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MADRAS RECORD OFFICE

Government of Madras

Public Works (Railway) DEPARTMENT

G.O. No.	498	Press
~~B.P. No.~~		~~Mis.~~
Dated	24-2-1876.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
24th February 1876.*

No. 436. 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 February 1876, No. 91 :—

I HAVE the honor to forward the enclosed papers furnishing particulars of an accident which occurred to a special train on the 5th November 1875 near the Veysaurpaudy Junction, Madras Railway.

Report of Locomotive Superintendent, with Agent's endorsement, No. 1,122, dated 8th November 1875.
Report of Chief Engineer, with Agent's endorsement, No. 1,131, of 12th November 1875.
Letter from Agent, Madras Railway, No. 1,193, dated 27th November 1875.
" " " " 1,209, " 1st December " " " " 136, " 8th February 1876, with copy of evidence taken before the Magistrate.

2. The train, consisting of engine, four carriages, and a brake van, left the Central Station for Perambore at 10 A.M. At the junction the all-right signal was given by the man in charge of the interlocking apparatus; but, on coming round the curve to the signal cabin, the driver saw a red flag a short distance ahead. He appears immediately to have reversed his engine, and done all in his power with the aid of the brakes to stop, but was unable to do so until the engine and all the carriages had been thrown off the line at mileage 2-6, where a defective rail had been taken out with the view of substituting a sound one.

3. Fortunately the speed was sufficiently reduced to prevent injury to the occupants of the train, the engine and one carriage only being slightly damaged. The signal cabin is situated at about 190 yards east of the point where the accident occurred; and, from the sharp curve by which the junction is approached, a flag held on the Perambore side of the cabin could only be seen at a short distance from the junction; probably the 300 yards which the driver states he had for stopping was within the mark.

4. The Section Maistry was prosecuted under Section 28 of Act XVIII. of 1854. The rules with regard to taking out rails on the main line and general repairs to the road are as follow :—

" 17. Except in cases of emergency, the plate-layers are not to take out any rail on the main line or perform any other operation involving danger to the trains without the permission of the Inspector, under whose personal supervision the work is to be done, and notice must be given to the Station Masters at each of the nearest stations.

" 18. When any repairs or alterations of the road are to be done which render it necessary to stop, or slacken the speed of any train, men must be stationed at a distance of *half a mile* both up and down the line from the point of interruption, and must show as conspicuously as possible a *red or green signal* as the case may require. They must keep a sharp look out for trains, and must remain at their posts until the line is again clear and safe."

5. The evidence proves clearly that the Section Maistry had no orders from the Inspector to change the rail, and that the case was not of an emergent nature warranting him in undertaking the work in the absence of the Inspector. Having undertaken the work without good cause being shown, he neglected to carry out the ordinary rules for the protection of trains. For these offences he has been sentenced to two months' rigorous imprisonment and a fine of Rupees 50, or in default imprisonment for a further term of six weeks.

Proceedings of the Madras Government, Public Works Department,
24th February 1876.

6. No blame is attached to the Block Signaller, as he had not received notice from the Section Maistry regarding the removal of the rail, and no red flag was visible from his cabin when he gave the usual signal for the train to pass.

7. The delay in reporting this accident to Government is due to the evidence taken in the case having been received only a few days ago.

No. 437.

ORDER THEREON, 24th February 1876, No. 498.

RAILWAY, No. 49.

RECORDED with the remark that there has been unnecessary delay in submitting the report of this case.

(True Extract.)

To the Consulting Engineer for Railways.

Public Works Dept.

Letter from the Consulting
Engineer for Railways No. 11
of 18th February 1876.

For Orders.

I do not see that any Circulars for
orders are necessary. It is information and
is probable that the for such orders as
Rule under which Rules may be considered
are replaced under the necessary.
direction of an Inspector
is loosely observed.

Let. Then has
been unnecessary. The delay in reporting
this case. — Secretary to Govt. P.W.D.
2/12

N^o 810

Madras Railway Company
Chief Engineer's Office
Madras 12th November 1875

The Agent and Manager
Dear Sir

The Resident Engineer 1st Division
South West Line reports that an Engine,
and three Carriages attached to a special
train which left the Central Station at 10 a.m.
on the 5th instant, got off the road at the
2nd Mile between the 5th and 6th Telegraph
Posts, a short distance west of the
Veyarapandy Block House.

Mr. Houlbee states that the accident
was caused by a rail having been removed
from the line by the Section Maistry, and
as this was done without the authority,
and in the absence of the Inspector, and
as the evidence goes to show that the
place where the rails were being inverted
was either insufficiently protected or entirely
unprotected with the requisite signals I
have requested the Superintendent of
Watchmen to prosecute the Section Maistry
for

No. 24th Feb'y 76 B.F. 4367

Am 19-2-76

for neglect of duty, and shall communicate
the result to you in due course.

Yours faithfully
(signed) Herford Anderson
Chief Engineer
(True copy)

Herford Anderson
Agent and Manager

N 1131

The Consulting Engineer for Railways
for information

Madras
12th November 1875.

Herford Anderson

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Reel.

No.

No. 24 Feb 1875 B 1430

Madras Railway
Locomotive Superintendents Office
Perambur Works
6th November 1871

To
The Agent and Manager
Dear Sir,

I beg to report an accident which occurred to a special train which left the Central station for the Perambore Works at 10. A.M. yesterday morning.

The train was made up of Engine No. 14, one 2nd class and two 3rd class carriages, one brake van, and the Engineer's private carriage, the whole of which, with the exception of the hindmost wheels of the Engineer's carriage, were thrown off the line at the 2nd mile, 5th telegraph post, in consequence of a rail having been removed. The Driver states that on his approaching the Texas or Handley Junction the main-line signal was lowered for him to pass, but that when he was within a few yards of the Block signal Office two watchmen suddenly showed him a red flag. He endeavored to pull up, but he was unable to do so, as the signal was exhibited at about 300 yards only from the place from which the rail had been removed. The Down line was blocked in consequence for about 5 hours.

As soon as the Engines and vehicles have been examined I will inform you of the extent of the damage sustained by them.

True Copy
J. H. Bellis
No 1122 for the Agent & Manager

Yours faithfully,
J. M. L. B. Phillips
for Ag. Exec. Com.

for the Agent & Manager
The Consulting Engineers for Railways for information. A further
report will follow with as little delay as possible.

Madras
8th Nov. 1875 }

Ad
MADRAS RAILWAY
From
To

[illegible]

1817
Dec 13
13
Rev
No. 1121

Working we decided
at the 22 with others
on the 5th and by
our business and that
Orange also asked
to a special time
falling off the line.

Nov. 24. Feby 16 B 7th 430

11/28/76

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE

Madras, 18th February 1876

No. 91

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

Report of Locomotive Superintendent with Agents' forwarding the
enclosurement No. 122 dated 8th November 1875.
Report of Chief Engineer with Agents' enclosurement forwarded for -
No. 131 of 12th November 1875.
Letter from Agent Malabar Railway No. 193 dated - per furnished -
27th November 1875.
do do do - ing particu-
No. 1209 dated 1st December 1875.
do do do - lard of an
No. 136 dated 8th February 1876, with copy of - accident which
evidence taken before the Magistrate.

occurred to a special train on the 5th
November 1875, near the Veyavampady
junction, Malabar Railway.

2. The train, consisting of
engine, four carriages, and a brake
van,

Reporting that the
special train which left
the Central Station at 11
for Malabar Railway at 11
on the 5th instant came
off the line at the 2nd
mile 5th of 1901

Dated 18th February 1876
No. 1122

The Consulting Engineer
for Railways.

The Agent and Manager.

No 24 Fely 10 B 436

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van, left the Central station for Perambare at 10 a.m. At the junction the all right signal was given by the man in charge of the interlocking apparatus; but, on coming round the curve to the signal cabin, the driver saw a red flag a short distance ahead. He appears immediately to have reversed his engine, and done all in his power with the aid of the brakes to stop, but was unable to do so until the engine and all the carriages had been thrown off the line at mileage $\frac{2}{6}$, where a defective rail had been taken out with the view of substituting a sound one.

3. Fortunately the speed was sufficiently reduced to prevent injury to the occupants of the train, the engine and one carriage only being slightly

slightly damaged. The signal cabin is situated at about 190 yards east of the point where the accident occurred; and, from the sharp curve by which the junction is approached, a flag held on the Perambare side of the cabin could only be seen at a short distance from the junction; probably the 300 yards which the driver states he had for stopping was within the mark.

4. The section mainly was prosecuted under section XXVIII, of Act XVIII of 1854. The rules with regard to taking out rails on the main line and general repairs to the road are as follow:

"17. Except in cases of emergency, the Plate-layers are not to take out any rail on the main line or perform any other operation involving danger

"danger to the trains, without the
"permission of the Inspector, under
"whose personal supervision the work
"is to be done, and notice must be
"given to the station masters at
"each of the nearest stations".

"18. When any repairs or al-
"terations of the road are to be
"done, which render it necessary to
"stop, or slacken the speed of
"any train, men must be stationed
"at a distance of half a mile both
"up and down the line, from the
"point of interruption, and must
"show as conspicuously as possible,
"a red or green signal as the case
"may require. They must keep a
"sharp look out for trains, and
"must remain at their posts until
"the line is again clear and safe".

5. The

5. The evidence proves
clearly that the Section Ministry had
no orders from the Inspector to
change the rail, and that the case
was not of an emergent nature
warranting him in undertaking the
work in the absence of the In-
-spector. Having undertaken the work
without good cause being shown, he
neglected to carry out the ordinary
rules for the protection of trains.
For these offences he has been sen-
-tenced to two months' rigorous im-
-prisonment and a fine of £2. 50,
or in default imprisonment for a
further term of six weeks.

6. No blame is attached
to the block signaller, as he had
not received notice from the
Section Ministry regarding the re-
-moval of the rail, and no red
flag

flag was visible from his cabin
when he gave the usual signal
for the train to pass.

7. The delay in reporting
this accident to Government is due
to the evidence taken in the case
having been received only a few
days ago.

I have the honour to be
Sir

Your most obedient servant
Maurice B. L. R.
Cons. Engineer for Railways.

Per 24 Feb 76 P.K. 436

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report

June 28 - July 10 P. 1015

Public Works Dept.
No 498.

Proceedings of the Madras Government
Under date the 24th Feb. 1876.
Read the following

From
The Comd. Engrs. for
Railways } (No. 128 of 1876)

Recorded. With the
remark that there has
been unnecessary delay
in submitting the report
of this case.

* Enclosed sent to Comd. Engrs.
21/3/76

Date 21/3/76
Recd 21/3/76
No. 128 of 1876

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

From
The Consulting Engineer
for Railways.

P. W. 1876
No 128 of 1876

G.O. No 498. 24.2.76

C.E. for Engrs. 24.2.76

436
Submissions on
expedience of
the Government of
the Madras
Government
1876

Ar 19-2-76

1907



Publ. of 1870 Marine
PUBLIC WORKS.

Comdg. Engr for Regt.

Comdg. Engr

25/2

5. Section sent to Com. Engr. 2/13/76

24 Feb

49

Box 435 637

Receipt of a Special
Train near the Vysambury
Invasion on the 8th Nov
1875 — Papers on the Sub-
ject of the — submitted by
the Engrs. recorded with
the Comdg. that there had
been unnecessary delay in
the Submission of Terms —