

(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. 1020	Press
666-667	Mis.
Dated 28 - 3 - 18 66.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
28th March 1866.*

No. 666. Read the following Endorsement of the Deputy Consulting Engineer for Railways in charge, dated Madras, 15th March 1866, No. 124:—

From the Agent and Manager, Madras Railway Company, to the Deputy Consulting Engineer for Railways in charge, dated Madras, 14th March 1866, No. 166.

1. I have the honor to quote as follows from a report, dated the 8th instant, No. 83, which has reached me from the Locomotive Superintendent:—

“The Engine (No. 43) of the 2 P. M. Coodoor Goods special of the 23rd February, after leaving one-half of the train on the Ballapillay bank, was returning for the other half, when it came into collision with it at the bottom of the pass, causing damage to five of the vehicles. From the inquiry held in my Office, it appears that there was gross carelessness on the part of the Driver; his explanation is that his attention had been drawn to something connected with the engine when she was running down, which prevented him from keeping a proper look-out. His first duty, however, was to take care that he did not run into the train, and I have accordingly punished him by fine. His Foreman reports that his conduct has always been good, and that he is a steady and careful man. The Fireman was also much in fault, for instead of putting on the brake when ordered to do so by his Driver, he took it off, and before the speed of the engine could be checked the collision took place. He has therefore been removed from his engine and put in the shed.

“*Damage sustained by Engine and vehicle.*

“Engine and Tender, none

“H. S. O. G. Waggon No. 404, two buffer castings and waggon end-boards.

“Do. do. „ 499, two buffer castings and one head-stock.

“Do. do. „ 657, both head-stocks and buffer castings.

“Do. do. „ 698, one head-stock, buffer castings and end-board.

“Do. do. „ 966, two buffer castings and waggon end-board.

} broken.

“*Length of time the train was detained in consequence of the accident.*

“1 Hour and 25 minutes.”

* No. 149, 14th instant.

2. I learn* from the Chief Engineer that, with the exception of a bent rail, the line did not sustain any damage.

Submitted for the information of Government.

(Signed) H. N. D. PRENDERGAST, Major, V.C., R.E.,

Dy. Consgr. Engr. for Railways in charge.

No. 667.

ORDER THEREON, 28th March 1866, No. 1,020.

RAILWAY, No. 70.

Ordered to be recorded.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

Exd. S. T. Augustin.

N^o 166.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 17th March 1866.

From

Robert B. Clive Esq.,
Agent and Manager, M. R. Co.

To

Major H. D. Prendergast, V.C. & C.,
Dy. Consulting Engineer for Railways,
in charge.

SIR,

I have the honor to quote as follows from a report dated the 8th instant, N^o 83, which has reached me from the Locomotive Superintendent.

"The Engine (N^o 43) of the 2nd Mr. Goodover
"Goods Special of the 23rd February, after leaving
"one half of the Train on the Pallapillay Bank,
"was returning for the other half, when it came
"into collision with it at the bottom of the
"Pass, causing damage to 5 of the Vehicles.
"From the inquiry held in my Office it appears
"that there was gross carelessness on the part
"of the Driver; his explanation is that his
"attention had been drawn to something connected
"with the Engine when she was running down,
"which prevented him from keeping a proper
"look-out. His first duty however was to take
"care that he did not run into the Train, and
"I have accordingly punished him by Fine.
"His Foreman reports that his conduct has
"always been good, and that he is a steady
"and careful man. The Foreman was also
"much in fault, for instead of putting on the

"Drake when ordered to do so by his Driver, - he
"took it off, and before the speed of the Engine
"could be checked the collision took place. He
"has therefore been removed from his Engine
and put in the Shed.

Damage sustained by Engine and Vehicle
"Engine and Tender — none.

- "H. S. O. G. Wagon No. 404 — two Buffer Castings
and Wagon-end
Boards.
- "_____ do _____ do No. 499 — two Buffer Castings
and one Head Stock.
- "_____ do _____ do No. 657 — both Head - Stocks } broken.
and Buffer Castings
- "_____ do _____ do No. 698 — One Head Stock,
Buffer Castings and
end boards.
- "_____ do _____ do No. 966 — two Buffer Castings
and Wagon-end Board.

Length of Time the Train was detained in
consequence of the accident.

- 1 Hour and 25 minutes.
- 2. I learn from the Chief Engineer, No. 149,
that with the exception of a bent rail, the 11th instant
Line did not sustain any damage.

I have the honor to be,
Sir,
Your most Obedient Servant.

Walter F. Kiefer
for agent and manager.

No. 124 -

Submitted for the information of Government.

W. S. Pringle

Major B. P. S.

CONSULTING ENGINEER'S OFFICE,
Madras, 15th March 1866.

D. J. Consng. Engr. for Railways.
in charge

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

P. M. Pringle

Dated Madras 14th 1866
Recd. - - - - -

No. 166.

*Reporting on accident
that occurred at the
Mallapally Bank, by the
Engine of the 2nd M. G. R.
Road Service of the 23rd
February, coming into
collision with the half of
the train, at the bottom of the
Pass, P. S. G.*

1622
No. 1020

Received

*Fort St George
28th March 1866*

RAILWAY DEPARTMENT.
Copy of Letter for March
1866. Dept

From *By A. 1098*
The Consulting Engineer
for Railways,
in charge

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

Dated *15th* } *March 1866.*
Received *16th* }

Qu. one No. 124 -

Submits for the
information of Government
a letter from the Agent &
Manager of the M. R. Comp^y
the 14th Inst.
reporting an accident that
occurred at the Delapally
Bank.

Recorded
1020-28 March 1866

Sept. 1866

c. 23 March 1866 Ch. 2675