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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

Read the following papers:—

No. 380. Endorsement of the Consulting Engineer for Railways, dated Madras, 7th November 1876, No. 543.

From L. S. MOSS, Esq., Deputy Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 6th November 1876, No. C^o₂₂₁₅.

Accident at 201st mile 8th telegraph post.

MR. HILL telegraphs this morning from Cuddapah as follows:—

"8-40 A.M. Guard of 5-40 A.M. special telegraphs from 201st mile 8th telegraph post:—six wagons smashed. Assistance required to clear line. I leave by 9 A.M., and Resident Engineer by 5-45 A.M. Will telegraph you particulars and do everything that can be done."

Further particulars will be furnished as soon as received.

No. 1,113.

To the Consulting Engineer for Railways for information.

6th November 1876.

(Signed) J. W. MELLIS,
for the Agent and Manager.

SUBMITTED for the information of Government.

2. Further particulars will follow.

(Signed) C. J. SMITH, Major, R.E.,
for Consulting Engineer for Railways.

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, 8th December 1876, No. 606.

In continuation of this office endorsement No. 543, dated 7th November 1876, I

have the honor to lay before Government the accompanying papers received from the Agent of the Madras Railway, regarding the accident which occurred on the 6th November 1876, between the Moodanoor and Kondipoorum stations, at 201st mile

8th telegraph post, North-west Line, when six wagons attached to a special goods train running from Cuddapah to Ghooty were derailed. The engine sustained no damage; but the woodwork of five open goods wagons was completely destroyed, and one open goods wagon was badly shaken, its head-stock being split.

2. An investigation into the circumstances connected with the accident was held on the spot by the Deputy Locomotive Superintendent and the Assistant Traffic Manager of the division. The evidence taken during the investigation is given at length in the enclosed papers. Reports upon the subject from the Locomotive and Traffic departments are also forwarded.

3. The only conclusion that can be arrived at, after careful perusal of the several papers, is that the derailment was occasioned by a piece of wood which is said to have fallen off from the tender on to the rails. Of this there seems no doubt. A line watchman deposes to have seen a log of wood fall from the tender of the engine immediately before the accident happened. The Deputy Locomotive Superintendent examined a log of wood which was found after the accident in the aloe fence, and states that it is of the kind in use on engines; that on the wood were marks of it having been resting on a rail, and also marks of wagon wheels having passed over it.
4. The Assistant Traffic Manager and the Permanent-way Inspector also examined the wood, and noticed the "clear impression of a wheel on one side and the rail on the other." On the pot sleeper and key where the derailment occurred they saw a spot where chips of wood had been left.
5. The wood on the tender is said to have been stacked about 1 foot above the cage. The Locomotive Superintendent states that it is usual to stack firewood on the tenders from a foot to a foot and a half above the cage; and, provided it be carefully stacked, there would, in his opinion, be no danger of its falling off.
6. I have discussed this matter with the railway officials, and orders have now been issued prohibiting drivers from stacking wood upon the tenders of engines higher than the cage. As a further precaution, arrangements will be made to add 18 inches to the height of the cage at the back of the tenders of wood-burning engines. It is hoped that these precautions will guard against the recurrence of a similar accident.
7. The trucks which were derailed were loaded with grain, and before nightfall most of the sound bags had been removed to the Kondipooram station. During the night the grain which had been left on the ground in charge of Prosecuting Inspector Wells was carried off, partly by the Company's coolies employed in the neighbourhood, and partly by the neighbouring villagers, who appear to have been in a state bordering on starvation. The coolies were prosecuted for theft; and have been sentenced, seven to rigorous imprisonment for six months and a fine of Rupees 50 each, and three to rigorous imprisonment for two months and a fine of Rupees 5 each. The conduct of Inspector Wells, in leaving the spot, appears to require explanation, and the attention of the Agent has been drawn to it.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 20th November 1876, No. 1,185.

In continuation of my endorsement No. 1,113, dated the 6th instant, I have the honor to send you herewith, for submission to Government, a report by the Acting Chief Engineer with reference to the unfortunate accident at the 201st mile 8th telegraph post, North-west Line, on the 6th instant.

2. I also submit a copy of a letter from the Traffic Manager, No. G 80,221/2,272, of the 16th instant, which gave cover to a report from Mr. Hill, the Assistant Traffic Manager, stationed at Cuddapah, furnishing particulars of the goods which were lost, and the claims made upon the Company by the owners of the goods.

3. I have authorized the Traffic Manager to pay the several claims at once, and the result of their settlement, and of the prosecution of the gang maistry and coolies who are alleged to have pilfered the grain, will be reported to Government in due course.

From W. R. ROBINSON, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 13th November 1876, No. 802.

THE Resident Engineer, 2nd Division, North west Line, reports that six high-sided open goods wagons of the 5-40 A.M. special train from Cuddapah to Ghooty, of the 6th instant, got off the line at 201st mile 8th and 9th telegraph posts. Five wagons were entirely smashed, and had to be thrown off the line; one was partly damaged, but was got on the line and taken on to Kondipooram, the axle having been bent another was substituted.

2. The accident was caused by a log of wood falling off from the tender and getting under the wheels of the wagons. The wagons were drawn to a distance of about half a telegraph post from the spot where they first got off before the train came to a stand.

3. The watchman had gone over the length and the permanent-way was in good order before the accident.

4. Damage done to the permanent-way was as follows:—

19 Tie-bars broken.

16 Pot-sleepers do.

1 Rail bent.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 13th November 1876, No. G 84,221/2,272.

Accident at 201st mile 8th telegraph post, North-west Line.

In continuation of my No. 0/2,236, dated 10th instant, I beg to enclose a further report from Mr. Hill, and with your approval propose to pay the claims at once.

2. The conduct of the gang maistries and coolies appears highly reprehensible.

From C. HILL, Esq., Assistant Traffic Manager, to H. E. CHURCH, Esq., Traffic Manager of the Madras Railway Company, dated Cuddapah, 15th November 1876, No. 10,394.

Accident at 201st mile 8th telegraph post.

In continuation of my No. T. M. 10,394 of 8th instant, I now beg to send you particulars of the goods lost in the accident together with letters (three) from the merchants who owned the goods in which they state the amount they claim from the Company.

The following is a list of the lost bags:—

Invoice.	Name.	Articles.	Value or Claim.
			RS. A. P.
264	Naga Chetty	9 Bags rice	445 3 0
		7 " Gram	
		8 " Oil seeds	
		4 " Jaggery	
		7 " Green gram	
1,368	Ramannah, (Budda Reddy)	7 " Raggy	99 1 10
		1 " Cholum	
642	Voobria	1 " Raggy	19 3 6
		7 " Rice	
		1 " Bengal gram	563 8 4
		1 " Green gram	
		53	

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

The loss is very heavy, but the vehicles were so completely smashed up that the fifty-three bags were all in pieces and thrown all over the line; a great deal of the grain was lost in the ballast, but a good deal was, I regret to say, stolen by the gang maistry and coolies and men put in charge of the wreck for the night.

I took down with me by train Mr. Williams and eight Porters to secure all the goods I could, and Prosecuting Inspector Wells to take charge of everything and to arrange for the safe watching. I remained until about 5 p.m., and when I left most of the sound bags had been loaded and the rest were being loaded. Mr. Williams took them to Kondipooram and delivered them to the Station Master. I had placed Wells in charge of all the property that could not be removed. He said he would take steps to see that all was safe and would stop himself.

On the following morning I went down again to the scene of the accident, and Wells, who it appears came back to Cuddapah by the mail, travelled back by the same train. When I alighted I found that all the place had been carefully swept up and the grain secured, but unfortunately not by the Company. A path had been made through the aloe fence and planks put for people to walk over, and outside the fence and about the field there were about seventy old men, women, and children busily sifting the ballast to get the grain. The poor people appeared not to know that they were doing wrong, and brought back all they had taken away. The poor things all looked half starved and set up a most dismal howl when they had to leave the little grain they had secured. I felt very much inclined to let them keep it as it was of hardly any good to the Company, but I thought that it might lead them to look forward to another accident, and perhaps even to help to cause one for the sake of another meal when they are a little more starved. There were two gangs of line coolies working close on the spot who, instead of protecting the property, appear to have begun the loot; the police on searching their houses discovered nine with stolen grain, one maistry had as much as about eighty measures, they have been all arrested and will be charged before a Magistrate. There are eight bags of mixed sweepings in my office, which I keep for your orders as to disposal, they will be worth very little.

All the sound bags have been delivered. A merchant named Kondiah, who lost forty-three bags, came to say that the Company wanted him to pay railway carriage for the full consignment when they could only deliver less than half. I therefore ordered the Station Master to reweigh the forty-two bags and to collect charges only for them, and send in an overcharge sheet for the remainder.

Mr. Park, the Deputy Locomotive Superintendent, has been up at Kondipooram to make an inquiry; he has seen the piece of firewood that I believe caused the accident, and has asked me to send it to you for inspection of Locomotive Superintendent, and says he will explain when he returns to Madras. I therefore send it by 9-5 A.M. train to-morrow to your address.

I would suggest an early settlement of the claims, as the merchants are not rich men, and feel the loss of the grain in these hard times very much.

From BUDDA REDDY, to C. HILL, Esq., Assistant Traffic Manager, dated Cuddapah, 11th November 1876.

I, your most humble servant, Budda Reddy, respectfully beg to bring the following lines, trusting you will take this into your kind consideration and have the amount refunded to me early.

I despatched, from Cuddapah, on the 6th instant, to Kondipooram ninety-eight bags containing grain, but on receipt of these at Kondipooram I found eight bags missing, out of which seven bags rice, each containing sixty measures that amounts to 420 measures, and one bag raggy containing sixty measures. The cost of rice is Rupees 88-6-6, at the rate of 4½ measures per Rupee, and the raggy Rupees 10-6-0, at the rate of 5½ measures per Rupee.

The above rates are quite correct, and I have paid so in Cuddapah; moreover, I have paid 8 Pies per bag to bring them to the station, that is 5 Annas 4 Pies.

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

Particulars.	Rs.	A.	P.
Rice, 420 measures, at the rate of 4½ measures per Rupee ...	88	6	6
Raggy, 60 measures, at the rate of 5½ per Rupee ...	10	6	0
Bandy hire from Cuddapah to station ...	0	5	4
Total ...	99	1	10

I shall highly feel thankful to you in having this amount refunded to me early.

From OBIL REDDY, to C. HILL, Esq., Assistant Traffic Manager, dated Cuddapah, 12th November 1876.

I, HUMBLE servant Obil Reddy, beg to bring the following lines to your kind notice, that is, on the 4th instant I despatched from Cuddapah twenty bags of grain to Kondipooram, on receipt of them at Kondipooram I found two missing, one containing Bengal gram and another green gram; the cost of Bengal gram for the bag (containing sixty measures) Rupees 9-3-6, and for green gram (bag containing sixty measures) Rupees 10, at the rate of six per Rupee, amounting to Rupees 19-3-6, and beg your honor to have the above amount refunded to me for which act of kindness I shall feel thankful.

From NAGGE CHETTY, to C. HILL, Esq., Assistant Traffic Manager, dated Cuddapah, 13th November 1876.

I, your humble servant Nagge Chetty, most respectfully bring the following lines to your kind notice, trusting you will look into my miserable state and do what is needful.

On the 6th instant, a consignment of eighty-five bags was sent to me from Cuddapah to Kondipooram on receipt No. 180, but only received forty-two bags, found forty-three missing (nine bags rice, seven bags Bengal gram, eight bags oil seeds, four bags jaggery, seven bags green gram, seven bags raggy, one bag cholum) and most respectfully beg you to have the cost of these refunded to me in your earlier convenience, for which act of kindness I shall ever feel thankful. The cost of them as follows:—

Nine bags rice, each containing 60 measures, that is 540 measures, at the rate of 4½ measures per Rupee ...	Rs.	A.	P.
...	103	10	10
Seven bags Bengal, each containing 60 measures, that is 420 measures, at the rate of 6½ measures per Rupee ...	64	9	8
Eight bags oil seeds, containing 60 measures each, that is 480 measures, at the rate of 7 measures per Rupee ...	68	9	6
Seven bags green gram, each containing 60 measures, that is 420 measures, at the rate of 6½ measures per Rupee ...	64	9	8
Four bags jaggery, one containing 9 maunds, the other three 8 maunds each, amounting to 33 maunds, at the rate of 1 Rupee 8 Annas per maund ...	49	8	0
Seven bags raggy, each containing 60 measures, that is 420 measures, at the rate of 5½ measures per Rupee ...	73	0	8
One bag cholum, containing 60 measures, at the rate of 5½ measures per Rupee ...	10	6	8
	434	7	0
Forty-three gunny bags at the rate of 4 Annas each...	10	12	0
Total ...	445	3	0

P. S.—Up to this time I have not received the remaining forty-two bags, which is yet in the possession of the Company, as the Station Master of Kondipooram desires me to pay the trainage for the consignment of eighty-five bags; therefore I beg your honor to order him to give me the bags, taking only the charge for those.

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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, 30th November 1876, No. 1,244.

With reference to your letter of the 22nd instant, No. 1,242, I have the honor to forward herewith, for submission to Government, copy of a letter from the Locomotive Superintendent,

No. 2, dated 22nd November 1876.

with which he encloses a report* from Mr. Park, the Deputy Locomotive Superintendent, as to

the result of the investigation made by him in conjunction with Mr. Hill, the Assistant Traffic Manager, of the circumstances attending the unfortunate accident at the 201st mile 8th and 9th telegraph posts, North-west Line, on the 6th instant, when six wagons attached to a special goods train from Cuddapah to Ghooty were derailed.

2. I also enclose a copy of the evidence taken by Messrs. Park and Hill, from which it will be observed that a line watchman deposes to having seen a log of wood fall from the tender of the engine attached to the special train as the train approached him, and that immediately after the piece of wood fell the accident happened.

3. The evidence of the driver, the two firemen, and of the guard of the train is immaterial, as they were ignorant of the fact that any wood had fallen off the tender and they were not in a position to account for the accident.

4. The wood on the tender is said to have been stacked about 1 foot above the cage, and the Locomotive Superintendent states that a calculation based on the quantity of wood known to have been put on the tender corroborates this, and that it was probably less than 1 foot above the cage. Mr. Trevithick adds, "It is quite usual to stack firewood on the tenders from a foot to a foot and a half above the cage, and provided it be carefully stacked there would be no danger of its falling off.

5. There can, I think, be no doubt that the accident was occasioned by a piece of wood which fell off the tender on to the rails, and, in order as far as possible to guard against the recurrence of a similar accident, I have instructed the Locomotive Superintendent to issue orders at once prohibiting drivers from stacking wood upon the tenders of engines higher than the cage, and, as a further precaution, arrangements will be made to add 18 inches to the height of the cage at the back of the tenders of wood-burning engines.

6. With regard to the damage to rolling stock :—

The engine sustained no damage, but the wood work of five open goods wagons was completely destroyed, and one open goods wagon was badly shaken, and head stock split.

From D. PARK, Esq., Deputy Locomotive Superintendent, to F. H. TREVITHICK, Esq., Locomotive Superintendent of the Madras Railway, dated Perambore, 22nd November 1876, No. 2.

Accident at 201st mile 8th telegraph post and 201st mile 9th telegraph post, on 6th instant.

I BEG to report that I have made a further investigation into the case, and regret to find that the accident has no doubt purely originated from a log of wood falling off the tender of the engine working the train, and which was found afterwards in the aloe fence.

2. I have examined the log of wood produced, and it is of the same kind we use on our engines. On the wood there were marks of it having been resting on a rail, and also marks of a wagon wheel having passed over it. How the wood fell from the tender has not been substantially proved. The only witness who pretends to have seen the wood fall is the line watchman. He states that it fell from the back of the tender previous to the accident. Now, judging from the wood produced, I am of opinion that it has fallen from the side of the tender. Its peculiar shape and weight falling in a vertical way would, I think, have a tendency of dropping towards the rails.

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

3. With reference to the accusation brought against the second fireman of having been seen throwing the said piece of wood into the aloe fence, has not been clearly proved; assuming that he did do so, would not affect the question of derailment, as the evidence on that point shows that it was thrown after the accident, you will therefore observe that the accusation brought forward was of no importance.

4. To avert similar cases in future, I beg to suggest that a circular be issued to Locomotive Foremen limiting the height of stacking wood on tenders, and, on no account, allow wood to overhang the sides of tenders.

DRIVER SHALLER.

Engine No. 32, accident at 201st mile 8th telegraph post and 201st mile 9th telegraph post, 6th instant.

Q.—On leaving Cuddapah what load had you?

A.—Full load, viz., 18 wagons and 2 brake-vans.

Q.—How much wood did you take from there?

A.—16,000 lbs.

Q.—Did you start at right time?

A.—Yes, right time.

Q.—Did you keep time on the road?

A.—Yes, all the way.

Q.—On arriving at 201st mile 8th telegraph post what speed were you going?

A.—About 15 to 20 miles per hour.

Q.—Is the line level at this point?

A.—No. There is a gradient of 1 in 229.

Q.—Where did your coupling break?

A.—At 201st mile 7th and 8th telegraph posts.

Q.—What distance did you go after the coupling broke?

A.—About 100 yards.

Q.—How much fire-wood had you on your tender at the time of accident?

A.—A little over half tender full.

Q.—What height would your stack be above the wood rails with that amount?

A.—About 20 inches.

Q.—Did the wood project over the side of tender?

A.—No.

Q.—Did you notice any wood fall from the tender?

A.—No.

Q.—Which side were you standing on the engine?

A.—Left side.

Q.—What did you do when the accident occurred?

A.—I stopped as soon as possible and came back to the train where the wagons were off.

Q.—What did you do then?

A.—I and the Guard went round the train to find out the cause.

Q.—Did you find any thing?

A.—No.

Q.—Previous to the accident did you notice any one standing near the line?

A.—No.

Q.—Did you see any one after the accident?

A.—Yes, there were many persons standing on the bank outside of the fence.

Q.—Which side of the line?

A.—Right side.

Q.—Is there a village close to the line?

A.—Yes.

- Q.—Did your fireman remain at the front end of train until your return?
A.—No. I am informed a watchman relieved him of the red flag and told him to go to the train.
- Q.—How far was the fireman placed at the front of the train?
A.—About 1,000 yards.
- Q.—On leaving for Kondipooram who did you have in charge of the train?
A.—The chief guard and my second fireman.
- Q.—Before leaving for Kondipooram did you find the cause of the accident?
A.—No.
- Q.—Was any thing found to have probably caused the accident?
A.—No.
- Q.—On your return from Kondipooram what did you do?
A.—I made another search with the chief guard.
- Q.—Did you find any thing then?
A.—No.
- Q.—Were you present when the log of wood was found by the watchman?
A.—No.
- Q.—When did you first see the log of wood?
A.—When it was brought to Mr. Hill.
- Q.—Where was the log of wood found?
A.—In the aloe fence.
- Q.—Behind the train or in front?
A.—At the end of the train.
- Q.—Where was the second fireman standing at the time when the log of wood was found?
A.—On the engine.
- Q.—When did he get on the engine?
A.—As soon as I returned from Kondipooram.
- Q.—Did the guard pass any remarks to you regarding this log of wood?
A.—No.
- Q.—How far was the log of wood when found from the spot where the wagons got derailed?
A.—I cannot say.
- Q.—At which end of the train was the fireman placed in charge?
A.—At the front of the train.

First Fireman Lazarus' evidence.

- Q.—At the time of the accident which side of the engine were you standing?
A.—Right side attending to the brake.
- Q.—How far did the engine go forward after the coupling broke?
A.—About one yard.
- Q.—How far did the wagons run after derailment?
A.—Half the distance between two telegraph posts.
- Q.—How much firewood was on the tender at the time of accident?
A.—Half tenderfull.
- Q.—How high was the wood above the wood rails?
A.—About 1 foot.
- Q.—Where was the second fireman when the wagons got derailed?
A.—He was standing on the foot plate.
- Q.—Did you notice any wood fall from the tender at any time on the journey?
A.—No.
- Q.—On leaving for Kondipooram for assistance where was the second fireman placed in charge of the train?
A.—About two telegraph posts in front of the train.

- Q.—When you returned from Kondipooram where was the second fireman standing?
A.—He was standing alongside of the guard near the broken wagons.
- Q.—When was the log of wood found?
A.—After Mr. Hill and Mr. Rapson came, the watchman showed it to them.
- Q.—Which end of the train was the wood found?
A.—I do not know.
- Q.—Previous to the accident did you notice any one standing on the right side of the line?
A.—No.
- Q.—Did you see any one inside of the fence?
A.—I saw the watchman at the gate.
- Q.—How far from the gate did the accident take place?
A.—About three wagons length.
- Q.—Which side of the line is the gate?
A.—Right side.

Examination of 2nd Fireman, Rungunna.

- Q.—Previous to the accident did you notice any one standing on the line?
A.—No.
- Q.—How much wood was then on the tender at the time of the accident?
A.—About 1 foot above the wood rails.
- Q.—Did you notice any wood fall from the tender at any time on the journey?
A.—No.
- Q.—After the coupling broke, how far did the engine run before stopping?
A.—About 2 or 3 yards.
- Q.—When the engine went to Kondipooram did you go with it?
A.—No. I was left behind by the driver.
- Q.—Where were you placed to guard the train?
A.—Half a mile from the train in front.
- Q.—Did you remain there until the engine returned?
A.—No. The watchman came to relieve me and I went to the guard.
- Q.—What did you do there?
A.—I stopped with him near the smashed wagons.
- Q.—Did you go to the end of the train at any time?
A.—No.
- Q.—Did you find anything lying close to the rails?
A.—I did not find anything.
- Q.—Did you throw a piece of wood away?
A.—No.
- Q.—Did you notice any one throwing anything away from the train?
A.—No.
- Q.—Where were you standing when the piece of wood shown to Mr. Hill was found?
A.—I was on the engine.
- Q.—Who found the wood?
A.—I do not know.
- Q.—When was the wood found?
A.—I do not know.

Examination of Guard D'Silva.

Re accident on 6th instant.

- Q.—When the second fireman was left behind did he protect the train?
A.—He came with me to place the detonating signals on the rail.

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

Q.—Did you notice whether he found anything on the line while with you?
A.—No.

Q.—Was he with you all the time?

A.—No. I sent him to the damaged wagons to watch.

Q.—When was the log of wood said to have caused the derailment found?

A.—The Inspector of permanent-way told me it was found in the aloe fence. I don't know where it was found.

Q.—How long was the fireman away from you?

A.—About three hours at the front end of the train, I was at the rear.

Deraiment on the 6th instant at 201st mile telegraph post and 201st mile 9th telegraph post.

Evidence of Guard A. W. D'Silva.

On approaching the 201st mile 8th telegraph post I got a severe jerk. I immediately looked out of my van and saw a thick cloud of dust at the front portion of the train. The wagons recoiling. I applied the brake and came out of the van to see what was up. On approaching the front portion of the train I found that the five wagons next to engine were off the road and smashed. The sixth wagon partly off. The engine at the time was standing about 10 or 15 yards from the train. The coupling between engine and tender had broken. The driver came to me, and I asked him if he knew how it occurred. He replied that he did not know. I then, with the driver, proceeded back to see if anything had been on the line, but failed to notice anything. I went to my van and made out a telegram for assistance, and gave it to my under-guard, and told him to go on the engine to Kondipooram. I remained on the spot with my train until my divisional officer arrived. After his arrival the Permanent-way Inspector told my train that his watchman had found a log of wood in aloe fence which was shown to him. It was placed on the line where the wagons had mounted, and chips of the said wood was found sticking on one of the pot-sleepers. On seeing this I came to the conclusion that the said wood had been the cause of the accident.

Deraiment on 6th instant at 201st mile 8th telegraph post and 201st mile 9th telegraph post.

The Day Watchman, No. 29.

WHEN the train was approaching within a few telegraph posts I gave the "all right" signal. I also noticed a log of wood fall from the back of the tender of engine on to the rails. immediately I saw the wagons mount one after the other and on being dragged some distance they fell off on either side of the line. I walked towards the train to see what caused the accident, when the driver of the train told me to inform the gangs in front to come up and render assistance. After giving information to my fellow watchman I returned, and while looking about a man from the village informed me that he had seen the fireman of the train throw a log of wood into the fence. I went with him and some other men in search of the log and found it amongst the aloe fence. I gave it to the Permanent-way Inspector.

Evidence of Villager "Challamaja."

SHORTLY after the accident I saw the fireman of the train throw a log of wood over the fence, and afterwards came round the fence where he had thrown the log and picked it up again and threw it into the aloe fence. I informed the watchman of this.

The second fireman says that he was placed by his driver in charge of the train with the guard, and denies having found a log of wood, nor did he throw any into the aloe fence.

Deraiment at 201st mile 8th telegraph post and 201st mile 9th telegraph post, on the 6th instant.

Evidence of Mr. G. Adie, Permanent Way Inspector.

On receiving intimation at Kondipooram of the accident, I immediately proceeded to the spot. I found on arrival that the five wagons next to the engine had been thrown off the line, the sixth wagon partly off. I went for some distance back to see if anything could be noticed to have caused the derailment, and also to notice what damage had been done to the permanent-

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

way. After careful examination I could not discover anything on the line to give me a clue to the accident. When the wagons had been derailed I found the tie-bars and pot-sleepers bent and broken, and one rail very much bent, caused by the derailment of the wagons. Previous to my leaving Kondipooram I asked the driver, who had arrived from the accident for assistance, whether he had gone back at the time of the derailment to find the cause of the accident, and if he had found anything. He replied that he had not gone back to look, but had immediately come away to Kondipooram for assistance.

While rendering assistance, my watchman in charge of that portion of the line brought me a piece of wood which he had found in the aloe fence, and informed me that some of the villagers had seen the fireman of the train throw it over the fence. I showed the said piece of wood to Mr. Hill, the Assistant Traffic Manager, when he arrived, and we plainly noticed the clear impression of a wheel on one side and the rail on the other. There were also some green marks on the wood showing that it had come in contact with the aloe fence. Mr. Hill showed me a spot on the pot-sleeper and key where chips of the wood had been left. From this I firmly believe that the said block must have fallen at this spot when the wagon mounted.

(True Copies.)

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

From F. H. TREVITHICK, Esq., Locomotive Superintendent, to R. B. ELWIN, Esq.,
Agent and Manager of the Madras Railway Company, dated Perambore Works, 27th
November 1876, No. 634.

Deraiment at the 201st mile, North-west Line.

Your endorsement to the Consulting Engineer's letter, No. 1,242, dated 22nd November 1876.

The circumstances attending this accident have been investigated on the spot by the Deputy Locomotive Superintendent, Mr. Park, in conjunction with Mr. Hill, Assistant Traffic Manager; I forward for your information Mr. Park's report, and in reply to the Consulting Engineer's request to be "furnished with the evidence upon which it has been concluded that the accident was due to a piece of wood falling off the tender," I append, in extenso, the evidence taken by Mr. Park.

The facts of the case, concisely stated, appear to be, that a special goods train of eighteen loaded wagons and two brake-vans left Cuddapah for Ghooty at 5-40 A.M. on the 6th instant, and proceeded at the usual speed, and to its appointed schedule time as far as the 201st mile 8th telegraph post near Kondipooram, when both enginemen and guards were startled by a violent jerk caused by the sudden derailment of six wagons in the front part of the train next the engine; three of the wagons were turned upside down, and five out of the six completely broken up.

The train was travelling at the time up an incline of 1 in 229 at a speed of between 15 and 20 miles an hour, when it is supposed that a piece of firewood fell off the tender and upon the rails, and that the first wagon was by it thrown off the rails. The coupling between this wagon and the tender parted, and no damage was done to the engine.

A line watchman deposes to having seen a piece of wood fall from the tender as the train approached him; he states that immediately after the piece of wood fell the accident happened.

A hard, knotty piece of wood, apparently a piece of firewood, was found in the railway aloe hedge adjacent to the spot where the train came to a stand. This piece of wood bears marks or indentations, such as might have been caused by the simultaneous pressure of the rail on one side, and the wheel tyre on the other, while a wagon ran over it; there were also marks on a key and pot-sleeper near the spot where the wagons left the rails which "corresponded" with marks on the piece of wood found.

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

It is said that one of the fireman had been seen by a villager to throw this piece of wood into the aloe hedge after the accident, but there is no direct evidence to show this, and even if the fireman had thrown it away that act does not bear importantly on the case.

The wood on the tender is said to have been stacked about 1 foot high above the cage, and a calculation based on the quantity of wood known to have been put on the tender corroborates this; it was probably less than 1 foot above the cage.

It is quite usual to stack firewood on the tenders from a foot to a foot and a half above the cage, and provided it be carefully stacked there would be no danger of its falling off.

Damage to rolling stock.—The woodwork of five open goods wagons completely broken up, and one open goods wagon badly shaken with headstock split.

In order to guard against the recurrence of a similar accident, the attention of the Locomotive Foremen has been directed to this accident, and they have been instructed to caution drivers not to stack wood on their tenders higher than 18 inches above the cage, and to be careful to see that their wood is solidly packed in such a way that no loose pieces could be displaced by the jolting of the tender.

I propose also, as the tenders come in for repairs, to add 18 inches to the height of the cage at the back end.

From Mr. R. ROSS, Superintendent of Watchmen, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 29th November 1876, No. 2,223.

I beg to report, for your information, that the under-mentioned persons were on the 24th instant prosecuted before the Second-class Magistrate of Jummalmudgoo under Sections 381 and 379 of the Indian Penal Code, for having on the 6th and 7th instant stolen grain, &c., on the North-west Line at 201st mile 8th and 9th telegraph posts, where the 5-40 A.M. special train from Cuddapah to Ghooty met with an accident.

They were found guilty and sentenced as follows:—

Gang coolies Ramasawmy, Dasapah, Kristadoo, Unkalleegadoo, section maistry Chenganee, gang maistry Nursimooloo and gang cooly Soobbadoo were sentenced to six months' rigorous imprisonment and a fine of Rupees 50 each; in default of payment of the fine to be further imprisoned for a month and a half. Gang coolies Obegadoo, Gooroovegadoo, and a female named Nagee were sentenced to two months' rigorous imprisonment with a fine of Rupees 5 each; in default to be further imprisoned for a month and half.

On the recovery of the fines imposed on the prisoners Rupees 300 will be given to the Company as compensation.

The Prosecuting Inspector forwarded to the Assistant Traffic Manager, Cuddapah, 194 measures of mixed grain, and thirty-four measures of rice which were recovered from the prisoners.

No. 1,242.

To the Consulting Engineer for Railways for information in continuation of my letter of the 20th instant, No. 1,185.

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

30th November 1876.

No. 381.

ORDER THEREON, 15th December 1876, No. 3,434.

RAILWAY, No. 42-A.

THE derailment of the wagons referred to in this correspondence has been clearly traced to a piece of fire-

*Proceedings of the Madras Government, Public Works Department,
15th December 1876. No. 3,434.*

wood falling on the rails from the tender of the engine. The measures ordered to be taken to prevent the recurrence of a similar accident appear to be sufficient.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

N^o 2223

S.P. 29
Madras Railway Company
Police Department
Madras 29 November 1876

To

The Agent and Manager
Madras Railway

Dear Sir,

I beg to report for your information that the undermentioned persons were on the 24th instant prosecuted before the 2nd class Magistrate of Jummulmudgoos under Sections 381 and 379 of the Indian Penal Code for having on the 6th and 7th instant stolen grain &c on the North West line at $\frac{201}{849}$ mile where the 5-40 a.m. special train from buddapah to Gooty met with an accident -

They were found guilty and sentenced as follows:

Gang boodies. Ramasawmy, Dasapah, Kristados, Unkallegadoo, Section Maistry bhengane, Gang Maistry Kursimooloo, and Gang boody Soobadoo were sentenced to 6 months rigorous imprisonment and a fine of R^s (50) fifty each; in default of payment of the fine to be further imprisoned for a month and half. Gang boodies Obegadoo, Gooroovegadoo and a female named Nagee were sentenced to 2 months rigorous imprisonment with a fine of R^s (5) five each; in default to be

Evidence of Witness "Challamaj"

Shortly after the accident I saw the fireman of the train throw a log of wood over the fence and afterwards came round the fence where he had thrown the log and picked it up again and threw it into the aloe fence. I informed the watchman of this.

The 2^d. Fireman says that he was placed by his Driver in charge of the train with the pump and driver having found a log of wood nor did he throw any into the aloe fence.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date

187

Recd.

No.

Derailement at 201 and 201
on the 6th instant 8 9

Evidence of Mr. C. Schie P. W. Inspector.

On receiving intimation at Condapooram of the accident I immediately proceeded to the spot. I found on arrival that the 5 wagons next to the Engine had been thrown off the line, the sixth wagon partly off. I went for some distance back to see if any thing could be noticed to have caused the derailment and also to notice what damage had been done to the Permanent way. After careful examination I could not discover any thing on the line to give me a clue to the accident. When the wagons had been derailed I found the tie bars and pot sleepers bent and broken and one rail very much bent caused by the derailment of the wagons. Previous to my leaving Condapooram I asked the Driver, who had arrived from the accident for assistance, whether he had gone back at the time of the derailment to find the cause of the accident and if he had found any thing. He replied that he had not gone back to look, but had immediately come away to Condapooram for assistance.

While rendering assistance my watchman in charge of that portion of the line brought me a piece of wood which he had found in the alow fence, and informed me that some of the Villagers had seen the fireman of the train throw it over the fence. I showed the

said piece of wood to Mr Hill, the Assistant
Traffic Manager, when he arrived, and we
plainly noticed the clear impression of a
wheel on one side and the nail on the other.
there were also some green marks on the
wood showing that it had come in contact
with the axle. Mr Hill showed me
a spot on the foot-keeper and key where
chips of the wood had been left. From this
I firmly believed that the said block
must have fallen at this spot when the
wagon mounted.

1 True Copy

A. B. Lawrence
Agent & Manager

No. 1244

S.P. 14

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 30th November 1876.

From

A. B. Edwin Esq.
Agent and Manager. M. R. Co.

To

Mr J. Hill New Stewart, R.E.
Consulting Engineer for Railways.

Sir,

With reference to your letter of the
22nd instant at 1242, I have the honour to forward
herewith for submission to Government, copy of
a letter from the Locomotive Superintendent,
with which he encloses a report from Mr. Park
the Deputy Locomotive Superintendent as to the
result of the investigation made by him in
conjunction with Mr. Hill the Assistant
Traffic Manager, of the circumstances attending
the unfortunate accident at the $\frac{2.11}{8+9 \text{ P.M.}}$ mile
North West Line on the 6th instant when 6 wagons
attached to a special goods train from
Cuddalore to Gooty, were derailed.

2. I also enclose a copy of the evidence
taken by Messrs. Park and Hill from which
it will be observed that a Line Watchman
deposes to having seen a log of wood fall
from the Tender of the Engine attached to the
special train, as the train approached him,

2 dated
22nd Nov 1876.

and that immediately after the piece of wood fell, the accident happened.

3. The evidence of the Driver, the two firemen, and of the Guard of the train is immaterial, as they were ignorant of the fact that any wood had fallen off the tender, and they were not in a position to account for the accident.

4. The wood on the Tender is said to have been stacked about one foot above the cage and the Locomotive Superintendent states that a calculation based on the quantity of wood known to have been put on the Tender corroborates this, and that it was probably less than one foot above the cage. Mr. Trevithick adds: "It is quite usual to stack firewood on the Tenders from a foot to a foot and a half above the cage and provided it be carefully stacked, there would be no danger of its falling off."

5. There can I think be no doubt that the accident was occasioned by a piece of wood which fell off the Tender on to the rails, and in order as far as possible to guard against the recurrence of a similar accident I have instructed the Locomotive Superintendent to issue orders at once prohibiting Drivers from stacking wood upon the Tenders of Engines higher than the cage, and as a

further precaution, arrangements will be made to add 18 inches to the height of the cage at the back of the Tenders of wood burning Engines.

b. With regard to the damage to rolling stock.

The Engines sustained no damage, but the wood work of five (5) open goods wagons was completely destroyed, and one (1) open goods wagon was badly shaken, and head stock split.

I have the honour to be,
Sir,

Your most obedient servant

J. H. W. M.

Agent and Manager.

at the ...

P.W.D.

9DEC76

No. 2

To

The Consulting Engineer

for Railways.

From

MADRAS RAILWAY.

Date 21st Dec 1876

Recd.

1. Dec: M.

1876

1) Starting the ...
the ...
in ...
the ...
21st Dec 1876
the 6th instant

96-15 Dec 76 3434

No. 1185

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 20 November 1876.

From

Robert B. Swinburn Esq.
Agent and Manager. M. P. Co.

To

Lt. Colonel J. H. M. Shaw Stewart Esq.
Consulting Engineer for Railways.

Sir,

In continuation of my
endorsement N° 113 dated the 6th instant
I have the honour to send you herewith
for submission to Government a report
by the Acting Chief Engineer with
reference to the unfortunate accident
at the 20th North West Line on the 6th
instant.

2. I also submit a copy of a letter
from the Traffic Manager No. 80221
of the 16th instant which gives cover to a
report from Mr. Hill the Assistant
Traffic Manager stationed at Buddapah
furnishing particulars of the goods which
were lost, and the claims made upon
the company by the owners of the
goods.

31 8
3. I have authorised the Traffic
Manager to pay the several claims at
once, and the result of their settlement,
and of the prosecutions of the Gang Maistry
and coolies who are alleged to have
pilfered the grain will be reported
to Government in due course.

I have the honour to be,
Sir,

Your most obedient Servant

A. H. White

Agent & Manager

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, *14 December* 1876.

No.

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,

In continuation
of this office endorsement
N^o 543 dated 7th November
1876, I have the honour to
lay before Government the
accompanying papers received
from the Agent of the
Madras Railway regarding
the accident which occurred
on the 6th November 1876,
between the Moodanar and
Kondipacrum stations, at
20¹/₂ mile North-West line;
when six wagons attached

From Agent N^o 485 dated 20th November 1876 with enclosure.

N^o 1244 dated 30th November 1876 with enclosure.

Endorsement the accident which occurred on the 6th November 1876, N^o 1242 dated 30th November 1876.

P.W.D.

9DEC76

N^o *2352*

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated *21. 11. 1876*
Recd. *21. 11. 1876*

*Forwarding further
to the undersigned
at the 20th of Nov. 1876
on the 8th instant.*

Mud. 24. 12. 1876

QC 15th December 76 N^o 3434

to a special goods train running from Cuddalore to Gooty were derailed.

The engine sustained no damage; but the wood-works of five open goods wagons was completely destroyed, and one open goods wagon was badly shaken, its head-stock being split.

2. An investigation into the circumstances connected with the accident was held on the spot by the Deputy Locomotive Superintendent and the Assistant Traffic Manager of the Division. The evidence taken during the investigation is given at length in the enclosed papers.

papers. Reports upon the subject from the Locomotive and Traffic Departments are also forwarded.

3. The only conclusion that can be arrived at, after careful perusal of the several papers, is that the derailment was occasioned by a piece of wood which is said to have fallen off from the tender onto the rails. Of this there seems no doubt. A line watchman deposed to have seen a log of wood fall from the tender of the engine immediately before the accident happened. The Deputy Locomotive Superintendent examined a log of wood which was found after the accident in the allee fence, and

and states that it is of the kind in use on engines; that on the wood were marks of it having been resting on a rail, and also marks of wagon wheels having passed over it.

4. The Assistant Traffic Manager and the Permanent Way Inspector also examined the wood, and noticed the "clear impression" of a wheel on one side and the "rail on the other". On the flat sleeper and key where the derailment occurred they saw a spot where chips of wood had been left.

5. The wood on the tender is said to have been stacked about one foot above the

the cage. The Locomotive Superintendent states that it is usual to stack firewood on the tenders from a foot to a foot and a half above the cage; and, provided it be carefully stacked, there would in his opinion be no danger of its falling off.

6. I have discussed this matter with the Railway Officials, and Orders have now been issued prohibiting drivers from stacking wood upon the tenders of engines higher than the cage. As a further precaution, arrangements will be made to add 18 inches to the height of the cage at the back of the tenders of wood-burning engines. It is hoped that these precautions will guard against the recurrence of a similar

P.W.D.

905076

No. 8050

CG-15 Dec/76 N 3434

CG-11-12-76 N 1112

Substantially
with accident further
reproduction then
late accident
Meredith

Dated
Received

10th
Dec
1876
No. 1006

To

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

From

The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

11/13
N 1113

36 p

Madras Railway
Traffic Manager's Office
Madras 6 November 1876.

The Agent and Manager
My dear Sir,
Accident at $\frac{201}{8}$ mile.

M^r Will telegraphs this morning from
buddapah as follows:-
"8-40 a.m. guard of 5-40 a.m. special
telegraphs from $\frac{201}{8}$ 6 wagons smashed.
assistance required to clear line. I leave
by 9 a.m. and Resident Engineer by 5-45 a.m.
will telegraph you particulars and do
everything that can be done"
Further particulars will be
furnished as soon as received.

Yours faithfully
H. Louis S. Moss
Deputy Traffic Manager.

(True copy)
J. H. Mellis.
for the Agent & Manager
N^o 1113.

The Consulting Engineer for Railways
for information.
6 November 1876.

87476
No. 5086

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 6 November 1876

Recd.

7 Dec
Ctll. No. 1113.

Regarding accident
at the 297 mile on
the A. & S. line.

90 15 Dec/76 No 3434

No. 543

SUBMITTED FOR THE *information* OF GOVERNMENT.

2 Further particulars will follow.

C. J. Smith Major
R.E.,

CONSULTING ENGINEER'S OFFICE,
Madras, *7 Nov* 1876. *for* Consq. Engineer for Railways.

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

8W76

No 3434

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 15th Decr. 1876.

Read the following:—

From
The Consig. Engineer
for Railways
to the Secy. to Govt. (H.O. No. 5137) 7th Decr. 1876
(to be 8th Decr. 1876)

The derailment
of the wagons referred
to in this correspondence
has been clearly traced
to a piece of firewood
falling on the rails
from the tender of the
engine. The measures
ordered to be taken
to prevent the recurrence
of a similar accident
appear to be sufficient

Consulting Engineer
for Rps: Decr 22 4-1-77

28/12

P.W.D.
RAILWAY DEPARTMENT.

No. 3080

From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 7th Decr 1876.
Received

No. 523
ENCLOSURES.

Report on
accident on P.W.D.
on 6th Decr 1876

12380

Cir: 11-12-76.

546/52
29/31

Gobt. of 1876 Madras.
PUBLIC WORKS.

To *The Comd^g Eng^g for W^o*

Dated

Issued

Recd.

Encl.

G. O. 15th Nov^r 1876, No. 3431

Nos. 380/81

*Accident in rail road
between the Mor. Lancoo
and Kottamur station
N. W. line, Madras Ry.
Please report in correspon-
-dence regarding in —*

12380/81

Cont. no. 123