

(1) Number of pages 16

(2) Date of repair 2-4-43

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1295	Press Mis.
5-6	
Dated 1 5 1867.	

Not to be folded or roughly handled

Handwritten signature/initials

17

*Proceedings of the Madras Government, Public Works Department,
1st May 1867.*

No. 5. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 15th April 1867, No. 119:—

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 10th April 1867, No. 2,309.

1. I received yesterday afternoon your telegram to the following effect:—
“please send full report on accident of twenty-third March. State cause of accident.”

2. In reply thereto I attach copy of my report to the Directors. Should Government require any further information, I will, on hearing particulars from you, furnish it.

—

Extract from the Agent's letter No. 171, dated 10th April 1867, to the Secretary of the Board of Directors, Great Southern of India Railway.

Accident.

1. On the 23rd ultimo the engine of No. 3 train was unable to proceed further than Ellamanore station in consequence of her tubes leaking, and another engine (No. 2, Driver Wilson) had to be sent from Trichinopoly to take the train forward from Ellamanore to Caroor. According to the guard's report, the train left Ellamanore at 5-53 P. M., and Lallapetta at 6-34 P. M., distance miles eighteen. After passing the 112th mile (upwards of three miles from Lallapetta) the fourth loaded covered goods truck left the line, the couplings and side chains which held it to the truck in advance snapped, and the truck which had left the rails dragged off another covered goods wagon, a horse-box (empty) and five carriages with it, leaving the guard's break van (the last vehicle) on the line. The two trucks and the horse-box ran down the embankment, the two former falling on their broad sides at the foot of the slope. Three of the carriages went about half down the embankment, but did not fall over, the other carriages were off the rails, but did not leave the top of the embankment. Fortunately no injury to life or limb resulted, but the passengers had a narrow escape. I have since inquired into the cause of the accident. So far as speed is concerned it is clear that the train was not running faster than twenty-five miles an hour. The line is stated by the Chief Engineer to have been in good order. The truck which is supposed first to have left the line has been carefully examined, its leading wheels were slightly out of gauge, but not to any extent likely to have caused the accident, even supposing the accident itself not to have caused the wheels to get out of gauge. The horn-plates, however, were found to be $\frac{1}{4}$ inch out of angle. Foreman Breedon is of opinion that this was not caused by the accident, but from the present appearance of the truck that the horn-plates were to that extent out of gauge before the accident occurred. The Locomotive Superintendent, however, is of opinion, that the rough usage the truck received during and after* the accident caused the defect in question. I was astonished to find the permanent way so little injured, only one rail

* An engine dragged the truck up the embankment, by means of a chain fastened to the horn-plates.

(and that at the place where the vehicles left the embankment) was broken and three or four bent, and some twenty or thirty sleepers and half the number of tie-bars broken. The two trucks, horse-box, and first carriage, however, were a good deal injured.

2. There are one or two points connected with this subject, upon which I desire to get further information, after which I will report again.

(True Copy.)

10th April 1867.

(Signed) W. S. BETTS,

1. Submitted to Government in continuation of the Agent's first report on the accident that occurred on the Great Southern of India Railway on the 23rd March.—(G. O. dated 10th instant, No. 1,108.)

Proceedings of the Madras Government, Public Works Department,
1st May 1867.

2. It will be observed that the passengers sustained no "injury to life or limb," but that they had a very narrow escape. The Agent reports that "the line is stated by the Chief Engineer to have been in good order," but he does not mention whether this referred to an inspection at some former date, or to an opinion based on an examination of the ground after the occurrence of the accident. It appears that some twenty or thirty sleepers were broken, and unless there is evidence to the contrary, there is reason to apprehend that the wagons and carriages were thrown off the line by some of them having gave away beforehand, or by some other defect in the permanent way.

3. It is usual for the Deputy Consulting Engineer to be deputed to proceed to the scene of an accident of this nature; but the want of means of rapid communication, and the considerable time that elapsed before the occurrence was known in this office, rendered it useless for him to proceed to the spot. The Agent promises further accounts; but I consider that a full and circumstantial report of the accident might reasonably have been expected by Government before this.

4. I have requested him to communicate with me by telegraph should a similar accident unfortunately occur at any future time, in order that the Deputy Consulting Engineer may have an opportunity of proceeding to the spot, and of furnishing a report to Government.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 6. ORDER THEREON, 1st May 1867, No. 1,295.

RAILWAY, No. 1.

The Government concur with the Consulting Engineer in considering that intimation of the occurrence of accidents of the nature of that reported in these papers should in all cases in which the means of rapid communication may be wanting, be conveyed by telegraph to admit of the Deputy Consulting Engineer proceeding to the scene of disaster in time for the purpose of inspecting the spot and reporting the result of his inquiries.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

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Extract from the Agents Letter No. 171 Dated
10th April 1867 to the Secretary of the Board
of Directors Great Southern of India Railway

Accident.

On the 23rd ultimo the Engine of No. 3 Train was unable to proceed further than Ellamanoor Station in consequence of her Tubes leaking and another Engine (No. 2 driven Mile) had to be sent from Chekhiopoly to take the Train forward from Ellamanoor to Caror according to the Guards report the Train left Ellamanoor at 5.53 P.M. and Lallapetta at 6.34 P.M. (Distance Miles 10. After passing the 112th Mile (upwards of 3 Miles from Lallapetta) the fourth loaded Covered Goods Truck left the line, the Couplings and Side Chains which held it to the Truck in advance snapped, and the Truck which had left the Rail dragged off another Covered Goods Wagon, a Horse Box (Empty) and five Carriages with it, leaving the Guard's Van (the last Vehicle) on the line. The two Trucks and the horse box ran down the embankment the two former falling on their broad sides at the foot of the slope. Three of the Carriages went about half down the embankment, but did not fall over, the other Carriages were off the Rail, but did not leave the top of the embankment. Fortunately no injury to life or limb resulted, but the Passengers had a narrow escape. I have since inquired into the Cause of the Accident. So far as Speed is concerned it is clear that the Train was not running faster than 25 Miles an hour. The line is stated by the Chief Engineer to have been in good order. The Truck which is supposed first to have left the line has been carefully examined, the leading wheels were slightly out of gauge but not to any extent likely to have caused the

* an engine dragged
the truck up the
embankment, by
means of a chain
fastened to the
horn plates.

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the accident occurred. The locomotive
superintendent however is of opinion that
the rough usage the truck received during
and after the accident caused the defect
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one rail (and that at the place where the
vehicles left the embankment) was broken
and three or four bent, and some 20 or 30
sleepers, and half the number of tie bars,
broken. The two trucks, horse box, and first
carriage however were a good deal injured.

There are one or two points connected
with this subject upon which I desire to
get further information after which I will
report again.

Enc copy

William Stretton

107 4/67

No. 7309

77
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 10th April 1867.

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

I received yesterday afternoon
your telegram to the following
effect: "Please send full report
on accident of twenty third March.
State cause of accident."

In reply thereto I attach
copy of my report to the Directors.
Should Government require any
further information I will on
hearing particulars from you,
furnish it.

Have the honor to be
Sir

Yours obediently

William Webb.

away before hand, or by some other defect in the permanent way -

3. It is usual for the Deputy Consulting Engineer to be deputed to proceed to the scene of an accident of this nature; but the want of means of a rapid communication and the considerable time that elapsed before the occurrence was known in this office rendered it useless for him to proceed to the spot. The Agent promises further accounts; but I consider that a full and circumstantial report of the accident might reasonably have been expected by Government before this.

4. I have requested him to communicate with me by telegraph should a similar accident unfortunately occur at any future time; in order that the Deputy Consulting Engineer may have an opportunity of proceeding to the spot, and of furnishing a report to Government.

Madras
15 April
1867

J. Anderson
Consulting Eng^r for Railways

117
To The Secretary to Government
D. P. Works.
Fort. Saint George

Re-104. Apr/67. No 207-218

S. B. P. 1867
188
1398

RAILWAY DEPARTMENT.

From

The Consig. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 15th } April 1867.
Received 16th }

Encl. 2 No. 119
Enclosures, No.

Submitting to Government
further papers regarding the
accident which occurred
on the G. S. R. on the 23rd
March 1867.

No 5

2. 18th April 1867. On 26th

enc. 1295. 1st May 1867.

Railway P. W. Dept.
enc. 129/52

Proceedings of the Madras Government.
Under date the 1st May 1867.
Read the following

From the Consig. Engineer
for Railways (H.E. No 119 of 15th April/67)

The Government concur
with the Consulting Engineer
in considering that intimation
of the occurrence of accidents
of the nature of that reported
in these papers should in all
cases in which the means of
rapid communication may
be wanting, be conveyed by
telegraph to admit of the
Dy Consulting Engineer pro-
ceeding to the scene of disaster
for the purpose of inspecting the spot
in time, & reporting the
result of his enquiries.

N.
JP

W.M.

The Consig. Engr for Railways.
Recd. 2/5/67

W.B.

5-1-6
Pub. Works 1867 (Sep. 20th)

Pro: of Govt. for May

No 1295

Pro: of the Madras Govt.

11th May 1867

The Consulting Eng^r
informed that intimation of
the occurrence of Accidents
(Railway) such as that
which took place on 23rd March
last, on the Great Northern of
India Railway, should be
conveyed by telegraph to admit
of the Deputy Consulting
Engineer proceeding imme-
diately to the spot for the
purpose of reporting on the
accident.

No 5-6