

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Accounts DEPARTMENT.

G.O. No. 3473	Press Man
3-3-37	
Dated 6-11-37	18/37

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

No. 88. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 16th October 1868, No. 380 :—

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 10th October 1868, No. 2,767.

I have the honor to send herewith, for the information of Government, copy of reports from the Resident Engineer, and the Assistant Traffic Manager, relative to a truck leaving the rails near Cottraputty on the 8th instant.

From the Assistant Traffic Manager, to the Agent of the Great Southern of India Railway, dated Trichinopoly, 9th October 1868, No. 5,092.

1. I beg to report, for your information, that a special left Trichinopoly for Tanjore at 3-20 p. m. yesterday, and arrived at Tanjore at 4-40 with empties. The special left Tanjore before No. 4 drew up to the platform with four loaded and one empty at 4-50 p. m. On passing Cottraputty gate, at the west end of the platform, the second truck from the engine C. G. No. 188 left the rails. The driver stopped as soon as safety permitted, at, say, about 100 or 150 yards from the platform, and on examination it was found that further than a few chairs being broken, and the truck (loaded) being off the line with all four wheels, no damage was done. Signals were sent out to stop No. 4, and in meantime steps were taken to place the truck upon the line. No. 4 train arrived shortly after, and with combined assistance of the two drivers and guards, the truck was lifted and started to Teeroovembore, where it shunted for No. 4 to pass.

2. No. 4 was delayed about one hour by the accident.

3. As to the cause of accident, I can only say that on passing the Cottraputty platform I felt a jerk, very slight, and on looking round saw the truck off the line, and after the train had stopped I went back to learn the cause, but could perceive nothing that would account for the truck leaving the rails; and the curious fact is, that the engine and first truck, a Madras high-sided open goods, with the three last and break-van passed over all right. The speed the train was not exceeding twenty-five miles an hour.

4. The jerk felt on the engine might be accounted for by the fact of the truck leaving the rails.

5. A less disastrous accident could not happen, as there was not even a side chain broken.

From the Resident Engineer, to the Agent of the Great Southern of India Railway, dated Trichinopoly, 9th October 1868, No. 3,264.

1. I regret to have to report that C. G. No. 188 of the Special, returning from Tanjore last evening, left the rails at the Cottraputty old station (sixty-ninth mile) and travelled 400 yards before the train was stopped. I arranged as soon as the truck was got on the line to pass No. 4 train over this damaged portion of the line in safety.

2. This morning I examined the place where the truck left the rails most carefully, and I have failed to find any fault in the road; the line, I found, was damaged more than I thought, but as it was pitch dark when we left the place last night, that error can be accounted for.

3. The Assistant Traffic Manager, who accompanied the special to Tanjore and back on engine, tells me that he felt no deflection or rise in the line at that place going east, but he did in coming back, just as the truck got off, this was evidently owing to the truck jumping off. I have had the truck carefully tested, and it is found to be three-eighths of an inch out of the square, and I understood from the Native Maistry, sent from Negapatam, that it had not been examined for eight months, coupling this with the fact that three and one "special" trains passed over in safety, and also the remaining portion of the return special, I may venture to say the cause of the accident was the bad state of the waggon.

Proceedings of the Madras Government, Public Works Department,
6th November 1868.

Submitted for the information of Government.
(Signed) H. N. D. PRENDERGAST, *Lieut. Colonel, V.C., R.E.,*
Acting Consulting Engineer for Railways.

No. 89. ORDER THEREON, 6th November 1868, No. 3,473.

RAILWAY, No. 8.

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.

'Great Southern of India Railway.
Agent's Office. Negapatam. 10th Decr 1868

No. 2767
FROM

THE AGENT

G. S. I. Railway.

TO

THE CONSULTING ENGINEER

for Railways

MADRAS.

Sir

I have the honor to send herewith
for the information of Government, copy
of reports from the Resident Engineer
and the Assistant Traffic Manager,
relative to a truck leaving the rails
near Cottaipatty on the 8th Instant.

I have the honor to be

Sir
Your most obedient servant
William B. Webb
Agent

Trichinopoly 9 October 1868

No 5092

My dear Sir

I beg to report for your information that a Special left Trichinopoly for Tanjore at 3.20 pm yesterday and arrived at Tanjore at 4.40 with empties. The Special left Tanjore before No 4 drew up to the platform with 4 loaded & 1 empty at 4.50 pm. On passing Cottaputty gate at the west end of the platform the second truck from the Engine C. G. No 108 left the rails. The driver stopped as soon as safety permitted at say about 100 or 150 yards from the platform and on examination it was found that further than a few chairs being broken and the truck (loaded) being off the line with all four wheels no damage was done. Signals were sent out to stop No 4 and in meantime steps were taken to place the truck upon the line. No 4 Train arrived shortly after and with combined assistance of the two Drivers and Guards the truck was lifted and started to Secunderbore where it shunted for No 4 to pass.

No 4 was delayed about 1 hour by the accident.

As

Received of the
The Consulting Engineer
for Railways
Trichinopoly
October 14 1868
No 5092
The above copy of
report from the Assistant
Engineer and the Assistant
Driver of the Tanjore section
to show the cause of the
accident for the information of
Government.

As to the cause of accident I can only say that on passing the Cottapatty platform I felt a jerk very slight and on looking round saw the truck off the line and after the train had stopped I went back to learn the cause but could perceive nothing that would account for the truck leaving the rails and the curious fact is that the Engine and first truck, a Madras R.S. 14 with the three last and Break van passed over all right. The speed, the train was not exceeding 25 miles an hour.

The jerk felt on the Engine might be accounted for by the fact of the truck leaving the rails.

A less disastrous accident could not happen as there was not even a side chain broken.

Yours faithfully
(Signed) A. Stanton
(True Copy)

William H. Dett
Agent

Resident Engineer's Office
Coaching Dept. 9. October 1914

Mr. B. H. Logan

My dear Sir

I regret to have to report that on 6th inst. of the special returning from Bangalore last evening left the rails at the Cottapatty station (10 1/2 miles) and travelled over yards before the train was stopped & arranged to turn to the right and run along the line to pass the train over the damaged portion of the line in shape of a loop. I examined the place where the truck left the rails most carefully and I have failed to find any fault in the road, the line I found was damaged more than I thought, but track was piled back when we left the place last night that error can be accounted for.

The Sd/- Traffic Manager who

10/14/14

I have had the bunch carefully looked over
it is found to be sp^{rs} of an insect out of the
Square. And I conclude from the Native
Naming. That from Negapatam that it has
not been introduced for the purpose of supplying

Special Agent
 Richard B. McGowan
 Resident Engineer
 New York
 June 20th 1904
 William H. Root
 Agent

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

R. W. Hendry at ^{St. Paul}
 1887.
 Sp. Cross. Page for Railways

10th 200

P. No. 108 Dept
RAILWAY DEPARTMENT

1868.

From

No 2014

The Consulting Engineer
for Railways,

To

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

Dated

16th

Received

17th October 1868.

No. 380

Submitting for
the information of
Government, reports
from the Resident Engineer
of the South Indian Railway
relative to a truck being
the rails near Cottapally
on the 3rd instant.
With the enclosed

Enclosed

Ordered to be recorded
for the purpose of
the Railway
Department
17th 11-1868

2.2120/1868 2.245

Case 4114
Govt. of 1868 Madras.

PUBLIC WORKS.

The Consulting Engrs.
for Railways.

Dated 18th Decr.

Recd.

No. 31

G.O. No. 1508, No. 37.

1868.

OCTOBER.

No. 55-59

Truck (Railway) movement
of the Consignment submitted
relative to a ~~train~~ leaving
the rails, on the 8th Oct 68, near
Coltrappetty on the Great S.
of S. Railway. See 552.