

(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. 2084	Press Mis.
1946-48	
Dated 8. 9	1867.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
8th July 1867.*

No. 194. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 29th June 1867, No. 191 :—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 28th June 1867, No. 227.

1. I regret to have the honour to report, for the information of Government, that I learn by a communication* received this afternoon from the Locomotive Superintendent, that a serious accident happened on Wednesday, the 26th instant, to the ballast train which is worked by Mr. Barnett, the Contractor, on Section II, District VIII, North-West Line.

* No. 114, 28th June.

Superintendent, that a serious accident happened on Wednesday, the 26th instant, to the ballast train which is worked by Mr. Barnett, the Contractor, on Section II, District VIII, North-West Line.

2. It would appear from Mr. Wright's report, that as the ballast train, which was running tender first, entered the bed of the Chittravutty river, across which a temporary line is laid, the tender left the rails, throwing off the engine, break van, and three of the waggons, and jamming the unfortunate second fireman, who was engaged putting oil into the cylinders, between the break van buffer and smoke box of the engine, the break van having mounted the engine buffer plank.

3. It was found necessary, in order to release the unfortunate man, to amputate his arm.

4. I will report further as to the amount of damage sustained by our rolling-stock, when I am in possession of full particulars. In the meantime I may mention that the repairs, &c., &c., will have to be executed at the expense of Mr. Barnett, the Contractor.

5. As I am to have the pleasure of accompanying you to the Chittravutty on Wednesday next, an opportunity will be afforded us of inquiring into the cause of the accident on the ground.

1. Submitted for the information of Government.

2. The temporary rail across the bed of the Chittravutty is liable to displacement, more or less, during a fresh, and the re-adjustment of the rails is not likely to be attended to so carefully, as would be the case on the line of permanent way. This accident shows the necessity of attention and frequent examination on the part of the Resident Engineer, who, I consider, should not allow the engine to run over any part of the line, permanent or temporary, which may not in his opinion be perfectly safe.

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

No. 195. ORDER THEREON, 8th July 1867, No. 2,034.

RAILWAY, No. 13.

The Government fully concur in the remarks of the Consulting Engineer, and they rely upon the Agent and Manager taking such measures as may be necessary to ensure the adoption of the precautions suggested by Colonel Anderson.

(True Extract.)

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

To the Consulting Engineer for Railways.

Ed. S. T. Augustin.

Madras, *June 28th* 1867

From

P. B. Elwin Esq.

Agent and Manager.

To

Lieutenant Colonel J. C. Anderson R.E.

SIR,

Consulting Engineer for Railways.

I regret to have the honor to report for the information of Government, that I learn by a communication received this afternoon from the Locomotive Superintendent, that a serious accident happened on Wednesday the 26th instant to the ballast train which is worked by Mr. Barnett, the contractor, on Section II, District VIII, North West Line.

2. It would appear from Mr. Wright's report, that as the ballast train which was running tender first entered the bed of the Chittoorully River, across which a temporary bridge is laid, the tender left the rails, throwing off the Engine, break van, and three of the Waggon; and jamming the unfortunate second Fireman, who was engaged putting oil into the cylinders, between the break van buffer, and smoke box of the engine, the break van having mounted the Engine buffer plank.

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It was found necessary, in order

* No 114 - 28th
June

order to release the unfortunate man, ³ to
amputate his arm.

4. I will report further, as to the
amount of damage sustained by our Rolling
Stock, when I am in possession of full
particulars. In the mean time, I may
mention that the repairs to, &c., will have
to be executed at the expense of Mr. Burnell,
the Contractor.

5. As I am to have the pleasure
of accompanying you to the Chittagutty, on
Wednesday next, an opportunity will be
afforded us of enquiring into the cause of the
accident on the ground.

I have the honor to be,
Sir,
Your most obedient servant,
Wm. J. Burnell
Agent and Manager

No. 191.

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Submitted for the information
of Government.

2. The temporary rail across
the bed of the Chittravutti is liable to
displacement, more or less, during a fresh,
and the readjustment of the rails is not
likely to be attended to so carefully, as would
be the case, on the line of permanent way.
This accident shows the necessity of attention
and frequent examination on the part of
the Resident Engineer, who, I consider, should
not allow the Engine to run over any part of
the line, permanent or temporary, which may
not in his opinion be perfectly safe.

J. A. Hudson Esq. C.E.
Consulting Eng^r for Ry^s

Madras
29 June
1867

To The Secretary to Govt.
P. W. Deptt
Fort Saint George.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated June 28th 1867
Recd. 29th /

No. 227

227/227/67

Regarding a serious
accident which happened
on Tuesday the 26th
inst. to the ballast
train which is worked
by Mr. Carnall the Carthage
at Station II, No. III
at M. S. P. 1.

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 H. M. M. M.

The Government
 fully concurs in the views
 of the Consulting Engineer
 and they ask upon the
 report and measures
 taking such measures
 as may be necessary to
 ensure the adoption of
 the free surface suggested
 by Colonel Dickson.

Colan Engr. of the
 8 July 1893
 1893
 1893

Dep't of Public Works
1867.

RAILWAY DEPARTMENT.

From

A. 2432

The Consgr. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated *24th* *July* 1867.
Received *15 July 1867*

No. *791-S*

Enclosures, No. *one*

Observations on
a letter from the Agent &
Manager of the M. & A. Co.,
reporting a serious
accident which happened
to the ballast train
which is worked by
Mr. Barnett.

No 194-195

e. 3rd July 1867 (Ans 5th)

No 2034-8 July 1867
"With an order"