, for which he has been dismissed the service, this being his second offence.	Do.
..	..	..	..	..	Police have not been able to discover the person or persons who placed the obstruction on the line. Watchman discovered the obstruction at 5 A.M., 6th May 1876.	Do.
Not ..	Lacerated wound near left arm.	Charles Parker, aged 15 years, European, turner.	Attended to by Railway Apothecary and sent to General hospital.	Half pay allowed during time unfit for work.	Boy recovered and returned to duty.	Do.
Yes ..	Slight wounds about body.	Rama Naiken, aged 40, Cooper, aged 12, Wud-ders, well-diggers.	Sent by train to Erode and attended to by Railway Apothecary.	None ..	Men recovered, but declined to return to duty.	Do.
..	..	..	..	..	Due to carelessness of driver who being a young hand was fined.	Do.

Proceedings of the Madras Government, Public

Schedule of Accidents not yet reported

Number.	DATE AND HOUR.		MILEAGE.		Circumstances which caused, and particulars of accident.	Gauge.	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.						
SOUTH-WEST										
11	20th June.		42½	..	A shunting engine got derailed.	Broad gauge.	One iron pot crushed, four fish bolts, one eye bolt, and seven wooden keys broken, and one tie rod bent. Leading axle of engine bent and its driving spring broken.	..	At Arconum station.	..
12	20th June.		406	..	A cooly while operating upon some wood accidentally allowed it to slip and his hand came in contact with the saw.	Do.	..	..	At Beypore station.	No ..
13	11-30 P.M. 21st June.		132	..	A loaded high-sided open goods wagon got derailed while shunting was being performed.	Do.	One double block chair broken, and one cross rod bent. The drawbar and hook of a passenger carriage (a) No. 1 which was next to the derailed vehicle was bent and its screw coupling twisted off.	..	At Jollarett station.	No ..
14	27th June.		154	10	An attempt was made to throw the up goods train off the line, by some person or persons removing three pairs of fish plates from inner rail of curve.	Do.	..	Bajonoor..	Between the Samulputty and Moraporestations.	..
NORTH-WEST										
1	12-50 A. M. 29th April.		136	2-3	A watchman in trying to give his signal to train was run over and killed.	Do.	..	Gallapully ..	Rajampett & Nundalore.	Not ..
2	12th May.		273½	..	A cooly class passenger of the down mixed train was found dead on arrival of train at Goondacul.	Do.	..	..	At Goondacul station.	..
3	28th May.		350½	..	While down mail was being formed at the Raichore station the trailing wheels of the engine got off the rails.	Do.	Two heel chairs, two potsleepers, two fish bolts & one intermediate chair broken, and one tongue rail, one rail, & one cut rail bent.	..	At Raichore station.	..
4	17th June.		78	..	A native while on his way to his brother, a signal peon, was run over by the down mail and died from the effects of the injuries afterwards.	Do.	..	Poody ..	At Poody station.	No ..
5	9 P. M. 30th June.		257½	..	While shunting was being performed a brake van was knocked off the line by a number of heavily laden coke wagons coming suddenly and violently against it while it was standing.	Do.	Five tie bars broken and head-stock of van broken.	..	At the Ghooty station.	..

Works Department, 30th August 1876. No. 2,310.

to Government for Quarter ending 30th June 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.)						
..	..	..	..	..	Due to carelessness of pointsman on letting points fall too soon, for which he has been reduced in pay 8 Annas a month for six months.	Complete.
Not ..	Two fingers cut off.	Anthony, Christian, pariah, carriage examiner.	Sent in a bandy to Calicut hospital.	To receive pay till able to resume work.	Man doing well and expected to leave hospital shortly.	Do.
..	..	..	..	..	Due to carelessness of pointsman who has been reduced in pay 8 Annas a month for six months.	Do.
Yes	..	..	..	..	Loss of fish plates was first discovered by day watchman when he came on duty at 6 A.M. Police not as yet able to discover person who committed the act, vide No. 385, dated 5th August 1876 to Government.	Incomplete.
LINE.						
Yes. Verdict, "accidental death by train passing over."	Head and one arm separated from body.	Hoossain Saib, aged 20 years, Mahomedan, night watchman.	..	Gratuity of Rs. 21 or three month's pay granted to family of deceased.	While crossing line ..	Complete.
Yes. No inquest held, as man died from natural causes.	..	Narasimooloo-reddy, aged 45, clerk to a merchant.	..	..	Man died from fever and asthma.	Do.
..	..	..	..	..	Due to pointsman not holding points sufficiently over. Pay reduced by 1 Rupee for three months.	Do.
Yes. Verdict of inquest, "died from injuries received by a Railway train accidentally passing over and fracturing the skull."	Severe injuries about head and foot.	Abdool Kawder, aged 20, Mahomedan, leather dealer.	Attended to by Apothecary from Arconum, who sent him on to General hospital.	None ..	The man is supposed to have had a fit and to have fallen off the platform against the train.	Do.
..	..	..	..	..	Was due to derailed vehicle being left foul of crossing, for which head porter was responsible. He has been made to pay the cost of repairing the damage done.	Do.

Proceedings of the Madras Government, Public

Schedule of Accidents not yet reported to Government

Number.	DATE AND HOUR.		MILEAGE.		Circumstances which caused, and particulars of accident.	Gauge.	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.							
1	3-15 P.M.	6th April.	151	..	A woman seated at end of truck on ballast train overbalanced herself and fell between trucks and was run over and killed.	Narrow gauge.	..	Ammanaik-noor.	Ammanaik-noor and Sholavandam.	Not ..	SOUTH
2	11-40 A.M.	10th April.	274	..	A ballast wagon and tender of engine while shunting were derailed on account of points not being shut.	Do.	Left hand tongue of points bent and connecting rod broken.	..	At Tuticorin station.	Do. ..	
3	6-50 A.M.	12th April.	182	4	Three stones were placed on rails, and engine and five wagons of train went over them before train was stopped.	Do.	..	Kotticundum.	Tiruparengunderam and Tirumungalum.	Do. ..	
4	3 A.M.	12th April.	199	..	The stables and godowns attached to the Inspector's bungalow were burnt. Line under construction.	Do.	..	Teruvalunguly.	Combaconum and Sundarapermal Covil.	Do. ..	
5	2 P.M.	13th April.	105	..	A cooly was injured by accidentally falling from a derrick. Line under construction.	Do.	..	Akadavillay.	Villapooram and Pun-rooty.	Do. ..	
6	13th "		35	..	A line watchman slipped down embankment and injured himself. Line under construction.	Do.	..	Pootoopaukum.	Goodoovan-cherry and Chingleput.	Do. ..	
7	3 P.M.	18th April.	3	..	A return engine of material train got derailed. Line under construction.	Do.	Buffer plank and waste water rods of engine broken.	..	Madras and Sydapett.	Do. ..	
8	1-30 P.M.	21st April.	274	..	A small stone the size of a pigeon's egg and a piece of coal were placed on line.	Do.	..	Tuticorin ..	Tuticorin and Thattaparay.	Do. ..	
9	11-20 A.M.	28th April.	98	3	The engine of No. 5 train got disconnected and ran away from train through tender coupling buffer pulling out.	Do.	..	..	Manarparai and Kolattur.	..	

Works Department, 30th August 1876. No. 2,310.

for Quarter ending 30th June 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.
INDIAN RAILWAY.						
Yes, verdict of inquest, "accidentally slipped from carriage was run over and killed."	Left leg severely mangled, the bones being broken and shattered both above and below knee and the flesh torn from bones.	Pulla Poochee, aged 20, Pullar, cooly.	The best available assistance was rendered, the leg being well bandaged and stimulants applied to restore consciousness.	No gratuity given, as no person suffers pecuniarily by the woman's death.	..	Complete.
..	..	..	..	..	Accident was caused by points not closing on account of a stone between tongue and stock which pointsman failed to discover.	Do.
Yes	..	..	Stones removed and train proceeded.	..	Driver on return journey found two stones on the rail at the 182nd mile 3rd telegraph post, but they were not large enough to do any damage. The two men who placed the stones on the line were sentenced to 2 years' imprisonment each, and the gang maistry and line watchman fined Rupees 50 each.	Do.
Reported	..	..	..	..	Mile watchman fined Rupees 5 and dismissed. Police are of opinion that fire was caused by the falling of a rocket on the roof while the Sri Jagatha Vignasunderrasawmy was passing round in procession. Recovered and returned to duty.	Do.
Reported to Village Municipality.	Fracture of right wrist joint, and muscular sprain of right thigh.	Streenavasen, aged 28 years, gounden, cooly.	Attended to by District Apothecary.	Daily wages at 2 Annas 6 Pies till recovery.	Do. do.	Do.
Reported	Fracture of rib of right side.	Villiappa, aged 45 years, vellalar, line watchman.	Moved into Civil dispensary.	Allowed pay till recovery.	..	Do.
Do.	..	..	Rerailed by locomotive staff.	..	Cause uncertain. Supposed to be due either to speed being greater than ordered, or to the subsidence of newly formed embankment.	Do.
Yes	..	..	..	..	Person who placed it was sentenced to 3 months' rigorous imprisonment.	Do.
Do.	..	..	Engine kept well ahead about 4 mile from where the guards pulled the train up and signalled the engine back. The buffer was again connected and the wagons proceeded with train, as nut and washers were found on line by platelayers.	..	It is believed that Driver Wallace did not examine the drawgear of the engine before starting; if the pin had previously fallen out, the nut would not work off during a trip. Driver fined one day's pay.	Do.

Proceedings of the Madras Government, Public

Schedule of Accidents not yet reported

Number.	DATE AND HOUR.		MILEAGE.		Circumstances which caused, and particulars of accident.	Gauge.	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.						
10	29th April.		267	10	A cooly engaged in digging ballast got injured by earth undermining and falling upon him.	Narrow gauge.	..	..	SOUTH INDIAN Thattiparai and Tuticorin.	Not..
11	7th May.		20	4	A third-class passenger fell out of train the door having opened out.	Do.	..	..	Kordacherry and Kulkerry.	Do. ..
12	10th May.		107	6	A third-class passenger fell out of carriage from door opening out.	Do.	..	..	Manaparay and Kolatur.	Do. ..
13	20th May.		274	..	Open door of guards' van struck coping of carriage landing.	Do.	None	..	At the Tinnevely station.	Not ..
14	21st May.		274	..	Open door of compartment of third-class carriage struck coping of carriage landing.	Do.	Do.	..	Do. ..	Do. ..
15	22nd May.		126	80	Watchman lying near the rails was slightly injured by train. Line under construction.	Do.	..	Manaally ..	Tirupapuliur and Cuddalore.	Do. ..
16	9-15 P.M. 23rd May.		173	13	A light engine ran through a pair of 18 feet gates.	Do.	..	Tiruparagunden.	Madura and Tiruparagunden.	Do. ..
17	10-45 A.M. 23rd May.		216	50	A cooly engaged with others in pushing a loaded wagon tripped and falling under it got his leg severely injured. Died subsequently.	Do.	..	Vennan column.	Tanjore and Iyampettai.	Do. ..
18	9 A.M. 26th May.		201	42	A cooly while lifting boxes of small permanent-way from wagon got injured. Line under construction.	Do.	..	Unoogoody..	Papanasam and Sunderapermal Covil.	Do. ..
19	5 P.M. 30th May.		9	..	Temporary shed blown down by heavy wind injuring three coolies.	Do.	..	Adambaukum.	At St. Thomas' Mount.	Not. ..

Works Department, 30th August 1876. No. 2,310.

to Government for Quarter ending 30th June 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—(Continued). Yes ..	Dislocation of two ribs.	Veerabutheran, aged 33 years, pullen, cooly.	Transferred to Civil dispensary.	..	Coolies excavating earth have been continually cautioned and ordered not to excavate ballast without first removing top soil, but, as soon as the Inspector leaves the pit, the old manner of digging is resumed. The man and other coolies have been examined by the Village Munsif and they all admit they have disobeyed orders. Recovered and returned to duty.	Complete.
..	Man was unhurt.	Veerapillay, aged 45 years.	Train stopped and picked up passenger.	..	The man while moving from one side of carriage to the other, on account of rain, slipped and fell out. It is supposed that a passenger who got out to answer the calls of nature at last station came into carriage and forgot to shut the door.	Do.
Yes ..	Passenger sustained no injury.	Thoyammal, aged 55 years, silk weaver.	Do. ..	..	Do. do. ..	Do.
..	..	..	..	..	Top of coping made 2 feet 8 inches instead of 2 feet above rails; it has now been lowered.	Do.
..	..	..	..	..	Do. do. ..	Do.
Yes ..	Slight wound over left elbow.	Saddapaddiache, aged 38 years, pulley, mile watchman.	Sent to dispensary at Old Town, Cuddalore.	None ..	Man was intoxicated, prosecuted and, on conviction, fined Rupees 3.	Do.
Do. ..	..	..	..	..	Gatekeeper asleep, but acquitted by Magistrate for reason assigned, and copy of judgment enclosed.	Do.
Do. ..	Fracture of leg below left knee, amputation proved fatal.	Subramanien, aged 22 years, cullen, cooly.	Sent to hospital at Tanjore.	Gratuity of six months' pay.	Man died from tetanus brought on by amputation.	Do.
Not ..	The extremities of the great and second toes of right foot were knocked off with the nails.	Verasawmy, aged 35, pariah, mistry.	Sent to Apothecary.	Half-pay during time unable to work.	Man recovered and returned to duty.	Do.
Yes ..	One woman received slight contusions over left shoulder blade and side, another a slight contusion over left side, and a man a contusion over the spine crossing the back from right to left about 8 inches in length.	Mungah, aged 26 years. Almal, aged 25 years. Chinnathumby, 30 years, pariah, coolies.	Sent to Detail hospital.	..	Injured coolies with others were taking refuge from storm in shed. Injured coolies recovered, but did not return to duty.	Do.

Proceedings of the Madras Government, Public

Schedule of Accidents not yet reported to

Number.	DATE AND HOUR.		MILEAGE.		Circumstances which caused, and particulars of accident.	Gauge.	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.						
20	10-30 A.M. 2nd June.		43	65	Store shed destroyed by fire caused by a spark from a ballast engine. Line under construction.	Narrow gauge.	..	..	Chingleput and Madran-ticum.	Not ..
21	6th June.		2	43	Three brick field sheds destroyed by fire caused by sparks from ballast engine. Line under construction.	Do. ..	..	..	Patalen ..	Not ..
22	11th June.		49	11	Cooly engaged in fitting holding, down bolts to longitudinal timber at bridge slipped and fell to ground. Line under construction.	Do. ..	..	..	At Karanguli station.	Not ..
23	9-40 A.M. 12th June.		24	1	While material train was backing into siding at Kordacherry station four high sided trucks were derailed.	Do. ..	Damage to line Rupees 46 and to rolling stock Rupees 82.	..	At the Kordacherry station.	..
24	22nd June.		254	13	One pair of wheels of a cotton truck of a special goods train got derailed and was dragged along ballast for about 53 chains.	Do. ..	One hundred and twelve fish bolts valued at Rs. 9-5-4.	Sockondapurum.	Kadambur and Maniachee.	Wagon derailed passed over a level crossing
25	8 A.M. 27th June.		104	42	A rail from loaded wagon of train in motion fell and pushed man off. Line under construction.	Do. ..	..	Kuchipolliam.	Between Villapoorum and Punrooti stations.	Not ..
26	30th June.		182	11	Earthwork cooly while walking along line was knocked over by cow-catcher of special engine.	Do. ..	..	Kootheacoondoo.	Between Tiruparangendram and Tirumungalum.	Do. ..

Works Department, 30th August 1876. No. 2,310.

Government for Quarter ending 30th June 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.
..	Value of stores destroyed is Rs. 1,111-14-6.	..	Number of coolies assisted in putting out fire.	..	The fire was discovered first by the Engineer-in-chief who was at the shed at the time, and it progressed very rapidly though a number of coolies assisted in putting it out. Engine was fitted with a spark arrester; shed to be re-thatched.	Complete.
..	Cost of property destroyed Rupees 1,753-8-6.	..	..	..	Sheds are not to be rebuilt.	Do.
Not ..	Injuries to face, chest, and leg.	Syed Hoossain, aged 20 years, Mussulman, carpenter.	Sent to hospital.	Half pay allowed while in hospital.	Still under medical treatment.	Do.
..	..	..	..	..	Cause unknown..	Do.
..	..	..	..	..	Supposed to be due to a jerk in starting brake being put on vehicle. Driver states that after starting his train, he looked back and found his vehicles apparently all right. He then commenced firing and soon afterwards received a signal to stop. The guard saw dust flying about soon after the train started, but he did not immediately become aware that a truck was off the line; it was not until the vehicle began to project beyond the others that he knew it was derailed, he then signalled to driver to stop train.	Do.
Yes. Verdict of inquest, "accidental death by rail striking deceased."	Severe cut on head, two or three gashes in face, and point of finger of left hand smashed.	Casaven, aged 35 years, pariah, cooly.	Cold lotion and bandage, and taken at once by engine to Cuddalore dispensary.	No gratuity, man being in employ of contractor.	Explanation as to rail being unfastened enclosed. Letter No. 15,568-16,839, dated 25th July 1876, from Chief Engineer, referred to in Public Works Dept., G.O., No. 1,904, dated 28th July 1876.	Do.
Yes	Compound fracture of leg.	Moothiah, aged 40 years, pulaven, cooly.	Sent on at once to Madura dispensary.	Do.	Driver whistled but could not stop in time to avoid running over him. High wind blowing at time and man probably did not hear whistle. Man doing well.	Do.

Proceedings of the Madras Government, Public Works Department,
30th August 1876. No. 2,310.

From the Acting Chief Engineer, to W. S. BETTS, Esq., Agent of the South Indian Railway,
dated Trichinopoly, 25th July 1876, No. 15,568/16,839.

Your No. 7,105/3,364 of the 14th instant.

I have the pleasure to hand you copy of the verdict of the jury touching the death of a cooly who fell from the train at 104th mile, 42nd chain, on the 27th ultimo.

In the Tabular Statement it is said that the rail which caused the accident appears to have been insecurely fastened, and I learn from you that the Consulting Engineer desires to know who was responsible for the insecure fastening of the rail. The Depot Storekeeper, Cuddalore, is charged with the duty of seeing the trains loaded, while the Guard is responsible for seeing that the load is properly secured before he starts the train and for the safety of the load during transit. On the evening of the 26th ultimo, the Depot Storekeeper was absent on sick certificate, and the loading of the train was supervised by the Forwarding Clerk and the Wharf Maistry. The Guard was present while the material was being loaded, and he states that the rails were properly secured. On the evening of the 26th, the Guard received a summons to appear before the Magistrate on the following day as witness in a case connected with the Railway Company, and he was therefore unable to proceed with his train, and was not present when the accident befell the cooly. His place was filled by one of the Firemen of the Locomotive Department, who travelled in the brake van. The absence of the Depot Storekeeper and the Guard, while it is to be regretted, could not be avoided, and they cannot be blamed for the accident. The fact of the rail having travelled 20 miles before it fell off, goes to show that it was not insecurely fastened when the train started, and it is possible that had the ordinary Guard been travelling with the train, he would have noticed that a rail had broken loose and would have had it secured. The coolies who were travelling on the top of the load were themselves greatly to blame; the load could not suddenly have become loose, and had they at once signalled that the rails were moving the train would have been stopped and its load adjusted. It may be said that the train should not have been allowed to proceed without a Guard, but the course adopted was, I think, the best under the circumstances. The same Fireman had on a previous occasion, when the Guard was unable to proceed, been placed in charge of the material train, and there appears to have been no doubt as to his ability to perform the Guard's duties. I cannot attach the blame to this man, because he had nothing to do with loading the train, and it is quite possible for the rails to have moved without their movement being apparent from the brake van. I trust it will be apparent from the above explanation that the accident was not due to the absence of the ordinary case, which has so repeatedly been enjoined upon every member of this department; it appears to have resulted from a combination of circumstances, and I feel unable to bring home the blame to any one or to punish any one in connection with it.

No. 689.

ORDER THEREON, 30th August 1876, No. 2,310.

RAILWAY, No. 72-A.

ORDERED to be recorded.

(True Extract.)

Colonel,

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

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

READ the following:—

From

The Cons. Eng. for
Railways

(No. 405 of 9th Aug. 1876)

With his letter above
referred the Consulting
Engineer submits the return
of accidents on the Madras
and South Indian Railway
for the quarter ending 30th
June 1876.

2. The total number of
accidents on the Madras
Railway was 19. Of these
6 were due to neglect of
the servants of the Company,
viz. Pointmen 4, Drivers 1, and
Porters 1. Of the remainder
13 is attributable to defects

* S.W. Line Items 6, 11, 13
N.W. Line — — 3.

* S.W. Line Item 10.

* N.W. Line Item 5.

* S.W. Line Item 1.

in

in permanent way, and 11 to Miscellaneous causes. 1 is not properly a Railway Accident. 4 Accidents proved fatal.

3. On the South Indian Railway there were 26 accidents altogether, of which 3 proved fatal. 6 were due to neglect of Railway servants, of which Pountomen are responsible for 1, Line watchmen and Gatemen for 3, and Drivers for 2. The remaining accidents have been classified as follows:

Defects in Permanent way and Works — 2
Miscellaneous — 16
Causes unknown or uncertain — 2.

Both Lines.

4. The number of fatal accidents is in excess of that which occurred during the previous

* S.W. Line. Items 2.3.4.5.7.8.9.12-14.
N.W. Line — 1.4.

* N.W. Line Item 2.

S.W. Line Items 3.5. 11/16
N.W. Line — 1.4.

x Items 1.17.25.

* Item 2.

+ Items 3.4.16.

Items 9.24.

* Items 13.14.

Items 1.5.6.8.10.11.12.15.17.18.19.20.21. 22.25.26.

+ Items 7.23.

previous quarter. There is a satisfactory decrease however in the number directly attributable to the action of Railway servants. While as against 7 in the previous quarter none have occurred during the quarter under review which can be attributed to defects in the Rolling Stock.

5. The subjoined statement shows in one view all accidents properly classified.

	Accidents due to neglect of Railway Servants					Accidents due to other causes		Accidents which proved fatal	Accidents from unknown causes	Not properly classified	Total number of accidents
	Pountomen	Line watchmen and Gatemen	Guard	Drivers	Porters	Defects in Permanent way & Works	Defects in Rolling Stock	Miscellaneous			
Madras Railway S.W. Line	3	.	.	1	.	1	.	9	2	.	.
Madras Railway N.W. Line	1	.	.	.	1	.	.	2	2	.	1
South Indian Railway	1	3	.	2	.	2	.	13	3	2	.
Total	5	3	.	3	1	3	.	24	7	2	1

X. O. O.

The

Ch 507
H. J. G. K.

C. E. for Kyo.

Ex. h. d.

Madras Railway

South West Line.

Accidents due to neglect on the part of servants of the Company.

	Items.		
(A) Pointmen	6. 11. 13		
(B) Line watchmen and Gatemen			
(C) Guards			
(D) Drivers	10		

Other causes.

(E) Defects in permanent way and construction	1		
(F) Dr. in Stock.			
(G) Miscellaneous	2. 3. 4. 5. 7. 8. 9. 12. 14		
(H) Fatal Accidents	3. 5.		

North West Line

Accidents due to neglect on the part of servants of the Company.

(A) Pointmen	3		
(B) Line watchmen & Gatemen			
(C) Guards			
(D) Drivers			
(D.D) Porters	5		

Other causes.

(E) Defects in permanent way & construction			
(F) -do. in Stock			
(G) Miscellaneous	1. 4		
H. Fatal	1. 4		
I.			

Not properly accidents.

South Indian Railway

Accidents due to neglect on the part of
 Servants of the Company

- A. Pantomen — 2
 B. Line watchmen and Gatemen — 3, 4, 15
 C. Guards
 (D) Drivers — 9, 24

Other Causes

- (E) Defects in Permanent way & Construction — 13, 14
 (F) do in Stock
 (G) Miscellaneous — 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25
 (H) Fatal — 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25

Uncertain or unknown Cause

Not properly ascertained

South Indian Railway. Letter from the Acting Chief Engineer to the Agent, dated Trichinopoly 25th July 1876 No 15368 16839

Your No 7105 of the 14th Inst.

I have the pleasure to hand you copy of the verdict of the jury, touching the death of a cooly, who fell from the train at son 42 chs. on the 27th Inst.

In the Tabular statement, it is said that the rail, which caused the accident, appears to have been insecurely fastened, and I learn from you that the Consulting Engineer desires to know, who was responsible for the insecure fastening of the rail. The Depot Superintendent is charged with the duty of seeing the trains loaded, while the Guard is responsible for seeing that the load is properly secured, before he starts the train, and for the safety of the load during transit. On the evening of the 26th Inst. the Depot Superintendent was absent on sick certificate and the loading of the train was supervised by the Forwarding Clerk and the wharf master. The Guard was present, while the material was being loaded and he states that the rails were properly secured. On the evening of the 26th, the Guard received a summons to appear before the Magistrate on the following day as witness in a case connected with the Railway Company and he was therefore unable to proceed with his train, and was not present, when the accident befel the cooly. His place was filled by one of the Fireman of the Locomotive Department, who travelled in the brake van. The absence of the Depot Superintendent and the Guard, while it is to be regretted, could not be avoided, and they cannot be blamed for the accident. The fact of the rail having travelled 20 miles before it fell off, goes to show that it was not insecurely fastened when the train started, and it is probable that the ordinary Guard been travelling with the train, he would have noticed that a rail had broken loose and would have had it secured. The coolies, who were travelling on the top of the load, were themselves greatly to blame - the load could not suddenly have become loose and had they at once signalled that the rails were moving, the train would have been stopped, and its load adjusted. It may be said that the train

should not have been allowed to proceed without a Guard but the ^{P.W.D.} ¹⁸⁷⁶ adopted was I think the best under the circumstances. The same ^{man} ^{5.5.76} had on a previous occasion, when the Guard was unable to proceed, been placed in charge of the material train and then appears to have been no doubt as to his ability to perform the Guard's duties. I cannot attach the blame to this man, because he had nothing to do with loading the train and it is quite possible for the rails to have moved, without their movement being apparent from the brake van. I trust it will be apparent from the above explanation that the accident was not due to the absence of the ordinary care, which has so repeatedly been enjoined upon every member of this Department: it appears to have resulted from a combination of circumstances and I feel unable to bring home the blame to any one or to furnish any one in connection with it.

(True Copy)

Agents Office
Nagapattinam
26 July 1876

Williams B. L.

Agent

Received Agent's Office

No 19/5

239
Court of Temporary Deputy Magistrate of
Madura
Calendar No. 15 of 1876.
28 June 76

2. Name of Complaint Regina	3. Name and description of the accused Kadromiya Jullukhan, Railway Gate Keeper
--------------------------------	--

4. Charge and Sentence.

That you on or about the 23rd day of the month of May in the year 1876 in Tirupattangoodam being a servant of the South Indian Railway Company negligently omitted to perform your duty of keeping certain gates open when an engine was expected and which omission was likely to endanger the safety of persons in it and thereby committed an offence punishable under section 27 of Act XVIII of 1857 and within my cognizance.

The Court finds that you Kadromiya are not guilty of the offence specified in the Charge viz that you being a servant of S. I. R. Company negligently omitted to perform your duty of keeping certain gates open when an engine was expected and which omission was likely to endanger the

Date of					
5	6	7	8	9	10
Offence	Complaint	Apprehension or appearance	Commencement of trial	Sentence	Explanation of delay
23.5.76	25.5.76	26.5.76	26.5.76	12.6.76	

safety of persons in it and thereby committed an offence punishable under section 27 of Act 18 of 1857.

And the Court directs that you the said
Kadomiya be discharged under section 220
Code of Criminal Procedure.

The Defendant is a Railway Gatekeeper
in charge of a level crossing near Tirupdramkoodam.
A special engine crossed that place at about 9 P.M.
on the 23rd May 1876, which broke and carried away
the gates across the Railway there, as they had
not been kept open by the Defendant whose duty
it was to have done so. The witnesses for the pro-
secution prove this. The question whether the Defen-
dant had intimation of the expected arrival of the
engine and thereby neglected his duty has to be
decided.

The 3rd witness proves to his having given the
information to the Defendant under the Station
Master's order at about 8 1/2 P.M. and the 4th witness
supports him. The Defendant denies having received
any information and says that the witnesses.

From the testimony of the Station Master
the 4th witness is evidently in bad terms with the
Defendant. This evidence has therefore to be received
with caution even if it is not open to suspicion
otherwise.

The 3rd and 4th witnesses for the defence
who are strangers and who happened to be
near the gates sometime before the arrival of the
engine swear to no person having given information
to the Defendant or men talked to him. The
engine is said to have arrived within but a
few minutes after the information is alleged
to have been given by the 3rd witness for the
prosecution. The Defendant is proved to have been
in the hut close to the gates and it is hardly
probable that he who has served 4 years

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in the Railway Department would have failed
to exhibit a red lamp the danger signal
if he had really received information of the intended
arrival of the engine as early as 9 P.M.

The engine driver admits that he did not
sound his whistle as he was misled that everything
was correct by a private white light which was
kept by strangers near the gates and that he
came to understand when too late that it was
private light and that the gates had not been
kept open. If he had sounded his whistle the
accident might have been avoided as the Defen-
dant who was close to the gates would have
opened it for him.

The Defendant says that the 3rd and 4th witnesses
are related to each other though they do not
admit this; yet I suspect that they are relatives
or friends and have acted in concert and
withheld information from the Defendant.

There appears to be a combination of the
Railway Officials against the Defendant; for
the Station Master says that the Defendant
ought to have exhibited the red lamp whether
any train or engine was expected that night was
given by him. The Chief Engineer's letter No. 13119
dated 9th June 1876. Clearly shows that this
statement of his is incorrect.

* or not every night
until information
that no special
train was expected.

I therefore doubt the veracity of the
statement of the 3rd and 4th witnesses for the
prosecution and am of opinion that no information
was given to the Defendant and that he is conse-
quently not bound to exhibit red lamp or keep the
gates open. I acquit him under section 220 Code
of Criminal Procedure.

(Signed) S. Jellandayagam Pillay
Tiruppr. Dy. Magt.
Negapatam } (Dumb copy)
Agent for }
19th July 1876 }
M. S. B. B.

P.W.D.

14 AUG 76

No. 405

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 9 Aug. 1876

No. 405

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 date 12th
November 1875 I have the honour to
submit a schedule of all Accidents
which have occurred on the
Madras and South Indian
Railways during the quarter
ended 30 June 1876

I am the honourable

Sir
Yours obedient Servant
J. H. M. Shaw-Stewart
Major R.E.

12-11-75 No 3231
- 20-6-76 - 1526.
26-7-76 - 1914

P.W.D.

1419676

No 5-4-7

No 2310 of 30 Aug 76
Ordered to be
recorded.

Ch. H.

cin - 26-8-76 Ptda 21-8-76
Despatch 15-8-76

C.E. for Rys. Dept 2/10/76

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

From
The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

Dated 27/8/76
Received 18/8/76
Encl. 2/1 No. 405

of accident to
quarter meeting 30
December.
18/8/76

Schedule of Accidents not yet reported to Government for quarter ending 30th June 1917

Number	Date and hour		Mileage	Circumstances which caused and particulars of accident	Gauge	Damage to rolling stock and permanent way	Name of nearest village	Between what two stations	Whether at level crossing or not	Whether reported to police and notified if any injured persons	Nature of injuries inflicted	Name, age, caste and occupation	Nature of assistance rendered	Amount of gratuity or allowance paid or given	Remarks	Complete or otherwise
	Month	Day														
2	4	2	2		7 8	3 4	5									

Madras Railway
South-West line.

(61)
1 April 2nd 243 Engine while shunting Broad No damage
got off line at N. 6 gauge. to permanent
points way, but engine
slightly injured. St. Crode
station.

Crossing on a complete.
sharp curve due
to inner flange
of outer rail
being cut or
worn away con-
siderably by
engine so that
gauge 5 feet 6 1/2
inches. This has
been remedied
now.

(61)
2 11th 9 A child while attempt- do
ing to cross line was
knocked down by
engine of a down
mixed train.
Between Yes Not Name and
centra- station and
Rajapuram
station lead. aged about
3 years.

Nothing fur- Complete.
ther is known
regarding the
child as it
was taken
home by
parents after
the accident.

(61)
3 14th 46 A woman was run- do
over and killed by
a down mail train
of previous day.
Cann. Shaligram Not Yes. Name, Caste
family and Pres-
ent name. Address and occupa-
tion. Commuter from train sin-
suicide body. - Known.

(61)
4 18th 316 14 A woman was in- do
jured in attempting
to get on ballast
wagon while in
station. Waller St. Waller do
Left Chudachy Brought to Co-
leg. fac. aged 30 years - Shanery by 7-15
- turned. Pullachy a on train atten-
- died to leg Rail-
Cafy. -

True. The woman ap- Complete.
-sears to have
first shock
in middle road

53 is Engine of 1st grade
 have over 100 long
 above which were
 placed on the line.

of 1st grade of the
 engine built and from
 the 1st grade of the
 engine built and from
 the 1st grade of the

While driver of a
 down which from
 (Bosum was taking
 the engine to the
 which the leading
 vehicle got off the
 line.

of 1st grade of the
 engine built and from
 the 1st grade of the
 engine built and from
 the 1st grade of the

Police have not
 been able to
 discover the
 person or persons

being the second
 review. The
 -messed the
 has been the

for which the
 properly closed
 holding hands

-man first
 Due to which
 Complete

last time
 given to ball in
 found to even
 gate at the

on line through
 and to have come
 have been along
 (from ahead to

-house of 20 yards
 seen at a distance
 and many feet

23 miles on line
 of road at time
 crossing about

gate and is only
 Negotiations
 Complete

use man/season
 the which
 out of the in
 get the first

used then to have
 get the first
 out of the in

of 1st grade of the
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 the 1st grade of the

who placed the
obstruction on the
line. Watchman
discovered the
obstruction at
5 a.m. 6th May
1896.

86) 8th May 04. An apprentice at the Broad
Perambore Workshop gauge.
was injured while at
work by being acci-
-dentally caught in
turning lathe.

At the Pe-
where
Workshop.

Net Lacerated Charles Per. Attended to by. Prof. J. J. Allen. Boy recovered. Complete.
wound near his right Railway. It took him some time and returned
left him 15 years. - and sent to hospital for work to study
European General Hospital
Turner

9) 12th 03 6 Two Coalies while in- do
-gaged in deepening a
well were injured by
the explosion of an
old charge.

Col. At the Pe-
the Sunday
Station

Yes Slight. Paraded. Sent by train to. None
flesh or - damaged. Broke and attended
main road 40 Cooper to by Railway of.
also it aged 12. The very
body - dev. Well
diggers.

10) 29th 02 A hunting engine while do
proceeding along main
line came in contact
with 4 empty wagons
and one of the wagons
left the rails.

2 Buffer coupling. At the Jolar.
broken & buffers. No station
rod bent and
1 axle box crack-
ed.

Due to carelessness Complete.
of driver who being
a young hand
was fined

11) Jan 20th 02 1/2 A hunting engine got do
derailed.

1 Iron flat. At the Jolar.
crushed & fish. No station
bolts, 1 eye bolt
and 2 wooden
logs broken,
and 1 tie rod
bent. Leading
rod of engine
bent and its
driving spring
broken.

Due to carelessness Complete.
of fireman on
letting points fall
too soon, for which
he had been re-
-duced in pay
8 annas a month
for 6 months.

✓

Graduity of White crossing. Complete
At 21 or there line
months pay
granted to
family of
deceased.

Narcissus - 9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 - 18 - 19 - 20 - 21 - 22 - 23 - 24 - 25 - 26 - 27 - 28 - 29 - 30 - 31 - 32 - 33 - 34 - 35 - 36 - 37 - 38 - 39 - 40 - 41 - 42 - 43 - 44 - 45 - 46 - 47 - 48 - 49 - 50 - 51 - 52 - 53 - 54 - 55 - 56 - 57 - 58 - 59 - 60 - 61 - 62 - 63 - 64 - 65 - 66 - 67 - 68 - 69 - 70 - 71 - 72 - 73 - 74 - 75 - 76 - 77 - 78 - 79 - 80 - 81 - 82 - 83 - 84 - 85 - 86 - 87 - 88 - 89 - 90 - 91 - 92 - 93 - 94 - 95 - 96 - 97 - 98 - 99 - 100 - 101 - 102 - 103 - 104 - 105 - 106 - 107 - 108 - 109 - 110 - 111 - 112 - 113 - 114 - 115 - 116 - 117 - 118 - 119 - 120 - 121 - 122 - 123 - 124 - 125 - 126 - 127 - 128 - 129 - 130 - 131 - 132 - 133 - 134 - 135 - 136 - 137 - 138 - 139 - 140 - 141 - 142 - 143 - 144 - 145 - 146 - 147 - 148 - 149 - 150 - 151 - 152 - 153 - 154 - 155 - 156 - 157 - 158 - 159 - 160 - 161 - 162 - 163 - 164 - 165 - 166 - 167 - 168 - 169 - 170 - 171 - 172 - 173 - 174 - 175 - 176 - 177 - 178 - 179 - 180 - 181 - 182 - 183 - 184 - 185 - 186 - 187 - 188 - 189 - 190 - 191 - 192 - 193 - 194 - 195 - 196 - 197 - 198 - 199 - 200 - 201 - 202 - 203 - 204 - 205 - 206 - 207 - 208 - 209 - 210 - 211 - 212 - 213 - 214 - 215 - 216 - 217 - 218 - 219 - 220 - 221 - 222 - 223 - 224 - 225 - 226 - 227 - 228 - 229 - 230 - 231 - 232 - 233 - 234 - 235 - 236 - 237 - 238 - 239 - 240 - 241 - 242 - 243 - 244 - 245 - 246 - 247 - 248 - 249 - 250 - 251 - 252 - 253 - 254 - 255 - 256 - 257 - 258 - 259 - 260 - 261 - 262 - 263 - 264 - 265 - 266 - 267 - 268 - 269 - 270 - 271 - 272 - 273 - 274 - 275 - 276 - 277 - 278 - 279 - 280 - 281 - 282 - 283 - 284 - 285 - 286 - 287 - 288 - 289 - 290 - 291 - 292 - 293 - 294 - 295 - 296 - 297 - 298 - 299 - 300 - 301 - 302 - 303 - 304 - 305 - 306 - 307 - 308 - 309 - 310 - 311 - 312 - 313 - 314 - 315 - 316 - 317 - 318 - 319 - 320 - 321 - 322 - 323 - 324 - 325 - 326 - 327 - 328 - 329 - 330 - 331 - 332 - 333 - 334 - 335 - 336 - 337 - 338 - 339 - 340 - 341 - 342 - 343 - 344 - 345 - 346 - 347 - 348 - 349 - 350 - 351 - 352 - 353 - 354 - 355 - 356 - 357 - 358 - 359 - 360 - 361 - 362 - 363 - 364 - 365 - 366 - 367 - 368 - 369 - 370 - 371 - 372 - 373 - 374 - 375 - 376 - 377 - 378 - 379 - 380 - 381 - 382 - 383 - 384 - 385 - 386 - 387 - 388 - 389 - 390 - 391 - 392 - 393 - 394 - 395 - 396 - 397 - 398 - 399 - 400 - 401 - 402 - 403 - 404 - 405 - 406 - 407 - 408 - 409 - 410 - 411 - 412 - 413 - 414 - 415 - 416 - 417 - 418 - 419 - 420 - 421 - 422 - 423 - 424 - 425 - 426 - 427 - 428 - 429 - 430 - 431 - 432 - 433 - 434 - 435 - 436 - 437 - 438 - 439 - 440 - 441 - 442 - 443 - 444 - 445 - 446 - 447 - 448 - 449 - 450 - 451 - 452 - 453 - 454 - 455 - 456 - 457 - 458 - 459 - 460 - 461 - 462 - 463 - 464 - 465 - 466 - 467 - 468 - 469 - 470 - 471 - 472 - 473 - 474 - 475 - 476 - 477 - 478 - 479 - 480 - 481 - 482 - 483 - 484 - 485 - 486 - 487 - 488 - 489 - 490 - 491 - 492 - 493 - 494 - 495 - 496 - 497 - 498 - 499 - 500 - 501 - 502 - 503 - 504 - 505 - 506 - 507 - 508 - 509 - 510 - 511 - 512 - 513 - 514 - 515 - 516 - 517 - 518 - 519 - 520 - 521 - 522 - 523 - 524 - 525 - 526 - 527 - 528 - 529 - 530 - 531 - 532 - 533 - 534 - 535 - 536 - 537 - 538 - 539 - 540 - 541 - 542 - 543 - 544 - 545 - 546 - 547 - 548 - 549 - 550 - 551 - 552 - 553 - 554 - 555 - 556 - 557 - 558 - 559 - 560 - 561 - 562 - 563 - 564 - 565 - 566 - 567 - 568 - 569 - 570 - 571 - 572 - 573 - 574 - 575 - 576 - 577 - 578 - 579 - 580 - 581 - 582 - 583 - 584 - 585 - 586 - 587 - 588 - 589 - 590 - 591 - 592 - 593 - 594 - 595 - 596 - 597 - 598 - 599 - 600 - 601 - 602 - 603 - 604 - 605 - 606 - 607 - 608 - 609 - 610 - 611 - 612 - 613 - 614 - 615 - 616 - 617 - 618 - 619 - 620 - 621 - 622 - 623 - 624 - 625 - 626 - 627 - 628 - 629 - 630 - 631 - 632 - 633 - 634 - 635 - 636 - 637 - 638 - 639 - 640 - 641 - 642 - 643 - 644 - 645 - 646 - 647 - 648 - 649 - 650 - 651 - 652 - 653 - 654 - 655 - 656 - 657 - 658 - 659 - 660 - 661 - 662 - 663 - 664 - 665 - 666 - 667 - 668 - 669 - 670 - 671 - 672 - 673 - 674 - 675 - 676 - 677 - 678 - 679 - 680 - 681 - 682 - 683 - 684 - 685 - 686 - 687 - 688 - 689 - 690 - 691 - 692 - 693 - 694 - 695 - 696 - 697 - 698 - 699 - 700 - 701 - 702 - 703 - 704 - 705 - 706 - 707 - 708 - 709 - 710 - 711 - 712 - 713 - 714 - 715 - 716 - 717 - 718 - 719 - 720 - 721 - 722 - 723 - 724 - 725 - 726 - 727 - 728 - 729 - 730 - 731 - 732 - 733 - 734 - 735 - 736 - 737 - 738 - 739 - 740 - 741 - 742 - 743 - 744 - 745 - 746 - 747 - 748 - 749 - 750 - 751 - 752 - 753 - 754 - 755 - 756 - 757 - 758 - 759 - 760 - 761 - 762 - 763 - 764 - 765 - 766 - 767 - 768 - 769 - 770 - 771 - 772 - 773 - 774 - 775 - 776 - 777 - 778 - 779 - 780 - 781 - 782 - 783 - 784 - 785 - 786 - 787 - 788 - 789 - 790 - 791 - 792 - 793 - 794 - 795 - 796 - 797 - 798 - 799 - 800 - 801 - 802 - 803 - 804 - 805 - 806 - 807 - 808 - 809 - 810 - 811 - 812 - 813 - 814 - 815 - 816 - 817 - 818 - 819 - 820 - 821 - 822 - 823 - 824 - 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 - 836 - 837 - 838 - 839 - 840 - 841 - 842 - 843 - 844 - 8

Due to points - complete.

The man is completely
supposed to
have had a fit
and to have
fallen off
the platform
against the
train

257 3/4 While shunting was being performed a gauge broken and brake van was knocked off the line by a number of heavily laden coke wagons coming suddenly and violently against it while it was standing.

At the
grady sta-
tion.

Was due to Complete.
derailed, whi-
-le being left
feet of crossing
for which
Reed Parker
was responsi-
-ble. He has
been made
to pay the cost
of repairing
the damage
done.

Reported to Government for quarter ending 30 June 1846

Whether any
accident or not
to be ascertained
by the railway
authorities

Nature of
injuries
inflicted

name, age,
caste and
occupation

Nature of
assistance
rendered

Amount of gratuity
or allowance
proposed to be
given

Complete
or
Inquire

Indian Railway.

At the place yesterday left leg severely
of which was mangled the two aged 20. Puller
accidently being broken and
clipped shattered both above
from an iron and below three
inches and a half
over and from
killed.

The best avail- hospital given
able assistance as no more suffer
as provided, the punishment by
being well bandaged the wounds
and stimulants of death
pled to restore
consciousness

Complete

How do

How do

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unbury list. Reported fracture of rib
of right side

Villappona agb
45 years - Tallah. and Drisway till recovery
Linnawatchman.

53000
55000
57000

allowed pay

Recovered and returned to complete
duty.

do do

Repaired by
Locomotive staff.

Casey undertaker. Reported to complete
by due riches to speed being
greater than desired or the
substance of newly forming
bandment

do do

do do

Person who placed it was complete
sentenced to 3 months
or no imprisonment.

do do

Engine kept well
ahead about 1/2 mile
from where the pump
pulled the railway
and signalled the
engine back. The
pump was again en-
gined and the engine
proceeded without
as met and watches
were found in line
by platelayers.

It is believed that driver Wallace. Engine
did not examine the draw gear
of the engine before starting. if the
pin had previously fallen out the
nut would not have
stripped. Driver fined one day
prison.

do do

Overlaid of Verabucherau
aged 38 years.
Pullen over by

Coolies excavating earth have
been continually continued and
ordered not to excavate ballast
without first removing top soil
but as soon as the Inspector
leaves the pit the old manner
of digging is resumed. The
man and other coolies have been
examined by the village head
and they all admit they
have disobeyed orders.
Recovered and returned to
duty.

11 May 7 th 20 4.	11 third class passenger train	Between - Kodakery and Kilikery	Man was unhurt.	Veerapillay aged 45 years.	Train stopped and picked up passenger.	Complete
	fell out of train the gauge door having opened out.					
12 10 th 104 6	11 third class passenger do	Manapalay and Kodakery	Passenger duo - Choyammal aged lained no injury 55 years old recovered	do	do	Complete
	fell out of carriage from door opening out.					
13 20 th 244	Open door of guard van do	at the Linnell station	do	do	do	Complete
	struck coping of carriage landing					
14 21 st 244	Open ^{ing} of compartment 73 do	do do	do	do	do	Complete
	class carriage struck coping of carriage landing					
15 22 nd 126 80	Watchman lying near do	Manapalay and Kodakery	Manapalay do yes.	Right hand own left elbow	Saddapaddiache Aged 38 years - Pullaychary at Old Town under watchman. Cuddalore	Complete
	the rail was slightly injured by train					
	line under construction					
16 23 rd 126 80	Watchman lying near do	Manapalay and Kodakery	Manapalay do yes.	do	do	Complete
	the rail was slightly injured by train					
	line under construction					

The man while moving from one side of carriage to the other on account of rain slipped and fell out. It is supposed that a passenger who got out to answer the calls of nature at last station came into carriage and forgot to shut the door.

Step of coping made 2-8/2 instead of 3 above rails it has now been lowered.

Man was intoxicated - Prosecuted and on conviction fined Rs. 3.

Gatekeeper asleep, but acquitted by Magistrate for reasons assigned and copy of judgment enclosed

that a harrowing will get out
to answer the call of nature
at last eternity came into
canvas and forget to shut
the door

Hco - *Procurator duo - Angimura et al* - *do* - *do* - *ambula*

Tell me if arrangement
 can opening out
 at station
 and
 station
 Open door guard room do
 at the window
 about opening of ramp
 Encease.
 up of edging made 7-8 ft instead of 6 ft.
 If above rails it has now been

de - de - de - de

[illegible]

Glabrescent velvety, but aquatilis confl.

by magnobate for reason assigned

and copy of judgment enclosed

[illegible]

Went to see One woman named Brungah - aged sent to detail. Feb.
slight contusions 26 years. About hospital.
on left shoulder aged 25 years Chin
blade and side. nearly 30 years.
Another slight Pariah soldier.

Contusions on left

side and right

contusions on the

spine causing the

back to hurt right

slight Pariah

in the

Left. hot. - Value of stores - number of stores
destroyed is - arrested in put.
Bill. - b. - trying out fire.

Left hot - Cost of property
destroyed 1753.8.6.

Left hot - Injury to face, dried. Known. - sent to the Half payal. Still under medical
chest and leg aged 20 years - hospital. loved while treatment.
in hospital.

frontier

hot

Known

Complete

Injured soldiers which others Complete
were taking refuge from storm
inched. Injured soldiers re-
covered but did not return to
duty.

The fire was discovered first Complete
by the Engineer-in-Chief who was
at the shed at the time, and it
was progressed very rapidly -
though a number of soldiers assisted
in putting it out. Engineer was
fired with a spark arrester,
shed to be rethatched.

Sheds are not to be re- Complete
built.

Still under medical Complete
treatment.

Complete

5h. m.
19 Aug 30. 9 .. sharpang shed known flamm
down by heavy winds gauge
injuring three cables

Adamantium

at least 100 yds. One arm in ground hanging - aged 10 to 12 lbs.
slight cutaneous 26 year old child. Hospital.
on left shoulder aged 25 years. Chin
Hale and wife. much under 30 years.
another slight Parvula Cordier.

10.30 a.m.

20 June 2 13 65 steel sheet damaged by do.
fire caused by a spark
from a ball at engine
30 June under construction

Shingling hot.
wound
burnt

Value of stores
destroyed is
£1111.1.6.

Number of cattle
accidents in past
year and fire.

21 6 2 13 65 steel sheet do.
destroyed by fire caused
by sparks from ball at
engine. since under
construction

Carton hot
Carton hot
Carton hot

Carton property
destroyed 1753-8-6.

22 11 2 13 65 steel sheet do.
holding-down bolts to
longitudinal timber at
budgeted and full
to ground. since under
construction

at Shingling hot
at Shingling hot
at Shingling hot

Hygiene to face, eyes, hair, arms
chest and legs open 20 years.
Bureau in hand -
printer

at least 10 to 12 lbs.
Hospital. loved with
in hospital

23 9 40 a.m.

12 24 1/2 Philantropic train do. damage to line
was breaking into siding
at Shingling station
four high wheel trucks
were derailed.

at Shingling hot
at Shingling hot
at Shingling hot

at Shingling hot
at Shingling hot
at Shingling hot

at Shingling hot
at Shingling hot
at Shingling hot

25th Nov 2014 13 One pair of wheels of train 112 fish bolts
 active bush of a gauge valued at £20
 special goods train got 9.5.14
 derailed and was dng
 ged along ballast for
 about 53 chains.

26th Nov 2014 14
 26th Nov 2014 15
 26th Nov 2014 16
 26th Nov 2014 17
 26th Nov 2014 18
 26th Nov 2014 19
 26th Nov 2014 20
 26th Nov 2014 21
 26th Nov 2014 22
 26th Nov 2014 23
 26th Nov 2014 24
 26th Nov 2014 25
 26th Nov 2014 26
 26th Nov 2014 27
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 26th Nov 2014 93
 26th Nov 2014 94
 26th Nov 2014 95
 26th Nov 2014 96
 26th Nov 2014 97
 26th Nov 2014 98
 26th Nov 2014 99
 26th Nov 2014 100

25th Nov 2014 42

25th Nov 2014 42 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 43

26th Nov 2014 43 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 44

26th Nov 2014 44 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 45

26th Nov 2014 45 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 46

26th Nov 2014 46 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 47

26th Nov 2014 47 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 48

26th Nov 2014 48 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 49

26th Nov 2014 49 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 50

26th Nov 2014 50 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

26th Nov 2014 51

26th Nov 2014 51 A rail from loaded do
 wagon of train in use
 tin foil and pushed
 away off. Live under
 construction.

for fraudulently

Stella Wagon
as possible
transferred
was
and
seeing

Refused to be due to a full Complete
in starting brake being put on
vehicle. Driver states that after
starting his train, he looked back
and found his vehicles apparently
allright. He then commenced
firing and soon afterwards received
a signal to stop. The guard
saw dust flying about soon
after the train started, but he
did not immediately become
aware that a tunnel was off the
line. It was not until the
vehicle began to project beyond
the others that he knew it was
derailed, he then signalled to
driver to stop train.

the hole was

Bottom hit 100 ft. Below are on
Village. Dist of in head, two or three 30 years. Penial. bandage and taken from being in unfastened and sealed. Letter
and
quest. ac. gashes in face and body.
Penial
at last
admitted point of fingers of
stuck by left hand (unseen)
rail striking
decided.

Explanation as to rail being Complete
in unfastened and sealed. Letter
No 15588 dated 25 July 1896 from
Chief Engineer. Referred to
in P.W.D. G.O. No 1944 dated
20 July 1896

Refused to go
fracture of leg
only
and
inanga
in.

Impressed. No other aged sent on at
40 years (William since to Madras)
dispensary

Driver whistled but could not
not stop in time to avoid
running over him. Whistled
blowing at time and men
probably did not hear
whistle - Man doing well

Q. 30 August 1876

5-857

Govt. of Madras.

PUBLIC WORKS.

To the Hon. Eng. for M^{rs}

Encl.

G. O., 81st August 1876, No. 2310

Nos. 658/56

Schedule of Accidents
on the Madras and
South Indian Ry
the 1st of 30
June 1876 - The
revenue of

Sanjay Raj
1-10-76