M.R.O.. 1—10,006—28-2-50.

(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.	2348	Press	Original
~~B.P. No.~~		Mis.	
Dated	2-9-	1876	195—.

Not to be folded or roughly handled

No. 18. Read the following letter from Major C. J. SMITH, R.E., Officiating Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 25th August 1876, No. 430 :—

I HAVE the honor to forward a report of the accident which resulted in the death of Captain Bieber, 13th Hussars.

No. 847, dated 21st August 1876, (with enclosures.)

2. It would appear that Captain Bieber was travelling in a first-class double saloon by the mail train leaving Jollarpett for Bangalore at 12-50 A.M. on the 24th July last. In the same carriage was another passenger said to be a Superintendent of Police who, it appears, left the carriage at Coopum Station. This gentleman is said to have remarked that Captain Bieber appeared restless. At 6 A.M. the same morning Captain Bieber was found by a line watchman lying upon the floor of an iron girder bridge about half way between the stations of Coopum and Colar Road, and 10 miles or so beyond the former, the bridge floor being 28 feet below rail level.

3. Captain Bieber was removed to Jollarpett, where he was attended by the Apothecary, and subsequently was taken to Bangalore by the train leaving Jollarpett at 2-10 P.M. on the same day. He died of the injuries received on the 6th instant.

4. The doors of the carriage in which Captain Bieber travelled opened inwards, and on examination after the occurrence were found in perfect order. There appear grounds for assuming that he left the carriage by the door on the right hand, that is the Coopum Station platform, side of the carriage.

5. It appears that, although in full possession of his senses, Captain Bieber was unable to afford any explanation which would account for the occurrence ; and no inquiries by the Agent or Traffic Manager have elicited anything which could throw light upon the subject.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway, to Major C. J. SMITH, R.E., Officiating Consulting Engineer for Railways, dated Madras, 21st August 1876, No. 847.

IN continuation of my endorsement, No. 763, dated the 24th ultimo, I have the honor to enclose you a report in the usual form of the accident that occurred to Captain Bieber on the morning of that date.

2. The following are the particulars asked for in your letter, No. 813, dated the 31st ultimo :—

(1) Carriage No. A-23, double saloon.
(2) From the right hand side of the train.
(3) The fastenings of the doors were examined and found to be in perfect order.
(4) Captain Bieber fell through the bridge into bed of the channel.
(5) One hundred and sixty-fourth mile, 16th telegraph post.
(6) Girder bridge—single 20 feet opening, height of rail above bed of channel 28 feet.
(7) By a line watchman.
(8) The Guard is aware that the carriage door was opened at Coopum to allow a passenger to alight.

3. I beg to enclose a copy of the report of the case made by the Railway Apothecary at Jollarpett to the Company's Consulting Physician.

4. I regret to have to add that Captain Bieber died at Bangalore on the 6th instant from the effect of the injuries he received. I am informed that, up to the time of his death, although he was in the full possession of his senses, he was unable to afford any explanation which would account for the accident, and although the fullest inquiries have been made both by the Traffic Manager and myself, nothing has been elicited which throws any light upon the subject.

MADRAS RAILWAY.

Report of Fatal Accident on the 2nd Division, South-west Line, Bangalore Branch.

Collectorate.—Colar District, Mysore. *Railway District, Section and Mile.*—Second division, South-west Line, Bangalore Branch, Section 2-164/16. *Between what two Stations and name of nearest Village.*—Colar Road and Coopum Stations. Village, Poorum. *Whether at a level crossing or not.*—Not at a level crossing. *Date of the accident.*—24th July 1876. *Nature of accident.*—Fell out of 12-50 A.M. mail train through girder bridge. Left knee severely cut, jaw fractured, and severe wound in chest. *Circumstances which caused the accident.*—Not known. *Nature of assistance afforded.*—Was found by line watchman in bed of channel, and placed on trolly to be taken on to Colar Road. Was met by 8-30 A.M. train, the Guard of which stopped train and took him to Jollarpett, where he was treated temporarily by Railway Apothecary, who took him to Bangalore by 2-10 P.M. train and handed him over to Surgeon of 14th Hussars. *Name, age, caste and occupation.*—Bieber; age, not known; European; Captain, 13th Hussars. *Gratuity proposed to be given or not, and if so, how much.*—Not. *Whether reported to the Police authorities and verdict of inquest (if any).*—Reported to Police Superintendent on platform of Coopum Station. *Remarks by the Company's Officers.*—The door of the carriage from which Captain Bieber fell opens inwards, for which reason it is not probable that the casualty occurred from accidental opening of the carriage door. *Remarks by the Consulting Engineer.*—Nil.

21*st August* 1876.

(Signed) R. B. ELWIN,
Agent and Manager.

From Mr. J. C. ELLIS, Apothecary of the Madras Railway Company, to W. ELDER, Esq. Consulting Physician of the Madras Railway Company, dated Jollarpett, 25th July 1876, No. 32.

WITH reference to my telegram sent by the Station-master yesterday regarding Captain Bieber of Her Majesty's 13th Hussars, I respectfully beg to report for your information that this officer was brought here by the 8-30 A.M. train, being picked up by the Guard and Driver between Colar and Coopum, having fallen out from the 12-50 A.M. mail of the same day (24th instant), and sustained the following injuries, viz., fracture of right lower jaw near its angle, with the loss of two of his teeth which were picked up near the spot where he fell out of the train; the chin was drooping which caused the mouth to gape slightly; the tip of the tongue was wounded, there was a constant flow of saliva and serum tinged with blood; speech indistinct; there are three incised wounds over the chin about the symphysis half an inch in length and gaping slightly, giving exit to blood and serum. The next wound found was on the chest between the costal cartiliges of 3rd and 4th ribs left side close to the lower of sternum about its upper third; this was a contused wound about half an inch in circumference, and the cuticle surrounding ecchymoma to the extent of an inch, and there was no hæmorrhage from this wound. The next was the knee which was severely wounded, an oblique cut about 1½ inches in length gaping on the upper border of the patella nearly exposing the bone, besides smaller bruises on the same knee which were all bleeding but not profusely. The left wrist was sprained and very tender to the touch, the cuticle from both palms about the extent of an inch abraided a little above the wrists, the left elbow bruised. The surface of the thigh over right great trochanter bruised, and the right knee towards inner surface contused. Pulse small, soft, and slow; heart's action, very feeble; respiration, slightly

Proceedings of the Madras Government, Public Works Department,
2nd September 1876. *No.* 2,348.

embarrassed; answered questions very sensibly, stated that he is a Captain of Her Majesty's 13th Hussars, and was on his way from Mettapolliem to Bangalore where he intended staying for a week, also stated that he had not the slightest recollection or knowledge when and how he fell out of the train, but that he found himself in a strange place at the break of day when he appeared to have come to the knowledge of his state. This officer was first found by a line watchman at the flooring of a girder bridge midway between Colar and Coopum Stations about 6 A.M., and immediately reported the circumstance to the section maistry, and, who, while conveying this officer in a truck to Colar Station, met the 8-30 A.M. train from Bangalore into which he was placed and brought here.

2. This officer was seen quite well and hearty by some of the servants here before he left by the midnight train for Bangalore, and there was another gentleman who is said to be the Superintendent of Police at Coopum who travelled in the same compartment with this officer as far as the above-named station, and he remarked to the Guard of mail in which I returned from Bangalore last night that he observed his fellow passenger rather restless in bed.

3. The Permanent-way Inspector, Mr. A. Erskine, informed me that the accident happened at a girder bridge about 12 feet wide midway between Coopum and Colar, and that the height from the girder to flooring of bridge which is of granite is 25 feet, and that from level of girder to the door of the saloon carriage about 6 feet, so that this officer must have fallen a height of 30 feet, and his escaping instantaneous death is purely providential.

4. In conclusion, I beg to state that I attended to the immediate want of the wounds and urgent symptoms, which consisted in strapping and bandages, stimulants in small quantities in congee frequently. The shock to the system not having passed off, I took him on to Bangalore by the 2-10 P.M. and handed him over to the Medical Officers of Her Majesty's 14th Hussars who were waiting on the platform to take charge of this officer having received orders from the Quarter-master-General who was informed of the accident by a telegram from Jollarpett.

To the Agent and Manager for information.

(Signed) W. ELDER,
Consulting Physician, M.R.

No. 19. ORDER THEREON, 2nd September 1876, No. 2,348.

RAILWAY, No. 3.

RECORDED, and communicated to the Judicial and Military Departments.

(True Extract.)

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

To the Consulting Engineer for Railways.
„ Judicial Department.
„ Military Department.

Exd. E. C. Shunker.
Spare Copies

E (15)

MADRAS RAILWAY.

1000—4-2-76.

Report of Fatal Accident on the 2nd Division South West Line Bangalore Branch.

Collectorate.	Railway District, Section and Mile.	Between what two Stations and name of nearest Village	Whether at a level crossing or not.	Date of the accident.	Nature of accident.	Circumstances which caused the accident.	Nature of assistance afforded.	Name, age, caste and occupation.	Gratuity proposed to be given or not, and if so, how much.	Whether reported to the Police authorities and verdict of inquest (if any)	Remarks by the Company's Officers.	Remarks by the Consulting Engineer.
Salem District, Ulsoor.	2nd Division of N. Line. Bangalore Branch Section 2 164/16.	Salem Road and Bellary Station. Village Ravoor.	Not at a level crossing.	24th July 1876.	Fell out of 12.50 p.m. Mail Train through Open Window - Left Knee severely cut, Jaw fractured and wound on Chest.	Not known.	Was found lying insensible by the side of the Railway Line between Ravoor and Bellary Stations at about 2.30 p.m. and taken by Train to Bellary Station where he was attended to by the Assistant Surgeon.	Baker - Not known - European Coolman - 13 Years.	Not.	Refused to Police Superintendent on plea of Coolman station.	The door of the carriage from which Coolman fell appears to be out of repair, and it is not safe to open it while the train is running.	

MADRAS RAILWAY.

MADRAS RAILWAY.

From The Agent and Manager

To The Consulting Engineer for Railways.

Dated 187

Received

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 25th August 1876.

No. 430

From Major C. J. Smith R.E.
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 herewith a report of the accident which resulted in the death of Captain Rieber 13th Hussars.

It would appear that Captain Rieber was travelling in a 1st class double saloon by the mail train leaving Jollarpett for Bangalore at 12-50 a.m. on the 24th July last. In the same carriage was another passenger said to be a Superintendent of Police who it appears left the

No 847 dy 21/8/76 (Miscellaneous)

carriage at Coopenn station.
This gentleman is said to have remarked that Captain Bieber appeared restless. At 6 a.m the same morning Captain Bieber was found by a line watchman lying upon the floor of an iron girder bridge about half way between the stations of Coopenn and Colar Road, and 10 miles or so beyond the former, the bridge floor being 28 feet below rail level.

Captain Bieber was removed to Jollarpett where he was attended by the apothecary and subsequently was taken to Bangalore by the train leaving Jollarpett at 2-10 p.m. on the same day. He died of the injuries received on the 6th instant.

Note — It appears that the door of the carriage in which Captain Bieber travelled opened inwards and on examination after the occurrence, were found in perfect order. There appear grounds for assuming that he left the carriage by the door on the right-hand, that is the Coopenn station platform, side of the carriage).

It appears that although in full possession of his senses Captain Bieber was unable to afford any explanation which would account for the occurrence — and no enquiries by the Agent or Traffic Manager have elicited any thing which could throw light upon the

P.W.D.
28 '76
No. 5

Railway Department.

From

The Consulting Engineer
for Railways,

To

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

Dated 25th Augt
Received

Encls: 3 No. 430

Reporting an accident to Sapper Bieber of the 13th Sussex on 24 July 1876

On Sup. Pay Offr.
Asst. Engr.
Utility Engr. Dated 2/9/76

1st 18-9

Cir. 31. 8.76 Hills 1.9.76
Desp 6 Oct 29-8-76.

Railway Department

Dated 25th August 1876

From

The Consulting Engineer for Railways,

To

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

Sir,

I have the honor to forward herewith a report from Captain Hutchinson R.E. Executive Engineer Trichinopoly Division, on the accident to Sapper Bieber of the 13th Sussex on the 24th July last.

I have the honor to be,
Sir,
Your most obedient
Servant
H. Hutchinson Capt R.E.
for Consulting Engineer
for Railways.

Dated 29th August 1876

From

Captain H. Hutchinson R.E.
Executive Engineer,
Trichinopoly Division,

To

The Consulting Engineer for Railways,
Madras.

Sir,

I have the honor to report for the information of the Government that on the 24th July last Sapper Bieber of the 13th Sussex was severely injured by the fall of a tree.

The accident occurred in the Cauvery Reserve Forest, about 3 miles from the Kulitalai Station, and 4 miles from the Kadavur Station.

The tree was being felled by a party of Sappers under the orders of Lieutenant Hills R.E. Assistant Executive Engineer, Trichinopoly Division, and Sapper Bieber was standing close to the tree when it fell.

The tree was a large one, and the branches were entangled with those of the surrounding trees, so that it did not fall to the ground, but was supported by the other trees.

Sapper Bieber was struck by a branch on the head, and was severely injured.

He was immediately carried to the Kadavur Station, and thence to the Trichinopoly Hospital, where he is now under the care of the Civil Surgeon.

I have the honor to be,
Sir,
Your most obedient
Servant
H. Hutchinson Capt R.E.
Executive Engineer
Trichinopoly Division.

Dated 25th August 1876

From

Captain H. Hutchinson R.E.
Executive Engineer,
Trichinopoly Division,

To

The Consulting Engineer for Railways,
Madras.

Sir,

I have the honor to report for the information of the Government that on the 24th July last Sapper Bieber of the 13th Sussex was severely injured by the fall of a tree.

The accident occurred in the Cauvery Reserve Forest, about 3 miles from the Kulitalai Station, and 4 miles from the Kadavur Station.

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Sapper Bieber was struck by a branch on the head, and was severely injured.

He was immediately carried to the Kadavur Station, and thence to the Trichinopoly Hospital, where he is now under the care of the Civil Surgeon.

I have the honor to be,
Sir,
Your most obedient
Servant
H. Hutchinson Capt R.E.
Executive Engineer
Trichinopoly Division.

6217 G.

Govt. of {1876} Madras.

PUBLIC WORKS.

To

The Secy. to Govt. for P.W.D.

Dated

Issued

Recd *Encl.*

G. O., 2nd Sept. 1876, No. 2344

Nos. 15-19

Accident to Coplain Bieber, H.M.'s 13th Hussars - Papers submitted by the Com.rs Engrs. reporting on the 24 July/76, re enclosed & connd to the Judicial & Mily. Depts