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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 27

Press
Mis.

Dated 0 7 18 77.

Not to be folded or roughly handled

16

*Proceedings of the Madras Government, Public Works Department,
5th January 1877. No. 29.*

No. 54. 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, 22nd December 1876, No. 638:—

I HAVE the honor to lay before Government the accompanying papers* reporting

*No. 1,174, dated 18th November 1876, with report.
No. 1,246, dated 30th November 1876, with enclosure.

that a cart and pair of bullocks were run over at the level crossing at 1st mile, 19th telegraph post, South-west Line, between Veysaurpady and Royapooram, on the morning of 16th November 1876.

2. Two engines coupled together were proceeding home to Royapooram before daylight, when the driver of the foremost engine, which had no cow-catcher on, observed some sand striking him in the face, and on looking ahead saw something on his buffer, which he found on examination to be a cart wheel. On returning to the gate the driver found that he had run over a cart and two bullocks.

3. An investigation was held by the Superintendent of Night Watchmen into the circumstances of the accident, and the evidence taken is given at length in the enclosed papers.

4. The accident was due to an all-right signal being exhibited during the absence of the gateman. He was prosecuted and sentenced to a fine of Rupees 30, in default one month's rigorous imprisonment.

5. Neither the engines nor the permanent-way suffered any damage, but the bullocks were killed and the cart completely smashed.

6. The owner of the cart has apparently not been found. Further inquiry has been made on this point.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 30th November 1876, No. 1,246.

In continuation of my endorsement of the 18th instant, No. 1,174, I have the honor to enclose copy of a report† from the Superintendent of Watchmen, and of the statements made by the gateman and pointsman therein alluded to, having reference to the accident which occurred on the 16th instant at the Nellore level crossing gate, Veysaurpady, by an engine running over two bullocks which were yoked to a cart.

2. I have requested the Traffic Manager to have the gateman prosecuted, the result of which will be made known to you in due course.

From Mr. R. ROSS, Superintendent of Watchmen, Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 20th November 1876, No. 2,157.

As directed by your verbal instructions, I proceeded to the Nellore level crossings at Veysaurpady and there instituted inquiries regarding the accident.

2. You will see from the attached copies of statements that both the gateman and pointsman said anything but the truth with the object of screening themselves; but finding that I

*Proceedings of the Madras Government, Public Works Department,
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knew all about the case, and upon close and searching examination the gateman fell into tears and said that he arrived at his gates after the accident which resulted in the smashing up of the cart and killing of the bulls, but the pointsman was not so easily got over, he would adhere to his statement that the gateman was present before the accident, and even went so far as to say that he can produce witnesses. Just then it so happened that the Points Inspector was proceeding on the 4 P.M. engine. I stopped the engine and got the Inspector down, when the pointsman fell to crying and said that the gateman came after the collision, but he said that he was present before the collision because the gateman's relations begged of him to save the gateman.

Statement of Moonelaul.

I AM the gatekeeper of the Nellore level crossing gate at Veysaurpady. I have been at this gate for the past five years. My duty is to close the gates when any train or engine is in sight. I keep at the place day and night. I left my gates about 9 or 10 P.M. on the 15th instant for my house at Moothalpett to take my meals as usual. I left my house about 12 P.M. or 1 A.M. and arrived at the gates about 2 or 2-30 A.M. I met nobody on the line. I came from my house on the line. On my return I lighted the semaphore lamp which is about three telegraph posts from my gates; I then came to the gates and went to sleep. Pointsman Vencatasawmy was lying down in my hut, I spoke to him. We then went to sleep, and awoke at about 3 A.M. and sat outside the hut and watching for the trains expected; at about 4 A.M. the pointsman told me that the semaphore light was dim and desired me to trim it. I went there after closing the gates. At this time two bare engines were at a stand at the junction which is about four telegraph posts from the gates. While I was trimming the semaphore light I heard a noise at the gates. I came running from there, and on my way I saw the engine dragging a cart and a pair of bulls and going towards Royapooram. I did nothing to stop the train. I came to the gates and saw a crowd of foot-passengers. When I left to trim the light the pointsman was here. I had a notice given me that the engines would return from Arconum at 4 A.M. The cart was broken to pieces and the bulls killed. I saw no bandyman in charge.

18th November 1876.

(Signed) MOONELAUL.

Moonelaul further states:—What I stated above is false. I never came to my post till after the accident. I went home about 9 or 10 P.M. the previous night. I told the pointsman that I may or may not be in time for the bare engines, and asked him to attend to the work. I depended on him. I did his work the day previous from 2 P.M. to 8-30 P.M.

(Signed) MOONELAUL.

Statement of Vencatasawmy, No. 122.

I AM a pointsman on the Madras Railway, stationed at the points opposite the Nellore level crossings. I have been at these points for the past six months. I was on duty on the night of the 15th instant. I left for my house about 9 P.M., which is situated at Veysaurpady and returned about 10-30 P.M. When I returned to my post there was nobody here. I went to sleep in the gatekeeper's hut. I awoke about 3 A.M., and there was nobody here. Gatekeeper Moonelaul was not present. When I awoke I came out of the hut and sat outside; line watchman Narrainen passed the gates on the line, he spoke to me about 4 A.M. The two bare engines came from Arconum and stopped at the junction. I then closed the gates and held my points to allow these engines to pass; even then the gatekeeper never came. While I was holding the points and before the engines left the junction, gatekeeper Moonelaul came running from his house; he told me that the semaphore light was not lighted and he wanted to light it. I told him that the engines are at the junction and desired him to keep at the gates, he stood there. The engines started, and while approaching the points I noticed a bandy-man opening the gates. I sung out to Moonelaul saying there is a bandy-man opening the gate to bring his bandy through, attend

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5th January 1877. No. 23.*

to it; but Moonelaul was not there, by this time the bandy-man brought his cart and bulls on the line, and by the time I could attend to it the engines came in collision with the cart and bulls and dragged them along. I exhibited the danger signal and sung out, but before anything could be done, the collision took place. After the engines passed with the cart and bulls Moonelaul came from the direction of Royapooram. He came about 15 minutes after the collision. The bandy-man ran away. The cart broke to pieces and the bulls killed.

18th November 1876. (Signed) VENCATASAWMY.

Vencatasawmy further states gatekeeper Moonelaul arrived at his post after the accident. In my previous statement I said he came to the gates before the accident and while the engines were at a stand at the junction, because his relations begged of me to screen him. He left on the 15th at 9 P.M.

(Signed) VENCATASAWMY.

From F. H. TREVITHICK, Esq., Locomotive Superintendent, Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Perambore, 17th November 1876, No. 607.

I HAVE to report for your information an accident which occurred at the level crossing called "Nellore crossing," which is the first crossing from Veysaurpady junction between Veysaurpady and Royapooram.

2. Two engines coupled together were proceeding home to Royapooram yesterday morning before day-light, when at the above-named crossing the driver of the front engine observed some sand strike in his face, and on looking ahead he saw something on his buffer plank, he immediately stopped and found on examination a cart wheel upon his buffer. On returning to the gate with the driver of the second engine it was found that a bullock bandy and two bullocks had been run over.

3. Both bullocks were killed and the bandy smashed to pieces.

4. No damage was done to the engine which was not fitted with a cow-catcher.

The gateman had shown an "all right" signal as the engine approached, and on being questioned by the driver as to why he did not stop the train by red signal, said that he had shut one gate and intended to shut the other when the bandy got on the line. He was trying to get the bandy out of the way and was bothered.

The engine had been stopped at Veysaurpady junction for line clear ticket, and whistled on approaching the gate where the accident occurred.

The owner of the bandy was not to be found after the accident.

No. 1,174.

To the Consulting Engineer for Railways for information.
The Agent and Manager has instructed the Superintendent of Watchmen to investigate the circumstances and report result.

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

18th November 1876.

MADRAS RAILWAY.

FIRST DIVISION, SOUTH-WEST LINE.

Statement of Cattle run over by Trains on 16th November 1876.

Mileage.—1st mile 19th telegraph post. Between what two Stations, and name of nearest Village.—Royapooram and Perambore Stations, Veysaurpady Village. Whether at a level crossing or not.—At level crossing. Number and description of Cattle.—Two cart bulls killed.

MADRAS RAILWAY.

1st Division South W. Line.

Statement of Cattle run over by Trains on 16th November 1876.

Mileage.	Between what two Stations and name of nearest Village	Whether at a level crossing or not.	Number and description of cattle.	By which Train.	Description and state of Fence.	REMARKS.
19	Royapuram and Perambore Stations. Veyaserpandy Village	At level Crossing	Two black Oxen killed	2 a.m. Special light Engines Nos 62 and 57 from Arcunum.	Wire and aloe fence Good	Cow-catcher was attached to Engine No 57 only. Cart broken to pieces. Points 27 feet West of centre of Level Crossing. Entirely in charge of the Traffic Department - Road and gates in good order, and no damage done to them.

MADRAS RAILWAY,

18th November 1876.
The Consulting Engineer for Railways
for Madras
for information in continuation of my order No. 1174-18th November 1876.
18th November 1876.
Agent and Manager.

Resident Engineer.

18th November 1876.
Chief Engineer.

Proceedings of the Madras Government, Public Works Department,
5th January 1877. No. 29.

By which Train.—2 A.M. special light engines, Nos. 62 and 57 from Arcunum. Description and state of Fence.—Wire and aloe fence good. Remarks.—Cow-catcher was attached to engine No. 57 only. Cart broken to pieces. Points 27 feet west of centre of level crossing. Entirely in charge of the Traffic Department. Road and gates in good order, and no damage done to them.

Reported to the Police.

MADRAS,
18th November 1876.

(Signed) G. HARDINGE,
Resident Engineer.

(Signed) W. R. ROBINSON,
Acting Chief Engineer.

To the Consulting Engineer for Railways for information in continuation of my endorsement, No. 1,174, dated 18th November 1876.

21st November 1876.

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

ORDER THEREON, 5th January 1877, No. 29.

RAILWAY, No. 9.

RECORDED.

2. The falsity of the pointsman's evidence has doubtless attracted the attention of the immediate head of his department and been suitably noticed.

(True Extract.)

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

To the Consulting Engineer for Railways,
Judicial Department.

MADRAS RAILWAY.

Division W. Line.

Dated 187
Received 22 Nov. *M.*

Statement of Cattle run over
by Trains on 187

Madras Railway
Locomotive Superintendent's Office
Perambore Works

17th November 1876.

The Agent and Manager
Sir,

I have to report for your
information an accident which occurred
at a level crossing called "Vellore Crossing",
is the first crossing from Veyersarpanchy
station between Veyersarpanchy and
Royapuram.

Two engines coupled together were
coming home to Royapuram yesterday
morning before daylight, when at the
named crossing, the driver of the
first engine observed some sand strike
his face, and, on looking ahead he saw
something on his buffer plank; he immediately
stopped and found on examination a cart
up on his buffer. On returning to the
driver of the second engine it
was found that a bullock bandy and two
bullocks had been run over.

Both bullocks were killed and
the bandy smashed to pieces.

No damage was done to the
train which was not fitted with a
catcher.

The gateman had shewn an "alright" signal as the engine approached, and on being questioned by the driver as to why he did not stop the train by red signal, said that he had shut one gate and intended to shut the other, when the bandy got on the line. He was trying to get the bandy out of the way and was bothered.

The engine had been stopped at Veyersarpandy junction for line clear ticket, and whistled on approaching the gate where the accident occurred.

The owner of the bandy was not to be found after the accident.

Yours faithfully,
Edw. F. H. Chevithick
Locomotive Superintendent

(True copy)

A. A. Brown
Agent and Manager
N^o 1174

The Consulting Engineer for Railways for information.

The Agent and Manager has instructed the Superintendent of Watchmen to investigate the circumstances and report result.

18 November 1876.

Encl

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 22^d Decr 1876.

No. 638.

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 reporting that a cart and pair of bullocks were run over at the level crossing at $\frac{1}{4}$ mile South West line, between Veyyavarpady and Royapooram, on the morning of 16th November 1876.

2. Two engines coupled together were proceeding home to Royapooram before daylight, when the driver of the foremost engine, which had no cow-catches on, observed some sand striking him in

From
MADRAS RAILWAY.

To
The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 18th Decr. 1876.
Recd. 20th Decr.

No. 1174.

Reporting the occurrence of an accident at the level crossing between Veyyavarpady and Royapooram, on the 16th inst.

in the face, and on looking ahead saw something on his buffer, which he found on examination to be a cart wheel. On returning to the gate the driver found that he had run over a cart and two bullocks.

3. An investigation was held by the Superintendent of night watchmen, into the circumstances of the accident, and the evidence taken is given at length in the enclosed papers.

4. The accident was due to an all-right signal being exhibited during the absence of the gateman. He was prosecuted, and sentenced to a fine of Rs 30, in default one month's rigorous imprisonment.

5. Neither the engines on the permanent

permanent way suffered any damage, but the bullocks were killed and the cart completely smashed.

6. The owner of the cart has apparently not been found. Further inquiry has been made on this point.

I have the honour to be,
Sir,
Your Most Obedient Servant,
Munirwanji Lallu B.
Jore Esq. for Railway

P.W.D.
23 DEC 76

No. 1.5

No 29 Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 5 Jan 76
Read the following :-

From
The Consulting Engineer
for Railways. } (M.E. No. 638 of 22nd Dec: 1876)

Recorded.

The falsity of the
pointsmen's evidence has
doubtless attracted the at-
tention of the immediate
head of his department
and been suitably noticed.

G.M.V.

611 30-12-76
that a road train of bullocks
were run over between
Negamangudi and
Negamangudi on the 18
Jan 76

Dated 22nd
Received } 20 Dec 1876

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

From
RAILWAY DEPARTMENT.

Con: L. for Mys.
Indris bph.

20-1-77

20-1-77

9255
Govt. of 1876 Madras.

PUBLIC WORKS.

To *the Commr. Eng. & S. W. Dept.*

Dated

Issued

Recd.

Encl.

G. O., *5th Jan* 1877 No. *29*

Nos. 57, & 58.

*Construction of a Cart
and pair of bullocks
between Vayalurapandy
and Vayaluram,
Madras Dy.*

*Correspondence reporting
the — on the 16th Nov 76
referred with remarks.*

Sent in Reg.