

(1) Number of pages 28

(2) Date of repair _____

(3) Initials of the Referee _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>S-4</u>	Press Mis.
Dated <u>5</u> / <u>1</u> / <u>18</u>	

Not to be folded or roughly handled

No. 14. Read the following endorsement of the Consulting Engineer for
Railways, dated Madras, 27th December 1876, No. 648:—

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to
Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer
for Railways, dated Madras, 26th December 1876, No. 1,411.

It is with the deepest regret that I have to report, for the information of Government, that a serious and fatal accident occurred early yesterday morning near the Amboor Station on the South-west Line of this Railway, caused by the 10-15 A.M. mail train from Beypore of the 24th instant coming into collision with a special goods train which left Vellore for Beypore at 11-30 P.M. on the same day.

2. The 10-15 A.M. mail train is not timed to stop at Amboor under ordinary circumstances, but in consequence of the present pressure of grain traffic, a special service of trains from Vellore to the west has been organised since Monday the 18th instant, and the 11-30 P.M. train, one of the special service, is, as will be seen from the accompanying special time-table, timed to meet the 10-15 A.M. at Amboor until further notice. This arrangement had been carried out with safety from the 18th instant up to the date of the accident, when the mail train was run from Jollarpett under the charge of Chief Guard Reid and Engine Driver Sullivan. Each of these men had been supplied with the special time-table, and the mail train had been run under their charge from Jollarpett to Madras on the previous Tuesday, when they duly stopped at Amboor and allowed the special to pass. Yesterday morning Guard Reid put on his brake when approaching Amboor with the intention of stopping the train at the station, but Engine Driver Sullivan forgot that he had to meet the special, and as soon as he had cleared the facing points, put on steam and ran through the station, and, notwithstanding the efforts of Reid to attract attention and stop the train, it proceeded at a good pace down the incline until; at about 2 miles from Amboor, it came into collision with the special from Vellore.

3. Information of the accident reached me from the Traffic Manager in time to admit of my leaving Madras by the 7 A.M. train yesterday, accompanied by Mr. Church, the Traffic Manager, Mr. Trevithick, the Locomotive Superintendent, and Dr. Elder, the Consulting Physician; and at the Madras Station I telegraphed to the Joint Magistrate of Vellore asking him to meet us at Vellore, and to the Company's Apothecaries at Vellore and Jollarpett, instructing them to proceed with all despatch to the scene of the accident.

4. At Vellore we were joined by Mr. G. Duncan Irvine, the Joint Magistrate, and proceeded to the 110th mile, where we arrived at about half-past 12 o'clock. We found that one European and nine native passengers had been killed on the spot, and that two Europeans and thirteen natives had been more or less seriously injured. As soon as the wounded had been carried into the two invalid carriages which had been brought from Madras for the purpose, and had been attended to by Dr. Elder and the Apothecaries, the Joint Magistrate of Vellore, assisted by a jury, opened an inquiry as to the cause of the deaths of the persons who had been killed. The body of the European passenger was identified by papers found in his pockets to be that of a Mr. Alfred Octavius Lewis, but there were no means of identifying the bodies of the natives.

5. I have applied to Mr. Irvine for a copy of the record of the Proceedings, and will submit it for the information of Government in due course, but I may state here that

*Proceedings of the Madras Government, Public Works Department,
5th January 1877. No. 8-A.*

after the examination of witnesses, amongst whom was Sullivan, the engine driver, who admitted his fault, and that he had forgotten to stop at Amboor, a unanimous verdict was returned to the effect that the deaths had been caused by the collision of the two trains due to the carelessness of Sullivan, the driver of the mail train. As soon as I receive a certified copy of the Proceedings at the inquiry, the Company's Solicitors will be instructed to prosecute Sullivan for his neglect of duty and the result will of course be reported to your office. I cannot help regretting the necessity for taking this course, as Sullivan has been in the Company's service for sixteen years, and has hitherto borne the best of characters as a steady, hard-working, and sober man.

6. The injured passengers were brought down to Madras last night and placed in the General Hospital, where they were received and treated with every attention by Drs. Dickenson, Cockerill, Porter and Sibthorpe. No further deaths have been reported up to the present time, but I regret to say that one of the natives, a woman, is stated to be in a very precarious state. The names of the two Europeans injured are Mr. Frederic James Mackay, who lately arrived from England to join the Locomotive Department, and a Mr. Shaw, who is, I am informed, a Sub-Conductor in the Gun Carriage Factory at Madras. Further particulars as to the injured will be furnished to you as soon as I am in a position to do so.

7. I shall also have to address you again as to the damage done to the rolling stock and permanent-way, details of which have not yet reached me, though I learned this morning from the Chief Engineer that the line would be clear at 12 o'clock noon to-day.

SUBMITTED for the information of Government.

2. A full report upon the accident will follow.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 15.

ORDER THEREON, 5th January 1877, No. 8.

RAILWAY, No. 1.

THE Government have heard of this fatal accident with deep regret, and await further detailed reports.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 15-A.

(DOCKET, No. 8-A, dated 5th January 1877.)

COPY of the above forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

No. 1111

9464

2

This Time Table Supersedes No. 91 dated 3rd December 1876.

[No. 96]

**MADRAS RAILWAY.
TIME TABLE**

OF

SPECIAL TRAINS.

1st DIV. S. W. L.

From Monday 18th December 1876.

AND

Daily thereafter till further Notice, Special Goods Trains will run between Madras and Mullapooram as per Time Tables Printed herein.

CENTRAL STATION,
12th December 1876.

JAS. CRAIK,
Asst. Traffic Manager.

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Pages

- 2 West Trains, between Madras and Jollarett.
- 3 East Trains, between Jollarett and Madras.
- 4 to 11 Meeting Stations.
- 12 Trains between Jollarett and Mullapuram.

MADRAS:

PRINTED AT THE ORIENTAL PRESS, 801 APPOORUM.
1876.

West Trains Madras to Jollarpett.

STATIONS.	1	3	5	7	9	11	13
Madras	A. 7 10	M. 8 00	A. 10 00	M. 11 50	P. 1 40	M. 3 30	P. 5 20
Goods Shed Jun.	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Perambore	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Avady	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Tiruvallur	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Vellore	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Do.	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Tiruvellam	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Arcot	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Sholinghur	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Arconum	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Do.	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Chinnamapett	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Cudumbatore	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Trivellore	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Tinnanore	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Avady	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Perambore	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Goods Shed Jun.	7 10	8 10	10 10	12 00	1 40	3 30	5 20
Madras	7 10	8 10	10 10	12 00	1 40	3 30	5 20

East Trains Jollarpett to Madras.

STATIONS.	2	4	6	8	10	12	14
Tirupetty							P. M. 3 0
Jollarpett	D. 12 40	4 30			3 50	6 20	
Vaniembady					4 20	7 0	
Amboor		5 40			4 55	—	
Mailputty					5 20	—	
Gooriattum		6 30			6 0	8 35	
Vellore	A. 12 40	7 30			6 40	9 25	
Do.							
Tiruvellam							
Arcot	1 30	8 20					
Sholinghur							
Arconum	A. 2 50	9 25					6 30
Do.	D. 3 10	9 50	1 50	3 40			
Chinnamapett		10 10	2 10	4 0			7 1
Cudumbatore		10 31					7 20
Trivellore	4 10			4 40			7 35
Tinnanore		11 20	2 52	5 0			8 25
Avady		11 40		5 15			8 55
Perambore	5 20	12 10	3 40	5 45			9 10
Goods Shed Jun.	5 45	12 30	3 50	6 0			9 15
Madras	A. 5 50	12 40	3 55	6 5			

* The 3.50 p. m. Special from Jollarpett to Vellore will not run on Sundays.
 †—Pilot to wait arrival of this train at Salt Cottaur.

MEETING STATIONS.

WEST TRAINS.

No. 1 Special Train.

Perambore.—The 7-10 A. M. Special from Madras, must wait the arrival of 8-15 A. M. Goods, *Except on Mondays, and of 12-40 A. M. Special Goods from Vellore, 10-15 A. M. and 1-35 P. M. Mail Trains daily at Perambore.*

Chinnamapett.—The 7-10 A. M. Special from Madras, and the 6-50 A. M. from Vellore must both be at Chinnamapett before either is allowed to proceed, *Except on Sundays when the 6-50 A. M. from Vellore does not run.*

Arconum.—The 7-10 A. M. Special from Madras and the 4-30 A. M. Special from Jollarpett, must both be at Arconum before either is allowed to proceed.

Sholinghur.—The 7-10 A. M. Special from Madras, and the 5-40 A. M. from Jollarpett must both be at Sholinghur before either is allowed to proceed, *Except on Sundays when the 5-40 A. M. from Jollarpett does not run.*

Mailputty.—The 7-10 A. M. Special from Madras and the 6-15 A. M. from Erode must both be at Mailputty before either is allowed to proceed.

Jollarpett.—The 3-50 P. M. Special from Jollarpett must wait the arrival of the 7-10 A. M. Special from Madras.

No. 3 Special Train.

Perambore.—The 8-0 A. M. Special from Madras must wait the arrival of 8-45 A. M. Goods, *except on Mondays, 12-40 A. M. Special Goods from Vellore and 10-15 A. M. and 1-35 P. M. Mail Trains daily at Perambore.*

WEST TRAINS—No. 3 SPECIAL TRAIN—(Continued.)

Cudumbatore.—The 8-0 A. M. Special from Madras and the 6-50 A. M. from Vellore must both be at Cudumbatore before either is allowed to proceed, *except on Sundays when the 6-50 A. M. from Vellore does not run.*

Chinnamapett.—The 8-0 A. M. Special from Madras and the 4-30 A. M. Special from Jollarpett must both be at Chinnamapett before either is allowed to proceed.

Arconum.—On week days the 5-40 A. M. from Jollarpett must wait the arrival of the 8-0 A. M. Special at Arconum.

Arconum.—The 6-15 A. M. from Erode must wait the arrival of the 8-0 A. M. Special from Madras at Arconum.

No. 5 Special Train.

Avady.—The 10-0 A. M. Special from Madras and the 6-50 A. M. from Vellore must both be at Avady before either is allowed to proceed, *except on Sundays when the 6-50 A. M. from Vellore does not run.*

Tinnanore.—The 10-0 A. M. Special from Madras and the 4-30 A. M. Special from Jollarpett must both be at Tinnanore before either is allowed to proceed.

Chinnamapett.—The 10-0 A. M. Special from Madras and the 5-40 A. M. from Jollarpett must both be at Chinnamapett before either is allowed to proceed, *except on Sundays when the 5-40 A. M. from Jollarpett does not run.*

Arconum.—The 6-15 A. M. from Erode must wait the arrival of the 10-0 A. M. Special from Madras at Arconum.

WEST TRAINS.

No. 7 Special Train.

Perambore.—The 11-50 A. M. Special from Madras must wait the arrival of the 6-50 A. M. from Vellore, *except on Sundays*, and of the 4-30 A. M. Special from Jollarpett daily at Perambore.

Trivellore.—The 11-50 A. M. Special from Madras and the 5-40 A. M. from Jollarpett must both be at Trivellore before either is allowed to proceed, *except on Sundays when the 5-40 A. M. from Jollarpett does not run.*

Chinnamapett.—The 11-50 A. M. Special from Madras and the 1-50 P. M. from Arconum must both be at Chinnamapett before either is allowed to proceed.

Arconum.—The 6-15 A. M. from Erode must wait the arrival of the 11-50 A. M. Special from Madras at Arconum.

No. 9 Special Train.

Vellore.—The 7-50 P. M. Special from Vellore must wait the arrival of 1-45 P. M. from Madras and 3-50 P. M. Special from Jollarpett at Vellore.

Gooriattum.—The 7-50 P. M. Special from Vellore and the 6-20 P. M. Special from Jollarpett must both be at Gooriattum before either is allowed to proceed.

Amboor.—The 7-50 P. M. Special from Vellore and the 8-45 A. M. Goods from Pothanoor must both be at Amboor before either is allowed to proceed.

Jollarpett.—The 10-15 A. M. Mail must wait the arrival of the 7-50 P. M. Special from Vellore at Jollarpett, *except on Sundays when the 7-50 P. M. Special does not run.*

WEST TRAINS.

No. 11 Special Train.

Perambore.—The 4-30 P. M. Special from Madras must not leave Perambore till the 5-40 A. M. from Jollarpett has arrived, *except on Sundays when the 5-40 A. M. from Jollarpett does not run.*

Perambore.—The 4-30 P. M. Special from Madras must not leave Perambore till the 1-50 P. M. Special from Arconum has arrived.

Avady.—The 4-30 P. M. Special from Madras and the 3-40 P. M. Special from Arconum must both be at Avady before either is allowed to proceed.

Trivellore.—The 4-30 P. M. Special from Madras, and the 6-15 A. M. from Erode must both be at Trivellore before either is allowed to proceed.

Chinnamapett.—The 4-30 P. M. Special from Madras and the 3-0 P. M. Special from Tirupetty must both be at Chinnamapett before either is allowed to proceed.

Vellore.—The 8-45 A. M. from Pothanoor and 10-15 A. M. Mail from Beypore must not leave Vellore till the 4-30 P. M. Special from Madras has arrived.

No. 13 Special Train.

Vellore.—The 11-30 P. M. Special from Vellore must not leave Vellore till the 6-20 P. M. Special from Jollarpett has arrived.

Vellore.—The 11-30 P. M. Special from Vellore must not leave Vellore till the 8-45 A. M. Goods from Pothanoor has arrived, *except on Sundays when 8-45 A. M. from Pothanoor does not run.*

Amboor.—The 11-30 P. M. Special from Vellore and the 10-15 A. M. Mail from Beypore must both be at Amboor before either is allowed to proceed.

WEST TRAINS—No. 13 SPECIAL TRAIN—(Continued.)

Jollarpett.—The 4-30 A. M. Special and 5-40 A. M. must not leave Jollarpett till the 11-30 P. M. Special from Vellore of the previous day has arrived.

East Trains.**No. 2 Special Train.**

Vellore.—The 12-40 A. M. Special from Vellore must not leave Vellore till the 6-0 P. M. Mail from Madras has arrived.

Vellore.—The 12-40 A. M. Special from Vellore must not leave Vellore till the 7-30 P. M. from Madras has arrived, *except on Mondays when the 7-30 P. M. of previous day does not run.*

Perambore.—The 7-0 A. M. from Madras must wait arrival of 12-40 A. M. Special from Vellore at Perambore.

No. 4 Special Train.

Jollarpett.—The 4-30 A. M. Special from Jollarpett must not leave Jollarpett till the 11-30 P. M. Special from Vellore has arrived.

Jollarpett.—The 4-30 A. M. Special from Jollarpett must not leave Jollarpett till the 7-30 P. M. Goods from Madras of the previous day has arrived, *except on Mondays when the 7-30 P. M. of the previous day does not run.*

Arconum.—The 4-30 A. M. Special from Jollarpett and the 7-0 A. M. from Madras must both be at Arconum before either is allowed to proceed.

Arconum.—The 4-30 A. M. Special from Jollarpett and the 7-10 A. M. Special from Madras must both be at Arconum before either is allowed to proceed.

EAST TRAINS—No. 4 SPECIAL TRAIN—(Continued.)

Chinnamapett.—The 4-30 A. M. Special from Jollarpett and the 8-0 A. M. Special from Madras must both be at Chinnamapett before either is allowed to proceed.

Cudumbatore.—The 4-30 A. M. Special from Jollarpett and the 8-30 A. M. from Madras must both be at Cudumbatore before either is allowed to proceed, *except on Sundays when the 8-30 A. M. from Madras does not run.*

Tinnanore.—The 4-30 A. M. Special from Jollarpett and the 10-0 A. M. Special from Madras must both be at Tinnanore before either is allowed to proceed.

Perambore.—The 11-50 A. M. Special and 1-45 P. M. from Madras must wait the arrival of the 4-30 A. M. Special from Jollarpett at Perambore.

No. 6 Special Train.

Arconum.—The 1-50 P. M. Special from Arconum must not leave Arconum till the 10-0 A. M. Special from Madras has arrived.

Chinnamapett.—The 1-50 P. M. Special from Arconum and the 11-50 A. M. Special from Madras must both be at Chinnamapett before either is allowed to proceed.

Tinnanore.—The 1-50 P. M. Special from Arconum and the 1-45 P. M. from Madras must both be at Tinnanore before either is allowed to proceed, *except on Sundays when the 1-45 P. M. from Madras does not run.*

Perambore.—The 4-0 P. M. Goods from Madras must wait the arrival of the 1-50 P. M. Special from Arconum at Perambore.

EAST TRAINS.

No. 8 Special Train.

Arconum.—The 3-40 p. m. Special from Arconum must not leave Arconum till the 11-50 A. m. Special from Madras has arrived.

Chinnamapett.—The 3-40 p. m. Special from Arconum and the 1-45 p. m. from Madras must both be at Chinnamapett before either is allowed to proceed, *except on Sundays when the 1-45 p. m. from Madras does not run.*

Tinnanore.—The 3-40 p. m. Special from Arconum and the 4-0 p. m. Goods from Madras must both be at Tinnanore before either is allowed to proceed.

Avady.—The 3-40 p. m. Special from Arconum, and the 4-30 p. m. Special from Madras must both be at Avady before either is allowed to proceed.

Perambore.—The 6-0 p. m. Mail must wait the arrival of the 3-40 p. m. Special from Arconum at Perambore.

No. 10 Special Train.

Jollarpett.—The 3-50 p. m. Special from Jollarpett must not leave Jollarpett till the 7-0 A. m. and 7-10 A. m. Special from Madras have arrived.

Mailputty.—The 3-50 p. m. Special from Jollarpett and the 8-30 A. m. from Madras must both be at Mailputty before either is allowed to proceed.

Vellore.—The 6-0 p. m. Mail from Madras must wait the arrival of the 3-50 p. m. Special from Jollarpett at Vellore *except on Sundays when the 3-50 p. m. Special from Jollarpett does not run.*

EAST TRAINS.

No. 12 Special Train.

Jollarpett.—The 6-20 p. m. Special from Jollarpett must not leave Jollarpett till the 7-0 A. m. and 7-10 A. m. Special from Madras have arrived.

Vaniembady.—The 6-20 p. m. Special from Jollarpett and the 8-30 A. m. from Madras must both be at Vaniembady before either is allowed to proceed *except on Sundays when the 8-30 A. m. from Madras does not run.*

Gooriattum.—The 6-20 p. m. Special from Jollarpett, and the 7-50 p. m. Special from Vellore must both be at Gooriattum before either is allowed to proceed *except on Sundays when the 7-50 p. m. Special from Vellore does not run.*

Vellore.—The 6-0 p. m. Mail Train from Madras must not leave Vellore till the 6-20 p. m. Special from Jollarpett has arrived.

No. 14 Special Train.

Arconum.—The 3-0 p. m. Special from Tirupetty must not leave Arconum till the 4-0 p. m. Goods from Madras has arrived.

Chinnamapett.—The 3-0 p. m. Special from Tirupetty and the 4-30 p. m. Special from Madras must both be at Chinnamapett before either is allowed to proceed.

Cudumbatore.—The 3-0 p. m. Special from Tirupetty and the 6-0 p. m. Mail from Madras must both be at Cudumbatore before either is allowed to proceed.

Avady.—The 3-0 p. m. Special from Tirupetty and the 7-30 p. m. Goods from Madras must both be at Avady before either is allowed to proceed, *except on Sundays when the 7-30 p. m. Goods from Madras does not run.*

No. 1411.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 26th December 1876.

From

R. B. Clavin Esq
Agent and Manager. M. D. Co.

To

Col J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

It is with the deepest regret that I have to report for the information of Government that a serious and fatal accident occurred early yesterday morning near the Ambur station on the South West Line of this railway, caused by the 10.15 am. mail train from Bangalore of the 24th instant coming into collision with a special goods train which left Vellore for Bangalore at 11.30 P.M. on the same day.

The 10.15 am. mail train is not timed to stop at Ambur under ordinary circumstances, but in consequence of the present pressure of grain traffic, a special service of trains from Vellore to the West, has been organised since Monday the 18th instant and the 11.30 P.M. train, one of the special service, is, as will be seen from the accompanying special Time Table, timed to meet the 10.15 am. at

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JOLLARPETT TO MULLAPURUM.

STATIONS.	Time.	Remarks.
JOLLARPETT	A. M.	
DEP.	4 0	After arrival of 10-15 A. M. Mail and departure of 8 P. M. Mail of previous day.
Tripatore	4 25	
Samulputty	5 15	
Morapore	6 10	
Mullapurum	ARR. 7 0	6-15 A. M. to wait arrival.

MULLAPURUM to JOLLARPETT.

STATIONS.	Time.	Remarks.
MULLAPURUM	A. M.	
DEP.	9 0	Wait arrival of 7.30 P. M. goods of previous day except on Monday.
Morapore	9 30	
Samulputty	10 40	
Tripatore	11 30	
JOLLARPETT	ARR. 11 55	7.0 A. M. from Madras to wait arrival.

These Trains will stop at any Station for Traffic.

P. M. 1876: 5th Dec/76
J. H. S.

Ambarntel further notice - This arrangement had been carried out with safety from the 18th instant up to the date of the accident when the mail train was run from Jallarpett under the charge of Chief Guard Reid and Engine Driver Sullivan - Each of these men had been supplied with the special Time Table, and the mail train had been run under their charge from Jallarpett to Chudra on the previous Tuesday, when they duly stopped at Ambar and allowed the special to pass. Yesterday morning Guard Reid put on his brake when approaching Ambar with the intention of stopping the train at the station, but Engine Driver Sullivan forgot that he had to meet the special, and as soon as he had cleared the facing points put on steam and ran through the station, and notwithstanding the efforts of Reid to attract attention and stop the train, it proceeded at a good pace down the incline, until at about 2 miles from Ambar, it came into collision with the special from Bellare.

3. Information of the accident reached me from the Traffic Manager in time to admit of my leaving Chudra by the 7 am. train yesterday accompanied by Mr. Church the Traffic

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ment had been carried out with safety from
the 18th instant up to the date of the accident
when the mail train was run from Jolarpett
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Engine Driver Sullivan - Each of these men
had been supplied with the special Time
Table, and the mail train had been run
under their charge from Jolarpett to
Madras on the previous Tuesday, when
they duly stopped at Ambar and allowed
the special to pass. Yesterday morning
Guard Reid put on his brake when
approaching Ambar with the intention of
stopping the train at the station, but Engine
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withstanding the efforts of Reid to attract
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at about 2 miles from Ambar, it came
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3. Information of the accident
reached me from the Traffic Manager
in time to admit of my leaving Madras
by the 7 am. train yesterday accom-
panied by Mr. Church the Traffic

3 1911 3

Manager, Mr. Trevithick, the Locomotive Superintendent and Dr. Elder the Consulting Physician and at the Chachras station I telegraphed to the Joint Magistrate of Vellore asking him to meet us at Vellore and to the Company's Apothecaries at Vellore and Sallampettu instructing them to proceed with all dispatch to the scene of the accident.

At Vellore we were joined by Mr. C. Duncan Irvine the Joint Magistrate and proceeded to the 110th mile where we arrived at about 1/2 past 12 o'clock. We found that one European and nine native Passengers had been killed on the spot and that two Europeans and thirteen natives had been more or less seriously injured. As soon as the wounded had been carried into the two Invalid Carriages which had been brought from Chachras for the purpose and had been attended to by Dr. Elder and the Apothecaries, the Joint Magistrate of Vellore assisted by a Jury opened an inquiry as to the cause of the deaths of the persons who had been killed. The body of the European passenger was identified by papers found in his pockets to be that of Mr. Alfred Octavious Lewis.

21 4

but there were no means of identifying the bodies of the natives.

5 I have applied to Mr Irvine for a copy of the record of the proceedings and will submit it for the information of Government in due course, but I may state here that after the examination of witnesses amongst whom was Sullivan the Engine Driver who admitted his fault and that he had forgotten to stop at Clunbar a unanimous verdict was returned to the effect that the deaths had been caused by the collision of the two trains due to the carelessness of Sullivan the Driver of the mail train. As soon as I receive a certified copy of the proceedings at the inquiry the Company's solicitors will be instructed to prosecute Sullivan for his neglect of duty and the result will of course be reported to your office. I cannot help regretting the necessity for taking this course as Sullivan has been in the Company's service for 16 years and has hitherto borne the best of character as a steady hard working sober man.

6. The injured passengers were brought down to Malabar last night and placed in the General Hospital

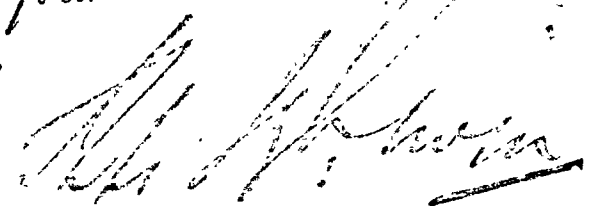
5 24 3

where they were received and treated with every attention by Drs. Dickenson, Cockerill, Porter and Leithoupe. No further deaths have been reported up to the present time, but I regret to say that one of the natives - a woman - is stated to be in a very precarious state. The names of the two Europeans injured are Mr. Frederic James Mackay, who lately arrived from England to join the Locomotive Department, and a Mr. Shaw who is I am informed a Sub Conductor in the Gun Carriage Factory at Madras. Further particulars as to the injured will be furnished to you as soon as I am in a position to do so.

7. I shall also have to address you again as to the damage done to the rolling stock and permanent way, details of which have not yet reached me. though I learned this morning from the Chief Engineer that the line would be clear at 12 o'clock noon today.

I have the honour to be,
Sir,

Your most obedient Servant



Agent Sellamagen

WAT DEPARTMENT.

Consulting Engineer's Office,
Madras, 27th December, 1876.

No. 648.

SUBMITTED *for the information* OF GOVERNMENT.

*A full report upon the
accident will follow.*

Maintenance

Lt Col R.C.

Comd. Eng^r for Railways

*To The Secretary to Govt.
P.W. Dept.
Fort St George*

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

9464

for Railways.

Dated

26th Dec

1876

Recd.

27.

No. 1411

*Reporting that a
serious and fatal
accident occurred
early yesterday morn-
ing near the Ambur
Station.*

101 1876 2310
RAILWAY DEPARTMENT.

187 9464

From

The Consulting Engineer

for Railways,

The Secretary to Government,

P. W. Department,

Fort St. George.

20895 Jan 77.

The Govt. have

received of this

fatal accident

with deep regret,

and

for the estimate

reports.

Enclosures, 2

No. 648

Dated 27th } Received 28th } Dec 1876.

Submitting a

letter with enclosed

from the Agent of the

28.12.76. regarding that a certain

copy of the above and fatal accident

occurred. & the full particulars are in the

28 Jan 77. 1876. 1-1-77. The above is taken on the

28/12/76. G. W. Davis of the Railway

9464
Govt. of 1870 Madras.

PUBLIC WORKS.

To *the Court of Eng^o for W^o*

Dated

Issued

Recd.

Encl.

G. O., 15th Dec^r 1870. No.

Nos. 15-4

Collision at Ambour,
Madras Dist.

A further detailed re-
-port of the — awaited

For forwarding copy of Pros.
on report regarding the
Collision at Ambour,
Madras Dist.

For P. W. Dept.