

(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. 2347 | Press |
| 503-504       | Mis-  |
| Dated 29.9.18 | 1840. |

Not to be folded or roughly handled

*[Handwritten signature]*

*Proceedings of the Madras Government, Public Works Department,  
29th September 1870.*

No. 503. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 20th September 1870, No. 376:—

Read the following letter from the Traffic Manager, to the Agent and Manager of the Madras Railway, dated Madras, 9th September 1870, No. C/0-366.

*Horse box blown out of Coimbatore Station.*

I BEG to forward copy of a telegram received from Mr. Carter this morning, and will furnish particulars as early as possible.

From CARTER, Beypore, to CHURCH, Madras.

Last night a horse box was blown from Coimbatore Station and came in contact with 12-30 train at 311th mile. Line was blocked up to 10 o'clock. Horse box much damaged, also engine buffer plank. No further injury occurred.

To the Acting Consulting Engineer for Railways for information.

(Signed) R. B. ELWIN,  
Agent and Manager.

9th September 1870.

From the Traffic Manager, to the Agent and Manager of the Madras Railway, dated Madras, 14th September 1870, No. C/0-370.

*Accident at 311th mile on 8th instant.*

With reference to my letter, No. C/0-366, dated 9th instant, I beg to forward copy of a report from Mr. Carter, the Assistant in charge of the Western Division.

2. The laybye referred to has been in constant use for more than eight years, and this is the first accident of the kind we have ever had. It shows, however, the danger of relying even on a rising gradient to prevent vehicles being carried away by the violence of a storm, and the necessity for Scotch blocks on all lines used for standing vehicles, particularly for such vehicles as carriages and horse boxes which are not fitted with brakes.

3. Until a Scotch block of the new muster can be put up, I have arranged for the "points" of the laybye to be "set," so as to prevent a vehicle being blown out of the laybye.

From R. D. CARTER, Esq., to H. E. CHURCH, Esq., dated Beypore, 10th September 1870, No. 297.

I BEG to give you particulars connected with the accident caused by a horse box being blown out of a siding at Coimbatore Station on the evening of the 8th instant. It appears that about 6 p. m. Coimbatore was visited with an unusually severe storm, and two horse boxes which were lying in the laybye east of the station were blown out of the siding, the first box got beyond the western points before anybody, except a pointsman, was aware of it. The pointsman did all in his power to stop it, but without success; the second box was discovered in time to be turned into the goods shed siding. The Station Master at once telegraphed to Muddikurru, but the box had passed that station at a very great speed before the telegram reached. I endeavoured to obtain Walliar, but the 12-30 p. m. train had left; the result was, as you are already aware, the 12-30 p. m. train, which was going up-hill at a very slow pace, met the horse box at the 311th mile, and damaged it severely. It was fortunate the guard and driver saw the horse box approaching, and had time to apply their brakes, so that the shock was not even felt by the passengers.

2. I sent an engine and assistance from Coimbatore to the scene of the accident, and the train was taken on to Coimbatore at 10-30 p. m. The horse box had to be thrown down the embank-

*By. Consulting Engineer for Rys  
for information.  
9th Sept 1870.*

*Proceedings of the Madras Government, Public Works Department,  
29th September 1870.*

ment in order to clear the line. I have issued notices for a special train on Sunday for Mr. Armstrong and his men to proceed to the 31 1/2 mile to recover the horse box. I may mention the laybye as well as Coimbatore Station yard from the west end of the platform, slope eastwards, which accounts for the Engineers considering Scotch blocks unnecessary for the laybye in question, as it appears the laybye was never provided with them; in fact, judging from the slope of the laybye, one would imagine no wind could remove vehicles from it.

To the Acting Consulting Engineer for Railways for information with reference to the Traffic Manager's letter of the 9th instant, No. C/0-366.  
14th September 1870.

(Signed) R. B. ELWIN,  
Agent and Manager.

SUBMITTED for the information of Government. This accident shows the necessity of a Scotch block being put down even where there is a rising gradient on to the main line.

(Signed) H. L. PRENDERGAST, Captain, R.E.,  
Acting Consulting Engineer for Railways.

No. 504.

ORDER THEREON, 29th September 1870, No. 2,347.

RAILWAY, No. 51.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,  
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

Madras Railway  
Traffic Manager's Office  
Madras 9th Sept 1870.

C/o  
366.

To

The Agent and Manager  
Madras Railway

Dear Sir,  
Horse Box blown out of  
Coimbatore station:

I beg to forward copy of a Telegram  
received from Mr. Barker this morning, and  
will furnish particulars as early as possible.  
Yours faithfully  
H. B. Church  
Traffic Manager.

From  
Barker  
Deyford

To  
Church  
Madras

Last night a Horse Box was blown from  
Coimbatore station and came in contact with  
12.30 Train at 3 1/2 miles. Line was blocked  
upto 10 o'clock. Horse Box much damaged  
also Engine buffer plank. No further injury  
occurred.

True copy  
H. B. Church  
Traffic Manager.

True copies  
H. B. Church  
Agent & Manager.

To the Ag. Consulting Engineer for Rys  
for information.  
9th Sept 1870.

*Handwritten notes at top left of the page.*

*1870*

*referred to in the report*

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*Handwritten notes at the bottom left.*

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*173733*

No. 376-

Submitted for the information of Government.

*Accident shows the necessity of a Scotch block being put down even where there is a rising gradient on the main line.*

*Wm. S. Dyer*

Cons. Engr. for Railways.

CONSULTING ENGINEER'S OFFICE,  
Madras, 20<sup>th</sup> Sept 1870.

To

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

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*Handwritten notes on the left margin.*

*Handwritten notes at the bottom left.*

*To the Engineer for Rys. / 29 Sept 1870 / Sublt George*

*Order to be presented. / No 2347*

RAILWAY DEPARTMENT.  
1870  
From The Consulting Engineer for Railways,  
To The Secretary to Government,  
P. W. Department,  
Fort St. George.

Dated 28<sup>th</sup> Sept<sup>r</sup> 1870.  
Received 21<sup>st</sup>

Gen: 3. ✓ No. 976.  
No 2347- 29<sup>th</sup> Sept<sup>r</sup> 1870.  
Submitting for the information of Govt., papers from the Agent & the manager of the M. R. Coy., regarding the accident which occurred to a Horse Box at the Coimbatore Station. With an order

173733  
Govt. of 1870

PUBLIC WORKS.

*for Consulting Eng<sup>r</sup> for Railways*

Dated  
Recd.  
G. O. 29<sup>th</sup> Sept<sup>r</sup> 1870. No 2347

Nos. 573-574  
Accident. Indorsement  
From the Engineer for Rail-  
ways, submitting, with re-  
marks, ~~some~~ report of an  
accident which occurred  
to a Horse Box at the  
Coimbatore Station on the  
M. R. Coy. line, recorded  
with an order