

(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.	919	(Ry)	Press
B.P. No.			Mis.
Dated		7-4-	1876

Not to be folded or roughly handled

Read the following papers —

No 126 From A J STUART, Esq, Acting District Magistrate of Tinnevely, to the Hon W. HUDLESTON, Chief Secretary to Government, Fort St George, dated Tinnevely, 14th December 1875, No 407

I REGRET to have to report that a cooly in the employ of the Railway Company was run over yesterday morning by a ballasting train, and died last night from the effects of the injuries he received

2 An inquiry is being held as to the circumstances of the accident, the result of which will be reported

—
No. 798

TRANSFERRED to Department of Public Works

FORT ST GEORGE,
20th December 1875

(Signed) W HUDLESTON,
Chief Secretary

No 126-A From J H GARSTIN, Esq, District Magistrate of South Arcot, to the Hon W HUDLESTON, Chief Secretary to Government, Fort St George, dated Cuddalore, 16th December 1875, No 129.

I HAVE the honor to forward copies of two letters, dated 11th instant, Nos 109 and 110, from the Assistant Magistrate, reporting the occurrence of two fatal accidents in connection with railway works in the limits of the Cuddalore taluq

2 The first accident reported occurred on the 30th ultimo in the limits of Punnurthi, and is the case of a child three years of age who was drowned in a pit used for excavation purposes on the side of the railway. The Assistant Magistrate ascribes the death to negligence on the part of the child's relatives.

3 The other accident took place on the 28th November. The subject of it was a boy named Muthu, aged ten years, living at Puttambakam, and the accident is alleged to have been caused by his riding on the buffer of a wagon and endeavouring to get down from it while in motion, in consequence of which he fell and was caught by the wheel of the wagon. The parents of the boy say that the accident was the result of his own carelessness

From J THOMPSON, Esq, Assistant Magistrate of South Arcot, to J H. GARSTIN, Esq, District Magistrate of South Arcot, dated Cuddalore, 11th December 1875, No 109

I HAVE the honor to inform you that on the 30th November last a male child of three years of age named Ponnun was drowned in a pit used for excavation purposes on the side of the railway where it crosses the Combaconum road in the limits of Punnurthi

2 I sent for the parents of the child and examined them, they said they left the child in the morning in charge of his grandmother, who is blind, while they went to work in the fields. A sister of the father, who had been out grass-cutting, found the child floating in the water as she returned home at mid-day

3 It had strayed away from not being properly looked after. The water was about 3 feet deep, had collected by the monsoon, and the path from the road to the cluster of houses where the child dwelt lies through it. I directed the Engineer's attention to the dangerous state of the

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

place, and ordered the Trivady Deputy Tahsildar to make a new pathway This will be done immediately.

4 The Police Occurrence Report reached me on 4th December The child's death is due primarily to negligence in the care-taking of it

1. From the same Officer, dated Cuddalore, 11th December 1875, No 110

I HAVE the honor to report the occurrence of an accident terminating fatally to a boy Muthu, ten years old, son of Arichan, residing in Puttambakam, which happened on the 28th November 1875 at the 117th mile in the limits of the same village in Cuddalore taluq He was brought to the hospital at 5 P M the same day His parents refused to allow amputation of his leg, and he died on the morning of the 1st December

2 I took a statement from him on the 29th, given as a boy of that age would give a statement, wherein he at first deposes as if he had fallen on the rail before a wagon pushed by Cooly Sinnathu Cownden on another Cooly (Pavadu) coming to beat him off it Pavadu was present at the examination, and to his questioning, the boy answered that Pavadu had first driven him and two other little boys who were along with him from the wagon on which they were playing, that the two men had then gone behind to push the wagon, whereon he returned and climbed upon the buffer in front, in attempting to get down from which of his own accord he tripped and fell and was caught by the wheel This was similar to the oral statements made to me by the other two boys and by the two coolies The parents state that the accident was the result of the boy's own carelessness, and that they have no complaint against anyone

3 The medical certificate of the cause of death is enclosed

No. 87

I HEREBY certify that on the 28th November 1875, at the Civil Dispensary, Munjacupam, I carefully examined Muthu, aged ten years, and by caste a Pariah, and found that he had sustained a compound fracture of left thigh bone with extensive laceration of all the soft tissues The patient was under my care during the 29th and 30th November, and died on the 1st December at 3 A M from low irritative fever induced by his extensive injuries. The patient's parents would not permit the leg to be amputated

Cuddalore,
11th December 1875.

(Signed) C ROBERTSON, Surgeon-Major, M D.,
Zillah Surgeon

No. 799.

TRANSFERRED to the Department of Public Works

Fort St George,
20th December 1875.

(Signed) W. HUDLESTON,
Chief Secretary.

No 126-B.

From A. J. STUART, Esq, Acting District Magistrate of Tinnevely, to the Hon. W. HUDLESTON, Chief Secretary to Government, Fort St George, dated Tinnevely, 6th January 1876, No 9

In continuation of my letter, No. 107, dated 14th December 1875, reporting the accidental death of a cooly employed on the South Indian Railway, I have the honor to add the following particulars

2 A party of coolies and bricklayers were sent out from Tinnevely by the Railway Line Inspector with materials for the repair of a culvert, and were run into by a ballast train on their return journey.

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

3 The accident took place on a part of the line so situated that the driver of the engine, as I found myself on trial, could not be expected to have seen the truck (a low one without sides) in such a manner as to distinguish it from the men who stood about it and who had all the appearance of being coolies employed on the line until he got so near that, considering the incline against him and the fact that his wagons loaded with ballast were in front of his engine, he could not pull up in time to prevent a collision

4 That he did his best to pull up is evident both from the fact that the truck was only slightly damaged, and that the unfortunate cooly who was injured was picked up from under the second wagon only, one wagon having gone over the place where he was

5 That he was injured at all was owing to his ignorance of the to us familiar facts of railway locomotion, he fancied he had only to get on the truck and show a red flag and the train would stop as easily as a bullock cart, and therefore, although called to by his companions to get out of the way, he remained standing on the unsided truck waving the flag until the shock of the first wagon knocked him off his balance and he fell between the wagons and was run over. His leg was subsequently amputated, and he died the same evening

6 I think that more care should have been exercised by the Inspector who was aware that the train was expected, but who confined his directions to ordering the truck to start early and be back soon He says he did not expect the train in so soon as it did come, but it does not appear that he had any good reason for thinking it would not come when it did Had he told the person in charge of the truck that the train was expected, possibly they would have been more on the alert than they were

7 It does not appear that it was against the rules of a line under construction to send out the truck, or that anything was done which was not usual and permitted on a railway before it is opened for traffic I therefore think that this death must be set down partly to the accident of the truck happening to be so situated that the driver could not see it until too near to stop completely, but chiefly to the ignorance of the unfortunate man himself which made his faithful discharge of his duty with the flag fatal to him

8 At the same time, I think some simple precaution might be taken to prevent such accidents as by applying to a line under construction a rule apparently in force on open lines, viz, that no truck shall be sent out on a line on which engines are working, except guarded by a flag at a certain distance in advance and in rear Trolleys easily removed from the line would have to be excepted from the rule, but it might be applied to heavy wagons

No 59

TRANSFERRED to the Public Works Department in continuation of endorsement, dated 20th December 1875.

Fort St George,
14th January 1876

(Signed) W. HUDLESTON,
Chief Secretary

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

No. 126-C. From A J. STUART, Esq, Acting District Magistrate of Tinnevely, to the Hon W. HUDLESTON, Chief Secretary to Government, Fort St George, dated Strivilliputtur, 6th March 1876, No 113

REFERRING to my reports, Nos 407 and 9, dated 14th December 1875 and 6th January 1876, and to the correspondence of which copies are enclosed, I have the honor to submit, for the consideration of the Government, on behalf of the widow of the gatekeeper run over near Tinnevely and killed, that Rupees 30 is an inadequate compensation

2. For the reasons stated on my side of the correspondence, it appears to me that it must be held both as against the Company as well as in favor of the widow that the man was killed while in the execution of his duty and without blame to him, and it seems to me that Rupees 30 is a very small sum to pay to a woman as compensation for the death of her husband caused by his employer's machinery however accidentally when it was brought about through no fault of his own. I would submit that eighteen months or two years' pay would be more suitable, or a small pension of Rupees 2 per month for her life, resumable on remarriage.

From A J STUART, Esq, Acting Collector of Tinnevely, to W S BETTS, Esq, Agent of the South Indian Railway, dated Tinnevely, 12th January 1876, No 10

In forwarding herewith a petition from Bhagiam, the father of Sandhava, who died in consequence of injuries received by the train running over him near Tinnevely on the 13th of December last, praying for the payment of an allowance for himself and the family of the deceased, I have the honor to request that you will inform me whether the Company are disposed to make petitioner any allowance

2 As the man was a railway servant and was acting under Inspector's orders when run over, I think the Company should do something for his pregnant wife and others dependent on him

From W. S BETTS, Esq, Agent of the South Indian Railway, to A J. STUART, Esq, Acting Collector of Tinnevely, dated Negapatam, 16th February 1876, No 916-897

The Chief Engineer, to whom your letter of the 12th ultimo was referred, has sent to me the following report, and he states he considers, under the circumstances, the family of the deceased are not entitled to a gratuity "The wagon contained stone only, and was started from Tinnevely Station. No furniture was on the wagon. The Gateman Sandhava was stationed over a mile from the Tinnevely Station, and received no orders to accompany the truck. The instructions of Mr Nicholas have been that no gateman should be taken from his post. The men watching at gates have been told that they are never to leave. This man was, therefore, with the wagon against orders"

From A J STUART, Esq, Acting Collector of Tinnevely, to W S BETTS, Esq, Agent of the South Indian Railway, Negapatam, dated Tinnevely, 23rd February 1876, No 45.

In justice to the relations of the man who was run over and killed near Tinnevely, I have the honor to request that Mr Nicholas may be asked whether the orders you refer to in your letter No 916-897, dated 16th instant, were strictly enforced at the time

*Proceedings of the Madras Government, Public Works Department,
7th April 1876*

2 The line was under construction, and my impression is that gatekeepers as well as coolies on the line thought it their duty to run on with any passing trolley or truck when a hand was wanted for a mile or two, and then returned to their posts.

3 I believe that the man acted as he thought best in the execution of his duties to the Company, and that the Company ought therefore to compensate his family in some way for an accident in which it does not appear he was to blame, but on the contrary in trying in his ignorant, but plucky, manner to avert which he was so injured that he died

From W S BETTS, Esq, Agent of the South Indian Railway, to A J STUART, Esq, Acting Collector of Tinnevely, dated Negapatam, 29th February 1876, No 2,003-1,064.

Your letter No 45 of the 23rd instant. Upon further consideration of this case, I have solicited the sanction of Government to the granting of a gratuity of Rupees 30 (equivalent to six months' pay of the deceased) to Paravin Bhagiam of Thachanallur

No 430

TRANSFERRED to the Public Works Department for disposal.

FORT ST GEORGE,
10th March 1876

(Signed) W. HUDLESTON,
Chief Secretary

No 112

REFERRED to the Consulting Engineer for Railways for report after consideration of the views of the Railway Authorities.

FORT ST GEORGE, (Signed) G W WALKER, Major-Genl, R E,
22nd March 1876 Secretary to Govt, P W.D

No. 126-D 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, 28th March 1876, No 157

I HAVE the honor to return the letters* from the District Magistrates of South Arcot and Tinnevely received with your endorsement, No 19, dated 6th January 1876, and with the following report

* From District Magistrate of South Arcot, No 129, dated 16th December 1875, with enclosures.

From Acting District Magistrate of Tinnevely, No 497, dated 14th December 1875, and No 9, dated 6th January 1876

2 Of the two fatal accidents reported by the Magistrate of South Arcot, the one which is referred to in the Assistant

Magistrate's letter, No. 110, of the 10th December 1875, was included in the schedule of accidents submitted with my letter, No 107, dated 25th February 1876.

From Mr Garstin's report, as well as from the enclosed letters† from the Agent, it would appear that the accident was due to the fact of the boy Muthu falling from a truck which was being pushed by

† No 1,040, dated 6th December 1875, and No 1,207, dated 26th January 1876

some coolies. The accident arose chiefly through neglect of duty on the part of the

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

Concepolly in charge, during whose absence the boy is said to have got upon the wagon. This man was dismissed the Company's service; but, as the accident happened on an unopen line, the Chief Engineer did not prosecute him under the Railway Act, owing to the fact that in a former case tried before the District Magistrate, Mr. Garstin considered he had no power to inflict a punishment, the Railway Act being only applicable to open lines. In a somewhat analogous case, however, tried in the Tinnevely district, the Sub-Magistrate of Sattur awarded imprisonment for one month. As there seems to be a divergence of opinion as to the application of the Act in these instances, I have applied to the Magistrate of Tinnevely for a copy of the judgment delivered in the case tried in that district, and, on receipt of the same, the matter shall be laid before Government for their consideration.

3 The other case reported in Mr Garstin's letter of the 16th December 1875, No 129, does not appear to come under the head of Railway Accidents, being due to a child straying from its guardian and falling into the side ditch from which earth for the embankment had been excavated. This accident was, therefore, not reported to this office. The water appears to have collected to a depth of 3 feet in the side-ditch; and, although the Assistant Magistrate drew the attention of the Engineer in charge to the dangerous state of the place, blame can hardly be attached to the railway employes, as it is not considered necessary, nor would it be practicable, to fence all such excavations. The accident must therefore, in my opinion, be attributed solely to the want of care on the part of the child's guardians.

4 With reference to

4 With reference to the correspondence from the Magistrate of Tinnevely on the fatal accident which happened on District 14 of the Southern Extension by a ballast train running into a wagon on which a gite-man was standing and holding a red flag, I beg to submit the marginally noted letters from the Agent. The Chief Engineer, in his Circular No. 4,129, appears to have issued full and clear instructions regarding the precautions to be adopted in working trolleys and service wagons on the unopen line; and it is also clearly stated that, when engine-power is in use, the rules laid down for observance in open lines will be considered applicable. Unfortunately these rules do not appear to have been fully acted up to. There is, however, some discrepancy in the statements of the gang-musty and the engine driver who gave evidence on this point.

5 Under the

5 Under the rules the trolley should have been preceded and followed, at intervals of half a mile, by a watchman bearing a red flag. The gang industry states that this order was only carried out, but the evidence of the driver appears to show clearly that this was not the case. To the absence of this precaution there can be no doubt that the accident was primarily due. The trolley, a low one, was surrounded by cohes, and from its situation could not be distinguished by the driver until within 300 yards of it. The engine was pushing three loaded ballast wagons down a gradient of 1 in 1,000, and, although the driver appears to have done his best, the train was not brought to rest until two wagons had passed over the spot occupied by the trolley. The absence of a brake van on the ballast train may be looked upon as the secondary

*Proceedings of the Madras Government, Public Works Department,
7th April 1876*

cause of this accident, had the ordinary amount of brake-power been available, it seems probable that the train could have been stopped short of the trolley.

6 It will be observed that the Assistant Engineer in charge of the district has been reprimanded for the want of discipline and training evidenced by his subordinates.

7 With reference to the question of gratuity to the family of the deceased gateman, referred under your endorsement, No 112,* of the 22nd March 1876, the Agent applies for sanction to the disbursement of Rupees 30, equivalent to six

months' pay. Considering the circumstances which led to the accident, and the fact that the deceased acted up to what he believed to be his duty, I agree with Mr Stuart that a somewhat more liberal gratuity may fairly be expected, and I would recommend for the consideration of Government that a sum of Rupees 60, equivalent to one year's salary, be allowed.

✓ From W S BETTS, Esq, Agent of the South Indian Railway, to Lieutenant-Colonel J H M SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Trichinopoly, 6th December 1875, No' 1,010

I ATTACH hereto in the usual form a report of an accident which occurred on the 28th ultimo, in District No 9, Northern Extension, to a boy named Muthu

2 I also forward copy of a letter from Mr. Gresswell on the subject. In continuation of that letter he writes, under date the 3rd instant, I subjoin copy of a telegram. "The boy Mutha died this morning at 3 o'clock, on Monday he identified the two coolies who pushed the wagon, and before the Magistrate and Inspector of Police he made another statement, namely, that after running away from the wagon on the approach of the coolies, he came back and got on the buffer when the wagon was moving without being perceived by them, and after riding a short distance he got down, but fell over the rail in doing so."

From Mr C H GRESSWELL, Sub-Assistant Engineer, of the South Indian Railway, to D
LOGAN, Esq, Chief Engineer, South Indian Railway, dated Cuddalore, 29th November
1875

I REGRET having to report an accident which I fear will prove a fatal one

2 Yesterday afternoon three permanent-way wagons that had been used for conveying permanent-way to District 8 were left by the coolies on the line in the 117th mile while they went away to an adjoining field to eat their rice

3 It would appear that on their return to the wagons several boys were discovered playing with one of them, and, as the coolies approached, they ran away, and according to the injured boy's statement one of the coolies pushed forward the wagon as he was endeavouring to escape, and he caught his foot in the brake and fell under the left wheel which passed over his left leg.

4 He was at once taken to the Dispensary and was examined by Doctor Robertson who reports deep flesh wound and compound fracture of the left thigh; owing to the feeble state of the boy's pulse, he was not then able to amputate the limb, and he has not yet informed me whether he has performed the operation.

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

5 I visited the scene of the accident this morning and heard several statements from witnesses, but they differ so much in every point that I am not at present in a position to lay before you any other than that given by the boy himself to the Police Inspector at the Dispensary. There was a Conicopoly in charge of the wagons, but he was not present at the time, and on being questioned by me, he admits having been absent for the greater part of the day. It was a great neglect of duty on his part to leave the wagons, as he clearly understood the orders given by Mr. Baggellay to the Conicopoly who is entrusted with the charge of the wagons.

6 The Inspector in charge of the section was superintending the work in the 124th mile, and he at once informed me of what had taken place.

7 The report of the accident will be sent by to-day's post.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 18th December 1875, No. 1,037.

In continuation of my letter, No. 1,031, of the 14th instant, I send herewith copy of the detailed report submitted by the Engineering Department, regarding the accident near Tinnevely. I also forward copy of a statement sent to me by the Locomotive Department. Further inquiries are being made.

From Mr. C. GORDON, to F. G. SHEWARD, Esq., Locomotive and Carriage Superintendent, South Indian Railway, dated Tuticorin, 15th December 1875.

I beg to submit, for your information, Driver Hudson's report on the accident that happened at Tinnevely on the 13th instant.

2 Driver Hudson says that while ballasting he was pushing his train in front of him, and came suddenly on a truck. The truck was unprotected by any kind of signals, the coolies observing the train coming round the curve and ran away, but one man jumped on the truck with a red flag in his hand. Driver Hudson stopped at once, but was too late to prevent collision, the man was knocked off the truck and fell between the rails, and one truck ran over him and broke his leg; the man subsequently died in hospital after amputation of the limb. This is Driver Hudson's verbal report to me when I met him at Mannachoe station this morning.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 26th January 1876, No. 1,207.

Your No. 891 of the 9th ultimo. The Chief Engineer in reply states: "The Conicopoly was at once dismissed the service. As the accident occurred on part of the unopen line, I was doubtful if we could obtain a conviction against the man, and did not attempt to prosecute."

From the same Officer, dated Negapatam, 28th January 1876, No. 1,220.

* Your letter No. 60 of the 20th instant, I forward herewith copy of a circular (No. 4,129, of 18th December 1873) which the Chief Engineer issued about the time that wagons began to be used on the line under construction. From this it will be seen that when engine-power is in use on the line which is under construction, the rules observed on the railway opened for public traffic are to be followed on such unopened line.

*Proceedings of the Madras Government, Public Works Department,
7th April 1876*

2 The Chief Engineer has called for an explanation as to why in the instance under reference this circular order was not acted up to. The Assistant Engineer who was at the time in charge of the Tinnevely district is now absent on privilege leave, but he will return to duty next week.

3 The Chief Engineer further reports, "the Gateman Sandiavu was stationed over a mile from the Tinnevely Station, and received no orders to accompany the truck. The instructions of Mr. Nicholas have been that no gateman should be taken from his post. The men watching at gates have been told that they are never to leave. This man was, therefore, with the wagon against orders. Under the circumstances, it does not appear that the family of the deceased have any claim to a gratuity."

CIRCULAR No. 4,129

In working ballast or other wagons and vehicles by hand on the railway, the following rules and precautions are to be observed:—

1 No women are to be permitted to move or to aid in moving wagons about.

2 When pushing wagons along the line a man is always to precede them by a few yards to give warning of or to remove any obstructions, and to warn those who may be on the line to get out of the way.

3 When more than one wagon is being pushed along all should, if practicable, be joined into one train, so that one individual preceding may do for the whole gang, and to avoid the danger of one lot of pushing coolies running into another lot in front.

The usual mode of pushing wagons by coolies, if left to themselves, is to get behind the wagon, put their heads against it and push along without a thought of who or what may be in front, and to guard against accidents from this cause alone it is very necessary to have some rules in force.

4 The service wagons are not, as a rule, provided with brakes, and it will be necessary to see that in working each is provided with a "sprag" or a wooden lever which can be used as a rough and ready brake in case of need.

5 In working along any part of the line where level crossings exist, a man should be put to control the road traffic at each public road crossing, and a man should go well in advance of the wagons to see that all of the crossings are clear at the more important roads until gates can be provided, it will be well to furnish the crossing-keeper with a couple of good stout bamboos by means of which he can, when necessary, close the road against the railway.

The foregoing are a few regulations ground from experience, and Engineers are requested in seeing them carried out to exercise their own judgment in instituting any additional precautions to ensure as far as possible immunity from accident.

The foregoing refers to working in the absence from the line of engine-power, when this is in use the rules instituted for working an open line will then of course have to be observed in respect of signals, flags, and all other matters as far as applicable.

(Signed) DAVID LOGAN,
Chief Engineer

TRICHINOPOLY,
18th December 1873

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 29th February 1876, No. 1,307.

Your letter No. 164 of the 19th instant. I now attach hereto copy of a further report from the Chief Engineer regarding the accident which happened on the 13th of December last in District No. 14, Southern Extension.

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

2 Under the circumstances explained by Mr Logan, I shall feel obliged by your obtaining the sanction of Government to the granting of a gratuity of Rupees 30 to the father of the deceased.

From D LOGAN, Esq., Chief Engineer, to W S. BETTS, Esq., Agent of the South Indian Railway, dated Trichinopoly, 24th February 1876, No 4,320

Your No 962 of the 21st instant. It appears that Inspector Ignatio of Tinnevely, District 14, desired to load stone from Tinnevely Station (at 15 miles 40 chains) to a culvert at 11 miles 60 chains, or $3\frac{1}{2}$ miles distant.

2 The wagon left Tinnevely early on the morning of the 13th December last in charge of the gang maistry and his men with two bricklayers. It was pushed on from gang to gang, Inspector Ignatio having given orders for the platelayer gangs to do this, and cautioned the men that they should go and return quickly and keep a good look-out for the ballast train which would be in during the morning.

3 The deceased Sandhavu was a gate or crossing-keeper stationed at 14 miles 22 chains, who left his crossing and joined the wagon party as it passed out.

4 The stone was delivered at the culvert at 11 miles 60 chains, and the wagon was returning in charge of Gang Maistry Myna Pillay Serravacen, watchman of the 13th mile, upon which the accident happened, Sandhavu (the deceased) and two others.

5 The gang maistry and the men with the wagon say their flags were displayed according to orders.

6 An engine driven by Driver John Hudson left Tuticorin at 6-45 A.M. on the same morning, and arrived at the 10th mile of District 14 about 9 o'clock, when a ballast train of thirteen loaded wagons was picked up and pushed along in front of the engine towards Tinnevely. Driver Hudson states that he first saw the coolies about 6 telegraph posts or 600 yards off. He thought they were gang coolies at work, and blew his whistle at about 3 telegraph posts off. The coolies then divided and disclosed a wagon standing on the line. The driver states that he immediately reversed his engine. No red flag was seen until this was done, but immediately afterwards Sandhavu (the deceased), who was riding on the wagon, jumped up and waved one.

7 The train could not be stopped, however, until the leading wagon just reached the stone truck which was stationary on the line, and the jerk caused the deceased to fall towards the train, and he fell down between it and his own wagon. The leading wagon of the train and the foremost part of the second wagon then passed over Sandhavu. The other men who were riding on the stone truck jumped out of it on seeing the engine coming, and so escaped injury.

8 The evidence as between the engine driver and the gangmen in charge of the stone wagon is conflicting. The latter maintain they had out their flags as per circular (referring to my circular No. 4 129, copy of which was sent to you with my No. 1,868 of 26th January last). The driver maintains that no red flag was exhibited until after he had reversed his engine. At what pace the driver was going it is impossible to tell, but he had thirteen loaded ballast trucks in front of him on a falling gradient of 1 in 1,000. The Fireman Permal states that the engine was only 300 yards distant from the truck when the driver whistled, and assuming this to be correct, the foremost wagon on the train of thirteen vehicles would be within about 200 yards of the stationary truck. This truck had no sides or ends, and being low would be difficult to see if surrounded by people; the line is on a slight curve, and there is also a dark back ground of palmyrah trees looking from the place where the driver states he first saw the truck which would make a low dark object indistinct, and I am inclined to accept the driver's evidence.

9 In a previous letter (No. 1,904) I stated that the deceased Sandhavu left his crossing contrary to general orders, but from particulars now received I am of opinion that those in charge of the truck must, as they passed, have called him off to their aid. The Watchman Serrav-

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

careen (13th mile) states that he was induced to push the truck by the bricklayers, who had been told that Inspector Ignatio sanctioned it being pushed by gangmen and watchmen, and Ignatio admits this. I believe that in this way the men with the truck, anxious to ease their own work of pushing as much as possible, persuaded those who ought to have been attending to signals to come with them. It is more than probable that Sandhavu was sitting on the truck with a red flag in his hand, but that he did not hold it up conspicuously until the engine was close upon him. In the early stages of railway working this is invariably the course which watchmen, unless well drilled and watched, take in protecting a wagon or trolley, namely, to ride on top of the vehicle with a red flag, instead of guarding it at a distance on each side.

There is, I think, evidence that these men were not well drilled, and I have told Mr Nicholas that I consider he must have been lax in the discipline and drill absolutely necessary to ensure safety. It is alleged by the men and the Inspector that the signals were out "as per circular," but my circular only laid down rules for working in the absence of engine-power, and referred to the Book of Rules and Regulations in force in an open line as the guide to be followed whenever engines came to be worked on a line under construction, and if these Rules had been attended to, this accident could scarcely have happened. I cannot help thinking therefore that the maistries and gangmen were acting pretty well up to their lights, and that Mr Nicholas had not given the matter of training his men as much attention as the great importance of the subject demanded.

On the ground that I now believe the deceased left his crossing thinking his action was sanctioned by Inspector Ignatio, I propose to grant a gratuity of Rupees 30, equivalent to six months' pay of the deceased.

I regret that this report has so long been delayed, but Mr Nicholas was absent on leave, and until his return I was unable to satisfy myself on several points.

On applying to the Collector of Tinnevely for a copy of the inquest held on the deceased, I was informed that there had been no inquest, but was furnished with a copy (sent you with No. 3,236 of 11th February 1876) of a letter from the Second-class Magistrate of Tinnevely taluq to the District Magistrate, giving the result of his inquiries into the accident.

I have been told that the Collector himself held an inquiry on the ground, but I have not yet heard what his conclusions are.

From W S BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J H M SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 24th March 1876, No 1,415

In reply to your telegram of the 16th instant, ("your 1,307, what brake-power available on ballast train,") I have to inform you that the available brake-power on the occasion in question was the tender brake worked by the fireman.

No 127

ORDER THEREON, 7th April 1876, No 919

RAILWAY, No 16

* On the 28th November, South Arcot District

by coolies, and is attributed to the neglect of the Comcopoly in charge, who has since been dismissed the Company's service, there being no probability of obtaining a conviction if prosecuted criminally. The

† On the 30th November, South Arcot District. The accident is attributed solely to the want of care on the drowned in a ballast pit.

The papers above recorded refer to three fatal accidents in connection with the unopen line of the South Indian Railway. The first is the case* of a boy who fell from a truck which was being pushed next† is the case of a child who was

*Proceedings of the Madras Government, Public Works Department,
7th April 1876.*

part of the child's guardians, and in this view His Grace the Governor in Council concurs. It cannot properly be considered a *Railway Accident*. The third* is the case

* On the 13th December, Tinnevely District of a gateman who was run over by a ballast train. The man had apparently been called from his post to help with a material trolley over a portion of the line on which a ballast train was being worked. The deceased was entrusted with a flag which should have been carried forward a sufficient distance to guard the trolley from the approaching train. The man, however, seems to have been allowed to ride on the trolley with his flag. As far as the papers show, no blame can be attached to the driver who was propelling his train from behind with thirteen loaded wagons in front of the engine on a falling gradient of 1 in 1,000, added to which the trolley from its situation and build was not clearly distinguishable from a distance. It is observed, however, that the train was not provided with sufficient brake-power. Had the usual brake van been attached, there is little doubt that the train would have been stopped in time to save the collision which resulted in the death of the gateman. The Govern-

ment have repeatedly pressed† the subject of a sufficiency of brake-power on the attention of the Railway Authorities, and must once more request that special efforts be put forward with a view to all trains, whether working on the open line or on

the line under construction, being supplied with the full complement of brake vans. The accident evinces also another feature of Railway Administration which has attracted the attention of the officers of the Consulting Engineer's Department, viz, want of discipline on the part of the workmen of the Engineering Department. Major Smith's remarks on this subject, recorded with G.O., No. 2,969, dated 16th October 1875,

were considered to be uncalled for by the Chief Engineer of the Company. The circumstances connected with this accident, however, are a confirmation of their correctness.

2 The Company propose to sanction a gratuity of six months' pay to the widow of the deceased. Looking to the circumstances of the case, His Grace in Council is of opinion that a sum of Rupees 60, equivalent to one year's wages, may fairly be granted.

(True Extract)

Colonel,

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

To the Consulting Engineer for Railways
" Judicial Department

Exd E C Shunker
Spare Copies

N^o 407.

Tinnevely
14th December 1875

From

A. J. Stuart Esq

Ag District Magistrate

To

The Honorable W Huddleston

Chief Secretary to Government
Fort. St George

Sir,

I regret to have to report that a Cooly in the employ of the Railway Company, was run over yesterday morning by a ballasting train, and died last night from the effects of the injuries he received.

2 An inquiry is being held as to the circumstances of the accident, the result of which will be reported.

I have the honor to be

Sir
Your most Obedt Servt.

A Stuart

Ag. District Magistrate

PN 2304/pb
12

No 9 Trinnevelly 6th January 1876
From. A. J. Stuart Esq.
District Magistrate
To The Honorable W. H. Middleton
Chief Secretary to Government
Fort Saint George.

In continuation of my letter No 407
dated 11th December 1875 reporting the
accidental death of a Cooly employed
on the South Indian Railway. I have
the honor to add the following particulars
2. A party of Coolies and brick-layers
were sent out from Trinnevelly by the Railway
line Inspectors with materials for the
repairs of a Culvert and were run into
by a ballast train on their return journey.
3 The accident took place in a part
of the line so situated that the driver
of the Engine as I found myself prior
to the trial could not be expected to have
seen the truck (a low one without a canopy)
in such a manner as to distinguish it
from the men who stood about it and
who had all the appearance of being Coolies

1.12.6-

Trinnevelly
A. J. Stuart Esq.

Fort St. George &
1875-6

Trinnevelly
1875

P. M. 1875 23 Oct
1875

Trinnevelly
The Magistrate
Fort St. George

And the Chief Secretary
to Government

Trinnevelly

Dated 12th 1875

Recd 21. 11. 1875

Enclosure 1

1875

Trinnevelly

Trinnevelly

Trinnevelly

Trinnevelly

Trinnevelly

1875-6

employed on the line, until he got so near that considering the incline against him and the fact that his waggons loaded with ballast were in front of his engine, he could not pull up in time to prevent a collision. 4 That he did his best to pull up is evident both from the fact that the truck was only slightly damaged and that the unfortunate, Cooley, who was injured was picked up from under the second waggon only, one waggon having gone over the place where he was.

5 That he was injured at all was owing to his ignorance of the laws familiar facts of railway locomotion, he fancied he had only to get on the truck and show a red flag and the train would stop as easily as a bullock Cart, and therefore although called to by his companions to get out of the way, he remained standing on the undisturbed truck waving the flag until the shock of the first waggon knocked him off his balance and he fell between the waggons and was run over. His leg was subsequently amputated, and he died the same evening. 6. I think that more care should have

been exercised by the Inspector who was aware that the train was expected, but who confined his directions to ordering the truck to start early & be back soon. He says he did not expect the train in so soon as it did come, but it does not appear that he had any good reason for thinking it would not come when it did. Had he told the person in charge of the truck that the train was expected, probably they would have been more on the alert than they were.

7 It does not appear that it was of much the piles of a line under construction to stand on the truck or that anything was done which was not usual and permitted on a railway before it is opened for traffic. I therefore think that this death must be set down partly to the accident of the truck happening to be so situated that the driver could not see it until too near to stop completely, but chiefly to the ignorance of the unfortunate man himself which made his faithful discharge of his duty with the flag fatal to him. 8 At the same time, I think some

Simple precaution might be taken to
prevent such accidents as by applying
to a line under construction a rule
apparently in force on open lines viz that
no truck shall be sent out on a line in
which engines are working, except guarded
by flag at a certain distance in
advance and in rear. Trolleys easily
removed from the line which have to be
excepted from the rule but it might be
applied to heavy waggons.

I have the honor to be
Yours truly
Jas. M. Smith
Agent.

of District they is to be.

11/10/1870
To the
Hon. Secy of the
War Dept
Washington
D.C.
From
Jas. M. Smith
Agent
of the
District of Columbia
The enclosed
contains a
copy of a
report of the
Board of
Engineers
of the
Army
relative to
the
proposed
improvement
of the
River
at
Washington
D.C.

Pr 2304/76
11

No 10 - Dated 12 January 1876
From the Asst Collector
To the Agent of the
South Indian Railway
Trichinopoly

Sir, In forwarding herewith a petition from Bhagiam, the father of Sandiam who died in consequence of injuries received by the train running over him near Tirunelveli on the 13th of December last praying for the payment of an allowance for himself and the family of the deceased, I have the honor to request that you will inform me whether the Company are disposed to make petitioner any allowance.
2. As the man was a railway servant and was acting under superior's orders when run over, I think the Company should do something for his pregnant wife and others dependent on him.

I have
Signed Asst Collector

No 1263-

2059

Transferred to the Public Works Department in continuation of Government of 20th Decr/75.

14 Jan 1876

To the Public Works Dept.

And yet to Chief Secretary

Information regarding the accident at the early employment on the South Indian Railway's

1354
12/1/76
12/1/76

Recd 12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

12/1/76

No 916
887

South Indian Railway
(Agent's Office)
Kegapalam 11th February 1876

From The Agent South Indian Railway
To The Collector Trivendrum
Sir,

The Chief Engineer, to whom your letter of the 12th ultimo was referred, has sent to me the following report, and he states he considers under the circumstances the family of the deceased are not entitled to a gratuity. The wagon "contained stone only, and was started from Trivendrum Station. No furniture was on the wagon. The Gate man - Sundaram was stationed over a mile from the Trivendrum Station, and received no orders to accompany the truck. The instructions of Mr. Nicholas have been that no fakeman should be taken from his post. The men watching at gates have been told that they are never to leave. This man was therefore with the wagon against orders."

Yours faithfully
W. B. B. B.
Genl

No. 15 Trivendrum 23 February 1876
From The Collector
To The Agent South Indian Railway
Kegapalam
Sir,

In justice to the relations of the man who was run over and killed near Trivendrum, I have the honor to request that Mr. Nicholas may be asked whether the orders you refer to in your letter No 916 dated 16th Instant were strictly enforced at the time.

2 The line was under construction and my impression is that gate keeper as well as coolies on the line thought it their duty to run on with any passing trolley or truck when a hand was wanted for a mile or two and then returned to their posts.

3 I believe that the man acted as he thought best in the execution of his duties to the Company and that the Company ought therefore to compensate for his family in some way for an accident in which it does not appear he was to blame, but on the contrary in trying in his

ignorant but sticky manner, & avert
which he was so injured that he died

Shane & Co.
Wm. J. Stuart
Jr. Collector

No 20003
10th
South Indian Railway
(Spent office Singapore)
29 February 1876.

From The Agent
South Indian Railway
To The Collector of
Tinnevely.

Sir,
Your letter No 15 of the 23rd inst.
Upon further consideration of this case,
I have decided the donation of 1000
rupees to the purchase of a quantity of 6000
(Equivalent to 1000 from the pay of the officers)
to Paraman Bhagawan of Thachanallur

Shane & Co.
Wm. J. Stuart
Jr. Agent
(Sd/-)

Shane & Co.
Tinnevely

Wm. J. Stuart
Jr.

Shane & Co.
Tinnevely

Shane & Co.
Tinnevely

PO 1799/76

PO 2304/76
14

No 113. Sincerely, District Magistrate
Circuit Cutcherry, Struthpukur & Handig
From, A. J. Stuart Esq.
District Magistrate
To The Honorable W. Madleston
Chief Secretary to Government
Fort Saint George
Sir,

Referring to my reports nos 40789
dated 14 December 1875 & January 1876 & to the correspon-
dence of which copies are enclosed, I
have the honor to submit for the considera-
tion of the Government, on behalf of the
widow of the fath. keeper run over near
Sinnerelly, and killed, that Rupees 30
is an inadequate compensation.

2 For the reasons stated on my side
of the correspondence, it appears to me
that it must be held both as against
the company as well as in favor of the
widow that the man was killed while
in the execution of his duty and without
blame to him, and it seems to me that
Rupees 30 is a very small sum to pay.

Enclosure in 11/11/76
from the 11/11/76
Sincerely, dated 11/11/76
1876 no. 113

Notice of compensation
relative to the accident
death of a fath. keeper in the
railway.
No. 113/76.

with the following report.

2 Of the two fatal accidents reported by the Magistrate

Routh

R. W.

South Arest, the one which is re-
ferred to in the Assistant Magistrate's
letter No 110 of the 10th December 1875,
was included in the schedule of
accidents submitted with my letter
No 107 dated 25th February 1876.

From Mr. Garsins
report, as well as from the enclosed
letters from the Agent, it would
appear that the accident was due
to the fact of the boy Matthew falling
from a truck which was being
pushed by some coolies. The ac-
cident arose chiefly through
neglect of duty on the part of the
conductor in charge, during whose
absence

No 1010 of
letter 1/45 and
No 1207 of 26
Jan 1/76

absence the boy is said to have
got upon the wagon. This man
was dismissed the Company's service,
but, as the accident happened on an
unopen line, the Chief Engineer did
not prosecute him under the Railway
Act, owing to the fact that in a
former case tried before the District
Magistrate, Mr. Garsins considered
he had no power to inflict a punish-
ment, the Railway Act being only
applicable to open lines. In a some-
what analogous case, however, tried in
the Simmel district, the Dis-
trict Magistrate of Pather awarded im-
prisonment for one month. As there
seems

seems to be a divergence of opinion as to the application of the Act in these instances, I have applied to the Magistrate of Limerick for a copy of the judgment delivered in the case tried in that District; and, on receipt of the same, the matter shall be laid before Government for their consideration.

3. The other case reported in Mr. Garstin's letter of the 16th December 1875, No 129, does not appear to come under the head of Railway accidents, being due to a child straying from its guardians and falling into

into the side ditch from which earth for the embankment had been excavated. This accident was therefore not reported to this office. The water appears to have collected to a depth of three feet in the side ditch; and, although the Assistant Magistrate drew the attention of the Engineer in charge to the dangerous state of the place, blame can hardly be attached to the Railway employees, as it is not considered necessary, nor would it be practicable, to fence all such excavations. The accident must therefore, in my opinion, be attributed solely to the want of care

care on the part of the child's guardians.

4 With reference to the correspondence from the Magistrate of Limerick, on the fatal accident which happened on District XIV of the Southern Extension by a ballast train running into a wagon on which a gateman was standing and holding a red flag, I beg to submit the marginally noted letters from the

Agent. The Chief Engin.

eer, in his Circular No 4129, appears to have issued full and clear instructions regarding the precautions

to

No 1064 dated 18 December 1875.
No 1220 " 28 January 1876
with Circular No 4129
No 1304 dated 29 February 1876.
No 1415 dated 24 March 1876

to be adopted in working hollies and service wagons on the unopen line; and it is also clearly stated that, when engine power is in use, the rules laid down for observance in open lines will be considered applicable. Unfortunately these rules do not appear to have been fully acted up to. There is however some discrepancy in the statements of the gang master and the engine driver, who gave evidence on this point.

5. Under the rules the holly should have been preceded and followed, at intervals of half a mile, by a watchman bearing a red

red flag. The gang master states that this order was only carried out, but the evidence of the driver appears to show clearly that this was not the case. In the absence of this precaution there can be no doubt that the accident was primarily due. The trolley, as low one, was surrounded by coolies, and from its situation could not be distinguished by the driver until within 300 yards of it.

The engine was pushing 13 loaded ballast wagons down a gradient of 1 in 1000, and although the driver appears to have done his best, the train

train was not brought to rest until two wagons had passed over the spot occupied by the trolley. The absence of a brake van on the last train may be looked upon as the secondary cause of this accident; had the ordinary amount of brake power been available, it seems probable that the train could have been stopped short of the trolley.

It will be observed that the Assistant Engineer in charge of the district, has been reprimanded for the want of discipline and training evidenced by his subordinates.

Wick

With reference to the question of gratuity to the family of the deceased gateman, referred under your endorsement No 112 of the 22nd March 1876, the Agent ^{On letter from the District Magistrate of Tinnevely No 113, dated 6th March 1876 (herewith returned).} applies for sanction to the disbursement of Rs 30, equivalent to six months' pay. Considering the circumstances which led to the accident, and the fact that the deceased acted up to what he believed to be his duty, I agree with Mr. Stuart that a somewhat more liberal gratuity may fairly be expected, and I would recommend

recommend for the consideration of Government that a sum of Rs 60, equivalent to one year's salary, be allowed.

I have the honour to be
Yrs Most obedt Servt.
W. M. Muttiah
S. Col. R.E.
S. Enginner for Railway.

4032

Interrail

15th Decemr 1875

E. G. Pheasant Esq.
Vice & Gen. Suplt.

Sir

I beg to submit for Your information Driver Hudsons report on the accident that happened at Trinwell on the 13th Inst.

Driver Hudson says that while ballasting he was pushing his train in front of him and came suddenly on a truck. The truck was unprotected by any kind of signals, the cooies observing the train coming round the curve and ran away, but one man jumped on the truck with a red flag in his hand. Driver Hudson stopped at once but was too late to prevent collision the man was knocked off the truck and fell down between the rails and one truck ran over him and broke his leg, the man subsequently died in hospital after amputation of the limb. This is Driver Hudsons verbal report to me. When I met him at Maniacus Station this morning

I beg to remain Sir
Your humble servant
Signed/ C. Gordon

(True Copy)

(Initiated) E. G. P.

18/12/75

(True Copy of a Copy)

To The Consulting Engineer
for Railways

From
The Consulting Engineer
for Railways
No 2304

To

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

Dec 29th March 1876.
Recd 30

End 1875

20/1/76

Returning

ackn letter from

the District Magistrate

of South West and

immediately regarding

the train case fatal

accident accompanied

with the case papers

No 126

No. 1207

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 26th January 1876

From

THE AGENT,
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

In reply to your letter of the 9th Decr. The Chief Engineer
in reply states. "The Comptroller was at once dismissed. The
accident occurred on part of the European line
I was doubtful if we could obtain a conviction against the
man and did not attempt to prosecute."

Have the honour to be,
Sir,

Your most Obedt Servant

William B. B. B.

Agent

PN 2304/76
8

We are acquainted
on the 9th Dec 76

28/12/76
M. 18/12/76

for the
the 1st Dec 76

the 1st Dec 76

No. 1220

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 28th January 1876

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

Your letter No 60 of the 20th Inst I forward here-
with copy of a Circular (No 4129 of 18th December 1875) which the
Chief Engineer issued about the time that wagons began to be used
on the line under construction from this it will be seen that when
engine power is in use on the line which is under construction,
the rules observed on the railway opened for public traffic
are to be followed, as such un-opened line.

The Chief Engineer has called for an explanation
as to why in the instance under reference this Circular order
was not acted up to. The Assistant Engineer who was at the
time in charge of the Tirunelveli District is now absent on
privilege leave, but he will return to duty next week.

The Chief Engineer further reports the gateman
Sundarao was stationed over a mile from the Tirunelveli station
and received no orders to accompany the trucks. The instructions
of Mr Nicholas have been that no gateman should be taken
from his post. The men watching at gates have been told that
they are not to leave. This man was therefore with the wagon
against orders. Under the circumstances it does not appear
that the family of the deceased have any claim to a gratuity.
I have the honor to be,
Your most Obedt Servant,

W. J. S. 1876

PTW 2304/76
5

Circular No 4129.

In working ballast or other waggons and vehicles by hand on the Railway, the following rules & precautions are to be observed.

- 1 No women are to be permitted to move or to aid in moving waggons about.
- 2 When pushing waggons along the line a man is always to precede them by a few yards to give warning of or to remove any obstructions and to warn those who may be on the line to get out of the way.

3 When more than one wagon is being pushed along all should if practicable be joined into one train so that one individual preceding may do for the whole gang, and to avoid the danger of one lot of pushing coaches running into another lot in front.

The usual mode of pushing waggons by coolies if left to themselves is to get behind the wagon and push their heads against it and push along without a thought of who or what may be in front and to guard against accidents from this cause alone it is very necessary to have some rules in force.

4 The shive waggons are not as a rule provided with brakes, and it will be necessary to see that in working each is provided with a "spray" or a wooden lever which can be used as a rough & ready brake in case of need.

5. In working along any part of the line where level crossings exist a man should be put to control the road traffic at each public road crossing and a man should go well in advance of the waggons to see that all of the crossings are clear at the

At the present
arranged on the 17th
between Singapore
& Penang

17th 1890

W. J. J. J. J.

W. J. J. J. J.

W. J. J. J. J.

PW 2304/76

more important roads until gates can be provided
it will be well to furnish the crossing keeper
with a couple of good stout bamboos by means
of which he can when necessary close the road
against the railway.

The foregoing are a few regulations grounded from
experience and engineers are requested in seeing them
carried out to exercise their own judgement in
instituting any additional precautions to ensure
as far as possible immunity from accident.

The foregoing refers to working in the absence
from the line of Engine power, when this is in
use the rules instituted for working an open
line will then of course have to be observed in
respect of signals flags and all other matters
as far as applicable

Tuchinopoly
18 December 1873

(Signed) David Poyan
Chief Engineer

True Copy,

W.P.

Agents

Negapatam
Agents office
28 January 1876

Pl 744/76 18 919

No 1317

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 29th February 1876

From

THE AGENT,
South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

Your letter N^o 164 of the 19th Inst I now
attach hereto copy of a further report from the Chief Engineer
regarding the accident which happened on the 13th of December
last in District N^o 14, Southern Extension.

Under the circumstances explained by Mr Logan
I shall feel obliged by your obtaining the sanction of
Government to the granting of a gratuity of Rs 30 to the father
of the deceased

I have the honour to be
Sir,

Yours most obed^t & devoted

William B. B. B.

Agents

W 2304/76
3

South Indian Railway Letter from the Chief Engineer
to the Agent dated Indrapooy 24th February 1876 N^o 4326

Yours N^o 962 of the 21st Inst.

It appears that Inspector Ignatio of Tinnivelly
Dist 14 desired to load stone from Tinnivelly Station (215th 140)
to a Culvert at 11th 60 or 33th Miles distant

The wagon left Tinnivelly early on the morning of the 13th
December last in charge of the Gang Marstry and his men with
two bricklayers. It was pushed on from Gang to Gang Inspector
Ignatio having given orders for the platelayers Gangs to do this,
and cautioned the men that they should go and return quietly and
keep a good lookout for the ballast train which would be in during
the morning.

The deceased Senthavoo was a Gate or Crossing keeper
stationed at 11th Miles 22 Chains who left his crossing and joined
the wagon party as it passed out.

The stone was delivered at the Culvert at 11th 60 and
the wagon was returning in charge of Gang Marstry Allyn Pilly
Senthavoo Stationer of the 13th Mile upon which the accident
happened. Senthavoo (the deceased) and two others
then Gang Marstry and themselves with the wagon say
their flags were displayed according to orders.

The engine driven by Driver John Hudson left Tinnivelly
at 6.15 a.m. on the same morning and arrived at the 10th Mile
of District 14 about 9 o'clock when a ballast train of 13 loaded wagons
was pushed up and pushed along in front of the engine towards
Tinnivelly. Driver Hudson states that he first saw the Coolies
about 6 telegraph posts or 600 yards off - thought they were Gang
coolies at work, and blew his whistle at about 5 telegraph
posts off. The coolies then directed and disclosed a wagon standing
on the line. The Driver states that he immediately reversed his engine
to get flag men until this was done but immediately afterwards

At the accident
occurred on the 13th Dec.

Stationer
11th 1507

for the
for the
for the

Suntharao (the deceased) who was riding on the wagon jumped up and waved one

The train could not be stopped however until the leading wagon just reached the stone trestle which was stationary on the line and he fell down between it and his own wagon. The leading wagon of the train the jerk caused the deceased to fall towards the trestle and the foremost part of the second wagon then passed over Suntharao. The other men who were riding on the stone trestle jumped out of it on seeing the engine coming, and so escaped injury.

The evidence as between the Engine Driver and the Gangmen in charge of the stone wagon is conflicting. The latter maintain they had out their flags as per Circular (referring to my Circular No 4129 copy of which was sent to you with my L^o 1568 of 26th January last). The Driver maintains that no red flag was exhibited until after he had reversed his engine. It is what since the Driver was going it is impossible to tell. But he had 13 loaded ballast trucks in front of him on a falling gradient of 1 in 1000. The Indian Railway states that the engine was only 200 yards distant from the trestle when the Driver whistled, and assuming this to be correct, the foremost wagon on the train of 13 Vehicles would be within about 200 yards of the stationary trestle. This trestle had no sides or ends and being low would be difficult to see if surrounded by people. The line is on a slight curve, and there is also a dark bushy ground of scrubby trees looking from the place where the Driver states he first saw the trestle which would make a low dark object indistinct and I am inclined to accept the Driver's evidence.

In a previous letter (L^o 1568) I stated that the deceased Suntharao left his crossing contrary to General orders, but from particular circumstances I am of opinion that those in charge of the trestle must, as they should have called him off to show and the watchman Anwar (13th L^o 416) states that he was induced to push the trestle by the bricklayers who had been told that Inspector Ignatio was behind it being pushed by Gangmen and Watchmen, and I further understand that I believe that in this way the men with the

their own work of pushing as much as possible, persuaded those who ought to have been attending to signals to come with them. It is more than probable that Suntharao was sitting on the trestle with a red flag in his hand, but that he did not hold it up conspicuously until the engine was close upon him. In the early stages of railway working this is invariably the course which Watchmen - unless well drilled and watched - take in protecting a wagon or trolley, namely to, ride on top of the vehicle with a red flag, instead of guarding it at a distance on each side.

There is I think evidence that these men were not well drilled and I have told Mr Nicholas that I consider he must have been lax in the discipline and dull absolutely incapable to ensure safety. It is alleged by the men and the Inspector that the signals were out as per Circular but my Circular only laid down rules for working in the absence of engine power and referred to the Book of Rules and Regulations in force in an open line as the Guide to be followed whenever engines came to be worked on a line under construction and of these rules had been attended to this accident could scarcely have happened. I cannot help thinking therefore that the Masters and Gangmen were acting pretty well up to their lights and that Mr Nicholas had not given the matter of training his men as much attention as the great importance of the subject demanded.

On the ground that I now believe the deceased left his crossing thinking his action was sanctioned by Inspector Ignatio I propose to grant a gratuity of Rs 20 equivalent to 6 months pay of the deceased.

I regret that this report has so long been delayed, but Mr Nicholas was absent on leave, and until his return I was unable to satisfy myself on several points.

In supplying to the Collector of Dummelly for a copy of the request filed on the deceased, I was informed that there had been no request but was furnished with a copy (sent you with L^o 2226 of 11th Sept) a letter from the District Magistrate of Dummelly to the District Magistrate giving the result of

of his enquiries into the accident

I have been told that the Collector himself held
an enquiry on the ground but I have not yet heard what his
conclusions are.

Agents' Office
Negapatam
25 February 1876

(True Copy)

PW 2304/6
2

William Pitt

Agent.

No. 1415

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS' OFFICE,

NEGAPATAM, 24th March 1876

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

In reply to your telegram of the 16th Inst
("You 1307. What brake power available on ballast train")
I have to inform you that the available brake power on
the occasion in question was the Tender brake worked by
the Fireman.

I have the honour to be,
Sir,

Yours Most Obedt Servant

William Pitt

Agents

Ph 7 41176 1 917

From Mr. Brown
The Great
S. S. Big
St.
The Brown-Long
for Country

October 24th 1896
Nov 27th. W.
Oct 14th 1895

A. Great Brown
the one that I have

(1) 1896 Nov 16

No 919

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following —

From the District Magistrate } [H.E. No 129 of 16 Dec 75]
 South West Pro Indⁿ Depart^t }
 - Ag^t District Magistrate thro the } (" " 407 " 14 " do - "
 Judicial Department } (" " 9 " 6 " Jan'y 76)
 do do (" " 113 " 6 " March 76)
 do do (" " 157 " 28 " do)
 Cong Eng for Railways (" ")

The papers alone recorded refer to three fatal accidents in connection with the unopen line of the South Indian Railway. The first is the case of a boy who fell from a truck which was being pushed by Coolies and is attributed to the neglect of the Comissary in charge.

Nov. 24. - November 25. - 1891

who has since been dis-
-missed the Company's
service, there being no
probability of obtaining
a conviction if prosec-
-uted criminally. The
next is the case of a
child who was drowned
in a ballast pit. The
accident is attributed
solely to the want of
care on the part of the
child's guardians, and
in this view Her Grace
the Governor in Council
concurs. It cannot pro-
-perly be considered a

Railway accident. The
third* is the case of a

on the 30th November,
South Arch district

* on the 18th December
Sinnedy district

over by a ballast train.
The man had apparently
been called from his
post to help with a
material trolly over a
a portion of the line but a
on which a ballast train
train was being worked. The
deceased was entrusted by him
with a flag which
should have been carried
forward a sufficient
distance to guard the
trolly from the ap-
-proaching train. The
man however seems to
have been allowed to
ride on the trolly with
his flag. As far as the
papers show no blame
can

can be attached to the
driver who was propelling
his train from behind
with 13 loaded wagons
in front of the engine,
on a falling gradient
of 1 in 1000, added to
which the trolley from
its situation and built
was not clearly dis-
tinguishable from a
distance. It is observed
however that the train
was not provided with
sufficient brake power.
Had the usual brakes
been attached there
is little doubt that
the train would have
been stopped in time
to save the collision.

* vide L.B. 2969-16 Oct 76. paras
" 3249-16 Dec 76
" 194-28 Jan 76
" 374-11 Feb 76 paras
" 516-25 Feb 76

which resulted in the
death of the gateman.
The Government have
repeatedly pressed the
subject of a sufficiency
of brake power on the
attention of the Railway
authorities, and must
once more request that
special efforts be put
forward with a view to
all trains, whether working
on the open line or on
the line under construc-
tion being supplied
with the full complement
of brake vans. The acci-
dent evinces also another
feature of Railway
administration which
has

has attracted the attention
of the officers of the
Consulting Engineers De-
partment, viz. want of
discipline on the part
of the workmen of the
Engineering Department.
Major Smith's remarks
on this subject recorded
with L. O. No. 2969 dated

" 16" October 1875 were con-
sidered & he was then
for by the Chief Engineer
of the Company - The
circumstances connected
with this accident are
however are a confirma-
tion of their correct view.

The Company propose
to sanction a gratuity

x L. O. No. 3203 dated 9 Nov 75

of 6 months pay to the
widow of the deceased.
Looking to the circum-
stances of the case
His Grace in Council
is of opinion that a
sum of Rs 60, equiv-
alent to one year's
wages, may fairly be
granted.

Ann

CE for Rs 21
per month } Sept 2-5-76.
X. Attch

2961
1858
2304
1799

Cont. of 185761 Andras.

PUBLIC WORKS.

To

The Com. Eng. & Geo. Rail.

14

For

By

For

For

Official No. 919

Nov. 126/7

Fatal Accidents on the S.
Co. — Calling orders
in correspondence regard-
-ing the — in connection
with the unopen portion
of the line.

Cont. in 185761
2-8-1857