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(2) Date of repair 11-8-44  
(3) Initials of the Referencer \_\_\_\_\_

# MADRAS RECORD OFFICE.

Government of Madras.

*Public works* DEPARTMENT.

|                         |               |
|-------------------------|---------------|
| G.O. No. <u>1208</u>    | Press<br>Mis. |
| Dated <u>11-5-18/2.</u> |               |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
11th May 1872.*

No. 202. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 23rd April 1872, No. 194 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th April 1872, No. 240.

I HAVE the honour to enclose, for the information of Government, copies of the reports noted in the margin, having reference to a collision between a ballast train and a trolley which occurred on the 18th instant.

From Locomotive Superintendent, No. 134, 19th April 1872.  
From Traffic Manager, No. T 177, 19th April 1872.

2. I am having a strict investigation made into the circumstances attending this accident, and if the blame can be distinctly brought home to any individual or individuals, I have determined to have them prosecuted for neglect of duty.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 19th April 1872, No. 134.

I beg to report, for your information, the following particulars of a collision which occurred yesterday at the 135th mile, third telegraph post, on the South-West Line, between the ballast train and a trolley.

2. The Locomotive Foreman states that the trolley was proceeding from Jollarett to Tripatore in charge of the Sub-Inspector, no signals being exhibited to protect it; the ballast train coming up at the time ran into the trolley, breaking it to pieces and throwing the van off the line. One axle-box of the van was damaged, and several of the bolts were broken; the brake gear was also bent, and the wheels were badly cut.

3. The line was cleared for the 8 A.M. train; so no delay was caused to the ordinary trains.

4. I have not been furnished with the number of the ballast train engine, but directly I ascertain it I will inform you. The name of the Driver is J. Holmes.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 19th April 1872, No. T 177.  
*Ballast Train running into a Trolley.*

I beg to enclose copies of a telegram and letter dated 18th instant, from the Guard of the ballast train working between Jollarett and Tripatore, reporting a collision between the ballast train and a trolley at the 135th mile, first telegraph post.

2. The Inspector of Police has been ordered to investigate the matter.

From the Guard of the Ballast Train, to the Acting Deputy Traffic Manager, dated Jollarett, 18th April 1872.

I beg to report, for your information, that whilst the ballast train of the above date had left the ballast pit, and while on its way towards Tripatore for the purpose of depositing the ballast on the main line between the said station and Jollarett, the train came in contact with a trolley at the 135th mile, which caused the brake van to get off the line. The required assistance being obtained from Jollarett, the brake van replaced on the line, leaving the line clear at 6 40 P.M., and arrived into Jollarett at 6 50 P.M.

2. Furthermore, I beg to state that the trolley was not sighted in time to bring the train to a stand to prevent the accident, as it was running in a curve at the time.

Telegram from the Guard of the Ballast Train, Jollarett, to MOSS, Esq., dated 18th April 1872.

BALLAST Train ran over a trolley at 135th mile, first telegraph post of main line and smashed; no one hurt; line clear. Particulars will follow.

Proceedings of the Madras Government, Public Works Department,  
11th May 1872.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company,  
dated Perambore Works, 22nd April 1872, No. 141.

*Collision between Ballast Train and Trolley on 18th April 1872*

Referring to my letter No. 134 of the 19th instant, I beg to inform you that the number of the engine which ran into the trolley is 94.

2. The van attached to the train was a goods brake van, numbered 7, and the following are the details of the damage done to it:—

Axle bent, tyre cut, axle-box broken, one side-chain bent, two brake-rods bent, one buffer head lost, and two bolts in buffer head broken.

I estimate the cost of repairs to be about Rupees 55.

To the Consulting Engineer for Railways for information.  
(True Copy.)

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

22nd April 1872.

SUBMITTED for the information of Government.  
(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,  
Consulting Engineer for Railways.

No. 203.

ORDER THEREON, 11th May 1872, No. 1,208.

RAILWAY, No. 27.

ORDERED to be recorded.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,  
Officiating Secretary to Government.

Exd. E. C. Shunker.

No. 240

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 20<sup>th</sup> April 1872.

From

R. B. Elwin Esq.

Agent and Manager of the M.R. Co.

To

Lieut. Col. J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

I have the honour to enclose for the information of Government Copies of the Reports noted in the *General Register* to 134. 19<sup>th</sup> April 1872 & margin having from the Manager's Office 19<sup>th</sup> April 1872 reference to a collision between a ballast train and a trolley which occurred on the 18<sup>th</sup> instant.

2. I am having a strict investigation made into the circumstances attending this accident, and if the blame can be distinctly brought home to any individual or individuals, I have determined to have them prosecuted for neglect of duty.

I have the honour to be

Sir

Your most obedient servant

(Signed) R. B. Elwin  
Agent and Manager

Madras Railway Company  
Locomotive Superintendents Office  
Pernambuco Works  
19<sup>th</sup> April 1872

To  
The Agent and Managers  
Dear Sir

I beg to report for your information the following particulars of a collision which occurred yesterday at the 13<sup>th</sup> mile, 2<sup>nd</sup> Telegraph post, on the South West Line, between the Pallack Train and a trolley.

The Loco Steward states that the trolley was proceeding from Gallarpath to Srirapatnam in charge of the Sub-Inspector, no signals being exhibited to protect it; the Pallack train coming on at the time ran into the trolley breaking it to pieces and throwing the van off the line. One of the van was damaged and several of the bolts were broken, the brake gear was also bent and the wheels were badly cut.

The line was cleared for the S. & W. train, so no delay was caused to the ordinary trains.

I have not been furnished with the number of the Pallack Train Engine, but directly I ascertain it I will inform you. The name of the Driver is J. Holmes.

Yours faithfully  
Signed Wm. Parker Wright  
Locomotive Superintendents

Madras Railway  
Traffic Managers Office  
Madras 19<sup>th</sup> April 1872

N<sup>o</sup> 572  
To  
The Agent and Managers  
Madras Railway Company

Dear Sir,

Pallack Train running into trolley.  
I beg to enclose copies of a telegram and letter

992210  
MADRAS RAILWAY  
The Consulting Engineer  
The Agent and Managers  
For Railways  
19<sup>th</sup> April 1872  
N<sup>o</sup> 240  
Forwarded to Chief Clerk  
Superintendent of Railways  
Madras & Co. Secy  
to Govt. and a trolley  
which occurred on the  
18<sup>th</sup> April

all about Railways  
Clear Superintendent's Office  
Brisbane 25<sup>th</sup> April 1872

To The Agent and Manager  
of the  
Railways between Ballarat, Geelong and  
Traralgon 11<sup>th</sup> April 1872

Referring to my letter of 13<sup>th</sup> of the  
17<sup>th</sup> instant, I beg to inform you that  
that of the Engineer who reports the  
truly is as follows

The Engine attached to the train  
was found to be in a state of  
the following and the details of the damage  
done to it

about 100 lbs of iron - one has broken  
one side chain - two broken rods  
one broken head bolt - and two  
broken head bolts  
Estimated the cost of repairs to be about  
£50

Yours faithfully  
W. B. Wright  
Clear Superintendent

Very truly  
Yours  
W. B. Wright  
Agent & Manager

To The Consulting Engineer for Railways  
for information -  
25<sup>th</sup> April 1872

23. April. 72.

111

*J. B. Stewart*



1st 1872 *Referred*

RAILWAY DEPARTMENT.

187. *S 2053*

From

The Consulting Engineer  
for Railways.

To

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

Dated 23<sup>rd</sup>

Received 24<sup>th</sup>

*10<sup>th</sup> Dec.* 1872.

*Feb. 3<sup>rd</sup>*

No. 194

*Submitting  
Agent to B. & C. re  
garding the Col  
lision on the 18<sup>th</sup>  
instant*

*S 1208-11*

*With an order*

*Order to be recorded.*

*W. H. H.*

*626 20/1/72*

7/20052.

1871 311015.

BLIC WORKS.

11 May 2 1208.

Nos 212 & 203

San Francisco .. Rehab

Which runs  
the 18 April on the  
line, between the  
last train & a rolling  
road.