

(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. 2756	Press Mis.
693-694	
Dated 31 - 8	1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
31st August 1866.*

No. 693. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 17th August 1866, No. 347 :—

Read the following letter from the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 16th August 1866, No. 431.

I have the honor to forward copy of a report received from Mr. Williams, regarding the accident to the 7-50 A. M. train from Moodanoor, on the 13th instant.

From S. WILLIAMS, Esq., to H. E. CHURCH, Esq., dated Cuddapah, 15th August 1866, No. W. 3-23/24.

1. With reference to Engine No. 101, Driver Gibly, getting off line at Yerragoontla Station on Monday the 13th instant, I beg to inform you that the first intimation I received of it was by telegram, which reached me at 8-40 A. M. I at once ascertained the position of the engine, and informed the Station Masters of Yerragoontla and Camalapoore that I would come up at once with an engine. I started with the Locomotive Foreman, a Fitter, and several Jacks, and packing, reaching Yerragoontla at 10-15; from the position of the engine, which blocked both "through" siding and main road, it was quite clear that it would take days to "right" it; I thereupon arranged with Mr. West to slew the line, which was completed before arrival of 9-20 train; all trains coming northward run forward and back into the through siding; in like manner the south trains will be worked until the disabled engine is cleared away and the line restored.

2. The only cause we can assign for the engine getting off is, that the line must have been a little tight to gauge, and the engine, almost a new one, did not go freely past the check rail, the off-side wheels of the tender, which was running first, must have struck the check and mounted, which was so sudden that the Driver had not time to shut off steam before the tender became imbedded in the ballast, which just now is very soft, owing to the late rains.

3. A horse box loaded with three horses belonging to the Engineers, running next the engine, received a little damage to the buffer plank and head, the horses were not at all hurt. One old Native, who was riding in a third class carriage, received a slight cut on the left eye brow, but nothing serious, he stated he felt no pain and did not need an Apothecary; the rest of the passengers escaped. The train was only moving at a slow rate, as it had only just left the platform.

4. Engine will return to Cuddapah this afternoon.

1. Submitted for the information of Government.

2. Major Prendergast will proceed early in next week to inspect the North-West Line. His attention has been specially requested to the scene of this accident, and his report shall be submitted to Government.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Actg. Consig. Engr. for Railways.

No. 694. ORDER THEREON, 31st August 1866, No. 2,756.

RAILWAY, No. 65.

Ordered to be recorded.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

No 431.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, August 16th 1866

From

M. G. Smart Esq.
Acting Agent and Manager of the M.R.C.

To

Major J. H. M. Shaw-Stewart, R.E.,
Acting Consulting Engineer for Railways.

Sir,

I have the honor to forward to you
copy of a report received from Mr.
Williams, regarding the accident to the
7.50 A.M. train from Moodanoor
on the 15th instant.

I have the honor to be,
Sir,
Your most obedient servant,
M. G. Smart
Acting Agent and Manager.

11/3/23, 24. Assistant Traffic Manager's Office
Cuddapah, 15 August 1866.

W. E. Church Esquire;
My dear Sir,

With reference to Engine No 104 / Driver Gibly getting off line at Yerragoulla Station on Monday the 13 inst. I beg to inform you that the first intimation I received of it was by telegram which reached me at 8.40 Am. I at once ascertained the position of the Engine and informed the Station Masters of Yerragoulla and Camalapur that I would come up at once with an Engine. I started with the Locomotive Foreman, a Fitter and several Jacks and packing reaching Yerragoulla at 10.15; from the position of the Engine, which blocked both "Through" siding and main road, it was quite clear that it would take days to "Right" it, I thereupon arranged with Mr. West to shew the Line, which was completed before arrival of 9.20 train; all trains coming northward run forward and back into the Through Siding; in like manner the South trains will be worked until the disabled Engine is clear away and the line restored.

The only cause we can assign for the Engine getting off is, that the line must have been a little tight to gauge and the Engine, almost a new one, did not go freely past the Check Rail, the off side wheels of the Tender, which was running first, must have struck the Check and mounted, which was so sudden that the Driver had not time to shut off steam before the Tender became imbedded in the Ballast, which just now is very soft owing to the late rains.

A Horse box loaded with three horses belonging to the Engineers, running next the Engine received a little damage to the buffer plank and head, the horses were not at all hurt. One old native, who was riding in a third class carriage, received a slight cut on the left eye brow, but nothing serious, he stated he felt no pain and did not need an apothecary, the rest of the

MADRAS RAILWAY.

The Agent and Manager

The Consulting Engineer

for Railways.

27/3/24/13

Dated August 16th 1866

Recd. 17/8/66

Witnessing Copy the above
Recd from Mr. Williams
the Secy of the Manager, saying
he recorded to the 15th inst. 1866
from Mr. Madam as the
13th instant

United Scottish Press.

passengers escaped, the train was only moving at a slow rate as it
had only just left the platform

Engine will return to Buddarah this afternoon.

Yours faithfully

/Signed/ S. Williams

/True Copy/

/Signed/ H. C. Church

Traffic Manager

/True Copy/

M. M. Mearns

Acting Agent and Manager

Comptroller

No. 347-

Submitted for the information of Government.

Major Pendergast will proceed early in next week to inspect the North West Line. His attention has been specially requested to the scene of this accident, and his report shall be submitted to Government.

Major P.

CONSULTING ENGINEER'S OFFICE,
Madras, 17th August 1866.

W. A. Pendergast
Acting Consgr. Engr. for Railways.

To

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

29/3/394/88

P. W. D. Dept.
RAILWAY DEPARTMENT.

Pro: of Govt for August
1866

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort St. George.

Dated *17th August* 1866.

Received *R*

Ca: 2 No. 347.

*Submitting for the
information of Govern-
ment, a letter from the
Agent & Manager of the
M. R. Company, regarding
the Accident to the 7-50
A. M. train from London
on the 13th Instant -
no. 2756 - 31st August / 66
With an Order*

Received the accident

no. 2756

13

1866

Aug 23. 674

e. 22nd August / 66

Kept at 10th 31st August / 66

for Railways - M. R. Co. 13