

(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.	3519	Press	Original
B.P. No.		Mis.	
Dated	22. 12.	195	1876

Not to be folded or roughly handled

No. 538. 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, 18th December 1876, No. 624:—

I HAVE the honor to lay before Government the accompanying papers received from the Agent of the Madras Railway, regarding a collision which occurred at Tiruputty station on the 14th November 1876. At 7 P.M. on that day the engine which brought the 4-45 P.M. special train from Arcunum, having uncoupled from its train and while on its way to the engine-shed, came into collision with another engine which was on its way from the shed to take the same train on from Tiruputty to Cuddapah.

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

3. The particulars of the accident can be readily understood by reference to the rough diagram of the Tiruputty station-yard herewith enclosed.

4. It was usual for the incoming engine to make for the engine-shed by backing on to line No. 2 at No. 8 points; but on this occasion, as the engine had to take another train shortly after its arrival, the driver preferred to go to the north end of the shed instead of the south end. To do this he had to back at No. 11 points, instead of at No. 8. While on his way he inquired of No. 8 pointsman if the road was clear, and was told that it was; but his slight departure from the usual routine was apparently not understood by No. 11 pointsman, who, taking it for granted that the incoming engine would as usual back at No. 8 points, allowed the outgoing engine to pass No. 11 points too soon, and the two engines came into collision. It is probable that the collision would have been avoided if, according to rule, a signal light had been attached to the back of the tender of the outgoing engine.

5. The damage sustained was buffer beam of the outgoing engine destroyed, and the steam chest cover and one valve-spindle broken. The cost of the damage is estimated at Rupees 100, and it has been arranged to recover half this amount from the driver.

6. The conduct of the pointsmen is under investigation.

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, 16th November 1876, No. 1,158.

I HAVE the honor to report, for the information of His Grace the Governor in Council, that a collision between two engines took place at Tiruputty on the evening of the 14th instant.

2. The facts of the case, so far as they have been ascertained, are described by the Locomotive Superintendent in his letter of the 15th instant, No. 605, a copy of which is enclosed.

3. I have requested the Locomotive Superintendent to have an inquiry held on the ground in the presence of the traffic officer of the division.

Proceedings of the Madras Government, Public Works Department
22nd December 1876. No. 3,519.

From F. H. TREVITHICK, Esq., Locomotive Superintendent, Madras Railway, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore, 15th November 1876, No. 605.

Collision.

I regret to report, for your information, a collision which took place at Tiruputty at 7-30 P.M. yesterday evening.

The engine of 4-45 P.M. special from Arcunum to Cuddapah, having detached from its train at Tiruputty, was proceeding to the engine-shed at the same time that the engine which was to take the same train on from Tiruputty to Cuddapah was coming out of the shed to attach to the train, when both came into collision on the main line.

I have not yet any very exact details of the occurrence, but the Locomotive Foreman reports that the driver of the outgoing engine was called from the shed by the porter; meanwhile, the incoming engine, having detached from its train, was proceeding to the shed, and when at the outermost points, which had previously been passed by the outgoing engine, the driver of the incoming engine asked the pointsman where the other engine was, and was told that she was standing beyond the points.

The incoming engine then proceeded over the points and came into collision with the outgoing engine which was backing down on to its train at the same time.

The driver of the outgoing engine reports that the pointsman gave him a green signal which caused him to back.

The damage done to No. 32 engine was buffer-plank and buffers destroyed, drag hook driven through steam chest cover, and valve-spindle bent.

No. 84 engine, one tender buffer broken off, and tank very slightly damaged.

The outgoing engine was able to take its train, but the incoming one was quite disabled.

Materials have, however, been sent from Perambore, and the engine will fit for service again in twenty-four hours.

From the same Officer, dated Perambore, 18th November 1876, No. 611.

Your No. 4,018.—Collision at Tiruputty.

An investigation into the causes which led to this accident has been made at Tiruputty by Mr. Park in conjunction with Mr. Hill, but as neither of the drivers concerned was present I have arranged for a further inquiry. It requires some scheming in these times to get two given drivers together at one time and place without impeding the traffic arrangements.

The fundamental cause of the accident seems to have been a misunderstanding among the pointsmen.

A full report shall follow as soon as I am in possession of all the evidence bearing upon the case.

No. 1,180

To the Consulting Engineer for Railways for information, in continuation of my letter No. 1,158 of the 16th instant.

The Consulting Engineer will readily understand the cause of the delay in submitting a full report, as explained by the Locomotive Superintendent in paragraph 1.

MADRAS,

20th November 1876.

(Signed)

R. B. ELWIN,
Agent and Manager.

From D. PARK, Esq., Deputy Locomotive Superintendent, to F. H. TREVITHICK, Esq., Locomotive Superintendent, Madras Railway Company, dated Perambore, 22nd November 1876, No. 1.

Collision at Tiruputty on 14th instant.

As requested by you I have made further inquiry into the case, and from the evidence obtained, I am of opinion that driver Anderson and the pointsman working the north points are at fault; the former in not having his tail lamp lighted at the time, and for backing on the main line without taking the necessary precaution of observing where he was going; the latter for not using his signals properly so as to have prevented driver Anderson from going on the main line before having satisfied himself that the main line was clear of the engine.

Proceedings of the Madras Government, Public Works Department,
22nd December 1876. No. 3,519.

2. On referring to the evidence it appears that driver Campbell of the incoming engine on leaving his train had received a caution signal from No. 8 points, and from the north pointsman to proceed to the north points. She had her head lamp showing a red light, and, in addition to this, a hand-signal held by the shed maistry, "Hessine Sheriff," who was riding on the foot plate at the time.

3. Driver Anderson at the north points, and the north pointsman, evidently not knowing what they were doing, omitted to notice the incoming engine approaching them. They appear both to have been under the impression that the incoming engine was going to back on the No. 2 line from No. 8 points; under that supposition they most injudiciously backed the outgoing engine before the main line was clear. Had the outgoing engine shown a tail light, very probably the accident would not have occurred, but failing to have one the incoming engine did not notice her in time to avert the collision.

COLLISION AT TIRUPUTTY ON 14TH NOVEMBER 1876.—ENGINE No. 32.
Statement of Driver T. Campbell.

I was working the 4-45 P.M. train from Arcunum.

On arrival at Tiruputty I waited until a porter came and unhooked my engine.

I then went a-head going round to the shed line to take water.

I was proceeding towards the north points.

On passing No. 8 points I asked the pointsman where the outgoing engine was.

He said that it was "all right." The main line was clear.

I was then towards the left side of the engine.

I saw the pointsman myself when I asked him the question.

I had "all right" signal to proceed to the north points, No. 11.

The signal was a "green light" at No. 11 points.

The pointsman at No. 8 points gave me a caution signal when passing him.

I did not notice what light No. 8 pointsman had after I passed him.

The north pointsman No. 11 had a green light.

The green light was for me as it was facing me.

It is the usual way to go to the shed to take water and fuel.

I did not see the outgoing engine until he was close on me.

The night maistry was riding on my engine at the time, as also the first fireman.

It is customary for the engine to go to the south end of shed through No. 8 points.

The outgoing engine had no tail lamps.

I was not suspicious that the outgoing engine was standing at the north points.

When I saw the outgoing engine I reversed the lever and opened steam.

It was about the distance of 10 yards when I saw the engine approaching me before reversing my engine lever.

I heard the maistry ask No. 8 pointsman where the outgoing engine was.

He replied that the line was clear.

The first fireman saw the outgoing engine first.

I heard of no signal being shown at No. 8 points towards the north points.

The engines collided opposite the weigh bridge.

I whistled at starting.

I did not stop at No. 8 points, I went slow by.

A green light was exhibited at No. 11 points when I passed No. 8 points.

Examination of Driver Anderson, No. 84 Engine.

On leaving the engine shed at Tiruputty on the — instant I proceeded to the north points.

I got the "all right" signal, or white light, to go there.

I proceeded and stopped at the north points for 5 minutes, when I received a green signal from No. 8 points.

I received the "all right," or white signal, at the north points to back.

Before starting from the north points I thought that the incoming engine was going on the second line, through No. 8 points, as it is usual for engines to run south of locomotive shed from No. 8 points on second line.

The incoming engine was not stopped when I collided with her.
She was running at a speed of 6 miles per hour.
I was running at a speed of 5 miles per hour.
When I was standing at north points there was a danger signal at No. 8 points, but after receiving a caution signal at these points I backed.
The incoming engine was at No. 8 points when I received the caution signal.
I believe she was standing there.
There are no rules for engines to take this direction, but it is usually done to get turned and to come into shed.
While standing at the north points the caution signal was shown at No. 8 points.
There was a danger signal at No. 8 points when I stopped outside of the north points.
I received a caution signal to come back to form train from No. 8 points, this was the only signal.
On backing to form train I saw a danger signal from the incoming engine's head lamp, and I fancied that the incoming engine was going on the second line.
I saw the head lamp of the incoming engine about a distance of 100 yards.
I reversed and gave the engine steam.
I did not stop my engine.
When I first observed the incoming engine it was on the main line in front of me, about a distance of 100 yards north of No. 8 points.
I had no light on my tender, being under the impression that the fireman had the danger signal as usual.
I first saw the incoming engine coming towards me. I was at the time standing on the right side tender.
The fireman was standing at the brake.
The engines collided opposite the weigh bridge.

Examination of First Fireman Mathagam.

Driver Campbell's fireman.

I was working on the 4.45 P.M. train from Arcunum on the 14th instant.
On arrival of the train at Tiruputty a porter came and unhooked the engine.
The engine then proceeded to the north points.
A green signal was exhibited at No. 8 points.
Engine stopped at No. 8 points for the purpose of ascertaining from the pointsman where the outgoing engine was standing.
The driver ascertained this from the pointsman.
The pointsman replied that "the main line was clear, you can go."
The driver then started from the north points.
I did not know where the outgoing engine was standing, but the pointsman said that she was standing beyond the north points.
On passing No. 8 points, pointsman at the north points showed engine No. 32 a "white light."
No. 8 pointsman showed a green light.
The green light was shown before reaching the points.
I do not know what light was shown at No. 8 after passing the points as I was looking after the brake on the opposite side of the engine.
On approaching the north points I saw a white light a-head of me.
It was the pointsman's light.
There were on the engine at the time the driver, the maistry and myself.
We met the outgoing engine about the middle of the goods shed. The outgoing engine had no light.
The incoming engine had a red head light, and the maistry showing the red light with his signal lamp.
I first saw the outgoing engine.

The maistry was standing on the left side of the engine.
The driver was also standing on the left side.
The driver spoke to No. 8 pointsman, and asked him where the outgoing engine was.
The pointsman replied that the main line was clear, you can go.

Examination of First Fireman Ballen, Engine No. 84.

Outgoing Engine.

WHEN leaving the engine shed we proceeded to the north column near the office to take water.

After taking water the porter maistry came to the engine and told me to come to the second line. I told him that the driver was not on the engine.

When the driver came we went to the north points, the pointsman at these points showed a white light.

On our arrival there we stood.

I did not observe any signal against us as I was engaged putting wood in the fire.

I was then standing on the right side.

The engine was standing at the north points for 5 minutes.

I don't know whether the driver received any signal to come back.

I saw no lights exhibited from the north points or towards the station.

A green light was exhibited at No. 8 points. I cannot say whether this was the signal given to the driver to back.

I did not see what signal the driver received to back to his train.

A white light was shown at the north points while we were standing there.

I did not see any red light against us at the north points while we were standing there, but I saw a green light at No. 8 points.

We had no tail light on the tender.

It is not my duty to see that the tail light was lighted, it is the second fireman's duty.

After passing the north points to attach on to the train a white light was shown by the north pointsman.

I did not notice any light exhibited between the engine and station on backing on to the train.

I was standing on the left side of the engine when backing.

We met the incoming engine near the goods shed.

I did not first see the engine, but heard a noise, no! no! from incoming engine.

The outgoing engine was running at a speed of 4 or 5 miles an hour.

On seeing the engine the driver reversed and opened steam.

The engine did not stop.

I was on the left side of engine, no red light was shown at No. 8 points.

The incoming engine had a red head lamp.

I saw the red lamp after the collision.

Examination of Second Fireman, Rungun of No. 84 Engine.

Outgoing Engine.

On leaving the engine shed we proceeded to the water column, and from there to the north points.

The engine stopped at the north points.

On stopping at the points we immediately came back to attach on to the train.

I did not notice what signal the driver received at the north points to back, as I was on the tender handing wood to first fireman.

I did not notice any signal at No. 8 points.

I did not see the incoming engine.

I saw no danger signal on backing.

I did not know that the incoming engine was on the main line.

There was no tail light on the engine tender.

*Proceedings of the Madras Government, Public Works Department,
22nd December 1876. No. 3,519.*

I was on the tender levelling firewood when the engines collided.
The engine did not stop before she collided with No. 32, but was running very slow.

Deposition of No. 8 Pointsman.

Incoming Engine.

When No. 32 engine left the train I gave no signal to the driver.
I was aware of the incoming engine running towards my points.
The driver whistled after coming to my points.
I gave a danger signal to the outgoing engine.
When the incoming engine passed my points I knew the outgoing engine was on the main line, but the exact position I did not know.
It was beyond the north points.
After passing the points Shed Maistry, Homen Sheriff, from the incoming engine, asked me where the outgoing engine was. I replied, on the main line.
I did not see the out-going engine backing on the main line, as it was dark.
I did not see any lights at the north points before the incoming engine passed my points.
The outgoing engine had no lights when standing at the points.

Deposition of Homen Sheriff, Assistant Maistry.

I was on the platform when the 4-45 P.M. engine arrived.
I went to the driver of No. 32 engine, and told him that he was going out with the 8-30 P.M.
The porter having unhooked the engine, the driver left for the shed.
He then received a caution signal from the second line points, No. 8.
A white light was shown at the north points towards the station.
I was on No. 32 engine at the time.
Before passing No. 8 points a caution signal was given to the driver of No. 32 engine, and after passing No. 8 points a danger signal was shown to No. 32 engine towards north points.
The driver on passing No. 8 points did not speak to the pointsman, but told me to ask him where the outgoing engine was standing.
The engine (No. 32) on passing No. 8 points was going at a speed as fast as a man can run, i.e., 5 miles per hour.
The out-going engine was, at the time, about a distance of 15 yards when it was first seen.
No 32 engine did not stop before the two engines collided.
I was looking towards the north points while the engine was proceeding.
I saw the red signal.
On turning round to ask the pointsman where the outgoing engine was, I saw the red signal at the No. 8 points.
The danger signal was on the ground.
There was no other danger signal shown towards the north points than the one exhibited at No. 8 points.
No. 32 engine had a red head-lamp.

Deposition of No. 11 Pointsman.

When the outgoing engine was coming out of shed towards the north points I gave the driver a caution signal.
The engine on clearing the north points from the shed remained about 5 or 6 minutes before backing on to main line, in consequence of No. 8 pointsman exhibiting a danger signal.
I was showing the driver of the outgoing engine a danger signal while he was standing at the north points.
After 5 or 6 minutes the outgoing engine backed on to the main line.
Answer.—(1.) I gave a caution signal for the driver to back.
(2.) No signal was given, but the driver backed on main line against my danger signal.

*Proceedings of the Madras Government, Public Works Department,
22nd December 1876. No. 3,519.*

After passing No. 8 points the incoming engine was on the main line at the goods shed when the outgoing engine passed my danger signal at the north points.
After the driver passed my danger signal I gave all right signal towards the south.
I gave the all right signal, thinking that the engine would go on to the train and attach and start.
I did not endeavour to stop the outgoing engine, as I did not know on what line the incoming engine was.
I made an alarm for engine to stop, and accompanied the engine up to the spot of the collision.

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, 13th December 1876, No. 1,324.

In continuation of my letter of the 16th ultimo, No. 1,158, I have the honor to enclose copy of a letter* from the Locomotive Superintendent, in which he furnishes detailed particulars of the collision that occurred between two engines at the Tiruputty station on the morning of the 14th of November.

- * No. 656, 4th December 1876.
1. I also forward a copy of the evidence taken on the ground by Mr. Park, in conjunction with Mr. Hill, and a copy of Mr. Park's report on the subject.
 2. The collision, you will observe, was caused through the negligence of the driver of one of the engines (which is described in Mr. Trevithick's report as the outgoing engine) in moving without a signal light, which, according to rule, should have been attached to the back of his tender.
 3. The damage sustained by this engine is:—Buffer beam destroyed, and the steam-chest cover and one valve-spindle broken by the blow of the drag-hook which was driven against it when the buffer beam gave way.
 4. The driver of the outgoing engine (Anderson) has been fined half the cost of the damage, viz., Rupees 50, for his negligence, for had his engine been properly protected with a signal light according to rule the accident, Mr. Trevithick remarks, would probably not have happened.
 5. The conduct of the pointsmen is under investigation; it seems quite clear however that the pointsman at the north points did not rightly comprehend the slight change from the ordinary routine which took place on the night of the accident, and I hardly think that it would be fair to punish him, as the driver of the incoming engine did not explain that he desired to go to the north end of the shed instead of to the south end as usual.
 6. With regard to this Mr. Trevithick remarks,
“The cause of the accident is, I think, quite clear. It appears to be customary for the incoming engine to back to the shed at No. 8 points, but as on this occasion the incoming engine was booked to take another train very shortly after his arrival, he wished to go to the north end of the shed instead of the south end as usual, to do which he had to back at the north points instead of at No. 8, and for this reason he asked No. 8 pointsman if the road was clear. But the north pointsman had made up his mind that the incoming engine would back at No. 8 points as usual and allowed the outgoing engine to pass him too soon, and neither pointsman was prepared to show such signals to each other as would provide with certainty for this slight change in the usual routine.
 7. I am of opinion that a severe reprimand will meet the case so far as the pointsmen are concerned.

From F. H. TREVITHICK, Esq., Locomotive Superintendent, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore, 4th December 1876, No. 656.

Collision at Tiruputty.

In continuation of this office letter No. 605, of 15th ultimo, I now forward, for your

*Proceedings of the Madras Government, Public Works Department,
22nd December 1876. No. 3,519.*

information, a detailed report of this occurrence together with the evidence "in extenso" as taken on the spot by Mr. Park, in conjunction with Mr. Hill, and a copy of Mr. Park's report.

2. At 7-30 P.M. on the 14th ultimo, at Tiruputty station, the engine which brought the 4-45 P.M. special train from Arconum having uncoupled from its train, and while on its way to the engine shed, came into collision with another engine which was on its way from the shed to take the same train on from Tiruputty to Cuddapah.

3. In order to make the circumstances clear I append a rough diagram of a portion of Tiruputty station-yard; the engine which brought the 4-45 P.M. special from Arconum to Tiruputty will be referred to as the incoming engine, and the engine which was to take the same train from Tiruputty to Cuddapah will be designated the outgoing engine.

4. The driver of the incoming engine states that his engine was detached from the train in the usual way by a porter, and that on his way to the shed he asked the pointsman at No. 8 points where the outgoing engine was. The pointsman replied that the main line was clear; a green light was also shown at the north points, but when about half way between No. 8 and the north points he observed an engine coming towards him without a light, he immediately reversed his engine, but it was too late to avoid a collision.

5. The driver of the outgoing engine states that on his way from the shed to attach to his train, he was stopped by signal for five minutes outside the north points, then a green signal was shown at No. 8 points and the north pointsman signalled him to back to his train. While backing, in obedience to these signals, he saw the red light of an engine on the same line, and immediately the collision took place although he reversed his engine. He was under the impression that the incoming engine would back as usual on to line No. 2 at No. 8 points. He was moving at the time about 5 or 6 miles an hour. He had no lamp at the back of his tender.

6. The statement of pointsman No. 11 is very contradictory; he twice says both that he did and did not signal the outgoing engine back.

7. The statement of pointsman No. 8 corroborates the driver of the incoming engine, in that he was allowed to pass No. 8 points; he did not see the outgoing engine, nor any lights at the north points.

8. The shed maistry who was riding on the incoming engine states that No. 8 points showed a green light, and allowed them to pass. He saw a red signal at the north points after passing No. 8 points.

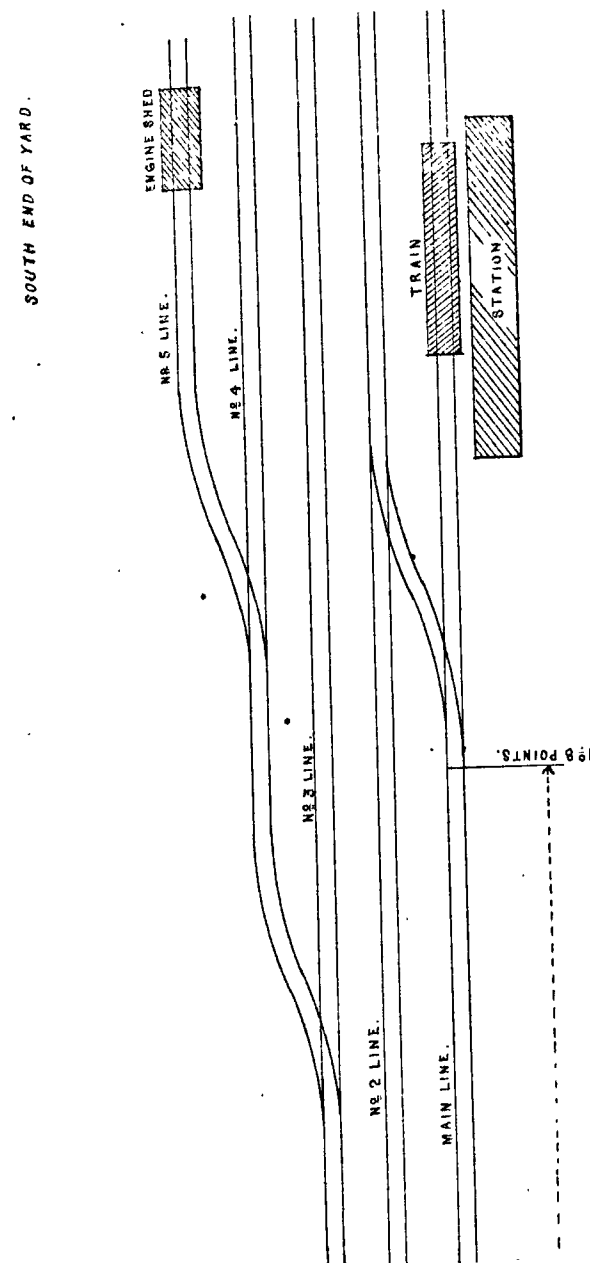
9. The cause of the accident is, I think, quite clear. It appears to be customary for the incoming engine to back to the shed at No. 8 points, but as, on this occasion, the incoming engine was booked to take another train very shortly after his arrival, he wished to go to the north end of the shed instead of the south end as usual, to do which he had to back at the north points instead of at No. 8, and for this reason he asked No. 8 pointsman if the road was clear. But the north pointsman had made up his mind that the incoming engine would back at No. 8 points as usual and allowed the outgoing engine to pass him too soon, and neither pointsman was prepared to show such signals to each other as would provide with certainty for this slight change in the usual routine.

10. The outgoing engine was backing and the driver could not see over his tender, and having received a signal to proceed was not looking out so carefully as he should have; he also expected the incoming engine to back at No. 8 points. He is very much to blame for moving without a head-light, which, according to rule, should in this case have been attached to the back of his tender.

11. Damage caused—buffer beam of the outgoing engine destroyed, and the steam-chest cover and one valve-spindle broken by the blow of the drag-hook driven against it when the buffer beam gave way.

12. I propose to fine the driver of the outgoing engine half the cost of the damage, viz., Rupees 50, for his negligence, for had his head light been in the proper place according to rule the accident would probably not have happened.

TIRUPUTTY STATION YARD



*Proceedings of the Madras Government, Public Works Department,
22nd December 1876. No. 3,519.*

No. 539. ORDER THEREON, 22nd December 1876, No. 3,519.

RAILWAY, No. 51.

THE responsibility for the collision described in these papers has been fixed on the driver of the outgoing engine, the accident being due in great measure to his omission to carry a signal light on the tender of his engine while moving backwards. For this act of carelessness he has been fitly punished by a fine equal to one-half of the cost of the damage.

2. The result of the further investigation into the conduct of the pointsman will be awaited.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, *18th December* 1876.

No. *624*

From
LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To
MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honour to lay
before Government the accompanying
papers received from the Agent of the
Madras Railway regarding a collision
which occurred at Tirupattur station on
the *14th* November 1876. At 7 p.m. on that
day the engine which brought the 4.45
p.m. special train from Arcot, -
having uncoupled from its train and
while on its way to the engine-shed,
came into collision with another engine
which

Letter from Agent M. Ry. No 1158 d/16 Nov/76 with enclosure.

Endorsement No 1180 d/21 Nov/76.

Letter No 1324 dated 13 Dec/76 with enclosure.

which was on its way from the shed
to take the same train on from Linsputty
to Buddapah.

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

3. The particulars of the
accident can be readily understood by
reference to the rough diagram of the
Linsputty station yard herewith enclosed.

4. It was usual for
the incoming engine to arrive for the
engine

8
engine shed by backing on to line
No 2 at No 8 points; but on this occasion
as the engine had to take another

train shortly after its arrival,
the driver preferred to go to the north
end of the shed instead of the south
end. To do this he had to back at

No 11 points, instead of at No 8. While
on his way, he inquired of No 8
pointman if the road was clear,

and was told that it was. But
his slight departure from the usual
routine was apparently not under-
stood by No 11 pointman, who, taking

it for granted that the incoming engine
would as usual back at No 8 points, al-
lowed the outgoing engine to pass No 11
points

points too soon, and the two engines
came into collision. It is probable

that the collision would have been
avoided if, according to rule, a signal
light had been attached to the back
of the tender of the outgoing engine.

The damage sustained
was, - buffer beam of the outgoing en-
gine destroyed, and the steam chest
cover and one valve spindle broken.

The cost of the damage is estimated at
£100, and it has been arranged to
recover half this amount from the driver.

The conduct of the
pointsmen is under investigation.

I have the honour to be
Sir most obedt Servt.

Wm. Llewellyn Llewellyn
Genl. Engineer for Railways.

P.W.D.
1905076
N.C.200

No 538
Cinco-12-76

Mr. W. W. W. W. W.
Columbus at 1000
m 29 1876

Submitting

No. 624

Dated 10th Dec 1876
Received

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

From The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

No. 1324

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE.

Madras, 13th December 1876.

From

R. B. Chinn (Esq)
Agent and Manager, M. R. Co.

To

Mr. J. H. Wells Esq
Consulting Engineer for Railways.

Sir,

In continuation of my letter of the 16th ult. at 1158, I have the honour to enclose copy of a letter from the locomotive Superintendent in which he furnishes detailed particulars of the collision that occurred between two engines at the Triplicaty station on the morning of the 14th of November.

I also forwarded a copy of the evidence taken on the ground by Mr. Park, Esq, in conjunction with Mr. Hill and a copy of Mr. Park's report on the subject.

The collision you will observe, was caused through the negligence of the Drivers of one of the engines (which is described in Mr. Trevellick's report as the out-going engine) in moving without a signal light, which according to rules should have been attached to the back of his tender.

No 656-
14 Dec 1876

Cir 20
29 Nov 18

11 18 19
4. The damage sustained by this
Engine is: Buffer beam destroyed, and
the steam chest cover and one valve
spindle broken, by the blow of the other
rod which was driven against it when
the buffer beam gave way.

5. The Driver of the outgoing Engine
(at destination) has been fined half the cost
of the damage, viz \$50, for his negligence
in not having his Engine properly protected
with a signal light according to rules, the
accident, etc. I regret the remarks would
probably not have happened.

6. The conduct of the Pointman is
under investigation, it seems quite clear
however that the Pointman at the fault
signal did not rightly comprehend the
slight change from the ordinary position
which took on the night of the accident and
I hardly think that it would be fair to
penalize him as the Driver of the incoming
Engine did not explain that he desired
to go to the south end of the road and
to the south end of the shed, instead of
to the north end, as usual.

7. With regard to this, etc. I regret the
remarks:-
The cause of the accident is, I think
quite clear. It appears to be customary
for the incoming engine to back to the

shed at No. 8 points, but as, on this occasion,
 the incoming engine was backed to take
 another train over, shortly after his arrival,
 he wished to go to the north end of the shed
 instead of the south end, as usual, to do
 which, he had to back at the north points
 instead of at No. 8, and for this reason he
 asked the pointsman if the road was
 clear. But the north pointsman had
 made up his mind that the incoming engine
 would back at No. 8 points as usual and
 allowed the outgoing engine to pass him
 too soon, and neither pointsman was
 prepared to show such signals to each other
 as would provide with certainty for this
 slight change in the usual practice.

I am of opinion that a severe
 reprimand will meet the case so far as the
 pointsmen are concerned.

I have the honour to be,
 Sir,

Your most obedient Servant.

J. H. [Signature]

Agent & Manager.

Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

P.W.D.
1906076
No. 9220

Notwithstanding the fact that
the accident occurred in the
presence of the present Collector
at the present station.

Dated 13th Feb 1876
Recd. 14th Feb 1876
No. 1324.

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.

No. 111.

Madras Railway
Locomotive Superintendent's Office
Perambore Works
18 November 1876.

The Agent and Manager

My dear Sir

Yours No. 4018. Collision at Tirupetty

An investigation into the cause which
led to this accident has been made at Tirupetty
by Mr Park in conjunction with Mr Hill,
but as neither of the drivers concerned was
present I have arranged for a further
enquiry. It requires some scheming in these
times to get 2 given drivers together at one time
and place without impeding the traffic ar-
rangements.

The fundamental cause of the acci-
dent seems to have been a misunderstanding
among the pointmen.

A full report shall follow as soon
as I am in possession of all the evidence
bearing upon the case.

(True copy)

Yours faithfully
(Signed) F. H. Trebilcock
Loco. Superintendent
The Agent and Manager.

No.

SP 1180

N^o 1180

The Consulting Engineer for Railways for
information in continuation of my letter
N^o 1158 of the 16 instant.

The Consulting Engineer will readily under-
stand the cause of the delay in sub-
mitting a full report, as explained by
the Locomotive Superintendent in para-
graph 1.

Madras
21 November 1876.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

1ST

Recd.

No.

P.W.D.
1900076
No. 5210

Transmitting further
particulars as to the
collision which
occurred at

Dated 20 Nov 1876
Recd. 21. 11. 1876
No. 1110.

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.

No. 1158

MADRAS RAILWAY.
AGENT AND MANAGER'S OFFICE.
Madras, 11 November 1876.

From
Robt B. Elvin Esqr
Agent and Manager.
To
Lt. Colonel J. H. M. Shaw Stewart Esq.
Consulting Engineer for Railways.

Sir,

I have the honour to report
for the information of His Grace the
Governor in Council that a collision
between two engines took place at
Sirupetty on the evening of the 14 instant.

2. The facts of the case, so far as
they have been ascertained are described
by the Locomotive Superintendent in his
letter of the 15 instant No 605. a copy
of which is enclosed.

3. I have requested the Locomotive
Superintendent to have an enquiry held
on the ground in the presence of the
Traffic officer of the Division.

I have the honor to be
sir
Your most obedient servant

Wm. Webster

Agent and Manager

Yours truly

P.W.D.

1906076

No. 1135

*It is reported that a
collision between two
engines took place at
Mylapore on the 14
inst.*

Dated 18.3.1906
Recd 17.3.1906
No. 1135

W. J.
The Consulting Engineer
for Railways.

To

The Agent and Manager.

From

MADRAS RAILWAY.

W. J.

Public Works Department.

No 3579

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 22 Dec 06

Read the following:—

From

The Consulting Engineer
for Railways (M.C.) No. 624 of 18 Dec 1906

W. J.
The responsibility
for the collision ^{described} in these
papers has been fixed on
the Driver of the outgoing
Engine. the accident being
due in great measure
to his omission to carry
a signal light on the
tender of his Engine while
moving backwards. For
this act of carelessness

he

he has been fully punished
ed by a fine equal to
one half of the cost of
the damage.

The result of the
further investigation
into the conduct of the
printer-man will be
awaited.

AMH

K 538/79

X¹¹¹¹ Cir 20-12-76

Govt. of 1876 Madras.
PUBLIC WORKS.

To The Com^r Eng^r & J^r of the

Dated -

Issued

Recd.

Encl.

G. O. 22nd Nov^r 1876, No. 3579

Nos. 538

Collision at Triplicane Station
between the
Railway and the
Police on the
1st Nov^r 76.

Eng^r in Charge

no-12-1-79